De Anza College Master Plan EIR Addendum

Traffic Impact Analysis
FINAL REPORT

Prepared for:

Christopher A. Joseph & Associates

By

DKS Associates
1000 Broadway
Suite 450
Oakland, CA 94607-4039

February 15, 2008

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

BACKGROUND & SUMMARY

This addendum supplements analysis provided in the 2002 De Anza College Facilities Master Plan Final EIR Traffic Impact Analysis (DKS Associates, June 2002, herein referred to as the TIA), and examines the potential traffic impacts that may occur due to the 2007 Facilities Master Plan. The 2007 Facilities Master Plan involves construction and renovation of campus facilities, improvements to the transit center, parking, pedestrian circulation, signage, landscaping and lighting. In addition, the 2007 Facilities Master Plan is intended to meet the needs of De Anza College for an anticipated enrollment of 30,030 students by the year 2015, thus an increase of 4,570 students when compared to 2004 student enrollment figures.

The 2002 TIA evaluated traffic and transportation issues related to a forecast of 7,000 additional students by year 2010. This addendum to the TIA reflects a net reduction in the forecast of students by year 2015.

As part of the additional analysis, the intersection of S. De Anza Boulevard & McClellan Road and the two driveways located along Stevens Creek Boulevard between State Route 85 and N. Stelling Road were added to the analysis, using the methodologies set forth by the City of Cupertino and the Santa Clara County Congestion Management Program (CMP). A comparison of the peak hour operation conditions at all study intersection (Weekday A.M., Midday and P.M. peak hour) is also included in this additional analysis.

This report is organized, for ease of cross-reference, following the format of the 2002 TIA.

As a result of the changes made in the 2007 Facilities Master Plan, the proposed project would result in significant impacts as follows:

- the addition of project traffic would cause the intersection of Rose Blossom Drive & McClellan Road to deteriorate from LOS E to LOS F in the P.M. peak hour.

Tables ES-1 to **ES-3** provide a summary of the intersection service levels during the A.M., Midday and P.M. peak hours, under each of the analysis scenarios.

Table ES-1 LOS Analysis Summary – A.M. Peak Hour

Level of Service Analysis Summary
A.M. Peak Hour

#	Intersection	Traffic Control	Existing			Background			Project			Cumulative		
			Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS
1.	N. Stelling Rd & Homestead Rd[a]	Signal	37.1	0.628	D+	37.1	0.63	D+	37.2	0.632	D+	38.7	0.694	D+
2.	N. Stelling Rd & Greenleaf Dr	Signal	10.0	0.558	A	10.0	0.562	A	9.9	0.566	A	10.6	0.616	B+
3.	Bubb Rd & Stevens Creek Blvd	Signal	32.8	0.553	C-	32.8	0.557	C-	32.8	0.568	C-	33.5	0.614	C-
4.	State Route 85 SB Ramps & Stevens Creek Blvd[a]	Signal	22.7	0.508	C+	22.9	0.519	C+	24.7	0.595	C	25.2	0.629	C
5.	State Route 85 NB Ramps & Stevens Creek Blvd[a]	Signal	25.0	0.65	C	24.9	0.653	C	24.4	0.662	C	25.5	0.717	C
6.	College Loop Rd (W) & Stevens Creek Blvd	Unsignalized [b]	-	-	-	-	-	-	-	-	-	-	-	-
7.	Mary Ave & Stevens Creek Blvd	Signal	23.3	0.502	C	22.2	0.447	C+	22.4	0.489	C+	23.2	0.518	C
8.	College Loop Rd (E) & Stevens Creek Blvd	Unsignalized [b]	10.4	-	B	11.0	-	B	11.1	-	B	11.3	-	B
9.	N. Stelling Rd & Stevens Creek Blvd[a]	Signal	41.2	0.73	D	41.7	0.751	D	42.5	0.767	D	45.1	0.817	D
10.	Saich Wy & Stevens Creek Blvd	Signal	18.3	0.433	B-	18.0	0.443	B-	17.6	0.467	B	18.3	0.496	B-
11.	Bandley Dr & Stevens Creek Blvd	Signal	18.2	0.321	B-	18.1	0.336	B-	17.5	0.362	B	17.4	0.376	B
12.	N. De Anza Blvd & Stevens Creek Blvd[a]	Signal	25.6	0.668	C	25.8	0.687	C	26.2	0.695	C	26.9	0.73	C
13.	N. Stelling Rd & Peppertree Ln	Signal	18.2	0.362	B-	18.2	0.364	B-	18.5	0.366	B-	18.8	0.396	B-
14.	Bubb Rd& McClellan Rd	Signal	33.3	0.592	C-	33.3	0.592	C-	33.4	0.598	C-	34.5	0.65	C-
15.	Rose Blossom Dr& McClellan Rd [c]	Unsignalized [b]	20.5	-	C	20.5	-	C	22.1	-	C	25.5	-	D
16.	S. Stelling Rd & McClellan Rd[a]	Signal	30.1	0.651	C	30.2	0.656	C	30.7	0.672	C	32.1	0.725	C-
17.	S. De Anza Blvd & McClellan Rd	Signal	28.8	0.704	C	29.1	0.715	C	29.2	0.715	C	30.6	0.766	C

Source: DKS Associates, 2007.

Notes: **Avg. Delay**: Average Delay in seconds per vehicle **V/C**: Volume-to-capacity ratio **LOS**: Level of Service **E/F** Unacceptable LOS

a. CMP Intersection **b.** Unsignalized Intersection **c**. Evaluated on the future conditions only

Unsignalized Intersection: LOS based on worst approach delay (in seconds). Delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies.

Table ES-2 LOS Analysis Summary - Midday Peak Hour

Level of Service Analysis Summary
Midday Peak Hour

#	Intersection	Traffic Control	Existing			Background			Project			Cumulative		
			Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS
1.	N. Stelling Rd & Homestead Rd[a]	Signal	37.0	0.605	D+	37.0	0.61	D+	37.2	0.623	D+	38.3	0.679	D+
2.	N. Stelling Rd & Greenleaf Dr	Signal	6.3	0.44	A	6.3	0.453	A	6.4	0.475	A	6.6	0.51	A
3.	Bubb Rd & Stevens Creek Blvd	Signal	28.9	0.487	C	30.2	0.49	C	30.4	0.508	C	31.0	0.542	C
4.	State Route 85 SB Ramps & Stevens Creek Blvd[a]	Signal	20.3	0.469	C+	22.0	0.481	C+	24.4	0.589	C	24.7	0.615	C
5.	State Route 85 NB Ramps & Stevens Creek Blvd[a]	Signal	27.0	0.648	C	28.9	0.647	C	30.8	0.705	C	31.9	0.757	C
6.	College Loop Rd (W) & Stevens Creek Blvd	Unsignalized [b]	-	-	-	-	-	-	-	-	-	-	-	-
7.	Mary Ave & Stevens Creek Blvd	Signal	26.7	0.737	C	27.1	0.729	C	30.2	0.792	C	32.9	0.842	C-
8.	College Loop Rd (E) & Stevens Creek Blvd	Unsignalized [b]	13.3	-	B	14.9	-	B	15.5	-	C	16.5	-	C
9.	N. Stelling Rd & Stevens Creek Blvd[a]	Signal	40.2	0.631	D	35.6	0.689	D+	38.3	0.745	D+	38.7	0.752	D+
10.	Saich Wy & Stevens Creek Blvd	Signal	20.7	0.601	C+	20.5	0.611	C+	19.9	0.638	B-	21.1	0.682	C+
11.	Bandley Dr & Stevens Creek Blvd	Signal	28.4	0.59	C	28.3	0.605	C	27.6	0.633	C	28.7	0.672	C
12.	N. De Anza Blvd & Stevens Creek Blvd[a]	Signal	37.6	0.785	D+	39.1	0.81	D	40.2	0.868	D	42.2	0.911	D
13.	N. Stelling Rd & Peppertree Ln	Signal	22.5	0.326	C+	22.4	0.332	C+	22.9	0.398	C+	23.1	0.422	C
14.	Bubb Rd& McClellan Rd	Signal	34.4	0.435	C-	34.0	0.405	C-	34.2	0.418	C-	34.5	0.454	C-
15.	Rose Blossom Dr& McClellan Rd [c]	Unsignalized [b]	-	-	-	20.1	-	C	31.8	-	D	43.0	-	**E**
16.	S. Stelling Rd & McClellan Rd[a]	Signal	28.3	0.482	C	26.5	0.499	C	27.0	0.539	C	27.1	0.566	C
17.	S. De Anza Blvd & McClellan Rd	Signal	33.7	0.573	C-	36.1	0.591	D+	37.0	0.621	D+	37.5	0.644	D+

Source: DKS Associates, 2007.
Notes: **Avg. Delay**: Average Delay in seconds per vehicle **V/C**: Volume-to-capacity ratio **LOS**: Level of Service **E/F** Unacceptable LOS
a. CMP Intersection **b.** Unsignalized Intersection **c**. Evaluated on the future conditions only
Unsignalized Intersection: LOS based on worst approach delay (in seconds). Delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies.

Table ES 3 LOS Analysis Summary – P.M. Peak

Level of Service Analysis Summary
P.M. Peak Hour

#	Intersection	Traffic Control	Existing			Background			Project			Cumulative		
			Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS
1.	N. Stelling Rd & Homestead Rd[a]	Signal	43.2	0.82	D	44.0	0.839	D	44.7	0.855	D	50.6	0.919	D
2.	N. Stelling Rd & Greenleaf Dr	Signal	8.5	0.663	A	8.7	0.683	A	9.0	0.7	A	10.0	0.749	B+
3.	Bubb Rd & Stevens Creek Blvd	Signal	28.9	0.532	C	30.1	0.536	C	30.2	0.546	C	30.9	0.582	C
4.	State Route 85 SB Ramps & Stevens Creek Blvd[a]	Signal	22.2	0.574	C+	24.4	0.602	C	25.4	0.668	C	25.7	0.686	C
5.	State Route 85 NB Ramps & Stevens Creek Blvd[a]	Signal	25.9	0.665	C	27.8	0.673	C	27.7	0.713	C	29.4	0.744	C
6.	College Loop Rd (W) & Stevens Creek Blvd	Unsignalized [b]	-	-	-	-	-	-	-	-	-	-	-	-
7.	Mary Ave & Stevens Creek Blvd	Signal	27.2	0.712	C	28.0	0.742	C	30.6	0.788	C	33.7	0.823	C-
8.	College Loop Rd (E) & Stevens Creek Blvd	Unsignalized [b]	12.3	-	B	13.7	-	B	13.9	-	B	14.1	-	B
9.	N. Stelling Rd & Stevens Creek Blvd[a]	Signal	51.8	0.867	D-	54.0	0.946	D-	57.6	0.966	**E+**	60.5	0.981	**E**
10.	Saich Wy & Stevens Creek Blvd	Signal	21.5	0.615	C+	21.3	0.628	C+	21.1	0.648	C+	22.3	0.69	C+
11.	Bandley Dr & Stevens Creek Blvd	Signal	30.0	0.728	C	29.9	0.741	C	29.9	0.762	C	31.8	0.814	C
12.	N. De Anza Blvd & Stevens Creek Blvd[a]	Signal	43.6	0.971	D	50.5	1.015	D	51.9	1.024	D-	58.7	1.064	**E+**
13.	N. Stelling Rd & Peppertree Ln	Signal	17.6	0.403	B	17.0	0.418	B	18.2	0.447	B-	19.0	0.468	B-
14.	Bubb Rd& McClellan Rd	Signal	37.2	0.593	D+	36.3	0.561	D+	36.4	0.567	D+	37.3	0.616	D+
15.	Rose Blossom Dr& McClellan Rd [c]	Unsignalized [b]	43.6	-	**E**	43.6	-	**E**	62.3	-	**F**	102.1	-	**F**
16.	S. Stelling Rd & McClellan Rd[a]	Signal	36.4	0.76	D+	34.1	0.79	C-	35.5	0.804	D+	38.9	0.842	D+
17.	S. De Anza Blvd & McClellan Rd	Signal	66.8	0.957	**E**	72.4	1.021	**E**	76.0	1.036	**E-**	90.4	1.086	**F**

Source: DKS Associates, 2007.
Notes: **Avg. Delay**: Average Delay in seconds per vehicle **V/C**: Volume-to-capacity ratio **LOS**: Level of Service **E/F** Unacceptable LOS
a. CMP Intersection **b.** Unsignalized Intersection **c**. Evaluated on the future conditions only
Unsignalized Intersection: LOS based on worst approach delay (in seconds). Delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies.

1.0 TRANSPORTATION AND CIRCULATION

This section provides a general description of the transportation facilities in the project vicinity and summarizes potential transportation impacts within the study area. The report analyzes the traffic conditions during the weekday a.m., midday and p.m. peak hours for the following facilities: study area intersections, parking, bicycle, pedestrian and transit activity.

The transportation analysis represented in this study follows review and incorporation, where appropriate, of data from the following transportation studies of the City of Cupertino and Santa Clara County.

- De Anza College Facilities Master Plan – Final Parking Impact Analysis. Prepared by DKS Associates, September 2000.
- Whole Foods Market –Traffic Analysis Report. Prepared for the City of Cupertino by Pang Engineers, Inc. October 28, 2005.
- Chuck E. Cheese Letter Report. Prepared by TJKM Transportation Consultants. August 22, 2005.
- Any Mountain Office Building Letter Reports. Prepared by Pang Engineers Inc. June 13, 2006 and July 28, 2006.
- Town Center Development – Transportation Impact Analysis Final Report. Prepared by Fehr & Peers Associates, Inc for H/S CTC Funding, Inc. March 2003.
- Adobe Terrace Mixed-Use Development Memorandum. Prepared for Greg A. Pinn. March 12, 2004.
- Oak Park Village Memorandum. Prepared by Fehr & Peers Associates, Inc for Greg Pinn, Pinn Brothers. October 19, 2004.
- Menlo Equities – Transportation Impact Analysis Draft Report. Prepared by Fehr & Peers Associates, Inc for City of Cupertino. September 2003.
- Vallco Residential Project – Transportation Impact Analysis Final Report. Prepared by Fehr & Peers Associates, Inc. for City of Cupertino. August 2004.
- Villa Serra Expansion – Traffic Impact Analysis Draft Traffic Analysis. Prepared by Fehr & Peers Associates, Inc for City of Cupertino. June 2007.
- Las Palmas Residential Development – Focused Traffic Analysis. Prepared by Fehr & Peers Associates, Inc for City of Cupertino. April 24, 2007.

In addition, information in this section is based on recent telephone conversation and data provided by City of Cupertino staff and site visits conducted in May 2007.

The following intersections were analyzed as part of the traffic impact analysis:

1. N. Stelling Road & Homestead Road*
2. N. Stelling Road & Greenleaf Drive
3. Bubb Road & Stevens Creek Boulevard
4. State Route 85 SB Ramps & Stevens Creek Boulevard*
5. State Route 85 NB Ramps & Stevens Creek Boulevard*
6. College Loop Road (W) & Stevens Creek Boulevard
7. Mary Avenue & Stevens Creek Boulevard
8. College Loop Road (E) & Stevens Creek Boulevard
9. N. Stelling Road & Stevens Creek Boulevard*
10. Saich Way & Stevens Creek Boulevard
11. Bandley Drive & Stevens Creek Boulevard
12. N. De Anza Boulevard & Stevens Creek Boulevard*
13. N. Stelling Road & Peppertree Lane
14. Bubb Road & McClellan Road
15. Rose Blossom Drive & McClellan Road[1]
16. S. Stelling Road & McClellan Road*
17. S. De Anza Boulevard & McClellan Road

The list of study intersections was based on the previous EIRs, the size of the project and the number of trips it would potentially generate, the surrounding study area, and with consideration to those intersections that are most likely to be impacted by the proposed project. **Figure 1** illustrates the project site location and the surrounding roadway network. Operations of these intersections were analyzed during the weekday A.M. (7:00 a.m. – 9:00 a.m.), Midday (11:00 a.m. – 1:00 p.m.) and P.M. (4:00 p.m. – 6:00 p.m.) peak periods and evaluated for the following scenarios".

* CMP Intersection
[1] Analyzed under the project and cumulative condition only.

Scenario 1 **Existing Condition** – Level of service based on existing peak hour volumes and existing intersection configurations.

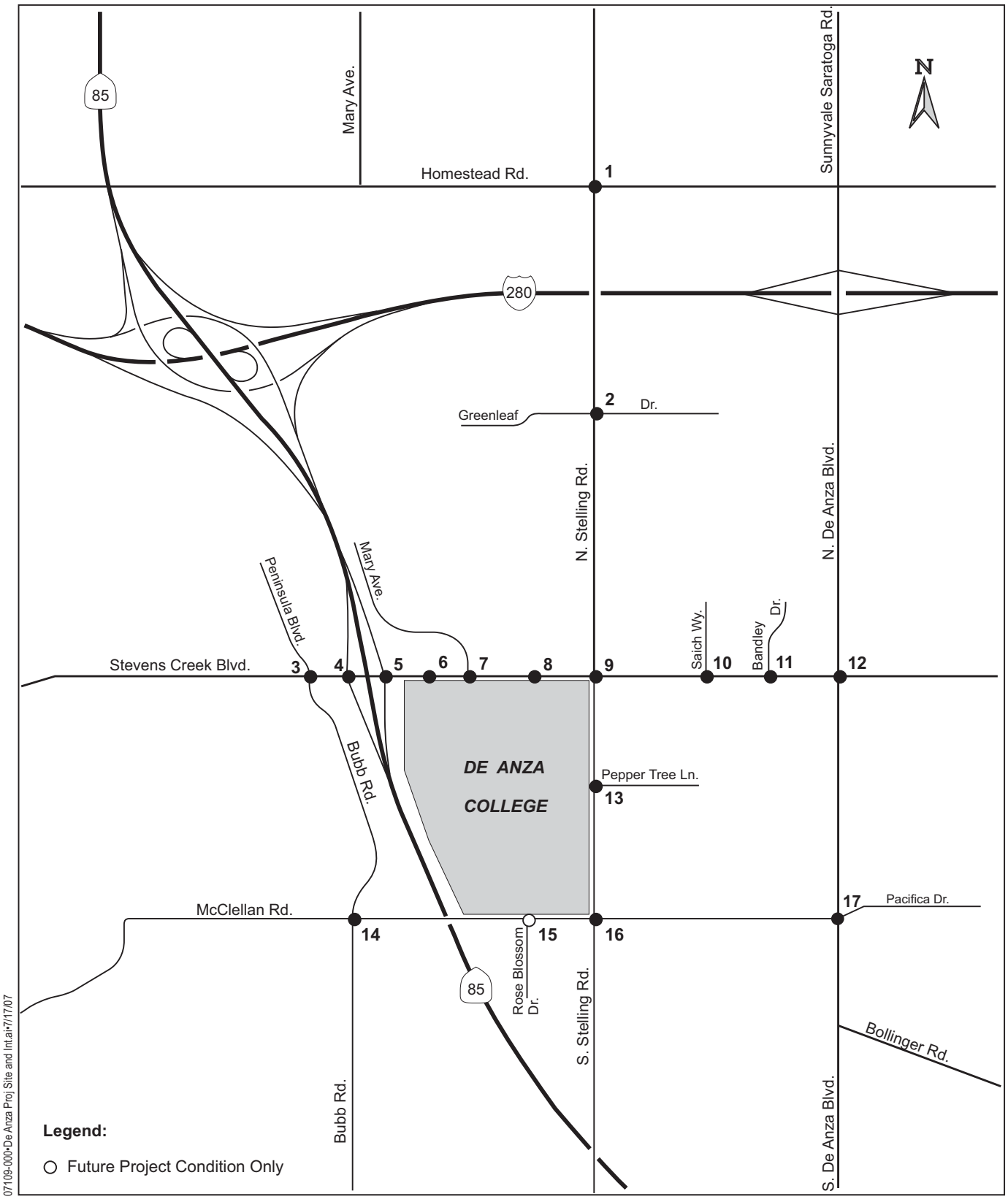
Scenario 2 **Background Condition** – Existing peak-hour volumes plus growth from approved developments in the vicinity of the project. Approved developments were not yet occupied as of the time that the existing scenario traffic counts were taken, but they will be completed prior to completion of the proposed project.

Scenario 3 **Project Condition** – Background condition plus the proposed project generated traffic. This scenario evaluates the traffic conditions based on an increase of 4,570 students.

Scenario 4 **Cumulative Scenario** – Project condition plus pending projects plus a growth rate of 1.1 percent per year until project buildout.

In addition to intersection operation analysis, an evaluation of the site plan, on-site circulation, access and egress points, sight distance, proposed parking supply and expected demand is contained in this report.

The following section presents an analysis of the existing conditions of various transportation system components. The components include roadways, intersections, transit service, bicycles, pedestrians, and parking.



DKS Associates
TRANSPORTATION SOLUTIONS

Figure 1
Project Site Location and Study Intersections

2.0 EXISTING SETTING

De Anza College is located in central Cupertino in Santa Clara County. The project site encompasses about 112-acres located at the junction of Highway 85 and 280. It is bounded by Stevens Creek Boulevard to the north, Stelling Road to the east, McClellan Road to the south, and State Route 85 to the west. Local access is currently provided primarily from Stevens Creek Boulevard, with minor access provided from Stelling Road and McClellan Road.

2.1 Roadway Network

Regional access to the project area is provided by State Route 85 (SR 85), Interstate 280 (I-280), De Anza Boulevard and Stevens Creek Boulevard.

State Route 85. This facility extends from its interchange with US-101 at the southern end in the City of San Jose to its interchange with US-101 in the City of Mountain View. In the vicinity of the project area, SR-85 runs in the north-south direction and includes three mixed-flow lanes and a High Occupancy Vehicle (HOV) lane in southbound direction and two mixed-flow lanes and a HOV lane in northbound direction of travel. SR-85 provides access to/from the project study area via the interchanges at De Anza Boulevard and Stevens Creek Boulevard.

Interstate 280 is an interstate highway that runs in the east-west direction through the project area. It extends from San Francisco in the north, to the City of San Jose in the south. It has three mixed-flow lanes and a HOV lane in each direction near the project site. This facility provides access to the project site via interchanges with De Anza Boulevard.

De Anza Boulevard has three northbound through lanes and four southbound through-lanes to the east of De Anza College campus. It has a posted speed limit of 40 mph in the vicinity of the project site. This roadway extends from Saratoga at the southern end to an interchange with I-280 in the north.

Stevens Creek Boulevard has three through-lanes in each direction, and is an east-west roadway located along the northern boundary of the project site. It has a posted speed limit of 35 mph in the vicinity of the project. It extends from Foothill Boulevard to the west to its terminus with I-280 to the east, where it becomes San Carlos Street.

Local access to the campus is provided by Stelling Road, McClellan Road, Pepper Tree Lane, Rose Blossom Drive and Mary Avenue.

Stelling Road is a two- to four-lane arterial with a north-south direction that forms the eastern boundary of the De Anza College campus. It provides access to the campus via Pepper Tree Lane. Stelling Road extends from El Camino Real in Sunnyvale in the

south to Prospect Road in the north. It has a posted speed limit of 35 mph south of Stevens Creek Boulevard and 30mph north of Stevens Creek Boulevard.

McClellan Road is a two-lane local roadway (one lane in each direction) that provides access to the campus via Rose Blossom Avenue. This roadway operates in an east-west direction and extends from Mira Vista Road to the east to its terminus at De Anza Boulevard. It has a posted speed limit of 30 mph.

Mary Avenue is a two-lane roadway (one lane in each direction) that serves the northern boundary of the campus, as well as an entry directly in to the campus from Stevens Creek Boulevard. This roadway operates in a north-south direction and extends from Stevens Creek Boulevard in the south to Evelyn Avenue in the north, in the City of Sunnyvale.

Mary Avenue, Pepper Tree Lane and Rose Blossom Avenue facilitate access to the De Anza College Campus. Internal circulation within the campus is provided by the perimeter road. The perimeter road is a two-lane road (one-lane in each direction) and circles the entire campus.

2.2 Transit Facilities[2]

The Santa Clara Valley Transportation Authority (VTA) is the primary provider of bus public transit in Santa Clara County. VTA currently operates six bus lines within the vicinity of the proposed project.

Line 23. This route provides service from the San Antonio Transit Center in Mountain View to Downtown San Jose. Weekday service is provided from Stevens Creek Boulevard/Stelling between 5:05 a.m. and 12:11 midnight in the eastbound direction, at 15-20 minute headways during the peak periods (7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m.). Service is provided from the San Antonio Transit Center from 5:50 a.m. to 10:54 p.m., at 30-minute headways during the peak periods.

In the westbound direction, service is provided from 2nd Street/Santa Clara Street from 5:20 a.m. to 12:04 midnight, at 15-minute headways during the peak periods (7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m.). Service starts at 5:44 a.m. from 1st Street/Bassett Street.

Weekend service is provided. Line 23 travels along Stevens Creek Boulevard.

Line 25. This route provides service between the Alumn Rock Transit Center to De Anza College. Weekday service is provided from Clove/Thornton between 5:26 a.m. and 11:49 p.m., at 10-12 minute headways during the peak periods (7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m.) and from Saich Way/Stevens Creek Boulevard from 6:04 a.m.

[2] Based on VTA's schedule effective dates of January 2007 (Line 23, 25, 54 & 55) and April 2007 for Line 53.

to 10:17 p.m., at 30-minute headways during the peak periods of (7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m.) .

In the westbound direction, service is provided from 4:39 a.m. to 10:52 p.m., at 10-15 minute headways during the peak periods (7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m.). Weekend service is provided. Line 25 travels along De Anza Boulevard, McClellan Road, Stelling Road and Stevens Creek Boulevard.

Line 53. This route provides service between Westgate and the Sunnyvale Caltrain Station. Weekday service is provided from 6:16 a.m. from Stelling/Stevens Creek Boulevard and from 6:543 a.m. at Westgate. Service in provided until 5:58 p.m., at 55-60 minute headways. In the southbound direction, service is provided from 6:45 a.m. to 6:02 p.m., at 30-45 minute headways between 7:00 a.m. – 9:00 a.m. and at 60-minute headways between 4:00 p.m. – 6:00 p.m. No weekend service is provided. Line 53 travels along Bubb, Stevens Creek Boulevard, Stelling Road and Homestead Road.

Line 54. This route provides service between West Valley College to Sunnyvale/Fair Oaks Avenue. Weekday service is provided from 5:49 a.m. from Saratoga/Sunnyvale & Prospect and at 6:14 a.m. from West Valley College. Service in provided until 8:16 p.m., at 30-minute headways during the peak periods (7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m.). In the southbound direction, service is provided from 6:17 a.m. to 8:25 p.m., at 30-minute headways during the peak periods (7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m.).

Weekend service is provided. Line 54 travels along McClellan Road and Stelling Road.

Line 55. This route provides service between Great America and De Anza College. Weekday service is provided from 5:16 a.m. at Fair Oaks Boulevard/El Camino Real and at 5:55 p.m. from Stelling Road/Stevens Creek Boulevard. Service is provided until 10:16 p.m., at 20-30 minute headways during the peak periods (7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m.). In the southbound direction, service is provided from 5:05 a.m. to 9:19 p.m. at 15-20 minute headways during the peak periods (7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m.).

Weekend service is provided. Line 55 travels along De Anza Boulevard, McClellan Road, Stelling Road and Stevens Creek Boulevard.

2.3 Bicycle Facilities

The 2005 Santa Clara Valley Bikeways Map[3] indicates bicycle facilities in the vicinity of the project. The existing system consists of three classifications of bicycle facilities:

[3] Santa Clara Valley Bikeways Map. October 2005. http://www.vta.org/schedules/gmaps/index.html

- Class I facilities (Bicycle Paths off-street) – A completely separated paved right-of-way (shared with pedestrians) which excludes general motor vehicle traffic.

- Class II facilities (Bicycle Lanes on -street) – A striped lane for one-way bike travel on a roadway.

- Class III facilities (Bicycle Boulevard) – Typically a street with low traffic volumes and speeds, with measure for preferential bike treatment.

The bikeways map identified Stevens Creek Boulevard, Stelling Road, Mary Avenue, McClellan Road, Bubb Road and De Anza Boulevard, as a Class II facility.

The Bikeways Map also illustrates a number of "rated streets". Rated streets are "streets frequently used by bicyclist, where they share the roadway with motor or merging with motor vehicles. These include city-designated Class III bike routes. Street ratings are based on the following types of characteristics.

- Extreme Caution: Heavy traffic volumes; High traffic speeds at or greater than 35 mph; high number of motor vehicles turning right or merging across bicyclist path of travel.

- Alert: Moderate traffic volumes; Moderate traffic speeds; Medium-width travel area for bicycles (shoulders or curb lanes; Low to moderate number of motor vehicles turning right or merging across bicyclist path of travel; Moderate to high parking turnover; somewhere in between Extreme Caution and Moderate.

- Moderate: Low traffic volumes; Moderate to low traffic speeds; Wide travel area for bicycles (shoulders or curb lanes); Low parking turnover or no curbside parking.

The bicycle facilities map identifies Pepper Tree Lane and Bandley Drive as "Moderate Caution" street and Stelling Road (north of Homestead) as "Alert" street. Bicycle parking is provided on campus in various locations.

Pedestrian Circulation

Pedestrian activity was observed to be heavy within the vicinity of the project site. The existing sidewalks along Stevens Creek Boulevard, Stelling Road and McClellan Road accommodate pedestrian movements along the perimeter of the campus. Crosswalks and pedestrian signals are provided at all of the signalized intersections. Within the campus, sidewalks connect the building and parking areas to the sidewalks bordering the campus.

3.0 INTERSECTION LEVEL OF SERVICE METHODOLOGY

To evaluate traffic conditions, as well as provide a basis for comparison of conditions before and after project-generated traffic is added to the street system, intersection Level of Service (LOS) analysis was evaluated at all 17 study intersections. Signal timing sheets[4] (e.g., the signal timing plans for signalized intersections) were provided by City staff and used in this analysis.

Per the City of Cupertino requirements, traffic conditions for the study intersections were evaluated using the methodologies provided in the 2000 Highway Capacity Manual (HCM). The designated intersection level of service software analysis program is TRAFFIX. TRAFFIX evaluates signalized intersection operation on the basis of average stopped delay for all vehicles at the intersection. For reference purposes, LOS as defined in the HCM is a quality measure describing operating conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

3.1 Level of Service (LOS) Definition

The LOS evaluation indicates the degree of congestion that occurs during peak travel periods and is the principal measure of roadway and intersection performance. Level of Service can range from "A" representing free-flow conditions, to "F" representing extremely long delays. LOS B and C signify stable conditions with acceptable delays. LOS D is typically considered acceptable for a peak hour in urban areas. LOS E is approaching capacity and LOS F represents conditions at or above capacity.

Since TRAFFIX is also the CMP-designated intersection Level of Service software analysis program the City of Cupertino methodology embodies the CMP default values for the analysis parameters.

Signalized Intersections

At signalized intersections, level of service is evaluated on the basis of average stopped delay for all vehicles at the intersection. **Table 1** defines the levels of service for signalized intersections.

[4] Signal timing sheets were provided in June 2007.

Table 1 Signalized Intersection LOS Thresholds

Level of Service	Average Control Delay (seconds/vehicle)	Description
A	Delay ≤ 10.0	Free flow; minimal to no delay
B+	10.0 < Delay ≤ 12.0	Stable flow, but speeds are beginning to be restricted by traffic condition; slight delays.
B	12.0 < Delay ≤ 18.0	
B-	18.0 < Delay ≤ 20.0	
C+	20.0 < Delay ≤ 23.0	Stable flow, but most drivers cannot select their own speeds and feel somewhat restricted; acceptable delays.
C	23.0 < Delay ≤ 32.0	
C-	32.0 < Delay ≤ 35.0	
D+	35.0 < Delay ≤ 39.0	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays.
D	39.0 < Delay ≤ 51.0	
D-	51.0 < Delay ≤ 55.0	
E+	55.0 < Delay ≤ 60.0	Unstable flow with stop and go; delays
E	60.0 < Delay ≤ 75.0	
E-	75.0 < Delay ≤ 80.0	
F	Delay > 80.0	Total breakdown; congested conditions with excessive delays.

Source: Santa Clara County Congestion Management Program – Transportation Impact Analysis Guidelines. December 1, 2006 (draft).
Notes: 1 Control Delay per vehicle (in seconds per vehicle)

Unsignalized Intersections

At unsignalized intersections each approach to the intersection is evaluated separately and assigned a LOS. The level of service is based on the delay at the worst approach for two-way stop controlled intersections. Total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. This time includes the time required for the vehicle to travel from the last-in-queue position to the first-in queue position. **Table 2** provides definitions of LOS for unsignalized intersections.

Table 2 Unsignalized Intersections – LOS Thresholds

Level of Service	Expected Delay	Average Control Delay
A	Little or no delay	≤ 10
B	Short traffic delay	> 10 and ≤ 15
C	Average traffic delays	> 15 and ≤ 25
D	Long traffic delays	> 25 and ≤ 35
E	Very long traffic delays	> 35 and ≤ 50
F	Extreme delays potentially affecting other traffic movements in the intersection	> 50

Source: Transportation Research Board, Special Report 209, Highway Capacity Manual, Chapter 17-Unsignalized Intersections, 2000.
Notes: Worst Approach Delay (in seconds per vehicle)

3.2 Standards of Significance

Based on the City of Cupertino level of service standards, an acceptable operating level of service (LOS) is defined as LOS D or better at all signalized and unsignalized intersections during the peak hours except for one intersection. The intersection of Stevens Creek Boulevard & De Anza Boulevard must maintain a LOS E+ (with no more than 45 seconds of delay per vehicle)[5].

According to the County of Santa Clara, the performance standard at Congestion Management Program (CMP) facilities is LOS "E". The level of service at CMP intersection is based on evaluations of all intersection movements.

[5] City of Cupertino General Plan Chapter 4. Circulation Element pg. 12. The General Plan notes 45 seconds as a guide; however, the current CMP LOS definitions equate 55 seconds of delay with LOS E+.

4.0 EXISTING CONDITION

The City of Cupertino provided A.M. and P.M. peak hour intersection turning movement volumes for the following study intersections:

- Stevens Creek Boulevard & SR 85 SB Ramps* (int #4)
- Stevens Creek Boulevard & NB Ramps* (int #5)
- Stevens Creek Boulevard & Stelling Road*(int #9)
- Stevens Creek Boulevard & De Anza Boulevard*(#12)

To supplement data provided by City of Cupertino staff, DKS recently conducted new weekday A.M., Midday and P.M. peak hour intersection counts at the following intersections:

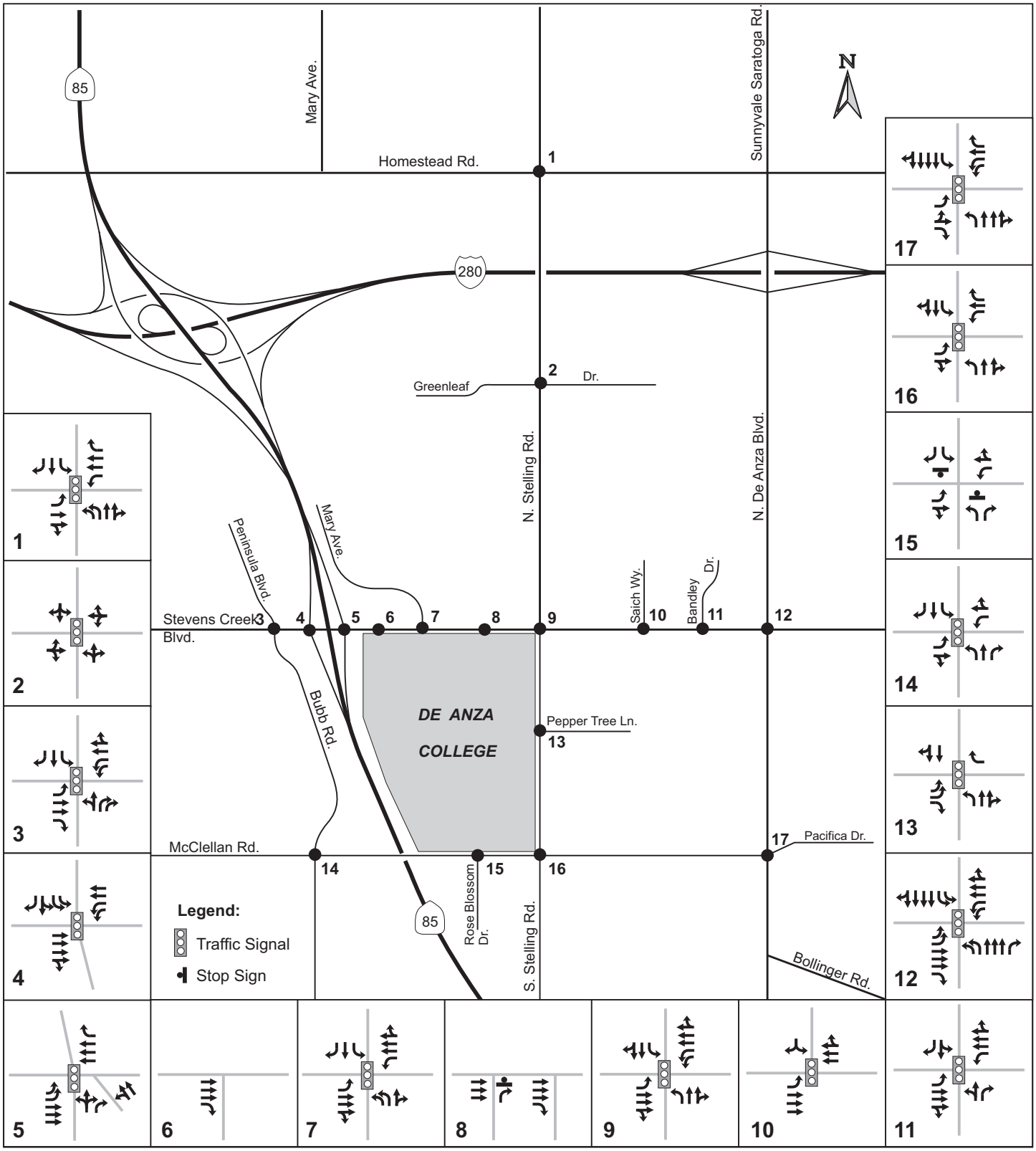
- N. Stelling Road & Homestead Road*
- N. Stelling Road & Greenleaf Drive
- Bubb Road & Stevens Creek Boulevard
- State Route 85 NB Ramps & Stevens Creek Boulevard
- College Loop Road (W) & Stevens Creek Boulevard
- Mary Avenue & Stevens Creek Boulevard
- College Loop Road (E) & Stevens Creek Boulevard
- Saich Way & Stevens Creek Boulevard
- Bandley Drive & Stevens Creek Boulevard
- N. Stelling Road & Peppertree Lane
- Bubb Road & McClellan Road
- Rose Blossom Drive & McClellan Road
- S. Stelling Road & McClellan Road*
- S. De Anza Boulevard & McClellan Road

Vehicle turning movement counts were conducted at 14 of the 17 study intersections in May 2007. Counts were conducted during a typical weekday A.M. period of 7:00-9:00 A.M., Midday period of 11:00 a.m.–1:00 p.m. and the P.M. peak period of 4:00-6:00 P.M. **Appendix A** includes the intersection turning movement counts sheets for each peak period studied.

Intersection turning movement count surveys consisted of counting each vehicle at each study intersection location by turning movement, and included documenting intersection geometry diagrams and signal phasing. **Appendix B** includes the detailed intersection count sheets for the A.M., Midday and P.M. peak periods.

* CMP Intersection

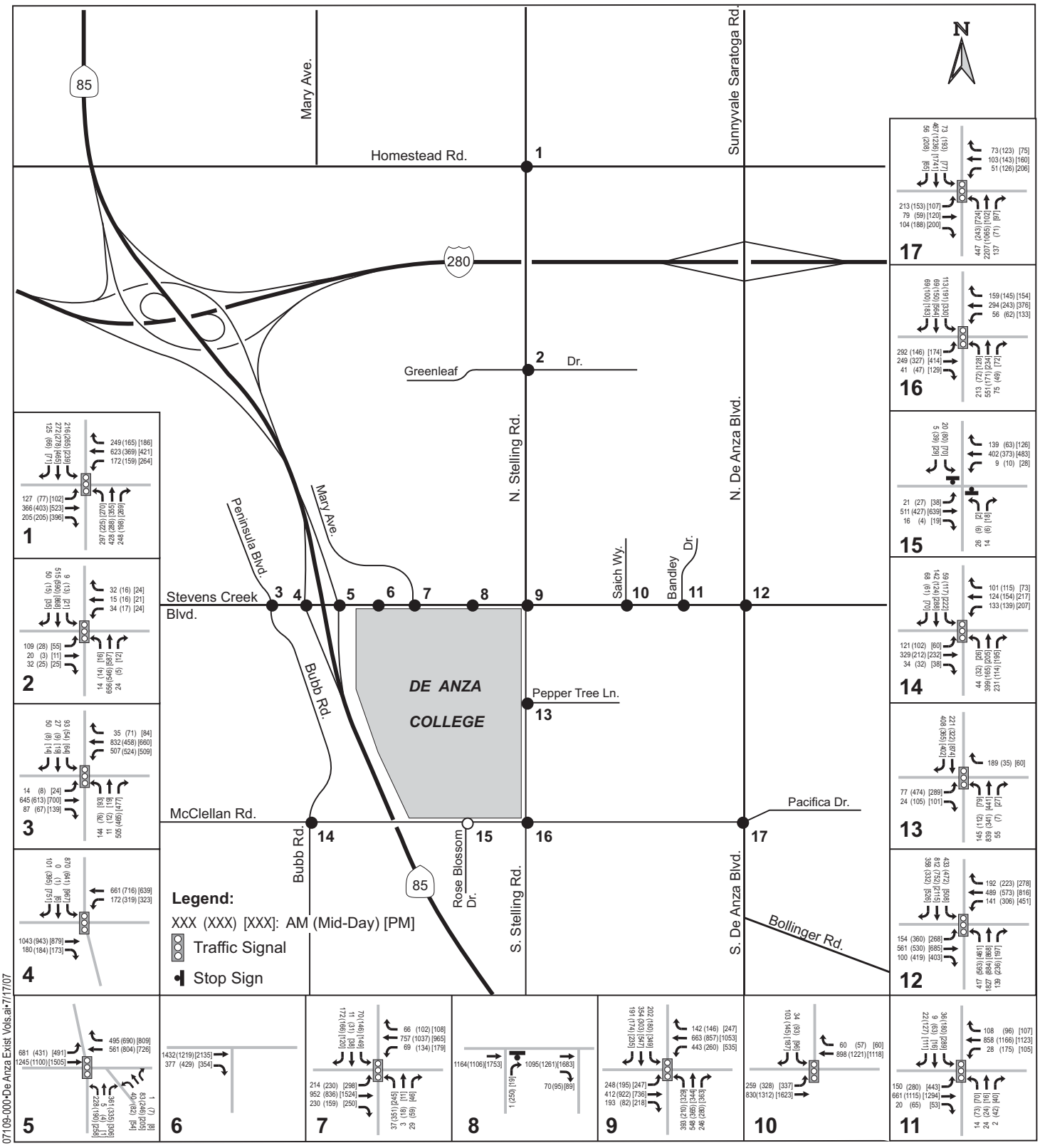
Figure 2 illustrates the current lane geometry and traffic control at each of the study intersections. **Figure 3** illustrates the existing traffic volumes at each study intersection.



07109-000•De Anza Exist Geo.ai•7/17/07

DKS Associates
TRANSPORTATION SOLUTIONS

Figure 2
Existing Lane Geometry and Traffic Control



DKS *Associates*
TRANSPORTATION SOLUTIONS

Figure 3
Existing Peak Hour Volumes

The intersections and their corresponding existing levels of service are presented in **Table 3**. **Appendix B** includes the detailed calculation level of service analysis sheets, including the weekday A.M., Midday and P.M. peak hours.

Table 3 Existing Condition LOS Summary

Existing Condition Level of Service Summary											
#	Intersection	Traffic Control	A.M. Peak			Midday Peak			P.M. Peak		
			Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS
1.	N. Stelling Rd & Homestead Rd[a]	Signal	37.1	0.628	D+	37.0	0.605	D+	43.2	0.82	D
2.	N. Stelling Rd & Greenleaf Dr	Signal	10.0	0.558	A	6.3	0.44	A	8.5	0.663	A
3.	Bubb Rd & Stevens Creek Blvd	Signal	32.8	0.553	C-	28.9	0.487	C	28.9	0.532	C
4.	State Route 85 SB Ramps & Stevens Creek Blvd[a]	Signal	22.7	0.508	C+	20.3	0.469	C+	22.2	0.574	C+
5.	State Route 85 NB Ramps & Stevens Creek Blvd[a]	Signal	25.0	0.65	C	27.0	0.648	C	25.9	0.665	C
6.	College Loop Rd (W) & Stevens Creek Blvd	Unsignalized [b]	-	-	-	-	-	-	-	-	-
7.	Mary Ave & Stevens Creek Blvd	Signal	23.3	0.502	C	26.7	0.737	C	27.2	0.712	C
8.	College Loop Rd (E) & Stevens Creek Blvd	Unsignalized [b]	10.4	-	B	13.3	-	B	12.3	-	B
9.	N. Stelling Rd & Stevens Creek Blvd[a]	Signal	41.2	0.73	D	40.2	0.631	D	51.8	0.867	D-
10.	Saich Wy & Stevens Creek Blvd	Signal	18.3	0.433	B-	20.7	0.601	C+	21.5	0.615	C+
11.	Bandley Dr & Stevens Creek Blvd	Signal	18.2	0.321	B-	28.4	0.59	C	30.0	0.728	C
12.	N. De Anza Blvd & Stevens Creek Blvd[a]	Signal	25.6	0.668	C	37.6	0.785	D+	43.6	0.971	D
13.	N. Stelling Rd & Peppertree Ln	Signal	18.2	0.362	B-	22.5	0.326	C+	17.6	0.403	B
14.	Bubb Rd& McClellan Rd	Signal	33.3	0.592	C-	34.4	0.435	C-	37.2	0.593	D+
15.	Rose Blossom Dr& McClellan Rd [c]	Unsignalized [b]	-	-	-	-	-	-	-	-	-
16.	S. Stelling Rd & McClellan Rd[a]	Signal	30.1	0.651	C	28.3	0.482	C	36.4	0.76	D+
17.	S. De Anza Blvd & McClellan Rd	Signal	28.8	0.704	C	33.7	0.573	C-	66.8	0.957	**E**

Source: DKS Associates, 2007.

Notes: **Avg. Delay**: Average Delay in seconds per vehicle **V/C**: Volume-to-capacity ratio **LOS**: Level of Service **E/F Unacceptable LOS**

a. CMP Intersection **b.** Unsignalized Intersection **c**. Evaluated on the future conditions only

Unsignalized Intersection: LOS based on worst approach delay (in seconds). Delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies.

4.1 Intersection Operation

According to the City of Cupertino intersection level of service standards, all study intersections operate at acceptable levels of service for the existing conditions, with the exception of the intersection of McClellan Road & S. De Anza Boulevard. The intersection of S. De Anza Boulevard and McClellan Road currently operates at LOS E during the P.M. peak hour. It was observed that this intersection experiences heavy left-turns in the northbound direction, as well as, heavy through volume in the southbound direction.

According to the Santa Clara County Congestion Management Program intersection level of service standards, all CMP study intersections operate at acceptable level of service for the existing conditions.

5.0 BACKGROUND CONDITION

This section discusses the traffic operating conditions at the study intersection under the background condition. The background condition includes the traffic expected to be generated by nearby approved projects (as detailed in the approved trip inventory provided by City staff) prior to the completion of the proposed project. Identifying the operational conditions under the background scenario allows for a comparative analysis between the proposed project and all prior approved projects.

Based on consultation with City staff, the proportion of these trips that would travel through the study intersections was used for the intersection LOS analysis under the background condition. Approved projects will generate an additional 592 A.M. peak hour vehicle trips (264 in, 328 out), 824 Midday peak hour vehicle trips (415 in, 409 out) and 1,076 P.M. peak hour vehicle trips (592 in, 484 out).

Table 4 provides a summary of the A.M., Midday and P.M peak trip generation for the approved developments.

Trip generation and trip assignment assumptions for the A.M. and P.M. peak hours were provided by City staff. For the Midday peak hour, DKS applied the same trip generation rates that were used in the 2002 DeAnza EIR traffic analysis. Intersection operational levels of service along with their associated average delays are summarized in **Table 5**.

Appendix B includes the detailed calculation level of service analysis sheets, including the weekday A.M., Midday and P.M. peak hours.

Table 4 Approved Projects – Trip Generation Summary

Trip Generation Approved Projects																					
#	Development	Land Use	Size	Units	Daily		A.M. Peak					Midday Peak					P.M. Peak				
					Rate	Trips	Rate	Percent		Trips		Rate	Percent		Trips		Rate	Percent		Trips	
								In	Out	In	Out		In	Out	In	Out		In	Out	In	Out
1.	Vallco Residential	Condo	204	d.u.	5.86	1,195	0.44	17	83	14	75	0.42	50	50	43	43	0.54	67	33	73	37
					Mixed-Use Trip Reduction (13%)					-2	-10				-6	-6				-9	-5
	Subtotal					***1,195***				**12**	**65**				**37**	**37**				**64**	**32**
2.	Oak Park Village	Condo	46	d.u.	5.86	**270**	0.44	17	83	**3**	**17**	0.42	50	50	**10**	**9**	0.52	67	33	**16**	**8**
3.	Adobe Terrace	Condo	33	d.u.	6.59	217	0.47	20	80	3	12	0.49	50	50	8	8	0.58	66	34	13	6
		Retail	2,634	sq. ft	40.67	107	-	-	-	-	-	3.06	50	50	4	4	2.59	43	57	3	4
	Subtotal					***324***				**3**	**12**				**12**	**12**				**16**	**10**
4.	Civic Park	Mixed Use	-	-	-	**2,446**	-	-	-	**106**	**130**	-	-	-	**59**	**58**	-	-	-	**144**	**106**
5.	Menlo Equities	Condos	107	d.u.	5.86	545	0.44	-	-	7	34	0.42	50	50	20	19	0.54	-	-	34	17
		Retail	6,400	sq. ft	108.27	679	9.04	-	-	26	27	3.06	50	50	9	8	9.04	-	-	26	26
	Subtotal					**1,224**				**33**	**61**				**29**	**27**	**-**	**-**	**-**	**60**	**43**
6.	Whole Foods	Retail	68,000	gsf	42.94	**2,920**	-	-	-	**25**	**32**				**103**	**102**	**-**	**-**	**-**	**179**	**149**
7.	Chuck E. Cheese	Restaurant	14,600	sq. ft	127.15	**1,856**	-	-	-	-	-	10.85	50	50	**79**	**79**	10.92	61	39	**98**	**62**
8..	Any Mountain	Office	60,000	gsf	11.01	**661**	1.55	-	-	**82**	**11**	2.85	50	50	**86**	**85**	1.49	-	-	**15**	**74**
GRAND TOTAL						**10,896**				**264**	**328**				**415**	**409**				**592**	**484**

Source: City of Cupertino. Midday peak hour trips calculated by DKS associates.

1. Vallco Residential Project – Transportation Impact Analysis FINAL Report. Prepared by Fehr & Peers for the City of Cupertino. August 2004.
2. Oak Park Village Project – Trip Generation Comparison for the DeAnza Boulevard Condominiums Memorandum. Prepared for Greg Pinn, Pinn Brothers by Fehr & Peers. October 19, 2004.
3. Adobe Terra Mixed-Use Development – Traffic analysis. Prepared by San di Domingue and Traci Ono for Greg a. Pinn. March 12, 2004.
4. Town center Development (Civic Park) – Transportation Impact Analysis Final Report. Prepared for h/S CTCFunding, Inc by Fehr & Peers Associates, Inc. March 2003.
5. Menlo Equities Residential Project – Transportation Impact Analysis Draft Report. Prepared for City of Cupertino by Fehr & Peers Associates, Inc. September 2003.
6. Whole Foods Market Traffic Analysis Report. Prepared for City of Cupertino by Pang Engineers, Inc. October 28, 2005.
7. Chuck E. Cheese Trip Generation Memorandum. Prepared for CEC Entertainment, Inc by TJKM Transportation Consultants. August 22, 2005.
8. Any Mountain Office Building Letter Report. Prepared for city of Cupertino by Pang Engineering, Inc. July 28, 2006.

Table 5 Background Condition – Level of Service Summary

Background Condition Level of Service Summary											
#	Intersection	Traffic Control	A.M. Peak			Midday Peak			P.M. Peak		
			Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS
1.	N. Stelling Rd & Homestead Rd[a]	Signal	37.1	0.63	D+	37.0	0.61	D+	44.0	0.839	D
2.	N. Stelling Rd & Greenleaf Dr	Signal	10.0	0.562	A	6.3	0.453	A	8.7	0.683	A
3.	Bubb Rd & Stevens Creek Blvd	Signal	32.8	0.557	C-	30.2	0.49	C	30.1	0.536	C
4.	State Route 85 SB Ramps & Stevens Creek Blvd[a]	Signal	22.9	0.519	C+	22.0	0.481	C+	24.4	0.602	C
5.	State Route 85 NB Ramps & Stevens Creek Blvd[a]	Signal	24.9	0.653	C	28.9	0.647	C	27.8	0.673	C
6.	College Loop Rd (W) & Stevens Creek Blvd	Unsignalized [b]	-	-	-	-	-	-	-	-	-
7.	Mary Ave & Stevens Creek Blvd	Signal	22.2	0.447	C+	27.1	0.729	C	28.0	0.742	C
8.	College Loop Rd (E) & Stevens Creek Blvd	Unsignalized [b]	11.0	-	B	14.9	-	B	13.7	-	B
9.	N. Stelling Rd & Stevens Creek Blvd[a]	Signal	41.7	0.751	D	35.6	0.689	D+	54.0	0.946	D-
10.	Saich Wy & Stevens Creek Blvd	Signal	18.0	0.443	B-	20.5	0.611	C+	21.3	0.628	C+
11.	Bandley Dr & Stevens Creek Blvd	Signal	18.1	0.336	B-	28.3	0.605	C	29.9	0.741	C
12.	N. De Anza Blvd & Stevens Creek Blvd[a]	Signal	25.8	0.687	C	39.1	0.81	D	50.5	1.015	D
13.	N. Stelling Rd & Peppertree Ln	Signal	18.2	0.364	B-	22.4	0.332	C+	17.0	0.418	B
14.	Bubb Rd& McClellan Rd	Signal	33.3	0.592	C-	34.0	0.405	C-	36.3	0.561	D+
15.	Rose Blossom Dr& McClellan Rd [c]	Unsignalized [b]	-	-	-	-	-	-	-	-	-
16.	S. Stelling Rd & McClellan Rd[a]	Signal	30.2	0.656	C	26.5	0.499	C	34.1	0.79	C-
17.	S. De Anza Blvd & McClellan Rd	Signal	29.1	0.715	C	36.1	0.591	D+	72.4	1.021	**E**

Source: DKS Associates, 2007.

Notes: **Avg. Delay**: Average Delay in seconds per vehicle **V/C**: Volume-to-capacity ratio **LOS**: Level of Service **E/F Unacceptable LOS**

a. CMP Intersection **b.** Unsignalized Intersection **c.** Evaluated on the future conditions only

Unsignalized Intersection: LOS based on worst approach delay (in seconds). Delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies.

5.1 Intersection Operation

Similar to the existing condition, all study intersections would operate at acceptable levels of service under the background condition, with the exception of the intersection of McClellan Road & S. De Anza Boulevard. The addition of approved project trips would cause an increase in average delay and volume-to-capacity ratio. However, the intersection of S. De Anza Boulevard and McClellan Road continue to operate at LOS E during the P.M. peak hour.

According to the Santa Clara County Congestion Management Program intersection level of service standards, all CMP study intersections operate at acceptable level of service for the existing conditions.

6.0 PROJECT CONDITION

This section evaluates background traffic conditions plus project-generated traffic estimated for the proposed project. The amount of traffic associated with a project is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. Trip generation is the process of predicting the number of peak hour trips a proposed development would contribute to the roadways, and whether these trips would be entering or exiting the site. After the number of trips is determined, the distribution process projects the direction these trips use to approach and depart the site, from a regional perspective. Trip assignment involves determining which specific roadways a vehicle would use to travel between its origin and destination.

6.1 Significance Criteria and Project Impacts[6]

According to the California Environmental Quality Act (CEQA) and CEQA Guidelines, the standards of significance for traffic impacts for a project are:

- If the project traffic will cause the existing intersection or highway roadway levels of service to drop below acceptable levels (below LOS "D");
- If the project traffic will contribute traffic increase along arterials or at intersections currently operating at unacceptable levels;
- If the project design does not have adequate parking or circulation capacity to accommodate traffic increase;
- If traffic increase or roadway design will result in safety concerns; or
- If the project does not include adequate provision for bicycle, pedestrian, or transit access.

According to the City's General Plan, the performance standard of intersection is LOS "D" during the A.M. and P.M. peak hours. The LOS methodology prescribed by the City's General Plan is based on critical movements. At Congestion Management Program (CMP) facilities, the basic LOS standard is LOS "E". For CMP intersections, LOS is based on evaluation of all intersection movements.

For the City of Cupertino defines a traffic impact as significant if:

[6] The City of Cupertino. Transportation Impact Analysis Guidelines – Public Works Department Transportation Division. February 1999.

- When the addition of project traffic under the project conditions scenario causes an intersection's LOS under the background conditions scenario to deteriorate from acceptable level to LOS "E" or LOS "F", or

- If an intersection under background conditions scenario already operates at LOS "E" or LOS "F", and under the project conditions scenario, the critical movement delay increases by 4 seconds or more.

For CMP intersections, a significant impact for a project is defined as:

- When addition of project traffic cause intersection's LOS under background conditions scenario to deteriorate from acceptable level to LOS "F", or
- If an intersection under background conditions scenario already operates at LOS "F", and under project conditions scenarios, critical movement delay increases by 4 seconds or more, and
- Project traffic increases the critical v/c value by 0.01 or more.

6.2 Trip Generation

Trip generation of the proposed project was based on the Institute of Transportation Engineers Trip Generation Manual, 7th Edition (2003), as summarized in **Table 6**, for the A.M., Midday and P.M. peak hours, respectively. Based on the addition of 4,570 students to the De Anza College campus, the proposed project would generate 5,484 daily new trips; including 548 A.M. peak hour trips (449 in, 99 out), 1,097 Midday peak hour trips (494 in, 603 out) and 548 P.M. net new peak hour trips (351 in, 197 out).

Table 6 Proposed Project – Trip Generation

Trip Generation Approved Projects																				
#	Land Use	Size	Units	Daily		A.M. Peak					Midday Peak [1]					P.M. Peak				
				Rate	Trips	Rate	Percent		Trips		Rate	Percent		Trips		Rate	Percent		Trips	
							In	Out	In	Out		In	Out	In	Out		In	Out	In	Out
1	DeAnza College	4,570	Students	1.2	5,484	0.12	82%	18%	449	99	0.24	45%	55%	494	603	0.12	64%	36%	351	197
Total					**5,484**				**449**	**99**				**494**	**603**				**351**	**197**

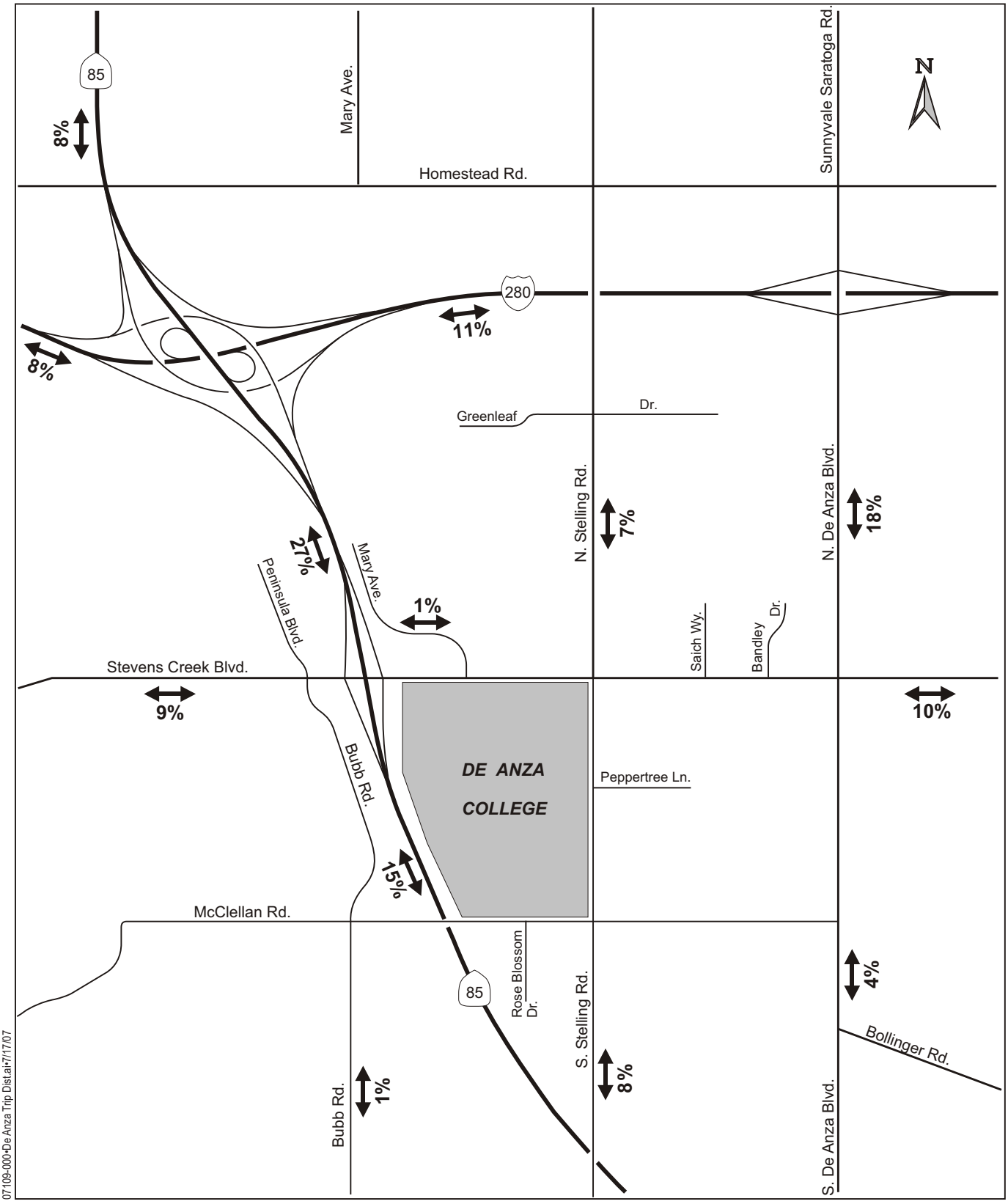
Source: Institute of Transportation Engineers – Trip Generation Manual, 7th Edition, 2003. Fitted Curve Equation. Land Use Code:
Notes: numbers have been rounded up to nearest whole number.
1 The percentage of in and out trips were estimated based on the existing counts conducted in 2007 by DKS Associates.

6.3 Trip Distribution

The direction of approach and departure for project trips of the proposed project was estimated based on existing travel patterns, a projection of likely travel patterns for project-generated trips, the locations of De Anza College access points, existing and proposed parking and the locations of complementary land uses. DKS reviewed traffic volumes, turning movements at intersections, and locations of various land uses as part of this analysis. **Figure 4** illustrates the trip distribution for the A.M. Peak hour, Midday peak hour and P.M. peak hour.

6.4 Trip Assignment

Project-generated trips were assigned to the roadway network based on access points, trip distribution assumptions and likely travel patterns. The proportion of these trips that would travel through the study intersections was used for the intersection LOS analysis under the project condition.



07109-000•De Anza Trip Dist.ai•7/17/07

DKS *Associates*
TRANSPORTATION SOLUTIONS

Figure 4
Trip Distribution

6.5 Project Condition – Intersection Level of Service Analysis

All intersections were evaluated under each of the significance criteria as outlined in Section 6.1 of this report. Intersection operational levels of service along with their associated critical and average delays are summarized in **Table 7**. **Appendix B** includes the detailed level of service analysis sheets for the project condition, including the A.M., Midday and P.M. peak hours.

Table 7 Project Condition – Level of Service Analysis

Project Condition Level of Service Summary											
#	Intersection	Traffic Control	A.M. Peak			Midday Peak			P.M. Peak		
			Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS
1.	N. Stelling Rd & Homestead Rd[a]	Signal	37.2	0.632	D+	37.2	0.623	D+	44.7	0.855	D
2.	N. Stelling Rd & Greenleaf Dr	Signal	9.9	0.566	A	6.4	0.475	A	9.0	0.7	A
3.	Bubb Rd & Stevens Creek Blvd	Signal	32.8	0.568	C-	30.4	0.508	C	30.2	0.546	C
4.	State Route 85 SB Ramps & Stevens Creek Blvd[a]	Signal	24.7	0.595	C	24.4	0.589	C	25.4	0.668	C
5.	State Route 85 NB Ramps & Stevens Creek Blvd[a]	Signal	24.4	0.662	C	30.8	0.705	C	27.7	0.713	C
6.	College Loop Rd (W) & Stevens Creek Blvd	Unsignalized [b]	-	-	-	-	-	-	-	-	-
7.	Mary Ave & Stevens Creek Blvd	Signal	22.4	0.489	C+	30.2	0.792	C	30.6	0.788	C
8.	College Loop Rd (E) & Stevens Creek Blvd	Unsignalized [b]	11.1	-	B	15.5	-	C	13.9	-	B
9.	N. Stelling Rd & Stevens Creek Blvd[a]	Signal	42.5	0.767	D	38.3	0.745	D+	57.6	0.966	**E+**
10.	Saich Wy & Stevens Creek Blvd	Signal	17.6	0.467	B	19.9	0.638	B-	21.1	0.648	C+
11.	Bandley Dr & Stevens Creek Blvd	Signal	17.5	0.362	B	27.6	0.633	C	29.9	0.762	C
12.	N. De Anza Blvd & Stevens Creek Blvd[a]	Signal	26.2	0.695	C	40.2	0.868	D	51.9	1.024	D-
13.	N. Stelling Rd & Peppertree Ln	Signal	18.5	0.366	B-	22.9	0.398	C+	18.2	0.447	B-
14.	Bubb Rd& McClellan Rd	Signal	33.4	0.598	C-	34.2	0.418	C-	36.4	0.567	D+
15.	Rose Blossom Dr& McClellan Rd [c]	Unsignalized [b]	22.1	-	C	31.8	-	D	62.3	-	**F**
16.	S. Stelling Rd & McClellan Rd[a]	Signal	30.7	0.672	C	27.0	0.539	C	35.5	0.804	D+
17.	S. De Anza Blvd & McClellan Rd	Signal	29.2	0.715	C	37.0	0.621	D+	76.0	1.036	**E-**

Source: DKS Associates, 2007.

Notes: **Avg. Delay**: Average Delay in seconds per vehicle **V/C**: Volume-to-capacity ratio **LOS**: Level of Service **E/F Unacceptable LOS**

a. CMP Intersection **b.** Unsignalized Intersection **c**. Evaluated on the future conditions only

Unsignalized Intersection: LOS based on worst approach delay (in seconds). Delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies.

According to the City of Cupertino intersection level of service standards, all study intersections would continue to operate at acceptable levels of service under the project condition, with the exception of the intersections of Rose Blossom Drive & McClellan Road and De Anza Boulevard & McClellan Road. The intersection of Rose Blossom Drive & McClellan Road would operate at LOS F during the P.M. peak hour. The intersection of De Anza Boulevard & McClellan Road would operate at LOS E- during the P.M. peak hour.

Table 8, Table 9 and Table 10 provide a level of service comparison for the A.M., Midday and P.M. peak hour, respectively, to determine significance criteria and project impacts, if any.

The addition of project traffic would result in a significant impact at the intersection of Rose Blossom Drive & McClellan Road. The addition of project traffic would cause the intersection to deteriorate from LOS E under the background condition to LOS F under the project condition during the P.M. peak hour. There would also be an increase in overall intersection delay during the P.M. peak hour of 18.7 seconds for the southbound approach.

Appendix B includes the detailed calculation level of service analysis sheets including the weekday A.M., Midday and P.M. peak hours.

Table 8 Project Condition – Level of Service Comparison Summary

Level of Service Analysis Summary
A.M. Peak Hour

#	Intersection	Traffic Control	Existing			Background			Project			Difference Project-Background		Impact Determination
			Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	
1.	N. Stelling Rd & Homestead Rd[a]	Signal	37.1	0.628	D+	37.1	0.63	D+	37.2	0.632	D+	0.1	0.002	No
2.	N. Stelling Rd & Greenleaf Dr	Signal	10.0	0.558	A	10.0	0.562	A	9.9	0.566	A	-0.1	0.004	No
3.	Bubb Rd & Stevens Creek Blvd	Signal	32.8	0.553	C-	32.8	0.557	C-	32.8	0.568	C-	0.0	0.011	No
4.	State Route 85 SB Ramps & Stevens Creek Blvd[a]	Signal	22.7	0.508	C+	22.9	0.519	C+	24.7	0.595	C	1.8	0.076	No
5.	State Route 85 NB Ramps & Stevens Creek Blvd[a]	Signal	25.0	0.65	C	24.9	0.653	C	24.4	0.662	C	-0.5	0.009	No
6.	College Loop Rd (W) & Stevens Creek Blvd	Unsignalized [b]	-	-	-	-	-	-	-	-	-	-	-	No
7.	Mary Ave & Stevens Creek Blvd	Signal	23.3	0.502	C	22.2	0.447	C+	22.4	0.489	C+	0.2	0.042	No
8.	College Loop Rd (E) & Stevens Creek Blvd	Unsignalized [b]	10.4	-	B	11.0	-	B	11.1	-	B	0.1	-	No
9.	N. Stelling Rd & Stevens Creek Blvd[a]	Signal	41.2	0.73	D	41.7	0.751	D	42.5	0.767	D	0.8	0.016	No
10.	Saich Wy & Stevens Creek Blvd	Signal	18.3	0.433	B-	18.0	0.443	B-	17.6	0.467	B	-0.4	0.024	No
11.	Bandley Dr & Stevens Creek Blvd	Signal	18.2	0.321	B-	18.1	0.336	B-	17.5	0.362	B	-0.6	0.026	No
12.	N. De Anza Blvd & Stevens Creek Blvd[a]	Signal	25.6	0.668	C	25.8	0.687	C	26.2	0.695	C	0.4	0.008	No
13.	N. Stelling Rd & Peppertree Ln	Signal	18.2	0.362	B-	18.2	0.364	B-	18.5	0.366	B-	0.3	0.002	No
14.	Bubb Rd& McClellan Rd	Signal	33.3	0.592	C-	33.3	0.592	C-	33.4	0.598	C-	0.1	0.006	No
15.	Rose Blossom Dr& McClellan Rd [c]	Unsignalized [b]	-	-	-	20.5	-	C	22.1	-	C	-	-	No
16.	S. Stelling Rd & McClellan Rd[a]	Signal	30.1	0.651	C	30.2	0.656	C	30.7	0.672	C	0.5	0.016	No
17.	S. De Anza Blvd & McClellan Rd	Signal	28.8	0.704	C	29.1	0.715	C	29.2	0.715	C	0.1	0	No

Source: DKS Associates, 2007.
Notes: **Avg. Delay**: Average Delay in seconds per vehicle **V/C**: Volume-to-capacity ratio **LOS**: Level of Service **E/F Unacceptable LOS**
a. CMP Intersection **b.** Unsignalized Intersection **c.** Evaluated on the future conditions only
Unsignalized Intersection: LOS based on worst approach delay (in seconds). Delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies.

Table 9 Project Condition – Level of Service Comparison Summary

Level of Service Analysis Summary
Midday Peak Hour

#	Intersection	Traffic Control	Existing			Background			Project			Difference Project-Background		Impact Determination
			Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	
1.	N. Stelling Rd & Homestead Rd[a]	Signal	37.0	0.605	D+	37.0	0.61	D+	37.2	0.623	D+	0.2	0.013	No
2.	N. Stelling Rd & Greenleaf Dr	Signal	6.3	0.44	A	6.3	0.453	A	6.4	0.475	A	0.1	0.022	No
3.	Bubb Rd & Stevens Creek Blvd	Signal	28.9	0.487	C	30.2	0.49	C	30.4	0.508	C	0.2	0.018	No
4.	State Route 85 SB Ramps & Stevens Creek Blvd[a]	Signal	20.3	0.469	C+	22.0	0.481	C+	24.4	0.589	C	2.4	0.108	No
5.	State Route 85 NB Ramps & Stevens Creek Blvd[a]	Signal	27.0	0.648	C	28.9	0.647	C	30.8	0.705	C	1.9	0.058	No
6.	College Loop Rd (W) & Stevens Creek Blvd	Unsignalized [b]	-	-	-	-	-	-	-	-	-	-	-	No
7.	Mary Ave & Stevens Creek Blvd	Signal	26.7	0.737	C	27.1	0.729	C	30.2	0.792	C	3.1	0.063	No
8.	College Loop Rd (E) & Stevens Creek Blvd	Unsignalized [b]	13.3	-	B	14.9	-	B	15.5	-	C	0.6	-	No
9.	N. Stelling Rd & Stevens Creek Blvd[a]	Signal	40.2	0.631	D	35.6	0.689	D+	38.3	0.745	D+	2.7	0.056	No
10.	Saich Wy & Stevens Creek Blvd	Signal	20.7	0.601	C+	20.5	0.611	C+	19.9	0.638	B-	-0.6	0.027	No
11.	Bandley Dr & Stevens Creek Blvd	Signal	28.4	0.59	C	28.3	0.605	C	27.6	0.633	C	-0.7	0.028	No
12.	N. De Anza Blvd & Stevens Creek Blvd[a]	Signal	37.6	0.785	D+	39.1	0.81	D	40.2	0.868	D	1.1	0.058	No
13.	N. Stelling Rd & Peppertree Ln	Signal	22.5	0.326	C+	22.4	0.332	C+	22.9	0.398	C+	0.5	0.066	No
14.	Bubb Rd& McClellan Rd	Signal	34.4	0.435	C-	34.0	0.405	C-	34.2	0.418	C-	0.2	0.013	No
15.	Rose Blossom Dr& McClellan Rd [c]	Unsignalized [b]	-	-	-	20.1	-	C	31.8	-	D	-	-	No
16.	S. Stelling Rd & McClellan Rd[a]	Signal	28.3	0.482	C	26.5	0.499	C	27.0	0.539	C	0.5	0.04	No
17.	S. De Anza Blvd & McClellan Rd	Signal	33.7	0.573	C-	36.1	0.591	D+	37.0	0.621	D+	0.9	0.03	No

Source: DKS Associates, 2007.

Notes: **Avg. Delay**: Average Delay in seconds per vehicle **V/C**: Volume-to-capacity ratio **LOS**: Level of Service **E/F Unacceptable LOS**

a. CMP Intersection **b.** Unsignalized Intersection **c.** Evaluated on the future conditions only

Unsignalized Intersection: LOS based on worst approach delay (in seconds). Delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies.

Table 10 Project Condition – Level of Service Comparison Summary

Level of Service Analysis Summary
P.M. Peak Hour

#	Intersection	Traffic Control	Existing			Background			Project			Difference Project-Background		Impact Determination
			Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	
1.	N. Stelling Rd & Homestead Rd[a]	Signal	43.2	0.82	D	44.0	0.839	D	44.7	0.855	D	0.7	0.016	No
2.	N. Stelling Rd & Greenleaf Dr	Signal	8.5	0.663	A	8.7	0.683	A	9.0	0.7	A	0.3	0.017	No
3.	Bubb Rd & Stevens Creek Blvd	Signal	28.9	0.532	C	30.1	0.536	C	30.2	0.546	C	0.1	0.01	No
4.	State Route 85 SB Ramps & Stevens Creek Blvd[a]	Signal	22.2	0.574	C+	24.4	0.602	C	25.4	0.668	C	1.0	0.066	No
5.	State Route 85 NB Ramps & Stevens Creek Blvd[a]	Signal	25.9	0.665	C	27.8	0.673	C	27.7	0.713	C	-0.1	0.04	No
6.	College Loop Rd (W) & Stevens Creek Blvd	Unsignalized [b]	-	-	-	-	-	-	-	-	-	-	-	No
7.	Mary Ave & Stevens Creek Blvd	Signal	27.2	0.712	C	28.0	0.742	C	30.6	0.788	C	2.6	0.046	No
8.	College Loop Rd (E) & Stevens Creek Blvd	Unsignalized [b]	12.3	-	B	13.7	-	B	13.9	-	B	0.2	-	No
9.	N. Stelling Rd & Stevens Creek Blvd[a]	Signal	51.8	0.867	D-	54.0	0.946	D-	57.6	0.966	**E+**	3.6	0.02	No
10.	Saich Wy & Stevens Creek Blvd	Signal	21.5	0.615	C+	21.3	0.628	C+	21.1	0.648	C+	-0.2	0.02	No
11.	Bandley Dr & Stevens Creek Blvd	Signal	30.0	0.728	C	29.9	0.741	C	29.9	0.762	C	0.0	0.021	No
12.	N. De Anza Blvd & Stevens Creek Blvd[a]	Signal	43.6	0.971	D	50.5	1.015	D	51.9	1.024	D-	1.4	0.009	No
13.	N. Stelling Rd & Peppertree Ln	Signal	17.6	0.403	B	17.0	0.418	B	18.2	0.447	B-	1.2	0.029	No
14.	Bubb Rd& McClellan Rd	Signal	37.2	0.593	D+	36.3	0.561	D+	36.4	0.567	D+	0.1	0.006	No
15.	Rose Blossom Dr& McClellan Rd [c]	Unsignalized [b]	-	-	-	43.6	-	**E**	62.3	-	**F**	18.7	-	***Yes***
16.	S. Stelling Rd & McClellan Rd[a]	Signal	36.4	0.76	D+	34.1	0.79	C-	35.5	0.804	D+	1.4	0.014	No
17.	S. De Anza Blvd & McClellan Rd	Signal	66.8	0.957	E	72.4	1.021	**E**	76.0	1.036	**E-**	3.6	0.015	No

Source: DKS Associates, 2007.
Notes: **Avg. Delay**: Average Delay in seconds per vehicle **V/C**: Volume-to-capacity ratio **LOS**: Level of Service **E/F Unacceptable LOS**
a. CMP Intersection **b.** Unsignalized Intersection **c.** Evaluated on the future conditions only
Unsignalized Intersection: LOS based on worst approach delay (in seconds). Delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies.

6.6 Signal Warrant Analysis

Peak hour traffic signal warrants were tested for the unsignalized study intersection of Rose Blossom Drive & McClellan Road. This was done in accordance with City of Cupertino requirements, using the methodology of the MUTCD, California Supplement.

Rose Blossom Drive & McClellan Road

The minimum threshold volume for the minor street approach with one lane is 100 vehicles per hour (VPH) and that relates to 1,500 vehicles per hour for the total of both approaches for a major street with two or more lanes. Under the project condition the A.M. peak hour volume is estimated at 39 vehicles per hour for the minor approach and 1,166 vph for the major approach. During the Midday peak hour, the estimate is 207 vph for the minor approach and 978 for the major approach. For the P.M. peak hour the estimate is 126 vph for the minor approach and 1,387 vph for the major approach.

Based on the signal warrant analysis, this intersection does not satisfy a signal warrant.

Appendix C includes the Peak Hour Volume Traffic Signal Warrant analysis for the intersection of Rose Blossom Drive & McClellan Road.

6.7 Pedestrian Safety and Circulation

The expected moderate increase in vehicular traffic volumes at the study intersections would not significantly impact the pedestrian movements. Also, the additional pedestrian movements generated by the proposed project would continue to be accommodated by provided sidewalks (along the project frontage).

As described in Section 2.3 of this report, the signalized study intersections are equipped with pedestrian crossing signals, push buttons, and crosswalks to accommodate pedestrian movements in the vicinity of the project. Based on the presence and current condition of sidewalks, pedestrian amenities and crosswalks, the project-generated additional pedestrians that would be spread throughout the day, no adverse pedestrian impacts are anticipated.

6.8 Site Access, Internal Circulation and Sight Distance

Project access and circulation were analyzed for the proposed project to assess operational issues. The site plan (**Figure 2**) indicates access to the project site from Stevens Creek Boulevard, Stelling Road and McClellan Road.

The overall project internal design appears acceptable. No adverse internal circulation impacts related to the proposed project are anticipated. Pedestrian safety would continue to be maintained and vehicular access would continue to be facilitated in a safe and efficient manner.

6.9 Parking Analysis

Currently there are 5,660 parking spaces available on campus. Using a "rule of thumb" estimate for community colleges of a 1:6 parking ratio, the minimum parking demand for the proposed project would be 5,005 parking spaces, based on a population of 30,030 students plus staff. To summarize, the parking needs of the project would be accommodated on-site with the provision of 5,660 parking spaces, and therefore no parking deficit is anticipated in the long term.

6.10 Left Turn Queue Analysis

A left-turn queue analysis was performed for signalized intersections along the Stevens Creek Boulevard corridor in the vicinity of the project. The analysis was performed to determine the potential vehicle queue for the left-turn movements and the ability of the existing left-turn bays (when present) to provide adequate storage space for those queues. Although there are no significance criteria for deficient left-turn queues, the analysis is presented here for informational purposes only.

The analysis was performed only for left-turn movements where left-turn bays were present with two exceptions. Left-turn storage analysis was not performed for freeway on-ramps or when the left-turn bay was adjacent to a lane with a shared left and through movements.

Table 11, Table 12 and Table 13 summarize the results of the left-turn queue analysis. The shaded areas represent situation in which the left-turn queues, on average, are greater than the storage capacity at each location.

Summaries of the quantitative analysis are provided in **Appendix D** of this report.

Table 11 Left-Turn Queue Analysis – A.M. Peak

DeAnza College Addendum EIR Left-Turn Queue Analysis – A.M. Peak										
#	Intersection	Approach	Lanes	Storage Lengths	Existing		Background		Project	
					Design Queue	Design Length	Design Queue	Design Length	Design Queue	Design Length
3.	Bubb Rd & Stevens Creek Blvd	SB	1	60	4	**100**	4	**100**	4	**100**
		EB	1	75	1	25	1	25	1	25
		WB	2	595	10	250	10	250	10	250
7.	Mary Ave & Stevens Creek Blvd	NB	2	100	1	25	1	25	1	25
		SB	1	200	2	50	2	50	2	50
		EB	1	200	5	125	5	125	5	125
		WB	1	225	1	25	2	50	3	75
9.	N. Stelling Rd & Stevens Creek Blvd[a]	NB	1	350	15	**375**	15	**375**	16	**400**
		SB	1	200	8	200	9	**225**	9	**225**
		EB	1	250	10	250	11	**275**	11	**275**
		WB	2	500	9	225	9	225	11	275
10.	Saich Wy & Stevens Creek Blvd	EB	1	150	7	**175**	7	**175**	8	**200**
11.	Bandley Dr & Stevens Creek Blvd	EB	1	200	4	100	5	125	5	125
		WB	1	175	1	25	1	25	1	25
12	N. De Anza Blvd & Stevens Creek Blvd[a]	NB	2	900	7	175	7	175	8	200
		SB	2	900	9	225	10	250	10	250
		EB	2	400	4	100	7	175	5	125
		WB	2	500	4	100	4	100	4	100

Source: DKS Associates, 2007.
Notes:
1. Design Queue based on intersection level of service analysis, and represents the queue of vehicles potentially found at the intersection during the peak hour analyzed.
2. Length – Design queue x 25 feet per vehicle

Table 12 Left-Turn Queue Analysis – Midday Peak

DeAnza College Addendum EIR Left-Turn Queue Analysis – Midday Peak										
#	Intersection	Approach	Lanes	Storage Lengths	Existing		Background		Project	
					Design Queue	Design Length	Design Queue	Design Length	Design Queue	Design Length
3.	Bubb Rd & Stevens Creek Blvd	SB	1	60	2	50	2	50	2	50
		EB	1	75	0	0	0	0	0	0
		WB	2	595	9	225	9	225	10	250
7.	Mary Ave & Stevens Creek Blvd	NB	2	100	6	**150**	6	**150**	9	**225**
		SB	1	200	4	100	5	125	4	100
		EB	1	200	7	175	7	175	8	200
		WB	1	225	3	75	3	75	5	125
9.	N. Stelling Rd & Stevens Creek Blvd[a]	NB	1	350	8	200	8	200	8	200
		SB	1	200	8	200	9	**225**	9	**225**
		EB	1	250	8	200	9	225	10	250
		WB	2	500	6	150	6	150	9	225
10.	Saich Wy & Stevens Creek Blvd	EB	1	150	11	**275**	11	**275**	11	**275**
11.	Bandley Dr & Stevens Creek Blvd	EB	1	200	9	**225**	10	**250**	10	**250**
		WB	1	175	6	150	6	150	6	150
12	N. De Anza Blvd & Stevens Creek Blvd[a]	NB	2	900	13	325	14	350	15	375
		SB	2	900	9	225	10	250	10	250
		EB	2	400	7	175	7	175	10	250
		WB	2	500	8	200	9	225	10	250

Source: DKS Associates, 2007.

Notes:

1. Design Queue based on intersection level of service analysis, and represents the queue of vehicles potentially found at the intersection during the peak hour analyzed.
2. Length – Design queue x 25 feet per vehicle

Table 13 Left-Turn Queue Analysis – P.M. Peak

DeAnza College Addendum EIR Left-Turn Queue Analysis – P.M. Peak										
#	Intersection	Approach	Lanes	Storage Lengths	Existing		Background		Project	
					Design Queue	Design Length	Design Queue	Design Length	Design Queue	Design Length
3.	Bubb Rd & Stevens Creek Blvd	SB	1	60	3	**75**	3	**75**	3	**75**
		EB	1	75	1	25	1	25	1	25
		WB	2	595	9	225	10	250	10	250
7.	Mary Ave & Stevens Creek Blvd	NB	2	100	5	**125**	5	**125**	7	**175**
		SB	1	200	6	150	6	150	6	150
		EB	1	200	8	200	8	200	8	200
		WB	1	225	6	150	7	175	8	200
9.	N. Stelling Rd & Stevens Creek Blvd[a]	NB	1	350	15	**375**	16	**400**	16	**400**
		SB	1	200	16	**400**	19	**475**	20	**500**
		EB	1	250	12	**300**	16	**400**	17	**425**
		WB	2	500	13	325	14	350	17	425
10.	Saich Wy & Stevens Creek Blvd	EB	1	150	11	**275**	11	**275**	11	**275**
11.	Bandley Dr & Stevens Creek Blvd	EB	1	200	15	**375**	16	**400**	16	**400**
		WB	1	175	4	100	4	100	4	100
12	N. De Anza Blvd & Stevens Creek Blvd[a]	NB	2	900	14	350	16	400	16	400
		SB	2	900	9	225	10	250	10	250
		EB	2	400	6	150	7	175	8	200
		WB	2	500	14	350	16	400	16	400

Source: DKS Associates, 2007.

Notes:

1. Design Queue based on intersection level of service analysis, and represents the queue of vehicles potentially found at the intersection during the peak hour analyzed.
2. Length – Design queue x 25 feet per vehicle

The left-turn storage analysis indicated that the majority of the six intersections analyzed currently have left-turn bays with inadequate storage space for the vehicle queues. The expected addition of project traffic would cause vehicle queues to increase in most left-turn pockets that already have inadequate storage space.

7.0 CUMULATIVE CONDITION

In order to evaluate the overall Cumulative Condition, a growth rate of 1.1 percent per year (to year 2015), was added to the Existing Condition turning movement volumes at the study intersection. Based on City's input, two projects two projects were considered as pending projects in the cumulative analysis scenario. They were:

- Villa Serra
- Las Palmas

In addition, the proposed project trips were added to the cumulative baseline condition. The growth rate accounts for traffic growth that may occur due to speculative developments and ambient traffic growth in the neighboring areas. **Table 14** includes the trip generation of the pending projects. In total, the two pending projects would add a total of 86 A.M. peak hour trips (18 in, 68 out), 74 Midday peak hour trips (37 in, 37 out) and 109 P.M. peak hour vehicle trips (70 in, 39 out).

Intersection operational levels of service along with their associated average delays are summarized in **Table 15**. **Appendix B** includes the detailed level of service analysis sheets for the project condition, including the A.M., Midday and P.M. peak hours.

Table 14 Pending Projects – Trip Generation Summary

Trip Generation Pending Projects																					
#	Development	Land Use	Size	Units	Daily		A.M. Peak					Midday Peak					P.M. Peak				
					Rate	Trips	Rate	Percent		Trips		Rate	Percent		Trips		Rate	Percent		Trips	
								In	Out	In	Out		In	Out	In	Out		In	Out	In	Out
1.	Villa Serra	Apartment	117	d.u.	7.30	854	0.52	-	-	12	49	0.49	50	50	28	28	0.70	-	-	53	29
2.	Las Palmas	Residential	22	d.u	-	-	1.13	-	-	6	19	0.80	50	50	9	9	1.25	-	-	17	10
GRAND TOTAL										**18**	**68**				**37**	**37**				**70**	**39**

Source: City of Cupertino. Midday peak hour trips calculated by DKS associates.

1. Villa Serra Expansion – Traffic Impact Analysis. Prepared for City of Cupertino by Fehr & Peers Inc. June 2007.
2. Las Palmas Residential Development Focused Traffic Analysis Memorandum. Prepared for City of Cupertino by Fehr & Peers Inc. April 24, 2007.

Table 15 Cumulative Condition – Level of Service Summary

Cumulative Condition Level of Service Summary											
#	Intersection	Traffic Control	A.M. Peak			Midday Peak			P.M. Peak		
			Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS
1.	N. Stelling Rd & Homestead Rd[a]	Signal	38.7	0.694	D+	38.3	0.679	D+	50.6	0.919	D
2.	N. Stelling Rd & Greenleaf Dr	Signal	10.6	0.616	B+	6.6	0.51	A	10.0	0.749	B+
3.	Bubb Rd & Stevens Creek Blvd	Signal	33.5	0.614	C-	31.0	0.542	C	30.9	0.582	C
4.	State Route 85 SB Ramps & Stevens Creek Blvd[a]	Signal	25.2	0.629	C	24.7	0.615	C	25.7	0.686	C
5.	State Route 85 NB Ramps & Stevens Creek Blvd[a]	Signal	25.5	0.717	C	31.9	0.757	C	29.4	0.744	C
6.	College Loop Rd (W) & Stevens Creek Blvd	Unsignalized [b]	-	-	-	-	-	-	-	-	-
7.	Mary Ave & Stevens Creek Blvd	Signal	23.2	0.518	C	32.9	0.842	C-	33.7	0.823	C-
8.	College Loop Rd (E) & Stevens Creek Blvd	Unsignalized [b]	11.3	-	B	16.5	-	C	14.1	-	B
9.	N. Stelling Rd & Stevens Creek Blvd[a]	Signal	45.1	0.817	D	38.7	0.752	D+	60.5	0.981	**E**
10.	Saich Wy & Stevens Creek Blvd	Signal	18.3	0.496	B-	21.1	0.682	C+	22.3	0.69	C+
11.	Bandley Dr & Stevens Creek Blvd	Signal	17.4	0.376	B	28.7	0.672	C	31.8	0.814	C
12.	N. De Anza Blvd & Stevens Creek Blvd[a]	Signal	26.9	0.73	C	42.2	0.911	D	58.7	1.064	**E+**
13.	N. Stelling Rd & Peppertree Ln	Signal	18.8	0.396	B-	23.1	0.422	C	19.0	0.468	B-
14.	Bubb Rd& McClellan Rd	Signal	34.5	0.65	C-	34.5	0.454	C-	37.3	0.616	D+
15.	Rose Blossom Dr& McClellan Rd [c]	Unsignalized [b]	25.5	-	D	43.0	-	**E**	102.1	-	**F**
16.	S. Stelling Rd & McClellan Rd[a]	Signal	32.1	0.725	C-	27.1	0.566	C	38.9	0.842	D+
17.	S. De Anza Blvd & McClellan Rd	Signal	30.6	0.766	C	37.5	0.644	D+	90.4	1.086	**F**

Source: DKS Associates, 2007.
Notes: **Avg. Delay**: Average Delay in seconds per vehicle **V/C**: Volume-to-capacity ratio **LOS**: Level of Service
a. CMP Intersection **b.** Unsignalized Intersection **c.** Evaluated on the future conditions only
Unsignalized Intersection: LOS based on worst approach delay (in seconds). Delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies.

7.1 Intersection Operation

According to the City of Cupertino intersection level of service standards, all study intersections would operate at acceptable levels of service under the cumulative condition, with the exception of Rose Blossom Drive & McClellan Road and De Anza Boulevard & McClellan Road.

Cumulative traffic growth would cause these two intersections to operate at LOS F during the P.M. peak hour.

The two intersections that are forecast to operate at LOS E are CMP intersections, and would operate at or above the significance thresholds for CMP intersections.

8.0 MITIGATION AND IMPROVEMENT MEASURES

This section summarizes the traffic impacts identified in the previous sections and presents recommended mitigation and improvement measures, if any.

8.1.1 Project Impacts

The addition of project traffic would result in a significant impact at the intersection of Rose Blossom Drive & McClellan Road during the P.M. peak hour. The addition of project traffic would cause the intersection to deteriorate from LOS E under the background condition to LOS F under the project condition during the P.M. peak hour. There would also be an increase in overall intersection delay during the P.M. peak hour of 18.7 seconds for the southbound approach.

Mitigation Measure

In order to achieve acceptable levels of service under the project-condition, the intersection would have to be signalized. However, it should also be noted that this intersection does not satisfy a peak hour signal warrant. **Table 16** provides a summary of the mitigated LOS summary.

Table 16 Mitigated LOS Summary – Rose Blossom Dr & McClellan Rd

Rose Blossom Drive & McClellan Road Mitigated LOS Summary									
Scenario	Existing Peak			Midday Peak			P.M. Peak		
	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS
Existing	6.6	0.335	A	10.9	0.314	B+	10.4	0.458	B+
Background	6.6	0.335	A	10.9	0.314	B+	10.4	0.458	B+
Project	8.1	0.342	A	15.3	0.358	B	12.0	0.472	B
Cumulative	8.1	0.372	A	14.7	0.386	B	12.2	0.511	B

8.1.2 Cumulative Impacts

The addition of cumulative growth and pending projects traffic would result in a significant impact at the intersection of Rose Blossom Drive & McClellan Road and McClellan Road & De Anza Boulevard during the P.M. peak hour. The addition of pending projects traffic would cause the intersection to operate at LOS F.

Mitigation Measure for McClellan Road & DeAnza Boulevard

In order to achieve acceptable levels of service under the cumulative condition, the intersection would have to include an additional northbound left-turn lane. These improvements would convert the intersection of McClellan Road & DeAnza Boulevard to: two left-turn lanes, two through lanes and one through shared right-turn lane in the northbound direction. With this mitigation in place the intersection would operate at acceptable levels of service during the A.M., Midday and P.M. peak hours. **Table 17** provides a summary of the mitigated LOS summary.

Table 17 Mitigated LOS Summary – McClellan Rd & DeAnza Blvd

De Anza Boulevard & McClellan Road Mitigated LOS Summary									
Scenario	Existing Peak			Midday Peak			P.M. Peak		
	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C	LOS
Existing	28.0	0.704	C	33.7	0.576	C	42.4	0.767	D
Background	28.4	0.715	C	33.9	0.561	C-	43.6	0.796	D
Project	28.4	0.715	C	34.9	0.578	C-	44.0	0.806	D
Cumulative	29.7	0.766	C	35.2	0.608	D+	45.9	0.846	D

In order to add a second northbound left turn lane in De Anza Boulevard, the roadway would have to be widened. Be cause this is a cumulative impact that would occur regardless of the proposed project at De Anza College, the City should consider how and when to implement this improvement measure.

8.0 CONCLUSION

The proposed project would generate 5,484 daily new trips, including 548 A.M. peak hour trips (449 in, 99 out), 1,097 Midday peak hour trips (494 in, 603 out) and 548 P.M. peak hour trips (351 in, 197 out).

The parking needs of the project would be accommodated on-site with the provision of 5,660 parking spaces and therefore no parking deficit is anticipated in the long term. In addition, bicycle parking spaces are provided on the campus.

Under the City of Cupertino traffic impact analysis guidelines, the proposed project would result in a significant transportation impact at the study intersection of Rose Blossom Drive & McClellan Road.

Several mitigation measures and improvement measures have been recommended to address potential affects of the proposed project as well as cumulative traffic.

APPENDICES

Appendix

A

INTERSECTION TURNING MOVEMENT COUNTS

Existing 2007

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

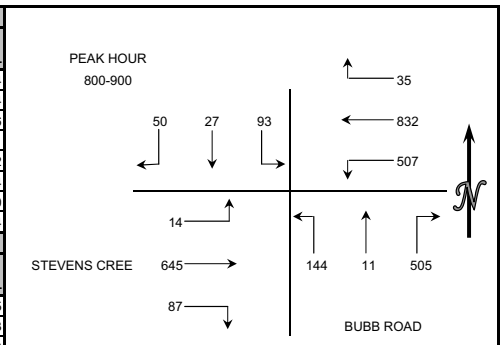
CLIENT: DKS ASSOCIATES
PROJECT: FOOTHILL-DEANZA COLLEGE EIR
DATE: TUESDAY, MAY 15, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S BUBB ROAD
E/W STEVENS CREEK BOULEVARD
CITY: CUPERTINO

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	7	5	12	4	137	85	87	4	10	11	128	4	494
715-730	15	4	11	9	182	106	115	3	15	19	169	6	654
730-745	7	1	24	6	145	101	130	1	29	8	170	4	626
745-800	10	4	11	5	159	112	112	0	30	22	126	0	591
800-815	6	17	24	6	170	136	105	2	36	44	135	1	682
815-830	10	2	27	10	207	115	131	7	49	20	164	2	744
830-845	21	5	30	9	191	135	126	0	32	9	168	4	730
845-900	13	3	12	10	264	121	143	2	27	14	178	7	794

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	39	14	58	24	623	404	444	8	84	60	593	14	2365
715-815	38	26	70	26	656	455	462	6	110	93	600	11	2553
730-830	33	24	86	27	681	464	478	10	144	94	595	7	2643
745-845	47	28	92	30	727	498	474	9	147	95	593	7	2747
800-900	50	27	93	35	832	507	505	11	144	87	645	14	2950

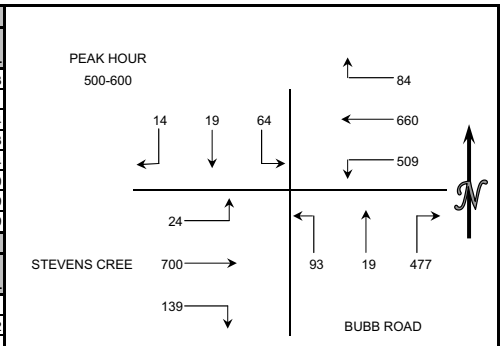


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	2	6	22	9	169	64	109	5	16	39	185	7	633
415-430	3	5	18	19	166	91	81	3	24	32	124	5	571
430-445	7	4	14	18	146	91	63	4	29	25	141	2	544
445-500	6	8	17	14	189	89	86	8	27	30	166	3	643
500-515	1	4	20	19	143	105	139	4	24	42	186	7	694
515-530	3	7	16	23	184	123	116	1	25	33	182	7	720
530-545	6	4	16	22	173	26	114	8	21	25	169	5	589
545-600	4	4	12	20	160	255	108	6	23	39	163	5	799

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	18	23	71	60	670	335	339	20	96	126	616	17	2391
415-515	17	21	69	70	644	376	369	19	104	129	617	17	2452
430-530	17	23	67	74	662	408	404	17	105	130	675	19	2601
445-545	16	23	69	78	689	343	455	21	97	130	703	22	2646
500-600	14	19	64	84	660	509	477	19	93	139	700	24	2802



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: FOOTHILL-DEANZA COLLEGE EIR
DATE: TUESDAY, MAY 15, 2007
PERIOD: 7:00 A.M. TO 9:00 A.M.
INTERSECTION: N/S SR 85 RAMPS/ COLLEGE LOOP ROAD
E/W STEVENS CREEK BOULEVARD
CITY: CUPERTINO

15 MIN COUNTS

	SR 85 NB ON-RAMP				WB STEVENS CREEK RD				NB COLLEGE LOOP RD				SR 85 NB OFF RAMP				EB STEVENS CREEK RD				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
700-715	0	0	0	0	75	141	0	0	0	1	1	0	0	90	0	43	0	0	127	122	600
715-730	0	0	0	0	87	169	0	0	0	13	3	0	0	106	0	67	0	0	194	144	783
730-745	0	0	0	0	127	137	0	0	0	2	3	0	0	100	0	89	0	0	207	197	862
745-800	0	0	0	0	127	159	0	0	0	8	5	0	0	112	7	101	0	0	183	128	830
800-815	0	0	0	0	104	141	0	0	0	6	3	0	0	149	6	83	0	0	202	145	839
815-830	0	0	0	0	108	155	0	0	1	22	10	0	0	204	0	110	0	0	277	178	1065
830-845	0	0	0	0	123	159	0	0	2	13	7	0	0	152	18	95	0	0	248	149	966
845-900	0	0	0	0	109	187	0	0	0	4	8	0	0	164	21	113	0	0	199	179	984

HOUR TOTALS

	SR 85 NB ON-RAMP				WB STEVENS CREEK RD				NB COLLEGE LOOP RD				SR 85 NB OFF RAMP				EB STEVENS CREEK RD				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
700-800	0	0	0	0	416	606	0	0	0	24	12	0	0	408	7	300	0	0	711	591	3075
715-815	0	0	0	0	445	606	0	0	0	29	14	0	0	467	13	340	0	0	786	614	3314
730-830	0	0	0	0	466	592	0	0	1	38	21	0	0	565	13	383	0	0	869	648	3596
745-845	0	0	0	0	462	614	0	0	3	49	25	0	0	617	31	389	0	0	910	600	3700
800-900	0	0	0	0	444	642	0	0	3	45	28	0	0	669	45	401	0	0	926	651	3854

WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: FOOTHILL-DEANZA COLLEGE EIR
DATE: TUESDAY, MAY 15, 2007
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SR 85 RAMPS/ COLLEGE LOOP ROAD
E/W STEVENS CREEK BOULEVARD
CITY: CUPERTINO

15 MIN COUNTS

	SR 85 NB ON-RAMP				WB STEVENS CREEK RD				NB COLLEGE LOOP RD				SR 85 NB OFF RAMP				EB STEVENS CREEK RD				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
400-415	0	0	0	0	147	138	0	0	0	34	15	0	0	104	0	46	0	0	233	122	839
415-430	0	0	0	0	124	144	0	0	0	27	14	0	0	118	0	43	0	0	259	91	820
430-445	0	0	0	0	132	135	0	0	0	23	12	0	0	113	2	37	0	0	290	101	845
445-500	0	0	0	0	142	150	0	0	0	24	10	0	0	121	0	41	0	0	336	117	941
500-515	0	0	0	0	175	157	0	0	1	49	12	0	0	128	0	44	0	0	382	157	1105
515-530	0	0	0	0	132	144	0	0	0	44	17	0	0	140	0	39	0	0	392	137	1045
530-545	0	0	0	0	155	130	0	0	2	40	11	0	0	176	0	53	0	0	329	133	1029
545-600	0	0	0	0	188	143	0	0	0	36	12	0	0	181	0	49	0	0	345	129	1083

HOUR TOTALS

	SR 85 NB ON-RAMP				WB STEVENS CREEK RD				NB COLLEGE LOOP RD				SR 85 NB OFF RAMP				EB STEVENS CREEK RD				
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	TOTALS
400-500	0	0	0	0	545	567	0	0	0	108	51	0	0	456	2	167	0	0	1118	431	3445
415-500	0	0	0	0	573	586	0	0	1	123	48	0	0	480	2	165	0	0	1267	466	3711
430-530	0	0	0	0	581	586	0	0	1	140	51	0	0	502	2	161	0	0	1400	512	3936
445-545	0	0	0	0	604	581	0	0	3	157	50	0	0	565	0	177	0	0	1439	544	4120
500-600	0	0	0	0	650	574	0	0	3	169	52	0	0	625	0	185	0	0	1448	556	4262

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

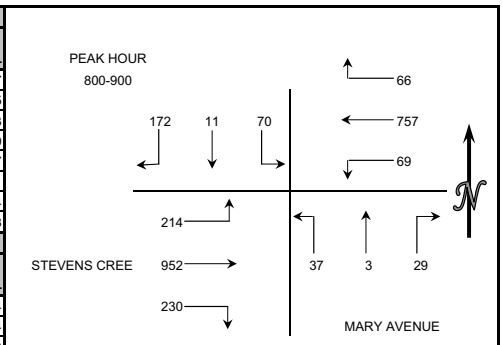
CLIENT: DKS ASSOCIATES
PROJECT: FOOTHILL-DEANZA COLLEGE EIR
DATE: TUESDAY, MAY 15, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S MARY AVENUE
E/W STEVENS CREEK BOULEVARD
CITY: CUPERTINO

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	48	1	8	3	133	8	1	0	3	10	94	38	347
715-730	71	1	15	10	153	25	0	0	5	30	121	54	485
730-745	44	2	10	18	177	23	5	0	8	31	152	63	533
745-800	78	4	18	25	222	18	3	1	5	43	173	39	629
800-815	49	6	15	29	215	20	2	1	6	75	203	76	697
815-830	54	1	23	18	205	27	15	2	6	77	222	41	691
830-845	33	2	9	7	172	11	3	0	12	43	232	50	574
845-900	36	2	23	12	165	11	9	0	13	35	295	47	648

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	241	8	51	56	685	74	9	1	21	114	540	194	1994
715-815	242	13	58	82	767	86	10	2	24	179	649	232	2344
730-830	225	13	66	90	819	88	25	4	25	226	750	219	2550
745-845	214	13	65	79	814	76	23	4	29	238	830	206	2591
800-900	172	11	70	66	757	69	29	3	37	230	952	214	2610

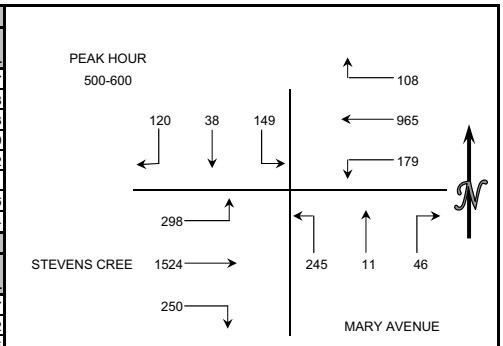


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	30	3	41	21	186	18	18	2	33	19	241	45	657
415-430	21	3	31	26	227	17	24	1	22	30	316	50	768
430-445	31	2	30	25	206	21	15	2	32	28	320	31	743
445-500	31	4	29	18	237	28	7	0	39	38	347	51	829
500-515	23	5	32	20	229	23	8	4	61	63	326	58	852
515-530	24	5	42	26	233	43	10	2	48	39	393	66	931
530-545	41	10	43	35	228	55	12	3	58	61	340	90	976
545-600	32	18	32	27	275	58	16	2	78	87	465	84	1174

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	113	12	131	90	856	84	64	5	126	115	1224	177	2997
415-515	106	14	122	89	899	89	54	7	154	159	1309	190	3192
430-530	109	16	133	89	905	115	40	8	180	168	1386	206	3355
445-545	119	24	146	99	927	149	37	9	206	201	1406	265	3588
500-600	120	38	149	108	965	179	46	11	245	250	1524	298	3933



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

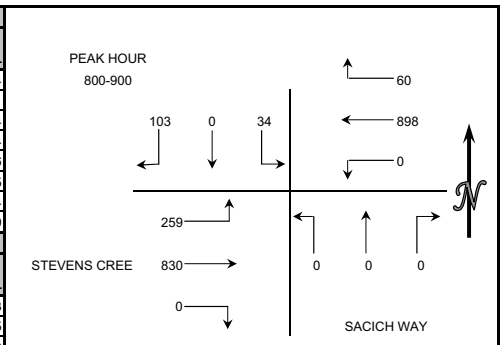
CLIENT: DKS ASSOCIATES
PROJECT: FOOTHILL-DEANZA COLLEGE EIR
DATE: TUESDAY, MAY 15, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S SACICH WAY
E/W STEVENS CREEK BOULEVARD
CITY: CUPERTINO

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	10	0	9	12	104	0	0	0	0	0	62	27	224
715-730	15	0	2	8	111	0	0	0	0	0	87	18	241
730-745	14	0	0	8	141	0	0	0	0	0	119	22	304
745-800	19	0	4	13	158	0	0	0	0	0	133	27	354
800-815	24	0	5	20	213	0	0	0	0	0	176	48	486
815-830	30	0	7	11	250	0	0	0	0	0	214	53	565
830-845	18	0	6	14	228	0	0	0	0	0	207	91	564
845-900	31	0	16	15	207	0	0	0	0	0	233	67	569

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	58	0	15	41	514	0	0	0	0	0	401	94	1123
715-815	72	0	11	49	623	0	0	0	0	0	515	115	1385
730-830	87	0	16	52	762	0	0	0	0	0	642	150	1709
745-845	91	0	22	58	849	0	0	0	0	0	730	219	1969
800-900	103	0	34	60	898	0	0	0	0	0	830	259	2184

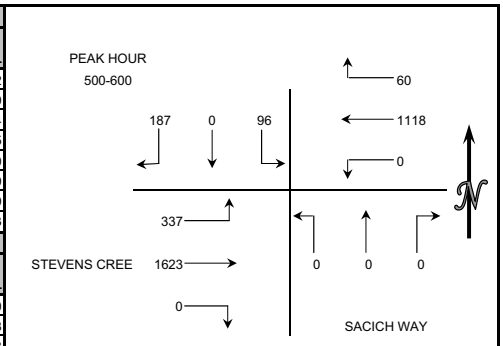


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	37	0	17	16	224	0	0	0	0	0	330	78	702
415-430	46	0	31	10	221	0	0	0	0	0	375	86	769
430-445	35	0	14	9	243	0	0	0	0	0	326	57	684
445-500	29	0	21	14	281	0	0	0	0	0	398	82	825
500-515	31	0	21	12	260	0	0	0	0	0	385	111	820
515-530	64	0	23	18	276	0	0	0	0	0	403	95	879
530-545	43	0	23	12	294	0	0	0	0	0	399	58	829
545-600	49	0	29	18	288	0	0	0	0	0	436	73	893

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	147	0	83	49	969	0	0	0	0	0	1429	303	2980
415-515	141	0	87	45	1005	0	0	0	0	0	1484	336	3098
430-530	159	0	79	53	1060	0	0	0	0	0	1512	345	3208
445-545	167	0	88	56	1111	0	0	0	0	0	1585	346	3353
500-600	187	0	96	60	1118	0	0	0	0	0	1623	337	3421



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

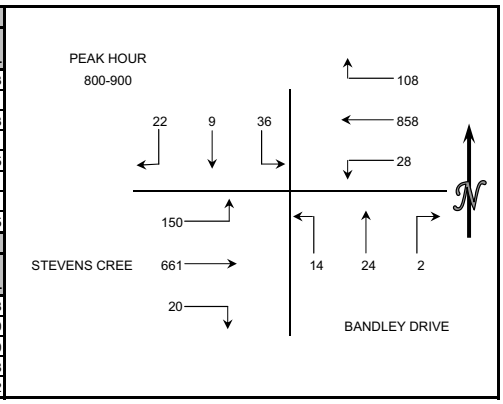
CLIENT: DKS ASSOCIATES
PROJECT: FOOTHILL-DEANZA COLLEGE EIR
DATE: TUESDAY, MAY 15, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S BANDLEY DRIVE
E/W STEVENS CREEK BOULEVARD
CITY: CUPERTINO

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	1	0	0	4	119	3	0	6	5	0	61	4	203
715-730	1	0	5	15	131	5	0	0	6	2	58	8	231
730-745	0	0	5	14	140	4	0	3	4	2	93	8	273
745-800	2	0	3	21	178	6	1	3	2	3	120	12	351
800-815	4	1	9	30	220	5	0	4	5	4	144	29	455
815-830	7	1	9	20	262	8	0	6	0	6	193	39	551
830-845	6	3	7	28	223	12	2	2	6	6	149	47	491
845-900	5	4	11	30	153	3	0	12	3	4	175	35	435

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	4	0	13	54	568	18	1	12	17	7	332	32	1058
715-815	7	1	22	80	669	20	1	10	17	11	415	57	1310
730-830	13	2	26	85	800	23	1	16	11	15	550	88	1630
745-845	19	5	28	99	883	31	3	15	13	19	606	127	1848
800-900	22	9	36	108	858	28	2	24	14	20	661	150	1932

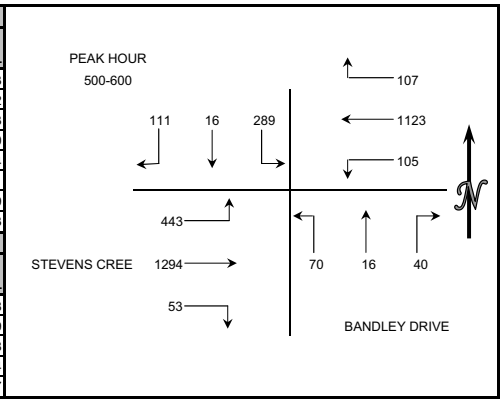


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	18	5	35	15	221	32	8	7	12	5	236	69	663
415-430	15	5	51	24	197	35	16	8	6	5	267	73	702
430-445	22	6	71	22	224	25	11	5	14	8	299	76	783
445-500	13	3	68	24	261	22	7	5	21	9	285	102	820
500-515	10	3	56	19	243	30	7	7	17	12	307	83	794
515-530	29	4	73	20	283	25	11	3	22	15	325	111	921
530-545	40	4	84	37	278	28	11	2	13	14	340	118	969
545-600	32	5	76	31	319	22	11	4	18	12	322	131	983

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	68	19	225	85	903	114	42	25	53	27	1087	320	2968
415-515	60	17	246	89	925	112	41	25	58	34	1158	334	3099
430-530	74	16	268	85	1011	102	36	20	74	44	1216	372	3318
445-545	92	14	281	100	1065	105	36	17	73	50	1257	414	3504
500-600	111	16	289	107	1123	105	40	16	70	53	1294	443	3667



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

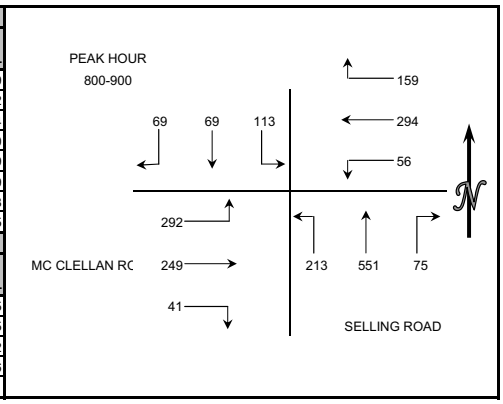
CLIENT: DKS ASSOCIATES
PROJECT: FOOTHILL-DEANZA COLLEGE EIR
DATE: TUESDAY, MAY 15, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S SELLING ROAD
E/W MC CLELLAN ROAD
CITY: CUPERTINO

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	27	11	6	10	61	1	6	66	58	11	35	27	319
715-730	26	6	15	18	91	5	12	82	68	21	33	55	432
730-745	7	6	13	19	54	8	10	104	34	12	56	61	384
745-800	15	14	18	20	46	5	15	116	41	4	42	44	380
800-815	18	19	31	29	61	16	21	136	74	12	60	62	539
815-830	20	14	49	47	77	10	23	156	38	12	85	98	629
830-845	14	22	9	37	83	21	15	136	69	5	42	65	518
845-900	17	14	24	46	73	9	16	123	32	12	62	67	495

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	75	37	52	67	252	19	43	368	201	48	166	187	1515
715-815	66	45	77	86	252	34	58	438	217	49	191	222	1735
730-830	60	53	111	115	238	39	69	512	187	40	243	265	1932
745-845	67	69	107	133	267	52	74	544	222	33	229	269	2066
800-900	69	69	113	159	294	56	75	551	213	41	249	292	2181

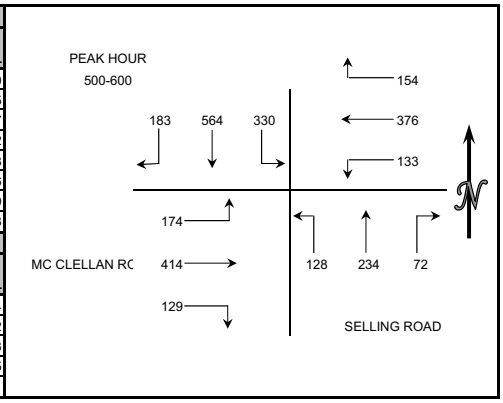


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	25	52	46	15	76	19	16	34	21	15	89	22	430
415-430	18	68	37	14	95	20	5	36	15	25	62	30	425
430-445	24	99	26	28	75	38	11	54	23	37	84	38	537
445-500	36	122	43	20	94	27	12	43	29	27	92	27	572
500-515	43	156	65	23	90	25	11	49	35	33	113	45	688
515-530	46	129	96	56	109	55	15	69	23	34	115	49	796
530-545	42	128	79	47	86	32	25	60	36	31	97	36	699
545-600	52	151	90	28	91	21	21	56	34	31	89	44	708

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	103	341	152	77	340	104	44	167	88	104	327	117	1964
415-515	121	445	171	85	354	110	39	182	102	122	351	140	2222
430-530	149	506	230	127	368	145	49	215	110	131	404	159	2593
445-545	167	535	283	146	379	139	63	221	123	125	417	157	2755
500-600	183	564	330	154	376	133	72	234	128	129	414	174	2891



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

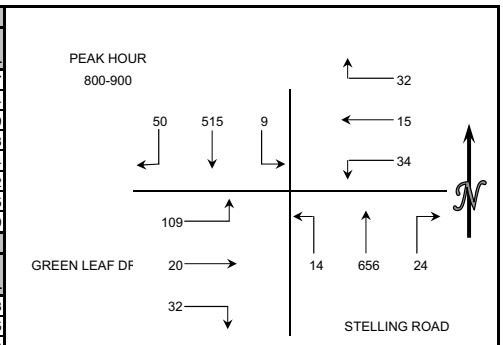
CLIENT: DKS ASSOCIATES
PROJECT: FOOTHILL-DEANZA COLLEGE EIR
DATE: TUESDAY, MAY 15, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S STELLING ROAD
E/W GREEN LEAF DRIVE
CITY: CUPERTINO

15 MIN COUNTS — **7:00 AM TO 9:00 AM**

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	5	40	0	2	3	0	1	50	1	1	1	13	117
715-730	7	58	1	2	0	3	1	64	3	0	3	12	154
730-745	18	86	1	8	16	1	2	96	4	6	6	25	269
745-800	23	109	3	8	13	2	1	112	5	2	15	35	328
800-815	35	138	2	2	2	3	7	127	1	12	12	43	384
815-830	5	152	2	10	4	5	5	176	5	9	3	26	402
830-845	6	118	1	9	3	10	6	192	4	5	3	18	375
845-900	4	107	4	11	6	16	6	161	4	6	2	22	349

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	53	293	5	20	32	6	5	322	13	9	25	85	868
715-815	83	391	7	20	31	9	11	399	13	20	36	115	1135
730-830	81	485	8	28	35	11	15	511	15	29	36	129	1383
745-845	69	517	8	29	22	20	19	607	15	28	33	122	1489
800-900	50	515	9	32	15	34	24	656	14	32	20	109	1510

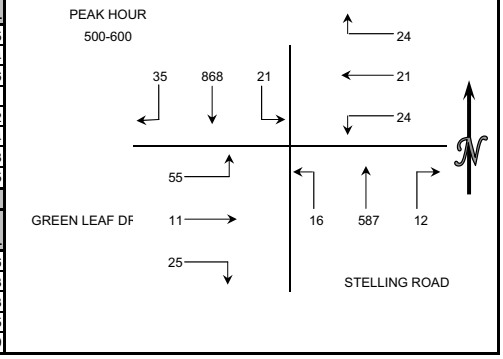


15 MIN COUNTS — **4:00 PM TO 6:00 PM**

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	5	124	11	3	2	3	3	106	1	5	4	8	275
415-430	3	135	2	4	4	8	4	93	1	4	0	6	264
430-445	7	142	5	5	5	5	2	102	1	4	2	6	286
445-500	3	138	7	5	3	8	4	111	1	5	1	5	291
500-515	4	189	3	8	3	6	4	131	6	8	1	9	372
515-530	16	228	6	3	7	7	4	155	3	9	3	13	454
530-545	9	209	3	8	3	3	3	145	1	5	3	16	408
545-600	6	242	9	5	8	8	1	156	6	3	4	17	465

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	18	539	25	17	14	24	13	412	4	18	7	25	1116
415-515	17	604	17	22	15	27	14	437	9	21	4	26	1213
430-530	30	697	21	21	18	26	14	499	11	26	7	33	1403
445-545	32	764	19	24	16	24	15	542	11	27	8	43	1525
500-600	35	868	21	24	21	24	12	587	16	25	11	55	1699



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

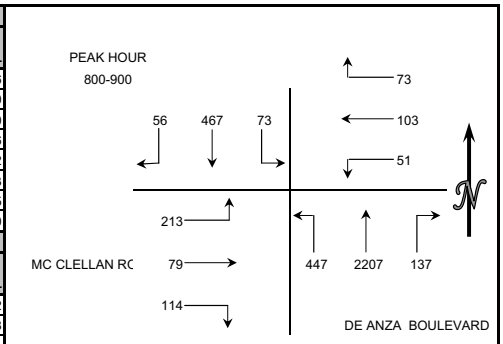
CLIENT: DKS ASSOCIATES
PROJECT: FOOTHILL-DEANZA COLLEGE EIR
DATE: TUESDAY, MAY 15, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S DE ANZA BOULEVARD
E/W MC CLELLAN ROAD/PACIFIC ROAD
CITY: CUPERTINO

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	8	51	3	15	3	1	11	289	56	18	5	16	476
715-730	12	88	5	13	11	14	11	317	56	20	8	15	570
730-745	11	102	11	23	3	7	10	430	65	30	8	20	720
745-800	16	130	24	16	9	15	15	540	89	46	9	27	936
800-815	7	113	11	26	26	18	23	607	112	31	14	44	1032
815-830	21	152	15	9	42	16	27	550	131	26	18	56	1063
830-845	16	112	25	16	21	11	36	514	99	25	21	59	955
845-900	12	90	22	22	14	6	51	536	105	32	26	54	970

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	47	371	43	67	26	37	47	1576	266	114	30	78	2702
715-815	46	433	51	78	49	54	59	1894	322	127	39	106	3258
730-830	55	497	61	74	80	56	75	2127	397	133	49	147	3751
745-845	60	507	75	67	98	60	101	2211	431	128	62	186	3986
800-900	56	467	73	73	103	51	137	2207	447	114	79	213	4020

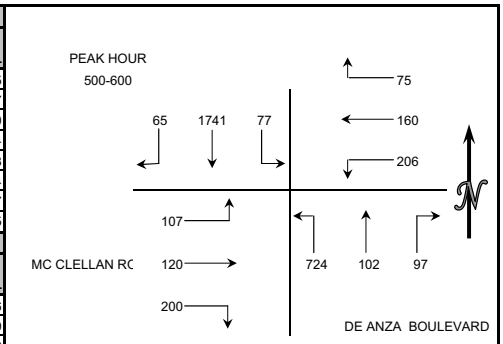


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	33	318	36	26	32	28	28	28	103	46	22	35	735
415-430	29	353	21	19	27	43	15	15	95	29	23	38	707
430-445	24	362	23	22	29	48	23	23	129	50	35	22	790
445-500	31	369	42	21	23	39	19	19	135	55	48	43	844
500-515	23	396	28	24	42	50	12	17	170	42	31	23	858
515-530	28	452	22	12	30	53	26	26	198	30	30	27	934
530-545	12	479	16	22	58	67	31	31	188	73	35	25	1037
545-600	2	414	11	17	30	36	28	28	168	55	24	32	845

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	117	1402	122	88	111	158	85	85	462	180	128	138	3076
415-515	107	1480	114	86	121	180	69	74	529	176	137	126	3199
430-530	106	1579	115	79	124	190	80	85	632	177	144	115	3426
445-545	94	1696	108	79	153	209	88	93	691	200	144	118	3673
500-600	65	1741	77	75	160	206	97	102	724	200	120	107	3674



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

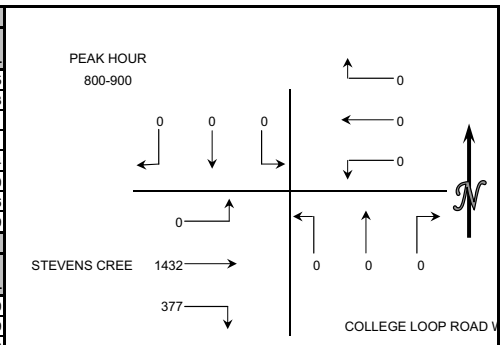
CLIENT: DKS ASSOCIATES
PROJECT: FOOTHILL-DEANZA COLLEGE EIR
DATE: TUESDAY, MAY 15, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S COLLEGE LOOP ROAD WEST
E/W STEVENS CREEK BOULEVARD
CITY: CUPERTINO

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	0	0	0	0	0	0	0	0	44	161	0	205
715-730	0	0	0	0	0	0	0	0	0	90	193	0	283
730-745	0	0	0	0	0	0	0	0	0	71	250	0	321
745-800	0	0	0	0	0	0	0	0	0	56	225	0	281
800-815	0	0	0	0	0	0	0	0	0	80	304	0	384
815-830	0	0	0	0	0	0	0	0	0	116	384	0	500
830-845	0	0	0	0	0	0	0	0	0	83	343	0	426
845-900	0	0	0	0	0	0	0	0	0	98	401	0	499

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	0	0	0	0	0	0	0	0	261	829	0	1090
715-815	0	0	0	0	0	0	0	0	0	297	972	0	1269
730-830	0	0	0	0	0	0	0	0	0	323	1163	0	1486
745-845	0	0	0	0	0	0	0	0	0	335	1256	0	1591
800-900	0	0	0	0	0	0	0	0	0	377	1432	0	1809

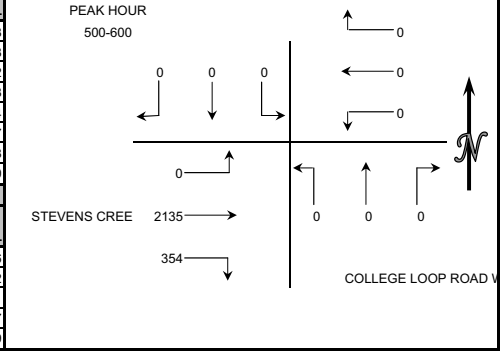


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	0	0	0	0	0	0	0	0	25	293	0	318
415-430	0	0	0	0	0	0	0	0	0	31	317	0	348
430-445	0	0	0	0	0	0	0	0	0	22	350	0	372
445-500	0	0	0	0	0	0	0	0	0	43	415	0	458
500-515	0	0	0	0	0	0	0	0	0	54	400	0	454
515-530	0	0	0	0	0	0	0	0	0	92	545	0	637
530-545	0	0	0	0	0	0	0	0	0	78	590	0	668
545-600	0	0	0	0	0	0	0	0	0	130	600	0	730

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	0	0	0	0	0	0	0	0	121	1375	0	1496
415-515	0	0	0	0	0	0	0	0	0	150	1482	0	1632
430-530	0	0	0	0	0	0	0	0	0	211	1710	0	1921
445-545	0	0	0	0	0	0	0	0	0	267	1950	0	2217
500-600	0	0	0	0	0	0	0	0	0	354	2135	0	2489



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

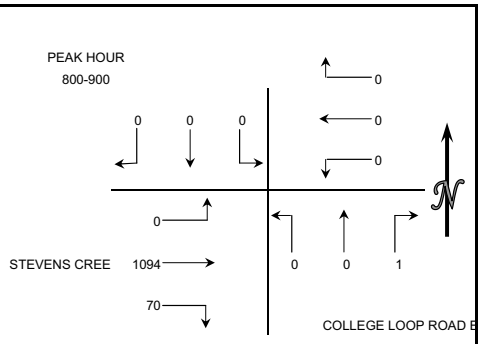
CLIENT: DKS ASSOCIATES
PROJECT: FOOTHILL-DEANZA COLLEGE EIR
DATE: TUESDAY, MAY 15, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S COLLEGE LOOP ROAD EAST
E/W STEVENS CREEK BOULEVARD
CITY: CUPERTINO

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	0	0	0	0	0	1	0	0	6	104	0	111
715-730	0	0	0	0	0	0	0	0	0	10	136	0	146
730-745	0	0	0	0	0	0	0	0	0	6	161	0	167
745-800	0	0	0	0	0	0	1	0	0	6	157	0	164
800-815	0	0	0	0	0	0	0	0	0	19	207	0	226
815-830	0	0	0	0	0	0	0	0	0	39	269	0	308
830-845	0	0	0	0	0	0	1	0	0	7	311	0	319
845-900	0	0	0	0	0	0	0	0	0	5	307	0	312

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	0	0	0	0	0	2	0	0	28	558	0	588
715-815	0	0	0	0	0	0	1	0	0	41	661	0	703
730-830	0	0	0	0	0	0	1	0	0	70	794	0	865
745-845	0	0	0	0	0	0	2	0	0	71	944	0	1017
800-900	0	0	0	0	0	0	1	0	0	70	1094	0	1165

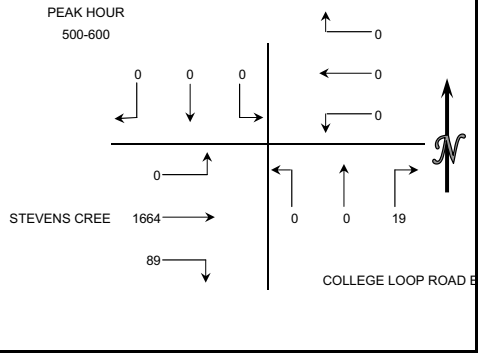


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	0	0	0	0	0	3	0	0	6	248	0	257
415-430	0	0	0	0	0	0	9	0	0	9	283	0	301
430-445	0	0	0	0	0	0	2	0	0	3	342	0	347
445-500	0	0	0	0	0	0	3	0	0	7	361	0	371
500-515	0	0	0	0	0	0	4	0	0	10	418	0	432
515-530	0	0	0	0	0	0	2	0	0	22	426	0	450
530-545	0	0	0	0	0	0	4	0	0	26	442	0	472
545-600	0	0	0	0	0	0	9	0	0	31	378	0	418

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	0	0	0	0	0	17	0	0	25	1234	0	1276
415-515	0	0	0	0	0	0	18	0	0	29	1404	0	1451
430-530	0	0	0	0	0	0	11	0	0	42	1547	0	1600
445-545	0	0	0	0	0	0	13	0	0	65	1647	0	1725
500-600	0	0	0	0	0	0	19	0	0	89	1664	0	1772



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

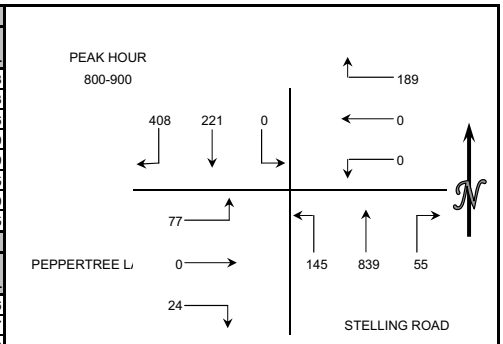
CLIENT: DKS ASSOCIATES
PROJECT: FOOTHILL-DEANZA COLLEGE EIR
DATE: TUESDAY, MAY 15, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S STELLING ROAD
E/W PEPPERTREE LANE
CITY: CUPERTINO

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	41	36	0	9	0	0	0	104	10	7	0	21	228
715-730	61	29	0	7	0	0	3	123	12	3	0	15	253
730-745	56	36	0	17	0	0	4	149	14	4	0	16	296
745-800	78	51	0	11	0	0	5	165	22	5	0	2	339
800-815	104	60	0	23	0	0	15	198	34	3	0	12	449
815-830	145	69	0	62	0	0	29	186	47	8	0	19	565
830-845	96	43	0	77	0	0	6	233	31	5	0	28	519
845-900	63	49	0	27	0	0	5	222	33	8	0	18	425

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	236	152	0	44	0	0	12	541	58	19	0	54	1116
715-815	299	176	0	58	0	0	27	635	82	15	0	45	1337
730-830	383	216	0	113	0	0	53	698	117	20	0	49	1649
745-845	423	223	0	173	0	0	55	782	134	21	0	61	1872
800-900	408	221	0	189	0	0	55	839	145	24	0	77	1958

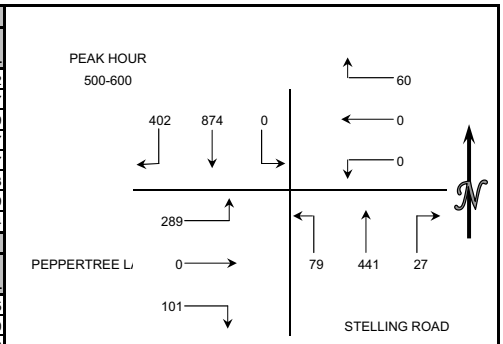


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	38	135	0	13	0	0	8	95	20	12	0	61	382
415-430	52	170	0	11	0	0	2	77	23	21	0	41	397
430-445	43	183	0	11	0	0	7	86	21	20	0	48	419
445-500	55	171	0	12	0	0	7	93	15	31	0	73	457
500-515	70	204	0	10	0	0	4	118	23	35	0	83	547
515-530	102	229	0	8	0	0	2	96	13	23	0	60	533
530-545	93	206	0	20	0	0	16	115	18	18	0	73	559
545-600	137	235	0	22	0	0	5	112	25	25	0	73	634

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	188	659	0	47	0	0	24	351	79	84	0	223	1655
415-515	220	728	0	44	0	0	20	374	82	107	0	245	1820
430-530	270	787	0	41	0	0	20	393	72	109	0	264	1956
445-545	320	810	0	50	0	0	29	422	69	107	0	289	2096
500-600	402	874	0	60	0	0	27	441	79	101	0	289	2273



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

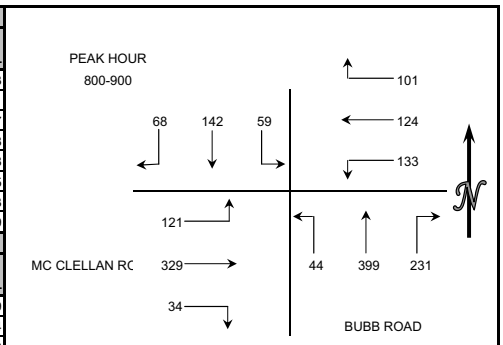
CLIENT: DKS ASSOCIATES
PROJECT: FOOTHILL-DEANZA COLLEGE EIR
DATE: TUESDAY, MAY 15, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S BUBB ROAD
E/W MC CLELLAN ROAD
CITY: CUPERTINO

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	13	33	6	9	30	37	27	74	10	7	46	21	313
715-730	16	65	21	27	19	54	66	108	13	10	57	35	491
730-745	11	50	5	12	29	37	44	89	9	6	61	44	397
745-800	8	43	11	25	37	31	42	78	7	5	51	30	368
800-815	15	65	11	38	18	57	68	105	2	16	81	22	498
815-830	9	35	22	25	24	38	74	122	13	5	66	22	455
830-845	19	23	7	20	49	17	49	95	15	4	80	25	403
845-900	25	19	19	18	33	21	40	77	14	9	102	52	429

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	48	191	43	73	115	159	179	349	39	28	215	130	1569
715-815	50	223	48	102	103	179	220	380	31	37	250	131	1754
730-830	43	193	49	100	108	163	228	394	31	32	259	118	1718
745-845	51	166	51	108	128	143	233	400	37	30	278	99	1724
800-900	68	142	59	101	124	133	231	399	44	34	329	121	1785

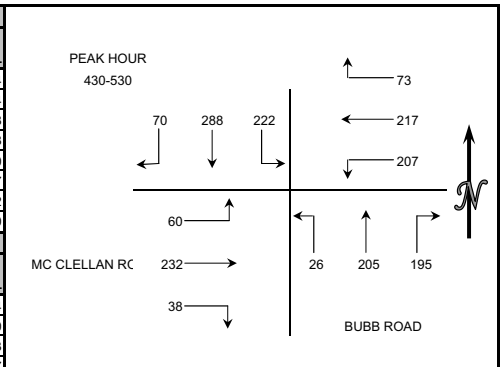


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	9	57	34	13	46	45	37	37	8	8	53	17	364
415-430	26	53	34	19	64	51	40	40	6	5	54	22	414
430-445	16	52	40	22	40	55	70	75	13	16	62	27	488
445-500	19	50	64	27	52	47	53	53	5	9	73	16	468
500-515	14	91	53	9	75	47	28	33	3	8	49	10	420
515-530	21	95	65	15	50	58	44	44	5	5	48	7	457
530-545	9	41	35	12	43	42	24	24	12	12	34	14	302
545-600	16	79	58	21	55	50	23	23	12	18	36	29	420

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	70	212	172	81	202	198	200	205	32	38	242	82	1734
415-515	75	246	191	77	231	200	191	201	27	38	238	75	1790
430-530	70	288	222	73	217	207	195	205	26	38	232	60	1833
445-545	63	277	217	63	220	194	149	154	25	34	204	47	1647
500-600	60	306	211	57	223	197	119	124	32	43	167	60	1599



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

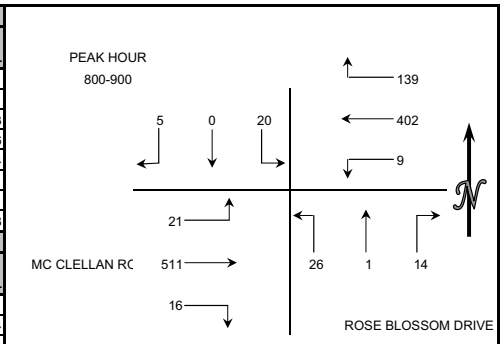
CLIENT: DKS ASSOCIATES
PROJECT: FOOTHILL-DEANZA COLLEGE EIR
DATE: TUESDAY, MAY 15, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S ROSE BLOSSOM DRIVE
E/W MC CLELLAN ROAD
CITY: CUPERTINO

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	1	0	1	17	100	1	0	0	7	5	95	4	231
715-730	2	0	1	31	121	0	2	0	6	4	113	11	291
730-745	1	0	2	15	77	1	2	0	0	3	139	3	243
745-800	1	0	1	13	85	4	9	1	2	1	106	3	226
800-815	1	0	1	29	106	4	2	0	7	3	116	5	274
815-830	2	0	7	51	83	0	3	0	1	2	146	6	301
830-845	1	0	6	41	119	3	4	0	14	5	112	6	311
845-900	1	0	6	18	94	2	5	1	4	6	137	4	278

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	5	0	5	76	383	6	13	1	15	13	453	21	991
715-815	5	0	5	88	389	9	15	1	15	11	474	22	1034
730-830	5	0	11	108	351	9	16	1	10	9	507	17	1044
745-845	5	0	15	134	393	11	18	1	24	11	480	20	1112
800-900	5	0	20	139	402	9	14	1	26	16	511	21	1164

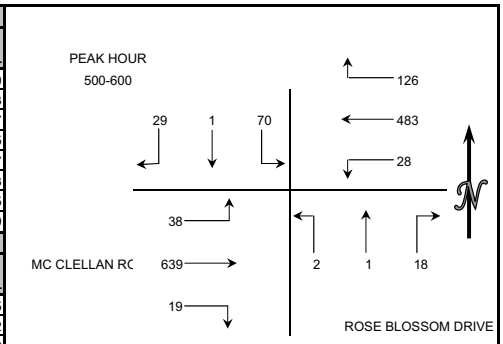


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	2	0	10	9	117	3	1	0	2	2	118	6	270
415-430	5	1	8	13	120	8	3	1	1	3	128	2	293
430-445	4	0	9	18	108	5	0	0	1	2	134	6	287
445-500	5	1	7	23	144	8	2	0	1	7	143	4	345
500-515	4	0	16	25	130	8	9	0	0	4	166	5	367
515-530	10	0	17	31	105	8	4	1	1	6	173	7	363
530-545	11	1	18	30	128	3	2	0	1	5	154	12	365
545-600	4	0	19	40	120	9	3	0	0	4	146	14	359

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	16	2	34	63	489	24	6	1	5	14	523	18	1195
415-515	18	2	40	79	502	29	14	1	3	16	571	17	1292
430-530	23	1	49	97	487	29	15	1	3	19	616	22	1362
445-545	30	2	58	109	507	27	17	1	3	22	636	28	1440
500-600	29	1	70	126	483	28	18	1	2	19	639	38	1454



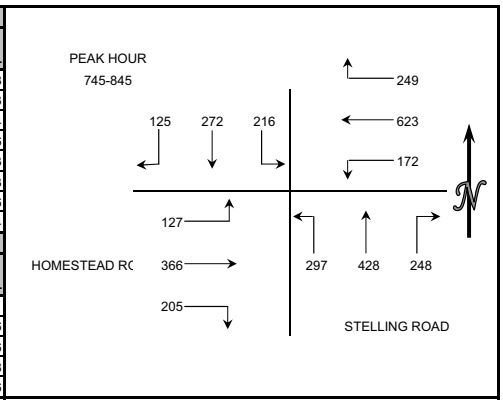
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

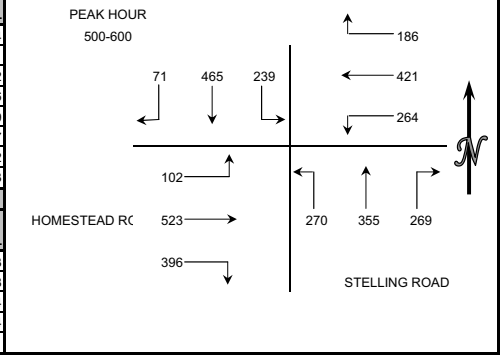
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: FOOTHILL-DEANZA COLLEGE EIR
DATE: TUESDAY, MAY 15, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S STELLING ROAD
E/W HOMESTEAD ROAD
CITY: CUPERTINO

15 MIN COUNTS	7:00 AM TO 9:00 AM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	18	19	17	21	82	15	17	26	26	8	27	12	288
715-730	25	24	25	33	104	26	21	48	40	19	44	14	423
730-745	59	36	26	36	164	23	35	78	72	46	70	29	674
745-800	48	49	41	90	139	35	52	103	65	50	114	40	826
800-815	26	81	64	47	160	42	54	116	47	46	90	30	803
815-830	33	87	51	60	184	50	66	92	95	51	72	22	863
830-845	18	55	60	52	140	45	76	117	90	58	90	35	836
845-900	12	66	46	52	121	25	69	125	70	64	77	37	764
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	150	128	109	180	489	99	125	255	203	123	255	95	2211
715-815	158	190	156	206	567	126	162	345	224	161	318	113	2726
730-830	166	253	182	233	647	150	207	389	279	193	346	121	3166
745-845	125	272	216	249	623	172	248	428	297	205	366	127	3328
800-900	89	289	221	211	605	162	265	450	302	219	329	124	3266



15 MIN COUNTS	4:00 PM TO 6:00 PM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	24	64	73	35	101	27	65	60	50	75	100	20	694
415-430	19	75	53	47	81	41	40	55	40	55	110	25	641
430-445	15	71	58	37	87	44	35	65	40	60	95	25	632
445-500	19	99	52	56	92	36	45	57	50	80	100	30	716
500-515	19	102	72	31	101	54	70	70	70	80	130	20	819
515-530	22	106	43	63	101	66	65	85	65	85	126	40	867
530-545	17	136	74	39	104	58	70	105	70	105	134	20	932
545-600	13	121	50	53	115	86	64	95	65	126	133	22	943
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	77	309	236	175	361	148	185	237	180	270	405	100	2683
415-515	72	347	235	171	361	175	190	247	200	275	435	100	2808
430-530	75	378	225	187	381	200	215	277	225	305	451	115	3034
445-545	77	443	241	189	398	214	250	317	255	350	490	110	3334
500-600	71	465	239	186	421	264	269	355	270	396	523	102	3561



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		FOOTHILL-DEANZA COLLEGE EIR
DATE:		THURSDAY, MAY 24, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	COLLEGE LOOP ROAD WEST
	E/W	STEVENS CREEK BOULEVARD
CITY:		CUPERTINO

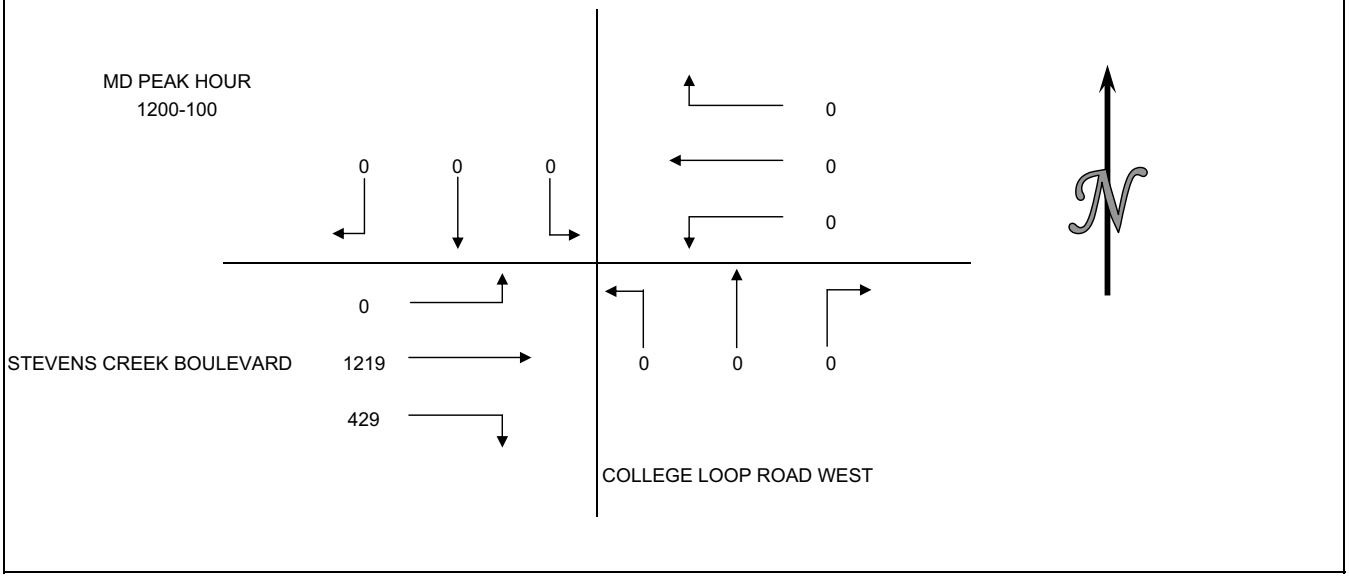
15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	0	0	0	0	0	0	0	0	0	163	334	0	497
1215-1230	0	0	0	0	0	0	0	0	0	118	325	0	443
1230-1245	0	0	0	0	0	0	0	0	0	79	296	0	375
1245-100	0	0	0	0	0	0	0	0	0	69	264	0	333
100-115	0	0	0	0	0	0	0	0	0	81	291	0	372
115-130	0	0	0	0	0	0	0	0	0	120	335	0	455
130-145	0	0	0	0	0	0	0	0	0	85	302	0	387
145-200	0	0	0	0	0	0	0	0	0	49	265	0	314

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	0	0	0	0	0	0	0	0	0	429	1219	0	1648
1215-115	0	0	0	0	0	0	0	0	0	347	1176	0	1523
1230-130	0	0	0	0	0	0	0	0	0	349	1186	0	1535
1245-145	0	0	0	0	0	0	0	0	0	355	1192	0	1547
100-200	0	0	0	0	0	0	0	0	0	335	1193	0	1528

MD PEAK HOUR
1200-100



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

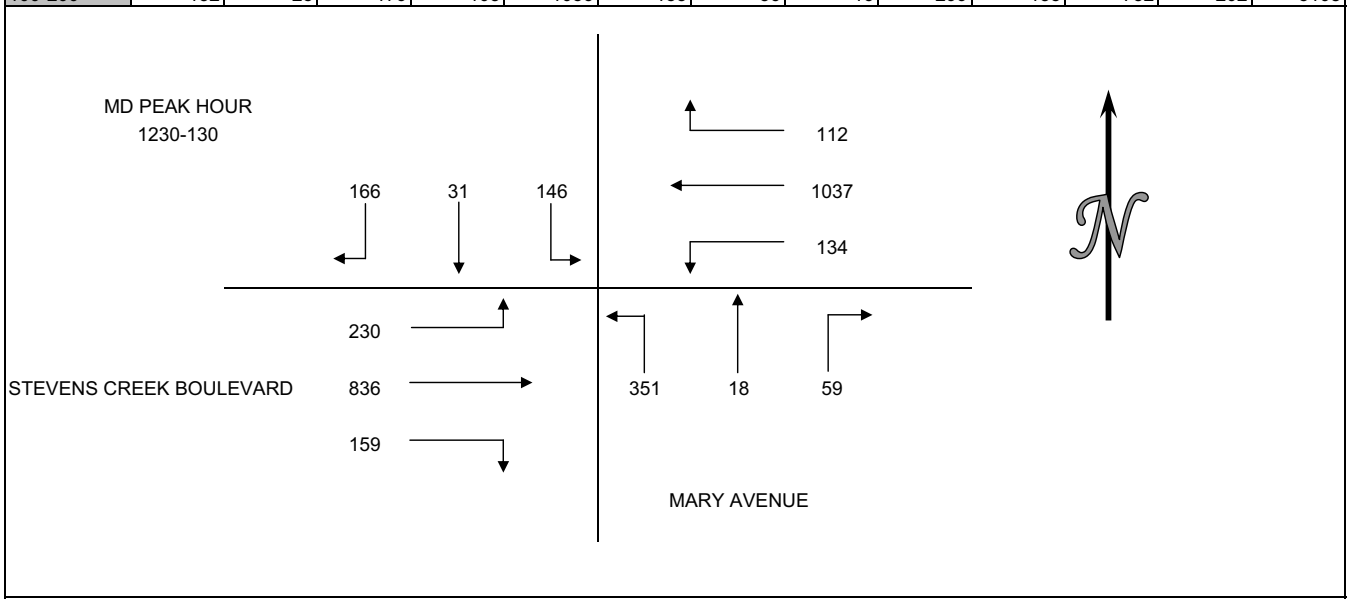
CLIENT:		DKS ASSOCIATES
PROJECT:		FOOTHILL-DEANZA COLLEGE EIR
DATE:		THURSDAY, MAY 24, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	MARY AVENUE
	E/W	STEVENS CREEK BOULEVARD
CITY:		CUPERTINO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	24	8	35	38	215	34	5	3	43	55	259	64	783
1215-1230	34	12	31	27	225	33	12	3	81	71	212	55	796
1230-1245	46	6	33	36	297	22	22	5	96	43	244	51	901
1245-100	46	10	29	25	249	31	9	3	73	28	199	66	768
100-115	34	5	38	33	261	24	9	5	78	31	201	47	766
115-130	40	10	46	18	230	57	19	5	104	57	192	66	844
130-145	47	4	54	30	290	23	18	3	69	36	184	52	810
145-200	31	4	41	24	255	31	10	3	48	29	175	37	688

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	150	36	128	126	986	120	48	14	293	197	914	236	3248
1215-115	160	33	131	121	1032	110	52	16	328	173	856	219	3231
1230-130	166	31	146	112	1037	134	59	18	351	159	836	230	3279
1245-145	167	29	167	106	1030	135	55	16	324	152	776	231	3188
100-200	152	23	179	105	1036	135	56	16	299	153	752	202	3108



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

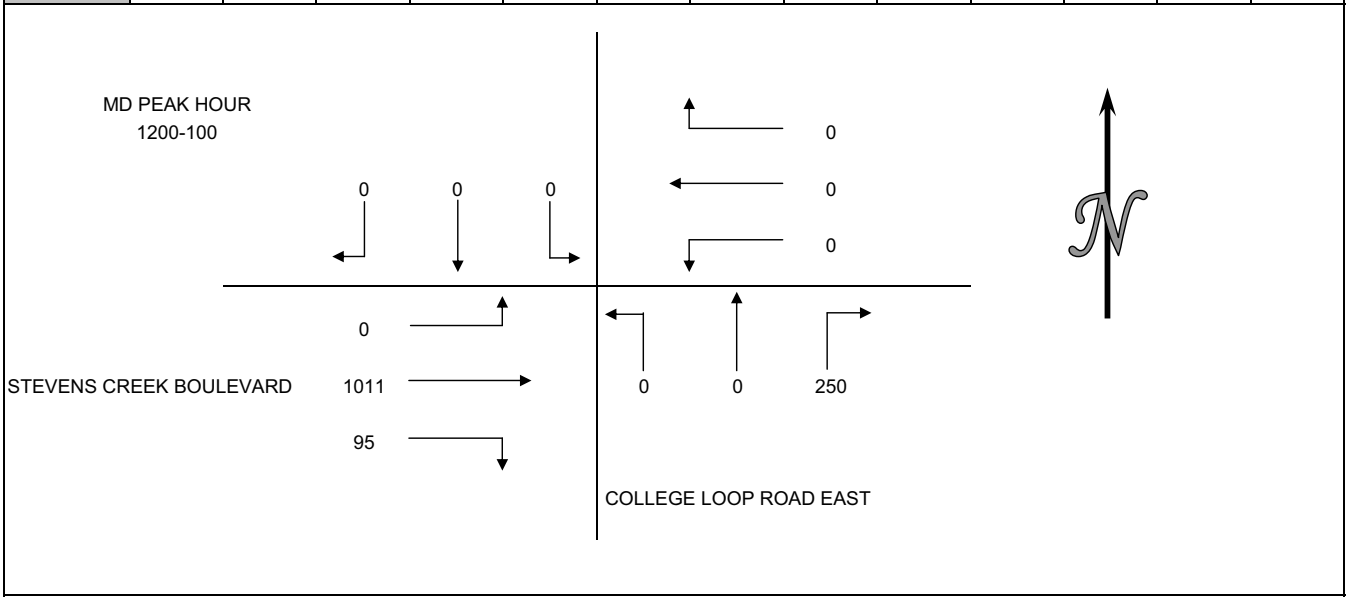
CLIENT:		DKS ASSOCIATES
PROJECT:		FOOTHILL-DEANZA COLLEGE EIR
DATE:		THURSDAY, MAY 24, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	COLLEGE LOOP ROAD EAST
	E/W	STEVENS CREEK BOULEVARD
CITY:		CUPERTINO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	0	0	0	0	0	0	42	0	0	23	283	0	348
1215-1230	0	0	0	0	0	0	80	0	0	39	256	0	375
1230-1245	0	0	0	0	0	0	72	0	0	21	239	0	332
1245-100	0	0	0	0	0	0	56	0	0	12	233	0	301
100-115	0	0	0	0	0	0	40	0	0	19	274	0	333
115-130	0	0	0	0	0	0	42	0	0	27	239	0	308
130-145	0	0	0	0	0	0	71	0	0	17	215	0	303
145-200	0	0	0	0	0	0	46	0	0	11	230	0	287

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	0	0	0	0	0	0	250	0	0	95	1011	0	1356
1215-115	0	0	0	0	0	0	248	0	0	91	1002	0	1341
1230-130	0	0	0	0	0	0	210	0	0	79	985	0	1274
1245-145	0	0	0	0	0	0	209	0	0	75	961	0	1245
100-200	0	0	0	0	0	0	199	0	0	74	958	0	1231



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

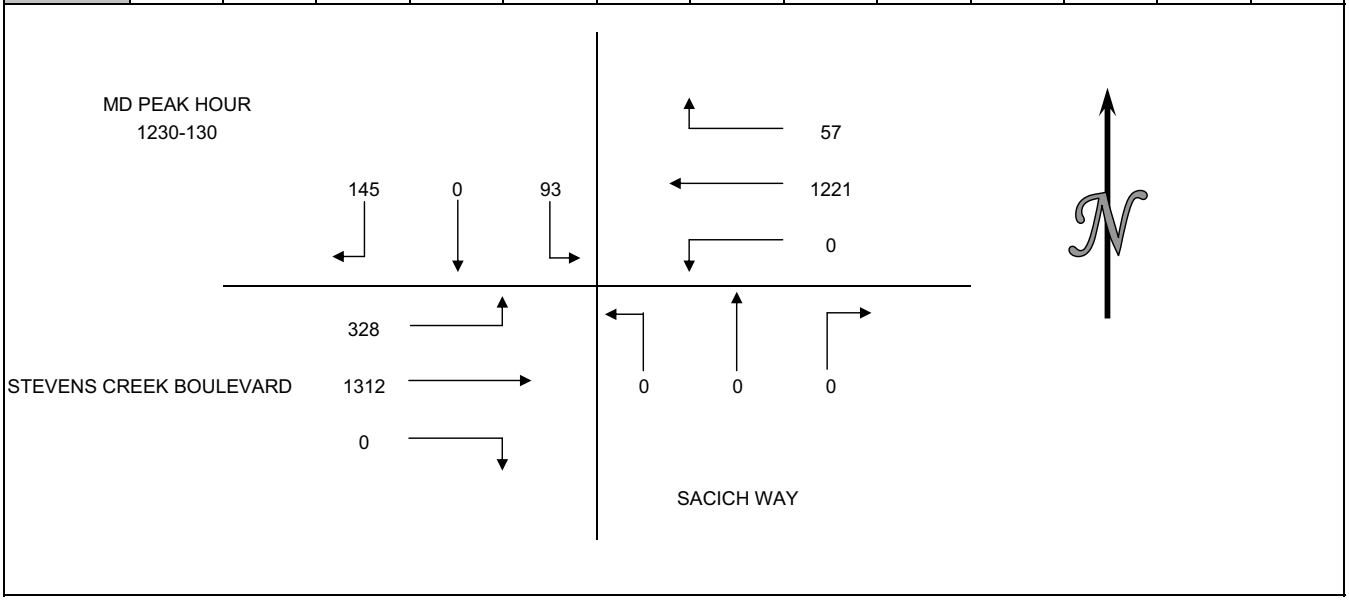
CLIENT:		DKS ASSOCIATES
PROJECT:		FOOTHILL-DEANZA COLLEGE EIR
DATE:		THURSDAY, MAY 24, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	SACICH WAY
	E/W	STEVENS CREEK BOULEVARD
CITY:		CUPERTINO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	55	0	19	13	295	0	0	0	0	0	352	78	812
1215-1230	23	0	25	11	257	0	0	0	0	0	316	89	721
1230-1245	30	0	15	15	287	0	0	0	0	0	304	83	734
1245-100	50	0	26	22	292	0	0	0	0	0	296	82	768
100-115	28	0	29	9	317	0	0	0	0	0	335	90	808
115-130	37	0	23	11	325	0	0	0	0	0	377	73	846
130-145	14	0	20	12	286	0	0	0	0	0	314	84	730
145-200	30	0	25	9	238	0	0	0	0	0	340	90	732

HOUR TOTALS 30

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	158	0	85	61	1131	0	0	0	0	0	1268	332	3035
1215-115	131	0	95	57	1153	0	0	0	0	0	1251	344	3031
1230-130	145	0	93	57	1221	0	0	0	0	0	1312	328	3156
1245-145	129	0	98	54	1220	0	0	0	0	0	1322	329	3152
100-200	109	0	97	41	1166	0	0	0	0	0	1366	337	3116



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

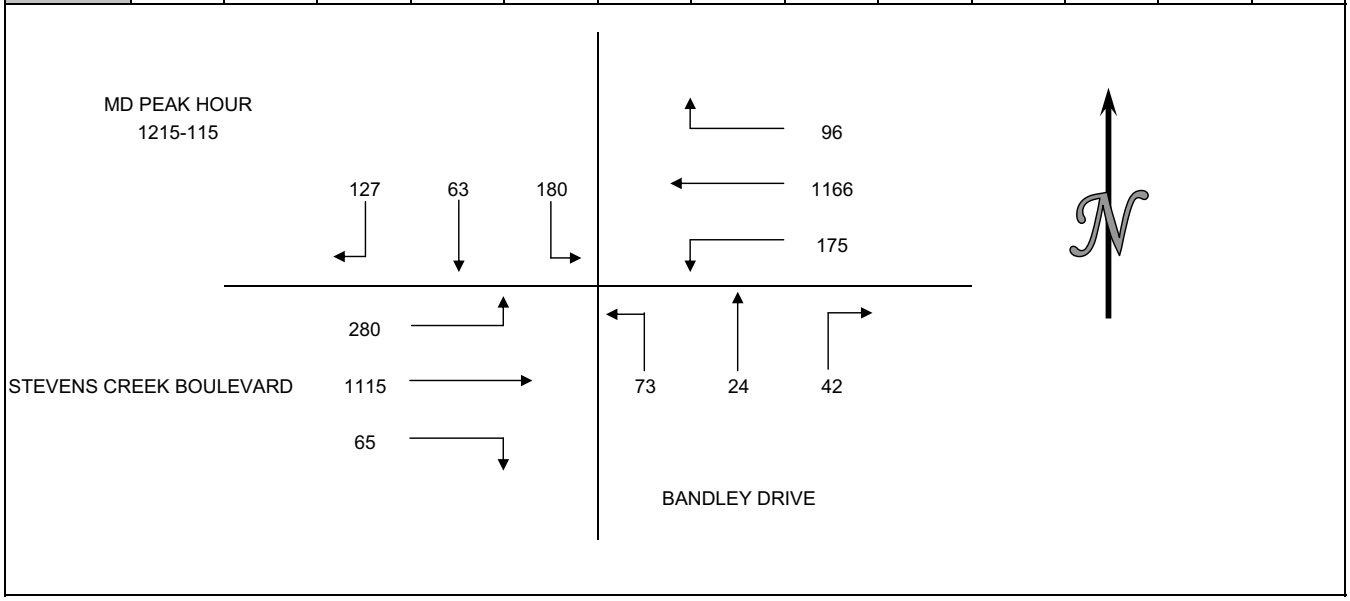
CLIENT:		DKS ASSOCIATES
PROJECT:		FOOTHILL-DEANZA COLLEGE EIR
DATE:		THURSDAY, MAY 24, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	BANDLEY DRIVE
	E/W	STEVENS CREEK BOULEVARD
CITY:		CUPERTINO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	23	14	52	20	346	36	18	6	4	28	224	52	823
1215-1230	36	7	41	20	345	44	13	11	17	17	326	77	954
1230-1245	34	11	35	19	292	51	8	1	10	8	270	58	797
1245-100	20	14	51	29	252	46	3	3	20	21	258	65	782
100-115	37	31	53	28	277	34	18	9	26	19	261	80	873
115-130	24	9	44	32	278	33	23	10	36	10	287	57	843
130-145	25	7	34	22	241	30	10	8	10	13	313	50	763
145-200	29	4	38	20	228	36	8	6	10	6	276	45	706

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	113	46	179	88	1235	177	42	21	51	74	1078	252	3356
1215-115	127	63	180	96	1166	175	42	24	73	65	1115	280	3406
1230-130	115	65	183	108	1099	164	52	23	92	58	1076	260	3295
1245-145	106	61	182	111	1048	143	54	30	92	63	1119	252	3261
100-200	115	51	169	102	1024	133	59	33	82	48	1137	232	3185



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

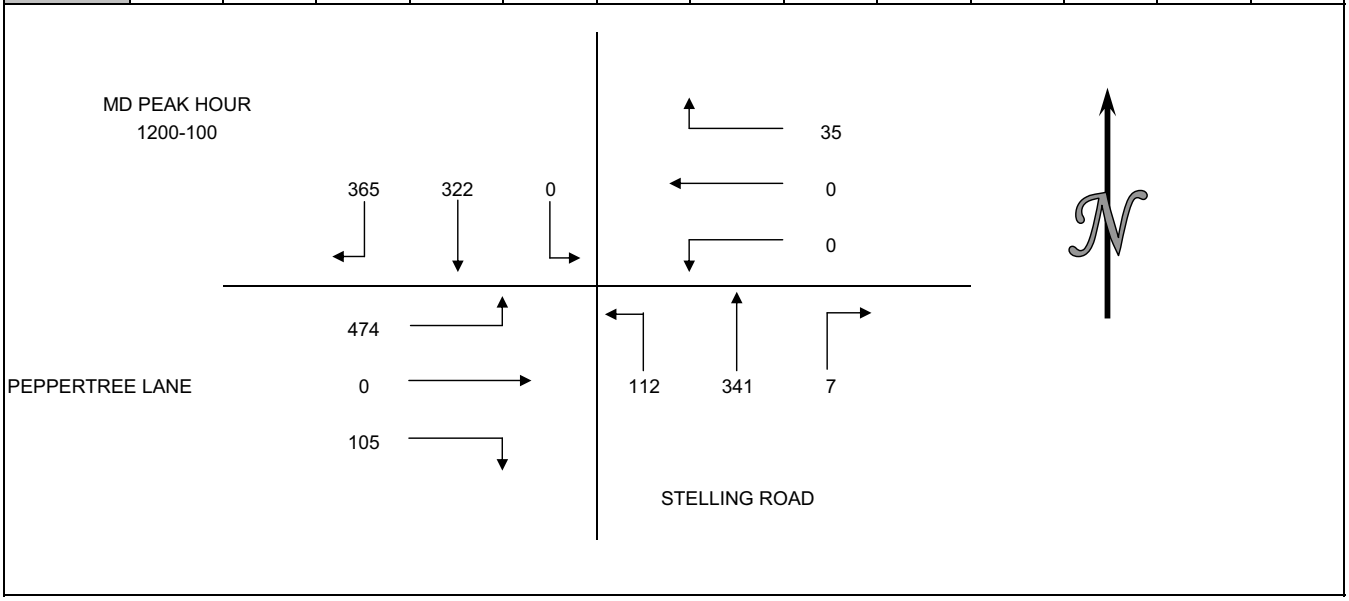
CLIENT:		DKS ASSOCIATES
PROJECT:		FOOTHILL-DEANZA COLLEGE EIR
DATE:		THURSDAY, MAY 24, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	STELLING ROAD
	E/W	PEPPERTREE LANE
CITY:		CUPERTINO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	106	88	0	11	0	0	1	93	41	21	0	83	444
1215-1230	124	77	0	5	0	0	4	73	42	36	0	147	508
1230-1245	79	77	0	12	0	0	1	83	15	30	0	172	469
1245-100	56	80	0	7	0	0	1	92	14	18	0	72	340
100-115	92	77	0	10	0	0	1	93	24	12	0	59	368
115-130	126	94	0	12	0	0	0	91	40	20	0	117	500
130-145	58	77	0	3	0	0	14	92	19	24	0	159	446
145-200	75	59	0	11	0	0	16	73	11	13	0	83	341

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	365	322	0	35	0	0	7	341	112	105	0	474	1761
1215-115	351	311	0	34	0	0	7	341	95	96	0	450	1685
1230-130	353	328	0	41	0	0	3	359	93	80	0	420	1677
1245-145	332	328	0	32	0	0	16	368	97	74	0	407	1654
100-200	351	307	0	36	0	0	31	349	94	69	0	418	1655



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

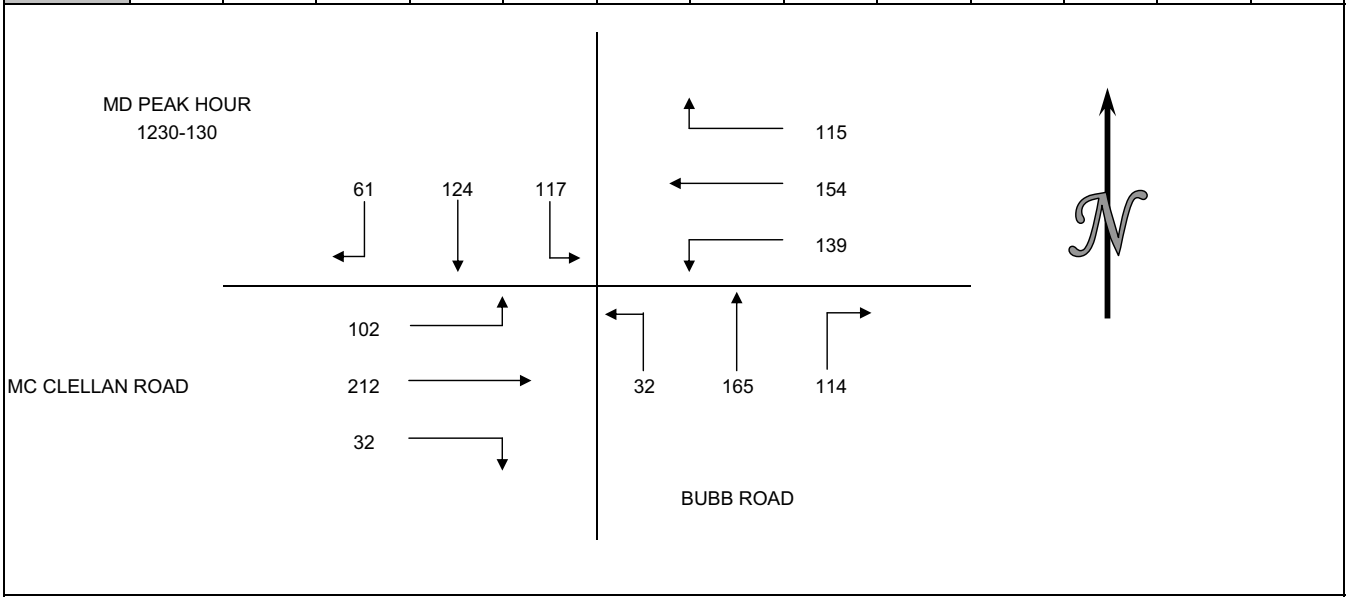
CLIENT:		DKS ASSOCIATES
PROJECT:		FOOTHILL-DEANZA COLLEGE EIR
DATE:		THURSDAY, MAY 31, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	BUBB ROAD
	E/W	MC CLELLAN ROAD
CITY:		CUPERTINO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	14	27	46	24	39	23	26	20	5	3	30	6	263
1215-1230	10	33	36	31	52	31	14	27	2	6	43	13	298
1230-1245	18	30	36	30	40	38	23	34	12	3	52	19	335
1245-100	13	28	31	36	37	31	25	48	9	12	70	36	376
100-115	13	33	25	25	30	34	38	34	5	10	53	25	325
115-130	17	33	25	24	47	36	28	49	6	7	37	22	331
130-145	14	36	19	30	38	22	21	29	10	7	25	25	276
145-200	14	49	28	33	48	33	18	40	0	4	35	12	314

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	55	118	149	121	168	123	88	129	28	24	195	74	1272
1215-115	54	124	128	122	159	134	100	143	28	31	218	93	1334
1230-130	61	124	117	115	154	139	114	165	32	32	212	102	1367
1245-145	57	130	100	115	152	123	112	160	30	36	185	108	1308
100-200	58	151	97	112	163	125	105	152	21	28	150	84	1246



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

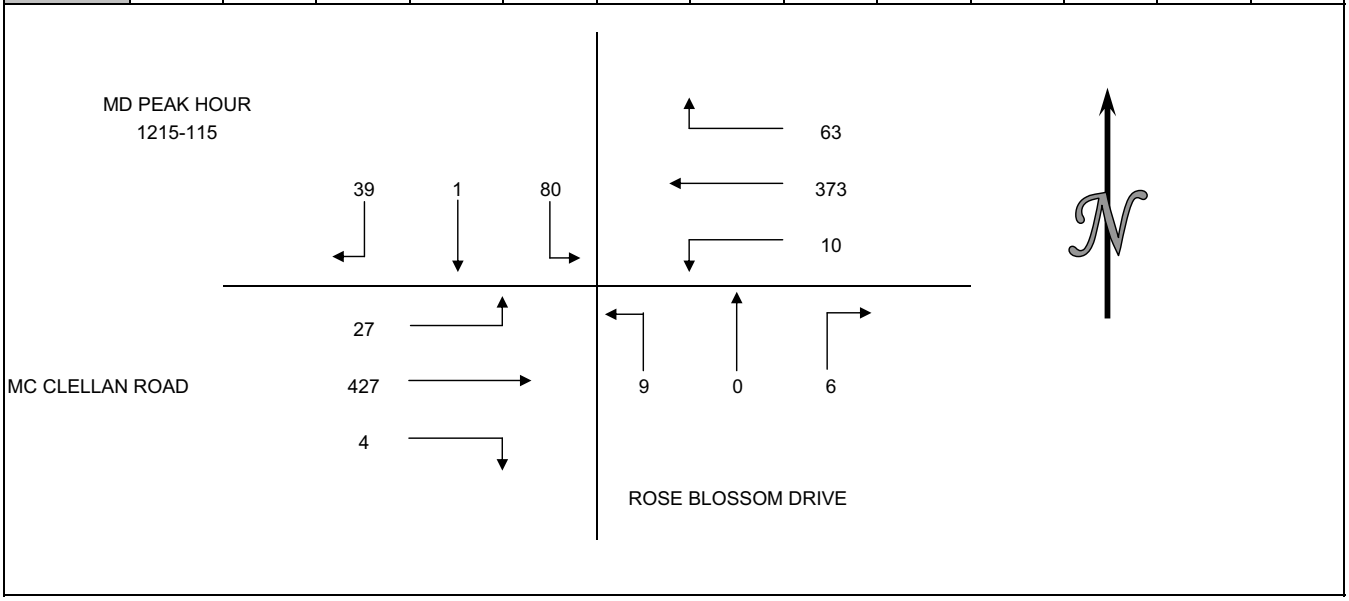
CLIENT:		DKS ASSOCIATES
PROJECT:		FOOTHILL-DEANZA COLLEGE EIR
DATE:		WEDNESDAY, MAY 30, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	ROSE BLOSSOM DRIVE
	E/W	MC CLELLAN ROAD
CITY:		CUPERTINO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	10	0	31	34	75	0	4	0	4	3	85	11	257
1215-1230	20	1	40	11	92	2	2	0	1	0	93	7	269
1230-1245	5	0	5	15	98	2	1	0	1	0	114	6	247
1245-100	4	0	11	22	86	2	1	0	5	1	122	6	260
100-115	10	0	24	15	97	4	2	0	2	3	98	8	263
115-130	7	0	27	13	76	0	4	0	1	1	81	4	214
130-145	4	0	11	4	94	2	1	0	3	1	104	2	226
145-200	3	0	12	5	95	1	0	0	1	0	105	2	224

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	39	1	87	82	351	6	8	0	11	4	414	30	1033
1215-115	39	1	80	63	373	10	6	0	9	4	427	27	1039
1230-130	26	0	67	65	357	8	8	0	9	5	415	24	984
1245-145	25	0	73	54	353	8	8	0	11	6	405	20	963
100-200	24	0	74	37	362	7	7	0	7	5	388	16	927



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

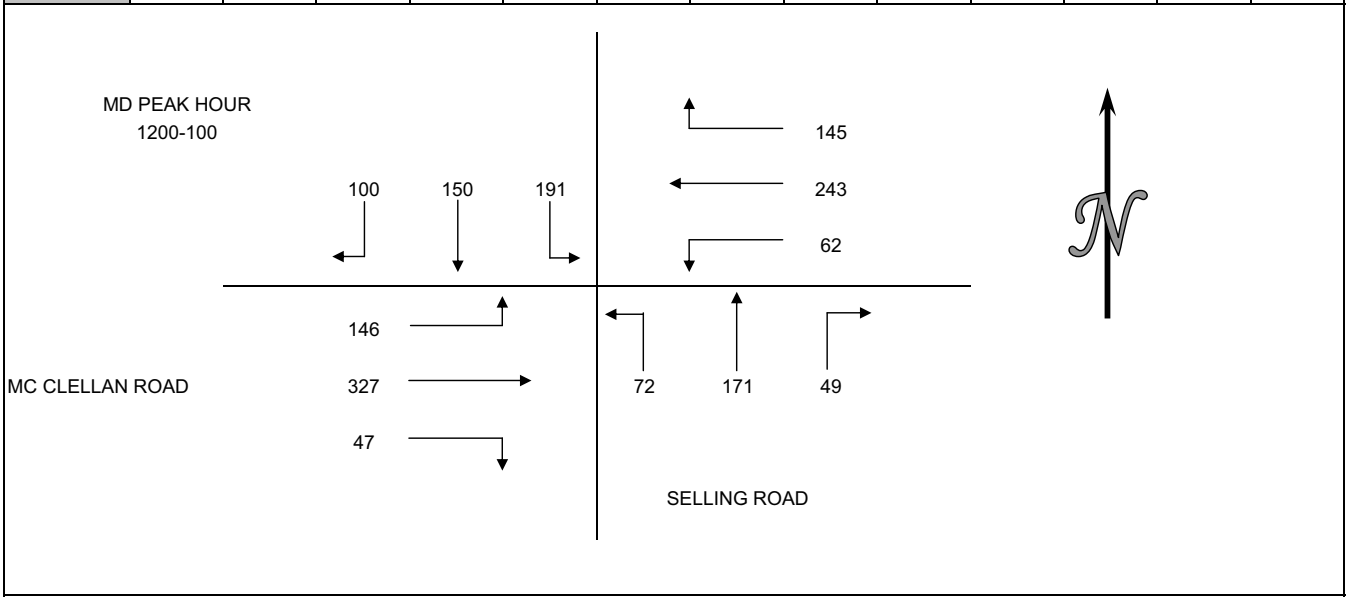
CLIENT:		DKS ASSOCIATES
PROJECT:		FOOTHILL-DEANZA COLLEGE EIR
DATE:		WEDNESDAY, MAY 30, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	SELLING ROAD
	E/W	MC CLELLAN ROAD
CITY:		CUPERTINO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	30	37	51	48	77	12	7	41	15	12	75	27	432
1215-1230	20	52	58	30	67	15	14	42	19	8	82	34	441
1230-1245	26	27	39	32	50	14	18	46	19	16	95	54	436
1245-100	24	34	43	35	49	21	10	42	19	11	75	31	394
100-115	23	36	37	41	83	15	8	42	19	16	66	34	420
115-130	28	42	53	38	72	22	8	40	13	12	51	32	411
130-145	31	35	39	28	58	15	18	35	18	11	57	23	368
145-200	23	38	36	32	68	17	12	56	12	21	68	29	412

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	100	150	191	145	243	62	49	171	72	47	327	146	1703
1215-115	93	149	177	138	249	65	50	172	76	51	318	153	1691
1230-130	101	139	172	146	254	72	44	170	70	55	287	151	1661
1245-145	106	147	172	142	262	73	44	159	69	50	249	120	1593
100-200	105	151	165	139	281	69	46	173	62	60	242	118	1611



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

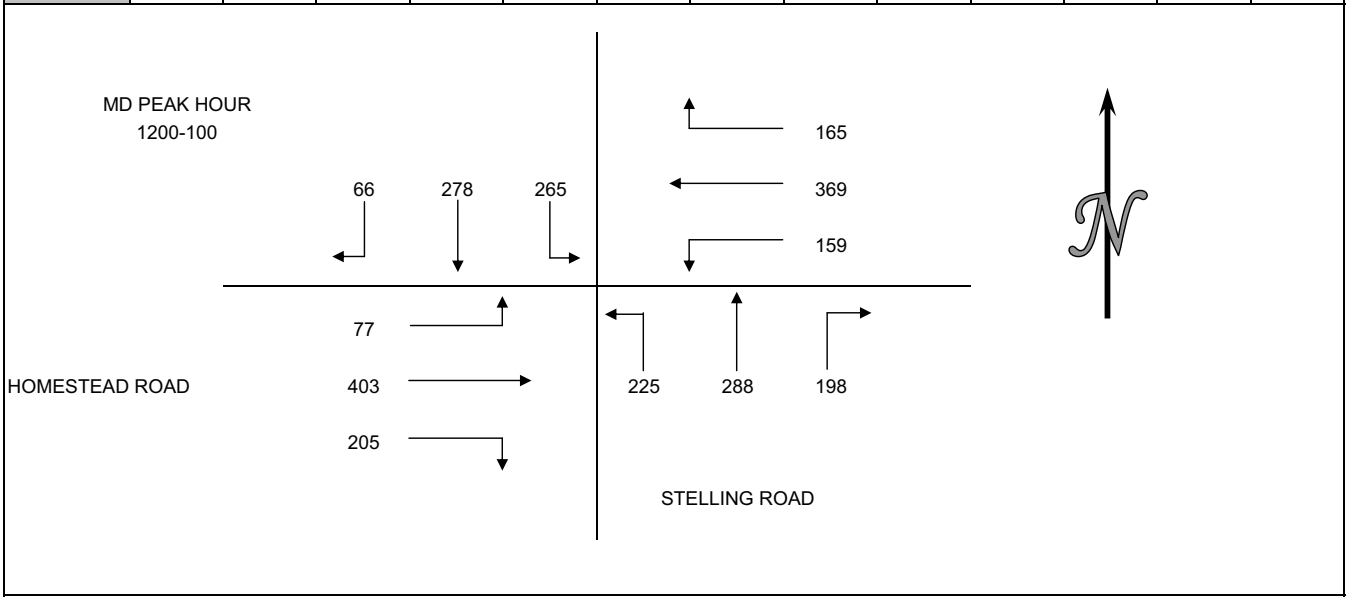
CLIENT:		DKS ASSOCIATES
PROJECT:		FOOTHILL-DEANZA COLLEGE EIR
DATE:		THURSDAY, MAY 31, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	STELLING ROAD
	E/W	HOMESTEAD ROAD
CITY:		CUPERTINO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	18	77	76	43	100	46	57	61	54	87	121	29	769
1215-1230	23	61	53	42	102	50	39	76	58	28	90	14	636
1230-1245	15	66	83	46	89	36	50	82	72	42	103	21	705
1245-100	10	74	53	34	78	27	52	69	41	48	89	13	588
100-115	16	62	77	38	107	41	23	42	55	43	112	18	634
115-130	10	68	76	49	96	49	53	63	64	37	95	7	667
130-145	14	61	61	37	84	24	47	58	39	29	79	11	544
145-200	10	57	57	40	113	43	34	59	60	39	83	10	605

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	66	278	265	165	369	159	198	288	225	205	403	77	2698
1215-115	64	263	266	160	376	154	164	269	226	161	394	66	2563
1230-130	51	270	289	167	370	153	178	256	232	170	399	59	2594
1245-145	50	265	267	158	365	141	175	232	199	157	375	49	2433
100-200	50	248	271	164	400	157	157	222	218	148	369	46	2450



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

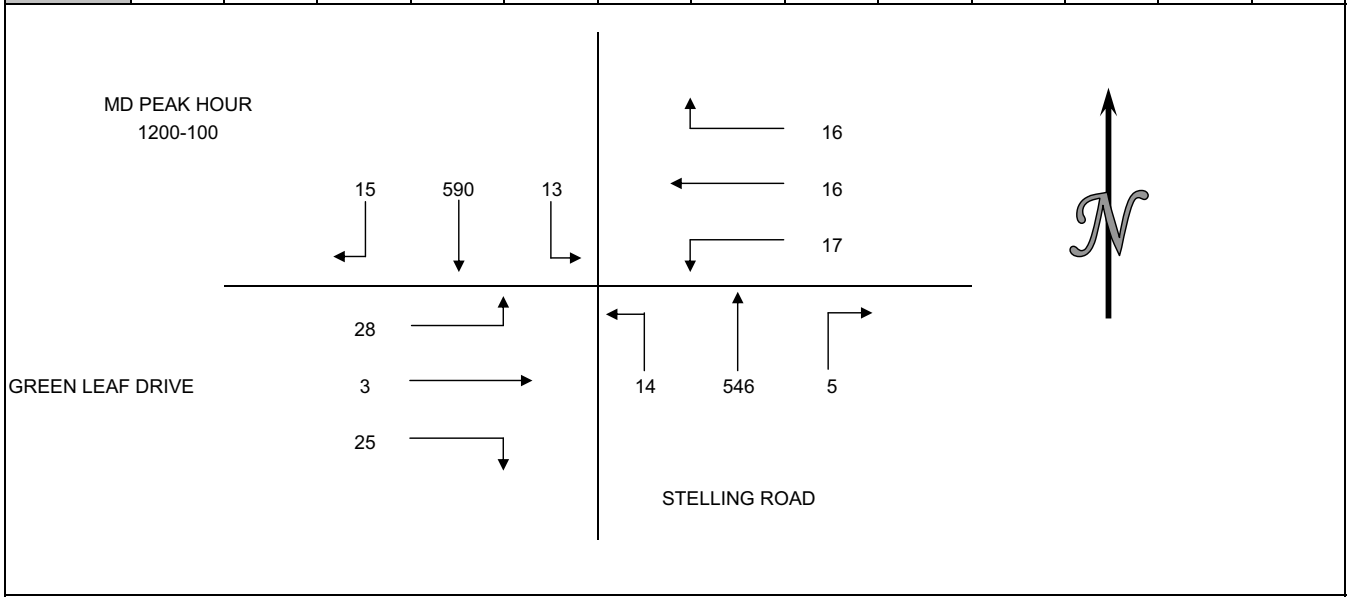
CLIENT:		DKS ASSOCIATES
PROJECT:		FOOTHILL-DEANZA COLLEGE EIR
DATE:		THURSDAY, MAY 31, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	STELLING ROAD
	E/W	GREEN LEAF DRIVE
CITY:		CUPERTINO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	6	165	2	7	3	1	2	135	2	13	2	5	343
1215-1230	1	180	6	3	7	7	0	170	2	8	1	12	397
1230-1245	2	132	3	2	2	4	0	134	1	1	0	1	282
1245-100	6	113	2	4	4	5	3	107	9	3	0	10	266
100-115	5	126	3	0	3	1	12	102	2	5	4	6	269
115-130	3	141	2	3	4	3	5	120	2	1	1	7	292
130-145	7	103	5	3	5	2	5	127	3	6	3	7	276
145-200	30	110	2	4	16	1	5	110	7	5	0	10	300

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	15	590	13	16	16	17	5	546	14	25	3	28	1288
1215-115	14	551	14	9	16	17	15	513	14	17	5	29	1214
1230-130	16	512	10	9	13	13	20	463	14	10	5	24	1109
1245-145	21	483	12	10	16	11	25	456	16	15	8	30	1103
100-200	45	480	12	10	28	7	27	459	14	17	8	30	1137



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

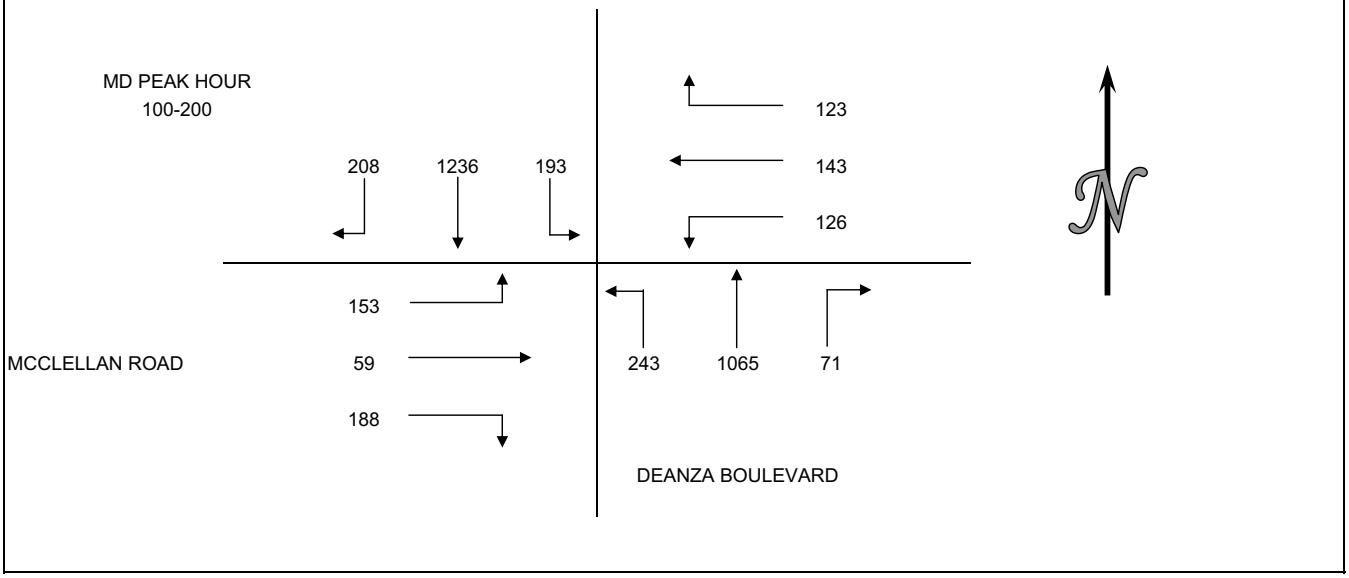
CLIENT:		DKS ASSOCIATES
PROJECT:		FOOTHILL-DEANZA COLLEGE EIR
DATE:		THURSDAY, MAY 24, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	DEANZA BOULEVARD
	E/W	MCCLELLAN ROAD
CITY:		CUPERTINO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	25	235	29	17	37	44	20	308	80	41	15	51	902
1215-1230	18	276	36	21	22	29	9	268	79	30	22	41	851
1230-1245	35	252	57	46	53	50	15	248	59	51	16	50	932
1245-100	32	274	62	27	29	27	19	213	32	38	10	39	802
100-115	48	290	35	36	57	58	11	252	60	57	13	59	976
115-130	55	345	74	28	31	30	19	307	64	42	15	48	1058
130-145	69	323	31	20	25	19	25	240	68	40	15	30	905
145-200	36	278	53	39	30	19	16	266	51	49	16	16	869

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	110	1037	184	111	141	150	63	1037	250	160	63	181	3487
1215-115	133	1092	190	130	161	164	54	981	230	176	61	189	3561
1230-130	170	1161	228	137	170	165	64	1020	215	188	54	196	3768
1245-145	204	1232	202	111	142	134	74	1012	224	177	53	176	3741
100-200	208	1236	193	123	143	126	71	1065	243	188	59	153	3808



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

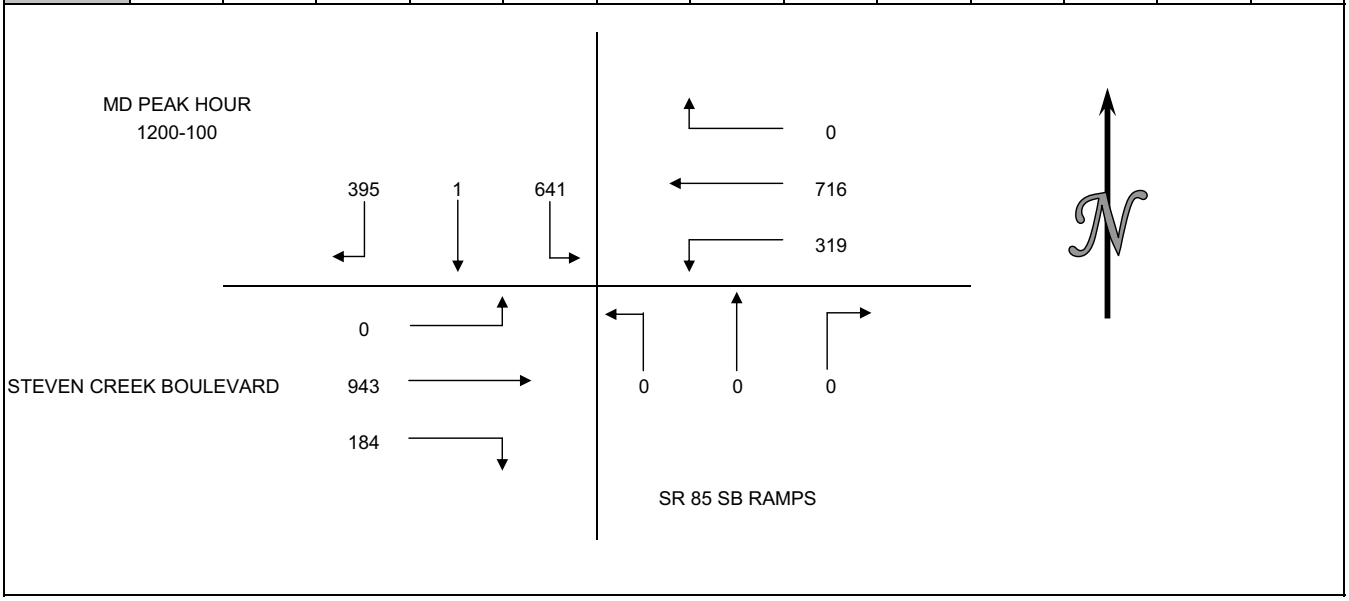
CLIENT:		DKS ASSOCIATES
PROJECT:		FOOTHILL-DEANZA COLLEGE EIR
DATE:		TUESDAY, JUNE 5, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	SR 85 SB RAMPS
	E/W	STEVEN CREEK BOULEVARD
CITY:		CUPERTINO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	114	0	142	0	196	50	0	0	0	54	193	0	749
1215-1230	99	1	189	0	175	86	0	0	0	37	246	0	833
1230-1245	81	0	145	0	167	101	0	0	0	59	270	0	823
1245-100	101	0	165	0	178	82	0	0	0	34	234	0	794
100-115	78	0	142	0	155	72	0	0	0	38	208	0	693
115-130	82	1	192	0	188	77	0	0	0	49	208	0	797
130-145	69	2	145	0	166	119	0	0	0	47	168	0	716
145-200	81	0	114	0	149	82	0	0	0	42	177	0	645

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	395	1	641	0	716	319	0	0	0	184	943	0	3199
1215-115	359	1	641	0	675	341	0	0	0	168	958	0	3143
1230-130	342	1	644	0	688	332	0	0	0	180	920	0	3107
1245-145	330	3	644	0	687	350	0	0	0	168	818	0	3000
100-200	310	3	593	0	658	350	0	0	0	176	761	0	2851



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

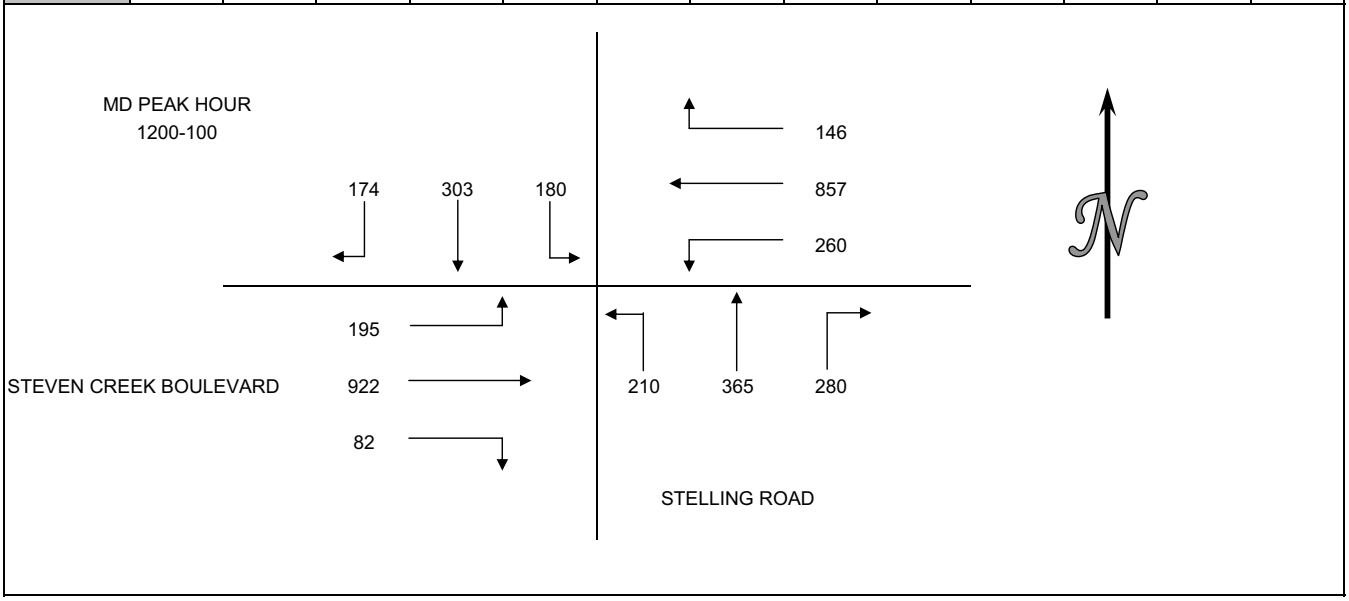
CLIENT:		DKS ASSOCIATES
PROJECT:		FOOTHILL-DEANZA COLLEGE EIR
DATE:		TUESDAY, JUNE 5, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	STELLING ROAD
	E/W	STEVEN CREEK BOULEVARD
CITY:		CUPERTINO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	35	76	50	38	170	95	61	87	41	17	246	65	981
1215-1230	51	78	46	32	219	54	85	113	69	22	228	43	1040
1230-1245	38	75	43	41	226	53	70	87	56	17	218	51	975
1245-100	50	74	41	35	242	58	64	78	44	26	230	36	978
100-115	39	72	39	35	231	80	71	81	50	26	201	51	976
115-130	36	96	40	46	191	61	50	107	55	23	227	60	992
130-145	37	82	36	36	213	49	51	96	49	17	183	48	897
145-200	25	58	36	35	207	56	32	81	37	23	156	47	793

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	174	303	180	146	857	260	280	365	210	82	922	195	3974
1215-115	178	299	169	143	918	245	290	359	219	91	877	181	3969
1230-130	163	317	163	157	890	252	255	353	205	92	876	198	3921
1245-145	162	324	156	152	877	248	236	362	198	92	841	195	3843
100-200	137	308	151	152	842	246	204	365	191	89	767	206	3658



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

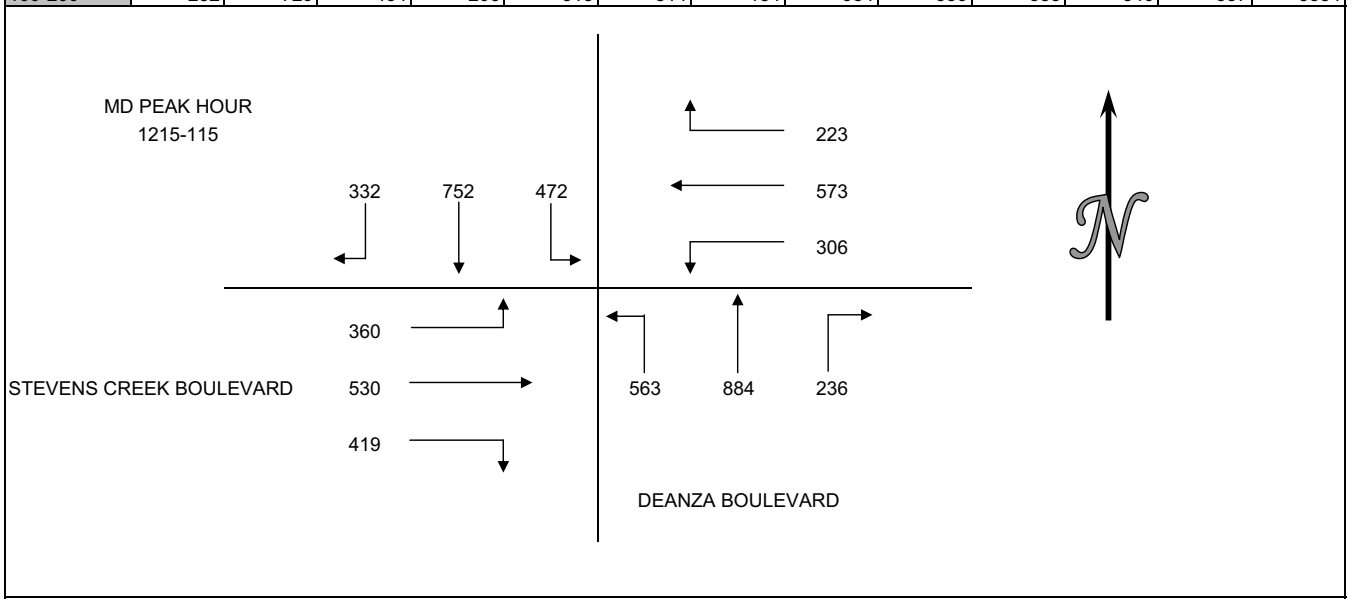
CLIENT:		DKS ASSOCIATES
PROJECT:		FOOTHILL-DEANZA COLLEGE EIR
DATE:		TUESDAY, JUNE 5, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	DEANZA BOULEVARD
	E/W	STEVENS CREEK BOULEVARD
CITY:		CUPERTINO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	71	90	119	47	122	75	50	178	129	88	125	61	1155
1215-1230	74	168	117	63	136	75	49	220	158	94	130	76	1360
1230-1245	109	198	128	51	158	66	72	248	141	114	147	95	1527
1245-100	72	171	103	58	139	80	68	214	123	100	109	82	1319
100-115	77	215	124	51	140	85	47	202	141	111	144	107	1444
115-130	32	174	87	50	141	79	52	254	128	91	151	95	1334
130-145	79	168	109	51	110	71	37	263	142	81	138	65	1314
145-200	64	172	114	54	124	79	48	215	125	100	107	90	1292

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	326	627	467	219	555	296	239	860	551	396	511	314	5361
1215-115	332	752	472	223	573	306	236	884	563	419	530	360	5650
1230-130	290	758	442	210	578	310	239	918	533	416	551	379	5624
1245-145	260	728	423	210	530	315	204	933	534	383	542	349	5411
100-200	252	729	434	206	515	314	184	934	536	383	540	357	5384



Appendix

B

INTERSECTION LEVEL OF SERVICE

- Existing
- Background
- Project
- Cumulative

EXISTING CONDITION

A.M. PEAK

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Stelling Road & Homestead Road

Cycle (sec):	109	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	37.1
Optimal Cycle:	52	Level Of Service:	D+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 1	1 0		1 0 1	1 0		1 0 1	1 0		1 0 2	0 1	
Volume Module: >> Count Date: 15 May 2007 << 7:45 AM - 8:45 AM												
Base Vol:	297	428	248	216	272	125	127	366	205	172	623	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:	297	428	248	216	272	125	127	366	205	172	623	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:	297	428	248	216	272	125	127	366	205	172	623	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	428	248	216	272	125	127	366	205	172	623	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:	297	428	248	216	272	125	127	366	205	172	623	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	1.25	0.75	1.00	1.00	1.00	1.00	1.26	0.74	1.00	2.00	1.00
Final Sat.:	3150	2342	1357	1750	1900	1750	1750	2371	1328	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.12	0.14	0.07	0.07	0.15	0.15	0.10	0.16	0.14
Crit Moves:		****		****				****		****		
Green Time:	21.1	31.7	31.7	21.4	32.0	32.0	13.5	26.8	26.8	17.1	30.4	30.4
Volume/Cap:	0.49	0.63	0.63	0.63	0.49	0.24	0.59	0.63	0.63	0.63	0.59	0.51
Uniform Del:	39.1	33.5	33.5	40.1	31.7	29.3	45.2	36.7	36.7	43.0	33.9	33.0
IncremntDel:	0.6	1.2	1.2	3.7	0.7	0.2	4.2	1.4	1.4	4.6	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.7	34.7	34.7	43.8	32.4	29.5	49.3	38.1	38.1	47.6	34.8	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	34.7	34.7	43.8	32.4	29.5	49.3	38.1	38.1	47.6	34.8	33.9
LOS by Move:	D	C-	C-	D	C-	C	D	D+	D+	D	C-	C-
HCM2kAvgQ:	6	11	11	8	8	3	5	9	9	7	9	8

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Stelling Road & Greenleaf Drive

Cycle (sec):	80	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	10 (Y+R=5.0 sec)	Average Delay (sec/veh):	10.0
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	14	656	24	9	515	50	109	20	32	34	15	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	656	24	9	515	50	109	20	32	34	15	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	656	24	9	515	50	109	20	32	34	15	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	656	24	9	515	50	109	20	32	34	15	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	656	24	9	515	50	109	20	32	34	15	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.95	0.03	0.01	0.90	0.09	0.68	0.12	0.20	0.42	0.19	0.39
Final Sat.:	35	1654	61	27	1570	152	1185	217	348	735	324	691
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.33	0.33	0.33	0.09	0.09	0.09	0.05	0.05	0.05
Crit Moves:		****						****				
Green Time:	56.8	56.8	56.8	56.8	56.8	56.8	13.2	13.2	13.2	13.2	13.2	13.2
Volume/Cap:	0.56	0.56	0.56	0.46	0.46	0.46	0.56	0.56	0.56	0.28	0.28	0.28
Uniform Del:	5.6	5.6	5.6	5.0	5.0	5.0	30.7	30.7	30.7	29.3	29.3	29.3
IncremntDel:	0.6	0.6	0.6	0.3	0.3	0.3	2.4	2.4	2.4	0.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.1	6.1	6.1	5.3	5.3	5.3	33.2	33.2	33.2	29.8	29.8	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.1	6.1	6.1	5.3	5.3	5.3	33.2	33.2	33.2	29.8	29.8	29.8
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	C	C	C
HCM2kAvgQ:	9	9	9	7	7	7	5	5	5	2	2	2

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Bubb Road/Peninsula Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.8
Optimal Cycle:	59	Level Of Service:	C-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	1 0	1 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	144	11	505	93	27	50	14	645	87	507	832	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	11	505	93	27	50	14	645	87	507	832	35
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	144	11	0	93	27	50	14	645	0	507	832	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	11	0	93	27	50	14	645	0	507	832	35
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	144	11	0	93	27	50	14	645	0	507	832	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	0.93	0.07	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1672	128	3150	1750	1900	1750	1750	3800	1750	3150	3551	149
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.00	0.05	0.01	0.03	0.01	0.17	0.00	0.16	0.23	0.23
Crit Moves:	****			****				****		****		
Green Time:	18.7	18.7	0.0	11.5	11.5	11.5	14.3	36.8	0.0	34.9	57.5	57.5
Volume/Cap:	0.55	0.55	0.00	0.55	0.15	0.30	0.07	0.55	0.00	0.55	0.49	0.49
Uniform Del:	46.8	46.8	0.0	51.8	49.7	50.5	46.9	34.7	0.0	35.9	21.3	21.3
IncremntDel:	2.4	2.4	0.0	4.0	0.4	1.0	0.1	0.6	0.0	0.7	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	49.2	49.2	0.0	55.7	50.1	51.5	47.1	35.3	0.0	36.7	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	49.2	0.0	55.7	50.1	51.5	47.1	35.3	0.0	36.7	21.5	21.5
LOS by Move:	D	D	A	E+	D	D-	D	D+	A	D+	C+	C+
HCM2kAvgQ:	6	6	0	4	1	2	1	10	0	10	11	11

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 SR 85 SB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	9 (Y+R=0.0 sec)	Average Delay (sec/veh):	22.7
Optimal Cycle:	36	Level Of Service:	C+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2 0	0 1	1	0 0	3 1	0	2 0	2 0	0
Volume Module: >> Count Date: 5 Oct 2006 << 8:00 AM - 9:00 AM												
Base Vol:	0	0	0	870	0	101	0	1043	180	172	661	0
Growth Adj:	1.00	1.00	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	870	0	101	0	1043	180	172	661	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	870	0	101	0	1043	0	172	661	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	870	0	101	0	1043	0	172	661	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	870	0	101	0	1043	0	172	661	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.95	0.92	0.99	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	4.00	0.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3150	0	3600	0	7500	0	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.03	0.00	0.14	0.00	0.05	0.17	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	65.2	0.0	65.2	0.0	32.9	0.0	12.9	45.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.05	0.00	0.51	0.00	0.51	0.46	0.00
Uniform Del:	0.0	0.0	0.0	17.3	0.0	12.9	0.0	36.8	0.0	50.6	27.8	0.0
IncremntDel:	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.2	0.0	1.3	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.75	0.00	0.92	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	17.5	0.0	12.9	0.0	27.7	0.0	47.8	16.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.5	0.0	12.9	0.0	27.7	0.0	47.8	16.6	0.0
LOS by Move:	A	A	A	B	A	B	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	12	0	1	0	7	0	4	6	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 SR 85 NB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	25.0
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	1	0	1! 0	0	2	0 3	0	0	0 0 3 0 1
Volume Module: >> Count Date: 5 Oct 2006 << 8:00 AM - 9:00 AM												
Base Vol:	40	83	1	361	5	228	681	1245	0	0	561	495
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	83	1	361	5	228	681	1245	0	0	561	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	40	83	1	361	5	228	681	1245	0	0	561	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	83	1	361	5	228	681	1245	0	0	561	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	40	83	1	361	5	228	681	1245	0	0	561	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.64	1.34	0.02	1.44	0.01	0.55	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1161	2410	29	2514	21	965	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.14	0.24	0.24	0.22	0.22	0.00	0.00	0.10	0.00
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	42.0	42.0	42.0	38.5	56.0	0.0	0.0	17.5	0.0
Volume/Cap:	0.41	0.41	0.41	0.41	0.67	0.67	0.67	0.47	0.00	0.00	0.67	0.00
Uniform Del:	52.2	52.2	52.2	29.6	33.2	33.2	35.3	21.9	0.0	0.0	48.5	0.0
IncremntDel:	0.9	0.9	0.9	0.2	2.1	2.1	1.8	0.1	0.0	0.0	2.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.69	0.42	0.00	0.00	0.89	0.00
Delay/Veh:	53.1	53.1	53.1	29.8	35.3	35.3	26.1	9.3	0.0	0.0	45.2	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:	53.1	53.1	53.1	29.8	35.3	35.3	26.1	9.3	0.0	0.0	45.2	0.0
LOS by Move:	D-	D-	D-	C	D+	D+	C	A	A	A	D	A
HCM2kAvgQ:	3	3	3	8	15	15	12	6	0	0	7	0

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 College Loop Road West & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 3	0 1	0	0 0 0	0 0	0
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	0	0	0	0	0	0	0	1432	377	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1432	377	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1432	377	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1432	377	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Mary Avenue & Stevens Creek Boulevard

Cycle (sec):	67	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.3
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 0	1 0		1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	37	3	29	70	11	172	214	952	230	69	757	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	3	29	70	11	172	214	952	230	69	757	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	37	3	29	70	11	172	214	952	0	69	757	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	3	29	70	11	172	214	952	0	69	757	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	37	3	29	70	11	172	214	952	0	69	757	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.92	0.92	0.98	0.92
Lanes:	2.00	0.09	0.91	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	0.00
Final Sat.:	3150	169	1631	1750	1900	1750	1750	5600	0	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.04	0.01	0.10	0.12	0.17	0.00	0.04	0.14	0.00
Crit Moves:	****					****	****				****	
Green Time:	7.0	10.9	10.9	7.7	11.6	11.6	14.4	18.8	0.0	11.6	16.0	0.0
Volume/Cap:	0.11	0.11	0.11	0.35	0.03	0.57	0.57	0.61	0.00	0.23	0.57	0.00
Uniform Del:	27.2	23.9	23.9	27.4	23.0	25.4	23.5	20.9	0.0	23.9	22.5	0.0
IncremntDel:	0.2	0.2	0.2	1.1	0.0	2.5	2.0	0.7	0.0	0.4	0.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	27.3	24.0	24.0	28.4	23.1	27.9	25.5	21.5	0.0	24.3	23.1	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:	27.3	24.0	24.0	28.4	23.1	27.9	25.5	21.5	0.0	24.3	23.1	0.0
LOS by Move:	C	C	C	C	C	C	C	C+	A	C	C	A
HCM2kAvgQ:	1	1	1	2	0	4	5	7	0	1	5	0

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 College Loop Road East & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[10.4]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 3 0 0			0 0 0 0 0		
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	0	0	1	0	0	0	0	1164	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	0	0	0	0	1164	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	0	0	0	0	1164	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	1	0	0	0	0	1164	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	388	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	665	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	665	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx	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:	10.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Stelling Road & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	41.2
Optimal Cycle:	67	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 1	1	0	1 0 1	1	0	1 0 2	1	0	2 0 2	1	0
Volume Module: >> Count Date: 5 Oct 2006 << 8:00 AM - 9:00 AM												
Base Vol:	393	548	246	202	354	191	248	412	193	443	663	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	548	246	202	354	191	248	412	193	443	663	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	548	246	202	354	191	248	412	193	443	663	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	548	246	202	354	191	248	412	193	443	663	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	393	548	246	202	354	191	248	412	193	443	663	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.95	0.83	0.99	0.95
Lanes:	1.00	1.36	0.64	1.00	1.28	0.72	1.00	2.01	0.99	2.00	2.45	0.55
Final Sat.:	1750	2553	1146	1750	2402	1296	1750	3811	1785	3150	4611	988
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.21	0.12	0.15	0.15	0.14	0.11	0.11	0.14	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	36.9	39.7	39.7	21.4	24.2	24.2	23.3	20.4	20.4	26.5	23.6	23.6
Volume/Cap:	0.73	0.65	0.65	0.65	0.73	0.73	0.73	0.64	0.64	0.64	0.73	0.73
Uniform Del:	37.1	34.2	34.2	45.8	44.8	44.8	45.4	46.4	46.4	42.4	45.2	45.2
IncremntDel:	5.1	1.2	1.2	4.7	3.7	3.7	7.9	1.4	1.4	2.0	2.5	2.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.86	0.86	0.81	0.84	0.84
Delay/Veh:	42.2	35.4	35.4	50.6	48.5	48.5	46.0	41.5	41.5	36.3	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	35.4	35.4	50.6	48.5	48.5	46.0	41.5	41.5	36.3	40.3	40.3
LOS by Move:	D	D+	D+	D	D	D	D	D	D	D+	D	D
HCM2kAvgQ:	15	13	13	8	11	11	10	8	8	9	10	10

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Saich Way & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.3
Optimal Cycle:	36	Level Of Service:	B-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	7	10	10	0	10	10
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	0	0	0	34	0	103	259	830	0	0	898	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	34	0	103	259	830	0	0	898	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	0	103	259	830	0	0	898	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	0	103	259	830	0	0	898	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	34	0	103	259	830	0	0	898	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.25	0.00	0.75	1.00	3.00	0.00	0.00	2.81	0.19
Final Sat.:	0	0	0	434	0	1316	1750	5700	0	0	5249	351
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.15	0.15	0.00	0.00	0.17	0.17
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	19.9	0.0	19.9	37.6	81.1	0.0	0.0	43.5	43.5
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.43	0.43	0.20	0.00	0.00	0.43	0.43
Uniform Del:	0.0	0.0	0.0	40.0	0.0	40.0	28.0	4.4	0.0	0.0	24.3	24.3
IncremntDel:	0.0	0.0	0.0	1.0	0.0	1.0	0.5	0.0	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	41.0	0.0	41.0	28.5	4.5	0.0	0.0	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.0	0.0	41.0	28.5	4.5	0.0	0.0	24.4	24.4
LOS by Move:	A	A	A	D	A	D	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	5	0	5	7	3	0	0	8	8

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Bandley Drive & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	13 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	40	Level Of Service:	B-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	2	1	0	
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM																
Base Vol:	14	24	2		36	9	22		150	661	20		28	858	108	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	24	2		36	9	22		150	661	20		28	858	108	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	24	2		36	9	22		150	661	20		28	858	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	24	2		36	9	22		150	661	20		28	858	108	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	24	2		36	9	22		150	661	20		28	858	108	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.95	0.95	0.92		0.92	0.98	0.95		0.92	0.99	0.95	
Lanes:	0.37	0.63	1.00		0.80	0.20	1.00		1.00	2.91	0.09		1.00	2.65	0.35	
Final Sat.:	663	1137	1750		1440	360	1750		1750	5435	164		1750	4973	626	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.00		0.03	0.03	0.01		0.09	0.12	0.12		0.02	0.17	0.17	
Crit Moves:						****			****					****		
Green Time:	10.0	10.0	10.0		10.0	10.0	10.0		28.9	57.1	57.1		29.9	58.1	58.1	
Volume/Cap:	0.23	0.23	0.01		0.28	0.28	0.14		0.33	0.23	0.23		0.06	0.33	0.33	
Uniform Del:	46.4	46.4	45.5		46.6	46.6	46.0		32.7	14.5	14.5		29.6	14.8	14.8	
IncremntDel:	0.7	0.7	0.0		0.9	0.9	0.4		0.4	0.0	0.0		0.1	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:	47.2	47.2	45.5		47.5	47.5	46.4		33.1	14.5	14.5		29.7	14.8	14.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.2	47.2	45.5		47.5	47.5	46.4		33.1	14.5	14.5		29.7	14.8	14.8	
LOS by Move:	D	D	D		D	D	D		C-	B	B		C	B	B	
HCM2kAvgQ:	1	1	0		2	2	1		4	4	4		1	6	6	

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 De Anza Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	25.6
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 3 0 1			2 0 3 1 0			2 0 3 0 1			2 0 2 1 0		
Volume Module: >> Count Date: 4 Oct 2006 << 8:00 AM - 9:00 AM												
Base Vol:	417	1827	139	433	812	358	154	561	110	141	489	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	1827	139	433	812	358	154	561	110	141	489	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	417	1827	139	433	812	358	154	561	110	141	489	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	1827	139	433	812	358	154	561	110	141	489	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	417	1827	139	433	812	358	154	561	110	141	489	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.08	0.14	0.14	0.20	0.05	0.10	0.06	0.04	0.09	0.00
Crit Moves:		****		****				****		****		
Green Time:	32.3	57.6	57.6	24.7	50.0	50.0	10.3	17.7	17.7	8.0	15.4	0.0
Volume/Cap:	0.49	0.67	0.17	0.67	0.34	0.49	0.57	0.67	0.43	0.67	0.68	0.00
Uniform Del:	36.9	23.9	17.6	43.9	23.8	25.7	52.7	48.4	46.5	54.7	49.9	0.0
IncremntDel:	0.5	0.6	0.1	2.7	0.1	0.2	2.9	2.1	1.1	8.0	2.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.75	0.38	0.38	0.83	0.52	0.52	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	28.3	9.8	6.9	39.0	12.6	13.6	55.6	50.5	47.7	62.6	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:	28.3	9.8	6.9	39.0	12.6	13.6	55.6	50.5	47.7	62.6	52.6	0.0
LOS by Move:	C	A	A	D+	B	B	E+	D	D	E	D-	A
HCM2kAvgQ:	7	11	1	9	4	7	4	8	4	4	7	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Stelling Road & Pepper Tree Lane

Cycle (sec):	107	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	35	Level Of Service:	B-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	10
Lanes:	1 0 1	1 0		0 0 1	1 0		2 0 0	0 1		0 0	0 0 1	
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	145	839	55	0	221	408	77	0	24	0	0	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	839	55	0	221	408	77	0	24	0	0	189
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	839	0	0	221	0	77	0	24	0	0	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	839	0	0	221	0	77	0	24	0	0	189
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	839	0	0	221	0	77	0	24	0	0	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	3700	0	0	3700	0	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.00	0.00	0.06	0.00	0.02	0.00	0.01	0.00	0.00	0.11
Crit Moves:		****										****
Green Time:	56.9	71.9	0.0	0.0	15.0	0.0	27.1	0.0	27.1	0.0	0.0	27.1
Volume/Cap:	0.16	0.34	0.00	0.00	0.43	0.00	0.10	0.00	0.05	0.00	0.00	0.43
Uniform Del:	12.8	7.4	0.0	0.0	42.1	0.0	30.6	0.0	30.2	0.0	0.0	33.4
IncremntDel:	0.1	0.1	0.0	0.0	0.6	0.0	0.1	0.0	0.1	0.0	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	12.9	7.5	0.0	0.0	42.6	0.0	30.6	0.0	30.3	0.0	0.0	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	7.5	0.0	0.0	42.6	0.0	30.6	0.0	30.3	0.0	0.0	34.1
LOS by Move:	B	A	A	A	D	A	C	A	C	A	A	C-
HCM2kAvgQ:	3	6	0	0	4	0	1	0	1	0	0	6

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Bubb Road & McClellan Road

Cycle (sec):	105	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.3
Optimal Cycle:	57	Level Of Service:	C-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 0	1	0	1 0 0	1	0
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	44	399	231	59	142	68	121	329	34	133	124	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	399	231	59	142	68	121	329	34	133	124	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	399	231	59	142	68	121	329	34	133	124	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	399	231	59	142	68	121	329	34	133	124	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	399	231	59	142	68	121	329	34	133	124	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.09	1.00	0.55	0.45
Final Sat.:	1900	1900	1900	1900	1900	1900	1900	1722	178	1900	1047	853
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.12	0.03	0.07	0.04	0.06	0.19	0.19	0.07	0.12	0.12
Crit Moves:		****		****				****		****		
Green Time:	17.9	36.6	36.6	7.0	25.6	25.6	16.4	33.3	33.3	12.2	29.1	29.1
Volume/Cap:	0.14	0.60	0.35	0.47	0.31	0.15	0.41	0.60	0.60	0.60	0.43	0.43
Uniform Del:	37.0	28.2	25.4	47.2	32.4	31.1	40.0	30.3	30.3	44.1	31.1	31.1
IncremntDel:	0.2	1.6	0.3	2.7	0.4	0.1	0.9	1.7	1.7	4.7	0.6	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:	37.1	29.8	25.7	49.9	32.8	31.3	40.9	32.0	32.0	48.8	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	29.8	25.7	49.9	32.8	31.3	40.9	32.0	32.0	48.8	31.7	31.7
LOS by Move:	D+	C	C	D	C-	C	D	C-	C-	D	C	C
HCM2kAvgQ:	1	11	6	2	4	2	4	10	10	5	6	6

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Rose Blossom Drive & McClellan Road

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[20.5]

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		
Rights:	Include			Include			Ignore			Ignore		
Lanes:	1 0 0 0 1			1 0 0 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	26	0	14	20	0	5	21	511	16	9	402	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	14	20	0	5	21	511	16	9	402	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	26	0	14	20	0	5	21	511	0	9	402	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	0	14	20	0	5	21	511	0	9	402	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	976	xxxx	511	980	xxxx	402	402	xxxx	xxxxx	511	xxxx	xxxxx
Potent Cap.:	233	xxxx	567	231	xxxx	653	1168	xxxx	xxxxx	1065	xxxx	xxxxx
Move Cap.:	226	xxxx	567	221	xxxx	653	1168	xxxx	xxxxx	1065	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	0.02	0.09	xxxx	0.01	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	0.1	0.3	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	23.0	xxxx	11.5	22.9	xxxx	10.6	8.1	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	C	*	B	C	*	B	A	*	*	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:	19.0			20.5			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 McClellan Road & Stelling Road

Cycle (sec):	82	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	30.1
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 1	1	0	1 0 1	1	0	1 0 0	1	0	1 0 1	0	1
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	213	551	75	113	69	69	292	249	41	56	294	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	551	75	113	69	69	292	249	41	56	294	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	551	75	113	69	69	292	249	41	56	294	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	551	75	113	69	69	292	249	41	56	294	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	551	75	113	69	69	292	249	41	56	294	159
Saturation Flow 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	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	1.00	1.00	1.00	1.00	0.86	0.14	1.00	1.00	1.00
Final Sat.:	1750	3256	443	1750	1900	1800	1750	1546	254	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.17	0.06	0.04	0.04	0.17	0.16	0.16	0.03	0.15	0.09
Crit Moves:		****		****			****				****	
Green Time:	14.7	21.3	21.3	8.1	14.7	14.7	21.0	26.5	26.5	14.0	19.5	19.5
Volume/Cap:	0.68	0.65	0.65	0.65	0.20	0.21	0.65	0.50	0.50	0.19	0.65	0.38
Uniform Del:	31.4	27.0	27.0	35.6	28.6	28.7	27.2	22.4	22.4	29.1	28.2	26.2
IncremntDel:	5.9	1.6	1.6	8.4	0.1	0.2	3.4	0.7	0.7	0.3	3.3	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.3	28.6	28.6	44.0	28.8	28.8	30.6	23.1	23.1	29.4	31.5	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	28.6	28.6	44.0	28.8	28.8	30.6	23.1	23.1	29.4	31.5	26.8
LOS by Move:	D+	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	7	8	8	4	2	2	8	7	7	1	8	4

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McClellan Road & De Anza Boulevard

Cycle (sec):	118	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.8
Optimal Cycle:	77	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	2	1	0	1 0	3	1	0	1 1	0	0	1	2 0	1	0	1
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM																
Base Vol:	447	2207		137	73	467		56	213	79		114	51	103		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:	447	2207		137	73	467		56	213	79		114	51	103		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:	447	2207		137	73	467		56	213	79		114	51	103		73
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	447	2207		137	73	467		56	213	79		114	51	103		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:	447	2207		137	73	467		56	213	79		114	51	103		73
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	0.99		0.95	0.93	0.95		0.92	0.83	1.00		0.92
Lanes:	1.00	2.82		0.18	1.00	3.55		0.45	1.47	0.53		1.00	2.00	1.00		1.00
Final Sat.:	1750	5272		327	1750	6696		803	2589	960		1750	3150	1900		1750
Capacity Analysis Module:																
Vol/Sat:	0.26	0.42		0.42	0.04	0.07		0.07	0.08	0.08		0.07	0.02	0.05		0.04
Crit Moves:		****			****				****					****		
Green Time:	57.3	69.4		69.4	7.0	19.0		19.0	13.6	13.9		13.9	9.7	10.0		10.0
Volume/Cap:	0.53	0.71		0.71	0.70	0.43		0.43	0.71	0.70		0.55	0.20	0.64		0.49
Uniform Del:	20.9	17.2		17.2	54.5	44.6		44.6	50.3	50.0		49.1	50.5	52.3		51.6
IncremntDel:	0.6	0.7		0.7	19.5	0.2		0.2	5.8	5.2		3.2	0.4	8.4		2.6
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	21.5	18.0		18.0	74.0	44.9		44.9	56.1	55.2		52.4	50.9	60.6		54.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	21.5	18.0		18.0	74.0	44.9		44.9	56.1	55.2		52.4	50.9	60.6		54.1
LOS by Move:	C+	B		B	E	D		D	E+	E+		D-	D	E		D-
HCM2kAvgQ:	12	21		21	4	5		5	7	7		5	1	5		3

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

MIDDAY PEAK

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Stelling Road & Homestead Road

Cycle (sec):	109	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	37.0
Optimal Cycle:	49	Level Of Service:	D+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 1	1 0		1 0 1	1 0		1 0 1	1 0		1 0 2	0 1	
Volume Module: >> Count Date: 31 May 2007 << 12:00 PM - 1:00 PM												
Base Vol:	225	288	198	265	278	66	77	403	205	159	369	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	288	198	265	278	66	77	403	205	159	369	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	288	198	265	278	66	77	403	205	159	369	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	288	198	265	278	66	77	403	205	159	369	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	288	198	265	278	66	77	403	205	159	369	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	1.16	0.84	1.00	1.00	1.00	1.00	1.31	0.69	1.00	2.00	1.00
Final Sat.:	3150	2191	1507	1750	1900	1750	1750	2452	1247	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.15	0.15	0.04	0.04	0.16	0.16	0.09	0.10	0.09
Crit Moves:		****		****				****		****		
Green Time:	16.7	23.7	23.7	27.3	34.3	34.3	18.3	29.6	29.6	16.4	27.7	27.7
Volume/Cap:	0.47	0.60	0.60	0.60	0.47	0.12	0.26	0.60	0.60	0.60	0.38	0.37
Uniform Del:	42.1	38.4	38.4	36.1	30.0	26.6	39.5	34.6	34.6	43.3	33.6	33.5
IncremntDel:	0.7	1.3	1.3	2.4	0.6	0.1	0.5	1.1	1.1	4.0	0.3	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.8	39.8	39.8	38.5	30.6	26.7	39.9	35.6	35.6	47.3	33.8	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	39.8	39.8	38.5	30.6	26.7	39.9	35.6	35.6	47.3	33.8	34.0
LOS by Move:	D	D	D	D+	C	C	D	D+	D+	D	C-	C-
HCM2kAvgQ:	5	8	8	9	8	2	3	10	10	6	5	5

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Stelling Road & Greenleaf Drive

Cycle (sec):	80	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	10 (Y+R=5.0 sec)	Average Delay (sec/veh):	6.3
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 31 May 2007 << 12:00 PM - 1:00 PM												
Base Vol:	14	546	5	13	590	15	28	3	25	17	16	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	546	5	13	590	15	28	3	25	17	16	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	546	5	13	590	15	28	3	25	17	16	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	546	5	13	590	15	28	3	25	17	16	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	546	5	13	590	15	28	3	25	17	16	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.97	0.01	0.02	0.96	0.02	0.50	0.05	0.45	0.35	0.32	0.33
Final Sat.:	43	1691	15	37	1671	42	875	94	781	607	571	571
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.35	0.35	0.35	0.03	0.03	0.03	0.03	0.03	0.03
Crit Moves:					****			****				
Green Time:	60.0	60.0	60.0	60.0	60.0	60.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.43	0.43	0.43	0.47	0.47	0.47	0.26	0.26	0.26	0.22	0.22	0.22
Uniform Del:	3.7	3.7	3.7	3.9	3.9	3.9	31.6	31.6	31.6	31.5	31.5	31.5
IncremntDel:	0.2	0.2	0.2	0.3	0.3	0.3	0.6	0.6	0.6	0.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	3.9	3.9	3.9	4.1	4.1	4.1	32.3	32.3	32.3	32.0	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.9	3.9	3.9	4.1	4.1	4.1	32.3	32.3	32.3	32.0	32.0	32.0
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	C-	C-	C-
HCM2kAvgQ:	6	6	6	7	7	7	2	2	2	1	1	1

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Bubb Road/Peninsula Boulevard & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	1	0 1	0 1	1	0 2	0 1	2	0 1	1 0
Volume Module: >> Count Date: 24 May 2007 << 12:30 PM - 1:30 PM												
Base Vol:	76	12	465	54	9	8	8	613	67	524	458	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	12	465	54	9	8	8	613	67	524	458	71
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	76	12	0	54	9	8	8	613	0	524	458	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	12	0	54	9	8	8	613	0	524	458	71
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	76	12	0	54	9	8	8	613	0	524	458	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	0.86	0.14	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.72	0.28
Final Sat.:	1555	245	3150	1750	1900	1750	1750	3800	1750	3150	3203	497
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.03	0.00	0.00	0.00	0.16	0.00	0.17	0.14	0.14
Crit Moves:	****			****				****		****		
Green Time:	10.6	10.6	0.0	10.0	10.0	10.0	22.0	35.1	0.0	36.2	49.4	49.4
Volume/Cap:	0.51	0.51	0.00	0.34	0.05	0.05	0.02	0.51	0.00	0.51	0.32	0.32
Uniform Del:	47.2	47.2	0.0	46.9	45.7	45.7	35.4	30.4	0.0	29.7	19.5	19.5
IncremntDel:	2.4	2.4	0.0	1.3	0.1	0.1	0.0	0.3	0.0	0.4	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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	49.6	49.6	0.0	48.2	45.8	45.8	35.4	30.7	0.0	30.1	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	49.6	0.0	48.2	45.8	45.8	35.4	30.7	0.0	30.1	19.6	19.6
LOS by Move:	D	D	A	D	D	D	D+	C	A	C	B-	B-
HCM2kAvgQ:	4	4	0	2	0	0	0	9	0	9	6	6

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 SR 85 SB Ramps & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	9 (Y+R=0.0 sec)	Average Delay (sec/veh):	20.3
Optimal Cycle:	36	Level Of Service:	C+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2 0	0 1	1	0 0	3 1	0	2 0	2 0	0
Volume Module: >> Count Date: 5 Jun 2007 << 12:00 PM - 1:00 PM												
Base Vol:	0	0	0	641	1	395	0	943	184	319	716	0
Growth Adj:	1.00	1.00	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	641	1	395	0	943	184	319	716	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	641	1	395	0	943	0	319	716	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	641	1	395	0	943	0	319	716	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	641	1	395	0	943	0	319	716	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.99	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.01	1.99	0.00	4.00	0.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3150	9	3591	0	7500	0	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.11	0.11	0.00	0.13	0.00	0.10	0.19	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	47.7	47.7	47.7	0.0	29.5	0.0	23.8	53.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.47	0.25	0.25	0.00	0.47	0.00	0.47	0.39	0.00
Uniform Del:	0.0	0.0	0.0	22.1	19.8	19.8	0.0	33.7	0.0	37.6	18.0	0.0
IncremntDel:	0.0	0.0	0.0	0.3	0.1	0.1	0.0	0.2	0.0	0.5	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:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.76	0.00	0.82	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	22.4	19.9	19.9	0.0	25.6	0.0	31.2	6.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.4	19.9	19.9	0.0	25.6	0.0	31.2	6.9	0.0
LOS by Move:	A	A	A	C+	B-	B-	A	C	A	C	A	A
HCM2kAvgQ:	0	0	0	9	4	4	0	6	0	5	4	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 SR 85 NB Ramps & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	27.0
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	1	0	1! 0	0	2	0 3	0	0 0	3 0 1
Volume Module: >> Count Date: 15 May 2007 << 12:15 PM - 1:15 PM												
Base Vol:	82	246	7	335	4	190	431	1100	0	0	804	690
Growth Adj:	1.00	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	246	7	335	4	190	431	1100	0	0	804	690
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	82	246	7	335	4	190	431	1100	0	0	804	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	246	7	335	4	190	431	1100	0	0	804	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	82	246	7	335	4	190	431	1100	0	0	804	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.49	1.47	0.04	1.46	0.01	0.53	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	881	2644	75	2561	19	920	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.13	0.21	0.21	0.14	0.19	0.00	0.00	0.14	0.00
Crit Moves:		****				****	****				****	
Green Time:	15.8	15.8	15.8	35.1	35.1	35.1	23.2	47.2	0.0	0.0	23.9	0.0
Volume/Cap:	0.65	0.65	0.65	0.41	0.65	0.65	0.65	0.45	0.00	0.00	0.65	0.00
Uniform Del:	44.5	44.5	44.5	29.4	32.2	32.2	39.7	22.2	0.0	0.0	39.2	0.0
IncremntDel:	2.9	2.9	2.9	0.2	1.8	1.8	2.2	0.1	0.0	0.0	1.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.50	0.00	0.00	0.81	0.00
Delay/Veh:	47.4	47.4	47.4	29.6	34.0	34.0	34.8	11.3	0.0	0.0	33.1	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	47.4	47.4	29.6	34.0	34.0	34.8	11.3	0.0	0.0	33.1	0.0
LOS by Move:	D	D	D	C	C-	C-	C-	B+	A	A	C-	A
HCM2kAvgQ:	7	7	7	7	12	12	8	6	0	0	9	0

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 College Loop Road West & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 3	0 1		0 0 0	0 0	
Volume Module: >> Count Date: 24 May 2007 << 12:00 PM - 1:00 PM												
Base Vol:	0	0	0	0	0	0	0	1219	429	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1219	429	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1219	429	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1219	429	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Mary Avenue & Stevens Creek Boulevard

Cycle (sec):	62	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.7
Optimal Cycle:	65	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	2 0	0	1	0	1 0	1	0	1	1 0	2	1	0	1 0	2	1	0
Volume Module: >> Count Date: 24 May 2007 << 12:30 PM - 1:30 PM																
Base Vol:	351	18		59	146	31		166	230	836		159	134	1037		112
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	351	18		59	146	31		166	230	836		159	134	1037		112
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
PHF Volume:	351	18		59	146	31		166	230	836		0	134	1037		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	351	18		59	146	31		166	230	836		0	134	1037		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
FinalVolume:	351	18		59	146	31		166	230	836		0	134	1037		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	0.95		0.95	0.92	1.00		0.92	0.92	0.98		0.92	0.92	0.98		0.92
Lanes:	2.00	0.23		0.77	1.00	1.00		1.00	1.00	3.00		0.00	1.00	3.00		0.00
Final Sat.:	3150	421		1379	1750	1900		1750	1750	5600		0	1750	5600		0
Capacity Analysis Module:																
Vol/Sat:	0.11	0.04		0.04	0.08	0.02		0.09	0.13	0.15		0.00	0.08	0.19		0.00
Crit Moves:	****							****	****					****		
Green Time:	8.9	11.1		11.1	7.8	10.0		10.0	10.4	14.8		0.0	10.4	14.7		0.0
Volume/Cap:	0.78	0.24		0.24	0.67	0.10		0.59	0.78	0.63		0.00	0.46	0.78		0.00
Uniform Del:	25.6	21.8		21.8	25.9	22.2		24.1	24.7	21.1		0.0	23.3	22.1		0.0
IncremntDel:	8.6	0.4		0.4	7.6	0.1		3.2	12.6	0.9		0.0	1.1	3.1		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		0.00	1.00	1.00		0.00
Delay/Veh:	34.2	22.2		22.2	33.5	22.3		27.3	37.3	22.1		0.0	24.4	25.2		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:	34.2	22.2		22.2	33.5	22.3		27.3	37.3	22.1		0.0	24.4	25.2		0.0
LOS by Move:	C-	C+		C+	C-	C+		C	D+	C+		A	C	C		A
HCM2kAvgQ:	6	2		2	4	1		4	7	6		0	3	9		0

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 College Loop Road East & Stevens Creek Boulevard

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[13.3]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 3 0 1			0 0 0 0 0		
Volume Module: >> Count Date: 24 May 2007 << 12:00 PM - 1:00 PM												
Base Vol:	0	0	250	0	0	0	0	1106	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	250	0	0	0	0	1106	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	250	0	0	0	0	1106	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	250	0	0	0	0	1106	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	369	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	681	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	681	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.37	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.3	xxxxx	xxxx	xxxxx	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:	13.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Stelling Road & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	40.2
Optimal Cycle:	53	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1	1	0	1 0	1	1	0	1 0	2	1	0	2 0	2	1	0
Volume Module: >> Count Date: 5 Jun 2007 << 12:00 PM - 1:00 PM																
Base Vol:	210	365		280	180	303		174	195	922		82	260	857		146
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	210	365		280	180	303		174	195	922		82	260	857		146
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	210	365		280	180	303		174	195	922		82	260	857		146
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	210	365		280	180	303		174	195	922		82	260	857		146
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	210	365		280	180	303		174	195	922		82	260	857		146
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.99		0.95	0.92	0.99		0.95	0.92	0.99		0.95	0.83	0.99		0.95
Lanes:	1.00	1.11		0.89	1.00	1.25		0.75	1.00	2.75		0.25	2.00	2.55		0.45
Final Sat.:	1750	2093		1605	1750	2349		1349	1750	5142		457	3150	4784		815
Capacity Analysis Module:																
Vol/Sat:	0.12	0.17		0.17	0.10	0.13		0.13	0.11	0.18		0.18	0.08	0.18		0.18
Crit Moves:		****			****				****					****		
Green Time:	25.4	33.2		33.2	19.6	27.3		27.3	21.2	37.8		37.8	17.4	34.1		34.1
Volume/Cap:	0.57	0.63		0.63	0.63	0.57		0.57	0.63	0.57		0.57	0.57	0.63		0.63
Uniform Del:	42.4	38.0		38.0	46.9	41.1		41.1	45.8	34.3		34.3	47.8	37.5		37.5
IncremntDel:	2.1	1.3		1.3	4.5	0.9		0.9	4.2	0.4		0.4	1.7	0.8		0.8
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	44.4	39.3		39.3	51.4	42.0		42.0	50.0	34.7		34.7	49.5	38.3		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:	44.4	39.3		39.3	51.4	42.0		42.0	50.0	34.7		34.7	49.5	38.3		38.3
LOS by Move:	D	D		D	D-	D		D	D	C-		C-	D	D+		D+
HCM2kAvgQ:	8	11		11	8	8		8	8	9		9	6	10		10

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Saich Way & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	41	Level Of Service:	C+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	7	10	10	0	10	10
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module: >> Count Date: 24 May 2007 << 12:30 PM - 1:30 PM												
Base Vol:	0	0	0	93	0	145	328	1312	0	0	1221	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	93	0	145	328	1312	0	0	1221	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	93	0	145	328	1312	0	0	1221	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	93	0	145	328	1312	0	0	1221	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	93	0	145	328	1312	0	0	1221	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.39	0.00	0.61	1.00	3.00	0.00	0.00	2.86	0.14
Final Sat.:	0	0	0	684	0	1066	1750	5700	0	0	5350	250
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.19	0.23	0.00	0.00	0.23	0.23
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	24.9	0.0	24.9	34.3	76.1	0.0	0.0	41.8	41.8
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.60	0.60	0.33	0.00	0.00	0.60	0.60
Uniform Del:	0.0	0.0	0.0	38.1	0.0	38.1	32.0	6.8	0.0	0.0	27.4	27.4
IncremntDel:	0.0	0.0	0.0	2.6	0.0	2.6	1.9	0.1	0.0	0.0	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	40.7	0.0	40.7	33.9	6.8	0.0	0.0	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.7	0.0	40.7	33.9	6.8	0.0	0.0	27.9	27.9
LOS by Move:	A	A	A	D	A	D	C-	A	A	A	C	C
HCM2kAvgQ:	0	0	0	8	0	8	11	6	0	0	12	12

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Bandley Drive & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	13 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.4
Optimal Cycle:	50	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 24 May 2007 << 12:15 PM - 1:15 PM												
Base Vol:	73	24	42	180	63	127	280	1115	65	175	1166	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	24	42	180	63	127	280	1115	65	175	1166	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	24	42	180	63	127	280	1115	65	175	1166	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	24	42	180	63	127	280	1115	65	175	1166	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	24	42	180	63	127	280	1115	65	175	1166	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.75	0.25	1.00	0.74	0.26	1.00	1.00	2.83	0.17	1.00	2.76	0.24
Final Sat.:	1355	445	1750	1333	467	1750	1750	5291	308	1750	5173	426
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.14	0.14	0.07	0.16	0.21	0.21	0.10	0.23	0.23
Crit Moves:					****		****				****	
Green Time:	25.2	25.2	25.2	25.2	25.2	25.2	29.8	48.7	48.7	23.1	42.0	42.0
Volume/Cap:	0.24	0.24	0.10	0.59	0.59	0.32	0.59	0.48	0.48	0.48	0.59	0.59
Uniform Del:	34.6	34.6	33.5	37.8	37.8	35.3	34.8	21.6	21.6	38.1	27.1	27.1
IncremntDel:	0.3	0.3	0.1	2.3	2.3	0.5	2.0	0.1	0.1	1.0	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.9	34.9	33.6	40.1	40.1	35.7	36.8	21.8	21.8	39.1	27.6	27.6
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:	34.9	34.9	33.6	40.1	40.1	35.7	36.8	21.8	21.8	39.1	27.6	27.6
LOS by Move:	C-	C-	C-	D	D	D+	D+	C+	C+	D	C	C
HCM2kAvgQ:	3	3	1	8	8	4	9	10	10	6	12	12

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 De Anza Boulevard & Stevens Creek Boulevard

Cycle (sec):	118	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	37.6
Optimal Cycle:	77	Level Of Service:	D+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module: >> Count Date: 5 Jun 2007 << 12:15 PM - 1:15 PM												
Base Vol:	563	884	236	472	752	332	360	530	419	306	573	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	563	884	236	472	752	332	360	530	419	306	573	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	563	884	236	472	752	332	360	530	419	306	573	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	884	236	472	752	332	360	530	419	306	573	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	563	884	236	472	752	332	360	530	419	306	573	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.13	0.15	0.13	0.19	0.11	0.09	0.24	0.10	0.10	0.00
Crit Moves:	****					****			****	****		
Green Time:	26.9	28.2	28.2	27.2	28.5	28.5	26.7	36.0	36.0	14.6	23.9	0.0
Volume/Cap:	0.78	0.65	0.56	0.65	0.55	0.78	0.51	0.30	0.78	0.78	0.51	0.00
Uniform Del:	42.8	40.5	39.5	41.1	39.1	41.9	39.9	31.4	37.5	50.2	41.8	0.0
IncremntDel:	5.7	1.1	1.8	2.1	0.3	3.0	0.6	0.1	7.5	10.0	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.80	0.79	0.79	0.80	0.79	0.79	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	40.1	33.1	33.0	34.9	31.1	36.0	40.5	31.5	45.0	60.2	42.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	33.1	33.0	34.9	31.1	36.0	40.5	31.5	45.0	60.2	42.2	0.0
LOS by Move:	D	C-	C-	C-	C	D+	D	C	D	E	D	A
HCM2kAvgQ:	13	10	8	9	7	13	7	4	16	8	6	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Stelling Road & Pepper Tree Lane

Cycle (sec): 107 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.5
Optimal Cycle: 35 Level Of Service: C+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	7	10	10		0	10	10		10	0	10		0	0	10	
Lanes:	1 0	1	1 0		0 0	1	1 0		2 0	0	0 1		0 0	0	0 1	
Volume Module: >> Count Date: 24 May 2007 << 12:00 PM - 1:00 PM																
Base Vol:	112	341	7		0	322	365		474	0	105		0	0	35	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	112	341	7		0	322	365		474	0	105		0	0	35	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	112	341	0		0	322	0		474	0	105		0	0	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	112	341	0		0	322	0		474	0	105		0	0	35	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	112	341	0		0	322	0		474	0	105		0	0	35	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.97	0.92		0.92	0.97	0.92		0.83	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	0.00		0.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	1750	3700	0		0	3700	0		3150	0	1750		0	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.09	0.00		0.00	0.09	0.00		0.15	0.00	0.06		0.00	0.00	0.02	
Crit Moves:	****					****			****							
Green Time:	21.0	49.6	0.0		0.0	28.6	0.0		49.4	0.0	49.4		0.0	0.0	49.4	
Volume/Cap:	0.33	0.20	0.00		0.00	0.33	0.00		0.33	0.00	0.13		0.00	0.00	0.04	
Uniform Del:	36.9	17.0	0.0		0.0	31.5	0.0		18.2	0.0	16.5		0.0	0.0	15.8	
IncremntDel:	0.6	0.1	0.0		0.0	0.2	0.0		0.1	0.0	0.1		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	1.00	
Delay/Veh:	37.5	17.0	0.0		0.0	31.7	0.0		18.4	0.0	16.6		0.0	0.0	15.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.5	17.0	0.0		0.0	31.7	0.0		18.4	0.0	16.6		0.0	0.0	15.8	
LOS by Move:	D+	B	A		A	C	A		B-	A	B		A	A	B	
HCM2kAvgQ:	4	3	0		0	4	0		6	0	2		0	0	1	

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Bubb Road & McClellan Road

Cycle (sec):	105	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.4
Optimal Cycle:	50	Level Of Service:	C-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 0	1	0	1 0	0	1 0
Volume Module: >> Count Date: 31 May 2007 << 12:30 PM - 1:30 PM												
Base Vol:	32	165	114	117	124	61	102	212	32	139	154	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	165	114	117	124	61	102	212	32	139	154	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	165	114	117	124	61	102	212	32	139	154	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	165	114	117	124	61	102	212	32	139	154	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	165	114	117	124	61	102	212	32	139	154	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.13	1.00	0.57	0.43
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1564	236	1750	1030	770
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.07	0.07	0.07	0.03	0.06	0.14	0.14	0.08	0.15	0.15
Crit Moves:		****		****				****		****		
Green Time:	15.3	21.0	21.0	16.1	21.8	21.8	16.0	32.7	32.7	19.2	35.9	35.9
Volume/Cap:	0.13	0.43	0.33	0.43	0.31	0.17	0.38	0.43	0.43	0.43	0.44	0.44
Uniform Del:	39.0	36.8	36.0	40.3	35.2	34.1	40.0	28.8	28.8	38.1	26.7	26.7
IncremntDel:	0.2	0.8	0.5	1.1	0.5	0.2	0.9	0.5	0.5	1.0	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.3	37.6	36.5	41.4	35.7	34.4	41.0	29.3	29.3	39.1	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	37.6	36.5	41.4	35.7	34.4	41.0	29.3	29.3	39.1	27.2	27.2
LOS by Move:	D	D+	D+	D	D+	C-	D	C	C	D	C	C
HCM2kAvgQ:	1	5	4	4	4	2	4	7	7	5	7	7

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Rose Blossom Drive & McClellan Road

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[20.1]

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			
Rights:	Include				Include				Ignore				Ignore			
Lanes:	1	0	0	0 1	1	0	0	0 1	1	0	0	1 0	1	0	0	1 0
Volume Module: >> Count Date: 30 May 2007 << 12:15 PM - 1:15 PM																
Base Vol:	9	0	6		80	0	39		27	427	4		10	373	63	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	9	0	6		80	0	39		27	427	4		10	373	63	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	9	0	6		80	0	39		27	427	0		10	373	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	9	0	6		80	0	39		27	427	0		10	373	0	
Critical Gap Module:																
Critical Gp:	7.1	xxxx	6.2		7.1	xxxx	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		3.5	xxxx	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	894	xxxx	427		877	xxxx	373		373	xxxx	xxxxx		427	xxxx	xxxxx	
Potent Cap.:	264	xxxx	632		271	xxxx	678		1197	xxxx	xxxxx		1143	xxxx	xxxxx	
Move Cap.:	243	xxxx	632		262	xxxx	678		1197	xxxx	xxxxx		1143	xxxx	xxxxx	
Volume/Cap:	0.04	xxxx	0.01		0.31	xxxx	0.06		0.02	xxxx	xxxx		0.01	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	0.0		1.2	xxxx	0.2		0.1	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	20.4	xxxx	10.8		24.7	xxxx	10.6		8.1	xxxx	xxxxx		8.2	xxxx	xxxxx	
LOS by Move:	C	*	B		C	*	B		A	*	*		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:	16.5				20.1				xxxxxx				xxxxxx			
ApproachLOS:	C				C				*				*			

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 McClellan Road & Stelling Road

Cycle (sec):	82	Critical Vol./Cap.(X):	0.482
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	28.3
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module: >> Count Date: 30 May 2007 << 12:00 PM - 1:00 PM												
Base Vol:	72	171	49	191	150	100	146	327	47	62	243	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	171	49	191	150	100	146	327	47	62	243	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	171	49	191	150	100	146	327	47	62	243	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	171	49	191	150	100	146	327	47	62	243	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	171	49	191	150	100	146	327	47	62	243	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.54	0.46	1.00	1.18	0.82	1.00	0.87	0.13	1.00	1.00	1.00
Final Sat.:	1750	2875	824	1750	2219	1479	1750	1574	226	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.11	0.07	0.07	0.08	0.21	0.21	0.04	0.13	0.08
Crit Moves:		****		****				****		****		
Green Time:	11.6	10.0	10.0	18.3	16.6	16.6	16.7	34.7	34.7	7.0	25.0	25.0
Volume/Cap:	0.29	0.49	0.49	0.49	0.33	0.33	0.41	0.49	0.49	0.42	0.42	0.27
Uniform Del:	31.5	33.6	33.6	27.8	28.0	28.0	28.4	17.2	17.2	35.6	22.7	21.6
IncremntDel:	2.9	3.7	3.7	4.4	1.2	1.2	3.5	2.2	2.2	8.3	2.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.4	37.3	37.3	32.2	29.2	29.2	31.8	19.4	19.4	43.8	24.9	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	37.3	37.3	32.2	29.2	29.2	31.8	19.4	19.4	43.8	24.9	22.8
LOS by Move:	C-	D+	D+	C-	C	C	C	B-	B-	D	C	C+
HCM2kAvgQ:	2	3	3	5	3	3	4	7	7	2	5	3

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McClellan Road & De Anza Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.7
Optimal Cycle:	60	Level Of Service:	C-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	2	1	0	1 0	3	1	0	1 1	0	0	1	2 0	1	0	1
Volume Module: >> Count Date: 24 May 2007 << 1:00 PM - 2:00 PM																
Base Vol:	243	1065		71	193	1236		208	153	59		188	126	143		123
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	243	1065		71	193	1236		208	153	59		188	126	143		123
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	243	1065		71	193	1236		208	153	59		188	126	143		123
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	243	1065		71	193	1236		208	153	59		188	126	143		123
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	243	1065		71	193	1236		208	153	59		188	126	143		123
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	0.99		0.95	0.93	0.95		0.92	0.83	1.00		0.92
Lanes:	1.00	2.81		0.19	1.00	3.40		0.60	1.45	0.55		1.00	2.00	1.00		1.00
Final Sat.:	1750	5250		350	1750	6418		1080	2562	988		1750	3150	1900		1750
Capacity Analysis Module:																
Vol/Sat:	0.14	0.20		0.20	0.11	0.19		0.19	0.06	0.06		0.11	0.04	0.08		0.07
Crit Moves:	****				****							****	****			
Green Time:	26.7	41.3		41.3	22.4	37.0		37.0	11.7	20.6		20.6	7.7	16.7		16.7
Volume/Cap:	0.57	0.54		0.54	0.54	0.57		0.57	0.56	0.32		0.57	0.57	0.50		0.46
Uniform Del:	36.6	27.0		27.0	39.2	30.0		30.0	46.7	38.6		40.7	49.6	42.8		42.6
IncremntDel:	1.9	0.3		0.3	1.7	0.3		0.3	2.0	0.3		2.4	3.6	1.4		1.3
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	38.5	27.2		27.2	40.9	30.3		30.3	48.7	38.9		43.1	53.2	44.2		43.9
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	38.5	27.2		27.2	40.9	30.3		30.3	48.7	38.9		43.1	53.2	44.2		43.9
LOS by Move:	D+	C		C	D	C		C	D	D+		D	D-	D		D
HCM2kAvgQ:	8	10		10	7	10		10	4	3		7	3	5		5

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

P.M. PEAK

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Stelling Road & Homestead Road

Cycle (sec):	109	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	43.2
Optimal Cycle:	84	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 1	1 0		1 0 1	1 0		1 0 1	1 0		1 0 2	0 1	
Volume Module: >> Count Date: 15 May 2007 << 5:00 PM - 6:00 PM												
Base Vol:	270	355	269	239	465	71	102	523	396	264	421	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	355	269	239	465	71	102	523	396	264	421	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	355	269	239	465	71	102	523	396	264	421	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	355	269	239	465	71	102	523	396	264	421	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	355	269	239	465	71	102	523	396	264	421	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	1.11	0.89	1.00	1.00	1.00	1.00	1.11	0.89	1.00	2.00	1.00
Final Sat.:	3150	2104	1594	1750	1900	1750	1750	2104	1593	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.17	0.14	0.24	0.04	0.06	0.25	0.25	0.15	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	11.4	24.3	24.3	19.6	32.5	32.5	19.5	33.0	33.0	20.1	33.6	33.6
Volume/Cap:	0.82	0.76	0.76	0.76	0.82	0.14	0.33	0.82	0.82	0.82	0.36	0.34
Uniform Del:	47.8	39.6	39.6	42.4	35.5	28.0	39.0	35.2	35.2	42.7	29.3	29.2
IncremntDel:	15.0	4.1	4.1	10.1	9.3	0.1	0.6	4.9	4.9	15.3	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.8	43.7	43.7	52.6	44.8	28.1	39.6	40.1	40.1	58.0	29.5	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.8	43.7	43.7	52.6	44.8	28.1	39.6	40.1	40.1	58.0	29.5	29.6
LOS by Move:	E	D	D	D-	D	C	D	D	D	E+	C	C
HCM2kAvgQ:	8	12	12	10	17	2	3	17	17	12	6	5

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Stelling Road & Greenleaf Drive

Cycle (sec):	80	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	10 (Y+R=5.0 sec)	Average Delay (sec/veh):	8.5
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 15 May 2007 << 5:00 PM - 6:00 PM												
Base Vol:	16	587	12	21	868	35	55	11	25	24	21	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	587	12	21	868	35	55	11	25	24	21	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	587	12	21	868	35	55	11	25	24	21	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	587	12	21	868	35	55	11	25	24	21	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	587	12	21	868	35	55	11	25	24	21	24
Saturation 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	0.92	0.92	0.92	0.92	0.92
Lanes:	0.03	0.95	0.02	0.02	0.94	0.04	0.61	0.12	0.27	0.35	0.30	0.35
Final Sat.:	46	1670	34	40	1644	66	1058	212	481	609	533	609
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.53	0.53	0.53	0.05	0.05	0.05	0.04	0.04	0.04
Crit Moves:					****			****				
Green Time:	60.0	60.0	60.0	60.0	60.0	60.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.47	0.47	0.47	0.70	0.70	0.70	0.42	0.42	0.42	0.32	0.32	0.32
Uniform Del:	3.9	3.9	3.9	5.3	5.3	5.3	32.3	32.3	32.3	31.9	31.9	31.9
IncremntDel:	0.3	0.3	0.3	1.8	1.8	1.8	1.3	1.3	1.3	0.8	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.1	4.1	4.1	7.1	7.1	7.1	33.6	33.6	33.6	32.7	32.7	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:	4.1	4.1	4.1	7.1	7.1	7.1	33.6	33.6	33.6	32.7	32.7	32.7
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	C-	C-	C-
HCM2kAvgQ:	7	7	7	14	14	14	3	3	3	2	2	2

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Bubb Road/Peninsula Boulevard & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Lanes:	0 1	0	0	2	1	0	1	0 1	1	0	2	0 1	2	0	1	1 0
Volume Module: >> Count Date: 15 May 2007 << 5:00 PM - 6:00 PM																
Base Vol:	93	19	477		64	19	14		24	700	139		509	660	84	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	93	19	477		64	19	14		24	700	139		509	660	84	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	93	19	0		64	19	14		24	700	0		509	660	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	93	19	0		64	19	14		24	700	0		509	660	84	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	93	19	0		64	19	14		24	700	0		509	660	84	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.83		0.92	1.00	0.92		0.92	1.00	0.92		0.83	0.98	0.95	
Lanes:	0.83	0.17	2.00		1.00	1.00	1.00		1.00	2.00	1.00		2.00	1.77	0.23	
Final Sat.:	1495	305	3150		1750	1900	1750		1750	3800	1750		3150	3282	418	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.00		0.04	0.01	0.01		0.01	0.18	0.00		0.16	0.20	0.20	
Crit Moves:	****				****					****			****			
Green Time:	12.5	12.5	0.0		10.0	10.0	10.0		16.7	37.0	0.0		32.5	52.8	52.8	
Volume/Cap:	0.55	0.55	0.00		0.40	0.11	0.09		0.09	0.55	0.00		0.55	0.42	0.42	
Uniform Del:	46.1	46.1	0.0		47.2	45.9	45.8		40.1	29.7	0.0		32.6	18.6	18.6	
IncremntDel:	3.1	3.1	0.0		1.7	0.3	0.2		0.1	0.5	0.0		0.7	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Delay/Veh:	49.2	49.2	0.0		48.8	46.2	46.1		40.3	30.2	0.0		33.3	18.8	18.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.2	49.2	0.0		48.8	46.2	46.1		40.3	30.2	0.0		33.3	18.8	18.8	
LOS by Move:	D	D	A		D	D	D		D	C	A		C-	B-	B-	
HCM2kAvgQ:	5	5	0		3	1	1		1	10	0		9	8	8	

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 SR 85 SB Ramps & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	9 (Y+R=0.0 sec)	Average Delay (sec/veh):	22.2
Optimal Cycle:	39	Level Of Service:	C+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2 0	0 1	1	0 0	3 1	0	2 0	2 0	0
Volume Module: >> Count Date: 5 Oct 2006 << 5:15 PM - 6:15 PM												
Base Vol:	0	0	0	967	6	751	0	879	173	323	639	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	967	6	751	0	879	173	323	639	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	967	6	751	0	879	0	323	639	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	967	6	751	0	879	0	323	639	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	967	6	751	0	879	0	323	639	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.99	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.02	1.98	0.00	4.00	0.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3150	29	3571	0	7500	0	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.21	0.21	0.00	0.12	0.00	0.10	0.17	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	58.9	58.9	58.9	0.0	22.5	0.0	19.7	42.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.57	0.39	0.39	0.00	0.57	0.00	0.57	0.44	0.00
Uniform Del:	0.0	0.0	0.0	17.2	15.1	15.1	0.0	39.4	0.0	41.3	25.2	0.0
IncremntDel:	0.0	0.0	0.0	0.5	0.1	0.1	0.0	0.5	0.0	1.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.83	0.00	0.85	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	17.6	15.2	15.2	0.0	33.2	0.0	36.8	15.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.6	15.2	15.2	0.0	33.2	0.0	36.8	15.0	0.0
LOS by Move:	A	A	A	B	B	B	A	C-	A	D+	B	A
HCM2kAvgQ:	0	0	0	13	8	8	0	7	0	6	6	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 SR 85 NB Ramps & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	25.9
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	1	0	1! 0	0	2	0 3	0	0 0	3 0 1
Volume Module: >> Count Date: 5 Oct 2006 << 5:15 PM - 6:15 PM												
Base Vol:	54	205	8	306	1	258	491	1505	0	0	726	809
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	205	8	306	1	258	491	1505	0	0	726	809
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	54	205	8	306	1	258	491	1505	0	0	726	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	205	8	306	1	258	491	1505	0	0	726	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	54	205	8	306	1	258	491	1505	0	0	726	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.40	1.54	0.06	1.37	0.01	0.62	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	728	2764	108	2400	4	1096	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.13	0.24	0.24	0.16	0.26	0.00	0.00	0.13	0.00
Crit Moves:	****				****		****				****	
Green Time:	12.3	12.3	12.3	38.9	38.9	38.9	25.8	46.8	0.0	0.0	21.1	0.0
Volume/Cap:	0.67	0.67	0.67	0.36	0.67	0.67	0.67	0.62	0.00	0.00	0.67	0.00
Uniform Del:	46.9	46.9	46.9	26.3	30.0	30.0	38.2	24.7	0.0	0.0	41.2	0.0
IncremntDel:	4.2	4.2	4.2	0.1	2.0	2.0	2.3	0.5	0.0	0.0	1.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.51	0.00	0.00	0.84	0.00
Delay/Veh:	51.1	51.1	51.1	26.5	32.1	32.1	32.7	13.0	0.0	0.0	36.3	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:	51.1	51.1	51.1	26.5	32.1	32.1	32.7	13.0	0.0	0.0	36.3	0.0
LOS by Move:	D-	D-	D-	C	C-	C-	C-	B	A	A	D+	A
HCM2kAvgQ:	6	6	6	6	13	13	9	10	0	0	8	0

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 College Loop Road West & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	3	0 1	0 0	0	0 0
Volume Module: >> Count Date: 15 May 2007 << 5:00 PM - 6:00 PM												
Base Vol:	0	0	0	0	0	0	0	2135	354	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	0	0	0	0	0	0	2135	354	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	0	0	0	0	0	0	2135	354	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	2135	354	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Mary Avenue & Stevens Creek Boulevard

Cycle (sec):	67	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.2
Optimal Cycle:	65	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 0	1 0		1 0 1	0 1		1 0 2	1 0		1 0 2	1 0	
Volume Module: >> Count Date: 15 May 2007 << 5:00 PM - 6:00 PM												
Base Vol:	245	11	46	149	38	120	298	1524	250	179	965	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	11	46	149	38	120	298	1524	250	179	965	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	245	11	46	149	38	120	298	1524	0	179	965	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	11	46	149	38	120	298	1524	0	179	965	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	245	11	46	149	38	120	298	1524	0	179	965	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.92	0.92	0.98	0.92
Lanes:	2.00	0.19	0.81	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	0.00
Final Sat.:	3150	347	1453	1750	1900	1750	1750	5600	0	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.09	0.02	0.07	0.17	0.27	0.00	0.10	0.17	0.00
Crit Moves:	****					****		****		****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	15.9	23.3	0.0	8.7	16.1	0.0
Volume/Cap:	0.74	0.21	0.21	0.81	0.13	0.46	0.72	0.78	0.00	0.78	0.72	0.00
Uniform Del:	29.1	25.0	25.0	29.4	24.7	26.0	23.5	19.6	0.0	28.2	23.4	0.0
IncremntDel:	8.9	0.4	0.4	23.7	0.2	1.3	5.9	2.2	0.0	16.1	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	38.0	25.4	25.4	53.1	25.0	27.3	29.4	21.8	0.0	44.3	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:	38.0	25.4	25.4	53.1	25.0	27.3	29.4	21.8	0.0	44.3	25.3	0.0
LOS by Move:	D+	C	C	D-	C	C	C	C+	A	D	C	A
HCM2kAvgQ:	5	1	1	6	1	3	8	12	0	6	8	0

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 College Loop Road East & Stevens Creek Boulevard

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[12.3]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 1		0 0 0	0 0		0 0 3	0 1		0 0 0	0 0	
Volume Module: >> Count Date: 15 May 2007 << 5:00 PM - 6:00 PM												
Base Vol:	0	19		0	0		0	1753		0	0	
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Initial Bse:	0	19		0	0		0	1753		0	0	
User Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
PHF Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
PHF Volume:	0	19		0	0		0	1753		0	0	
Reduct Vol:	0	0		0	0		0	0		0	0	
FinalVolume:	0	19		0	0		0	1753		0	0	
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	584	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	515	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	515	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.3	xxxxx	xxxx	xxxxx	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:	12.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Stelling Road & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	51.8
Optimal Cycle:	104	Level Of Service:	D-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	1	0	2	0 2	1	0
Volume Module: >> Count Date: 5 Oct 2006 << 5:30 PM - 6:30 PM																
Base Vol:	329	344		363	349	547		235	247	736		218	535	1053		247
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	329	344		363	349	547		235	247	736		218	535	1053		247
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	329	344		363	349	547		235	247	736		218	535	1053		247
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	329	344		363	349	547		235	247	736		218	535	1053		247
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	329	344		363	349	547		235	247	736		218	535	1053		247
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	0.98		0.95	0.92	0.99		0.95	0.83	0.99		0.95
Lanes:	1.00	1.00		1.00	1.00	1.38		0.62	1.00	2.29		0.71	2.00	2.41		0.59
Final Sat.:	1750	1900		1750	1750	2587		1112	1750	4319		1279	3150	4535		1064
Capacity Analysis Module:																
Vol/Sat:	0.19	0.18		0.21	0.20	0.21		0.21	0.14	0.17		0.17	0.17	0.23		0.23
Crit Moves:				****	****				****					****		
Green Time:	26.5	28.7		28.7	27.6	29.8		29.8	19.5	25.9		25.9	25.8	32.1		32.1
Volume/Cap:	0.85	0.76		0.87	0.87	0.85		0.85	0.87	0.79		0.79	0.79	0.87		0.87
Uniform Del:	44.9	42.4		43.8	44.4	43.0		43.0	49.0	44.5		44.5	44.5	41.9		41.9
IncremntDel:	16.3	3.6		9.7	17.7	7.7		7.7	23.3	3.6		3.6	6.2	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:	61.2	46.0		53.5	62.1	50.6		50.6	72.3	48.1		48.1	50.8	47.5		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:	61.2	46.0		53.5	62.1	50.6		50.6	72.3	48.1		48.1	50.8	47.5		47.5
LOS by Move:	E	D		D-	E	D		D	E	D		D	D	D		D
HCM2kAvgQ:	15	13		17	16	17		17	12	13		13	13	18		18

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Saich Way & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.5
Optimal Cycle:	43	Level Of Service:	C+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	7	10	10	0	10	10
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 3 0 0			0 0 2 1 0		
Volume Module: >> Count Date: 15 May 2007 << 5:00 PM - 6:00 PM												
Base Vol:	0	0	0	96	0	187	337	1623	0	0	1118	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	96	0	187	337	1623	0	0	1118	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	96	0	187	337	1623	0	0	1118	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	96	0	187	337	1623	0	0	1118	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	96	0	187	337	1623	0	0	1118	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.34	0.00	0.66	1.00	3.00	0.00	0.00	2.84	0.16
Final Sat.:	0	0	0	594	0	1156	1750	5700	0	0	5314	285
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.19	0.28	0.00	0.00	0.21	0.21
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	28.9	0.0	28.9	34.4	72.1	0.0	0.0	37.6	37.6
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.61	0.61	0.43	0.00	0.00	0.61	0.61
Uniform Del:	0.0	0.0	0.0	35.6	0.0	35.6	32.1	9.1	0.0	0.0	30.1	30.1
IncremntDel:	0.0	0.0	0.0	2.5	0.0	2.5	2.1	0.1	0.0	0.0	0.6	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	38.1	0.0	38.1	34.2	9.2	0.0	0.0	30.8	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.1	0.0	38.1	34.2	9.2	0.0	0.0	30.8	30.8
LOS by Move:	A	A	A	D+	A	D+	C-	A	A	A	C	C
HCM2kAvgQ:	0	0	0	10	0	10	11	9	0	0	12	12

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Bandley Drive & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	13 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.0
Optimal Cycle:	68	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 15 May 2007 << 5:00 PM - 6:00 PM												
Base Vol:	70	16	40	289	16	111	443	1294	53	105	1123	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	16	40	289	16	111	443	1294	53	105	1123	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	16	40	289	16	111	443	1294	53	105	1123	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	16	40	289	16	111	443	1294	53	105	1123	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	16	40	289	16	111	443	1294	53	105	1123	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.81	0.19	1.00	0.95	0.05	1.00	1.00	2.88	0.12	1.00	2.73	0.27
Final Sat.:	1465	335	1750	1706	94	1750	1750	5379	220	1750	5112	487
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.17	0.17	0.06	0.25	0.24	0.24	0.06	0.22	0.22
Crit Moves:					****		****				****	
Green Time:	25.6	25.6	25.6	25.6	25.6	25.6	38.2	56.5	56.5	14.9	33.2	33.2
Volume/Cap:	0.21	0.21	0.10	0.73	0.73	0.27	0.73	0.47	0.47	0.44	0.73	0.73
Uniform Del:	34.0	34.0	33.1	39.0	39.0	34.6	31.3	17.2	17.2	43.7	34.4	34.4
IncremntDel:	0.2	0.2	0.1	6.4	6.4	0.4	4.4	0.1	0.1	1.3	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.3	34.3	33.2	45.3	45.3	34.9	35.8	17.3	17.3	45.0	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	34.3	33.2	45.3	45.3	34.9	35.8	17.3	17.3	45.0	36.0	36.0
LOS by Move:	C-	C-	C-	D	D	C-	D+	B	B	D	D+	D+
HCM2kAvgQ:	2	2	1	11	11	3	15	10	10	4	14	14

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 De Anza Boulevard & Stevens Creek Boulevard

Cycle (sec):	118	Critical Vol./Cap.(X):	0.971
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	43.6
Optimal Cycle:	178	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 3 0 1			2 0 3 1 0			2 0 3 0 1			2 0 2 1 0		
Volume Module: >> Count Date: 4 Oct 2006 << 5:15 PM - 6:15 PM												
Base Vol:	461	868	197	508	2115	526	268	685	403	451	816	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	461	868	197	508	2115	526	268	685	403	451	816	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	461	868	197	508	2115	526	268	685	403	451	816	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	868	197	508	2115	526	268	685	403	451	816	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	461	868	197	508	2115	526	268	685	403	451	816	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	0.98	0.92
Lanes:	2.00	3.00	1.00	2.00	3.17	0.83	2.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	5700	1750	3150	6004	1493	3150	5700	1750	3150	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.11	0.16	0.35	0.35	0.09	0.12	0.23	0.14	0.15	0.00
Crit Moves:	****				****				****	****		
Green Time:	17.8	29.4	29.4	31.2	42.8	42.8	16.7	28.0	28.0	17.4	28.7	0.0
Volume/Cap:	0.97	0.61	0.45	0.61	0.97	0.97	0.60	0.51	0.97	0.97	0.60	0.00
Uniform Del:	49.8	39.2	37.5	38.1	37.0	37.0	47.5	39.0	44.6	50.0	39.6	0.0
IncremntDel:	33.7	0.8	0.7	1.3	11.3	11.3	2.3	0.3	36.4	34.1	0.8	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.88	0.78	0.78	0.76	0.62	0.62	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	77.7	31.3	29.9	30.3	34.2	34.2	49.8	39.3	81.0	84.2	40.3	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:	77.7	31.3	29.9	30.3	34.2	34.2	49.8	39.3	81.0	84.2	40.3	0.0
LOS by Move:	E-	C	C	C	C-	C-	D	D	F	F	D	A
HCM2kAvgQ:	14	9	6	9	29	29	6	7	21	14	9	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Stelling Road & Pepper Tree Lane

Cycle (sec):	107	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.6
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	10
Lanes:	1 0 1	1 0		0 0 1	1 0		2 0 0	0 1		0 0 0	0 1	
Volume Module: >> Count Date: 15 May 2007 << 5:00 PM - 6:00 PM												
Base Vol:	79	441	27	0	874	402	289	0	101	0	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	441	27	0	874	402	289	0	101	0	0	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	441	0	0	874	0	289	0	101	0	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	441	0	0	874	0	289	0	101	0	0	60
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	441	0	0	874	0	289	0	101	0	0	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	3700	0	0	3700	0	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.00	0.00	0.24	0.00	0.09	0.00	0.06	0.00	0.00	0.03
Crit Moves:	****				****		****					
Green Time:	12.0	74.7	0.0	0.0	62.7	0.0	24.3	0.0	24.3	0.0	0.0	24.3
Volume/Cap:	0.40	0.17	0.00	0.00	0.40	0.00	0.40	0.00	0.25	0.00	0.00	0.15
Uniform Del:	44.2	5.5	0.0	0.0	12.0	0.0	35.2	0.0	33.9	0.0	0.0	33.1
IncremntDel:	1.4	0.0	0.0	0.0	0.1	0.0	0.4	0.0	0.3	0.0	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	45.5	5.6	0.0	0.0	12.1	0.0	35.5	0.0	34.2	0.0	0.0	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	5.6	0.0	0.0	12.1	0.0	35.5	0.0	34.2	0.0	0.0	33.2
LOS by Move:	D	A	A	A	B	A	D+	A	C-	A	A	C-
HCM2kAvgQ:	3	3	0	0	8	0	5	0	3	0	0	2

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Bubb Road & McClellan Road

Cycle (sec):	105	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.2
Optimal Cycle:	57	Level Of Service:	D+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module: >> Count Date: 15 May 2007 << 4:30 PM - 5:30 PM												
Base Vol:	26	205	195	222	288	70	60	232	38	207	217	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:	26	205	195	222	288	70	60	232	38	207	217	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:	26	205	195	222	288	70	60	232	38	207	217	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	205	195	222	288	70	60	232	38	207	217	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:	26	205	195	222	288	70	60	232	38	207	217	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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.14	1.00	0.75	0.25
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1547	253	1750	1347	453
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.13	0.15	0.04	0.03	0.15	0.15	0.12	0.16	0.16
Crit Moves:		****		****				****		****		
Green Time:	12.7	19.1	19.1	22.4	28.8	28.8	13.9	26.5	26.5	20.9	33.6	33.6
Volume/Cap:	0.12	0.59	0.61	0.59	0.55	0.15	0.26	0.59	0.59	0.59	0.50	0.50
Uniform Del:	41.2	39.4	39.6	37.2	32.5	28.8	40.9	34.5	34.5	38.2	29.0	29.0
IncremntDel:	0.3	2.8	3.5	2.6	1.3	0.1	0.6	2.1	2.1	2.7	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.5	42.2	43.1	39.7	33.8	28.9	41.5	36.6	36.6	40.9	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	42.2	43.1	39.7	33.8	28.9	41.5	36.6	36.6	40.9	29.7	29.7
LOS by Move:	D	D	D	D	C-	C	D	D+	D+	D	C	C
HCM2kAvgQ:	1	7	7	8	8	2	2	9	9	7	8	8

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Rose Blossom Drive & McClellan Road

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: E[43.6]

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			
Rights:	Include				Include				Ignore				Ignore			
Lanes:	1 0	0	0	0 1	1 0	0	0	0 1	1 0	0	0	1 0	1 0	0	0	1 0
Volume Module: >> Count Date: 15 May 2007 << 5:00 PM - 6:00 PM																
Base Vol:	2	0	18		70	0	29		38	639	19		28	483	126	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	0	18		70	0	29		38	639	19		28	483	126	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	2	0	18		70	0	29		38	639	0		28	483	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	2	0	18		70	0	29		38	639	0		28	483	0	
Critical Gap Module:																
Critical Gp:	7.1	xxxx	6.2		7.1	xxxx	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		3.5	xxxx	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1269	xxxx	639		1263	xxxx	483		483	xxxx	xxxxx		639	xxxx	xxxxx	
Potent Cap.:	147	xxxx	480		148	xxxx	588		1090	xxxx	xxxxx		955	xxxx	xxxxx	
Move Cap.:	133	xxxx	480		136	xxxx	588		1090	xxxx	xxxxx		955	xxxx	xxxxx	
Volume/Cap:	0.02	xxxx	0.04		0.52	xxxx	0.05		0.03	xxxx	xxxx		0.03	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	0.1		2.5	xxxx	0.2		0.1	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	32.5	xxxx	12.8		57.0	xxxx	11.4		8.4	xxxx	xxxxx		8.9	xxxx	xxxxx	
LOS by Move:	D	*	B		F	*	B		A	*	*		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:	14.8				43.6				xxxxxx				xxxxxx			
ApproachLOS:	B				E				*				*			

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 McClellan Road & Stelling Road

Cycle (sec):	82	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	36.4
Optimal Cycle:	65	Level Of Service:	D+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 0	1 0		1 0 1	0 1	
Volume Module: >> Count Date: 15 May 2007 << 5:00 PM - 6:00 PM												
Base Vol:	128	234	72	330	564	183	174	414	129	133	376	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:	128	234	72	330	564	183	174	414	129	133	376	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:	128	234	72	330	564	183	174	414	129	133	376	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	234	72	330	564	183	174	414	129	133	376	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:	128	234	72	330	564	183	174	414	129	133	376	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.52	0.48	1.00	1.50	0.50	1.00	0.76	0.24	1.00	1.00	1.00
Final Sat.:	1750	2829	870	1750	2793	906	1750	1372	428	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.19	0.20	0.20	0.10	0.30	0.30	0.08	0.20	0.09
Crit Moves:		****		****				****		****		
Green Time:	8.9	10.0	10.0	20.0	21.1	21.1	13.4	32.0	32.0	8.1	26.6	26.6
Volume/Cap:	0.67	0.68	0.68	0.77	0.79	0.79	0.61	0.77	0.77	0.77	0.61	0.27
Uniform Del:	35.1	34.5	34.5	28.9	28.4	28.4	31.9	21.9	21.9	36.1	23.3	20.5
IncremntDel:	17.4	8.0	8.0	12.8	6.5	6.5	9.3	8.1	8.1	28.1	4.4	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.6	42.4	42.4	41.7	34.9	34.9	41.2	30.0	30.0	64.2	27.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	42.4	42.4	41.7	34.9	34.9	41.2	30.0	30.0	64.2	27.7	21.7
LOS by Move:	D-	D	D	D	C-	C-	D	C	C	E	C	C+
HCM2kAvgQ:	5	5	5	10	11	11	5	14	14	6	9	3

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McClellan Road & De Anza Boulevard

Cycle (sec):	140	Critical Vol./Cap.(X):	0.957
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	66.8
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 2	1 0		1 0 3	1 0		1 1 0	0 1		2 0 1	0 1	
Volume Module: >> Count Date: 15 May 2007 << 5:00 PM - 6:00 PM												
Base Vol:	724	102	97	77	1741	65	107	120	200	206	160	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	724	102	97	77	1741	65	107	120	200	206	160	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	724	102	97	77	1741	65	107	120	200	206	160	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	724	102	97	77	1741	65	107	120	200	206	160	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	724	102	97	77	1741	65	107	120	200	206	160	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.85	0.15	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	7230	270	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.03	0.06	0.04	0.24	0.24	0.06	0.06	0.11	0.07	0.08	0.04
Crit Moves:	****				****				****	****		
Green Time:	60.5	56.3	56.3	39.4	35.2	35.2	11.1	16.7	16.7	9.6	15.2	15.2
Volume/Cap:	0.96	0.07	0.14	0.16	0.96	0.96	0.77	0.53	0.96	0.96	0.77	0.39
Uniform Del:	38.5	25.7	26.5	37.8	51.6	51.6	63.2	57.9	61.3	65.0	60.7	58.1
IncremntDel:	22.8	0.0	0.0	0.1	12.2	12.2	12.1	1.2	50.0	49.1	16.6	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.3	25.7	26.5	37.9	63.8	63.8	75.4	59.2	111.3	114.1	77.3	59.4
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:	61.3	25.7	26.5	37.9	63.8	63.8	75.4	59.2	111.3	114.1	77.3	59.4
LOS by Move:	E	C	C	D+	E	E	E-	E+	F	F	E-	E+
HCM2kAvgQ:	38	1	3	3	24	24	7	5	13	8	8	4

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

BACKGROUND CONDITION

A.M. PEAK

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Stelling Road & Homestead Road

Cycle (sec):	109	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	37.1
Optimal Cycle:	52	Level Of Service:	D+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	1	1	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																
Base Vol:	297	433	248		216	276	125		127	366	207		172	623	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:	297	433	248		216	276	125		127	366	207		172	623	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:	297	433	248		216	276	125		127	366	207		172	623	249	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	297	433	248		216	276	125		127	366	207		172	623	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:	297	433	248		216	276	125		127	366	207		172	623	249	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.99	0.95		0.92	1.00	0.92		0.92	0.99	0.95		0.92	1.00	0.92	
Lanes:	2.00	1.25	0.75		1.00	1.00	1.00		1.00	1.26	0.74		1.00	2.00	1.00	
Final Sat.:	3150	2352	1347		1750	1900	1750		1750	2362	1336		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.18	0.18		0.12	0.15	0.07		0.07	0.15	0.15		0.10	0.16	0.14	
Crit Moves:		****			****					****			****			
Green Time:	20.9	31.9	31.9		21.4	32.3	32.3		13.4	26.8	26.8		17.0	30.4	30.4	
Volume/Cap:	0.49	0.63	0.63		0.63	0.49	0.24		0.59	0.63	0.63		0.63	0.59	0.51	
Uniform Del:	39.3	33.5	33.5		40.2	31.6	29.1		45.2	36.7	36.7		43.1	33.9	33.1	
IncremntDel:	0.6	1.2	1.2		3.7	0.7	0.2		4.2	1.4	1.4		4.7	0.9	0.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.9	34.7	34.7		44.0	32.3	29.3		49.4	38.1	38.1		47.7	34.8	34.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.9	34.7	34.7		44.0	32.3	29.3		49.4	38.1	38.1		47.7	34.8	34.0	
LOS by Move:	D	C-	C-		D	C-	C		D	D+	D+		D	C-	C-	
HCM2kAvgQ:	6	11	11		8	8	3		5	10	10		7	10	8	

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Stelling Road & Greenleaf Drive

Cycle (sec):	80	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	10 (Y+R=5.0 sec)	Average Delay (sec/veh):	10.0
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	14	661	24	9	519	50	109	20	32	34	15	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	661	24	9	519	50	109	20	32	34	15	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	661	24	9	519	50	109	20	32	34	15	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	661	24	9	519	50	109	20	32	34	15	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	661	24	9	519	50	109	20	32	34	15	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.95	0.03	0.01	0.90	0.09	0.68	0.12	0.20	0.42	0.19	0.39
Final Sat.:	35	1655	60	27	1571	151	1185	217	348	735	324	691
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.33	0.33	0.33	0.09	0.09	0.09	0.05	0.05	0.05
Crit Moves:		****						****				
Green Time:	56.9	56.9	56.9	56.9	56.9	56.9	13.1	13.1	13.1	13.1	13.1	13.1
Volume/Cap:	0.56	0.56	0.56	0.46	0.46	0.46	0.56	0.56	0.56	0.28	0.28	0.28
Uniform Del:	5.6	5.6	5.6	5.0	5.0	5.0	30.8	30.8	30.8	29.3	29.3	29.3
IncremntDel:	0.6	0.6	0.6	0.3	0.3	0.3	2.5	2.5	2.5	0.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	6.1	6.1	6.1	5.3	5.3	5.3	33.3	33.3	33.3	29.9	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.1	6.1	6.1	5.3	5.3	5.3	33.3	33.3	33.3	29.9	29.9	29.9
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	C	C	C
HCM2kAvgQ:	9	9	9	7	7	7	5	5	5	2	2	2

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Bubb Road/Peninsula Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.8
Optimal Cycle:	59	Level Of Service:	C-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Lanes:	0 1	0	0	2	1	0	1	0 1	1	0	2	0 1	2	0	1	1 0
Volume Module:																
Base Vol:	144	11	505		93	27	50		14	658	87		507	838	35	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	144	11	505		93	27	50		14	658	87		507	838	35	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	144	11	0		93	27	50		14	658	0		507	838	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	144	11	0		93	27	50		14	658	0		507	838	35	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	144	11	0		93	27	50		14	658	0		507	838	35	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.83		0.92	1.00	0.92		0.92	1.00	0.92		0.83	0.97	0.95	
Lanes:	0.93	0.07	2.00		1.00	1.00	1.00		1.00	2.00	1.00		2.00	1.92	0.08	
Final Sat.:	1672	128	3150		1750	1900	1750		1750	3800	1750		3150	3552	148	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.09	0.00		0.05	0.01	0.03		0.01	0.17	0.00		0.16	0.24	0.24	
Crit Moves:	****				****					****			****			
Green Time:	18.6	18.6	0.0		11.5	11.5	11.5		14.3	37.3	0.0		34.7	57.7	57.7	
Volume/Cap:	0.56	0.56	0.00		0.56	0.15	0.30		0.07	0.56	0.00		0.56	0.49	0.49	
Uniform Del:	46.9	46.9	0.0		51.9	49.8	50.5		47.0	34.5	0.0		36.1	21.2	21.2	
IncremntDel:	2.5	2.5	0.0		4.1	0.4	1.0		0.1	0.6	0.0		0.8	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	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Delay/Veh:	49.4	49.4	0.0		56.0	50.2	51.5		47.1	35.0	0.0		36.9	21.4	21.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.4	49.4	0.0		56.0	50.2	51.5		47.1	35.0	0.0		36.9	21.4	21.4	
LOS by Move:	D	D	A		E+	D	D-		D	D+	A		D+	C+	C+	
HCM2kAvgQ:	6	6	0		4	1	2		1	10	0		10	11	11	

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 SR 85 SB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	9 (Y+R=0.0 sec)	Average Delay (sec/veh):	22.9
Optimal Cycle:	36	Level Of Service:	C+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2 0	0 1	1	0 0	3 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	895	0	101	0	1056	180	175	667	0
Growth Adj:	1.00	1.00	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	895	0	101	0	1056	180	175	667	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	895	0	101	0	1056	0	175	667	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	895	0	101	0	1056	0	175	667	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	895	0	101	0	1056	0	175	667	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.95	0.92	0.99	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	4.00	0.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3150	0	3600	0	7500	0	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.03	0.00	0.14	0.00	0.06	0.18	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	65.6	0.0	65.6	0.0	32.5	0.0	12.8	45.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.05	0.00	0.52	0.00	0.52	0.46	0.00
Uniform Del:	0.0	0.0	0.0	17.2	0.0	12.7	0.0	37.1	0.0	50.7	28.2	0.0
IncremntDel:	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.2	0.0	1.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.75	0.00	0.92	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	17.5	0.0	12.7	0.0	28.1	0.0	48.1	17.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.5	0.0	12.7	0.0	28.1	0.0	48.1	17.0	0.0
LOS by Move:	A	A	A	B	A	B	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	12	0	1	0	7	0	4	7	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 SR 85 NB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	24.9
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	1	0 1!	0	0	2 0	3 0	0	0 0	3 0 1
Volume Module:												
Base Vol:	40	83	4	361	5	228	681	1283	0	0	570	543
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	83	4	361	5	228	681	1283	0	0	570	543
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	40	83	4	361	5	228	681	1283	0	0	570	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	83	4	361	5	228	681	1283	0	0	570	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	40	83	4	361	5	228	681	1283	0	0	570	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.63	1.31	0.06	1.44	0.01	0.55	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1134	2353	113	2514	21	965	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.24	0.24	0.22	0.23	0.00	0.00	0.10	0.00
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	41.9	41.9	41.9	38.3	56.1	0.0	0.0	17.7	0.0
Volume/Cap:	0.42	0.42	0.42	0.41	0.68	0.68	0.68	0.48	0.00	0.00	0.68	0.00
Uniform Del:	52.3	52.3	52.3	29.7	33.3	33.3	35.4	22.0	0.0	0.0	48.4	0.0
IncremntDel:	1.0	1.0	1.0	0.2	2.1	2.1	1.9	0.1	0.0	0.0	2.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.69	0.41	0.00	0.00	0.88	0.00
Delay/Veh:	53.2	53.2	53.2	29.9	35.4	35.4	26.2	9.3	0.0	0.0	45.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	53.2	53.2	29.9	35.4	35.4	26.2	9.3	0.0	0.0	45.0	0.0
LOS by Move:	D-	D-	D-	C	D+	D+	C	A	A	A	D	A
HCM2kAvgQ:	3	3	3	8	15	15	12	6	0	0	8	0

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 College Loop Road West & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 3	0 1	0	0 0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1474	377	0	57	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1474	377	0	57	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1474	377	0	57	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1474	377	0	57	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Mary Avenue & Stevens Creek Boulevard

Cycle (sec):	67	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.2
Optimal Cycle:	52	Level Of Service:	C+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 1	0	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	37	3	29	70	11	172	214	994	230	69	814	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	3	29	70	11	172	214	994	230	69	814	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	37	3	29	70	11	172	214	994	0	69	814	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	3	29	70	11	172	214	994	0	69	814	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	37	3	29	70	11	172	214	994	0	69	814	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.92	0.92	0.98	0.92
Lanes:	2.00	0.09	0.91	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	0.00
Final Sat.:	3150	169	1631	1750	1900	1750	1750	5600	0	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.04	0.01	0.10	0.12	0.18	0.00	0.04	0.15	0.00
Crit Moves:	****					****		****		****		
Green Time:	7.0	11.5	11.5	8.0	12.5	12.5	13.3	22.5	0.0	7.0	16.2	0.0
Volume/Cap:	0.11	0.10	0.10	0.33	0.03	0.53	0.62	0.53	0.00	0.38	0.60	0.00
Uniform Del:	27.2	23.4	23.4	27.0	22.3	24.6	24.5	17.9	0.0	28.0	22.5	0.0
IncremntDel:	0.2	0.1	0.1	0.9	0.0	1.6	3.3	0.3	0.0	1.3	0.8	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	27.3	23.6	23.6	28.0	22.4	26.2	27.8	18.2	0.0	29.3	23.3	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:	27.3	23.6	23.6	28.0	22.4	26.2	27.8	18.2	0.0	29.3	23.3	0.0
LOS by Move:	C	C	C	C	C+	C	C	B-	A	C	C	A
HCM2kAvgQ:	1	1	1	2	0	4	5	6	0	2	6	0

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 College Loop Road East & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[11.0]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 3 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	1	0	0	0	0	1206	0	0	57	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	0	0	0	0	1206	0	0	57	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	0	0	0	0	1206	0	0	57	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	1	0	0	0	0	1206	0	0	57	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	402	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	604	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	604	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.0	xxxxx	xxxx	xxxxx	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:	11.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Stelling Road & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	41.7
Optimal Cycle:	70	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	393	557	246	206	359	191	258	444	193	454	720	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	557	246	206	359	191	258	444	193	454	720	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	557	246	206	359	191	258	444	193	454	720	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	557	246	206	359	191	258	444	193	454	720	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	393	557	246	206	359	191	258	444	193	454	720	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.95	0.83	0.99	0.95
Lanes:	1.00	1.37	0.63	1.00	1.29	0.71	1.00	2.06	0.94	2.00	2.47	0.53
Final Sat.:	1750	2566	1133	1750	2414	1284	1750	3901	1696	3150	4649	949
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.12	0.15	0.15	0.15	0.11	0.11	0.14	0.15	0.15
Crit Moves:	****				****		****				****	
Green Time:	35.9	38.7	38.7	21.0	23.8	23.8	23.6	21.3	21.3	27.0	24.8	24.8
Volume/Cap:	0.75	0.67	0.67	0.67	0.75	0.75	0.75	0.64	0.64	0.64	0.75	0.75
Uniform Del:	38.0	35.2	35.2	46.3	45.3	45.3	45.4	45.8	45.8	42.1	44.7	44.7
IncremntDel:	6.0	1.5	1.5	5.8	4.3	4.3	8.9	1.4	1.4	2.0	2.8	2.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.86	0.86	0.81	0.83	0.83
Delay/Veh:	44.0	36.7	36.7	52.1	49.7	49.7	47.0	40.6	40.6	35.9	39.8	39.8
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:	44.0	36.7	36.7	52.1	49.7	49.7	47.0	40.6	40.6	35.9	39.8	39.8
LOS by Move:	D	D+	D+	D-	D	D	D	D	D	D+	D	D
HCM2kAvgQ:	15	14	14	9	11	11	11	8	8	9	11	11

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Saich Way & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.0
Optimal Cycle:	36	Level Of Service:	B-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	7	10	10	0	10	10
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	34	0	103	259	867	0	0	948	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	34	0	103	259	867	0	0	948	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	0	103	259	867	0	0	948	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	0	103	259	867	0	0	948	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	34	0	103	259	867	0	0	948	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.25	0.00	0.75	1.00	3.00	0.00	0.00	2.81	0.19
Final Sat.:	0	0	0	434	0	1316	1750	5700	0	0	5266	333
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.15	0.15	0.00	0.00	0.18	0.18
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	19.5	0.0	19.5	36.8	81.5	0.0	0.0	44.7	44.7
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.44	0.44	0.21	0.00	0.00	0.44	0.44
Uniform Del:	0.0	0.0	0.0	40.4	0.0	40.4	28.6	4.3	0.0	0.0	23.6	23.6
IncremntDel:	0.0	0.0	0.0	1.0	0.0	1.0	0.5	0.0	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	41.4	0.0	41.4	29.1	4.4	0.0	0.0	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.4	0.0	41.4	29.1	4.4	0.0	0.0	23.7	23.7
LOS by Move:	A	A	A	D	A	D	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	5	0	5	7	3	0	0	8	8

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Bandley Drive & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	13 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.1
Optimal Cycle:	40	Level Of Service:	B-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	14	24	2		36	9	23		158	690	20		28	907	108	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	24	2		36	9	23		158	690	20		28	907	108	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	24	2		36	9	23		158	690	20		28	907	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	24	2		36	9	23		158	690	20		28	907	108	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	24	2		36	9	23		158	690	20		28	907	108	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.95	0.95	0.92		0.92	0.98	0.95		0.92	0.99	0.95	
Lanes:	0.37	0.63	1.00		0.80	0.20	1.00		1.00	2.91	0.09		1.00	2.67	0.33	
Final Sat.:	663	1137	1750		1440	360	1750		1750	5442	158		1750	5003	596	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.00		0.03	0.03	0.01		0.09	0.13	0.13		0.02	0.18	0.18	
Crit Moves:						****				****				****		
Green Time:	10.0	10.0	10.0		10.0	10.0	10.0		28.9	57.9	57.9		29.1	58.1	58.1	
Volume/Cap:	0.23	0.23	0.01		0.28	0.28	0.14		0.34	0.24	0.24		0.06	0.34	0.34	
Uniform Del:	46.4	46.4	45.5		46.6	46.6	46.1		32.8	14.1	14.1		30.3	15.0	15.0	
IncremntDel:	0.7	0.7	0.0		0.9	0.9	0.4		0.4	0.0	0.0		0.1	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:	47.2	47.2	45.5		47.5	47.5	46.5		33.3	14.2	14.2		30.3	15.0	15.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.2	47.2	45.5		47.5	47.5	46.5		33.3	14.2	14.2		30.3	15.0	15.0	
LOS by Move:	D	D	D		D	D	D		C-	B	B		C	B	B	
HCM2kAvgQ:	1	1	0		2	2	1		5	4	4		1	7	7	

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 De Anza Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	25.8
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	449	1893	139	442	850	361	157	568	110	145	503	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	1893	139	442	850	361	157	568	110	145	503	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	449	1893	139	442	850	361	157	568	110	145	503	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1893	139	442	850	361	157	568	110	145	503	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	449	1893	139	442	850	361	157	568	110	145	503	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.08	0.14	0.15	0.21	0.05	0.10	0.06	0.05	0.09	0.00
Crit Moves:		****		****				****		****		
Green Time:	33.7	58.0	58.0	24.5	48.8	48.8	10.0	17.4	17.4	8.0	15.4	0.0
Volume/Cap:	0.51	0.69	0.16	0.69	0.37	0.51	0.60	0.69	0.43	0.69	0.70	0.00
Uniform Del:	36.2	24.0	17.4	44.2	24.8	26.6	53.0	48.7	46.8	54.7	50.1	0.0
IncremntDel:	0.5	0.7	0.1	3.1	0.1	0.2	3.7	2.4	1.2	9.1	3.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.74	0.38	0.38	0.83	0.54	0.54	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	27.2	9.7	6.6	39.7	13.5	14.6	56.8	51.1	48.0	63.9	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:	27.2	9.7	6.6	39.7	13.5	14.6	56.8	51.1	48.0	63.9	53.1	0.0
LOS by Move:	C	A	A	D	B	B	E+	D-	D	E	D-	A
HCM2kAvgQ:	7	11	1	10	5	7	4	8	4	4	7	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Stelling Road & Pepper Tree Lane

Cycle (sec):	107	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	35	Level Of Service:	B-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	10
Lanes:	1 0 1	1 0		0 0 1	1 0		2 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	145	848	55	0	232	408	77	0	24	0	0	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	848	55	0	232	408	77	0	24	0	0	189
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	848	0	0	232	0	77	0	24	0	0	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	848	0	0	232	0	77	0	24	0	0	189
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	848	0	0	232	0	77	0	24	0	0	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	3700	0	0	3700	0	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.00	0.00	0.06	0.00	0.02	0.00	0.01	0.00	0.00	0.11
Crit Moves:		****										****
Green Time:	56.7	72.3	0.0	0.0	15.5	0.0	26.7	0.0	26.7	0.0	0.0	26.7
Volume/Cap:	0.16	0.34	0.00	0.00	0.43	0.00	0.10	0.00	0.05	0.00	0.00	0.43
Uniform Del:	12.9	7.3	0.0	0.0	41.7	0.0	30.9	0.0	30.5	0.0	0.0	33.7
IncremntDel:	0.1	0.1	0.0	0.0	0.6	0.0	0.1	0.0	0.1	0.0	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	12.9	7.4	0.0	0.0	42.3	0.0	30.9	0.0	30.6	0.0	0.0	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	7.4	0.0	0.0	42.3	0.0	30.9	0.0	30.6	0.0	0.0	34.4
LOS by Move:	B	A	A	A	D	A	C	A	C	A	A	C-
HCM2kAvgQ:	3	6	0	0	4	0	1	0	1	0	0	6

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Bubb Road & McClellan Road

Cycle (sec):	105	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.3
Optimal Cycle:	57	Level Of Service:	C-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1 0	1 0	1		1 0	1 0	1		1 0	0 1	0		1 0	0 1	0	
Volume Module:																
Base Vol:	44	399	231		59	142	68		121	329	34		133	124	101	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	399	231		59	142	68		121	329	34		133	124	101	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	399	231		59	142	68		121	329	34		133	124	101	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	399	231		59	142	68		121	329	34		133	124	101	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	44	399	231		59	142	68		121	329	34		133	124	101	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.91	0.09		1.00	0.55	0.45	
Final Sat.:	1900	1900	1900		1900	1900	1900		1900	1722	178		1900	1047	853	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.21	0.12		0.03	0.07	0.04		0.06	0.19	0.19		0.07	0.12	0.12	
Crit Moves:		****			****					****			****			
Green Time:	17.9	36.6	36.6		7.0	25.6	25.6		16.4	33.3	33.3		12.2	29.1	29.1	
Volume/Cap:	0.14	0.60	0.35		0.47	0.31	0.15		0.41	0.60	0.60		0.60	0.43	0.43	
Uniform Del:	37.0	28.2	25.4		47.2	32.4	31.1		40.0	30.3	30.3		44.1	31.1	31.1	
IncremntDel:	0.2	1.6	0.3		2.7	0.4	0.1		0.9	1.7	1.7		4.7	0.6	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:	37.1	29.8	25.7		49.9	32.8	31.3		40.9	32.0	32.0		48.8	31.7	31.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.1	29.8	25.7		49.9	32.8	31.3		40.9	32.0	32.0		48.8	31.7	31.7	
LOS by Move:	D+	C	C		D	C-	C		D	C-	C-		D	C	C	
HCM2kAvgQ:	1	11	6		2	4	2		4	10	10		5	6	6	

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Rose Blossom Drive & McClellan Road

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[20.5]

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		
Rights:	Include			Include			Ignore			Ignore		
Lanes:	1 0 0 0 1			1 0 0 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	26	0	14	20	0	5	21	511	16	9	402	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	14	20	0	5	21	511	16	9	402	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	26	0	14	20	0	5	21	511	0	9	402	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	0	14	20	0	5	21	511	0	9	402	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	976	xxxx	511	980	xxxx	402	402	xxxx	xxxxx	511	xxxx	xxxxx
Potent Cap.:	233	xxxx	567	231	xxxx	653	1168	xxxx	xxxxx	1065	xxxx	xxxxx
Move Cap.:	226	xxxx	567	221	xxxx	653	1168	xxxx	xxxxx	1065	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	0.02	0.09	xxxx	0.01	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	0.1	0.3	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	23.0	xxxx	11.5	22.9	xxxx	10.6	8.1	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	C	*	B	C	*	B	A	*	*	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:	19.0			20.5			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 McClellan Road & Stelling Road

Cycle (sec):	82	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	30.2
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1	1	0	1 0	1	1	0	1 0	0	1	0	1 0	1	0	1
Volume Module:																
Base Vol:	213	556		75	118	75		69	292	249		41	56	294		163
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	213	556		75	118	75		69	292	249		41	56	294		163
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	213	556		75	118	75		69	292	249		41	56	294		163
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	213	556		75	118	75		69	292	249		41	56	294		163
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	213	556		75	118	75		69	292	249		41	56	294		163
Saturation Flow 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		0.95	0.92	0.95		0.95	0.92	1.00		0.92
Lanes:	1.00	1.76		0.24	1.00	1.02		0.98	1.00	0.86		0.14	1.00	1.00		1.00
Final Sat.:	1750	3260		440	1750	1926		1772	1750	1546		254	1750	1900		1750
Capacity Analysis Module:																
Vol/Sat:	0.12	0.17		0.17	0.07	0.04		0.04	0.17	0.16		0.16	0.03	0.15		0.09
Crit Moves:		****			****				****					****		
Green Time:	14.9	21.3		21.3	8.4	14.9		14.9	20.9	26.3		26.3	13.9	19.4		19.4
Volume/Cap:	0.67	0.66		0.66	0.66	0.21		0.21	0.66	0.50		0.50	0.19	0.66		0.39
Uniform Del:	31.3	27.1		27.1	35.4	28.6		28.6	27.3	22.6		22.6	29.2	28.3		26.4
IncremntDel:	5.5	1.7		1.7	8.5	0.2		0.2	3.5	0.7		0.7	0.3	3.5		0.6
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	36.8	28.7		28.7	43.8	28.7		28.7	30.9	23.3		23.3	29.5	31.8		27.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	36.8	28.7		28.7	43.8	28.7		28.7	30.9	23.3		23.3	29.5	31.8		27.0
LOS by Move:	D+	C		C	D	C		C	C	C		C	C	C		C
HCM2kAvgQ:	7	8		8	4	2		2	8	7		7	1	8		4

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McClellan Road & De Anza Boulevard

Cycle (sec):	118	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.1
Optimal Cycle:	79	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 2	1	0	1 0 3	1	0	1 1 0	0	1	2 0 1	0	1
Volume Module:												
Base Vol:	451 2238	137		73 479	59		217	85	114	51 104		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:	451 2238	137		73 479	59		217	85	114	51 104		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:	451 2238	137		73 479	59		217	85	114	51 104		73
Reduct Vol:	0 0	0		0 0	0		0	0	0	0 0		0
Reduced Vol:	451 2238	137		73 479	59		217	85	114	51 104		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:	451 2238	137		73 479	59		217	85	114	51 104		73
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900 1900	1900		1900 1900		1900
Adjustment:	0.92 0.98	0.95		0.92 0.99	0.95		0.93 0.95	0.92		0.83 1.00		0.92
Lanes:	1.00 2.82	0.18		1.00 3.54	0.46		1.44 0.56	1.00		2.00 1.00		1.00
Final Sat.:	1750 5277	323		1750 6676	822		2551 999	1750		3150 1900		1750
Capacity Analysis Module:												
Vol/Sat:	0.26 0.42	0.42		0.04 0.07	0.07		0.09 0.09	0.07		0.02 0.05		0.04
Crit Moves:	****			****			****			****		
Green Time:	57.3 69.1	69.1		7.0 18.8	18.8		13.9 14.1	14.1		9.8 10.0		10.0
Volume/Cap:	0.53 0.72	0.72		0.70 0.45	0.45		0.72 0.71	0.55		0.19 0.65		0.49
Uniform Del:	21.0 17.6	17.6		54.5 44.9	44.9		50.2 50.0	49.0		50.4 52.3		51.6
IncremntDel:	0.6 0.8	0.8		19.5 0.3	0.3		6.2 5.7	3.0		0.4 8.8		2.6
InitQueuDel:	0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0		0.0
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		1.00
Delay/Veh:	21.7 18.4	18.4		74.0 45.2	45.2		56.4 55.7	52.0		50.8 61.0		54.1
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		1.00
AdjDel/Veh:	21.7 18.4	18.4		74.0 45.2	45.2		56.4 55.7	52.0		50.8 61.0		54.1
LOS by Move:	C+	B-	B-	E	D	D	E+	E+	D-	D	E	D-
HCM2kAvgQ:	12	21	21	4	5	5	7	7	5	1	5	3

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

MIDDAY PEAK

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Stelling Road & Homestead Road

Cycle (sec):	109	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	37.0
Optimal Cycle:	50	Level Of Service:	D+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	1	1	0	1	0	1	0	1	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	225	307	198		265	297	66		77	403	205		159	369	165	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	225	307	198		265	297	66		77	403	205		159	369	165	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	225	307	198		265	297	66		77	403	205		159	369	165	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	225	307	198		265	297	66		77	403	205		159	369	165	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	225	307	198		265	297	66		77	403	205		159	369	165	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.99	0.95		0.92	1.00	0.92		0.92	0.99	0.95		0.92	1.00	0.92	
Lanes:	2.00	1.19	0.81		1.00	1.00	1.00		1.00	1.31	0.69		1.00	2.00	1.00	
Final Sat.:	3150	2248	1450		1750	1900	1750		1750	2452	1247		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.14	0.14		0.15	0.16	0.04		0.04	0.16	0.16		0.09	0.10	0.09	
Crit Moves:		****			****					****			****			
Green Time:	16.1	24.4	24.4		27.0	35.3	35.3		18.1	29.4	29.4		16.2	27.4	27.4	
Volume/Cap:	0.48	0.61	0.61		0.61	0.48	0.12		0.26	0.61	0.61		0.61	0.39	0.37	
Uniform Del:	42.6	38.0	38.0		36.3	29.5	25.9		39.6	34.8	34.8		43.4	33.8	33.7	
IncremntDel:	0.8	1.3	1.3		2.5	0.6	0.1		0.5	1.1	1.1		4.2	0.3	0.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	43.4	39.4	39.4		38.9	30.1	26.0		40.1	35.9	35.9		47.6	34.1	34.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.4	39.4	39.4		38.9	30.1	26.0		40.1	35.9	35.9		47.6	34.1	34.2	
LOS by Move:	D	D	D		D+	C	C		D	D+	D+		D	C-	C-	
HCM2kAvgQ:	5	9	9		9	8	2		3	10	10		6	5	5	

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Stelling Road & Greenleaf Drive

Cycle (sec):	80	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	10 (Y+R=5.0 sec)	Average Delay (sec/veh):	6.3
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	14	565	5	13	609	15	28	3	25	17	16	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	565	5	13	609	15	28	3	25	17	16	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	565	5	13	609	15	28	3	25	17	16	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	565	5	13	609	15	28	3	25	17	16	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	565	5	13	609	15	28	3	25	17	16	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.97	0.01	0.02	0.96	0.02	0.50	0.05	0.45	0.35	0.32	0.33
Final Sat.:	42	1693	15	36	1673	41	875	94	781	607	571	571
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.36	0.36	0.36	0.03	0.03	0.03	0.03	0.03	0.03
Crit Moves:					****			****				
Green Time:	60.0	60.0	60.0	60.0	60.0	60.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.44	0.44	0.44	0.49	0.49	0.49	0.26	0.26	0.26	0.22	0.22	0.22
Uniform Del:	3.8	3.8	3.8	3.9	3.9	3.9	31.6	31.6	31.6	31.5	31.5	31.5
IncremntDel:	0.2	0.2	0.2	0.3	0.3	0.3	0.6	0.6	0.6	0.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.0	4.0	4.0	4.2	4.2	4.2	32.3	32.3	32.3	32.0	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.0	4.0	4.0	4.2	4.2	4.2	32.3	32.3	32.3	32.0	32.0	32.0
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	C-	C-	C-
HCM2kAvgQ:	6	6	6	7	7	7	2	2	2	1	1	1

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Bubb Road/Peninsula Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.2
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	1 0	1 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	76	12	465	54	9	8	8	647	67	524	486	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	12	465	54	9	8	8	647	67	524	486	71
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	76	12	0	54	9	8	8	647	0	524	486	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	12	0	54	9	8	8	647	0	524	486	71
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	76	12	0	54	9	8	8	647	0	524	486	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	0.86	0.14	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.74	0.26
Final Sat.:	1555	245	3150	1750	1900	1750	1750	3800	1750	3150	3228	472
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.03	0.00	0.00	0.00	0.17	0.00	0.17	0.15	0.15
Crit Moves:	****			****				****		****		
Green Time:	11.7	11.7	0.0	10.0	10.0	10.0	22.4	40.6	0.0	39.7	57.9	57.9
Volume/Cap:	0.50	0.50	0.00	0.37	0.06	0.05	0.02	0.50	0.00	0.50	0.31	0.31
Uniform Del:	51.4	51.4	0.0	52.0	50.7	50.6	39.8	31.6	0.0	32.2	18.9	18.9
IncremntDel:	2.3	2.3	0.0	1.6	0.2	0.2	0.0	0.3	0.0	0.4	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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	53.7	53.7	0.0	53.6	50.8	50.8	39.9	31.9	0.0	32.6	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	53.7	0.0	53.6	50.8	50.8	39.9	31.9	0.0	32.6	19.0	19.0
LOS by Move:	D-	D-	A	D-	D	D	D	C	A	C-	B-	B-
HCM2kAvgQ:	4	4	0	2	0	0	0	10	0	9	6	6

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 SR 85 SB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	9 (Y+R=0.0 sec)	Average Delay (sec/veh):	22.0
Optimal Cycle:	36	Level Of Service:	C+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2 0	0 1	1	0 0	3 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	671	1	395	0	977	184	319	729	0
Growth Adj:	1.00	1.00	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	671	1	395	0	977	184	319	729	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	671	1	395	0	977	0	319	729	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	671	1	395	0	977	0	319	729	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	671	1	395	0	977	0	319	729	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.99	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.01	1.99	0.00	4.00	0.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3150	9	3591	0	7500	0	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.11	0.11	0.00	0.13	0.00	0.10	0.19	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	53.2	53.2	53.2	0.0	32.5	0.0	25.3	57.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.25	0.25	0.00	0.48	0.00	0.48	0.40	0.00
Uniform Del:	0.0	0.0	0.0	23.6	20.9	20.9	0.0	36.7	0.0	41.6	19.9	0.0
IncremntDel:	0.0	0.0	0.0	0.3	0.1	0.1	0.0	0.2	0.0	0.6	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:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.75	0.00	0.82	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	23.9	21.0	21.0	0.0	27.8	0.0	34.7	7.7	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	23.9	21.0	21.0	0.0	27.8	0.0	34.7	7.7	0.0
LOS by Move:	A	A	A	C	C+	C+	A	C	A	C-	A	A
HCM2kAvgQ:	0	0	0	10	5	5	0	7	0	6	4	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 SR 85 NB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Lanes:	0 1	0 1	0		1	0 1!	0		0	2 0	3 0	0	0	0 3	0	1
Volume Module:																
Base Vol:	82	246	17		335	4	190		431	1164	0		0	817	720	
Growth Adj:	1.00	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	246	17		335	4	190		431	1164	0		0	817	720	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	82	246	17		335	4	190		431	1164	0		0	817	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	82	246	17		335	4	190		431	1164	0		0	817	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	82	246	17		335	4	190		431	1164	0		0	817	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.92	0.92	0.92		0.83	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.47	1.43	0.10		1.46	0.01	0.53		2.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	856	2567	177		2561	19	920		3150	5700	0		0	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.10		0.13	0.21	0.21		0.14	0.20	0.00		0.00	0.14	0.00	
Crit Moves:	****						****		****					****		
Green Time:	17.8	17.8	17.8		38.3	38.3	38.3		25.4	51.9	0.0		0.0	26.6	0.0	
Volume/Cap:	0.65	0.65	0.65		0.41	0.65	0.65		0.65	0.47	0.00		0.00	0.65	0.00	
Uniform Del:	48.2	48.2	48.2		32.0	35.1	35.1		43.2	24.3	0.0		0.0	42.5	0.0	
IncremntDel:	2.8	2.8	2.8		0.2	1.8	1.8		2.2	0.1	0.0		0.0	1.2	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		0.82	0.49	0.00		0.00	0.81	0.00	
Delay/Veh:	50.9	50.9	50.9		32.2	36.9	36.9		37.7	12.1	0.0		0.0	35.6	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:	50.9	50.9	50.9		32.2	36.9	36.9		37.7	12.1	0.0		0.0	35.6	0.0	
LOS by Move:	D	D	D		C-	D+	D+		D+	B	A		A	D+	A	
HCM2kAvgQ:	7	7	7		7	13	13		9	6	0		0	9	0	

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 College Loop Road West & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0 0		0 0	0 0 0		0 0	3 0 1		0 0	1 0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1293	429	0	58	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1293	429	0	58	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1293	429	0	58	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1293	429	0	58	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Mary Avenue & Stevens Creek Boulevard

Cycle (sec):	67	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.1
Optimal Cycle:	67	Level Of Service:	C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Ignore						Ignore					
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	2	0	0	1	0		1	0	1	0	1		1	0	2	1	0		1	0	2	1	0	
Volume Module:																								
Base Vol:	351		18		59		146		31		166		230		910		159		134		1095		112	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	351		18		59		146		31		166		230		910		159		134		1095		112	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
PHF Volume:	351		18		59		146		31		166		230		910		0		134		1095		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	351		18		59		146		31		166		230		910		0		134		1095		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
FinalVolume:	351		18		59		146		31		166		230		910		0		134		1095		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.83		0.95		0.95		0.92		1.00		0.92		0.92		0.98		0.92		0.92		0.98		0.92	
Lanes:	2.00		0.23		0.77		1.00		1.00		1.00		1.00		3.00		0.00		1.00		3.00		0.00	
Final Sat.:	3150		421		1379		1750		1900		1750		1750		5600		0		1750		5600		0	
Capacity Analysis Module:																								
Vol/Sat:	0.11		0.04		0.04		0.08		0.02		0.09		0.13		0.16		0.00		0.08		0.20		0.00	
Crit Moves:	****										****		****								****			
Green Time:	9.9		11.7		11.7		8.2		10.0		10.0		11.7		17.7		0.0		11.4		17.4		0.0	
Volume/Cap:	0.75		0.24		0.24		0.68		0.11		0.64		0.75		0.61		0.00		0.45		0.75		0.00	
Uniform Del:	27.4		23.8		23.8		28.2		24.6		26.8		26.3		21.7		0.0		25.0		22.8		0.0	
IncremntDel:	6.8		0.4		0.4		8.7		0.2		5.1		10.1		0.8		0.0		1.1		2.3		0.0	
InitQueuDel:	0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
Delay/Veh:	34.2		24.2		24.2		36.8		24.8		31.9		36.4		22.4		0.0		26.1		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:	34.2		24.2		24.2		36.8		24.8		31.9		36.4		22.4		0.0		26.1		25.1		0.0	
LOS by Move:	C-		C		C		D+		C		C		D+		C+		A		C		C		A	
HCM2kAvgQ:	6		2		2		5		1		5		7		7		0		3		9		0	

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 College Loop Road East & Stevens Creek Boulevard

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[14.9]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 3 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	250	0	0	0	0	1181	0	0	58	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	250	0	0	0	0	1181	0	0	58	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	250	0	0	0	0	1181	0	0	58	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	250	0	0	0	0	1181	0	0	58	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	394	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	611	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	611	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.41	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.9	xxxxx	xxxx	xxxxx	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:	14.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Stelling Road & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	35.6
Optimal Cycle:	60	Level Of Service:	D+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1	1	0	1 0	1	1	0	1 0	2	1	0	2 0	2	1	0
Volume Module:																
Base Vol:	210	401		280	199	313		174	231	961		82	285	915		150
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	210	401		280	199	313		174	231	961		82	285	915		150
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	210	401		280	199	313		174	231	961		82	285	915		150
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	210	401		280	199	313		174	231	961		82	285	915		150
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	210	401		280	199	313		174	231	961		82	285	915		150
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.99		0.95	0.92	0.99		0.95	0.92	0.99		0.95	0.83	0.99		0.95
Lanes:	1.00	1.16		0.84	1.00	1.27		0.73	1.00	2.76		0.24	2.00	2.56		0.44
Final Sat.:	1750	2178		1521	1750	2377		1321	1750	5159		440	3150	4810		789
Capacity Analysis Module:																
Vol/Sat:	0.12	0.18		0.18	0.11	0.13		0.13	0.13	0.19		0.19	0.09	0.19		0.19
Crit Moves:		****			****				****					****		
Green Time:	24.7	32.1		32.1	19.8	27.1		27.1	23.0	37.8		37.8	18.3	33.1		33.1
Volume/Cap:	0.58	0.69		0.69	0.69	0.58		0.58	0.69	0.59		0.59	0.59	0.69		0.69
Uniform Del:	43.0	39.5		39.5	47.2	41.4		41.4	45.2	34.6		34.6	47.3	38.8		38.8
IncremntDel:	2.4	2.1		2.1	6.9	1.0		1.0	6.0	0.5		0.5	2.0	1.3		1.3
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	0.84	0.69		0.69	0.88	0.75		0.75
Delay/Veh:	45.4	41.6		41.6	54.1	42.4		42.4	44.0	24.6		24.6	43.6	30.3		30.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	45.4	41.6		41.6	54.1	42.4		42.4	44.0	24.6		24.6	43.6	30.3		30.3
LOS by Move:	D	D		D	D-	D		D	D	C		C	D	C		C
HCM2kAvgQ:	8	12		12	9	9		9	9	10		10	6	12		12

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Saich Way & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.5
Optimal Cycle:	42	Level Of Service:	C+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	7	10	10	0	10	10
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	93	0	145	328	1370	0	0	1273	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	93	0	145	328	1370	0	0	1273	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	93	0	145	328	1370	0	0	1273	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	93	0	145	328	1370	0	0	1273	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	93	0	145	328	1370	0	0	1273	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.39	0.00	0.61	1.00	3.00	0.00	0.00	2.87	0.13
Final Sat.:	0	0	0	684	0	1066	1750	5700	0	0	5360	240
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.19	0.24	0.00	0.00	0.24	0.24
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	24.5	0.0	24.5	33.7	76.5	0.0	0.0	42.8	42.8
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.61	0.61	0.35	0.00	0.00	0.61	0.61
Uniform Del:	0.0	0.0	0.0	38.5	0.0	38.5	32.5	6.7	0.0	0.0	26.9	26.9
IncremntDel:	0.0	0.0	0.0	2.8	0.0	2.8	2.1	0.1	0.0	0.0	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	41.3	0.0	41.3	34.6	6.8	0.0	0.0	27.5	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.3	0.0	41.3	34.6	6.8	0.0	0.0	27.5	27.5
LOS by Move:	A	A	A	D	A	D	C-	A	A	A	C	C
HCM2kAvgQ:	0	0	0	9	0	9	11	6	0	0	13	13

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Bandley Drive & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	13 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.3
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Lanes:	0 1	0	0	1	0 1	0	0	1	1 0	2	1	0	1 0	2	1	0
Volume Module:																
Base Vol:	73	24	42		180	63	136		289	1164	65		175	1209	96	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	73	24	42		180	63	136		289	1164	65		175	1209	96	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	73	24	42		180	63	136		289	1164	65		175	1209	96	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	24	42		180	63	136		289	1164	65		175	1209	96	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	73	24	42		180	63	136		289	1164	65		175	1209	96	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.95	0.95	0.92		0.92	0.98	0.95		0.92	0.99	0.95	
Lanes:	0.75	0.25	1.00		0.74	0.26	1.00		1.00	2.84	0.16		1.00	2.77	0.23	
Final Sat.:	1355	445	1750		1333	467	1750		1750	5303	296		1750	5188	412	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.02		0.14	0.14	0.08		0.17	0.22	0.22		0.10	0.23	0.23	
Crit Moves:						****			****					****		
Green Time:	24.6	24.6	24.6		24.6	24.6	24.6		30.0	49.8	49.8		22.7	42.4	42.4	
Volume/Cap:	0.24	0.24	0.11		0.60	0.60	0.35		0.60	0.49	0.49		0.49	0.60	0.60	
Uniform Del:	35.1	35.1	34.0		38.4	38.4	36.0		34.8	21.1	21.1		38.5	27.1	27.1	
IncremntDel:	0.3	0.3	0.1		2.6	2.6	0.5		2.2	0.1	0.1		1.0	0.5	0.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	35.4	35.4	34.1		41.0	41.0	36.5		37.0	21.3	21.3		39.5	27.6	27.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.4	35.4	34.1		41.0	41.0	36.5		37.0	21.3	21.3		39.5	27.6	27.6	
LOS by Move:	D+	D+	C-		D	D	D+		D+	C+	C+		D	C	C	
HCM2kAvgQ:	3	3	1		8	8	4		10	10	10		6	12	12	

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 De Anza Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	39.1
Optimal Cycle:	84	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 3 0 1			2 0 3 1 0			2 0 3 0 1			2 0 2 1 0		
Volume Module:												
Base Vol:	576	918	250	507	788	342	371	556	433	325	589	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	576	918	250	507	788	342	371	556	433	325	589	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	576	918	250	507	788	342	371	556	433	325	589	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	918	250	507	788	342	371	556	433	325	589	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	576	918	250	507	788	342	371	556	433	325	589	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.14	0.16	0.14	0.20	0.12	0.10	0.25	0.10	0.11	0.00
Crit Moves:	****					****			****	****		
Green Time:	27.1	28.0	28.0	28.0	29.0	29.0	27.4	36.7	36.7	15.3	24.5	0.0
Volume/Cap:	0.81	0.69	0.61	0.69	0.57	0.81	0.52	0.32	0.81	0.81	0.52	0.00
Uniform Del:	44.0	42.0	41.1	42.0	40.1	42.9	40.5	32.1	38.5	50.9	42.5	0.0
IncremntDel:	6.9	1.6	2.7	2.8	0.4	3.7	0.6	0.1	9.0	11.7	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.81	0.80	0.80	0.80	0.79	0.79	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	42.4	35.0	35.5	36.3	32.0	37.5	41.1	32.2	47.5	62.6	42.9	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:	42.4	35.0	35.5	36.3	32.0	37.5	41.1	32.2	47.5	62.6	42.9	0.0
LOS by Move:	D	D+	D+	D+	C	D+	D	C-	D	E	D	A
HCM2kAvgQ:	14	11	9	10	8	14	7	5	17	9	7	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Stelling Road & Pepper Tree Lane

Cycle (sec):	107	Critical Vol./Cap.(X):	0.332
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.4
Optimal Cycle:	35	Level Of Service:	C+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	10
Lanes:	1 0 1	1 0		0 0 1	1 0		2 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	112	377	7	0	342	365	474	0	105	0	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	377	7	0	342	365	474	0	105	0	0	35
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	377	0	0	342	0	474	0	105	0	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	377	0	0	342	0	474	0	105	0	0	35
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	377	0	0	342	0	474	0	105	0	0	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	3700	0	0	3700	0	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.00	0.00	0.09	0.00	0.15	0.00	0.06	0.00	0.00	0.02
Crit Moves:	****				****		****					
Green Time:	20.6	50.5	0.0	0.0	29.8	0.0	48.5	0.0	48.5	0.0	0.0	48.5
Volume/Cap:	0.33	0.22	0.00	0.00	0.33	0.00	0.33	0.00	0.13	0.00	0.00	0.04
Uniform Del:	37.2	16.6	0.0	0.0	30.7	0.0	18.8	0.0	17.0	0.0	0.0	16.3
IncremntDel:	0.6	0.1	0.0	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	37.8	16.7	0.0	0.0	30.9	0.0	18.9	0.0	17.1	0.0	0.0	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	16.7	0.0	0.0	30.9	0.0	18.9	0.0	17.1	0.0	0.0	16.3
LOS by Move:	D+	B	A	A	C	A	B-	A	B	A	A	B
HCM2kAvgQ:	4	4	0	0	5	0	6	0	2	0	0	1

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Bubb Road & McClellan Road

Cycle (sec):	105	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.0
Optimal Cycle:	50	Level Of Service:	C-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1 0		1	1 0	1 0		1	1 0	0	1	0	1 0	0	1	0
Volume Module:																
Base Vol:	32	165		114	117	124		61	102	212		32	139	154		115
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	32	165		114	117	124		61	102	212		32	139	154		115
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	32	165		114	117	124		61	102	212		32	139	154		115
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	32	165		114	117	124		61	102	212		32	139	154		115
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	32	165		114	117	124		61	102	212		32	139	154		115
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.87		0.13	1.00	0.57		0.43
Final Sat.:	1900	1900		1900	1900	1900		1900	1900	1651		249	1900	1088		812
Capacity Analysis Module:																
Vol/Sat:	0.02	0.09		0.06	0.06	0.07		0.03	0.05	0.13		0.13	0.07	0.14		0.14
Crit Moves:		****			****				****					****		
Green Time:	15.8	22.5		22.5	15.9	22.6		22.6	13.9	32.2		32.2	18.4	36.7		36.7
Volume/Cap:	0.11	0.41		0.28	0.41	0.30		0.15	0.41	0.42		0.42	0.42	0.41		0.41
Uniform Del:	38.5	35.5		34.5	40.2	34.6		33.4	41.8	28.9		28.9	38.6	25.9		25.9
IncremntDel:	0.2	0.7		0.4	0.9	0.4		0.2	1.1	0.5		0.5	0.9	0.4		0.4
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	38.7	36.2		34.9	41.2	35.0		33.6	42.8	29.4		29.4	39.4	26.3		26.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	38.7	36.2		34.9	41.2	35.0		33.6	42.8	29.4		29.4	39.4	26.3		26.3
LOS by Move:	D+	D+		C-	D	D+		C-	D	C		C	D	C		C
HCM2kAvgQ:	1	5		3	4	3		2	3	6		6	4	7		7

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Rose Blossom Drive & McClellan Road

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[20.1]

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		
Rights:	Include			Include			Ignore			Ignore		
Lanes:	1 0 0	0 1		1 0 0	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	9	0	6	80	0	39	27	427	4	10	373	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	6	80	0	39	27	427	4	10	373	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	9	0	6	80	0	39	27	427	0	10	373	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	0	6	80	0	39	27	427	0	10	373	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	894	xxxx	427	877	xxxx	373	373	xxxx	xxxxx	427	xxxx	xxxxx
Potent Cap.:	264	xxxx	632	271	xxxx	678	1197	xxxx	xxxxx	1143	xxxx	xxxxx
Move Cap.:	243	xxxx	632	262	xxxx	678	1197	xxxx	xxxxx	1143	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	0.01	0.31	xxxx	0.06	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	0.0	1.2	xxxx	0.2	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	20.4	xxxx	10.8	24.7	xxxx	10.6	8.1	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	C	*	B	C	*	B	A	*	*	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:	16.5			20.1			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 McClellan Road & Stelling Road

Cycle (sec):	82	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	26.5
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	72		192		49		206		170		100		146		327		47		62		243		160	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	72		192		49		206		170		100		146		327		47		62		243		160	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	72		192		49		206		170		100		146		327		47		62		243		160	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	72		192		49		206		170		100		146		327		47		62		243		160	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	72		192		49		206		170		100		146		327		47		62		243		160	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		0.98		0.95		0.92		0.99		0.95		0.92		0.95		0.95		0.92		1.00		0.92	
Lanes:	1.00		1.58		0.42		1.00		1.24		0.76		1.00		0.87		0.13		1.00		1.00		1.00	
Final Sat.:	1750		2947		752		1750		2329		1370		1750		1574		226		1750		1900		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.07		0.07		0.12		0.07		0.07		0.08		0.21		0.21		0.04		0.13		0.09	
Crit Moves:			****				****								****				****					
Green Time:	12.1		10.5		10.5		19.0		17.3		17.3		16.2		33.5		33.5		7.0		24.3		24.3	
Volume/Cap:	0.28		0.51		0.51		0.51		0.35		0.35		0.42		0.51		0.51		0.42		0.43		0.31	
Uniform Del:	31.0		33.3		33.3		27.4		27.5		27.5		28.8		18.1		18.1		35.6		23.3		22.3	
IncremntDel:	0.6		0.9		0.9		1.1		0.3		0.3		0.8		0.6		0.6		1.9		0.5		0.3	
InitQueuDel:	0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Delay/Veh:	31.6		34.3		34.3		28.5		27.8		27.8		29.6		18.7		18.7		37.4		23.8		22.7	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	31.6		34.3		34.3		28.5		27.8		27.8		29.6		18.7		18.7		37.4		23.8		22.7	
LOS by Move:	C		C-		C-		C		C		C		C		B-		B-		D+		C		C+	
HCM2kAvgQ:	2		4		4		5		3		3		4		8		8		2		5		4	

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McClellan Road & De Anza Boulevard

Cycle (sec):	118	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.1
Optimal Cycle:	63	Level Of Service:	D+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 2	1 0		1 0 3	1 0		1 1 0	0 1		2 0 1	0 1	
Volume Module:												
Base Vol:	258	1102	71	193	1270	210	155	59	203	126	144	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	1102	71	193	1270	210	155	59	203	126	144	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	1102	71	193	1270	210	155	59	203	126	144	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1102	71	193	1270	210	155	59	203	126	144	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	1102	71	193	1270	210	155	59	203	126	144	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	1.00	0.92
Lanes:	1.00	2.81	0.19	1.00	3.41	0.59	1.46	0.54	1.00	2.00	1.00	1.00
Final Sat.:	1750	5261	339	1750	6434	1064	2571	979	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.11	0.20	0.20	0.06	0.06	0.12	0.04	0.08	0.07
Crit Moves:	****				****				****	****		
Green Time:	29.4	45.1	45.1	23.7	39.4	39.4	12.9	23.2	23.2	8.0	18.2	18.2
Volume/Cap:	0.59	0.55	0.55	0.55	0.59	0.59	0.55	0.31	0.59	0.59	0.49	0.46
Uniform Del:	39.0	28.5	28.5	42.3	32.6	32.6	49.8	40.6	43.1	53.4	45.7	45.4
IncremntDel:	2.2	0.3	0.3	1.8	0.4	0.4	1.7	0.3	2.7	4.4	1.3	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.1	28.8	28.8	44.1	33.0	33.0	51.4	40.8	45.8	57.8	47.0	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	28.8	28.8	44.1	33.0	33.0	51.4	40.8	45.8	57.8	47.0	46.6
LOS by Move:	D	C	C	D	C-	C-	D-	D	D	E+	D	D
HCM2kAvgQ:	9	11	11	7	12	12	5	4	8	4	5	5

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

P.M. PEAK

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Stelling Road & Greenleaf Drive

Cycle (sec):	80	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	10 (Y+R=5.0 sec)	Average Delay (sec/veh):	8.7
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	612	12	21	899	35	55	11	25	24	21	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	612	12	21	899	35	55	11	25	24	21	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	612	12	21	899	35	55	11	25	24	21	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	612	12	21	899	35	55	11	25	24	21	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	612	12	21	899	35	55	11	25	24	21	24
Saturation 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	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.96	0.02	0.02	0.94	0.04	0.61	0.12	0.27	0.35	0.30	0.35
Final Sat.:	44	1673	33	38	1647	64	1058	212	481	609	533	609
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.55	0.55	0.55	0.05	0.05	0.05	0.04	0.04	0.04
Crit Moves:					****			****				
Green Time:	60.0	60.0	60.0	60.0	60.0	60.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.49	0.49	0.49	0.73	0.73	0.73	0.42	0.42	0.42	0.32	0.32	0.32
Uniform Del:	3.9	3.9	3.9	5.5	5.5	5.5	32.3	32.3	32.3	31.9	31.9	31.9
IncremntDel:	0.3	0.3	0.3	2.1	2.1	2.1	1.3	1.3	1.3	0.8	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.2	4.2	4.2	7.6	7.6	7.6	33.6	33.6	33.6	32.7	32.7	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:	4.2	4.2	4.2	7.6	7.6	7.6	33.6	33.6	33.6	32.7	32.7	32.7
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	C-	C-	C-
HCM2kAvgQ:	7	7	7	15	15	15	3	3	3	2	2	2

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Bubb Road/Peninsula Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.1
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	1 0	1 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	93	19	477	64	19	14	24	741	139	509	692	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	19	477	64	19	14	24	741	139	509	692	84
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	93	19	0	64	19	14	24	741	0	509	692	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	19	0	64	19	14	24	741	0	509	692	84
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	93	19	0	64	19	14	24	741	0	509	692	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	0.83	0.17	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.78	0.22
Final Sat.:	1495	305	3150	1750	1900	1750	1750	3800	1750	3150	3299	400
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.04	0.01	0.01	0.01	0.20	0.00	0.16	0.21	0.21
Crit Moves:	****			****				****		****		
Green Time:	13.7	13.7	0.0	10.0	10.0	10.0	17.0	42.8	0.0	35.5	61.3	61.3
Volume/Cap:	0.55	0.55	0.00	0.44	0.12	0.10	0.10	0.55	0.00	0.55	0.41	0.41
Uniform Del:	50.2	50.2	0.0	52.3	50.9	50.8	44.8	30.8	0.0	35.5	18.2	18.2
IncremntDel:	3.1	3.1	0.0	2.1	0.3	0.3	0.2	0.5	0.0	0.7	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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	53.3	53.3	0.0	54.4	51.3	51.1	45.0	31.3	0.0	36.2	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	53.3	0.0	54.4	51.3	51.1	45.0	31.3	0.0	36.2	18.3	18.3
LOS by Move:	D-	D-	A	D-	D-	D-	D	C	A	D+	B-	B-
HCM2kAvgQ:	5	5	0	3	1	1	1	11	0	10	9	9

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 SR 85 SB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	9 (Y+R=0.0 sec)	Average Delay (sec/veh):	24.4
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2 0	0 1	1	0 0	3 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	1031	6	751	0	920	173	338	671	0
Growth Adj:	1.00	1.00	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	1031	6	751	0	920	173	338	671	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1031	6	751	0	920	0	338	671	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1031	6	751	0	920	0	338	671	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1031	6	751	0	920	0	338	671	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.99	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.02	1.98	0.00	4.00	0.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3150	29	3571	0	7500	0	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.21	0.21	0.00	0.12	0.00	0.11	0.18	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	65.2	65.2	65.2	0.0	24.4	0.0	21.4	45.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.39	0.39	0.00	0.60	0.00	0.60	0.46	0.00
Uniform Del:	0.0	0.0	0.0	18.6	15.8	15.8	0.0	43.4	0.0	45.4	27.9	0.0
IncremntDel:	0.0	0.0	0.0	0.6	0.1	0.1	0.0	0.7	0.0	1.8	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.83	0.00	0.86	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	19.2	16.0	16.0	0.0	36.7	0.0	40.7	16.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.2	16.0	16.0	0.0	36.7	0.0	40.7	16.6	0.0
LOS by Move:	A	A	A	B-	B	B	A	D+	A	D	B	A
HCM2kAvgQ:	0	0	0	16	8	8	0	8	0	7	7	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 SR 85 NB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	27.8
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	1	0 1!	0	0	2 0	3 0	0	0 3	0 1
Volume Module:												
Base Vol:	54	205	26	306	1	258	491	1610	0	0	773	851
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	205	26	306	1	258	491	1610	0	0	773	851
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	54	205	26	306	1	258	491	1610	0	0	773	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	205	26	306	1	258	491	1610	0	0	773	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	54	205	26	306	1	258	491	1610	0	0	773	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.38	1.44	0.18	1.37	0.01	0.62	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	682	2589	328	2400	4	1096	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.13	0.24	0.24	0.16	0.28	0.00	0.00	0.14	0.00
Crit Moves:		****			****			****			****	
Green Time:	14.1	14.1	14.1	42.0	42.0	42.0	27.8	51.9	0.0	0.0	24.2	0.0
Volume/Cap:	0.67	0.67	0.67	0.36	0.67	0.67	0.67	0.65	0.00	0.00	0.67	0.00
Uniform Del:	50.7	50.7	50.7	29.1	33.2	33.2	42.0	26.9	0.0	0.0	44.3	0.0
IncremntDel:	4.2	4.2	4.2	0.1	2.2	2.2	2.5	0.6	0.0	0.0	1.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.49	0.00	0.00	0.83	0.00
Delay/Veh:	55.0	55.0	55.0	29.2	35.4	35.4	36.0	13.8	0.0	0.0	38.4	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:	55.0	55.0	55.0	29.2	35.4	35.4	36.0	13.8	0.0	0.0	38.4	0.0
LOS by Move:	D-	D-	D-	C	D+	D+	D+	B	A	A	D+	A
HCM2kAvgQ:	7	7	7	7	15	15	10	11	0	0	9	0

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 College Loop Road West & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0 0		0 0	0 0 0		0 0	3 0 1		0 0	1 0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2258	354	0	89	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	2258	354	0	89	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	2258	354	0	89	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	2258	354	0	89	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Mary Avenue & Stevens Creek Boulevard

Cycle (sec):	67	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.0
Optimal Cycle:	68	Level Of Service:	C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Ignore						Ignore					
Min. Green:	7	10	10				7	10	10				7	10	10				7	10	10			
Lanes:	2	0	0	1	0		1	0	1	0	1		1	0	2	1	0		1	0	2	1	0	
Volume Module:																								
Base Vol:	245	11	46				149	38	120				298	1647	250				179	1054	108			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	245	11	46				149	38	120				298	1647	250				179	1054	108			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	0.00			
PHF Volume:	245	11	46				149	38	120				298	1647	0				179	1054	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	245	11	46				149	38	120				298	1647	0				179	1054	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	0.00			
FinalVolume:	245	11	46				149	38	120				298	1647	0				179	1054	0			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.83	0.95	0.95				0.92	1.00	0.92				0.92	0.98	0.92				0.92	0.98	0.92			
Lanes:	2.00	0.19	0.81				1.00	1.00	1.00				1.00	3.00	0.00				1.00	3.00	0.00			
Final Sat.:	3150	347	1453				1750	1900	1750				1750	5600	0				1750	5600	0			
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.03	0.03				0.09	0.02	0.07				0.17	0.29	0.00				0.10	0.19	0.00			
Crit Moves:	****								****					****					****					
Green Time:	7.0	10.0	10.0				7.0	10.0	10.0				15.2	23.7	0.0				8.3	16.8	0.0			
Volume/Cap:	0.74	0.21	0.21				0.81	0.13	0.46				0.75	0.83	0.00				0.83	0.75	0.00			
Uniform Del:	29.1	25.0	25.0				29.4	24.7	26.0				24.1	19.8	0.0				28.7	23.2	0.0			
IncremntDel:	8.9	0.4	0.4				23.7	0.2	1.3				7.8	3.1	0.0				22.8	2.3	0.0			
InitQueuDel:	0.0	0.0	0.0				0.0	0.0	0.0				0.0	0.0	0.0				0.0	0.0	0.0			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	0.00			
Delay/Veh:	38.0	25.4	25.4				53.1	25.0	27.3				31.9	22.9	0.0				51.5	25.5	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:	38.0	25.4	25.4				53.1	25.0	27.3				31.9	22.9	0.0				51.5	25.5	0.0			
LOS by Move:	D+		C		C			D-		C		C		C		C+		A		D-		C		A
HCM2kAvgQ:	5		1		1			6		1		3		8		13		0		7		9		0

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 College Loop Road East & Stevens Creek Boulevard

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[13.7]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0 1	0 0	0 0	0 0	0 0	3 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	19	0	0	0	0	1876	0	0	89	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	19	0	0	0	0	1876	0	0	89	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	19	0	0	0	0	1876	0	0	89	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	19	0	0	0	0	1876	0	0	89	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	625	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	432	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	432	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.7	xxxxx	xxxx	xxxxx	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:	13.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Stelling Road & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	54.0
Optimal Cycle:	153	Level Of Service:	D-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 1	1	0	1 0 1	1	0	1 0 2	1	0	2 0 2	1	0
Volume Module:												
Base Vol:	329	407	363	380	569	235	310	796	218	588	1142	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	407	363	380	569	235	310	796	218	588	1142	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	407	363	380	569	235	310	796	218	588	1142	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	407	363	380	569	235	310	796	218	588	1142	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	407	363	380	569	235	310	796	218	588	1142	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.03	0.97	1.00	1.40	0.60	1.00	2.33	0.67	2.00	2.44	0.56
Final Sat.:	1750	1954	1743	1750	2618	1081	1750	4394	1204	3150	4593	1005
Capacity Analysis Module:												
Vol/Sat:	0.19	0.21	0.21	0.22	0.22	0.22	0.18	0.18	0.18	0.19	0.25	0.25
Crit Moves:		****		****			****				****	
Green Time:	25.0	26.4	26.4	27.6	28.9	28.9	22.5	26.6	26.6	27.4	31.5	31.5
Volume/Cap:	0.90	0.95	0.95	0.95	0.90	0.90	0.95	0.82	0.82	0.82	0.95	0.95
Uniform Del:	46.3	46.1	46.1	45.5	44.1	44.1	48.2	44.4	44.4	43.9	43.4	43.4
IncremntDel:	24.4	19.5	19.5	31.3	12.2	12.2	35.6	4.3	4.3	7.3	12.8	12.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.81	0.81	0.80	0.76	0.76
Delay/Veh:	70.7	65.6	65.6	76.8	56.3	56.3	76.3	40.3	40.3	42.5	45.8	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	65.6	65.6	76.8	56.3	56.3	76.3	40.3	40.3	42.5	45.8	45.8
LOS by Move:	E	E	E	E-	E+	E+	E-	D	D	D	D	D
HCM2kAvgQ:	16	19	19	19	18	18	16	14	14	14	21	21

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Saich Way & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.3
Optimal Cycle:	44	Level Of Service:	C+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	7	10	10	0	10	10
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	96	0	187	337	1710	0	0	1185	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	96	0	187	337	1710	0	0	1185	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	96	0	187	337	1710	0	0	1185	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	96	0	187	337	1710	0	0	1185	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	96	0	187	337	1710	0	0	1185	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.34	0.00	0.66	1.00	3.00	0.00	0.00	2.85	0.15
Final Sat.:	0	0	0	594	0	1156	1750	5700	0	0	5330	270
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.19	0.30	0.00	0.00	0.22	0.22
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	28.3	0.0	28.3	33.7	72.7	0.0	0.0	38.9	38.9
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.63	0.63	0.45	0.00	0.00	0.63	0.63
Uniform Del:	0.0	0.0	0.0	36.2	0.0	36.2	32.7	9.0	0.0	0.0	29.5	29.5
IncremntDel:	0.0	0.0	0.0	2.8	0.0	2.8	2.4	0.1	0.0	0.0	0.6	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	39.0	0.0	39.0	35.1	9.1	0.0	0.0	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.0	0.0	39.0	35.1	9.1	0.0	0.0	30.2	30.2
LOS by Move:	A	A	A	D+	A	D+	D+	A	A	A	C	C
HCM2kAvgQ:	0	0	0	10	0	10	11	9	0	0	12	12

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Bandley Drive & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	13 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.9
Optimal Cycle:	70	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Lanes:	0 1	0	0	1	0 1	0	0	1	1 0	2	1	0	1 0	2	1	0
Volume Module:																
Base Vol:	70	16	40		289	16	118		444	1380	53		105	1183	107	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	16	40		289	16	118		444	1380	53		105	1183	107	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	16	40		289	16	118		444	1380	53		105	1183	107	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	16	40		289	16	118		444	1380	53		105	1183	107	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	70	16	40		289	16	118		444	1380	53		105	1183	107	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.95	0.95	0.92		0.92	0.98	0.95		0.92	0.99	0.95	
Lanes:	0.81	0.19	1.00		0.95	0.05	1.00		1.00	2.88	0.12		1.00	2.74	0.26	
Final Sat.:	1465	335	1750		1706	94	1750		1750	5393	207		1750	5135	464	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.02		0.17	0.17	0.07		0.25	0.26	0.26		0.06	0.23	0.23	
Crit Moves:						****			****					****		
Green Time:	25.1	25.1	25.1		25.1	25.1	25.1		37.7	57.5	57.5		14.3	34.2	34.2	
Volume/Cap:	0.21	0.21	0.10		0.74	0.74	0.29		0.74	0.49	0.49		0.46	0.74	0.74	
Uniform Del:	34.4	34.4	33.5		39.4	39.4	35.1		31.9	16.8	16.8		44.3	33.9	33.9	
IncremntDel:	0.3	0.3	0.1		7.1	7.1	0.4		4.9	0.1	0.1		1.5	1.7	1.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	34.6	34.6	33.6		46.5	46.5	35.5		36.8	16.9	16.9		45.8	35.7	35.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.6	34.6	33.6		46.5	46.5	35.5		36.8	16.9	16.9		45.8	35.7	35.7	
LOS by Move:	C-	C-	C-		D	D	D+		D+	B	B		D	D+	D+	
HCM2kAvgQ:	3	3	1		12	12	4		16	10	10		4	15	15	

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 De Anza Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.015
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	50.5
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 3 0 1			2 0 3 1 0			2 0 3 0 1			2 0 2 1 0		
Volume Module:												
Base Vol:	480	892	214	543	2173	544	293	713	437	468	839	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	892	214	543	2173	544	293	713	437	468	839	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	480	892	214	543	2173	544	293	713	437	468	839	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	892	214	543	2173	544	293	713	437	468	839	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	480	892	214	543	2173	544	293	713	437	468	839	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	0.98	0.92
Lanes:	2.00	3.00	1.00	2.00	3.17	0.83	2.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	5700	1750	3150	5996	1501	3150	5700	1750	3150	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.12	0.17	0.36	0.36	0.09	0.13	0.25	0.15	0.15	0.00
Crit Moves:	****				****				****	****		
Green Time:	18.0	29.0	29.0	31.9	42.9	42.9	18.0	29.5	29.5	17.6	29.1	0.0
Volume/Cap:	1.01	0.65	0.51	0.65	1.01	1.01	0.62	0.51	1.01	1.01	0.62	0.00
Uniform Del:	51.0	40.9	39.3	39.1	38.6	38.6	47.8	39.0	45.2	51.2	40.5	0.0
IncremntDel:	45.1	1.1	1.0	1.8	21.1	21.1	2.5	0.3	47.1	45.6	0.9	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:	0.88	0.79	0.79	0.76	0.63	0.63	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	90.1	33.3	32.0	31.4	45.4	45.4	50.2	39.3	92.3	96.8	41.4	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:	90.1	33.3	32.0	31.4	45.4	45.4	50.2	39.3	92.3	96.8	41.4	0.0
LOS by Move:	F	C-	C	C	D	D	D	D	F	F	D	A
HCM2kAvgQ:	16	10	7	10	33	33	7	7	24	16	10	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Stelling Road & Pepper Tree Lane

Cycle (sec):	107	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	10
Lanes:	1 0 1	1 0		0 0 1	1 0		2 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	79	504	27	0	926	402	289	0	101	0	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	504	27	0	926	402	289	0	101	0	0	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	504	0	0	926	0	289	0	101	0	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	504	0	0	926	0	289	0	101	0	0	60
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	504	0	0	926	0	289	0	101	0	0	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	3700	0	0	3700	0	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.00	0.00	0.25	0.00	0.09	0.00	0.06	0.00	0.00	0.03
Crit Moves:	****				****		****					
Green Time:	11.5	75.5	0.0	0.0	64.0	0.0	23.5	0.0	23.5	0.0	0.0	23.5
Volume/Cap:	0.42	0.19	0.00	0.00	0.42	0.00	0.42	0.00	0.26	0.00	0.00	0.16
Uniform Del:	44.6	5.4	0.0	0.0	11.5	0.0	35.9	0.0	34.6	0.0	0.0	33.8
IncremntDel:	1.5	0.0	0.0	0.0	0.1	0.0	0.4	0.0	0.4	0.0	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	46.1	5.4	0.0	0.0	11.7	0.0	36.3	0.0	35.0	0.0	0.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	5.4	0.0	0.0	11.7	0.0	36.3	0.0	35.0	0.0	0.0	34.0
LOS by Move:	D	A	A	A	B+	A	D+	A	C-	A	A	C-
HCM2kAvgQ:	3	3	0	0	8	0	5	0	3	0	0	2

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Bubb Road & McClellan Road

Cycle (sec):	105	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.3
Optimal Cycle:	54	Level Of Service:	D+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1 0		1	1 0	1 0		1	1 0	0 1		0	1 0	0 1		0
Volume Module:																
Base Vol:	26	205		195	222	288		70	60	232		38	207	217		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:	26	205		195	222	288		70	60	232		38	207	217		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:	26	205		195	222	288		70	60	232		38	207	217		73
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	26	205		195	222	288		70	60	232		38	207	217		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:	26	205		195	222	288		70	60	232		38	207	217		73
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.86		0.14	1.00	0.75		0.25
Final Sat.:	1900	1900		1900	1900	1900		1900	1900	1633		267	1900	1422		478
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11		0.10	0.12	0.15		0.04	0.03	0.14		0.14	0.11	0.15		0.15
Crit Moves:		****			****					****			****			
Green Time:	12.8	20.2		20.2	21.9	29.2		29.2	14.3	26.6		26.6	20.4	32.7		32.7
Volume/Cap:	0.11	0.56		0.53	0.56	0.55		0.13	0.23	0.56		0.56	0.56	0.49		0.49
Uniform Del:	41.0	38.4		38.2	37.3	32.3		28.4	40.5	34.1		34.1	38.3	29.4		29.4
IncremntDel:	0.2	2.0		1.5	1.8	1.2		0.1	0.5	1.5		1.5	2.0	0.6		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:	41.2	40.4		39.7	39.1	33.4		28.5	40.9	35.6		35.6	40.2	30.0		30.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	41.2	40.4		39.7	39.1	33.4		28.5	40.9	35.6		35.6	40.2	30.0		30.0
LOS by Move:	D	D		D	D	C-		C	D	D+		D+	D	C		C
HCM2kAvgQ:	1	7		6	7	8		2	2	8		8	7	8		8

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Rose Blossom Drive & McClellan Road

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: E[43.6]

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		
Rights:	Include			Include			Ignore			Ignore		
Lanes:	1 0 0	0 1		1 0 0	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	2	0	18	70	0	29	38	639	19	28	483	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	18	70	0	29	38	639	19	28	483	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2	0	18	70	0	29	38	639	0	28	483	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	18	70	0	29	38	639	0	28	483	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1269	xxxx	639	1263	xxxx	483	483	xxxx	xxxxx	639	xxxx	xxxxx
Potent Cap.:	147	xxxx	480	148	xxxx	588	1090	xxxx	xxxxx	955	xxxx	xxxxx
Move Cap.:	133	xxxx	480	136	xxxx	588	1090	xxxx	xxxxx	955	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	0.04	0.52	xxxx	0.05	0.03	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	0.1	2.5	xxxx	0.2	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	32.5	xxxx	12.8	57.0	xxxx	11.4	8.4	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	D	*	B	F	*	B	A	*	*	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:	14.8			43.6			xxxxxx			xxxxxx		
ApproachLOS:	B			E			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 McClellan Road & Stelling Road

Cycle (sec):	82	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	34.1
Optimal Cycle:	70	Level Of Service:	C-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1	1	0	1 0	1	1	0	1 0	0	1	0	1 0	1	0	1
Volume Module:																
Base Vol:	128	278		72	352	599		187	179	415		129	133	377		181
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	128	278		72	352	599		187	179	415		129	133	377		181
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	128	278		72	352	599		187	179	415		129	133	377		181
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	128	278		72	352	599		187	179	415		129	133	377		181
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	128	278		72	352	599		187	179	415		129	133	377		181
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	0.98		0.95	0.92	0.95		0.95	0.92	1.00		0.92
Lanes:	1.00	1.58		0.42	1.00	1.51		0.49	1.00	0.76		0.24	1.00	1.00		1.00
Final Sat.:	1750	2938		761	1750	2819		880	1750	1373		427	1750	1900		1750
Capacity Analysis Module:																
Vol/Sat:	0.07	0.09		0.09	0.20	0.21		0.21	0.10	0.30		0.30	0.08	0.20		0.10
Crit Moves:		****			****					****			****			
Green Time:	8.8	10.0		10.0	20.8	22.0		22.0	13.3	31.3		31.3	7.9	25.8		25.8
Volume/Cap:	0.68	0.78		0.78	0.79	0.79		0.79	0.63	0.79		0.79	0.79	0.63		0.33
Uniform Del:	35.2	34.9		34.9	28.6	27.9		27.9	32.0	22.5		22.5	36.3	24.0		21.4
IncremntDel:	9.6	8.2		8.2	9.4	4.4		4.4	4.5	6.2		6.2	22.1	2.2		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	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	44.8	43.2		43.2	37.9	32.3		32.3	36.5	28.7		28.7	58.3	26.1		21.8
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:	44.8	43.2		43.2	37.9	32.3		32.3	36.5	28.7		28.7	58.3	26.1		21.8
LOS by Move:	D	D		D	D+	C-		C-	D+	C		C	E+	C		C+
HCM2kAvgQ:	5	6		6	11	12		12	6	15		15	6	9		4

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McClellan Road & De Anza Boulevard

Cycle (sec):	118	Critical Vol./Cap.(X):	1.021
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	72.4
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0	2	1	0	1	0	3	1	0	1	1	0	0	1	2	0	1	0	1
Volume Module:																
Base Vol:	751	122		97		77	1765		65	107	120		222	206	160	75
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	751	122		97		77	1765		65	107	120		222	206	160	75
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Volume:	751	122		97		77	1765		65	107	120		222	206	160	75
Reduct Vol:	0	0		0		0	0		0	0	0		0	0	0	0
Reduced Vol:	751	122		97		77	1765		65	107	120		222	206	160	75
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
FinalVolume:	751	122		97		77	1765		65	107	120		222	206	160	75
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900		1900	1900		1900	1900	1900		1900	1900	1900	1900
Adjustment:	0.92	1.00		0.92		0.92	0.99		0.95	0.92	1.00		0.92	0.83	1.00	0.92
Lanes:	1.00	2.00		1.00		1.00	3.85		0.15	1.00	1.00		1.00	2.00	1.00	1.00
Final Sat.:	1750	3800		1750		1750	7233		266	1750	1900		1750	3150	1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.43	0.03		0.06		0.04	0.24		0.24	0.06	0.06		0.13	0.07	0.08	0.04
Crit Moves:	****						****						****	****		
Green Time:	49.6	45.8		45.8		32.0	28.2		28.2	9.3	14.7		14.7	7.6	12.9	12.9
Volume/Cap:	1.02	0.08		0.14		0.16	1.02		1.02	0.77	0.51		1.02	1.02	0.77	0.39
Uniform Del:	34.2	22.8		23.4		32.8	44.9		44.9	53.3	48.3		51.7	55.2	51.1	48.9
IncremntDel:	38.6	0.0		0.0		0.2	26.8		26.8	12.2	1.0		66.6	69.0	16.0	1.3
InitQueuDel:	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Delay/Veh:	72.8	22.9		23.5		32.9	71.7		71.7	65.5	49.3		118.3	124.2	67.1	50.2
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
AdjDel/Veh:	72.8	22.9		23.5		32.9	71.7		71.7	65.5	49.3		118.3	124.2	67.1	50.2
LOS by Move:	E	C+		C		C-	E		E	E	D		F	F	E	D
HCM2kAvgQ:	38	1		2		2	23		23	6	5		14	8	7	3

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Stelling Road & Homestead Road

Cycle (sec):	109	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	44.0
Optimal Cycle:	90	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	1	1	0	1	0	1	0	1	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	270	380	269		239	496	71		102	523	399		264	421	186	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	270	380	269		239	496	71		102	523	399		264	421	186	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	270	380	269		239	496	71		102	523	399		264	421	186	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	270	380	269		239	496	71		102	523	399		264	421	186	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	270	380	269		239	496	71		102	523	399		264	421	186	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.99	0.95		0.92	1.00	0.92		0.92	0.99	0.95		0.92	1.00	0.92	
Lanes:	2.00	1.15	0.85		1.00	1.00	1.00		1.00	1.11	0.89		1.00	2.00	1.00	
Final Sat.:	3150	2165	1533		1750	1900	1750		1750	2098	1600		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.18	0.18		0.14	0.26	0.04		0.06	0.25	0.25		0.15	0.11	0.11	
Crit Moves:	****					****				****			****			
Green Time:	11.1	25.3	25.3		19.7	33.9	33.9		19.1	32.4	32.4		19.6	32.9	32.9	
Volume/Cap:	0.84	0.76	0.76		0.76	0.84	0.13		0.33	0.84	0.84		0.84	0.37	0.35	
Uniform Del:	48.1	39.0	39.0		42.4	35.0	27.0		39.4	35.9	35.9		43.2	29.9	29.7	
IncremntDel:	17.5	3.9	3.9		9.9	10.3	0.1		0.6	5.9	5.9		17.8	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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	65.5	42.8	42.8		52.3	45.4	27.1		40.0	41.8	41.8		61.0	30.1	30.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	65.5	42.8	42.8		52.3	45.4	27.1		40.0	41.8	41.8		61.0	30.1	30.1	
LOS by Move:	E	D	D		D-	D	C		D	D	D		E	C	C	
HCM2kAvgQ:	8	12	12		10	18	2		3	17	17		12	6	5	

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

PROJECT CONDITION

A.M. PEAK

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

Intersection #1 Stelling Road & Homestead Road

Cycle (sec):	109	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	37.2
Optimal Cycle:	52	Level Of Service:	D+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	1	1	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																
Base Vol:	297	433	248		216	276	125		127	366	207		172	623	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:	297	433	248		216	276	125		127	366	207		172	623	249	
Added Vol:	0	6	0		0	32	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	297	439	248		216	308	125		127	366	207		172	623	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:	297	439	248		216	308	125		127	366	207		172	623	249	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	297	439	248		216	308	125		127	366	207		172	623	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:	297	439	248		216	308	125		127	366	207		172	623	249	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.99	0.95		0.92	1.00	0.92		0.92	0.99	0.95		0.92	1.00	0.92	
Lanes:	2.00	1.26	0.74		1.00	1.00	1.00		1.00	1.26	0.74		1.00	2.00	1.00	
Final Sat.:	3150	2363	1335		1750	1900	1750		1750	2362	1336		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.19	0.19		0.12	0.16	0.07		0.07	0.15	0.15		0.10	0.16	0.14	
Crit Moves:		****			****					****			****			
Green Time:	19.6	32.0	32.0		21.3	33.7	33.7		13.4	26.7	26.7		17.0	30.3	30.3	
Volume/Cap:	0.52	0.63	0.63		0.63	0.52	0.23		0.59	0.63	0.63		0.63	0.59	0.51	
Uniform Del:	40.5	33.4	33.4		40.3	31.0	28.0		45.2	36.7	36.7		43.1	34.0	33.1	
IncremntDel:	0.9	1.2	1.2		3.8	0.9	0.2		4.3	1.5	1.5		4.8	0.9	0.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	41.4	34.6	34.6		44.1	31.9	28.2		49.5	38.2	38.2		47.9	34.9	34.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.4	34.6	34.6		44.1	31.9	28.2		49.5	38.2	38.2		47.9	34.9	34.1	
LOS by Move:	D	C-	C-		D	C	C		D	D+	D+		D	C-	C-	
HCM2kAvgQ:	6	11	11		8	9	3		5	10	10		7	10	8	

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

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

Intersection #2 Stelling Road & Greenleaf Drive

Cycle (sec):	80	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10 (Y+R=5.0 sec)	Average Delay (sec/veh):	9.9
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	14	661	24	9	519	50	109	20	32	34	15	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	661	24	9	519	50	109	20	32	34	15	32
Added Vol:	0	6	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	667	24	9	551	50	109	20	32	34	15	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	667	24	9	551	50	109	20	32	34	15	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	667	24	9	551	50	109	20	32	34	15	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	667	24	9	551	50	109	20	32	34	15	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.95	0.03	0.01	0.91	0.08	0.68	0.12	0.20	0.42	0.19	0.39
Final Sat.:	35	1656	60	26	1581	143	1185	217	348	735	324	691
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.35	0.35	0.35	0.09	0.09	0.09	0.05	0.05	0.05
Crit Moves:		****						****				
Green Time:	57.0	57.0	57.0	57.0	57.0	57.0	13.0	13.0	13.0	13.0	13.0	13.0
Volume/Cap:	0.57	0.57	0.57	0.49	0.49	0.49	0.57	0.57	0.57	0.28	0.28	0.28
Uniform Del:	5.5	5.5	5.5	5.1	5.1	5.1	30.9	30.9	30.9	29.4	29.4	29.4
IncremntDel:	0.6	0.6	0.6	0.3	0.3	0.3	2.6	2.6	2.6	0.6	0.6	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:	6.2	6.2	6.2	5.4	5.4	5.4	33.5	33.5	33.5	30.0	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	6.2	6.2	5.4	5.4	5.4	33.5	33.5	33.5	30.0	30.0	30.0
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	C	C	C
HCM2kAvgQ:	9	9	9	7	7	7	5	5	5	2	2	2

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

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

Intersection #3 Bubb Road/Peninsula Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.8
Optimal Cycle:	60	Level Of Service:	C-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	1 0	1 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	144	11	505	93	27	50	14	658	87	507	838	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	11	505	93	27	50	14	658	87	507	838	35
Added Vol:	2	0	0	0	0	0	0	33	8	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	11	505	93	27	50	14	691	95	507	845	35
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	146	11	0	93	27	50	14	691	0	507	845	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	11	0	93	27	50	14	691	0	507	845	35
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	146	11	0	93	27	50	14	691	0	507	845	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	0.93	0.07	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1674	126	3150	1750	1900	1750	1750	3800	1750	3150	3553	147
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.00	0.05	0.01	0.03	0.01	0.18	0.00	0.16	0.24	0.24
Crit Moves:		****		****				****		****		
Green Time:	18.4	18.4	0.0	11.2	11.2	11.2	14.3	38.4	0.0	34.0	58.1	58.1
Volume/Cap:	0.57	0.57	0.00	0.57	0.15	0.31	0.07	0.57	0.00	0.57	0.49	0.49
Uniform Del:	47.1	47.1	0.0	52.1	50.0	50.8	47.0	33.9	0.0	36.7	20.9	20.9
IncremntDel:	2.8	2.8	0.0	4.7	0.4	1.1	0.1	0.6	0.0	0.9	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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	49.9	49.9	0.0	56.7	50.4	51.8	47.1	34.6	0.0	37.6	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	49.9	0.0	56.7	50.4	51.8	47.1	34.6	0.0	37.6	21.2	21.2
LOS by Move:	D	D	A	E+	D	D-	D	C-	A	D+	C+	C+
HCM2kAvgQ:	6	6	0	4	1	2	1	11	0	10	11	11

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #4 SR 85 SB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	9 (Y+R=0.0 sec)	Average Delay (sec/veh):	24.7
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2 0	0 1	1	0 0	3 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	895	0	101	0	1056	180	175	667	0
Growth Adj:	1.00	1.00	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	895	0	101	0	1056	180	175	667	0
Added Vol:	0	0	0	192	0	0	0	33	0	14	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1087	0	101	0	1089	180	189	674	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1087	0	101	0	1089	0	189	674	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1087	0	101	0	1089	0	189	674	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1087	0	101	0	1089	0	189	674	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.95	0.92	0.99	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	4.00	0.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3150	0	3600	0	7500	0	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.03	0.00	0.15	0.00	0.06	0.18	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	69.6	0.0	69.6	0.0	29.3	0.0	12.1	41.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.05	0.00	0.59	0.00	0.59	0.51	0.00
Uniform Del:	0.0	0.0	0.0	16.2	0.0	10.9	0.0	40.1	0.0	51.6	31.3	0.0
IncremntDel:	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	3.0	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.78	0.00	0.93	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	16.7	0.0	10.9	0.0	32.0	0.0	50.8	20.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.7	0.0	10.9	0.0	32.0	0.0	50.8	20.7	0.0
LOS by Move:	A	A	A	B	A	B+	A	C-	A	D	C+	A
HCM2kAvgQ:	0	0	0	15	0	1	0	9	0	5	8	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #5 SR 85 NB Ramps & Stevens Creek Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 12 (Y+R=0.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	1	0	1! 0	0	2	0 3	0	0 0	3 0 1
Volume Module:												
Base Vol:	40	83	4	361	5	228	681	1283	0	0	570	543
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	83	4	361	5	228	681	1283	0	0	570	543
Added Vol:	10	12	0	0	0	0	0	225	0	0	10	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	95	4	361	5	228	681	1508	0	0	580	555
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	95	4	361	5	228	681	1508	0	0	580	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	95	4	361	5	228	681	1508	0	0	580	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	95	4	361	5	228	681	1508	0	0	580	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.67	1.28	0.05	1.44	0.01	0.55	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1208	2295	97	2514	21	965	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.24	0.24	0.22	0.26	0.00	0.00	0.10	0.00
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	41.8	41.8	41.8	38.2	56.2	0.0	0.0	18.0	0.0
Volume/Cap:	0.50	0.50	0.50	0.41	0.68	0.68	0.68	0.56	0.00	0.00	0.68	0.00
Uniform Del:	52.6	52.6	52.6	29.8	33.4	33.4	35.5	23.0	0.0	0.0	48.3	0.0
IncremntDel:	1.3	1.3	1.3	0.2	2.2	2.2	1.9	0.3	0.0	0.0	2.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.69	0.41	0.00	0.00	0.88	0.00
Delay/Veh:	53.9	53.9	53.9	30.0	35.5	35.5	26.4	9.8	0.0	0.0	44.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	53.9	53.9	30.0	35.5	35.5	26.4	9.8	0.0	0.0	44.8	0.0
LOS by Move:	D-	D-	D-	C	D+	D+	C	A	A	A	D	A
HCM2kAvgQ:	3	3	3	8	15	15	12	8	0	0	8	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #6 College Loop Road West & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	3 0	1	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	1474	377	0	57	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	1474	377	0	57	0	
Added Vol:	0	0	0	0	0	0	112	113	0	22	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	0	1586	490	0	79	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	1586	490	0	79	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	0	0	0	0	0	1586	490	0	79	0	
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #7 Mary Avenue & Stevens Creek Boulevard

Cycle (sec):	67	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.4
Optimal Cycle:	52	Level Of Service:	C+

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Ignore						Ignore					
Min. Green:	7	10			10		7	10			10		7	10			10		7	10			10	
Lanes:	2	0	0	1	0		1	0	1	0	1		1	0	2	1	0		1	0	2	1	0	
Volume Module:																								
Base Vol:	37		3		29		70		11		172		214		994		230		69		814		66	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	37		3		29		70		11		172		214		994		230		69		814		66	
Added Vol:	22		1		7		0		5		0		0		22		89		35		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	59		4		36		70		16		172		214		1016		319		104		814		66	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
PHF Volume:	59		4		36		70		16		172		214		1016		0		104		814		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	59		4		36		70		16		172		214		1016		0		104		814		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
FinalVolume:	59		4		36		70		16		172		214		1016		0		104		814		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.83		0.95		0.95		0.92		1.00		0.92		0.92		0.98		0.92		0.92		0.98		0.92	
Lanes:	2.00		0.10		0.90		1.00		1.00		1.00		1.00		3.00		0.00		1.00		3.00		0.00	
Final Sat.:	3150		180		1620		1750		1900		1750		1750		5600		0		1750		5600		0	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.02		0.02		0.04		0.01		0.10		0.12		0.18		0.00		0.06		0.15		0.00	
Crit Moves:	****										****				****				****					
Green Time:	7.0		11.3		11.3		7.9		12.2		12.2		13.4		22.5		0.0		7.4		16.4		0.0	
Volume/Cap:	0.18		0.13		0.13		0.34		0.05		0.54		0.61		0.54		0.00		0.54		0.59		0.00	
Uniform Del:	27.4		23.7		23.7		27.2		22.6		24.9		24.4		18.1		0.0		28.2		22.4		0.0	
IncremntDel:	0.3		0.2		0.2		1.0		0.1		1.9		3.1		0.3		0.0		3.1		0.7		0.0	
InitQueuDel:	0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
Delay/Veh:	27.6		23.9		23.9		28.1		22.7		26.8		27.5		18.4		0.0		31.3		23.1		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:	27.6		23.9		23.9		28.1		22.7		26.8		27.5		18.4		0.0		31.3		23.1		0.0	
LOS by Move:	C		C		C		C		C+		C		C		B-		A		C		C		A	
HCM2kAvgQ:	1		1		1		2		0		4		5		6		0		3		6		0	

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

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

Intersection #8 College Loop Road East & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[11.1]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	0 0	0	0 0	3 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	1	0	0	0	0	1206	0	0	57	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	0	0	0	0	1206	0	0	57	0
Added Vol:	0	0	0	0	0	0	0	29	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	0	0	0	0	1235	0	0	57	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	0	0	0	0	1235	0	0	57	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	1	0	0	0	0	1235	0	0	57	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	412	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	595	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	595	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.1	xxxxx	xxxx	xxxxx	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:	11.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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

Intersection #9 Stelling Road & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	42.5
Optimal Cycle:	74	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	2	0	2	1	0
Volume Module:																				
Base Vol:	393	557	246		206	359	191		258	444	193		454	720	147					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	393	557	246		206	359	191		258	444	193		454	720	147					
Added Vol:	0	6	18		0	32	0		0	7	0		93	35	0					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	393	563	264		206	391	191		258	451	193		547	755	147					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	393	563	264		206	391	191		258	451	193		547	755	147					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	393	563	264		206	391	191		258	451	193		547	755	147					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
FinalVolume:	393	563	264		206	391	191		258	451	193		547	755	147					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.92	0.99	0.95		0.92	0.99	0.95		0.92	1.00	0.95		0.83	0.99	0.95					
Lanes:	1.00	1.34	0.66		1.00	1.33	0.67		1.00	2.07	0.93		2.00	2.49	0.51					
Final Sat.:	1750	2518	1181		1750	2485	1214		1750	3920	1677		3150	4686	912					
Capacity Analysis Module:																				
Vol/Sat:	0.22	0.22	0.22		0.12	0.16	0.16		0.15	0.12	0.12		0.17	0.16	0.16					
Crit Moves:	****					****			****					****						
Green Time:	35.1	39.1	39.1		20.6	24.6	24.6		23.1	19.2	19.2		29.0	25.2	25.2					
Volume/Cap:	0.77	0.69	0.69		0.69	0.77	0.77		0.77	0.72	0.72		0.72	0.77	0.77					
Uniform Del:	38.7	35.1	35.1		46.7	45.0	45.0		45.9	47.8	47.8		41.7	44.6	44.6					
IncremntDel:	6.9	1.7	1.7		6.5	4.7	4.7		10.2	2.8	2.8		3.3	3.1	3.1					
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		0.84	0.87	0.87		0.79	0.82	0.82					
Delay/Veh:	45.6	36.8	36.8		53.1	49.7	49.7		48.8	44.5	44.5		36.2	39.8	39.8					
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	45.6	36.8	36.8		53.1	49.7	49.7		48.8	44.5	44.5		36.2	39.8	39.8					
LOS by Move:	D	D+	D+		D-	D	D		D	D	D		D+	D	D					
HCM2kAvgQ:	16	14	14		9	12	12		11	9	9		11	12	12					

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #10 Saich Way & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.467
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.6
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	7	10	10	0	10	10
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	34	0	103	259	867	0	0	948	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	34	0	103	259	867	0	0	948	60
Added Vol:	0	0	0	0	0	0	0	25	0	0	128	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	34	0	103	259	892	0	0	1076	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	0	103	259	892	0	0	1076	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	0	103	259	892	0	0	1076	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	34	0	103	259	892	0	0	1076	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.25	0.00	0.75	1.00	3.00	0.00	0.00	2.84	0.16
Final Sat.:	0	0	0	434	0	1316	1750	5700	0	0	5304	296
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.15	0.16	0.00	0.00	0.20	0.20
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	18.4	0.0	18.4	34.8	82.6	0.0	0.0	47.7	47.7
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.47	0.47	0.21	0.00	0.00	0.47	0.47
Uniform Del:	0.0	0.0	0.0	41.4	0.0	41.4	30.1	4.1	0.0	0.0	22.1	22.1
IncremntDel:	0.0	0.0	0.0	1.2	0.0	1.2	0.6	0.0	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	42.5	0.0	42.5	30.8	4.1	0.0	0.0	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.5	0.0	42.5	30.8	4.1	0.0	0.0	22.2	22.2
LOS by Move:	A	A	A	D	A	D	C	A	A	A	C+	C+
HCM2kAvgQ:	0	0	0	5	0	5	8	3	0	0	9	9

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #11 Bandley Drive & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	13 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.5
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	14	24	2		36	9	23		158	690	20		28	907	108	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	24	2		36	9	23		158	690	20		28	907	108	
Added Vol:	0	0	0		0	0	0		0	25	0		0	128	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	24	2		36	9	23		158	715	20		28	1035	108	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	24	2		36	9	23		158	715	20		28	1035	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	24	2		36	9	23		158	715	20		28	1035	108	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	24	2		36	9	23		158	715	20		28	1035	108	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.95	0.95	0.92		0.92	0.98	0.95		0.92	0.99	0.95	
Lanes:	0.37	0.63	1.00		0.80	0.20	1.00		1.00	2.92	0.08		1.00	2.71	0.29	
Final Sat.:	663	1137	1750		1440	360	1750		1750	5447	152		1750	5070	529	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.00		0.03	0.03	0.01		0.09	0.13	0.13		0.02	0.20	0.20	
Crit Moves:						****			****					****		
Green Time:	10.0	10.0	10.0		10.0	10.0	10.0		26.7	58.6	58.6		28.4	60.3	60.3	
Volume/Cap:	0.23	0.23	0.01		0.28	0.28	0.14		0.37	0.25	0.25		0.06	0.37	0.37	
Uniform Del:	46.4	46.4	45.5		46.6	46.6	46.1		34.7	13.8	13.8		30.8	14.1	14.1	
IncremntDel:	0.7	0.7	0.0		0.9	0.9	0.4		0.6	0.0	0.0		0.1	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:	47.2	47.2	45.5		47.5	47.5	46.5		35.2	13.9	13.9		30.8	14.2	14.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.2	47.2	45.5		47.5	47.5	46.5		35.2	13.9	13.9		30.8	14.2	14.2	
LOS by Move:	D	D	D		D	D	D		D+	B	B		C	B	B	
HCM2kAvgQ:	1	1	0		2	2	1		5	4	4		1	7	7	

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #12 De Anza Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	26.2
Optimal Cycle:	61	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 3 0 1			2 0 3 1 0			2 0 3 0 1			2 0 2 1 0		
Volume Module:												
Base Vol:	449	1893	139	442	850	361	157	568	110	145	503	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	1893	139	442	850	361	157	568	110	145	503	230
Added Vol:	0	0	0	0	0	82	16	9	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	449	1893	139	442	850	443	173	577	110	145	549	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	449	1893	139	442	850	443	173	577	110	145	549	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1893	139	442	850	443	173	577	110	145	549	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	449	1893	139	442	850	443	173	577	110	145	549	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.08	0.14	0.15	0.25	0.05	0.10	0.06	0.05	0.10	0.00
Crit Moves:		****		****			****				****	
Green Time:	29.4	57.4	57.4	24.2	52.2	52.2	9.5	16.8	16.8	9.7	16.9	0.0
Volume/Cap:	0.58	0.69	0.17	0.69	0.34	0.58	0.69	0.72	0.45	0.57	0.69	0.00
Uniform Del:	39.9	24.5	17.8	44.5	22.5	25.6	53.8	49.4	47.4	53.2	49.1	0.0
IncremntDel:	1.1	0.8	0.1	3.3	0.1	0.4	8.3	3.3	1.3	3.1	2.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.78	0.39	0.39	0.83	0.49	0.49	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	32.4	10.3	7.0	40.3	11.0	12.9	62.1	52.7	48.7	56.3	51.8	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:	32.4	10.3	7.0	40.3	11.0	12.9	62.1	52.7	48.7	56.3	51.8	0.0
LOS by Move:	C-	B+	A	D	B+	B	E	D-	D	E+	D-	A
HCM2kAvgQ:	8	12	1	10	4	9	5	8	4	4	8	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #13 Stelling Road & Pepper Tree Lane

Cycle (sec):	107	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.5
Optimal Cycle:	35	Level Of Service:	B-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	10
Lanes:	1 0 1	1 0		0 0 1	1 0		2 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	145	848	55	0	232	408	77	0	24	0	0	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	848	55	0	232	408	77	0	24	0	0	189
Added Vol:	19	4	0	0	19	105	21	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	852	55	0	251	513	98	0	28	0	0	189
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	852	0	0	251	0	98	0	28	0	0	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	852	0	0	251	0	98	0	28	0	0	189
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	852	0	0	251	0	98	0	28	0	0	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	3700	0	0	3700	0	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.00	0.00	0.07	0.00	0.03	0.00	0.02	0.00	0.00	0.11
Crit Moves:		****										****
Green Time:	56.1	72.7	0.0	0.0	16.5	0.0	26.3	0.0	26.3	0.0	0.0	26.3
Volume/Cap:	0.18	0.34	0.00	0.00	0.44	0.00	0.13	0.00	0.07	0.00	0.00	0.44
Uniform Del:	13.3	7.2	0.0	0.0	41.0	0.0	31.4	0.0	30.9	0.0	0.0	34.1
IncremntDel:	0.1	0.1	0.0	0.0	0.5	0.0	0.1	0.0	0.1	0.0	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	13.4	7.2	0.0	0.0	41.6	0.0	31.5	0.0	31.0	0.0	0.0	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	7.2	0.0	0.0	41.6	0.0	31.5	0.0	31.0	0.0	0.0	34.8
LOS by Move:	B	A	A	A	D	A	C	A	C	A	A	C-
HCM2kAvgQ:	3	6	0	0	4	0	2	0	1	0	0	6

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #14 Bubb Road & McClellan Road

Cycle (sec):	105	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.4
Optimal Cycle:	58	Level Of Service:	C-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1	0	1	1 0	1	0	1	1 0	0	1	0	1 0	0	1	0
Volume Module:																
Base Vol:	44	399		231	59	142		68	121	329		34	133	124		101
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	44	399		231	59	142		68	121	329		34	133	124		101
Added Vol:	0	0		5	8	0		0	0	0		0	1	0		2
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	44	399		236	67	142		68	121	329		34	134	124		103
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	44	399		236	67	142		68	121	329		34	134	124		103
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	44	399		236	67	142		68	121	329		34	134	124		103
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	44	399		236	67	142		68	121	329		34	134	124		103
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.91		0.09	1.00	0.55		0.45
Final Sat.:	1900	1900		1900	1900	1900		1900	1900	1722		178	1900	1038		862
Capacity Analysis Module:																
Vol/Sat:	0.02	0.21		0.12	0.04	0.07		0.04	0.06	0.19		0.19	0.07	0.12		0.12
Crit Moves:		****			****					****			****			
Green Time:	17.9	36.5		36.5	7.0	25.6		25.6	16.3	33.2		33.2	12.3	29.2		29.2
Volume/Cap:	0.14	0.60		0.36	0.53	0.31		0.15	0.41	0.60		0.60	0.60	0.43		0.43
Uniform Del:	37.0	28.3		25.5	47.4	32.4		31.1	40.0	30.3		30.3	44.1	31.1		31.1
IncremntDel:	0.2	1.6		0.3	4.2	0.4		0.1	0.9	1.7		1.7	4.7	0.6		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:	37.2	29.9		25.8	51.6	32.8		31.3	41.0	32.1		32.1	48.7	31.6		31.6
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	37.2	29.9		25.8	51.6	32.8		31.3	41.0	32.1		32.1	48.7	31.6		31.6
LOS by Move:	D+	C		C	D-	C-		C	D	C-		C-	D	C		C
HCM2kAvgQ:	1	11		6	3	4		2	4	10		10	5	6		6

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

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

Intersection #15 Rose Blossom Drive & McClellan Road

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[22.1]

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					
Rights:	Include						Include						Ignore						Ignore					
Lanes:	1	0	0	0	1		1	0	0	0	1		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	26	0	14				20	0	5				21	511	16				9	402	139			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	26	0	14				20	0	5				21	511	16				9	402	139			
Added Vol:	0	0	0				11	0	3				13	0	0				0	0	55			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	26	0	14				31	0	8				34	511	16				9	402	194			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	0.00			
PHF Volume:	26	0	14				31	0	8				34	511	0				9	402	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	26	0	14				31	0	8				34	511	0				9	402	0			
Critical Gap Module:																								
Critical Gp:	7.1	xxxx	6.2				7.1	xxxx	6.2				4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3				3.5	xxxx	3.3				2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	1003	xxxx	511				1006	xxxx	402				402	xxxx	xxxxx				511	xxxx	xxxxx			
Potent Cap.:	223	xxxx	567				222	xxxx	653				1168	xxxx	xxxxx				1065	xxxx	xxxxx			
Move Cap.:	214	xxxx	567				210	xxxx	653				1168	xxxx	xxxxx				1065	xxxx	xxxxx			
Volume/Cap:	0.12	xxxx	0.02				0.15	xxxx	0.01				0.03	xxxx	xxxx				0.01	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	0.4	xxxx	0.1				0.5	xxxx	0.0				0.1	xxxx	xxxxx				0.0	xxxx	xxxxx			
Control Del:	24.2	xxxx	11.5				25.1	xxxx	10.6				8.2	xxxx	xxxxx				8.4	xxxx	xxxxx			
LOS by Move:	C	*	B				D	*	B				A	*	*				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:	19.7						22.1						xxxxxx						xxxxxx					
ApproachLOS:	C						C						*						*					

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

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

Intersection #16 McClellan Road & Stelling Road

Cycle (sec):	82	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	30.7
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	213	556	75	118	75	69	292	249	41	56	294	163				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	213	556	75	118	75	69	292	249	41	56	294	163				
Added Vol:	22	15	0	1	3	19	4	3	4	0	14	5				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	235	571	75	119	78	88	296	252	45	56	308	168				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	235	571	75	119	78	88	296	252	45	56	308	168				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	235	571	75	119	78	88	296	252	45	56	308	168				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	235	571	75	119	78	88	296	252	45	56	308	168				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92				
Lanes:	1.00	1.76	0.24	1.00	1.00	1.00	1.00	0.85	0.15	1.00	1.00	1.00				
Final Sat.:	1750	3270	430	1750	1900	1750	1750	1527	273	1750	1900	1750				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.17	0.17	0.07	0.04	0.05	0.17	0.17	0.17	0.03	0.16	0.10				
Crit Moves:		****		****			****				****					
Green Time:	15.5	21.3	21.3	8.3	14.1	14.1	20.6	26.6	26.6	13.8	19.8	19.8				
Volume/Cap:	0.71	0.67	0.67	0.67	0.24	0.29	0.67	0.51	0.51	0.19	0.67	0.40				
Uniform Del:	31.1	27.2	27.2	35.5	29.3	29.6	27.6	22.4	22.4	29.3	28.2	26.1				
IncremntDel:	7.0	1.9	1.9	9.7	0.2	0.3	4.0	0.7	0.7	0.3	3.9	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:	38.1	29.1	29.1	45.2	29.5	29.9	31.7	23.1	23.1	29.6	32.1	26.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	38.1	29.1	29.1	45.2	29.5	29.9	31.7	23.1	23.1	29.6	32.1	26.7				
LOS by Move:	D+	C	C	D	C	C	C	C	C	C	C-	C				
HCM2kAvgQ:	8	9	9	5	2	2	8	7	7	1	8	4				

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

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

Intersection #17 McClellan Road & De Anza Boulevard

Cycle (sec):	118	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.2
Optimal Cycle:	79	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 2	1	0	1 0 3	1	0	1 1 0	0	1	2 0 1	0	1
Volume Module:												
Base Vol:	451	2238	137	73	479	59	217	85	114	51	104	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:	451	2238	137	73	479	59	217	85	114	51	104	73
Added Vol:	18	0	0	0	0	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	469	2238	137	73	479	59	217	85	118	51	104	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:	469	2238	137	73	479	59	217	85	118	51	104	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	2238	137	73	479	59	217	85	118	51	104	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:	469	2238	137	73	479	59	217	85	118	51	104	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	1.00	0.92
Lanes:	1.00	2.82	0.18	1.00	3.54	0.46	1.44	0.56	1.00	2.00	1.00	1.00
Final Sat.:	1750	5277	323	1750	6676	822	2551	999	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.42	0.42	0.04	0.07	0.07	0.09	0.09	0.07	0.02	0.05	0.04
Crit Moves:		****		****			****				****	
Green Time:	57.8	69.1	69.1	7.0	18.3	18.3	13.9	14.1	14.1	9.8	10.0	10.0
Volume/Cap:	0.55	0.72	0.72	0.70	0.46	0.46	0.72	0.71	0.57	0.19	0.65	0.49
Uniform Del:	20.9	17.6	17.6	54.5	45.4	45.4	50.2	50.0	49.1	50.4	52.3	51.6
IncremntDel:	0.7	0.8	0.8	19.5	0.3	0.3	6.2	5.7	3.6	0.4	8.8	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.7	18.4	18.4	74.0	45.7	45.7	56.4	55.7	52.7	50.8	61.0	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	18.4	18.4	74.0	45.7	45.7	56.4	55.7	52.7	50.8	61.0	54.1
LOS by Move:	C+	B-	B-	E	D	D	E+	E+	D-	D	E	D-
HCM2kAvgQ:	13	21	21	4	5	5	7	7	5	1	5	3

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

MIDDAY PEAK

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

Intersection #1 Stelling Road & Homestead Road

Cycle (sec):	109	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	37.2
Optimal Cycle:	51	Level Of Service:	D+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	2 0	1	1	0	1 0	1	0	1	1 0	1	1	0	1 0	2	0	1
Volume Module:																
Base Vol:	225	307		198	265	297		66	77	403		205	159	369		165
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	225	307		198	265	297		66	77	403		205	159	369		165
Added Vol:	0	42		0	0	35		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	225	349		198	265	332		66	77	403		205	159	369		165
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	225	349		198	265	332		66	77	403		205	159	369		165
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	225	349		198	265	332		66	77	403		205	159	369		165
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	225	349		198	265	332		66	77	403		205	159	369		165
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	0.99		0.95	0.92	1.00		0.92	0.92	0.99		0.95	0.92	1.00		0.92
Lanes:	2.00	1.26		0.74	1.00	1.00		1.00	1.00	1.31		0.69	1.00	2.00		1.00
Final Sat.:	3150	2360		1339	1750	1900		1750	1750	2452		1247	1750	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.07	0.15		0.15	0.15	0.17		0.04	0.04	0.16		0.16	0.09	0.10		0.09
Crit Moves:		****			****					****			****			
Green Time:	15.2	25.9		25.9	26.5	37.2		37.2	17.8	28.8		28.8	15.9	26.9		26.9
Volume/Cap:	0.51	0.62		0.62	0.62	0.51		0.11	0.27	0.62		0.62	0.62	0.39		0.38
Uniform Del:	43.5	37.2		37.2	36.8	28.7		24.6	39.9	35.4		35.4	43.7	34.3		34.2
IncremntDel:	1.0	1.4		1.4	2.9	0.7		0.1	0.5	1.3		1.3	4.7	0.3		0.6
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	44.5	38.6		38.6	39.7	29.4		24.7	40.4	36.6		36.6	48.5	34.5		34.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	44.5	38.6		38.6	39.7	29.4		24.7	40.4	36.6		36.6	48.5	34.5		34.7
LOS by Move:	D	D+		D+	D	C		C	D	D+		D+	D	C-		C-
HCM2kAvgQ:	5	9		9	9	9		2	3	10		10	6	5		5

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

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

Intersection #2 Stelling Road & Greenleaf Drive

Cycle (sec):	80	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	10 (Y+R=5.0 sec)	Average Delay (sec/veh):	6.4
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	14	565	5	13	609	15	28	3	25	17	16	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	565	5	13	609	15	28	3	25	17	16	16
Added Vol:	0	42	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	607	5	13	644	15	28	3	25	17	16	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	607	5	13	644	15	28	3	25	17	16	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	607	5	13	644	15	28	3	25	17	16	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	607	5	13	644	15	28	3	25	17	16	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.97	0.01	0.02	0.96	0.02	0.50	0.05	0.45	0.35	0.32	0.33
Final Sat.:	39	1697	14	34	1677	39	875	94	781	607	571	571
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.38	0.38	0.38	0.03	0.03	0.03	0.03	0.03	0.03
Crit Moves:					****			****				
Green Time:	60.0	60.0	60.0	60.0	60.0	60.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.48	0.48	0.48	0.51	0.51	0.51	0.26	0.26	0.26	0.22	0.22	0.22
Uniform Del:	3.9	3.9	3.9	4.1	4.1	4.1	31.6	31.6	31.6	31.5	31.5	31.5
IncremntDel:	0.3	0.3	0.3	0.3	0.3	0.3	0.6	0.6	0.6	0.5	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.2	4.2	4.2	4.4	4.4	4.4	32.3	32.3	32.3	32.0	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.2	4.2	4.2	4.4	4.4	4.4	32.3	32.3	32.3	32.0	32.0	32.0
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	C-	C-	C-
HCM2kAvgQ:	7	7	7	8	8	8	2	2	2	1	1	1

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

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

Intersection #3 Bubb Road/Peninsula Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	1 0	1 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	76	12	465	54	9	8	8	647	67	524	486	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	12	465	54	9	8	8	647	67	524	486	71
Added Vol:	11	0	0	0	0	0	0	36	9	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	12	465	54	9	8	8	683	76	524	529	71
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	87	12	0	54	9	8	8	683	0	524	529	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	12	0	54	9	8	8	683	0	524	529	71
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	87	12	0	54	9	8	8	683	0	524	529	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	0.88	0.12	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.76	0.24
Final Sat.:	1582	218	3150	1750	1900	1750	1750	3800	1750	3150	3262	438
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.03	0.00	0.00	0.00	0.18	0.00	0.17	0.16	0.16
Crit Moves:		****		****				****		****		
Green Time:	12.6	12.6	0.0	10.0	10.0	10.0	21.0	41.2	0.0	38.2	58.4	58.4
Volume/Cap:	0.52	0.52	0.00	0.37	0.06	0.05	0.03	0.52	0.00	0.52	0.33	0.33
Uniform Del:	50.8	50.8	0.0	52.0	50.7	50.6	41.0	31.5	0.0	33.5	18.9	18.9
IncremntDel:	2.6	2.6	0.0	1.6	0.2	0.2	0.0	0.4	0.0	0.5	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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	53.5	53.5	0.0	53.6	50.8	50.8	41.1	31.9	0.0	34.0	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	53.5	0.0	53.6	50.8	50.8	41.1	31.9	0.0	34.0	19.0	19.0
LOS by Move:	D-	D-	A	D-	D	D	D	C	A	C-	B-	B-
HCM2kAvgQ:	4	4	0	2	0	0	0	10	0	10	7	7

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

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

Intersection #4 SR 85 SB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	9 (Y+R=0.0 sec)	Average Delay (sec/veh):	24.4
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2 0	0 1	1	0 0	3 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	671	1	395	0	977	184	319	729	0
Growth Adj:	1.00	1.00	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	671	1	395	0	977	184	319	729	0
Added Vol:	0	0	0	211	0	0	0	36	0	89	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	882	1	395	0	1013	184	408	772	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	882	1	395	0	1013	0	408	772	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	882	1	395	0	1013	0	408	772	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	882	1	395	0	1013	0	408	772	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.99	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.01	1.99	0.00	4.00	0.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3150	9	3591	0	7500	0	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.11	0.11	0.00	0.14	0.00	0.13	0.20	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	57.1	57.1	57.1	0.0	27.5	0.0	26.4	53.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.23	0.23	0.00	0.59	0.00	0.59	0.45	0.00
Uniform Del:	0.0	0.0	0.0	22.9	18.5	18.5	0.0	41.2	0.0	41.9	22.8	0.0
IncremntDel:	0.0	0.0	0.0	0.6	0.1	0.1	0.0	0.5	0.0	1.3	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.80	0.00	0.81	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	23.5	18.6	18.6	0.0	33.6	0.0	35.4	10.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.5	18.6	18.6	0.0	33.6	0.0	35.4	10.6	0.0
LOS by Move:	A	A	A	C	B-	B-	A	C-	A	D+	B+	A
HCM2kAvgQ:	0	0	0	14	4	4	0	8	0	8	6	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #5 SR 85 NB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	30.8
Optimal Cycle:	62	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	1	0	1! 0	0	2	0 3	0	0 0	3 0 1
Volume Module:												
Base Vol:	82	246	17	335	4	190	431	1164	0	0	817	720
Growth Adj:	1.00	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	246	17	335	4	190	431	1164	0	0	817	720
Added Vol:	67	80	0	0	0	0	0	247	0	0	65	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	326	17	335	4	190	431	1411	0	0	882	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	149	326	17	335	4	190	431	1411	0	0	882	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	326	17	335	4	190	431	1411	0	0	882	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	149	326	17	335	4	190	431	1411	0	0	882	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.61	1.32	0.07	1.46	0.01	0.53	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1090	2385	124	2561	19	920	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.13	0.21	0.21	0.14	0.25	0.00	0.00	0.15	0.00
Crit Moves:		****				****	****				****	
Green Time:	23.3	23.3	23.3	35.1	35.1	35.1	23.3	49.6	0.0	0.0	26.3	0.0
Volume/Cap:	0.71	0.71	0.71	0.45	0.71	0.71	0.71	0.60	0.00	0.00	0.71	0.00
Uniform Del:	45.2	45.2	45.2	34.5	37.8	37.8	45.2	27.4	0.0	0.0	43.3	0.0
IncremntDel:	3.3	3.3	3.3	0.3	3.1	3.1	3.8	0.4	0.0	0.0	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	1.00	1.00	1.00	1.00	1.00	0.84	0.53	0.00	0.00	0.81	0.00
Delay/Veh:	48.5	48.5	48.5	34.8	40.9	40.9	41.7	15.0	0.0	0.0	37.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	48.5	48.5	34.8	40.9	40.9	41.7	15.0	0.0	0.0	37.0	0.0
LOS by Move:	D	D	D	C-	D	D	D	B	A	A	D+	A
HCM2kAvgQ:	10	10	10	8	14	14	10	10	0	0	10	0

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

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

Intersection #6 College Loop Road West & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	3 0	1	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1293	429	0	58	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1293	429	0	58	0
Added Vol:	0	0	0	0	0	0	0	123	124	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1416	553	0	203	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1416	553	0	203	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1416	553	0	203	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #7 Mary Avenue & Stevens Creek Boulevard

Cycle (sec):	67	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.2
Optimal Cycle:	74	Level Of Service:	C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Ignore						Ignore					
Min. Green:	7	10			10		7	10			10		7	10			10		7	10			10	
Lanes:	2	0	0	1	0		1	0	1	0	1		1	0	2	1	0		1	0	2	1	0	
Volume Module:																								
Base Vol:	351	18			59		146	31			166		230	910			159		134	1095			112	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Initial Bse:	351	18			59		146	31			166		230	910			159		134	1095			112	
Added Vol:	145	6			46		0	5			0		0	25			98		39	0			0	
PasserByVol:	0	0			0		0	0			0		0	0			0		0	0			0	
Initial Fut:	496	24			105		146	36			166		230	935			257		173	1095			112	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			0.00		1.00	1.00			0.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			0.00		1.00	1.00			0.00	
PHF Volume:	496	24			105		146	36			166		230	935			0		173	1095			0	
Reduct Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
Reduced Vol:	496	24			105		146	36			166		230	935			0		173	1095			0	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			0.00		1.00	1.00			0.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			0.00		1.00	1.00			0.00	
FinalVolume:	496	24			105		146	36			166		230	935			0		173	1095			0	
Saturation Flow Module:																								
Sat/Lane:	1900	1900			1900		1900	1900			1900		1900	1900			1900		1900	1900			1900	
Adjustment:	0.83	0.95			0.95		0.92	1.00			0.92		0.92	0.98			0.92		0.92	0.98			0.92	
Lanes:	2.00	0.19			0.81		1.00	1.00			1.00		1.00	3.00			0.00		1.00	3.00			0.00	
Final Sat.:	3150	335			1465		1750	1900			1750		1750	5600			0		1750	5600			0	
Capacity Analysis Module:																								
Vol/Sat:	0.16	0.07			0.07		0.08	0.02			0.09		0.13	0.17			0.00		0.10	0.20			0.00	
Crit Moves:	****										****		****							****				
Green Time:	12.7	13.3			13.3		9.3	10.0			10.0		10.6	16.2			0.0		10.1	15.7			0.0	
Volume/Cap:	0.83	0.36			0.36		0.60	0.13			0.64		0.83	0.69			0.00		0.65	0.83			0.00	
Uniform Del:	26.1	23.1			23.1		27.1	24.7			26.8		27.3	23.1			0.0		26.8	24.4			0.0	
IncremntDel:	9.7	0.6			0.6		4.1	0.2			5.1		18.9	1.5			0.0		5.8	4.7			0.0	
InitQueuDel:	0.0	0.0			0.0		0.0	0.0			0.0		0.0	0.0			0.0		0.0	0.0			0.0	
Delay Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			0.00		1.00	1.00			0.00	
Delay/Veh:	35.8	23.8			23.8		31.1	24.9			31.9		46.2	24.7			0.0		32.6	29.0			0.0	
User DelAdj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:	35.8	23.8			23.8		31.1	24.9			31.9		46.2	24.7			0.0		32.6	29.0			0.0	
LOS by Move:	D+		C		C		C		C		C		D		C		A		C-		C		A	
HCM2kAvgQ:	9		3		3		4		1		5		8		7		0		5		10		0	

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #8 College Loop Road East & Stevens Creek Boulevard

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[15.5]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0 1		0 0	0 0 0		0 0	3 0 0		0 0	1 0 0	
Volume Module:												
Base Vol:	0	250	0	0	0	0	1181	0	0	58	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	250	0	0	0	0	1181	0	0	58	0	
Added Vol:	0	0	0	0	0	0	71	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	250	0	0	0	0	1252	0	0	58	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	250	0	0	0	0	1252	0	0	58	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	250	0	0	0	0	1252	0	0	58	0	
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	417	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	590	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	590	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.42	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	15.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

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

Intersection #9 Stelling Road & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	38.3
Optimal Cycle:	69	Level Of Service:	D+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	2	0	2	1	0
Volume Module:																
Base Vol:	210	401	280		199	313	174		231	961	82		285	915	150	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	210	401	280		199	313	174		231	961	82		285	915	150	
Added Vol:	0	42	120		0	35	0		0	46	0		102	39	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	210	443	400		199	348	174		231	1007	82		387	954	150	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	210	443	400		199	348	174		231	1007	82		387	954	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	443	400		199	348	174		231	1007	82		387	954	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	210	443	400		199	348	174		231	1007	82		387	954	150	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.95		0.92	0.99	0.95		0.92	0.99	0.95		0.83	0.99	0.95	
Lanes:	1.00	1.03	0.97		1.00	1.32	0.68		1.00	2.77	0.23		2.00	2.58	0.42	
Final Sat.:	1750	1943	1754		1750	2466	1233		1750	5178	422		3150	4838	761	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.23	0.23		0.11	0.14	0.14		0.13	0.19	0.19		0.12	0.20	0.20	
Crit Moves:		****			****				****					****		
Green Time:	25.3	36.7	36.7		18.3	29.7	29.7		21.2	32.5	32.5		20.5	31.7	31.7	
Volume/Cap:	0.57	0.75	0.75		0.75	0.57	0.57		0.75	0.72	0.72		0.72	0.75	0.75	
Uniform Del:	42.5	37.4	37.4		48.6	39.5	39.5		46.8	39.6	39.6		47.0	40.4	40.4	
IncremntDel:	2.1	2.7	2.7		10.9	0.9	0.9		9.5	1.7	1.7		4.7	2.1	2.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		0.86	0.75	0.75		0.86	0.76	0.76	
Delay/Veh:	44.6	40.2	40.2		59.5	40.4	40.4		49.6	31.5	31.5		45.2	32.8	32.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.6	40.2	40.2		59.5	40.4	40.4		49.6	31.5	31.5		45.2	32.8	32.8	
LOS by Move:	D	D	D		E+	D	D		D	C	C		D	C-	C-	
HCM2kAvgQ:	8	16	16		9	9	9		10	12	12		9	13	13	

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

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

Intersection #10 Saich Way & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.9
Optimal Cycle:	45	Level Of Service:	B-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	7	10	10	0	10	10
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	93	0	145	328	1370	0	0	1273	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	93	0	145	328	1370	0	0	1273	57
Added Vol:	0	0	0	0	0	0	0	166	0	0	141	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	93	0	145	328	1536	0	0	1414	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	93	0	145	328	1536	0	0	1414	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	93	0	145	328	1536	0	0	1414	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	93	0	145	328	1536	0	0	1414	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.39	0.00	0.61	1.00	3.00	0.00	0.00	2.88	0.12
Final Sat.:	0	0	0	684	0	1066	1750	5700	0	0	5383	217
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.19	0.27	0.00	0.00	0.26	0.26
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	23.4	0.0	23.4	32.3	77.6	0.0	0.0	45.3	45.3
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.64	0.64	0.38	0.00	0.00	0.64	0.64
Uniform Del:	0.0	0.0	0.0	39.4	0.0	39.4	33.8	6.5	0.0	0.0	25.8	25.8
IncremntDel:	0.0	0.0	0.0	3.7	0.0	3.7	2.7	0.1	0.0	0.0	0.6	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	43.1	0.0	43.1	36.5	6.6	0.0	0.0	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:	0.0	0.0	0.0	43.1	0.0	43.1	36.5	6.6	0.0	0.0	26.4	26.4
LOS by Move:	A	A	A	D	A	D	D+	A	A	A	C	C
HCM2kAvgQ:	0	0	0	9	0	9	11	7	0	0	14	14

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #11 Bandley Drive & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	13 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.6
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Lanes:	0 1	0	0	1	0 1	0	0	1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	73	24	42		180	63	136		289	1164		65	175	1209		96
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	73	24	42		180	63	136		289	1164		65	175	1209		96
Added Vol:	0	0	0		0	0	0		0	166		0	0	141		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	73	24	42		180	63	136		289	1330		65	175	1350		96
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	73	24	42		180	63	136		289	1330		65	175	1350		96
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	73	24	42		180	63	136		289	1330		65	175	1350		96
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	73	24	42		180	63	136		289	1330		65	175	1350		96
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.95	0.92		0.95	0.95	0.92		0.92	0.98		0.95	0.92	0.98		0.95
Lanes:	0.75	0.25	1.00		0.74	0.26	1.00		1.00	2.86		0.14	1.00	2.79		0.21
Final Sat.:	1355	445	1750		1333	467	1750		1750	5339		261	1750	5228		372
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.02		0.14	0.14	0.08		0.17	0.25		0.25	0.10	0.26		0.26
Crit Moves:						****			****					****		
Green Time:	23.5	23.5	23.5		23.5	23.5	23.5		28.7	52.5		52.5	21.1	44.9		44.9
Volume/Cap:	0.25	0.25	0.11		0.63	0.63	0.36		0.63	0.52		0.52	0.52	0.63		0.63
Uniform Del:	36.0	36.0	34.9		39.4	39.4	36.9		36.0	20.0		20.0	39.9	26.0		26.0
IncremntDel:	0.3	0.3	0.1		3.4	3.4	0.6		2.9	0.2		0.2	1.5	0.6		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:	36.3	36.3	35.0		42.8	42.8	37.5		38.9	20.2		20.2	41.4	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:	36.3	36.3	35.0		42.8	42.8	37.5		38.9	20.2		20.2	41.4	26.6		26.6
LOS by Move:	D+	D+	D+		D	D	D+		D+	C+		C+	D	C		C
HCM2kAvgQ:	3	3	1		9	9	4		10	11		11	6	14		14

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

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

Intersection #12 De Anza Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	40.2
Optimal Cycle:	104	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2 0	3 0	1		2 0	3 1	0		2 0	3 0	1		2 0	2 1	0	
Volume Module:																
Base Vol:	576	918	250		507	788	342		371	556	433		325	589	257	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	576	918	250		507	788	342		371	556	433		325	589	257	
Added Vol:	0	0	0		0	0	91		107	59	0		0	50	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	576	918	250		507	788	433		478	615	433		325	639	257	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	576	918	250		507	788	433		478	615	433		325	639	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	576	918	250		507	788	433		478	615	433		325	639	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	576	918	250		507	788	433		478	615	433		325	639	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92		0.83	0.98	0.92	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	3150	5700	1750		3150	5700	1750		3150	5700	1750		3150	5600	0	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.16	0.14		0.16	0.14	0.25		0.15	0.11	0.25		0.10	0.11	0.00	
Crit Moves:	****						****				****		****			
Green Time:	25.3	29.8	29.8		29.7	34.2	34.2		27.7	34.2	34.2		14.3	20.8	0.0	
Volume/Cap:	0.87	0.65	0.58		0.65	0.48	0.87		0.66	0.38	0.87		0.87	0.66	0.00	
Uniform Del:	45.7	40.4	39.6		40.5	35.6	40.7		41.9	34.4	40.7		51.9	46.3	0.0	
IncremntDel:	11.7	1.1	1.9		1.9	0.1	6.0		2.2	0.1	14.9		18.9	1.7	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.82	0.78	0.78		0.78	0.73	0.73		1.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	49.3	32.6	32.8		33.5	26.3	35.9		44.1	34.5	55.6		70.8	47.9	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:	49.3	32.6	32.8		33.5	26.3	35.9		44.1	34.5	55.6		70.8	47.9	0.0	
LOS by Move:	D	C-	C-		C-	C	D+		D	C-	E+		E	D	A	
HCM2kAvgQ:	15	10	8		10	7	18		10	6	19		10	8	0	

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

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

Intersection #13 Stelling Road & Pepper Tree Lane

Cycle (sec): 107 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 35 Level Of Service: C+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Permitted				Permitted				Permitted			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	7	10	10		0	10	10		10	0	10		0	0	10	
Lanes:	1 0	1	1 0		0 0	1	1 0		2 0	0	0 1		0 0	0	0 1	
Volume Module:																
Base Vol:	112	377	7	0	342	365	474	0	105	0	0	35				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	112	377	7	0	342	365	474	0	105	0	0	35				
Added Vol:	21	25	0	0	21	116	137	0	25	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	133	402	7	0	363	481	611	0	130	0	0	35				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	133	402	0	0	363	0	611	0	130	0	0	35				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	133	402	0	0	363	0	611	0	130	0	0	35				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	133	402	0	0	363	0	611	0	130	0	0	35				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.92	0.83	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	1.00				
Final Sat.:	1750	3700	0	0	3700	0	3150	0	1750	0	0	1750				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.11	0.00	0.00	0.10	0.00	0.19	0.00	0.07	0.00	0.00	0.02				
Crit Moves:	****				****		****									
Green Time:	20.4	46.8	0.0	0.0	26.4	0.0	52.2	0.0	52.2	0.0	0.0	52.2				
Volume/Cap:	0.40	0.25	0.00	0.00	0.40	0.00	0.40	0.00	0.15	0.00	0.00	0.04				
Uniform Del:	37.9	19.0	0.0	0.0	33.7	0.0	17.4	0.0	15.2	0.0	0.0	14.3				
IncremntDel:	0.8	0.1	0.0	0.0	0.3	0.0	0.2	0.0	0.1	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00				
Delay/Veh:	38.7	19.1	0.0	0.0	34.0	0.0	17.6	0.0	15.3	0.0	0.0	14.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	38.7	19.1	0.0	0.0	34.0	0.0	17.6	0.0	15.3	0.0	0.0	14.4				
LOS by Move:	D+	B-	A	A	C-	A	B	A	B	A	A	B				
HCM2kAvgQ:	4	4	0	0	5	0	8	0	3	0	0	1				

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

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

Intersection #14 Bubb Road & McClellan Road

Cycle (sec):	105	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.2
Optimal Cycle:	50	Level Of Service:	C-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1	0	1	1 0	1	0	1	1 0	0	1	0	1 0	0	1	0
Volume Module:																
Base Vol:	32	165		114	117	124		61	102	212		32	139	154		115
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	32	165		114	117	124		61	102	212		32	139	154		115
Added Vol:	0	0		5	9	0		0	0	0		0	6	0		11
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	32	165		119	126	124		61	102	212		32	145	154		126
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	32	165		119	126	124		61	102	212		32	145	154		126
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	32	165		119	126	124		61	102	212		32	145	154		126
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	32	165		119	126	124		61	102	212		32	145	154		126
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.87		0.13	1.00	0.55		0.45
Final Sat.:	1900	1900		1900	1900	1900		1900	1900	1651		249	1900	1045		855
Capacity Analysis Module:																
Vol/Sat:	0.02	0.09		0.06	0.07	0.07		0.03	0.05	0.13		0.13	0.08	0.15		0.15
Crit Moves:		****			****				****					****		
Green Time:	15.8	21.8		21.8	16.7	22.6		22.6	13.5	31.7		31.7	18.8	37.0		37.0
Volume/Cap:	0.11	0.42		0.30	0.42	0.30		0.15	0.42	0.43		0.43	0.43	0.42		0.42
Uniform Del:	38.5	36.1		35.1	39.8	34.6		33.4	42.1	29.4		29.4	38.3	25.8		25.8
IncremntDel:	0.2	0.7		0.4	0.9	0.4		0.2	1.2	0.5		0.5	0.9	0.4		0.4
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	38.7	36.8		35.6	40.7	35.0		33.5	43.3	29.9		29.9	39.1	26.2		26.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	38.7	36.8		35.6	40.7	35.0		33.5	43.3	29.9		29.9	39.1	26.2		26.2
LOS by Move:	D+	D+		D+	D	C-		C-	D	C		C	D	C		C
HCM2kAvgQ:	1	5		3	4	3		2	3	6		6	4	7		7

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

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

Intersection #15 Rose Blossom Drive & McClellan Road

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: D[31.8]

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		
Rights:	Include			Include			Ignore			Ignore		
Lanes:	1 0 0	0 1		1 0 0	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	9	0	6	80	0	39	27	427	4	10	373	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	6	80	0	39	27	427	4	10	373	63
Added Vol:	0	0	0	71	0	17	14	0	0	0	0	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	6	151	0	56	41	427	4	10	373	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	9	0	6	151	0	56	41	427	0	10	373	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	0	6	151	0	56	41	427	0	10	373	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	930	xxxx	427	905	xxxx	373	373	xxxx	xxxxx	427	xxxx	xxxxx
Potent Cap.:	250	xxxx	632	260	xxxx	678	1197	xxxx	xxxxx	1143	xxxx	xxxxx
Move Cap.:	222	xxxx	632	249	xxxx	678	1197	xxxx	xxxxx	1143	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	0.01	0.61	xxxx	0.08	0.03	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	0.0	3.6	xxxx	0.3	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	21.9	xxxx	10.8	39.6	xxxx	10.8	8.1	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	C	*	B	E	*	B	A	*	*	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:	17.5			31.8			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

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

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

Intersection #16 McClellan Road & Stelling Road

Cycle (sec):	82	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	27.0
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1	1	0	1 0	1	1	0	1 0	0	1	0	1 0	1	0	1
Volume Module:																
Base Vol:	72	192		49	206	170		100	146	327		47	62	243		160
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	72	192		49	206	170		100	146	327		47	62	243		160
Added Vol:	24	16		0	6	19		21	25	18		29	0	15		5
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	96	208		49	212	189		121	171	345		76	62	258		165
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	96	208		49	212	189		121	171	345		76	62	258		165
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	96	208		49	212	189		121	171	345		76	62	258		165
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	96	208		49	212	189		121	171	345		76	62	258		165
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	0.99		0.95	0.92	0.95		0.95	0.92	1.00		0.92
Lanes:	1.00	1.61		0.39	1.00	1.20		0.80	1.00	0.82		0.18	1.00	1.00		1.00
Final Sat.:	1750	2994		705	1750	2255		1444	1750	1475		325	1750	1900		1750
Capacity Analysis Module:																
Vol/Sat:	0.05	0.07	0.07		0.12	0.08	0.08		0.10	0.23	0.23		0.04	0.14		0.09
Crit Moves:		****			****					****			****			
Green Time:	11.6	10.3	10.3		18.0	16.6	16.6		17.5	34.7	34.7		7.0	24.3		24.3
Volume/Cap:	0.39	0.55	0.55		0.55	0.41	0.41		0.46	0.55	0.55		0.42	0.46		0.32
Uniform Del:	31.9	33.7	33.7		28.4	28.4	28.4		28.2	17.8	17.8		35.6	23.5		22.4
IncremntDel:	1.0	1.4	1.4		1.7	0.4	0.4		0.9	0.9	0.9		1.9	0.6		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:	32.9	35.1	35.1		30.2	28.8	28.8		29.1	18.7	18.7		37.4	24.1		22.8
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	32.9	35.1	35.1		30.2	28.8	28.8		29.1	18.7	18.7		37.4	24.1		22.8
LOS by Move:	C-	D+	D+		C	C	C		C	B-	B-		D+	C		C+
HCM2kAvgQ:	3	4	4		6	4	4		5	9	9		2	6		4

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

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

Intersection #17 McClellan Road & De Anza Boulevard

Cycle (sec): 118 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: 66 Level Of Service: D+

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	1	0	2	1	0		1	0	3	1	0		1	1	0	0	1		2	0	1	0	1	
Volume Module:																								
Base Vol:	258	1102		71			193	1270		210			155		59		203		126		144		123	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	258	1102		71			193	1270		210			155		59		203		126		144		123	
Added Vol:	20	0		0			0	0		0			0		0		24		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	278	1102		71			193	1270		210			155		59		227		126		144		123	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	278	1102		71			193	1270		210			155		59		227		126		144		123	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	278	1102		71			193	1270		210			155		59		227		126		144		123	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	278	1102		71			193	1270		210			155		59		227		126		144		123	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.92	0.98		0.95			0.92	0.99		0.95			0.93		0.95		0.92		0.83		1.00		0.92	
Lanes:	1.00	2.81		0.19			1.00	3.41		0.59			1.46		0.54		1.00		2.00		1.00		1.00	
Final Sat.:	1750	5261		339			1750	6434		1064			2571		979		1750		3150		1900		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.16	0.21		0.21			0.11	0.20		0.20			0.06		0.06		0.13		0.04		0.08		0.07	
Crit Moves:	****							****									****		****					
Green Time:	30.2	44.4		44.4			23.4	37.5		37.5			13.4		24.7		24.7		7.6		18.9		18.9	
Volume/Cap:	0.62	0.56		0.56			0.56	0.62		0.62			0.53		0.29		0.62		0.62		0.47		0.44	
Uniform Del:	38.8	29.1		29.1			42.7	34.2		34.2			49.3		39.3		42.4		53.8		45.1		44.8	
IncremntDel:	2.7	0.3		0.3			2.0	0.5		0.5			1.3		0.2		3.3		5.8		1.2		1.1	
InitQueuDel:	0.0	0.0		0.0			0.0	0.0		0.0			0.0		0.0		0.0		0.0		0.0		0.0	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Delay/Veh:	41.5	29.4		29.4			44.7	34.7		34.7			50.7		39.5		45.7		59.6		46.2		45.9	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	41.5	29.4		29.4			44.7	34.7		34.7			50.7		39.5		45.7		59.6		46.2		45.9	
LOS by Move:	D		C		C		D		C-		C-		D		D		D		E+		D		D	
HCM2kAvgQ:	10		12		12		7		12		12		5		4		9		4		5		5	

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

P.M. PEAK

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

Intersection #1 Stelling Road & Homestead Road

Cycle (sec):	109	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	44.7
Optimal Cycle:	95	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 1	1	0	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	270	380	269	239	496	71	102	523	399	264	421	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	380	269	239	496	71	102	523	399	264	421	186
Added Vol:	0	13	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	393	269	239	522	71	102	523	399	264	421	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	393	269	239	522	71	102	523	399	264	421	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	393	269	239	522	71	102	523	399	264	421	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	393	269	239	522	71	102	523	399	264	421	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	1.17	0.83	1.00	1.00	1.00	1.00	1.11	0.89	1.00	2.00	1.00
Final Sat.:	3150	2195	1503	1750	1900	1750	1750	2098	1600	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.14	0.27	0.04	0.06	0.25	0.25	0.15	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	10.9	26.1	26.1	19.9	35.0	35.0	18.7	31.8	31.8	19.2	32.3	32.3
Volume/Cap:	0.85	0.75	0.75	0.75	0.85	0.13	0.34	0.85	0.85	0.85	0.37	0.36
Uniform Del:	48.3	38.4	38.4	42.2	34.6	26.2	39.7	36.4	36.4	43.5	30.3	30.2
IncremntDel:	19.8	3.6	3.6	9.4	11.3	0.1	0.7	6.8	6.8	20.1	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.0	42.0	42.0	51.6	45.9	26.3	40.4	43.2	43.2	63.7	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	42.0	42.0	51.6	45.9	26.3	40.4	43.2	43.2	63.7	30.6	30.6
LOS by Move:	E	D	D	D-	D	C	D	D	D	E	C	C
HCM2kAvgQ:	8	12	12	10	19	2	3	18	18	12	6	5

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #2 Stelling Road & Greenleaf Drive

Cycle (sec):	80	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	10 (Y+R=5.0 sec)	Average Delay (sec/veh):	9.0
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	612	12	21	899	35	55	11	25	24	21	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	612	12	21	899	35	55	11	25	24	21	24
Added Vol:	0	13	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	625	12	21	925	35	55	11	25	24	21	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	625	12	21	925	35	55	11	25	24	21	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	625	12	21	925	35	55	11	25	24	21	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	625	12	21	925	35	55	11	25	24	21	24
Saturation 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	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.96	0.02	0.02	0.94	0.04	0.61	0.12	0.27	0.35	0.30	0.35
Final Sat.:	43	1675	32	37	1650	62	1058	212	481	609	533	609
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.56	0.56	0.56	0.05	0.05	0.05	0.04	0.04	0.04
Crit Moves:					****			****				
Green Time:	60.0	60.0	60.0	60.0	60.0	60.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.50	0.50	0.50	0.75	0.75	0.75	0.42	0.42	0.42	0.32	0.32	0.32
Uniform Del:	4.0	4.0	4.0	5.7	5.7	5.7	32.3	32.3	32.3	31.9	31.9	31.9
IncremntDel:	0.3	0.3	0.3	2.4	2.4	2.4	1.3	1.3	1.3	0.8	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.3	4.3	4.3	8.1	8.1	8.1	33.6	33.6	33.6	32.7	32.7	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:	4.3	4.3	4.3	8.1	8.1	8.1	33.6	33.6	33.6	32.7	32.7	32.7
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	C-	C-	C-
HCM2kAvgQ:	7	7	7	16	16	16	3	3	3	2	2	2

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #3 Bubb Road/Peninsula Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.2
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	1 0	1 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	93	19	477	64	19	14	24	741	139	509	692	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	19	477	64	19	14	24	741	139	509	692	84
Added Vol:	3	0	0	0	0	0	0	26	7	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	19	477	64	19	14	24	767	146	509	705	84
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	96	19	0	64	19	14	24	767	0	509	705	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	19	0	64	19	14	24	767	0	509	705	84
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	96	19	0	64	19	14	24	767	0	509	705	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	0.83	0.17	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.78	0.22
Final Sat.:	1503	297	3150	1750	1900	1750	1750	3800	1750	3150	3306	394
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.04	0.01	0.01	0.01	0.20	0.00	0.16	0.21	0.21
Crit Moves:		****		****				****		****		
Green Time:	13.8	13.8	0.0	10.0	10.0	10.0	16.8	43.5	0.0	34.8	61.4	61.4
Volume/Cap:	0.56	0.56	0.00	0.44	0.12	0.10	0.10	0.56	0.00	0.56	0.42	0.42
Uniform Del:	50.2	50.2	0.0	52.3	50.9	50.8	45.0	30.6	0.0	36.1	18.2	18.2
IncremntDel:	3.4	3.4	0.0	2.1	0.3	0.3	0.2	0.5	0.0	0.8	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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	53.6	53.6	0.0	54.4	51.3	51.1	45.2	31.1	0.0	36.9	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	53.6	0.0	54.4	51.3	51.1	45.2	31.1	0.0	36.9	18.3	18.3
LOS by Move:	D-	D-	A	D-	D-	D-	D	C	A	D+	B-	B-
HCM2kAvgQ:	5	5	0	3	1	1	1	11	0	10	9	9

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #4 SR 85 SB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	9 (Y+R=0.0 sec)	Average Delay (sec/veh):	25.4
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2 0	0 1	1	0 0	3 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	1031	6	751	0	920	173	338	671	0
Growth Adj:	1.00	1.00	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	1031	6	751	0	920	173	338	671	0
Added Vol:	0	0	0	154	0	0	0	26	0	27	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1185	6	751	0	946	173	365	684	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1185	6	751	0	946	0	365	684	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1185	6	751	0	946	0	365	684	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1185	6	751	0	946	0	365	684	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.99	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.02	1.98	0.00	4.00	0.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3150	29	3571	0	7500	0	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.21	0.21	0.00	0.13	0.00	0.12	0.18	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	67.5	67.5	67.5	0.0	22.6	0.0	20.8	43.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.67	0.37	0.37	0.00	0.67	0.00	0.67	0.50	0.00
Uniform Del:	0.0	0.0	0.0	18.4	14.5	14.5	0.0	45.2	0.0	46.4	29.8	0.0
IncremntDel:	0.0	0.0	0.0	1.0	0.1	0.1	0.0	1.2	0.0	3.2	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.84	0.00	0.86	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	19.4	14.6	14.6	0.0	39.4	0.0	43.1	18.8	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	19.4	14.6	14.6	0.0	39.4	0.0	43.1	18.8	0.0
LOS by Move:	A	A	A	B-	B	B	A	D	A	D	B-	A
HCM2kAvgQ:	0	0	0	19	8	8	0	9	0	8	7	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #5 SR 85 NB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	27.7
Optimal Cycle:	64	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	1	0	1! 0	0	2	0 3	0	0 0	3 0 1
Volume Module:												
Base Vol:	54	205	26	306	1	258	491	1610	0	0	773	851
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	205	26	306	1	258	491	1610	0	0	773	851
Added Vol:	21	25	0	0	0	0	0	180	0	0	20	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	230	26	306	1	258	491	1790	0	0	793	876
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	75	230	26	306	1	258	491	1790	0	0	793	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	230	26	306	1	258	491	1790	0	0	793	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	75	230	26	306	1	258	491	1790	0	0	793	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.45	1.39	0.16	1.37	0.01	0.62	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	816	2502	283	2400	4	1096	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.13	0.24	0.24	0.16	0.31	0.00	0.00	0.14	0.00
Crit Moves:			****		****			****		****		
Green Time:	15.5	15.5	15.5	39.6	39.6	39.6	27.9	52.9	0.0	0.0	24.9	0.0
Volume/Cap:	0.71	0.71	0.71	0.39	0.71	0.71	0.67	0.71	0.00	0.00	0.67	0.00
Uniform Del:	50.1	50.1	50.1	30.8	35.2	35.2	41.8	27.4	0.0	0.0	43.7	0.0
IncremntDel:	5.2	5.2	5.2	0.2	3.1	3.1	2.4	1.0	0.0	0.0	1.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.47	0.00	0.00	0.83	0.00
Delay/Veh:	55.3	55.3	55.3	31.0	38.3	38.3	35.8	14.0	0.0	0.0	37.6	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:	55.3	55.3	55.3	31.0	38.3	38.3	35.8	14.0	0.0	0.0	37.6	0.0
LOS by Move:	E+	E+	E+	C	D+	D+	D+	B	A	A	D+	A
HCM2kAvgQ:	8	8	8	7	15	15	10	13	0	0	9	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #6 College Loop Road West & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0 0		0 0	0 0 0		0 0	3 0 1		0 0	1 0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2258	354	0	89	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	2258	354	0	89	0
Added Vol:	0	0	0	0	0	0	0	89	91	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	2347	445	0	134	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	2347	445	0	134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	2347	445	0	134	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #7 Mary Avenue & Stevens Creek Boulevard

Cycle (sec):	67	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle:	74	Level Of Service:	C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Ignore						Ignore					
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	2	0	0	1	0		1	0	1	0	1		1	0	2	1	0		1	0	2	1	0	
Volume Module:																								
Base Vol:	245		11		46		149		38		120		298		1647		250		179		1054		108	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	245		11		46		149		38		120		298		1647		250		179		1054		108	
Added Vol:	45		2		14		0		4		0		0		18		72		28		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	290		13		60		149		42		120		298		1665		322		207		1054		108	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
PHF Volume:	290		13		60		149		42		120		298		1665		0		207		1054		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	290		13		60		149		42		120		298		1665		0		207		1054		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
FinalVolume:	290		13		60		149		42		120		298		1665		0		207		1054		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.83		0.95		0.95		0.92		1.00		0.92		0.92		0.98		0.92		0.92		0.98		0.92	
Lanes:	2.00		0.18		0.82		1.00		1.00		1.00		1.00		3.00		0.00		1.00		3.00		0.00	
Final Sat.:	3150		321		1479		1750		1900		1750		1750		5600		0		1750		5600		0	
Capacity Analysis Module:																								
Vol/Sat:	0.09		0.04		0.04		0.09		0.02		0.07		0.17		0.30		0.00		0.12		0.19		0.00	
Crit Moves:	****										****				****				****					
Green Time:	7.1		10.0		10.0		7.0		10.0		10.0		15.2		22.8		0.0		9.1		16.8		0.0	
Volume/Cap:	0.87		0.27		0.27		0.81		0.15		0.46		0.75		0.87		0.00		0.87		0.75		0.00	
Uniform Del:	29.5		25.2		25.2		29.3		24.8		26.0		24.2		20.7		0.0		28.4		23.2		0.0	
IncremntDel:	21.4		0.5		0.5		23.2		0.2		1.3		7.9		4.7		0.0		27.8		2.3		0.0	
InitQueuDel:	0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
Delay/Veh:	50.9		25.8		25.8		52.5		25.0		27.3		32.1		25.4		0.0		56.1		25.5		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:	50.9		25.8		25.8		52.5		25.0		27.3		32.1		25.4		0.0		56.1		25.5		0.0	
LOS by Move:	D		C		C		D-		C		C		C-		C		A		E+		C		A	
HCM2kAvgQ:	7		2		2		6		1		3		8		15		0		8		9		0	

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #8 College Loop Road East & Stevens Creek Boulevard

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[13.9]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	0 0	0	0 0	3 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	19	0	0	0	0	1876	0	0	89	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	19	0	0	0	0	1876	0	0	89	0
Added Vol:	0	0	0	0	0	0	0	32	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	19	0	0	0	0	1908	0	0	89	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	19	0	0	0	0	1908	0	0	89	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	19	0	0	0	0	1908	0	0	89	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	636	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	425	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	425	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.9	xxxxx	xxxx	xxxxx	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:	13.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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

Intersection #9 Stelling Road & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	57.6
Optimal Cycle:	174	Level Of Service:	E+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	2	0	2	1	0
Volume Module:																
Base Vol:	329	407	363		380	569	235		310	796	218		588	1142	250	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	329	407	363		380	569	235		310	796	218		588	1142	250	
Added Vol:	0	13	37		0	26	0		0	14	0		74	28	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	329	420	400		380	595	235		310	810	218		662	1170	250	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	329	420	400		380	595	235		310	810	218		662	1170	250	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	329	420	400		380	595	235		310	810	218		662	1170	250	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	329	420	400		380	595	235		310	810	218		662	1170	250	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.95		0.92	0.98	0.95		0.92	0.99	0.95		0.83	0.99	0.95	
Lanes:	1.00	1.00	1.00		1.00	1.42	0.58		1.00	2.34	0.66		2.00	2.45	0.55	
Final Sat.:	1750	1898	1800		1750	2652	1047		1750	4411	1187		3150	4613	986	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.22	0.22		0.22	0.22	0.22		0.18	0.18	0.18		0.21	0.25	0.25	
Crit Moves:		****			****				****					****		
Green Time:	24.8	27.5	27.5		27.0	29.6	29.6		22.0	25.0	25.0		28.6	31.5	31.5	
Volume/Cap:	0.91	0.97	0.97		0.97	0.91	0.91		0.97	0.88	0.88		0.88	0.97	0.97	
Uniform Del:	46.5	45.8	45.8		46.1	43.9	43.9		48.6	46.1	46.1		44.1	43.7	43.7	
IncremntDel:	25.8	22.8	23.7		36.3	12.7	12.7		40.9	8.2	8.2		12.0	16.0	16.0	
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		0.85	0.82	0.82		0.79	0.76	0.76	
Delay/Veh:	72.3	68.6	69.5		82.4	56.6	56.6		82.3	46.2	46.2		46.9	49.4	49.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	72.3	68.6	69.5		82.4	56.6	56.6		82.3	46.2	46.2		46.9	49.4	49.4	
LOS by Move:	E	E	E		F	E+	E+		F	D	D		D	D	D	
HCM2kAvgQ:	16	20	20		20	19	19		17	15	15		17	22	22	

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #10 Saich Way & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.1
Optimal Cycle:	46	Level Of Service:	C+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	7	10	10	0	10	10
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	96	0	187	337	1710	0	0	1185	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	96	0	187	337	1710	0	0	1185	60
Added Vol:	0	0	0	0	0	0	0	51	0	0	102	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	96	0	187	337	1761	0	0	1287	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	96	0	187	337	1761	0	0	1287	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	96	0	187	337	1761	0	0	1287	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	96	0	187	337	1761	0	0	1287	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.34	0.00	0.66	1.00	3.00	0.00	0.00	2.86	0.14
Final Sat.:	0	0	0	594	0	1156	1750	5700	0	0	5350	249
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.19	0.31	0.00	0.00	0.24	0.24
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	27.5	0.0	27.5	32.7	73.5	0.0	0.0	40.8	40.8
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.65	0.65	0.46	0.00	0.00	0.65	0.65
Uniform Del:	0.0	0.0	0.0	36.9	0.0	36.9	33.6	8.7	0.0	0.0	28.6	28.6
IncremntDel:	0.0	0.0	0.0	3.4	0.0	3.4	2.9	0.1	0.0	0.0	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	40.3	0.0	40.3	36.5	8.8	0.0	0.0	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.3	0.0	40.3	36.5	8.8	0.0	0.0	29.3	29.3
LOS by Move:	A	A	A	D	A	D	D+	A	A	A	C	C
HCM2kAvgQ:	0	0	0	10	0	10	11	9	0	0	13	13

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #11 Bandley Drive & Stevens Creek Boulevard

Cycle (sec): 110 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 29.9
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10		10	10	10		10	7	10		10	7	10		10
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	70	16		40	289	16		118	444	1380		53	105	1183		107
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	70	16		40	289	16		118	444	1380		53	105	1183		107
Added Vol:	0	0		0	0	0		0	0	51		0	0	102		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	70	16		40	289	16		118	444	1431		53	105	1285		107
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	70	16		40	289	16		118	444	1431		53	105	1285		107
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	70	16		40	289	16		118	444	1431		53	105	1285		107
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	70	16		40	289	16		118	444	1431		53	105	1285		107
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.95		0.92	0.95	0.95		0.92	0.92	0.98		0.95	0.92	0.99		0.95
Lanes:	0.81	0.19		1.00	0.95	0.05		1.00	1.00	2.89		0.11	1.00	2.76		0.24
Final Sat.:	1465	335		1750	1706	94		1750	1750	5400		200	1750	5169		430
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05		0.02	0.17	0.17		0.07	0.25	0.27		0.27	0.06	0.25		0.25
Crit Moves:						****			****					****		
Green Time:	24.5	24.5		24.5	24.5	24.5		24.5	36.6	58.5		58.5	14.0	35.9		35.9
Volume/Cap:	0.21	0.21		0.10	0.76	0.76		0.30	0.76	0.50		0.50	0.47	0.76		0.76
Uniform Del:	34.9	34.9		34.0	40.0	40.0		35.7	32.8	16.4		16.4	44.5	33.2		33.2
IncremntDel:	0.3	0.3		0.1	8.4	8.4		0.4	5.9	0.1		0.1	1.6	1.9		1.9
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	35.2	35.2		34.1	48.4	48.4		36.1	38.6	16.5		16.5	46.1	35.2		35.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	35.2	35.2		34.1	48.4	48.4		36.1	38.6	16.5		16.5	46.1	35.2		35.2
LOS by Move:	D+	D+		C-	D	D		D+	D+	B		B	D	D+		D+
HCM2kAvgQ:	3	3		1	12	12		4	16	11		11	4	16		16

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #12 De Anza Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.024
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	51.9
Optimal Cycle:	180	Level Of Service:	D-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	480	892	214	543	2173	544	293	713	437	468	839	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	892	214	543	2173	544	293	713	437	468	839	296
Added Vol:	0	0	0	0	0	66	33	18	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	892	214	543	2173	610	326	731	437	468	876	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	480	892	214	543	2173	610	326	731	437	468	876	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	892	214	543	2173	610	326	731	437	468	876	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	480	892	214	543	2173	610	326	731	437	468	876	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	0.98	0.92
Lanes:	2.00	3.00	1.00	2.00	3.09	0.91	2.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	5700	1750	3150	5853	1643	3150	5700	1750	3150	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.12	0.17	0.37	0.37	0.10	0.13	0.25	0.15	0.16	0.00
Crit Moves:	****				****				****	****		
Green Time:	17.9	29.2	29.2	32.2	43.5	43.5	18.6	29.3	29.3	17.4	28.1	0.0
Volume/Cap:	1.02	0.64	0.50	0.64	1.02	1.02	0.67	0.53	1.02	1.02	0.67	0.00
Uniform Del:	51.1	40.7	39.1	38.9	38.3	38.3	47.8	39.4	45.4	51.3	41.7	0.0
IncremntDel:	47.9	1.0	1.0	1.7	23.8	23.8	3.6	0.4	49.9	48.4	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:	0.88	0.79	0.79	0.76	0.62	0.62	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	93.0	33.1	31.7	31.1	47.5	47.5	51.4	39.7	95.3	99.7	43.1	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:	93.0	33.1	31.7	31.1	47.5	47.5	51.4	39.7	95.3	99.7	43.1	0.0
LOS by Move:	F	C-	C	C	D	D	D-	D	F	F	D	A
HCM2kAvgQ:	16	10	7	10	34	34	8	8	24	16	10	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #13 Stelling Road & Pepper Tree Lane

Cycle (sec):	107	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	35	Level Of Service:	B-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	10
Lanes:	1 0 1	1 0		0 0 1	1 0		2 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	79	504	27	0	926	402	289	0	101	0	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	504	27	0	926	402	289	0	101	0	0	60
Added Vol:	15	8	0	0	15	84	42	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	512	27	0	941	486	331	0	109	0	0	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	512	0	0	941	0	331	0	109	0	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	512	0	0	941	0	331	0	109	0	0	60
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	512	0	0	941	0	331	0	109	0	0	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	3700	0	0	3700	0	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.00	0.00	0.25	0.00	0.11	0.00	0.06	0.00	0.00	0.03
Crit Moves:	****				****		****					
Green Time:	12.9	73.8	0.0	0.0	60.9	0.0	25.2	0.0	25.2	0.0	0.0	25.2
Volume/Cap:	0.45	0.20	0.00	0.00	0.45	0.00	0.45	0.00	0.26	0.00	0.00	0.15
Uniform Del:	43.8	6.0	0.0	0.0	13.3	0.0	35.0	0.0	33.4	0.0	0.0	32.4
IncremntDel:	1.5	0.0	0.0	0.0	0.2	0.0	0.4	0.0	0.3	0.0	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	45.3	6.0	0.0	0.0	13.4	0.0	35.4	0.0	33.7	0.0	0.0	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	6.0	0.0	0.0	13.4	0.0	35.4	0.0	33.7	0.0	0.0	32.6
LOS by Move:	D	A	A	A	B	A	D+	A	C-	A	A	C-
HCM2kAvgQ:	4	3	0	0	9	0	6	0	3	0	0	2

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #14 Bubb Road & McClellan Road

Cycle (sec):	105	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.4
Optimal Cycle:	55	Level Of Service:	D+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1 0		1	1 0	1 0		1	1 0	0 1		0	1 0	0 1		0
Volume Module:																
Base Vol:	26	205		195	222	288		70	60	232		38	207	217		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:	26	205		195	222	288		70	60	232		38	207	217		73
Added Vol:	0	0		4	7	0		0	0	0		0	2	0		3
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	26	205		199	229	288		70	60	232		38	209	217		76
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	26	205		199	229	288		70	60	232		38	209	217		76
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	26	205		199	229	288		70	60	232		38	209	217		76
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	26	205		199	229	288		70	60	232		38	209	217		76
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.86		0.14	1.00	0.74		0.26
Final Sat.:	1900	1900		1900	1900	1900		1900	1900	1633		267	1900	1407		493
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11		0.10	0.12	0.15		0.04	0.03	0.14		0.14	0.11	0.15		0.15
Crit Moves:		****			****					****			****			
Green Time:	12.9	20.0		20.0	22.3	29.4		29.4	14.1	26.3		26.3	20.4	32.6		32.6
Volume/Cap:	0.11	0.57		0.55	0.57	0.54		0.13	0.24	0.57		0.57	0.57	0.50		0.50
Uniform Del:	40.9	38.6		38.4	37.0	32.1		28.3	40.6	34.4		34.4	38.3	29.5		29.5
IncremntDel:	0.2	2.1		1.8	1.9	1.1		0.1	0.5	1.6		1.6	2.1	0.7		0.7
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	41.1	40.7		40.3	38.9	33.2		28.4	41.1	36.0		36.0	40.4	30.2		30.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	41.1	40.7		40.3	38.9	33.2		28.4	41.1	36.0		36.0	40.4	30.2		30.2
LOS by Move:	D	D		D	D+	C-		C	D	D+		D+	D	C		C
HCM2kAvgQ:	1	7		6	7	8		2	2	8		8	7	8		8

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #15 Rose Blossom Drive & McClellan Road

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: F[62.3]

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		
Rights:	Include			Include			Ignore			Ignore		
Lanes:	1 0 0	0 1		1 0 0	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	2	0	18	70	0	29	38	639	19	28	483	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	18	70	0	29	38	639	19	28	483	126
Added Vol:	0	0	0	22	0	5	10	0	0	0	0	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	18	92	0	34	48	639	19	28	483	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2	0	18	92	0	34	48	639	0	28	483	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	18	92	0	34	48	639	0	28	483	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1291	xxxx	639	1283	xxxx	483	483	xxxx	xxxxx	639	xxxx	xxxxx
Potent Cap.:	142	xxxx	480	143	xxxx	588	1090	xxxx	xxxxx	955	xxxx	xxxxx
Move Cap.:	126	xxxx	480	130	xxxx	588	1090	xxxx	xxxxx	955	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	0.04	0.71	xxxx	0.06	0.04	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	0.1	3.9	xxxx	0.2	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	34.0	xxxx	12.8	81.1	xxxx	11.5	8.5	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	D	*	B	F	*	B	A	*	*	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:	14.9			62.3			xxxxxx			xxxxxx		
ApproachLOS:	B			F			*			*		

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

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

Intersection #16 McClellan Road & Stelling Road

Cycle (sec):	82	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	35.5
Optimal Cycle:	73	Level Of Service:	D+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	128	278		72	352	599		187	179	415		129	133	377		181
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	128	278		72	352	599		187	179	415		129	133	377		181
Added Vol:	18	12		0	2	6		15	8	5		9	0	11		4
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	146	290		72	354	605		202	187	420		138	133	388		185
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	146	290		72	354	605		202	187	420		138	133	388		185
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	146	290		72	354	605		202	187	420		138	133	388		185
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	146	290		72	354	605		202	187	420		138	133	388		185
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	0.98		0.95	0.92	0.95		0.95	0.92	1.00		0.92
Lanes:	1.00	1.59		0.41	1.00	1.49		0.51	1.00	0.75		0.25	1.00	1.00		1.00
Final Sat.:	1750	2964		736	1750	2773		926	1750	1355		445	1750	1900		1750
Capacity Analysis Module:																
Vol/Sat:	0.08	0.10		0.10	0.20	0.22		0.22	0.11	0.31		0.31	0.08	0.20		0.11
Crit Moves:		****			****					****			****			
Green Time:	8.6	10.0		10.0	20.6	22.0		22.0	13.5	31.6		31.6	7.8	25.8		25.8
Volume/Cap:	0.79	0.80		0.80	0.80	0.81		0.81	0.65	0.80		0.80	0.80	0.65		0.34
Uniform Del:	35.8	35.0		35.0	28.8	28.1		28.1	32.0	22.4		22.4	36.4	24.2		21.5
IncremntDel:	20.7	10.0		10.0	10.3	5.2		5.2	5.1	6.8		6.8	24.1	2.5		0.4
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	56.6	45.0		45.0	39.1	33.2		33.2	37.1	29.2		29.2	60.4	26.6		21.9
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	56.6	45.0		45.0	39.1	33.2		33.2	37.1	29.2		29.2	60.4	26.6		21.9
LOS by Move:	E+	D		D	D	C-		C-	D+	C		C	E	C		C+
HCM2kAvgQ:	6	7		7	11	12		12	6	15		15	6	9		4

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #17 McClellan Road & De Anza Boulevard

Cycle (sec):	118	Critical Vol./Cap.(X):	1.036
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	76.0
Optimal Cycle:	180	Level Of Service:	E-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	2	1	0	1 0	3	1	0	1 1	0	0	1	2 0	1	0	1
Volume Module:																
Base Vol:	751	122		97	77	1765		65	107	120		222	206	160		75
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	751	122		97	77	1765		65	107	120		222	206	160		75
Added Vol:	15	0		0	0	0		0	0	0		7	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	766	122		97	77	1765		65	107	120		229	206	160		75
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	766	122		97	77	1765		65	107	120		229	206	160		75
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	766	122		97	77	1765		65	107	120		229	206	160		75
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	766	122		97	77	1765		65	107	120		229	206	160		75
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	0.99		0.95	0.92	1.00		0.92	0.83	1.00		0.92
Lanes:	1.00	2.00		1.00	1.00	3.85		0.15	1.00	1.00		1.00	2.00	1.00		1.00
Final Sat.:	1750	3800		1750	1750	7233		266	1750	1900		1750	3150	1900		1750
Capacity Analysis Module:																
Vol/Sat:	0.44	0.03		0.06	0.04	0.24		0.24	0.06	0.06		0.13	0.07	0.08		0.04
Crit Moves:	****					****						****	****			
Green Time:	49.9	45.7		45.7	32.0	27.8		27.8	9.4	14.9		14.9	7.4	13.0		13.0
Volume/Cap:	1.04	0.08		0.14	0.16	1.04		1.04	0.77	0.50		1.04	1.04	0.77		0.39
Uniform Del:	34.1	22.9		23.5	32.8	45.1		45.1	53.3	48.1		51.5	55.3	51.0		48.8
IncremntDel:	42.8	0.0		0.0	0.2	31.4		31.4	11.7	0.9		70.3	73.6	15.5		1.3
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	76.8	22.9		23.5	33.0	76.5		76.5	65.0	48.9		121.8	128.8	66.5		50.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	76.8	22.9		23.5	33.0	76.5		76.5	65.0	48.9		121.8	128.8	66.5		50.1
LOS by Move:	E-	C+		C	C-	E-		E-	E	D		F	F	E		D
HCM2kAvgQ:	39	1		2	2	24		24	6	5		14	8	7		3

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

CUMULATIVE CONDITION

A.M. PEAK

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

Intersection #1 Stelling Road & Homestead Road

Cycle (sec):	109	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	38.7
Optimal Cycle:	60	Level Of Service:	D+

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	2	0	1	1	0		1	0	1	0	1		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:	325	468		282			235	296		136			138	398		223			195	679		272		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	325	468		282			235	296		136			138	398		223			195	679		272		
Added Vol:	0	6		0			0	32		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	325	474		282			235	328		136			138	398		223			195	679		272		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	325	474		282			235	328		136			138	398		223			195	679		272		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	325	474		282			235	328		136			138	398		223			195	679		272		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	325	474		282			235	328		136			138	398		223			195	679		272		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.83	0.99		0.95			0.92	1.00		0.92			0.92	0.99		0.95			0.92	1.00		0.92		
Lanes:	2.00	1.23		0.77			1.00	1.00		1.00			1.00	1.26		0.74			1.00	2.00		1.00		
Final Sat.:	3150	2319		1380			1750	1900		1750			1750	2370		1328			1750	3800		1750		
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.20		0.20			0.13	0.17		0.08			0.08	0.17		0.17			0.11	0.18		0.16		
Crit Moves:		****					****							****					****					
Green Time:	19.9	32.1		32.1			21.1	33.3		33.3			13.4	26.4		26.4			17.5	30.4		30.4		
Volume/Cap:	0.57	0.69		0.69			0.69	0.57		0.25			0.64	0.69		0.69			0.69	0.64		0.56		
Uniform Del:	40.6	34.1		34.1			41.0	31.8		28.5			45.5	37.7		37.7			43.2	34.5		33.5		
IncremntDel:	1.3	2.0		2.0			6.1	1.3		0.3			6.4	2.4		2.4			7.3	1.3		1.4		
InitQueuDel:	0.0	0.0		0.0			0.0	0.0		0.0			0.0	0.0		0.0			0.0	0.0		0.0		
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Delay/Veh:	41.9	36.1		36.1			47.1	33.1		28.8			51.8	40.0		40.0			50.6	35.8		35.0		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	41.9	36.1		36.1			47.1	33.1		28.8			51.8	40.0		40.0			50.6	35.8		35.0		
LOS by Move:	D		D+		D+		D		C-	C			D-		D		D		D		D+		C-	
HCM2kAvgQ:	7		13		13		9		10	4			6		11		11		8		11		9	

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #2 Stelling Road & Greenleaf Drive

Cycle (sec):	80	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	10 (Y+R=5.0 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	43	Level Of Service:	B+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	15	720	26	10	568	54	119	22	35	37	16	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	720	26	10	568	54	119	22	35	37	16	35
Added Vol:	0	6	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	726	26	10	600	54	119	22	35	37	16	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	726	26	10	600	54	119	22	35	37	16	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	726	26	10	600	54	119	22	35	37	16	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	726	26	10	600	54	119	22	35	37	16	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.95	0.03	0.02	0.90	0.08	0.68	0.12	0.20	0.42	0.18	0.40
Final Sat.:	34	1656	59	26	1581	142	1183	219	348	736	318	696
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.38	0.38	0.38	0.10	0.10	0.10	0.05	0.05	0.05
Crit Moves:		****						****				
Green Time:	56.9	56.9	56.9	56.9	56.9	56.9	13.1	13.1	13.1	13.1	13.1	13.1
Volume/Cap:	0.62	0.62	0.62	0.53	0.53	0.53	0.62	0.62	0.62	0.31	0.31	0.31
Uniform Del:	5.9	5.9	5.9	5.4	5.4	5.4	31.1	31.1	31.1	29.5	29.5	29.5
IncremntDel:	0.9	0.9	0.9	0.4	0.4	0.4	4.0	4.0	4.0	0.6	0.6	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:	6.9	6.9	6.9	5.8	5.8	5.8	35.1	35.1	35.1	30.1	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:	6.9	6.9	6.9	5.8	5.8	5.8	35.1	35.1	35.1	30.1	30.1	30.1
LOS by Move:	A	A	A	A	A	A	D+	D+	D+	C	C	C
HCM2kAvgQ:	11	11	11	9	9	9	5	5	5	2	2	2

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #3 Bubb Road/Peninsula Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.5
Optimal Cycle:	65	Level Of Service:	C-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Lanes:	0	1 0	0	2	1	0 1	0	1	1	0 2	0	1	2	0 1	1	0
Volume Module:																
Base Vol:	157	12	549		101	29	54		15	704	95		552	912	38	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	157	12	549		101	29	54		15	704	95		552	912	38	
Added Vol:	2	0	0		0	0	0		0	33	8		0	7	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	159	12	549		101	29	54		15	737	103		552	919	38	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	159	12	0		101	29	54		15	737	0		552	919	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	159	12	0		101	29	54		15	737	0		552	919	38	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	159	12	0		101	29	54		15	737	0		552	919	38	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.83		0.92	1.00	0.92		0.92	1.00	0.92		0.83	0.97	0.95	
Lanes:	0.93	0.07	2.00		1.00	1.00	1.00		1.00	2.00	1.00		2.00	1.92	0.08	
Final Sat.:	1674	126	3150		1750	1900	1750		1750	3800	1750		3150	3553	147	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.00		0.06	0.02	0.03		0.01	0.19	0.00		0.18	0.26	0.26	
Crit Moves:		****			****					****			****			
Green Time:	18.6	18.6	0.0		11.3	11.3	11.3		13.3	37.9	0.0		34.2	58.9	58.9	
Volume/Cap:	0.61	0.61	0.00		0.61	0.16	0.33		0.08	0.61	0.00		0.61	0.53	0.53	
Uniform Del:	47.4	47.4	0.0		52.3	50.0	50.8		47.9	34.8	0.0		37.1	21.0	21.0	
IncremntDel:	4.0	4.0	0.0		6.7	0.4	1.2		0.2	1.0	0.0		1.3	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	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Delay/Veh:	51.4	51.4	0.0		59.0	50.4	52.0		48.0	35.8	0.0		38.4	21.3	21.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.4	51.4	0.0		59.0	50.4	52.0		48.0	35.8	0.0		38.4	21.3	21.3	
LOS by Move:	D-	D-	A		E+	D	D-		D	D+	A		D+	C+	C+	
HCM2kAvgQ:	7	7	0		5	1	2		1	12	0		11	12	12	

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

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

Intersection #4 SR 85 SB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	9 (Y+R=0.0 sec)	Average Delay (sec/veh):	25.2
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2 0	0 1	1	0 0	3 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	947	0	110	0	1137	196	187	726	0
Growth Adj:	1.00	1.00	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	947	0	110	0	1137	196	187	726	0
Added Vol:	0	0	0	192	0	0	0	33	0	14	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1139	0	110	0	1170	196	201	733	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1139	0	110	0	1170	0	201	733	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1139	0	110	0	1170	0	201	733	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1139	0	110	0	1170	0	201	733	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.95	0.92	0.99	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	4.00	0.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3150	0	3600	0	7500	0	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.00	0.03	0.00	0.16	0.00	0.06	0.19	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	69.0	0.0	69.0	0.0	29.8	0.0	12.2	42.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.05	0.00	0.63	0.00	0.63	0.55	0.00
Uniform Del:	0.0	0.0	0.0	17.0	0.0	11.2	0.0	40.2	0.0	51.7	31.4	0.0
IncremntDel:	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.7	0.0	4.0	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.78	0.00	0.92	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	17.7	0.0	11.2	0.0	32.0	0.0	51.8	20.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.7	0.0	11.2	0.0	32.0	0.0	51.8	20.7	0.0
LOS by Move:	A	A	A	B	A	B+	A	C-	A	D-	C+	A
HCM2kAvgQ:	0	0	0	17	0	1	0	9	0	5	9	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #5 SR 85 NB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	25.5
Optimal Cycle:	64	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	1	0	1! 0	0	2	0 3	0	0 0	3 0 1
Volume Module:												
Base Vol:	44	90	1	393	5	248	741	1357	0	0	617	539
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	90	1	393	5	248	741	1357	0	0	617	539
Added Vol:	10	12	0	0	0	0	0	225	0	0	10	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	102	1	393	5	248	741	1582	0	0	627	551
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	54	102	1	393	5	248	741	1582	0	0	627	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	102	1	393	5	248	741	1582	0	0	627	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	54	102	1	393	5	248	741	1582	0	0	627	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.69	1.30	0.01	1.44	0.01	0.55	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1238	2339	23	2515	19	966	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.16	0.26	0.26	0.24	0.28	0.00	0.00	0.11	0.00
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	41.8	41.8	41.8	38.3	56.2	0.0	0.0	17.9	0.0
Volume/Cap:	0.52	0.52	0.52	0.45	0.74	0.74	0.74	0.59	0.00	0.00	0.74	0.00
Uniform Del:	52.7	52.7	52.7	30.2	34.3	34.3	36.4	23.5	0.0	0.0	48.8	0.0
IncremntDel:	1.7	1.7	1.7	0.2	3.3	3.3	2.9	0.4	0.0	0.0	3.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.69	0.41	0.00	0.00	0.88	0.00
Delay/Veh:	54.4	54.4	54.4	30.4	37.6	37.6	27.9	10.1	0.0	0.0	46.5	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:	54.4	54.4	54.4	30.4	37.6	37.6	27.9	10.1	0.0	0.0	46.5	0.0
LOS by Move:	D-	D-	D-	C	D+	D+	C	B+	A	A	D	A
HCM2kAvgQ:	4	4	4	8	17	17	14	9	0	0	9	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #6 College Loop Road West & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	3 0	1	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1560	410	0	7	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1560	410	0	7	0
Added Vol:	0	0	0	0	0	0	0	112	113	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1672	523	0	29	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1672	523	0	29	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1672	523	0	29	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #7 Mary Avenue & Stevens Creek Boulevard

Cycle (sec):	67	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.2
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Ignore						Ignore					
Min. Green:	7	10			10		7	10			10		7	10			10		7	10			10	
Lanes:	2	0	0	1	0		1	0	1	0	1		1	0	2	1	0		1	0	2	1	0	
Volume Module:																								
Base Vol:	40		3		32		76		12		187		233	1038			250		75		831		72	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Initial Bse:	40		3		32		76		12		187		233	1038			250		75		831		72	
Added Vol:	22		1		7		0		5		0		0	22			89		35		0		0	
PasserByVol:	0		0		0		0		0		0		0	0			0		0		0		0	
Initial Fut:	62		4		39		76		17		187		233	1060			339		110		831		72	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			0.00		1.00	1.00			0.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			0.00		1.00	1.00			0.00	
PHF Volume:	62		4		39		76		17		187		233	1060			0		110		831		0	
Reduct Vol:	0		0		0		0		0		0		0	0			0		0		0		0	
Reduced Vol:	62		4		39		76		17		187		233	1060			0		110		831		0	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			0.00		1.00	1.00			0.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			0.00		1.00	1.00			0.00	
FinalVolume:	62		4		39		76		17		187		233	1060			0		110		831		0	
Saturation Flow Module:																								
Sat/Lane:	1900	1900			1900		1900	1900			1900		1900	1900			1900		1900	1900			1900	
Adjustment:	0.83	0.95			0.95		0.92	1.00			0.92		0.92	0.98			0.92		0.92	0.98			0.92	
Lanes:	2.00	0.09			0.91		1.00	1.00			1.00		1.00	3.00			0.00		1.00	3.00			0.00	
Final Sat.:	3150		167		1633		1750	1900			1750		1750	5600			0		1750	5600			0	
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.02			0.02		0.04	0.01			0.11		0.13	0.19			0.00		0.06	0.15			0.00	
Crit Moves:	****										****			****					****					
Green Time:	7.0	11.5			11.5		8.0	12.5			12.5		13.9	22.1			0.0		7.4	15.6			0.0	
Volume/Cap:	0.19	0.14			0.14		0.36	0.05			0.57		0.64	0.57			0.00		0.57	0.64			0.00	
Uniform Del:	27.4	23.6			23.6		27.1	22.4			24.8		24.3	18.5			0.0		28.3	23.2			0.0	
IncremntDel:	0.3	0.2			0.2		1.1	0.1			2.5		3.9	0.4			0.0		4.1	1.1			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			0.00		1.00	1.00			0.00	
Delay/Veh:	27.7	23.8			23.8		28.2	22.4			27.3		28.1	19.0			0.0		32.5	24.2			0.0	
User DelAdj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:	27.7	23.8			23.8		28.2	22.4			27.3		28.1	19.0			0.0		32.5	24.2			0.0	
LOS by Move:	C		C		C		C	C+			C		C	B-			A		C-		C		A	
HCM2kAvgQ:	1		1		1		2	0			5		6	7			0		3		6		0	

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

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

Intersection #8 College Loop Road East & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[11.3]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 1		0 0 0	0 0		0 0 3	0 0		0 0 1	0 0	
Volume Module:												
Base Vol:	0	0	1	0	0	0	0	1268	0	0	7	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	0	0	0	0	1268	0	0	7	0
Added Vol:	0	0	0	0	0	0	0	29	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	0	0	0	0	1297	0	0	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	0	0	0	0	1297	0	0	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	1	0	0	0	0	1297	0	0	7	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	432	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	577	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	577	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.3	xxxxx	xxxx	xxxxx	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:	11.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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

Intersection #9 Stelling Road & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	45.1
Optimal Cycle:	86	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1	1	0	1 0	1	1	0	1 0	2	1	0	2 0	2	1	0
Volume Module:																
Base Vol:	428	598		268	227	392		215	272	448		210	482	721		156
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	428	598		268	227	392		215	272	448		210	482	721		156
Added Vol:	0	6		18	0	32		0	0	7		0	93	35		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	428	604		286	227	424		215	272	455		210	575	756		156
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	428	604		286	227	424		215	272	455		210	575	756		156
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	428	604		286	227	424		215	272	455		210	575	756		156
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	428	604		286	227	424		215	272	455		210	575	756		156
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.99		0.95	0.92	0.99		0.95	0.92	1.00		0.95	0.83	0.99		0.95
Lanes:	1.00	1.34		0.66	1.00	1.31		0.69	1.00	2.02		0.98	2.00	2.47		0.53
Final Sat.:	1750	2510		1189	1750	2454		1244	1750	3829		1767	3150	4641		958
Capacity Analysis Module:																
Vol/Sat:	0.24	0.24		0.24	0.13	0.17		0.17	0.16	0.12		0.12	0.18	0.16		0.16
Crit Moves:	****					****			****					****		
Green Time:	35.9	39.8		39.8	21.5	25.4		25.4	22.8	18.4		18.4	28.3	23.9		23.9
Volume/Cap:	0.82	0.73		0.73	0.73	0.82		0.82	0.82	0.77		0.77	0.77	0.82		0.82
Uniform Del:	39.0	35.3		35.3	46.5	45.1		45.1	46.6	48.8		48.8	42.9	46.0		46.0
IncremntDel:	9.7	2.2		2.2	8.2	6.7		6.7	14.6	4.4		4.4	5.1	4.8		4.8
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	0.84	0.88		0.88	0.79	0.83		0.83
Delay/Veh:	48.7	37.5		37.5	54.7	51.9		51.9	53.9	47.3		47.3	39.1	43.2		43.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	48.7	37.5		37.5	54.7	51.9		51.9	53.9	47.3		47.3	39.1	43.2		43.2
LOS by Move:	D	D+		D+	D-	D-		D-	D-	D		D	D	D		D
HCM2kAvgQ:	18	16		16	10	14		14	12	10		10	13	13		13

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

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

Intersection #10 Saich Way & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.3
Optimal Cycle:	36	Level Of Service:	B-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	7	10	10	0	10	10
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	37	0	112	282	910	0	0	979	65
Growth Adj:	1.00	1.00	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	37	0	112	282	910	0	0	979	65
Added Vol:	0	0	0	0	0	0	0	25	0	0	128	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	37	0	112	282	935	0	0	1107	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	37	0	112	282	935	0	0	1107	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	37	0	112	282	935	0	0	1107	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	37	0	112	282	935	0	0	1107	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.25	0.00	0.75	1.00	3.00	0.00	0.00	2.83	0.17
Final Sat.:	0	0	0	435	0	1315	1750	5700	0	0	5289	311
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.16	0.16	0.00	0.00	0.21	0.21
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	18.9	0.0	18.9	35.7	82.1	0.0	0.0	46.4	46.4
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.50	0.50	0.22	0.00	0.00	0.50	0.50
Uniform Del:	0.0	0.0	0.0	41.3	0.0	41.3	29.9	4.2	0.0	0.0	23.3	23.3
IncremntDel:	0.0	0.0	0.0	1.3	0.0	1.3	0.7	0.0	0.0	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	42.5	0.0	42.5	30.6	4.3	0.0	0.0	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.5	0.0	42.5	30.6	4.3	0.0	0.0	23.4	23.4
LOS by Move:	A	A	A	D	A	D	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	5	0	5	8	3	0	0	10	10

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #11 Bandley Drive & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	13 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.4
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10		10	10	10		10	7	10		10	7	10		10
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module:																
Base Vol:	15	26		2	39	10		24	163	726		22	30	936		118
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	15	26		2	39	10		24	163	726		22	30	936		118
Added Vol:	0	0		0	0	0		0	0	25		0	0	128		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	15	26		2	39	10		24	163	751		22	30	1064		118
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	15	26		2	39	10		24	163	751		22	30	1064		118
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	15	26		2	39	10		24	163	751		22	30	1064		118
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	15	26		2	39	10		24	163	751		22	30	1064		118
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.95		0.92	0.95	0.95		0.92	0.92	0.98		0.95	0.92	0.99		0.95
Lanes:	0.37	0.63		1.00	0.80	0.20		1.00	1.00	2.91		0.09	1.00	2.69		0.31
Final Sat.:	659	1141		1750	1433	367		1750	1750	5440		159	1750	5040		559
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02		0.00	0.03	0.03		0.01	0.09	0.14		0.14	0.02	0.21		0.21
Crit Moves:						****			****					****		
Green Time:	10.0	10.0		10.0	10.0	10.0		10.0	26.6	59.5		59.5	27.5	60.4		60.4
Volume/Cap:	0.25	0.25		0.01	0.30	0.30		0.15	0.38	0.25		0.25	0.07	0.38		0.38
Uniform Del:	46.5	46.5		45.5	46.7	46.7		46.1	34.8	13.4		13.4	31.5	14.2		14.2
IncremntDel:	0.8	0.8		0.0	1.0	1.0		0.4	0.6	0.0		0.0	0.1	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:	47.3	47.3		45.5	47.8	47.8		46.5	35.4	13.5		13.5	31.6	14.3		14.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	47.3	47.3		45.5	47.8	47.8		46.5	35.4	13.5		13.5	31.6	14.3		14.3
LOS by Move:	D	D		D	D	D		D	D+	B		B	C	B		B
HCM2kAvgQ:	2	2		0	2	2		1	5	5		5	1	8		8

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

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

Intersection #12 De Anza Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	26.9
Optimal Cycle:	66	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	2 0	3 0		1	2 0	3	1	0	2 0	3 0		1	2 0	2	1	0
Volume Module:																
Base Vol:	454	1988		151	471	883		390	168	617		120	153	534		209
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	454	1988		151	471	883		390	168	617		120	153	534		209
Added Vol:	0	0		0	0	0		82	16	9		0	0	46		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	454	1988		151	471	883		472	184	626		120	153	580		209
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
PHF Volume:	454	1988		151	471	883		472	184	626		120	153	580		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	454	1988		151	471	883		472	184	626		120	153	580		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
FinalVolume:	454	1988		151	471	883		472	184	626		120	153	580		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	1.00		0.92	0.83	1.00		0.92	0.83	1.00		0.92	0.83	0.98		0.92
Lanes:	2.00	3.00		1.00	2.00	3.00		1.00	2.00	3.00		1.00	2.00	3.00		0.00
Final Sat.:	3150	5700		1750	3150	5700		1750	3150	5700		1750	3150	5600		0
Capacity Analysis Module:																
Vol/Sat:	0.14	0.35		0.09	0.15	0.15		0.27	0.06	0.11		0.07	0.05	0.10		0.00
Crit Moves:		****			****					****			****			
Green Time:	28.5	57.4		57.4	24.6	53.4		53.4	9.4	18.1		18.1	8.0	16.7		0.0
Volume/Cap:	0.61	0.73		0.18	0.73	0.35		0.61	0.75	0.73		0.46	0.73	0.75		0.00
Uniform Del:	40.7	25.1		17.9	44.6	21.9		25.3	54.1	48.6		46.5	54.9	49.6		0.0
IncremntDel:	1.4	1.0		0.1	4.2	0.1		0.5	11.8	3.2		1.3	12.2	4.0		0.0
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	0.79	0.39		0.39	0.83	0.47		0.47	1.00	1.00		1.00	1.00	1.00		0.00
Delay/Veh:	33.7	10.8		7.1	41.2	10.2		12.3	65.9	51.8		47.7	67.2	53.6		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	33.7	10.8		7.1	41.2	10.2		12.3	65.9	51.8		47.7	67.2	53.6		0.0
LOS by Move:	C-	B+		A	D	B+		B	E	D-		D	E	D-		A
HCM2kAvgQ:	9	13		2	11	4		9	6	9		5	5	9		0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #13 Stelling Road & Pepper Tree Lane

Cycle (sec):	107	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.8
Optimal Cycle:	35	Level Of Service:	B-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	10
Lanes:	1 0 1	1 0		0 0 1	1 0		2 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	158	915	60	0	247	444	84	0	26	0	0	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	915	60	0	247	444	84	0	26	0	0	206
Added Vol:	19	4	0	0	19	105	21	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	919	60	0	266	549	105	0	30	0	0	206
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	919	0	0	266	0	105	0	30	0	0	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	919	0	0	266	0	105	0	30	0	0	206
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	919	0	0	266	0	105	0	30	0	0	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	3700	0	0	3700	0	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.00	0.00	0.07	0.00	0.03	0.00	0.02	0.00	0.00	0.12
Crit Moves:		****										****
Green Time:	56.1	72.4	0.0	0.0	16.3	0.0	26.6	0.0	26.6	0.0	0.0	26.6
Volume/Cap:	0.19	0.37	0.00	0.00	0.47	0.00	0.13	0.00	0.07	0.00	0.00	0.47
Uniform Del:	13.4	7.4	0.0	0.0	41.5	0.0	31.2	0.0	30.7	0.0	0.0	34.2
IncremntDel:	0.1	0.1	0.0	0.0	0.6	0.0	0.1	0.0	0.1	0.0	0.0	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	13.5	7.5	0.0	0.0	42.1	0.0	31.3	0.0	30.8	0.0	0.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	7.5	0.0	0.0	42.1	0.0	31.3	0.0	30.8	0.0	0.0	35.0
LOS by Move:	B	A	A	A	D	A	C	A	C	A	A	D+
HCM2kAvgQ:	3	7	0	0	5	0	2	0	1	0	0	7

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

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

Intersection #14 Bubb Road & McClellan Road

Cycle (sec):	105	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.5
Optimal Cycle:	63	Level Of Service:	C-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1	0	1	1 0	1	0	1	1 0	0	1	0	1 0	0	1	0
Volume Module:																
Base Vol:	48	434		251	64	154		74	132	358		37	145	135		110
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	48	434		251	64	154		74	132	358		37	145	135		110
Added Vol:	0	0		5	8	0		0	0	0		0	1	0		2
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	48	434		256	72	154		74	132	358		37	146	135		112
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	48	434		256	72	154		74	132	358		37	146	135		112
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	48	434		256	72	154		74	132	358		37	146	135		112
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	48	434		256	72	154		74	132	358		37	146	135		112
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.91		0.09	1.00	0.55		0.45
Final Sat.:	1900	1900		1900	1900	1900		1900	1900	1722		178	1900	1038		862
Capacity Analysis Module:																
Vol/Sat:	0.03	0.23		0.13	0.04	0.08		0.04	0.07	0.21		0.21	0.08	0.13		0.13
Crit Moves:		****			****					****			****			
Green Time:	17.9	36.5		36.5	7.0	25.6		25.6	15.8	33.2		33.2	12.3	29.7		29.7
Volume/Cap:	0.15	0.66		0.39	0.57	0.33		0.16	0.46	0.66		0.66	0.66	0.46		0.46
Uniform Del:	37.1	29.0		25.8	47.5	32.7		31.2	40.7	31.0		31.0	44.3	31.1		31.1
IncremntDel:	0.2	2.4		0.4	6.0	0.4		0.2	1.2	2.7		2.7	7.0	0.6		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:	37.3	31.4		26.2	53.5	33.1		31.4	41.8	33.6		33.6	51.3	31.7		31.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	37.3	31.4		26.2	53.5	33.1		31.4	41.8	33.6		33.6	51.3	31.7		31.7
LOS by Move:	D+	C		C	D-	C-		C	D	C-		C-	D-	C		C
HCM2kAvgQ:	1	13		6	3	4		2	4	12		12	6	7		7

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

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

Intersection #15 Rose Blossom Drive & McClellan Road

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: D[25.5]

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		
Rights:	Include			Include			Ignore			Ignore		
Lanes:	1 0 0	0 1		1 0 0	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	28	0	15	22	0	5	23	556	17	10	437	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	0	15	22	0	5	23	556	17	10	437	151
Added Vol:	0	0	0	11	0	3	13	0	0	0	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	0	15	33	0	8	36	556	17	10	437	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	28	0	15	33	0	8	36	556	0	10	437	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	0	15	33	0	8	36	556	0	10	437	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1089	xxxx	556	1093	xxxx	437	437	xxxx	xxxxx	556	xxxx	xxxxx
Potent Cap.:	195	xxxx	534	194	xxxx	624	1134	xxxx	xxxxx	1025	xxxx	xxxxx
Move Cap.:	186	xxxx	534	182	xxxx	624	1134	xxxx	xxxxx	1025	xxxx	xxxxx
Volume/Cap:	0.15	xxxx	0.03	0.18	xxxx	0.01	0.03	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	0.1	0.6	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	27.7	xxxx	11.9	29.1	xxxx	10.8	8.3	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	D	*	B	D	*	B	A	*	*	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:	22.2			25.5			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

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

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

Intersection #16 McClellan Road & Stelling Road

Cycle (sec):	82	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	32.1
Optimal Cycle:	60	Level Of Service:	C-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	232	601	82		123	82	75		318	271	45		61	320	173	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	232	601	82		123	82	75		318	271	45		61	320	173	
Added Vol:	22	15	0		1	3	19		4	3	4		0	14	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	254	616	82		124	85	94		322	274	49		61	334	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:	254	616	82		124	85	94		322	274	49		61	334	178	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	254	616	82		124	85	94		322	274	49		61	334	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:	254	616	82		124	85	94		322	274	49		61	334	178	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.92	1.00	0.92		0.92	0.95	0.95		0.92	1.00	0.92	
Lanes:	1.00	1.76	0.24		1.00	1.00	1.00		1.00	0.85	0.15		1.00	1.00	1.00	
Final Sat.:	1750	3265	435		1750	1900	1750		1750	1527	273		1750	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.19	0.19		0.07	0.04	0.05		0.18	0.18	0.18		0.03	0.18	0.10	
Crit Moves:		****			****				****					****		
Green Time:	15.9	21.3	21.3		8.0	13.4	13.4		20.8	27.6	27.6		13.1	19.9	19.9	
Volume/Cap:	0.75	0.73	0.73		0.73	0.27	0.33		0.73	0.53	0.53		0.22	0.73	0.42	
Uniform Del:	31.1	27.7	27.7		35.9	30.0	30.3		28.0	22.0	22.0		30.0	28.6	26.2	
IncremntDel:	8.8	2.8	2.8		14.4	0.2	0.4		5.9	0.9	0.9		0.4	5.7	0.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	39.9	30.5	30.5		50.3	30.3	30.7		33.9	23.0	23.0		30.4	34.2	26.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.9	30.5	30.5		50.3	30.3	30.7		33.9	23.0	23.0		30.4	34.2	26.9	
LOS by Move:	D	C	C		D	C	C		C-	C+	C+		C	C-	C	
HCM2kAvgQ:	8	10	10		5	2	3		10	7	7		2	9	4	

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

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

Intersection #17 McClellan Road & De Anza Boulevard

Cycle (sec):	118	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle:	89	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	2	1	0	1 0	3	1	0	1 1	0	0	1	2 0	1	0	1
Volume Module:																
Base Vol:	486	2401		149	79	508		61	232		86	124	55	112		79
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Initial Bse:	486	2401		149	79	508		61	232		86	124	55	112		79
Added Vol:	18	0		0	0	0		0	0		0	4	0	0		0
PasserByVol:	0	0		0	0	0		0	0		0	0	0	0		0
Initial Fut:	504	2401		149	79	508		61	232		86	128	55	112		79
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
PHF Volume:	504	2401		149	79	508		61	232		86	128	55	112		79
Reduct Vol:	0	0		0	0	0		0	0		0	0	0	0		0
Reduced Vol:	504	2401		149	79	508		61	232		86	128	55	112		79
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
FinalVolume:	504	2401		149	79	508		61	232		86	128	55	112		79
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	0.99		0.95	0.93		0.95	0.92	0.83	1.00		0.92
Lanes:	1.00	2.82		0.18	1.00	3.55		0.45	1.47		0.53	1.00	2.00	1.00		1.00
Final Sat.:	1750	5272		327	1750	6695		804	2590		960	1750	3150	1900		1750
Capacity Analysis Module:																
Vol/Sat:	0.29	0.46		0.46	0.05	0.08		0.08	0.09		0.09	0.07	0.02	0.06		0.05
Crit Moves:		****			****				****					****		
Green Time:	59.0	69.4		69.4	7.0	17.4		17.4	13.6		14.2	14.2	9.4	10.0		10.0
Volume/Cap:	0.58	0.77		0.77	0.76	0.52		0.52	0.77		0.74	0.61	0.22	0.70		0.53
Uniform Del:	20.7	18.4		18.4	54.7	46.4		46.4	50.7		50.1	49.2	50.8	52.5		51.8
IncremntDel:	1.0	1.2		1.2	27.5	0.4		0.4	8.9		6.9	5.0	0.4	12.5		3.7
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Delay/Veh:	21.7	19.6		19.6	82.2	46.9		46.9	59.6		57.0	54.2	51.3	65.0		55.5
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
AdjDel/Veh:	21.7	19.6		19.6	82.2	46.9		46.9	59.6		57.0	54.2	51.3	65.0		55.5
LOS by Move:	C+	B-		B-	F	D		D	E+		E+	D-	D-	E		E+
HCM2kAvgQ:	14	25		25	5	5		5	8		8	6	1	5		4

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

MIDDAY PEAK

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

Intersection #1 Stelling Road & Homestead Road

Cycle (sec):	109	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	38.3
Optimal Cycle:	58	Level Of Service:	D+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2 0	1	1	0	1 0	1	0	1	1 0	1	1	0	1 0	2	0	1
Volume Module: >> Count Date: 15 May 2007 << 7:45 AM - 8:45 AM																
Base Vol:	247	316	218		289	304	72		84	439	224		183	402	181	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	247	316	218		289	304	72		84	439	224		183	402	181	
Added Vol:	0	42	0		0	35	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	247	358	218		289	339	72		84	439	224		183	402	181	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	247	358	218		289	339	72		84	439	224		183	402	181	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	247	358	218		289	339	72		84	439	224		183	402	181	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	247	358	218		289	339	72		84	439	224		183	402	181	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.99	0.95		0.92	1.00	0.92		0.92	0.99	0.95		0.92	1.00	0.92	
Lanes:	2.00	1.22	0.78		1.00	1.00	1.00		1.00	1.31	0.69		1.00	2.00	1.00	
Final Sat.:	3150	2299	1400		1750	1900	1750		1750	2449	1250		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.16	0.16		0.17	0.18	0.04		0.05	0.18	0.18		0.10	0.11	0.10	
Crit Moves:		****			****					****			****			
Green Time:	15.7	25.0	25.0		26.5	35.8	35.8		17.2	28.8	28.8		16.8	28.3	28.3	
Volume/Cap:	0.54	0.68	0.68		0.68	0.54	0.13		0.30	0.68	0.68		0.68	0.41	0.40	
Uniform Del:	43.3	38.4	38.4		37.4	30.0	25.7		40.6	36.0	36.0		43.6	33.4	33.3	
IncremntDel:	1.4	2.2	2.2		4.4	1.0	0.1		0.6	2.0	2.0		6.9	0.3	0.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	44.7	40.6	40.6		41.8	30.9	25.8		41.2	37.9	37.9		50.4	33.7	33.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.7	40.6	40.6		41.8	30.9	25.8		41.2	37.9	37.9		50.4	33.7	33.9	
LOS by Move:	D	D	D		D	C	C		D	D+	D+		D	C-	C-	
HCM2kAvgQ:	5	10	10		11	10	2		3	11	11		8	6	6	

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

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

Intersection #2 Stelling Road & Greenleaf Drive

Cycle (sec):	80	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	10 (Y+R=5.0 sec)	Average Delay (sec/veh):	6.6
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	15	607	5	14	656	16	30	3	27	18	17	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	607	5	14	656	16	30	3	27	18	17	17
Added Vol:	0	42	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	649	5	14	691	16	30	3	27	18	17	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	649	5	14	691	16	30	3	27	18	17	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	649	5	14	691	16	30	3	27	18	17	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	649	5	14	691	16	30	3	27	18	17	17
Saturation 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	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.97	0.01	0.02	0.96	0.02	0.50	0.05	0.45	0.34	0.33	0.33
Final Sat.:	39	1698	13	34	1677	39	875	88	788	606	572	572
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.41	0.41	0.41	0.03	0.03	0.03	0.03	0.03	0.03
Crit Moves:					****			****				
Green Time:	60.0	60.0	60.0	60.0	60.0	60.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.51	0.51	0.51	0.55	0.55	0.55	0.27	0.27	0.27	0.24	0.24	0.24
Uniform Del:	4.0	4.0	4.0	4.3	4.3	4.3	31.7	31.7	31.7	31.6	31.6	31.6
IncremntDel:	0.3	0.3	0.3	0.5	0.5	0.5	0.7	0.7	0.7	0.6	0.6	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:	4.4	4.4	4.4	4.8	4.8	4.8	32.4	32.4	32.4	32.1	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.4	4.4	4.4	4.8	4.8	4.8	32.4	32.4	32.4	32.1	32.1	32.1
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	C-	C-	C-
HCM2kAvgQ:	8	8	8	9	9	9	2	2	2	1	1	1

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

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

Intersection #3 Bubb Road/Peninsula Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.0
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	1	0 1	0 1	1	0 2	0 1	2	0 1	1 0
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	83	13	506	59	10	9	9	672	73	570	503	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	13	506	59	10	9	9	672	73	570	503	77
Added Vol:	11	0	0	0	0	0	0	36	9	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	13	506	59	10	9	9	708	82	570	546	77
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	94	13	0	59	10	9	9	708	0	570	546	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	13	0	59	10	9	9	708	0	570	546	77
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	94	13	0	59	10	9	9	708	0	570	546	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	0.88	0.12	2.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	1582	219	3150	1750	1900	1750	1750	3800	1750	3150	3243	457
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.03	0.01	0.01	0.01	0.19	0.00	0.18	0.17	0.17
Crit Moves:	****			****				****		****		
Green Time:	12.8	12.8	0.0	10.0	10.0	10.0	20.4	40.2	0.0	39.0	58.8	58.8
Volume/Cap:	0.56	0.56	0.00	0.40	0.06	0.06	0.03	0.56	0.00	0.56	0.34	0.34
Uniform Del:	50.9	50.9	0.0	52.2	50.7	50.7	41.6	32.6	0.0	33.4	18.8	18.8
IncremntDel:	3.6	3.6	0.0	1.8	0.2	0.2	0.0	0.5	0.0	0.7	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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	54.5	54.5	0.0	54.0	50.9	50.9	41.6	33.2	0.0	34.0	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	54.5	0.0	54.0	50.9	50.9	41.6	33.2	0.0	34.0	18.9	18.9
LOS by Move:	D-	D-	A	D-	D	D	D	C-	A	C-	B-	B-
HCM2kAvgQ:	5	5	0	3	0	0	0	11	0	11	7	7

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #4 SR 85 SB Ramps & Stevens Creek Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 9 (Y+R=0.0 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2 0	0 1	1	0 0	3 1	0	2 0	2 0	0
Volume Module: >> Count Date: 5 Oct 2006 << 8:00 AM - 9:00 AM												
Base Vol:	0	0	0	697	1	430	0	1031	200	347	784	0
Growth Adj:	1.00	1.00	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	697	1	430	0	1031	200	347	784	0
Added Vol:	0	0	0	211	0	0	0	36	0	89	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	908	1	430	0	1067	200	436	827	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	908	1	430	0	1067	0	436	827	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	908	1	430	0	1067	0	436	827	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	908	1	430	0	1067	0	436	827	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.99	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.01	1.99	0.00	4.00	0.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3150	8	3593	0	7501	0	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.12	0.12	0.00	0.14	0.00	0.14	0.22	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	56.2	56.2	56.2	0.0	27.8	0.0	27.0	54.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.62	0.26	0.26	0.00	0.62	0.00	0.62	0.48	0.00
Uniform Del:	0.0	0.0	0.0	23.8	19.2	19.2	0.0	41.3	0.0	41.8	22.7	0.0
IncremntDel:	0.0	0.0	0.0	0.8	0.1	0.1	0.0	0.7	0.0	1.6	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.80	0.00	0.81	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	24.6	19.3	19.3	0.0	33.7	0.0	35.3	10.2	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	24.6	19.3	19.3	0.0	33.7	0.0	35.3	10.2	0.0
LOS by Move:	A	A	A	C	B-	B-	A	C-	A	D+	B+	A
HCM2kAvgQ:	0	0	0	15	5	5	0	9	0	9	6	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #5 SR 85 NB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	31.9
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	1	0	1! 0	0	2	0 3	0	0 0	3 0 1
Volume Module: >> Count Date: 5 Oct 2006 << 8:00 AM - 9:00 AM												
Base Vol:	89	268	8	364	4	207	469	1202	0	0	880	751
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	268	8	364	4	207	469	1202	0	0	880	751
Added Vol:	67	80	0	0	0	0	0	247	0	0	65	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	348	8	364	4	207	469	1449	0	0	945	831
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	156	348	8	364	4	207	469	1449	0	0	945	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	348	8	364	4	207	469	1449	0	0	945	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	156	348	8	364	4	207	469	1449	0	0	945	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.61	1.36	0.03	1.46	0.01	0.53	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1097	2448	56	2560	18	922	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.14	0.22	0.22	0.15	0.25	0.00	0.00	0.17	0.00
Crit Moves:	****				****		****				****	
Green Time:	22.5	22.5	22.5	35.6	35.6	35.6	23.6	49.9	0.0	0.0	26.3	0.0
Volume/Cap:	0.76	0.76	0.76	0.48	0.76	0.76	0.76	0.61	0.00	0.00	0.76	0.00
Uniform Del:	46.1	46.1	46.1	34.6	38.3	38.3	45.5	27.5	0.0	0.0	43.9	0.0
IncremntDel:	4.9	4.9	4.9	0.3	4.4	4.4	5.4	0.5	0.0	0.0	2.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.53	0.00	0.00	0.81	0.00
Delay/Veh:	51.1	51.1	51.1	34.9	42.7	42.7	43.4	14.9	0.0	0.0	38.4	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:	51.1	51.1	51.1	34.9	42.7	42.7	43.4	14.9	0.0	0.0	38.4	0.0
LOS by Move:	D-	D-	D-	C-	D	D	D	B	A	A	D+	A
HCM2kAvgQ:	11	11	11	8	16	16	11	10	0	0	12	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #6 College Loop Road West & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	3 0	1	0 0	1 0	0
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	0	0	0	0	0	0	0	1331	467	0	5	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1331	467	0	5	0
Added Vol:	0	0	0	0	0	0	0	123	124	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1454	591	0	150	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1454	591	0	150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	1454	591	0	150	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #7 Mary Avenue & Stevens Creek Boulevard

Cycle (sec):	67	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.9
Optimal Cycle:	81	Level Of Service:	C-

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Ignore						Ignore					
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	2	0	0	1	0		1	0	1	0	1		1	0	2	1	0		1	0	2	1	0	
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM																								
Base Vol:	382		20		64		159		34		181		250		915		173		146		1133		122	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	382		20		64		159		34		181		250		915		173		146		1133		122	
Added Vol:	145		6		46		0		5		0		0		25		98		39		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	527		26		110		159		39		181		250		940		271		185		1133		122	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
PHF Volume:	527		26		110		159		39		181		250		940		0		185		1133		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	527		26		110		159		39		181		250		940		0		185		1133		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
FinalVolume:	527		26		110		159		39		181		250		940		0		185		1133		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.83		0.95		0.95		0.92		1.00		0.92		0.92		0.98		0.92		0.92		0.98		0.92	
Lanes:	2.00		0.19		0.81		1.00		1.00		1.00		1.00		3.00		0.00		1.00		3.00		0.00	
Final Sat.:	3150		344		1456		1750		1900		1750		1750		5601		0		1750		5601		0	
Capacity Analysis Module:																								
Vol/Sat:	0.17		0.08		0.08		0.09		0.02		0.10		0.14		0.17		0.00		0.11		0.20		0.00	
Crit Moves:	****										****		****								****			
Green Time:	12.7		13.4		13.4		9.4		10.0		10.0		10.9		16.1		0.0		10.2		15.4		0.0	
Volume/Cap:	0.88		0.38		0.38		0.65		0.14		0.69		0.88		0.70		0.00		0.70		0.88		0.00	
Uniform Del:	26.4		23.2		23.2		27.3		24.8		27.0		27.4		23.2		0.0		27.0		24.9		0.0	
IncremntDel:	14.2		0.7		0.7		6.1		0.2		7.8		25.6		1.6		0.0		7.9		7.3		0.0	
InitQueuDel:	0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
Delay/Veh:	40.6		23.9		23.9		33.3		25.0		34.8		53.0		24.9		0.0		34.9		32.2		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:	40.6		23.9		23.9		33.3		25.0		34.8		53.0		24.9		0.0		34.9		32.2		0.0	
LOS by Move:	D		C		C		C-		C		C-		D-		C		A		C-		C-		A	
HCM2kAvgQ:	10		3		3		5		1		5		9		7		0		6		11		0	

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #8 College Loop Road East & Stevens Creek Boulevard

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[16.5]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 1		0 0 0	0 0		0 0 3	0 0		0 0 1	0 0	
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	0	272		0	0		1208	0		0	5	0
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Initial Bse:	0	272		0	0		1208	0		0	5	0
Added Vol:	0	0		0	0		71	0		0	0	0
PasserByVol:	0	0		0	0		0	0		0	0	0
Initial Fut:	0	272		0	0		1279	0		0	5	0
User Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
PHF Volume:	0	272		0	0		1279	0		0	5	0
Reduct Vol:	0	0		0	0		0	0		0	0	0
FinalVolume:	0	272		0	0		1279	0		0	5	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.9		xxxxx	xxxx		xxxxx	xxxx		xxxxx	xxxx	
FollowUpTim:	xxxxx	3.3		xxxxx	xxxx		xxxxx	xxxx		xxxxx	xxxx	
Capacity Module:												
Cnflict Vol:	xxxx	426		xxxx	xxxx		xxxxx	xxxx		xxxxx	xxxx	
Potent Cap.:	xxxx	582		xxxx	xxxx		xxxxx	xxxx		xxxxx	xxxx	
Move Cap.:	xxxx	582		xxxx	xxxx		xxxxx	xxxx		xxxxx	xxxx	
Volume/Cap:	xxxx	0.47		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx	2.5		xxxx	xxxx		xxxxx	xxxx		xxxxx	xxxx	
Control Del:	xxxxx	16.5		xxxxx	xxxx		xxxxx	xxxx		xxxxx	xxxx	
LOS by Move:	*	C		*	*		*	*		*	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

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

Intersection #9 Stelling Road & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	38.7
Optimal Cycle:	71	Level Of Service:	D+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1	1	0	1 0	1	1	0	1 0	2	1	0	2 0	2	1	0
Volume Module: >> Count Date: 5 Oct 2006 << 8:00 AM - 9:00 AM																
Base Vol:	228	401		305	200	334		194	217	1003		89	283	932		163
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	228	401		305	200	334		194	217	1003		89	283	932		163
Added Vol:	0	42		120	0	35		0	0	46		0	102	39		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	228	443		425	200	369		194	217	1049		89	385	971		163
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	228	443		425	200	369		194	217	1049		89	385	971		163
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	228	443		425	200	369		194	217	1049		89	385	971		163
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	228	443		425	200	369		194	217	1049		89	385	971		163
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.95	0.92	0.99		0.95	0.92	0.99		0.95	0.83	0.99		0.95
Lanes:	1.00	1.00		1.00	1.00	1.29		0.71	1.00	2.76		0.24	2.00	2.55		0.45
Final Sat.:	1750	1898		1801	1750	2424		1275	1750	5162		438	3150	4794		805
Capacity Analysis Module:																
Vol/Sat:	0.13	0.23		0.24	0.11	0.15		0.15	0.12	0.20		0.20	0.12	0.20		0.20
Crit Moves:				****	****				****					****		
Green Time:	25.8	37.7		37.7	18.2	30.1		30.1	19.8	32.5		32.5	19.6	32.3		32.3
Volume/Cap:	0.61	0.74		0.75	0.75	0.61		0.61	0.75	0.75		0.75	0.75	0.75		0.75
Uniform Del:	42.5	36.8		37.0	48.7	39.7		39.7	47.8	40.0		40.0	47.9	40.2		40.2
IncremntDel:	2.8	2.6		2.8	11.4	1.2		1.2	10.6	2.1		2.1	6.1	2.2		2.2
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	0.87	0.75		0.75	0.87	0.75		0.75
Delay/Veh:	45.4	39.5		39.8	60.1	40.9		40.9	52.1	32.2		32.2	47.7	32.5		32.5
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	45.4	39.5		39.8	60.1	40.9		40.9	52.1	32.2		32.2	47.7	32.5		32.5
LOS by Move:	D	D		D	E	D		D	D-	C-		C-	D	C-		C-
HCM2kAvgQ:	9	16		16	9	10		10	10	13		13	9	13		13

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

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

Intersection #10 Saich Way & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.1
Optimal Cycle:	50	Level Of Service:	C+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	7	10	10	0	10	10
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	0	0	0	101	0	158	357	1431	0	0	1332	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	101	0	158	357	1431	0	0	1332	62
Added Vol:	0	0	0	0	0	0	0	166	0	0	141	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	0	158	357	1597	0	0	1473	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	101	0	158	357	1597	0	0	1473	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	0	158	357	1597	0	0	1473	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	101	0	158	357	1597	0	0	1473	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.39	0.00	0.61	1.00	3.00	0.00	0.00	2.87	0.13
Final Sat.:	0	0	0	682	0	1068	1750	5700	0	0	5374	226
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.20	0.28	0.00	0.00	0.27	0.27
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	23.9	0.0	23.9	32.9	77.1	0.0	0.0	44.2	44.2
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.68	0.68	0.40	0.00	0.00	0.68	0.68
Uniform Del:	0.0	0.0	0.0	39.6	0.0	39.6	33.9	6.8	0.0	0.0	27.1	27.1
IncremntDel:	0.0	0.0	0.0	5.0	0.0	5.0	3.7	0.1	0.0	0.0	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	44.6	0.0	44.6	37.6	6.9	0.0	0.0	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.6	0.0	44.6	37.6	6.9	0.0	0.0	28.0	28.0
LOS by Move:	A	A	A	D	A	D	D+	A	A	A	C	C
HCM2kAvgQ:	0	0	0	10	0	10	12	7	0	0	15	15

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

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

Intersection #11 Bandley Drive & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	13 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.7
Optimal Cycle:	59	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	79	26	46	196	69	138	305	1217	71	190	1273	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	26	46	196	69	138	305	1217	71	190	1273	104
Added Vol:	0	0	0	0	0	0	0	166	0	0	141	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	26	46	196	69	138	305	1383	71	190	1414	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	26	46	196	69	138	305	1383	71	190	1414	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	26	46	196	69	138	305	1383	71	190	1414	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	26	46	196	69	138	305	1383	71	190	1414	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.75	0.25	1.00	0.74	0.26	1.00	1.00	2.85	0.15	1.00	2.79	0.21
Final Sat.:	1355	446	1750	1332	469	1750	1750	5327	273	1750	5216	384
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.15	0.15	0.08	0.17	0.26	0.26	0.11	0.27	0.27
Crit Moves:					****		****				****	
Green Time:	24.1	24.1	24.1	24.1	24.1	24.1	28.5	51.4	51.4	21.5	44.4	44.4
Volume/Cap:	0.27	0.27	0.12	0.67	0.67	0.36	0.67	0.56	0.56	0.56	0.67	0.67
Uniform Del:	35.6	35.6	34.5	39.3	39.3	36.4	36.5	21.1	21.1	39.9	26.9	26.9
IncremntDel:	0.4	0.4	0.1	4.5	4.5	0.6	3.9	0.3	0.3	2.0	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.0	36.0	34.6	43.8	43.8	37.0	40.5	21.3	21.3	42.0	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	36.0	34.6	43.8	43.8	37.0	40.5	21.3	21.3	42.0	27.7	27.7
LOS by Move:	D+	D+	C-	D	D	D+	D	C+	C+	D	C	C
HCM2kAvgQ:	3	3	1	10	10	4	11	12	12	7	15	15

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #12 De Anza Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	42.2
Optimal Cycle:	126	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 3 0 1			2 0 3 1 0			2 0 3 0 1			2 0 2 1 0		
Volume Module: >> Count Date: 4 Oct 2006 << 8:00 AM - 9:00 AM												
Base Vol:	613	962	257	514	818	361	392	579	457	333	624	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	613	962	257	514	818	361	392	579	457	333	624	243
Added Vol:	0	0	0	0	0	91	107	59	0	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	613	962	257	514	818	452	499	638	457	333	674	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	613	962	257	514	818	452	499	638	457	333	674	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	962	257	514	818	452	499	638	457	333	674	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	613	962	257	514	818	452	499	638	457	333	674	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5601	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.15	0.16	0.14	0.26	0.16	0.11	0.26	0.11	0.12	0.00
Crit Moves:	****					****			****	****		
Green Time:	25.6	30.3	30.3	29.3	34.0	34.0	27.5	34.4	34.4	13.9	20.9	0.0
Volume/Cap:	0.91	0.67	0.58	0.67	0.51	0.91	0.69	0.39	0.91	0.91	0.69	0.00
Uniform Del:	46.1	40.3	39.3	40.9	36.0	41.5	42.4	34.4	41.3	52.4	46.6	0.0
IncremntDel:	16.6	1.2	2.0	2.3	0.2	9.2	2.9	0.2	20.7	26.1	2.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.82	0.77	0.77	0.78	0.74	0.74	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	54.3	32.4	32.4	34.4	26.6	39.8	45.3	34.5	62.0	78.5	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:	54.3	32.4	32.4	34.4	26.6	39.8	45.3	34.5	62.0	78.5	48.7	0.0
LOS by Move:	D-	C-	C-	C-	C	D	D	C-	E	E-	D	A
HCM2kAvgQ:	17	10	8	10	7	21	11	6	21	11	9	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #13 Stelling Road & Pepper Tree Lane

Cycle (sec): 107 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 35 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	10
Lanes:	1 0 1	1 0		0 0 1	1 0		2 0 0	0 1		0 0 0	0 1	
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	122	374	8	0	353	397	516	0	114	0	0	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	374	8	0	353	397	516	0	114	0	0	38
Added Vol:	21	25	0	0	21	116	137	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	399	8	0	374	513	653	0	139	0	0	38
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	399	0	0	374	0	653	0	139	0	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	399	0	0	374	0	653	0	139	0	0	38
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	399	0	0	374	0	653	0	139	0	0	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	3701	0	0	3701	0	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.00	0.00	0.10	0.00	0.21	0.00	0.08	0.00	0.00	0.02
Crit Moves:	****				****		****					
Green Time:	20.7	46.4	0.0	0.0	25.7	0.0	52.6	0.0	52.6	0.0	0.0	52.6
Volume/Cap:	0.42	0.25	0.00	0.00	0.42	0.00	0.42	0.00	0.16	0.00	0.00	0.04
Uniform Del:	37.9	19.2	0.0	0.0	34.4	0.0	17.4	0.0	15.0	0.0	0.0	14.1
IncremntDel:	0.8	0.1	0.0	0.0	0.3	0.0	0.2	0.0	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	38.7	19.3	0.0	0.0	34.7	0.0	17.6	0.0	15.1	0.0	0.0	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	19.3	0.0	0.0	34.7	0.0	17.6	0.0	15.1	0.0	0.0	14.2
LOS by Move:	D+	B-	A	A	C-	A	B	A	B	A	A	B
HCM2kAvgQ:	5	4	0	0	6	0	8	0	3	0	0	1

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #14 Bubb Road & McClellan Road

Cycle (sec):	105	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.5
Optimal Cycle:	50	Level Of Service:	C-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1 0		1	1 0	1 0		1	1 0	0 1		0	1 0	0 1		0
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM																
Base Vol:	35	180		124	127	135		66	111	231		35	151	168		125
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	35	180		124	127	135		66	111	231		35	151	168		125
Added Vol:	0	0		5	9	0		0	0	0		0	6	0		11
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	35	180		129	136	135		66	111	231		35	157	168		136
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	35	180		129	136	135		66	111	231		35	157	168		136
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	35	180		129	136	135		66	111	231		35	157	168		136
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	35	180		129	136	135		66	111	231		35	157	168		136
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.87		0.13	1.00	0.55		0.45
Final Sat.:	1900	1900		1900	1900	1900		1900	1900	1650		250	1900	1050		850
Capacity Analysis Module:																
Vol/Sat:	0.02	0.09		0.07	0.07	0.07		0.03	0.06	0.14		0.14	0.08	0.16		0.16
Crit Moves:		****				****				****				****		
Green Time:	15.8	21.9		21.9	16.6	22.6		22.6	13.5	31.8		31.8	18.8	37.0		37.0
Volume/Cap:	0.12	0.45		0.33	0.45	0.33		0.16	0.45	0.46		0.46	0.46	0.45		0.45
Uniform Del:	38.6	36.3		35.3	40.1	34.8		33.5	42.3	29.7		29.7	38.6	26.2		26.2
IncremntDel:	0.2	0.8		0.5	1.1	0.5		0.2	1.3	0.6		0.6	1.0	0.5		0.5
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	38.8	37.1		35.7	41.2	35.3		33.7	43.7	30.3		30.3	39.6	26.7		26.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	38.8	37.1		35.7	41.2	35.3		33.7	43.7	30.3		30.3	39.6	26.7		26.7
LOS by Move:	D+	D+		D+	D	D+		C-	D	C		C	D	C		C
HCM2kAvgQ:	1	5		4	4	4		2	4	7		7	5	8		8

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

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

Intersection #15 Rose Blossom Drive & McClellan Road

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: E[43.0]

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		
Rights:	Include			Include			Ignore			Ignore		
Lanes:	1 0 0 0 1			1 0 0 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	10	0	7	87	0	42	29	465	4	11	406	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	7	87	0	42	29	465	4	11	406	69
Added Vol:	0	0	0	71	0	17	14	0	0	0	0	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	7	158	0	59	43	465	4	11	406	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	10	0	7	158	0	59	43	465	0	11	406	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	7	158	0	59	43	465	0	11	406	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1009	xxxx	465	983	xxxx	406	406	xxxx	xxxxx	465	xxxx	xxxxx
Potent Cap.:	221	xxxx	602	230	xxxx	649	1164	xxxx	xxxxx	1107	xxxx	xxxxx
Move Cap.:	194	xxxx	602	219	xxxx	649	1164	xxxx	xxxxx	1107	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	0.01	0.72	xxxx	0.09	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	0.0	4.8	xxxx	0.3	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	24.6	xxxx	11.1	54.9	xxxx	11.1	8.2	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	C	*	B	F	*	B	A	*	*	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:	19.0			43.0			xxxxxx			xxxxxx		
ApproachLOS:	C			E			*			*		

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

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

Intersection #16 McClellan Road & Stelling Road

Cycle (sec):	82	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	27.1
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1	1	0	1 0	1	1	0	1 0	0	1	0	1 0	1	0	1
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM																
Base Vol:	78	189		53	208	166		109	159	357		51	67	265		158
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	78	189		53	208	166		109	159	357		51	67	265		158
Added Vol:	24	16		0	6	19		21	25	18		29	0	15		5
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	102	205		53	214	185		130	184	375		80	67	280		163
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	102	205		53	214	185		130	184	375		80	67	280		163
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	102	205		53	214	185		130	184	375		80	67	280		163
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	102	205		53	214	185		130	184	375		80	67	280		163
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	0.99		0.95	0.92	0.95		0.95	0.92	1.00		0.92
Lanes:	1.00	1.58		0.42	1.00	1.15		0.85	1.00	0.82		0.18	1.00	1.00		1.00
Final Sat.:	1750	2940		760	1750	2172		1526	1750	1484		317	1750	1900		1750
Capacity Analysis Module:																
Vol/Sat:	0.06	0.07	0.07		0.12	0.09	0.09		0.11	0.25	0.25		0.04	0.15	0.09	
Crit Moves:		****			****					****			****			
Green Time:	11.2	10.0	10.0		17.3	16.0	16.0		17.8	35.7	35.7		7.0	24.9	24.9	
Volume/Cap:	0.43	0.57	0.57		0.58	0.44	0.44		0.48	0.58	0.58		0.45	0.48	0.31	
Uniform Del:	32.4	34.0	34.0		29.1	29.0	29.0		28.1	17.5	17.5		35.7	23.3	21.9	
IncremntDel:	1.2	1.8	1.8		2.3	0.4	0.4		1.0	1.1	1.1		2.1	0.6	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	33.6	35.7	35.7		31.4	29.4	29.4		29.1	18.6	18.6		37.8	23.9	22.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.6	35.7	35.7		31.4	29.4	29.4		29.1	18.6	18.6		37.8	23.9	22.2	
LOS by Move:	C-	D+	D+		C	C	C		C	B-	B-		D+	C	C+	
HCM2kAvgQ:	3	4	4		6	4	4		5	10	10		2	6	4	

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

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

Intersection #17 McClellan Road & De Anza Boulevard

Cycle (sec):	118	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.5
Optimal Cycle:	69	Level Of Service:	D+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	2	1	0	1 0	3	1	0	1 1	0	0	1	2 0	1	0	1
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM																
Base Vol:	264	1159		77	210	1345		226	166			64	205	137	156	134
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	1159		77	210	1345		226	166			64	205	137	156	134
Added Vol:	20	0		0	0	0		0	0			0	24	0	0	0
PasserByVol:	0	0		0	0	0		0	0			0	0	0	0	0
Initial Fut:	284	1159		77	210	1345		226	166			64	229	137	156	134
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1159		77	210	1345		226	166			64	229	137	156	134
Reduct Vol:	0	0		0	0	0		0	0			0	0	0	0	0
Reduced Vol:	284	1159		77	210	1345		226	166			64	229	137	156	134
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1159		77	210	1345		226	166			64	229	137	156	134
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900			1900	1900	1900	1900	1900
Adjustment:	0.92	0.98		0.95	0.92	0.99		0.95	0.93			0.95	0.92	0.83	1.00	0.92
Lanes:	1.00	2.81		0.19	1.00	3.40		0.60	1.45			0.55	1.00	2.00	1.00	1.00
Final Sat.:	1750	5251		349	1750	6420		1079	2562			988	1750	3150	1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.16	0.22		0.22	0.12	0.21		0.21	0.06			0.06	0.13	0.04	0.08	0.08
Crit Moves:	****					****							****	****		
Green Time:	29.7	44.1		44.1	24.0	38.4		38.4	13.8			24.0	24.0	8.0	18.1	18.1
Volume/Cap:	0.64	0.59		0.59	0.59	0.64		0.64	0.55			0.32	0.64	0.64	0.54	0.50
Uniform Del:	39.4	29.7		29.7	42.6	34.0		34.0	49.2			40.1	43.1	53.6	46.1	45.8
IncremntDel:	3.3	0.5		0.5	2.6	0.6		0.6	1.6			0.3	4.0	6.6	2.0	1.5
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.7	30.1		30.1	45.2	34.6		34.6	50.8			40.3	47.2	60.3	48.0	47.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	30.1		30.1	45.2	34.6		34.6	50.8			40.3	47.2	60.3	48.0	47.3
LOS by Move:	D	C		C	D	C-		C-	D			D	D	E	D	D
HCM2kAvgQ:	11	12		12	8	13		13	5			4	9	4	6	5

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

P.M. PEAK

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

Intersection #1 Stelling Road & Homestead Road

Cycle (sec):	109	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	50.6
Optimal Cycle:	125	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	2	0	1	1	0	1	0	1	0	1	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	296	388	304		261	508	77		111	571	433		300	459	203	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	296	388	304		261	508	77		111	571	433		300	459	203	
Added Vol:	0	13	0		0	26	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	296	401	304		261	534	77		111	571	433		300	459	203	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	401	304		261	534	77		111	571	433		300	459	203	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	296	401	304		261	534	77		111	571	433		300	459	203	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	296	401	304		261	534	77		111	571	433		300	459	203	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.99	0.95		0.92	1.00	0.92		0.92	0.99	0.95		0.92	1.00	0.92	
Lanes:	2.00	1.11	0.89		1.00	1.00	1.00		1.00	1.11	0.89		1.00	2.00	1.00	
Final Sat.:	3150	2104	1595		1750	1900	1750		1750	2103	1595		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.19	0.19		0.15	0.28	0.04		0.06	0.27	0.27		0.17	0.12	0.12	
Crit Moves:	****					****					****			****		
Green Time:	11.1	25.0	25.0		19.5	33.3	33.3		18.2	32.2	32.2		20.3	34.3	34.3	
Volume/Cap:	0.92	0.83	0.83		0.83	0.92	0.14		0.38	0.92	0.92		0.92	0.38	0.37	
Uniform Del:	48.5	40.0	40.0		43.2	36.5	27.5		40.4	37.1	37.1		43.5	29.1	29.0	
IncremntDel:	30.2	7.1	7.1		17.1	19.8	0.1		0.8	12.2	12.2		29.9	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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	78.7	47.1	47.1		60.2	56.4	27.6		41.2	49.3	49.3		73.5	29.3	29.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	78.7	47.1	47.1		60.2	56.4	27.6		41.2	49.3	49.3		73.5	29.3	29.4	
LOS by Move:	E-	D	D		E	E+	C		D	D	D		E	C	C	
HCM2kAvgQ:	9	14	14		12	21	2		4	21	21		15	6	6	

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #2 Stelling Road & Greenleaf Drive

Cycle (sec):	80	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	10 (Y+R=5.0 sec)	Average Delay (sec/veh):	10.0
Optimal Cycle:	58	Level Of Service:	B+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	660	13	23	961	38	60	12	27	26	23	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	660	13	23	961	38	60	12	27	26	23	26
Added Vol:	0	13	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	673	13	23	987	38	60	12	27	26	23	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	673	13	23	987	38	60	12	27	26	23	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	673	13	23	987	38	60	12	27	26	23	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	673	13	23	987	38	60	12	27	26	23	26
Saturation 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	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.96	0.02	0.02	0.94	0.04	0.61	0.12	0.27	0.35	0.30	0.35
Final Sat.:	42	1675	32	38	1648	63	1061	212	477	607	537	607
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.60	0.60	0.60	0.06	0.06	0.06	0.04	0.04	0.04
Crit Moves:					****			****				
Green Time:	60.0	60.0	60.0	60.0	60.0	60.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.54	0.54	0.54	0.80	0.80	0.80	0.45	0.45	0.45	0.34	0.34	0.34
Uniform Del:	4.2	4.2	4.2	6.2	6.2	6.2	32.5	32.5	32.5	32.0	32.0	32.0
IncremntDel:	0.4	0.4	0.4	3.5	3.5	3.5	1.5	1.5	1.5	0.9	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.6	4.6	4.6	9.8	9.8	9.8	33.9	33.9	33.9	32.9	32.9	32.9
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:	4.6	4.6	4.6	9.8	9.8	9.8	33.9	33.9	33.9	32.9	32.9	32.9
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	C-	C-	C-
HCM2kAvgQ:	8	8	8	19	19	19	3	3	3	2	2	2

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

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

Intersection #3 Bubb Road/Peninsula Boulevard & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.9
Optimal Cycle:	62	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	2	1 0	1 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	101	21	519	70	21	15	26	769	151	554	722	91
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	101	21	519	70	21	15	26	769	151	554	722	91
Added Vol:	3	0	0	0	0	0	0	26	7	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	21	519	70	21	15	26	795	158	554	735	91
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	104	21	0	70	21	15	26	795	0	554	735	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	21	0	70	21	15	26	795	0	554	735	91
PCE Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
FinalVolume:	104	21	0	70	21	15	26	795	0	554	735	91
Saturation Flow Module:												
Sat/Lane:	1900 1900		1900	1900 1900		1900	1900 1900		1900	1900 1900		1900
Adjustment:	0.95 0.95		0.83	0.92 1.00		0.92	0.92 1.00		0.92	0.83 0.98		0.95
Lanes:	0.83 0.17		2.00	1.00 1.00		1.00	1.00 2.00		1.00	2.00 1.77		0.23
Final Sat.:	1498	302	3150	1750 1900		1750	1750 3800		1750	3150 3293		408
Capacity Analysis Module:												
Vol/Sat:	0.07 0.07		0.00	0.04 0.01		0.01	0.01 0.21		0.00	0.18 0.22		0.22
Crit Moves:	****			****				****		****		
Green Time:	14.1 14.1		0.0	10.0 10.0		10.0	16.1 42.3		0.0	35.6 61.8		61.8
Volume/Cap:	0.59 0.59		0.00	0.48 0.13		0.10	0.11 0.59		0.00	0.59 0.43		0.43
Uniform Del:	50.3 50.3		0.0	52.5 51.0		50.9	45.6 31.8		0.0	36.0 18.2		18.2
IncremntDel:	4.5 4.5		0.0	2.5 0.4		0.3	0.2 0.7		0.0	1.0 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		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
Delay/Veh:	54.7 54.7		0.0	55.0 51.4		51.2	45.8 32.5		0.0	37.0 18.3		18.3
User DelAdj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
AdjDel/Veh:	54.7 54.7		0.0	55.0 51.4		51.2	45.8 32.5		0.0	37.0 18.3		18.3
LOS by Move:	D-	D-	A	D-	D-	D-	D	C-	A	D+	B-	B-
HCM2kAvgQ:	5	5	0	3	1	1	1	12	0	11	10	10

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

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

Intersection #4 SR 85 SB Ramps & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	9 (Y+R=0.0 sec)	Average Delay (sec/veh):	25.7
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 0	0 0	0	2 0	0 1	1	0 0	3 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	1052	7	817	0	963	188	351	699	0
Growth Adj:	1.00	1.00	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	1052	7	817	0	963	188	351	699	0
Added Vol:	0	0	0	154	0	0	0	26	0	27	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1206	7	817	0	989	188	378	712	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1206	7	817	0	989	0	378	712	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1206	7	817	0	989	0	378	712	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1206	7	817	0	989	0	378	712	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.99	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.02	1.98	0.00	4.00	0.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3150	31	3570	0	7501	0	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.23	0.23	0.00	0.13	0.00	0.12	0.19	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	67.0	67.0	67.0	0.0	23.1	0.0	21.0	44.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.41	0.41	0.00	0.69	0.00	0.69	0.51	0.00
Uniform Del:	0.0	0.0	0.0	19.0	15.2	15.2	0.0	45.1	0.0	46.4	29.6	0.0
IncremntDel:	0.0	0.0	0.0	1.2	0.1	0.1	0.0	1.4	0.0	3.6	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.84	0.00	0.86	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	20.1	15.3	15.3	0.0	39.4	0.0	43.5	18.5	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	20.1	15.3	15.3	0.0	39.4	0.0	43.5	18.5	0.0
LOS by Move:	A	A	A	C+	B	B	A	D	A	D	B-	A
HCM2kAvgQ:	0	0	0	19	9	9	0	9	0	9	8	0

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #5 SR 85 NB Ramps & Stevens Creek Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 12 (Y+R=0.0 sec) Average Delay (sec/veh): 29.4
Optimal Cycle: 69 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Include						Include						Ignore					
Min. Green:	10	10		10			10	10		10			7	10		10			7	10		10		
Lanes:	0	1	0	1	0		1	0	1!	0	0		2	0	3	0	0		0	0	3	0	1	
Volume Module:																								
Base Vol:	59	223		9			333		1		281		534	1644		0			0	794			880	
Growth Adj:	1.00	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	223		9			333		1		281		534	1644		0			0	794			880	
Added Vol:	21	25		0			0		0		0		0	180		0			0	20			25	
PasserByVol:	0	0		0			0		0		0		0	0		0			0	0			0	
Initial Fut:	80	248		9			333		1		281		534	1824		0			0	814			905	
User Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00			0.00	
PHF Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00			0.00	
PHF Volume:	80	248		9			333		1		281		534	1824		0			0	814			0	
Reduct Vol:	0	0		0			0		0		0		0	0		0			0	0			0	
Reduced Vol:	80	248		9			333		1		281		534	1824		0			0	814			0	
PCE Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00			0.00	
MLF Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00			0.00	
FinalVolume:	80	248		9			333		1		281		534	1824		0			0	814			0	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900		1900		1900		1900	1900		1900			1900	1900			1900	
Adjustment:	0.95	0.95		0.95			0.92		0.92		0.92		0.83	1.00		0.92			0.92	1.00			0.92	
Lanes:	0.47	1.48		0.05			1.37		0.01		0.62		2.00	3.00		0.00			0.00	3.00			1.00	
Final Sat.:	855	2650		96			2400		4		1096		3150	5700		0			0	5700			1750	
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.09		0.09			0.14		0.26		0.26		0.17	0.32		0.00			0.00	0.14			0.00	
Crit Moves:				****							****					****								
Green Time:	15.1	15.1		15.1			41.3		41.3		41.3		28.0	51.6		0.0			0.0	23.6			0.0	
Volume/Cap:	0.74	0.74		0.74			0.40		0.74		0.74		0.73	0.74		0.00			0.00	0.73			0.00	
Uniform Del:	50.6	50.6		50.6			30.0		34.7		34.7		42.5	28.7		0.0			0.0	45.2			0.0	
IncremntDel:	6.6	6.6		6.6			0.2		3.7		3.7		3.6	1.3		0.0			0.0	2.4			0.0	
InitQueuDel:	0.0	0.0		0.0			0.0		0.0		0.0		0.0	0.0		0.0			0.0	0.0			0.0	
Delay Adj:	1.00	1.00		1.00			1.00		1.00		1.00		0.80	0.50		0.00			0.00	0.84			0.00	
Delay/Veh:	57.2	57.2		57.2			30.1		38.4		38.4		37.5	15.5		0.0			0.0	40.2			0.0	
User DelAdj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00			1.00	
AdjDel/Veh:	57.2	57.2		57.2			30.1		38.4		38.4		37.5	15.5		0.0			0.0	40.2			0.0	
LOS by Move:	E+		E+	E+			C		D+		D+		D+		B	A			A	D			A	
HCM2kAvgQ:	8		8	8			7		17		17		11	15		0			0	10			0	

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

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

Intersection #6 College Loop Road West & Stevens Creek Boulevard

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	3 0	1	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2330	385	0	4	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	2330	385	0	4	0
Added Vol:	0	0	0	0	0	0	0	89	91	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	2419	476	0	49	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	2419	476	0	49	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	2419	476	0	49	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #7 Mary Avenue & Stevens Creek Boulevard

Cycle (sec):	67	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.7
Optimal Cycle:	78	Level Of Service:	C-

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Ignore						Ignore					
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	2	0	0	1	0		1	0	1	0	1		1	0	2	1	0		1	0	2	1	0	
Volume Module:																								
Base Vol:	267		12		50		162		41		131		324		1665		272		195		1054		118	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	267		12		50		162		41		131		324		1665		272		195		1054		118	
Added Vol:	45		2		14		0		4		0		0		18		72		28		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	312		14		64		162		45		131		324		1683		344		223		1054		118	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
PHF Volume:	312		14		64		162		45		131		324		1683		0		223		1054		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	312		14		64		162		45		131		324		1683		0		223		1054		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
FinalVolume:	312		14		64		162		45		131		324		1683		0		223		1054		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.83		0.95		0.95		0.92		1.00		0.92		0.92		0.98		0.92		0.92		0.98		0.92	
Lanes:	2.00		0.18		0.82		1.00		1.00		1.00		1.00		3.00		0.00		1.00		3.00		0.00	
Final Sat.:	3150		323		1477		1750		1900		1750		1750		5601		0		1750		5601		0	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.04		0.04		0.09		0.02		0.07		0.19		0.30		0.00		0.13		0.19		0.00	
Crit Moves:	****										****				****				****					
Green Time:	7.3		10.2		10.2		7.1		10.0		10.0		15.7		22.2		0.0		9.4		16.0		0.0	
Volume/Cap:	0.91		0.28		0.28		0.87		0.16		0.50		0.79		0.91		0.00		0.91		0.79		0.00	
Uniform Del:	29.5		25.2		25.2		29.5		24.8		26.2		24.1		21.4		0.0		28.3		23.9		0.0	
IncremntDel:	26.2		0.6		0.6		32.6		0.3		1.5		9.9		6.8		0.0		33.3		3.3		0.0	
InitQueuDel:	0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		0.00	
Delay/Veh:	55.7		25.7		25.7		62.1		25.1		27.7		34.0		28.2		0.0		61.6		27.2		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:	55.7		25.7		25.7		62.1		25.1		27.7		34.0		28.2		0.0		61.6		27.2		0.0	
LOS by Move:	E+		C		C		E		C		C		C-		C		A		E		C		A	
HCM2kAvgQ:	7		2		2		7		1		3		9		16		0		9		9		0	

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #8 College Loop Road East & Stevens Creek Boulevard

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[14.1]

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		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	0 0	0	0 0	3 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	21	0	0	0	0	1914	0	0	4	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	21	0	0	0	0	1914	0	0	4	0
Added Vol:	0	0	0	0	0	0	0	32	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	21	0	0	0	0	1946	0	0	4	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	21	0	0	0	0	1946	0	0	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	21	0	0	0	0	1946	0	0	4	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	649	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	417	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	417	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.1	xxxxx	xxxx	xxxxx	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:	14.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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

Intersection #9 Stelling Road & Stevens Creek Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	60.5
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1	1	0	1 0	1	1	0	1 0	2	1	0	2 0	2	1	0
Volume Module:																
Base Vol:	358	381		395	384	599		260	276	801		237	582	1146		276
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	358	381		395	384	599		260	276	801		237	582	1146		276
Added Vol:	0	13		37	0	26		0	0	14		0	74	28		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	358	394		432	384	625		260	276	815		237	656	1174		276
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	358	394		432	384	625		260	276	815		237	656	1174		276
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	358	394		432	384	625		260	276	815		237	656	1174		276
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	358	394		432	384	625		260	276	815		237	656	1174		276
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	0.98		0.95	0.92	0.99		0.95	0.83	0.99		0.95
Lanes:	1.00	1.00		1.00	1.00	1.40		0.60	1.00	2.30		0.70	2.00	2.41		0.59
Final Sat.:	1750	1900		1750	1750	2613		1087	1750	4337		1261	3150	4533		1066
Capacity Analysis Module:																
Vol/Sat:	0.20	0.21		0.25	0.22	0.24		0.24	0.16	0.19		0.19	0.21	0.26		0.26
Crit Moves:				****	****				****					****		
Green Time:	26.3	30.2		30.2	26.8	30.7		30.7	19.3	24.2		24.2	26.8	31.7		31.7
Volume/Cap:	0.93	0.82		0.98	0.98	0.93		0.93	0.98	0.93		0.93	0.93	0.98		0.98
Uniform Del:	46.0	42.4		44.6	46.3	43.6		43.6	50.2	47.1		47.1	45.7	43.9		43.9
IncremntDel:	29.7	5.6		26.3	40.3	15.7		15.7	48.3	13.6		13.6	19.3	19.0		19.0
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	0.87	0.83		0.83	0.81	0.76		0.76
Delay/Veh:	75.7	48.0		70.9	86.7	59.3		59.3	92.0	52.8		52.8	56.3	52.3		52.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	75.7	48.0		70.9	86.7	59.3		59.3	92.0	52.8		52.8	56.3	52.3		52.3
LOS by Move:	E-	D		E	F	E+		E+	F	D-		D-	E+	D-		D-
HCM2kAvgQ:	18	16		23	21	21		21	16	17		17	18	23		23

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

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

Intersection #10 Saich Way & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.3
Optimal Cycle:	51	Level Of Service:	C+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	7	10	10	0	10	10
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	104	0	203	367	1770	0	0	1223	65
Growth Adj:	1.00	1.00	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	203	367	1770	0	0	1223	65
Added Vol:	0	0	0	0	0	0	0	51	0	0	102	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	104	0	203	367	1821	0	0	1325	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	203	367	1821	0	0	1325	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	0	203	367	1821	0	0	1325	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	203	367	1821	0	0	1325	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.34	0.00	0.66	1.00	3.00	0.00	0.00	2.85	0.15
Final Sat.:	0	0	0	593	0	1157	1750	5700	0	0	5338	262
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.21	0.32	0.00	0.00	0.25	0.25
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	28.0	0.0	28.0	33.4	73.0	0.0	0.0	39.6	39.6
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.69	0.69	0.48	0.00	0.00	0.69	0.69
Uniform Del:	0.0	0.0	0.0	37.1	0.0	37.1	33.7	9.1	0.0	0.0	30.0	30.0
IncremntDel:	0.0	0.0	0.0	4.6	0.0	4.6	3.8	0.1	0.0	0.0	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	41.6	0.0	41.6	37.5	9.2	0.0	0.0	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.6	0.0	41.6	37.5	9.2	0.0	0.0	31.0	31.0
LOS by Move:	A	A	A	D	A	D	D+	A	A	A	C	C
HCM2kAvgQ:	0	0	0	11	0	11	13	10	0	0	14	14

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #11 Bandley Drive & Stevens Creek Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	13 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.8
Optimal Cycle:	86	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	76	17	44	314	17	121	482	1412	58	114	1229	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:	76	17	44	314	17	121	482	1412	58	114	1229	116
Added Vol:	0	0	0	0	0	0	0	51	0	0	102	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	17	44	314	17	121	482	1463	58	114	1331	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:	76	17	44	314	17	121	482	1463	58	114	1331	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	17	44	314	17	121	482	1463	58	114	1331	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:	76	17	44	314	17	121	482	1463	58	114	1331	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.82	0.18	1.00	0.95	0.05	1.00	1.00	2.88	0.12	1.00	2.75	0.25
Final Sat.:	1471	329	1750	1708	92	1750	1750	5387	214	1750	5151	449
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.18	0.18	0.07	0.28	0.27	0.27	0.07	0.26	0.26
Crit Moves:					****		****				****	
Green Time:	24.8	24.8	24.8	24.8	24.8	24.8	37.2	58.2	58.2	14.0	34.9	34.9
Volume/Cap:	0.23	0.23	0.11	0.81	0.81	0.31	0.81	0.51	0.51	0.51	0.81	0.81
Uniform Del:	34.8	34.8	33.8	40.4	40.4	35.4	33.2	16.7	16.7	44.8	34.5	34.5
IncremntDel:	0.3	0.3	0.1	11.9	11.9	0.4	8.5	0.2	0.2	2.0	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.0	35.0	33.9	52.3	52.3	35.8	41.7	16.9	16.9	46.9	37.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	35.0	33.9	52.3	52.3	35.8	41.7	16.9	16.9	46.9	37.5	37.5
LOS by Move:	D+	D+	C-	D-	D-	D+	D	B	B	D	D+	D+
HCM2kAvgQ:	3	3	1	13	13	4	18	11	11	5	17	17

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #12 De Anza Boulevard & Stevens Creek Boulevard

Cycle (sec): 120 Critical Vol./Cap.(X): 1.064
Loss Time (sec): 12 (Y+R=0.0 sec) Average Delay (sec/veh): 58.7
Optimal Cycle: 180 Level Of Service: E+

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Ignore					
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	2	0	3	0	1		2	0	3	1	0		2	0	3	0	1		2	0	2	1	0	
Volume Module:																								
Base Vol:	502		944		214		553		2301		572		292		749		438		491		895		302	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	502		944		214		553		2301		572		292		749		438		491		895		302	
Added Vol:	0		0		0		0		0		66		33		18		0		0		37		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	502		944		214		553		2301		638		325		767		438		491		932		302	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00	
PHF Volume:	502		944		214		553		2301		638		325		767		438		491		932		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	502		944		214		553		2301		638		325		767		438		491		932		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00	
FinalVolume:	502		944		214		553		2301		638		325		767		438		491		932		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.83		1.00		0.92		0.83		1.00		0.95		0.83		1.00		0.92		0.83		0.98		0.92	
Lanes:	2.00		3.00		1.00		2.00		3.10		0.90		2.00		3.00		1.00		2.00		3.00		0.00	
Final Sat.:	3150		5700		1750		3150		5870		1627		3150		5700		1750		3150		5601		0	
Capacity Analysis Module:																								
Vol/Sat:	0.16		0.17		0.12		0.18		0.39		0.39		0.10		0.13		0.25		0.16		0.17		0.00	
Crit Moves:	****								****								****		****					
Green Time:	18.0		30.2		30.2		32.0		44.2		44.2		17.5		28.2		28.2		17.6		28.3		0.0	
Volume/Cap:	1.06		0.66		0.49		0.66		1.06		1.06		0.71		0.57		1.06		1.06		0.71		0.00	
Uniform Del:	51.0		40.3		38.3		39.1		37.9		37.9		48.8		40.5		45.9		51.2		42.1		0.0	
IncremntDel:	59.5		1.1		0.8		1.9		37.2		37.2		5.0		0.6		62.3		59.9		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:	0.88		0.78		0.78		0.76		0.61		0.61		1.00		1.00		1.00		1.00		1.00		0.00	
Delay/Veh:	104.5		32.4		30.6		31.6		60.3		60.3		53.8		41.1		108.2		111.1		43.8		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:	104.5		32.4		30.6		31.6		60.3		60.3		53.8		41.1		108.2		111.1		43.8		0.0	
LOS by Move:	F		C-		C		C		E		E		D-		D		F		F		D		A	
HCM2kAvgQ:	17		10		7		11		38		38		8		8		26		17		11		0	

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #13 Stelling Road & Pepper Tree Lane

Cycle (sec): 107 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: 35 Level Of Service: B-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	10
Lanes:	1 0 1	1 0		0 0 1	1 0		2 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	86	487	29	0	955	437	314	0	110	0	0	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	487	29	0	955	437	314	0	110	0	0	65
Added Vol:	15	8	0	0	15	84	42	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	495	29	0	970	521	356	0	118	0	0	65
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	495	0	0	970	0	356	0	118	0	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	495	0	0	970	0	356	0	118	0	0	65
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	495	0	0	970	0	356	0	118	0	0	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	3701	0	0	3701	0	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.00	0.00	0.26	0.00	0.11	0.00	0.07	0.00	0.00	0.04
Crit Moves:	****				****		****					
Green Time:	13.2	73.2	0.0	0.0	60.0	0.0	25.8	0.0	25.8	0.0	0.0	25.8
Volume/Cap:	0.47	0.20	0.00	0.00	0.47	0.00	0.47	0.00	0.28	0.00	0.00	0.15
Uniform Del:	43.6	6.2	0.0	0.0	14.0	0.0	34.7	0.0	33.0	0.0	0.0	32.0
IncremntDel:	1.6	0.0	0.0	0.0	0.2	0.0	0.5	0.0	0.4	0.0	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	45.2	6.2	0.0	0.0	14.2	0.0	35.2	0.0	33.4	0.0	0.0	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	6.2	0.0	0.0	14.2	0.0	35.2	0.0	33.4	0.0	0.0	32.1
LOS by Move:	D	A	A	A	B	A	D+	A	C-	A	A	C-
HCM2kAvgQ:	4	3	0	0	10	0	6	0	3	0	0	2

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

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

Intersection #14 Bubb Road & McClellan Road

Cycle (sec):	105	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.3
Optimal Cycle:	59	Level Of Service:	D+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1 0		1	1 0	1 0		1	1 0	0 1		0	1 0	0 1		0
Volume Module:																
Base Vol:	28	223		212	242	313		76	65	252		41	225	236		79
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	28	223		212	242	313		76	65	252		41	225	236		79
Added Vol:	0	0		4	7	0		0	0	0		0	2	0		3
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	28	223		216	249	313		76	65	252		41	227	236		82
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	28	223		216	249	313		76	65	252		41	227	236		82
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	28	223		216	249	313		76	65	252		41	227	236		82
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	28	223		216	249	313		76	65	252		41	227	236		82
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.86		0.14	1.00	0.74		0.26
Final Sat.:	1900	1900		1900	1900	1900		1900	1900	1634		266	1900	1410		490
Capacity Analysis Module:																
Vol/Sat:	0.01	0.12		0.11	0.13	0.16		0.04	0.03	0.15		0.15	0.12	0.17		0.17
Crit Moves:		****			****					****			****			
Green Time:	12.2	20.0		20.0	22.3	30.1		30.1	13.3	26.3		26.3	20.4	33.4		33.4
Volume/Cap:	0.13	0.62		0.60	0.62	0.57		0.14	0.27	0.62		0.62	0.62	0.53		0.53
Uniform Del:	41.6	39.0		38.8	37.4	31.9		27.8	41.5	34.9		34.9	38.7	29.3		29.3
IncremntDel:	0.3	3.2		2.7	2.8	1.5		0.1	0.6	2.4		2.4	3.1	0.9		0.9
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	41.9	42.1		41.5	40.3	33.4		27.9	42.1	37.3		37.3	41.9	30.2		30.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	41.9	42.1		41.5	40.3	33.4		27.9	42.1	37.3		37.3	41.9	30.2		30.2
LOS by Move:	D	D		D	D	C-		C	D	D+		D+	D	C		C
HCM2kAvgQ:	1	7		7	8	9		2	2	9		9	8	9		9

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

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

Intersection #15 Rose Blossom Drive & McClellan Road

Average Delay (sec/veh): 10.2 Worst Case Level Of Service: F[102.1]

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		
Rights:	Include			Include			Ignore			Ignore		
Lanes:	1 0 0	0 1		1 0 0	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	2	0	20	76	0	32	41	695	21	30	526	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	20	76	0	32	41	695	21	30	526	137
Added Vol:	0	0	0	22	0	5	10	0	0	0	0	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	20	98	0	37	51	695	21	30	526	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2	0	20	98	0	37	51	695	0	30	526	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	20	98	0	37	51	695	0	30	526	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1402	xxxx	695	1393	xxxx	526	526	xxxx	xxxxx	695	xxxx	xxxxx
Potent Cap.:	119	xxxx	446	120	xxxx	556	1051	xxxx	xxxxx	910	xxxx	xxxxx
Move Cap.:	104	xxxx	446	108	xxxx	556	1051	xxxx	xxxxx	910	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	0.04	0.91	xxxx	0.07	0.05	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	0.1	5.5	xxxx	0.2	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	40.3	xxxx	13.5	136.2	xxxx	11.9	8.6	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	E	*	B	F	*	B	A	*	*	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:	15.9			102.1			xxxxxx			xxxxxx		
ApproachLOS:	C			F			*			*		

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

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

Intersection #16 McClellan Road & Stelling Road

Cycle (sec):	82	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	38.9
Optimal Cycle:	81	Level Of Service:	D+

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 0	1	1	0	1 0	1	1	0	1 0	0	1	0	1 0	1	0	1
Volume Module:																
Base Vol:	139	260		78	359	618		199	189	450		140	145	409		168
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	139	260		78	359	618		199	189	450		140	145	409		168
Added Vol:	18	12		0	2	6		15	8	5		9	0	11		4
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	157	272		78	361	624		214	197	455		149	145	420		172
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	157	272		78	361	624		214	197	455		149	145	420		172
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	157	272		78	361	624		214	197	455		149	145	420		172
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	157	272		78	361	624		214	197	455		149	145	420		172
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	0.98		0.95	0.92	0.95		0.95	0.92	1.00		0.92
Lanes:	1.00	1.54		0.46	1.00	1.48		0.52	1.00	0.75		0.25	1.00	1.00		1.00
Final Sat.:	1750	2875		825	1750	2755		945	1750	1356		444	1750	1900		1750
Capacity Analysis Module:																
Vol/Sat:	0.09	0.09	0.09		0.21	0.23	0.23		0.11	0.34	0.34		0.08	0.22		0.10
Crit Moves:		****			****					****			****			
Green Time:	8.5	10.0	10.0		19.8	21.4	21.4		13.6	32.2	32.2		8.0	26.6		26.6
Volume/Cap:	0.87	0.78	0.78		0.85	0.87	0.87		0.68	0.85	0.85		0.85	0.68		0.30
Uniform Del:	36.2	34.9	34.9		29.7	29.0	29.0		32.2	22.7	22.7		36.4	24.0		20.7
IncremntDel:	33.5	8.2	8.2		15.4	8.6	8.6		6.5	9.9	9.9		31.9	3.1		0.3
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Delay/Veh:	69.7	43.2	43.2		45.1	37.6	37.6		38.7	32.6	32.6		68.3	27.1		21.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	69.7	43.2	43.2		45.1	37.6	37.6		38.7	32.6	32.6		68.3	27.1		21.0
LOS by Move:	E	D	D		D	D+	D+		D+	C-	C-		E	C		C+
HCM2kAvgQ:	7	6	6		12	14	14		6	18	18		7	10		4

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

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

Intersection #17 McClellan Road & De Anza Boulevard

Cycle (sec): 118 Critical Vol./Cap.(X): 1.086
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): 90.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	1	0	2	1	0		1	0	3	1	0		1	1	0	0	1		2	0	1	0	1	
Volume Module:																								
Base Vol:	788	111		106			84	1894		71			116	131		218			224	174		82		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	788	111		106			84	1894		71			116	131		218			224	174		82		
Added Vol:	15	0		0			0	0		0			0	0		7			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	803	111		106			84	1894		71			116	131		225			224	174		82		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	803	111		106			84	1894		71			116	131		225			224	174		82		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	803	111		106			84	1894		71			116	131		225			224	174		82		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	803	111		106			84	1894		71			116	131		225			224	174		82		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.92	1.00		0.92			0.92	0.99		0.95			0.92	1.00		0.92			0.83	1.00		0.92		
Lanes:	1.00	2.00		1.00			1.00	3.85		0.15			1.00	1.00		1.00			2.00	1.00		1.00		
Final Sat.:	1750	3800		1750			1750	7229		271			1750	1900		1750			3150	1900		1750		
Capacity Analysis Module:																								
Vol/Sat:	0.46	0.03		0.06			0.05	0.26		0.26			0.07	0.07		0.13			0.07	0.09		0.05		
Crit Moves:	****							****											****	****				
Green Time:	49.8	46.1		46.1			32.2	28.5		28.5			9.1	14.0		14.0			7.7	12.6		12.6		
Volume/Cap:	1.09	0.07		0.16			0.18	1.09		1.09			0.86	0.58		1.09			1.09	0.86		0.44		
Uniform Del:	34.1	22.6		23.3			32.7	44.8		44.8			53.8	49.3		52.0			55.1	51.8		49.4		
IncremntDel:	59.0	0.0		0.1			0.2	48.8		48.8			21.9	2.1		87.4			87.5	28.8		1.7		
InitQueuDel:	0.0	0.0		0.0			0.0	0.0		0.0			0.0	0.0		0.0			0.0	0.0		0.0		
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Delay/Veh:	93.1	22.6		23.4			32.9	93.5		93.5			75.7	51.3		139.4			142.7	80.6		51.1		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	93.1	22.6		23.4			32.9	93.5		93.5			75.7	51.3		139.4			142.7	80.6		51.1		
LOS by Move:	F		C+		C		C-	F		F			E-	D-		F			F	F		D-		
HCM2kAvgQ:	44		1		3		2	27		27			7	5		15			9	9		3		

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to DKS ASSOC., OAKLAND,CA

Appendix

C

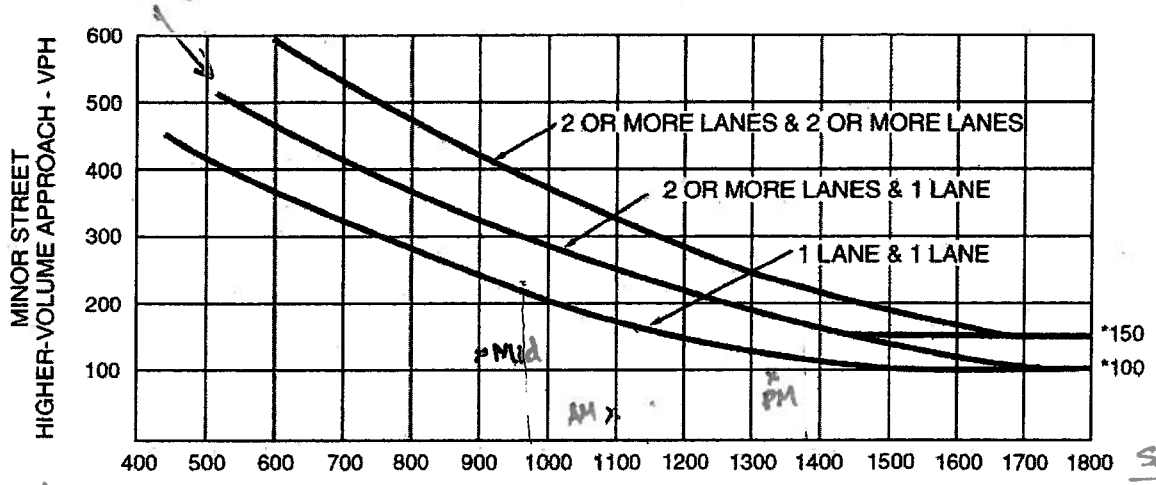
PEAK HOUR SIGNAL WARRANTS

Rose Blossom Drive & McClellan Road

Intersection 15
Rose Blossom/McClellan

Figure 4C-3. Warrant 3, Peak Hour

Existing and Background Scenarios



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

AM – (1098, 40)
Mid – (904, 119)
PM – (1333, 99)

(MA)W, Minor
xx

Satisfy?

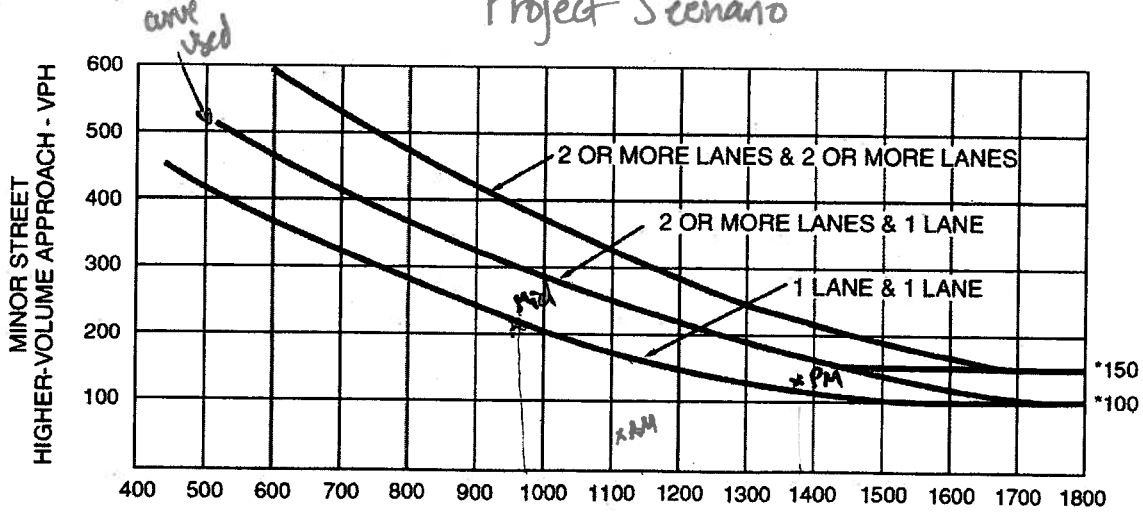
	Yes	No
AM		X
Mid		X
PM		X

California MUTCD
(FHWA's MUTCD 2003 Revision 1, as amended for use in California)
Page 4C-10

Intersect #15
Rose Blossom/McClellan

Figure 4C-3. Warrant 3, Peak Hour

Project Scenario



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

AM – (1166, 39)
Mid – (978, 207)
PM – (1387, 126)

Satisfy?

	Yes	No
AM		X
Mid		X

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More				Hour
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the curves in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the curves in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND 20.5secs.	Yes ☐ No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐ No ☒
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

Existing AM

PART B Not Applicable **SATISFIED YES ☐ NO ☐**

APPROACH LANES	One	2 or More		Hour
Both Approaches - Major Street				
Higher Approach - Minor Street				

The plotted point falls above the curve in Figure 4C-3.	Yes ☐ No ☐
OR, The plotted point falls above the curve in Figure 4C-4.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the curves in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the curves in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

Existing PM

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND 43.6 secs	Yes ☐ No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐ No ☒
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

PART B Not applicable **SATISFIED YES ☐ NO ☐**

APPROACH LANES	One	2 or More		Hour
Both Approaches - Major Street				
Higher Approach - Minor Street				

The plotted point falls above the curve in Figure 4C-3.	Yes ☐ No ☒
OR, The plotted point falls above the curve in Figure 4C-4.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More				Hour
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the curves in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the curves in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND 20.1 secs	Yes ☐ No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

Existing

MD

PART B Not Applicable **SATISFIED YES ☐ NO ☐**

APPROACH LANES	One	2 or More		Hour
Both Approaches - Major Street				
Higher Approach - Minor Street				

The plotted point falls above the curve in Figure 4C-3.	Yes ☐ No ☐
OR, The plotted point falls above the curve in Figure 4C-4.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the curves in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the curves in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

Background AM

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND 20.5 secs	Yes ☐ No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐ No ☒
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

PART B Not Applicable **SATISFIED YES ☐ NO ☐**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street			
Higher Approach - Minor Street			

The plotted point falls above the curve in Figure 4C-3.	Yes ☐ No ☐
OR, The plotted point falls above the curve in Figure 4C-4.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the curves in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the curves in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐ No ☒
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

PART B Not Applicable **SATISFIED YES ☐ NO ☐**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street			
Higher Approach - Minor Street			

The plotted point falls above the curve in Figure 4C-3.	Yes ☐ No ☐
OR, The plotted point falls above the curve in Figure 4C-4.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the curves in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the curves in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND 20.1 secs	Yes ☐ No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

Background MD

PART B Not Applicable **SATISFIED YES ☐ NO ☐**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street			
Higher Approach - Minor Street			

The plotted point falls above the curve in Figure 4C-3.	Yes ☐ No ☐
OR, The plotted point falls above the curve in Figure 4C-4.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the curves in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the curves in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND 27.1 secs	Yes ☐ No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐ No ☒
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

Project AM

PART B Not applicable **SATISFIED YES ☐ NO ☐**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street			
Higher Approach - Minor Street			

The plotted point falls above the curve in Figure 4C-3.	Yes ☐ No ☐
OR, The plotted point falls above the curve in Figure 4C-4.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the curves in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the curves in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND 31.8 secs	Yes ☐ No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

Project MD

PART B Not Applicable **SATISFIED YES ☐ NO ☐**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street			
Higher Approach - Minor Street			

The plotted point falls above the curve in Figure 4C-3.	Yes ☐ No ☐
OR, The plotted point falls above the curve in Figure 4C-4.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the curves in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the curves in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND 62.3	Yes ☐ No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

PART B Not Applicable **SATISFIED YES ☐ NO ☐**

APPROACH LANES	One	2 or More		Hour
Both Approaches - Major Street				
Higher Approach - Minor Street				

The plotted point falls above the curve in Figure 4C-3.	Yes ☐ No ☐
OR, The plotted point falls above the curve in Figure 4C-4.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Appendix

D

LEFT-TURN QUEUE ANALYSIS

Signalized Intersections

Table 11

DeAnza College EIR Addendum

Int #	Intersection	Approach	Lanes	Storage Length	A.M. Peak					
					Existing		Background		Project	
					Design Queue[1]	Design Length[2]	Design Queue[1]	Design Length[2]	Design Queue[1]	Design Length[2]
3	Bubb Road & Stevens Creek Boulevard	SB	1	60	4	100	4	100	4	100
		EB	1	75	1	25	1	25	1	25
		WB	2	595	10	250	10	250	10	250
7	Mary Avenue & Stevens Creek Boulevard	NB	2	100	1	25	1	25	1	25
		SB	1	200	2	50	2	50	2	50
		EB	1	200	5	125	5	125	5	125
		WB	1	225	1	25	2	50	3	75
9	N. Stelling Road & Stevens Creek Boulevard	NB	1	350	15	375	15	375	16	400
		SB	1	200	8	200	9	225	9	225
		EB	1	250	10	250	11	275	11	275
		WB	2	500	9	225	9	225	11	275
10	Saich Way & Stevens Creek Boulevard	EB	1	150	7	175	7	175	8	200
11	Bandley Drive & Stevens Creek Boulevard	EB	1	200	4	100	5	125	5	125
		WB	1	175	1	25	1	25	1	25
12	N. De Anza Boulevard & Stevens Creek Boulevard	NB	2	900	7	175	7	175	8	200
		SB	2	900	9	225	10	250	10	250
		EB	2	400	4	100	7	175	5	125
		WB	2	500	4	100	4	100	4	100

Notes: [1] Design queue based on intersection level of service analysis

[2] Design Length queue x 25 feet per vehicle

Table 12

DeAnza College EIR Addendum

Int #	Intersection	Approach	Lanes	Storage Length	Midday					
					Existing		Background		Project	
					Design Queue[1]	Design Length[2]	Design Queue[1]	Design Length[2]	Design Queue[1]	Design Length[2]
3	Bubb Road & Stevens Creek Boulevard	SB	1	60	2	50	2	50	2	50
		EB	1	75	0	0	0	0	0	0
		WB	2	595	9	225	9	225	10	250
7	Mary Avenue & Stevens Creek Boulevard	NB	2	100	6	150	6	150	9	225
		SB	1	200	4	100	5	125	4	100
		EB	1	200	7	175	7	175	8	200
		WB	1	225	3	75	3	75	5	125
9	N. Stelling Road & Stevens Creek Boulevard	NB	1	350	8	200	8	200	8	200
		SB	1	200	8	200	9	225	9	225
		EB	1	250	8	200	9	225	10	250
		WB	2	500	6	150	6	150	9	225
10	Saich Way & Stevens Creek Boulevard	EB	1	150	11	275	11	275	11	275
11	Bandley Drive & Stevens Creek Boulevard	EB	1	200	9	225	10	250	10	250
		WB	1	175	6	150	6	150	6	150
12	N. De Anza Boulevard & Stevens Creek Boulevard	NB	2	900	13	325	14	350	15	375
		SB	2	900	9	225	10	250	10	250
		EB	2	400	7	175	7	175	10	250
		WB	2	500	8	200	9	225	10	250

Notes: [1] Design queue based on intersection level of service analysis

[2] Design Length queue x 25 feet per vehicle

Table 13

DeAnza College EIR Addendum

Int #	Intersection	Approach	Lanes	Storage Length	P.M.					
					Existing		Background		Project	
					Design Queue[1]	Design Length[2]	Design Queue[1]	Design Length[2]	Design Queue[1]	Design Length[2]
3	Bubb Road & Stevens Creek Boulevard	SB	1	60	3	75	3	75	3	75
		EB	1	75	1	25	1	25	1	25
		WB	2	595	9	225	10	250	10	250
7	Mary Avenue & Stevens Creek Boulevard	NB	2	100	5	125	5	125	7	175
		SB	1	200	6	150	6	150	6	150
		EB	1	200	8	200	8	200	8	200
		WB	1	225	6	150	7	175	8	200
9	N. Stelling Road & Stevens Creek Boulevard	NB	1	350	15	375	16	400	16	400
		SB	1	200	16	400	19	475	20	500
		EB	1	250	12	300	16	400	17	425
		WB	2	500	13	325	14	350	17	425
10	Saich Way & Stevens Creek Boulevard	EB	1	150	11	275	11	275	11	275
11	Bandley Drive & Stevens Creek Boulevard	EB	1	200	15	375	16	400	16	400
		WB	1	175	4	100	4	100	4	100
12	N. De Anza Boulevard & Stevens Creek Boulevard	NB	2	900	14	350	16	400	16	400
		SB	2	900	9	225	10	250	10	250
		EB	2	400	6	150	7	175	8	200
		WB	2	500	14	350	16	400	16	400

Notes: [1] Design queue based on intersection level of service analysis

[2] Design Length queue x 25 feet per vehicle

Appendix

E

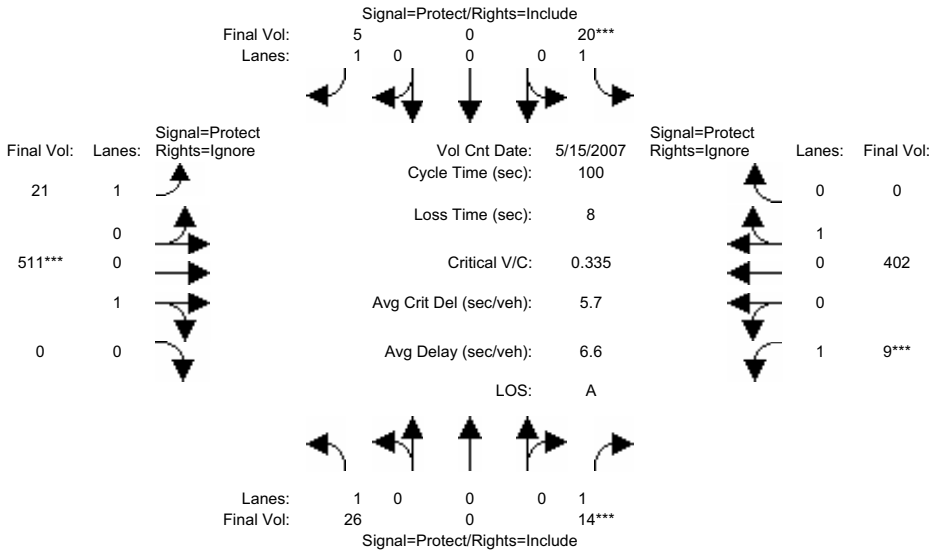
MITIGATION MEASURES

Rose Blossom Drive/ McClellan Road and
DeAnza Boulevard/McClellan Road

A.M. PEAK

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

Intersection #15: Rose Blossom Drive & McClellan Road

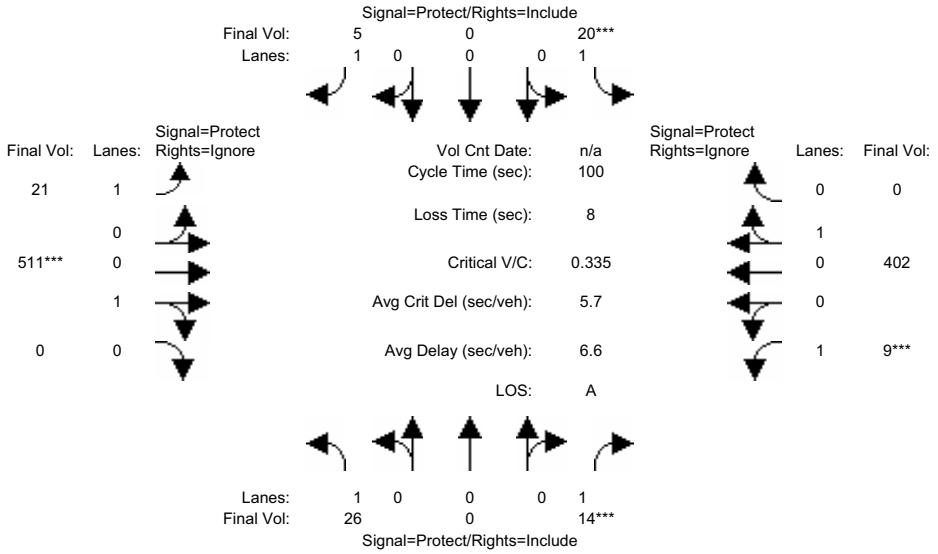


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	26	0	14	20	0	5	21	511	16	9	402	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	14	20	0	5	21	511	16	9	402	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	14	20	0	5	21	511	16	9	402	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	26	0	14	20	0	5	21	511	0	9	402	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	14	20	0	5	21	511	0	9	402	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	26	0	14	20	0	5	21	511	0	9	402	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	1750	0	1750	1750	1800	0	1750	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.00	0.00	0.01	0.28	0.00	0.01	0.22	0.00
Crit Moves:			****	****				****		****		
Green Time:	4.9	0.0	2.4	3.4	0.0	0.9	4.4	84.7	0.0	1.5	81.8	0.0
Volume/Cap:	0.31	0.00	0.34	0.34	0.00	0.31	0.27	0.34	0.00	0.34	0.27	0.00
Uniform Del:	45.9	0.0	48.0	47.2	0.0	49.2	46.3	1.6	0.0	48.7	2.1	0.0
IncremntDel:	2.0	0.0	4.7	3.3	0.0	10.3	1.9	0.1	0.0	7.3	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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	48.0	0.0	52.7	50.5	0.0	59.5	48.2	1.8	0.0	56.0	2.2	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:	48.0	0.0	52.7	50.5	0.0	59.5	48.2	1.8	0.0	56.0	2.2	0.0
LOS by Move:	D	A	D-	D	A	E+	D	A	A	E+	A	A
HCM2kAvgQ:	1	0	1	1	0	1	1	4	0	1	3	0

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #15: Rose Blossom Drive & McClellan Road

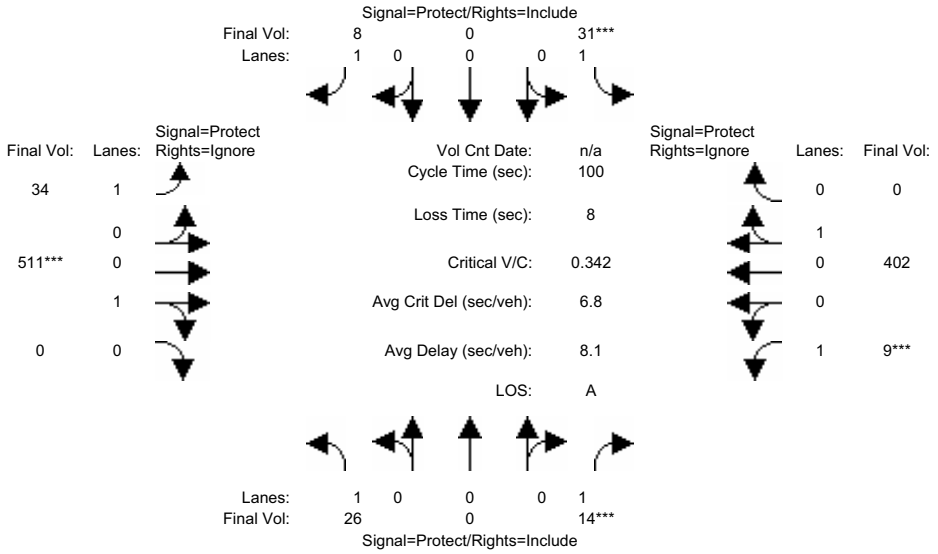


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	26	0	14	20	0	5	21	511	16	9	402	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	14	20	0	5	21	511	16	9	402	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	14	20	0	5	21	511	16	9	402	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	26	0	14	20	0	5	21	511	0	9	402	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	14	20	0	5	21	511	0	9	402	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	26	0	14	20	0	5	21	511	0	9	402	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	1750	0	1750	1750	1800	0	1750	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.00	0.00	0.01	0.28	0.00	0.01	0.22	0.00
Crit Moves:			****	****				****		****		
Green Time:	4.9	0.0	2.4	3.4	0.0	0.9	4.4	84.7	0.0	1.5	81.8	0.0
Volume/Cap:	0.31	0.00	0.34	0.34	0.00	0.31	0.27	0.34	0.00	0.34	0.27	0.00
Uniform Del:	45.9	0.0	48.0	47.2	0.0	49.2	46.3	1.6	0.0	48.7	2.1	0.0
IncremntDel:	2.0	0.0	4.7	3.3	0.0	10.3	1.9	0.1	0.0	7.3	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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	48.0	0.0	52.7	50.5	0.0	59.5	48.2	1.8	0.0	56.0	2.2	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:	48.0	0.0	52.7	50.5	0.0	59.5	48.2	1.8	0.0	56.0	2.2	0.0
LOS by Move:	D	A	D-	D	A	E+	D	A	A	E+	A	A
HCM2kAvgQ:	1	0	1	1	0	1	1	4	0	1	3	0

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #15: Rose Blossom Drive & McClellan Road

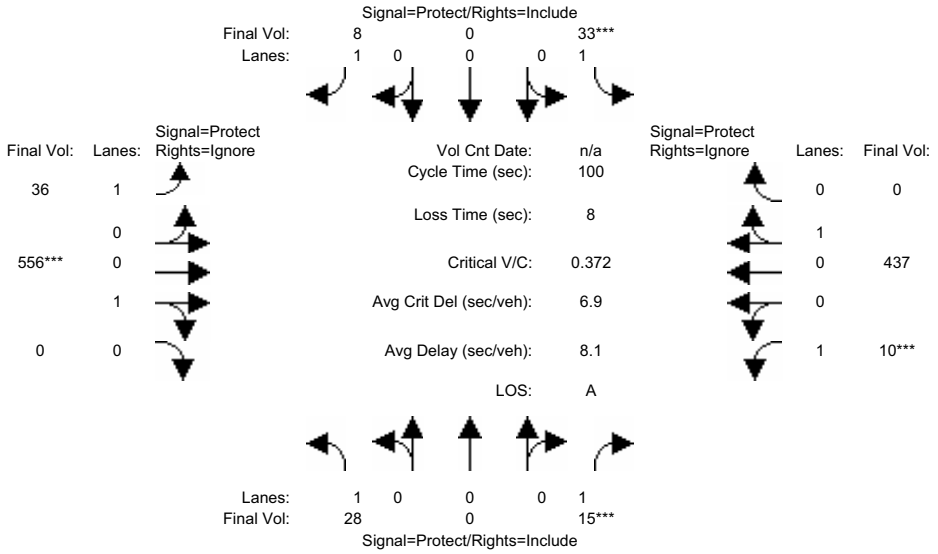


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	26	0	14	20	0	5	21	511	16	9	402	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	14	20	0	5	21	511	16	9	402	139
Added Vol:	0	0	0	11	0	3	13	0	0	0	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	14	31	0	8	34	511	16	9	402	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	26	0	14	31	0	8	34	511	0	9	402	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	14	31	0	8	34	511	0	9	402	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	26	0	14	31	0	8	34	511	0	9	402	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	1750	0	1750	1750	1800	0	1750	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.00	0.00	0.02	0.28	0.00	0.01	0.22	0.00
Crit Moves:			****	****				****		****		
Green Time:	5.7	0.0	2.3	5.2	0.0	1.8	6.8	83.0	0.0	1.5	77.7	0.0
Volume/Cap:	0.26	0.00	0.34	0.34	0.00	0.26	0.29	0.34	0.00	0.34	0.29	0.00
Uniform Del:	45.1	0.0	48.1	45.8	0.0	48.5	44.3	2.0	0.0	48.8	3.2	0.0
IncremntDel:	1.4	0.0	4.9	2.3	0.0	4.4	1.3	0.1	0.0	7.6	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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	46.5	0.0	53.0	48.0	0.0	52.9	45.7	2.2	0.0	56.4	3.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	0.0	53.0	48.0	0.0	52.9	45.7	2.2	0.0	56.4	3.3	0.0
LOS by Move:	D	A	D-	D	A	D-	D	A	A	E+	A	A
HCM2kAvgQ:	1	0	1	1	0	1	1	4	0	1	4	0

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #15: Rose Blossom Drive & McClellan Road



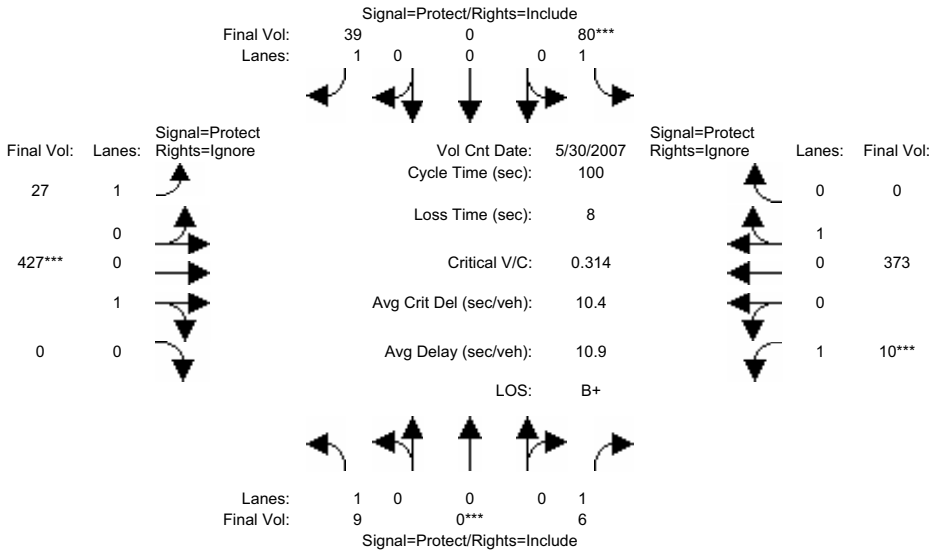
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	28	0	15	22	0	5	23	556	17	10	437	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	0	15	22	0	5	23	556	17	10	437	151
Added Vol:	0	0	0	11	0	3	13	0	0	0	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	0	15	33	0	8	36	556	17	10	437	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	28	0	15	33	0	8	36	556	0	10	437	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	15	33	0	8	36	556	0	10	437	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	28	0	15	33	0	8	36	556	0	10	437	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	1750	0	1750	1750	1800	0	1750	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.02	0.00	0.00	0.02	0.31	0.00	0.01	0.24	0.00
Crit Moves:			****	****				****		****		
Green Time:	5.7	0.0	2.3	5.1	0.0	1.6	6.6	83.1	0.0	1.5	78.0	0.0
Volume/Cap:	0.28	0.00	0.37	0.37	0.00	0.28	0.31	0.37	0.00	0.37	0.31	0.00
Uniform Del:	45.1	0.0	48.1	45.9	0.0	48.6	44.5	2.1	0.0	48.8	3.2	0.0
IncremntDel:	1.5	0.0	5.7	2.6	0.0	5.3	1.5	0.2	0.0	8.5	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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	46.7	0.0	53.8	48.5	0.0	53.8	46.1	2.2	0.0	57.2	3.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	0.0	53.8	48.5	0.0	53.8	46.1	2.2	0.0	57.2	3.3	0.0
LOS by Move:	D	A	D-	D	A	D-	D	A	A	E+	A	A
HCM2kAvgQ:	1	0	1	2	0	1	1	5	0	1	4	0

Copyright (c) 2007 Dowling Associates, Inc.

MIDDAY PEAK

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

Intersection #15: Rose Blossom Drive & McClellan Road

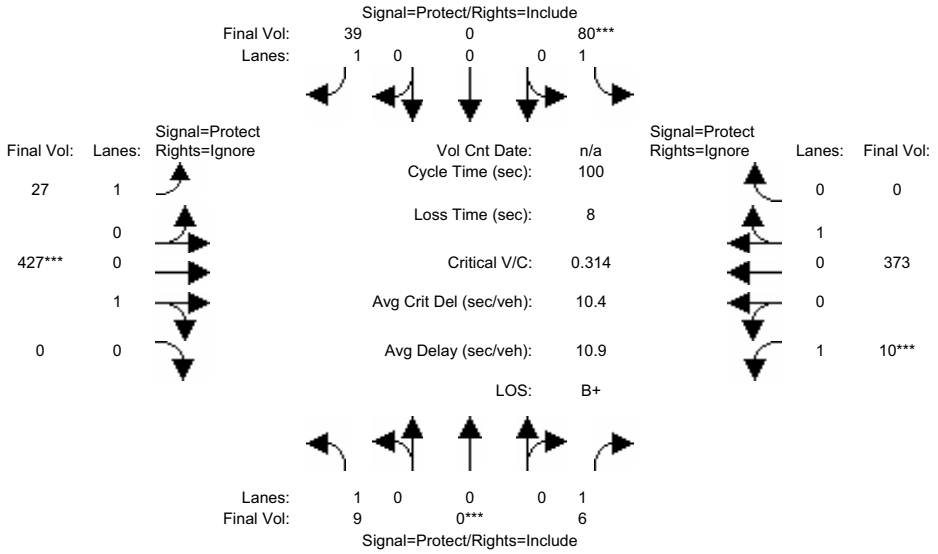


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 30 May 2007 << 12:15 PM - 1:15 PM												
Base Vol:	9	0	6	80	0	39	27	427	4	10	373	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	6	80	0	39	27	427	4	10	373	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	6	80	0	39	27	427	4	10	373	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	9	0	6	80	0	39	27	427	0	10	373	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	6	80	0	39	27	427	0	10	373	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	9	0	6	80	0	39	27	427	0	10	373	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	1750	0	1750	1750	1800	0	1750	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.05	0.00	0.02	0.02	0.24	0.00	0.01	0.21	0.00
Crit Moves:		****		****				****		****		
Green Time:	2.7	0.0	0.0	14.6	0.0	11.8	5.4	75.6	0.0	1.8	72.1	0.0
Volume/Cap:	0.19	0.00	xxxx	0.31	0.00	0.19	0.29	0.31	0.00	0.31	0.29	0.00
Uniform Del:	47.5	0.0	0.0	38.2	0.0	39.7	45.5	3.9	0.0	48.5	4.9	0.0
IncremntDel:	1.9	0.0	0.0	0.7	0.0	0.4	1.7	0.1	0.0	5.6	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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	49.5	0.0	0.0	38.9	0.0	40.2	47.2	4.0	0.0	54.1	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	0.0	0.0	38.9	0.0	40.2	47.2	4.0	0.0	54.1	5.0	0.0
LOS by Move:	D	A	A	D+	A	D	D	A	A	D-	A	A
HCM2kAvgQ:	0	0	2	3	0	1	1	4	0	1	4	0

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #15: Rose Blossom Drive & McClellan Road

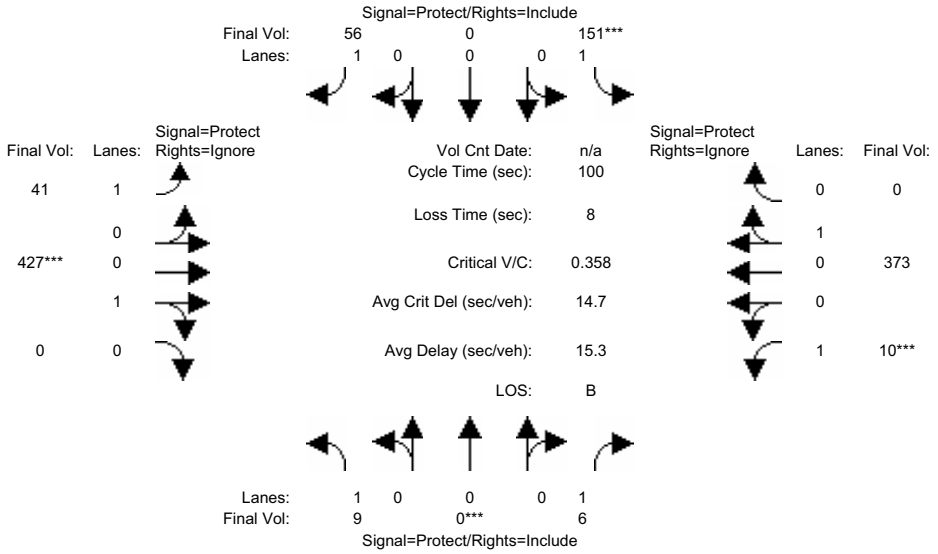


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	9	0	6	80	0	39	27	427	4	10	373	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	6	80	0	39	27	427	4	10	373	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	6	80	0	39	27	427	4	10	373	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	9	0	6	80	0	39	27	427	0	10	373	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	6	80	0	39	27	427	0	10	373	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	9	0	6	80	0	39	27	427	0	10	373	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	1750	0	1750	1750	1800	0	1750	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.05	0.00	0.02	0.02	0.24	0.00	0.01	0.21	0.00
Crit Moves:		****		****				****		****		
Green Time:	2.7	0.0	0.0	14.6	0.0	11.8	5.4	75.6	0.0	1.8	72.1	0.0
Volume/Cap:	0.19	0.00	xxxx	0.31	0.00	0.19	0.29	0.31	0.00	0.31	0.29	0.00
Uniform Del:	47.5	0.0	0.0	38.2	0.0	39.7	45.5	3.9	0.0	48.5	4.9	0.0
IncremntDel:	1.9	0.0	0.0	0.7	0.0	0.4	1.7	0.1	0.0	5.6	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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	49.5	0.0	0.0	38.9	0.0	40.2	47.2	4.0	0.0	54.1	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	0.0	0.0	38.9	0.0	40.2	47.2	4.0	0.0	54.1	5.0	0.0
LOS by Move:	D	A	A	D+	A	D	D	A	A	D-	A	A
HCM2kAvgQ:	0	0	2	3	0	1	1	4	0	1	4	0

Copyright (c) 2007 Dowling Associates, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project MD

Intersection #15: Rose Blossom Drive & McClellan Road

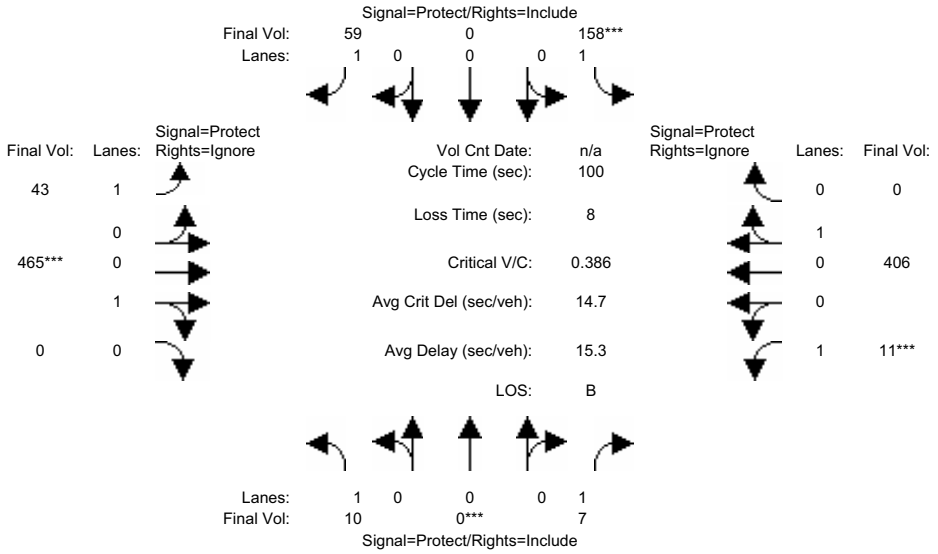


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	9	0	6	80	0	39	27	427	4	10	373	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	6	80	0	39	27	427	4	10	373	63
Added Vol:	0	0	0	71	0	17	14	0	0	0	0	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	6	151	0	56	41	427	4	10	373	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	9	0	6	151	0	56	41	427	0	10	373	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	6	151	0	56	41	427	0	10	373	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	9	0	6	151	0	56	41	427	0	10	373	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	1750	0	1750	1750	1800	0	1750	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.09	0.00	0.03	0.02	0.24	0.00	0.01	0.21	0.00
Crit Moves:		****		****				****		****		
Green Time:	3.3	0.0	0.0	24.1	0.0	20.8	6.9	66.3	0.0	1.6	61.0	0.0
Volume/Cap:	0.15	0.00	xxxx	0.36	0.00	0.15	0.34	0.36	0.00	0.36	0.34	0.00
Uniform Del:	47.0	0.0	0.0	31.5	0.0	32.4	44.4	7.4	0.0	48.7	9.6	0.0
IncremntDel:	1.2	0.0	0.0	0.5	0.0	0.2	1.7	0.2	0.0	7.7	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	48.2	0.0	0.0	32.0	0.0	32.6	46.1	7.6	0.0	56.4	9.8	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:	48.2	0.0	0.0	32.0	0.0	32.6	46.1	7.6	0.0	56.4	9.8	0.0
LOS by Move:	D	A	A	C-	A	C-	D	A	A	E+	A	A
HCM2kAvgQ:	0	0	2	4	0	2	2	6	0	1	6	0

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #15: Rose Blossom Drive & McClellan Road



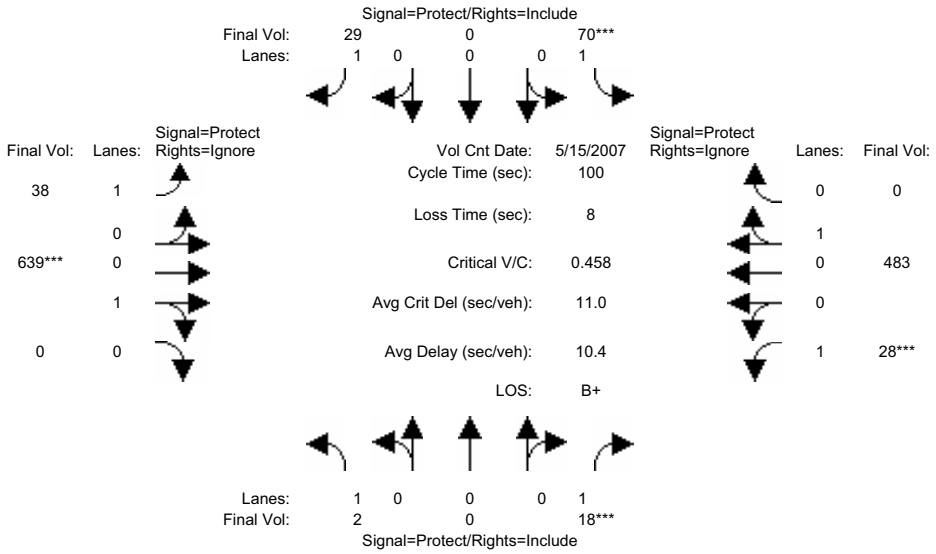
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	0	7	87	0	42	29	465	4	11	406	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	7	87	0	42	29	465	4	11	406	69
Added Vol:	0	0	0	71	0	17	14	0	0	0	0	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	7	158	0	59	43	465	4	11	406	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	10	0	7	158	0	59	43	465	0	11	406	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	7	158	0	59	43	465	0	11	406	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	10	0	7	158	0	59	43	465	0	11	406	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	1750	0	1750	1750	1801	0	1750	1801	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.09	0.00	0.03	0.02	0.26	0.00	0.01	0.23	0.00
Crit Moves:		****		****				****		****		
Green Time:	3.4	0.0	0.0	23.4	0.0	20.0	6.7	67.0	0.0	1.6	61.9	0.0
Volume/Cap:	0.17	0.00	xxxx	0.39	0.00	0.17	0.36	0.39	0.00	0.39	0.36	0.00
Uniform Del:	46.9	0.0	0.0	32.2	0.0	33.1	44.6	7.4	0.0	48.7	9.4	0.0
IncremntDel:	1.3	0.0	0.0	0.6	0.0	0.2	1.9	0.2	0.0	8.5	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	48.3	0.0	0.0	32.8	0.0	33.3	46.5	7.6	0.0	57.1	9.6	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:	48.3	0.0	0.0	32.8	0.0	33.3	46.5	7.6	0.0	57.1	9.6	0.0
LOS by Move:	D	A	A	C-	A	C-	D	A	A	E+	A	A
HCM2kAvgQ:	0	0	2	5	0	2	2	7	0	1	6	0

Copyright (c) 2007 Dowling Associates, Inc.

P.M. PEAK

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

Intersection #15: Rose Blossom Drive & McClellan Road

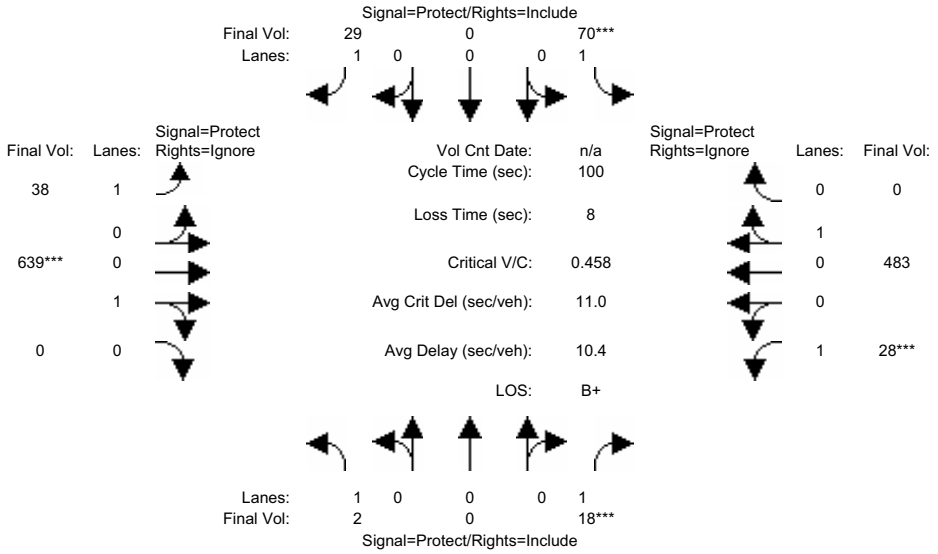


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 15 May 2007 << 5:00 PM - 6:00 PM												
Base Vol:	2	0	18	70	0	29	38	639	19	28	483	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	18	70	0	29	38	639	19	28	483	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	18	70	0	29	38	639	19	28	483	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2	0	18	70	0	29	38	639	0	28	483	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	18	70	0	29	38	639	0	28	483	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	2	0	18	70	0	29	38	639	0	28	483	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	1750	0	1750	1750	1800	0	1750	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.04	0.00	0.02	0.02	0.36	0.00	0.02	0.27	0.00
Crit Moves:			****	****				****		****		
Green Time:	0.7	0.0	2.2	8.7	0.0	10.3	6.1	77.5	0.0	3.5	75.0	0.0
Volume/Cap:	0.16	0.00	0.46	0.46	0.00	0.16	0.36	0.46	0.00	0.46	0.36	0.00
Uniform Del:	49.4	0.0	48.3	43.4	0.0	40.9	45.1	3.9	0.0	47.3	4.3	0.0
IncremntDel:	6.0	0.0	8.2	2.2	0.0	0.4	2.1	0.2	0.0	5.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	55.4	0.0	56.5	45.6	0.0	41.4	47.2	4.2	0.0	52.7	4.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	0.0	56.5	45.6	0.0	41.4	47.2	4.2	0.0	52.7	4.5	0.0
LOS by Move:	E+	A	E+	D	A	D	D	A	A	D-	A	A
HCM2kAvgQ:	0	0	1	3	0	1	2	7	0	2	5	0

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #15: Rose Blossom Drive & McClellan Road

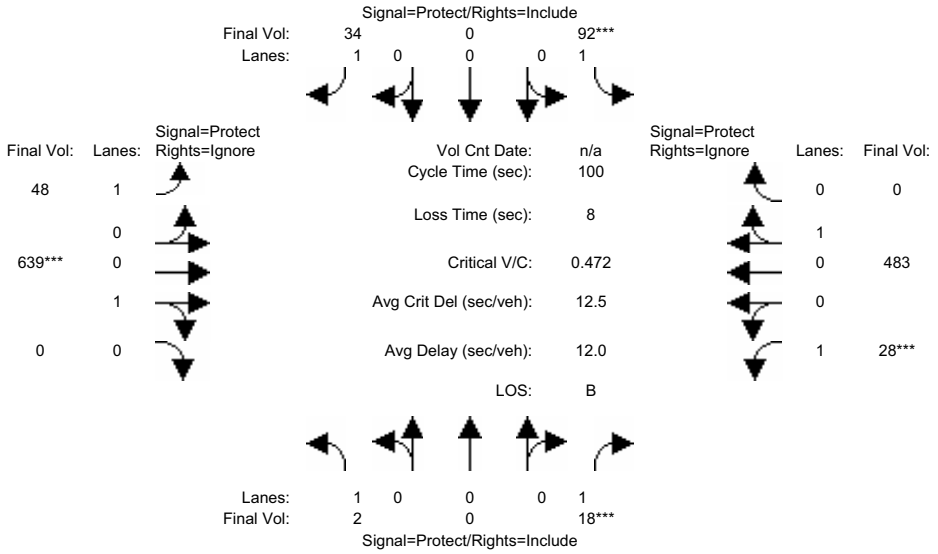


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	2	0	18	70	0	29	38	639	19	28	483	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	18	70	0	29	38	639	19	28	483	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	18	70	0	29	38	639	19	28	483	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2	0	18	70	0	29	38	639	0	28	483	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	18	70	0	29	38	639	0	28	483	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	2	0	18	70	0	29	38	639	0	28	483	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	1750	0	1750	1750	1800	0	1750	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.04	0.00	0.02	0.02	0.36	0.00	0.02	0.27	0.00
Crit Moves:			****	****				****		****		
Green Time:	0.7	0.0	2.2	8.7	0.0	10.3	6.1	77.5	0.0	3.5	75.0	0.0
Volume/Cap:	0.16	0.00	0.46	0.46	0.00	0.16	0.36	0.46	0.00	0.46	0.36	0.00
Uniform Del:	49.4	0.0	48.3	43.4	0.0	40.9	45.1	3.9	0.0	47.3	4.3	0.0
IncremntDel:	6.0	0.0	8.2	2.2	0.0	0.4	2.1	0.2	0.0	5.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	55.4	0.0	56.5	45.6	0.0	41.4	47.2	4.2	0.0	52.7	4.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	0.0	56.5	45.6	0.0	41.4	47.2	4.2	0.0	52.7	4.5	0.0
LOS by Move:	E+	A	E+	D	A	D	D	A	A	D-	A	A
HCM2kAvgQ:	0	0	1	3	0	1	2	7	0	2	5	0

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #15: Rose Blossom Drive & McClellan Road

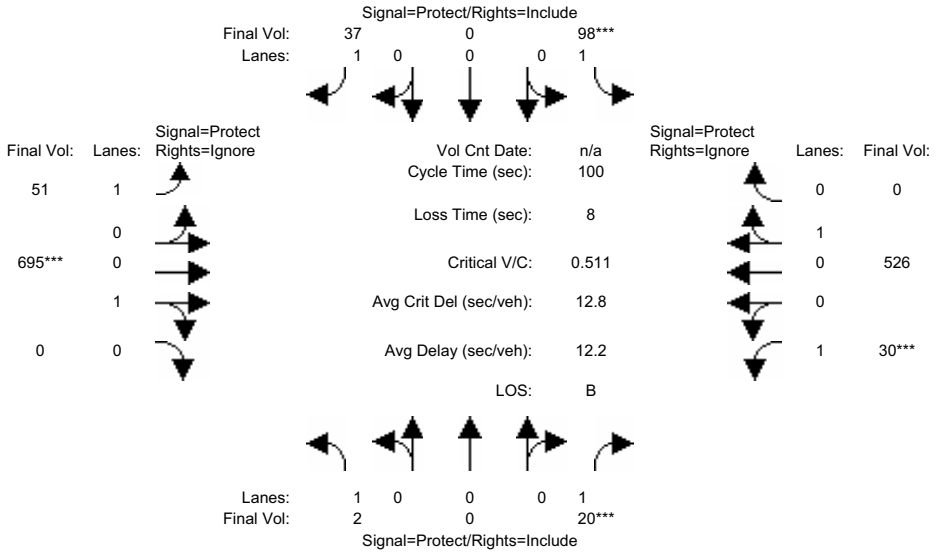


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	2	0	18	70	0	29	38	639	19	28	483	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	18	70	0	29	38	639	19	28	483	126
Added Vol:	0	0	0	22	0	5	10	0	0	0	0	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	18	92	0	34	48	639	19	28	483	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2	0	18	92	0	34	48	639	0	28	483	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	18	92	0	34	48	639	0	28	483	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	2	0	18	92	0	34	48	639	0	28	483	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	1750	0	1750	1750	1800	0	1750	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.00	0.02	0.03	0.36	0.00	0.02	0.27	0.00
Crit Moves:			****	****				****		****		
Green Time:	0.7	0.0	2.2	11.1	0.0	12.6	7.3	75.3	0.0	3.4	71.4	0.0
Volume/Cap:	0.15	0.00	0.47	0.47	0.00	0.15	0.38	0.47	0.00	0.47	0.38	0.00
Uniform Del:	49.3	0.0	48.3	41.7	0.0	39.0	44.2	4.7	0.0	47.4	5.6	0.0
IncremntDel:	5.5	0.0	8.9	1.8	0.0	0.3	1.9	0.3	0.0	5.8	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	54.8	0.0	57.3	43.5	0.0	39.3	46.0	5.0	0.0	53.2	5.8	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:	54.8	0.0	57.3	43.5	0.0	39.3	46.0	5.0	0.0	53.2	5.8	0.0
LOS by Move:	D-	A	E+	D	A	D	D	A	A	D-	A	A
HCM2kAvgQ:	0	0	1	3	0	1	2	8	0	2	6	0

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #15: Rose Blossom Drive & McClellan Road



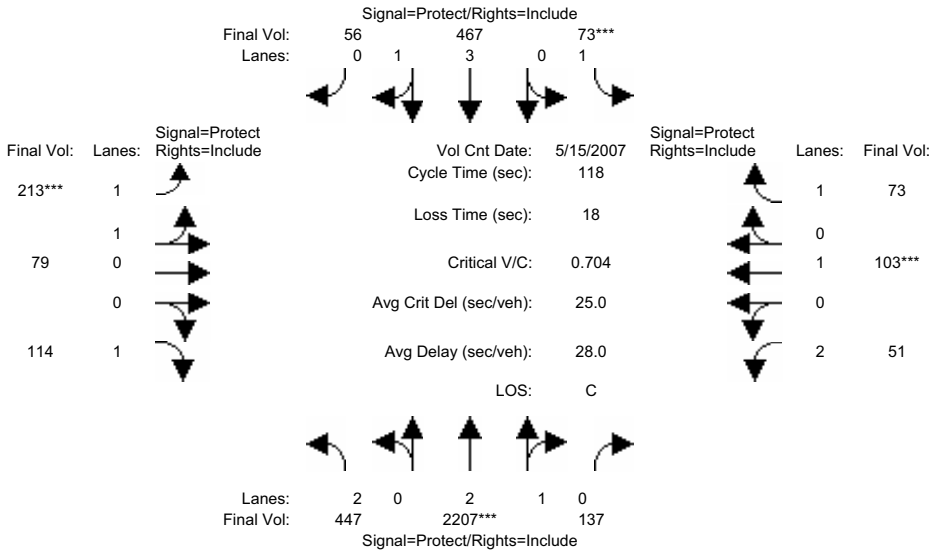
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	2	0	20	76	0	32	41	695	21	30	526	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	20	76	0	32	41	695	21	30	526	137
Added Vol:	0	0	0	22	0	5	10	0	0	0	0	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	20	98	0	37	51	695	21	30	526	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2	0	20	98	0	37	51	695	0	30	526	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	20	98	0	37	51	695	0	30	526	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	2	0	20	98	0	37	51	695	0	30	526	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	1750	0	1750	1750	1801	0	1750	1801	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.06	0.00	0.02	0.03	0.39	0.00	0.02	0.29	0.00
Crit Moves:			****	****				****		****		
Green Time:	0.7	0.0	2.2	10.9	0.0	12.5	7.1	75.5	0.0	3.4	71.7	0.0
Volume/Cap:	0.17	0.00	0.51	0.51	0.00	0.17	0.41	0.51	0.00	0.51	0.41	0.00
Uniform Del:	49.4	0.0	48.3	42.0	0.0	39.1	44.4	4.9	0.0	47.5	5.7	0.0
IncremntDel:	6.7	0.0	10.9	2.3	0.0	0.4	2.2	0.3	0.0	7.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	56.1	0.0	59.3	44.3	0.0	39.5	46.6	5.2	0.0	54.9	5.9	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:	56.1	0.0	59.3	44.3	0.0	39.5	46.6	5.2	0.0	54.9	5.9	0.0
LOS by Move:	E+	A	E+	D	A	D	D	A	A	D-	A	A
HCM2kAvgQ:	0	0	1	4	0	1	2	9	0	2	7	0

Copyright (c) 2007 Dowling Associates, Inc.

A.M. PEAK

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

Intersection #17: McClellan Road & De Anza Boulevard

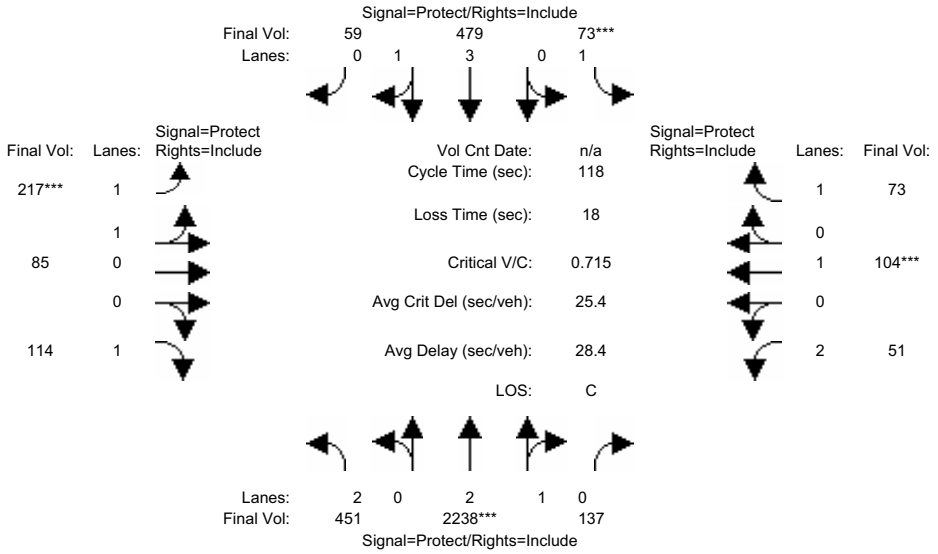


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 May 2007 << 8:00 AM - 9:00 AM												
Base Vol:	447	2207	137	73	467	56	213	79	114	51	103	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	447	2207	137	73	467	56	213	79	114	51	103	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:	447	2207	137	73	467	56	213	79	114	51	103	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:	447	2207	137	73	467	56	213	79	114	51	103	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	447	2207	137	73	467	56	213	79	114	51	103	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:	447	2207	137	73	467	56	213	79	114	51	103	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	1.00	0.92
Lanes:	2.00	2.82	0.18	1.00	3.55	0.45	1.47	0.53	1.00	2.00	1.00	1.00
Final Sat.:	3150	5272	327	1750	6696	803	2589	960	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.42	0.42	0.04	0.07	0.07	0.08	0.08	0.07	0.02	0.05	0.04
Crit Moves:		****		****			****				****	
Green Time:	47.8	69.4	69.4	7.0	28.6	28.6	13.6	13.9	13.9	9.7	10.0	10.0
Volume/Cap:	0.35	0.71	0.71	0.70	0.29	0.29	0.71	0.70	0.55	0.20	0.64	0.49
Uniform Del:	24.3	17.2	17.2	54.5	36.4	36.4	50.3	50.0	49.1	50.5	52.3	51.6
IncremntDel:	0.2	0.7	0.7	19.5	0.1	0.1	5.8	5.2	3.2	0.4	8.4	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.5	18.0	18.0	74.0	36.5	36.5	56.1	55.2	52.4	50.9	60.6	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	18.0	18.0	74.0	36.5	36.5	56.1	55.2	52.4	50.9	60.6	54.1
LOS by Move:	C	B	B	E	D+	D+	E+	E+	D-	D	E	D-
HCM2kAvgQ:	7	21	21	4	4	4	7	7	5	1	5	3

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #17: McClellan Road & De Anza Boulevard

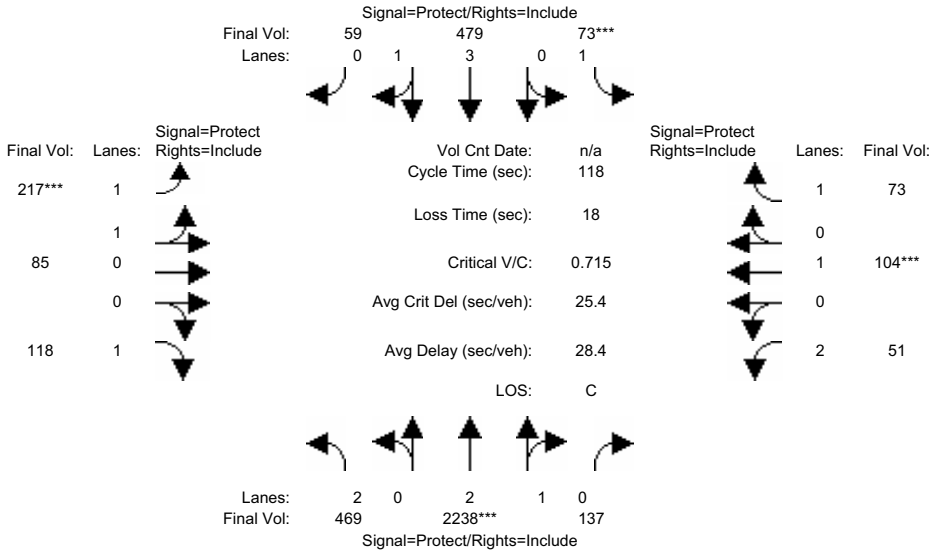


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	451	2238	137	73	479	59	217	85	114	51	104	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	451	2238	137	73	479	59	217	85	114	51	104	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:	451	2238	137	73	479	59	217	85	114	51	104	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:	451	2238	137	73	479	59	217	85	114	51	104	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	2238	137	73	479	59	217	85	114	51	104	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:	451	2238	137	73	479	59	217	85	114	51	104	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	1.00	0.92
Lanes:	2.00	2.82	0.18	1.00	3.54	0.46	1.44	0.56	1.00	2.00	1.00	1.00
Final Sat.:	3150	5277	323	1750	6676	822	2551	999	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.42	0.42	0.04	0.07	0.07	0.09	0.09	0.07	0.02	0.05	0.04
Crit Moves:		****		****			****				****	
Green Time:	47.8	69.1	69.1	7.0	28.3	28.3	13.9	14.1	14.1	9.8	10.0	10.0
Volume/Cap:	0.35	0.72	0.72	0.70	0.30	0.30	0.72	0.71	0.55	0.19	0.65	0.49
Uniform Del:	24.4	17.6	17.6	54.5	36.7	36.7	50.2	50.0	49.0	50.4	52.3	51.6
IncremntDel:	0.2	0.8	0.8	19.5	0.1	0.1	6.2	5.7	3.0	0.4	8.8	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.5	18.4	18.4	74.0	36.8	36.8	56.4	55.7	52.0	50.8	61.0	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	18.4	18.4	74.0	36.8	36.8	56.4	55.7	52.0	50.8	61.0	54.1
LOS by Move:	C	B-	B-	E	D+	D+	E+	E+	D-	D	E	D-
HCM2kAvgQ:	7	21	21	4	4	4	7	7	5	1	5	3

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #17: McClellan Road & De Anza Boulevard

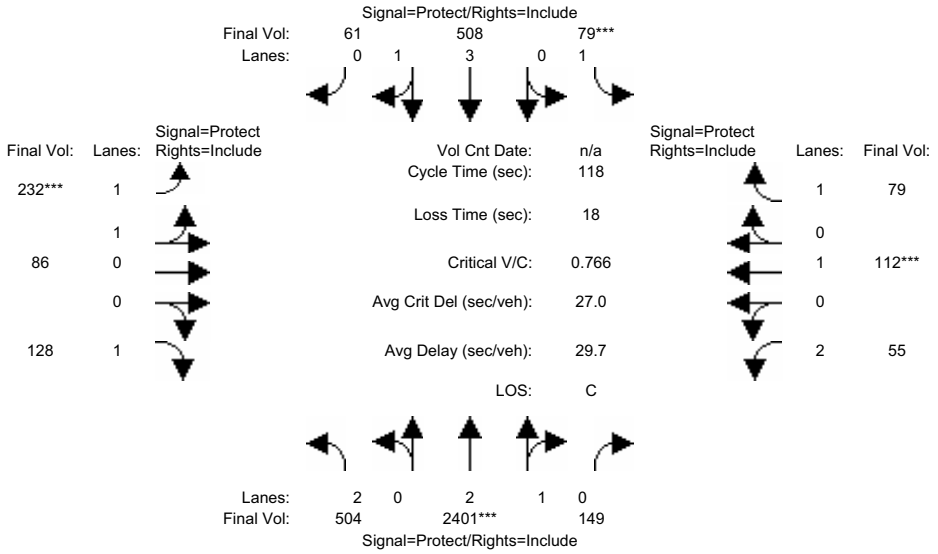


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	451	2238	137	73	479	59	217	85	114	51	104	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	451	2238	137	73	479	59	217	85	114	51	104	73
Added Vol:	18	0	0	0	0	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	469	2238	137	73	479	59	217	85	118	51	104	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:	469	2238	137	73	479	59	217	85	118	51	104	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	2238	137	73	479	59	217	85	118	51	104	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:	469	2238	137	73	479	59	217	85	118	51	104	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	1.00	0.92
Lanes:	2.00	2.82	0.18	1.00	3.54	0.46	1.44	0.56	1.00	2.00	1.00	1.00
Final Sat.:	3150	5277	323	1750	6676	822	2551	999	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.42	0.42	0.04	0.07	0.07	0.09	0.09	0.07	0.02	0.05	0.04
Crit Moves:		****		****			****				****	
Green Time:	48.5	69.1	69.1	7.0	27.6	27.6	13.9	14.1	14.1	9.8	10.0	10.0
Volume/Cap:	0.36	0.72	0.72	0.70	0.31	0.31	0.72	0.71	0.57	0.19	0.65	0.49
Uniform Del:	24.0	17.6	17.6	54.5	37.3	37.3	50.2	50.0	49.1	50.4	52.3	51.6
IncremntDel:	0.2	0.8	0.8	19.5	0.1	0.1	6.2	5.7	3.6	0.4	8.8	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.2	18.4	18.4	74.0	37.4	37.4	56.4	55.7	52.7	50.8	61.0	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	18.4	18.4	74.0	37.4	37.4	56.4	55.7	52.7	50.8	61.0	54.1
LOS by Move:	C	B-	B-	E	D+	D+	E+	E+	D-	D	E	D-
HCM2kAvgQ:	7	21	21	4	4	4	7	7	5	1	5	3

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #17: McClellan Road & De Anza Boulevard



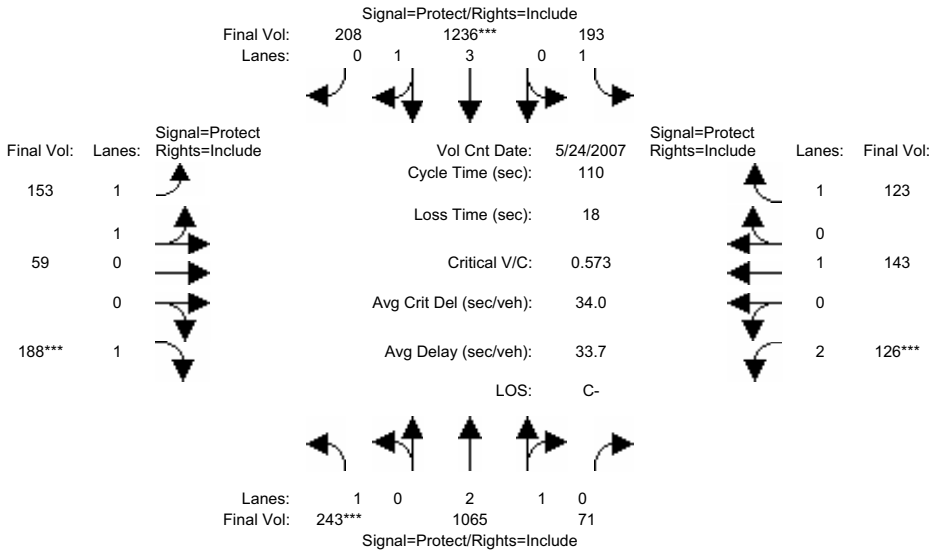
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	486	2401	149	79	508	61	232	86	124	55	112	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	2401	149	79	508	61	232	86	124	55	112	79
Added Vol:	18	0	0	0	0	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	504	2401	149	79	508	61	232	86	128	55	112	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	504	2401	149	79	508	61	232	86	128	55	112	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	2401	149	79	508	61	232	86	128	55	112	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	504	2401	149	79	508	61	232	86	128	55	112	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	1.00	0.92
Lanes:	2.00	2.82	0.18	1.00	3.55	0.45	1.47	0.53	1.00	2.00	1.00	1.00
Final Sat.:	3150	5272	327	1750	6695	804	2590	960	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.46	0.46	0.05	0.08	0.08	0.09	0.09	0.07	0.02	0.06	0.05
Crit Moves:		****		****			****				****	
Green Time:	49.9	69.4	69.4	7.0	26.4	26.4	13.6	14.2	14.2	9.4	10.0	10.0
Volume/Cap:	0.38	0.77	0.77	0.76	0.34	0.34	0.77	0.74	0.61	0.22	0.70	0.53
Uniform Del:	23.4	18.4	18.4	54.7	38.4	38.4	50.7	50.1	49.2	50.8	52.5	51.8
IncremntDel:	0.2	1.2	1.2	27.5	0.1	0.1	8.9	6.9	5.0	0.4	12.5	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.6	19.6	19.6	82.2	38.6	38.6	59.6	57.0	54.2	51.3	65.0	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	19.6	19.6	82.2	38.6	38.6	59.6	57.0	54.2	51.3	65.0	55.5
LOS by Move:	C	B-	B-	F	D+	D+	E+	E+	D-	D-	E	E+
HCM2kAvgQ:	7	25	25	5	4	4	8	8	6	1	5	4

Copyright (c) 2007 Dowling Associates, Inc.

MIDDAY PEAK

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

Intersection #17: McClellan Road & De Anza Boulevard

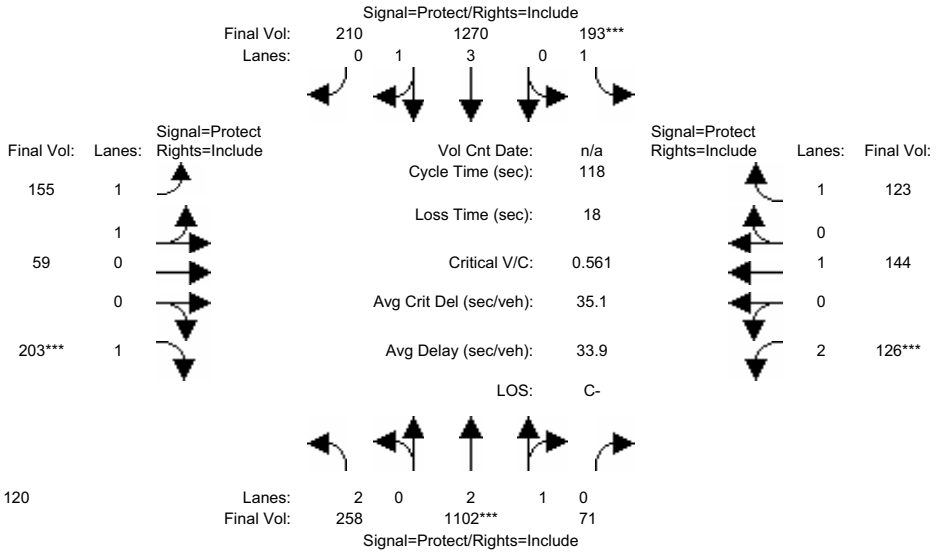


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 24 May 2007 << 1:00 PM - 2:00 PM												
Base Vol:	243	1065	71	193	1236	208	153	59	188	126	143	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	1065	71	193	1236	208	153	59	188	126	143	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	1065	71	193	1236	208	153	59	188	126	143	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	1065	71	193	1236	208	153	59	188	126	143	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1065	71	193	1236	208	153	59	188	126	143	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	1065	71	193	1236	208	153	59	188	126	143	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	1.00	0.92
Lanes:	1.00	2.81	0.19	1.00	3.40	0.60	1.45	0.55	1.00	2.00	1.00	1.00
Final Sat.:	1750	5250	350	1750	6418	1080	2562	988	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.20	0.11	0.19	0.19	0.06	0.06	0.11	0.04	0.08	0.07
Crit Moves:	****				****				****	****		
Green Time:	26.7	41.3	41.3	22.4	37.0	37.0	11.7	20.6	20.6	7.7	16.7	16.7
Volume/Cap:	0.57	0.54	0.54	0.54	0.57	0.57	0.56	0.32	0.57	0.57	0.50	0.46
Uniform Del:	36.6	27.0	27.0	39.2	30.0	30.0	46.7	38.6	40.7	49.6	42.8	42.6
IncremntDel:	1.9	0.3	0.3	1.7	0.3	0.3	2.0	0.3	2.4	3.6	1.4	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.5	27.2	27.2	40.9	30.3	30.3	48.7	38.9	43.1	53.2	44.2	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	27.2	27.2	40.9	30.3	30.3	48.7	38.9	43.1	53.2	44.2	43.9
LOS by Move:	D+	C	C	D	C	C	D	D+	D	D-	D	D
HCM2kAvgQ:	8	10	10	7	10	10	4	3	7	3	5	5

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #17: McClellan Road & De Anza Boulevard

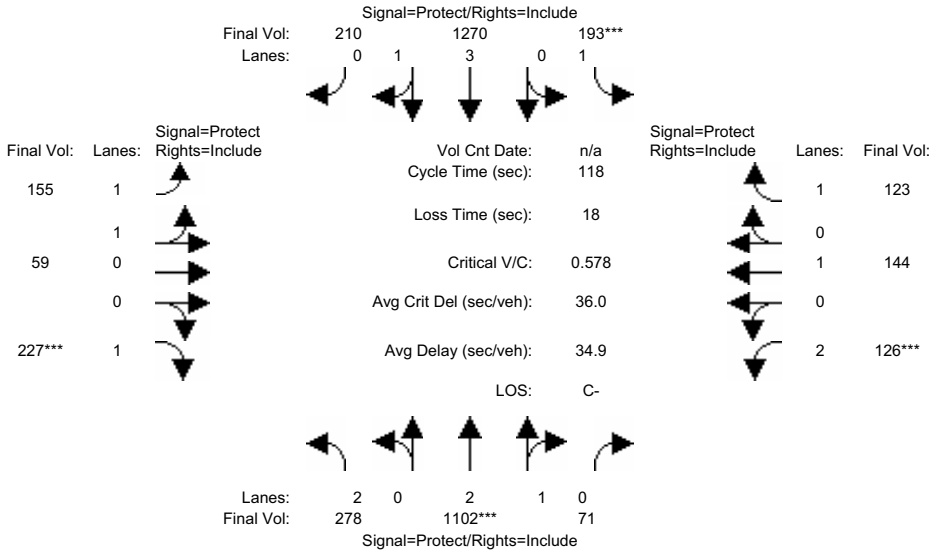


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	258	1102	71	193	1270	210	155	59	203	126	144	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	1102	71	193	1270	210	155	59	203	126	144	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	1102	71	193	1270	210	155	59	203	126	144	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	1102	71	193	1270	210	155	59	203	126	144	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1102	71	193	1270	210	155	59	203	126	144	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	1102	71	193	1270	210	155	59	203	126	144	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	1.00	0.92
Lanes:	2.00	2.81	0.19	1.00	3.41	0.59	1.46	0.54	1.00	2.00	1.00	1.00
Final Sat.:	3150	5261	339	1750	6434	1064	2571	979	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.11	0.20	0.20	0.06	0.06	0.12	0.04	0.08	0.07
Crit Moves:		****		****					****	****		
Green Time:	19.7	44.0	44.0	23.2	47.5	47.5	13.6	24.4	24.4	8.4	19.2	19.2
Volume/Cap:	0.49	0.56	0.56	0.56	0.49	0.49	0.52	0.29	0.56	0.56	0.47	0.43
Uniform Del:	44.6	29.3	29.3	42.8	26.2	26.2	49.1	39.5	42.0	53.0	44.8	44.5
IncremntDel:	0.7	0.4	0.4	2.1	0.1	0.1	1.2	0.2	2.0	3.2	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.3	29.7	29.7	44.9	26.4	26.4	50.3	39.7	44.0	56.2	45.9	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	29.7	29.7	44.9	26.4	26.4	50.3	39.7	44.0	56.2	45.9	45.6
LOS by Move:	D	C	C	D	C	C	D	D	D	E+	D	D
HCM2kAvgQ:	6	12	12	7	10	10	5	4	8	4	5	5

Copyright (c) 2007 Dowling Associates, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project MD

Intersection #17: McClellan Road & De Anza Boulevard

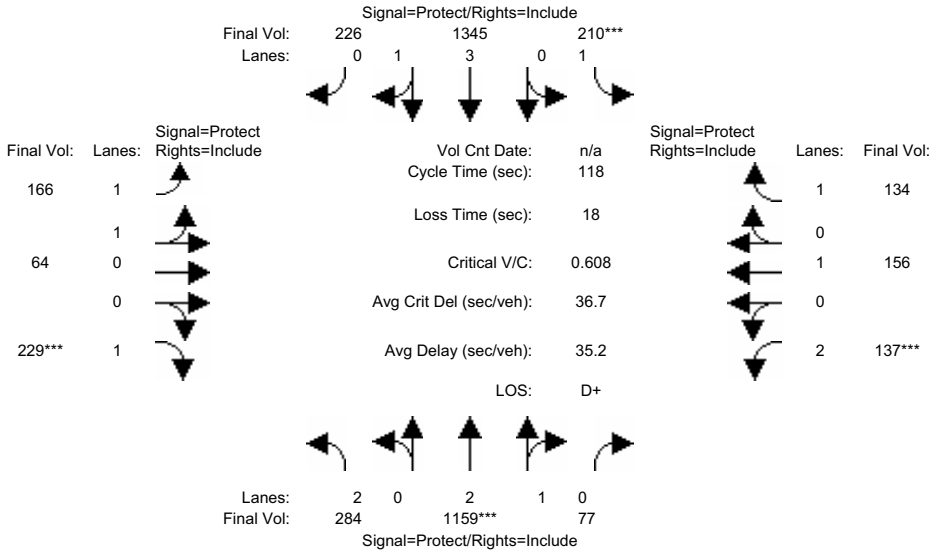


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	258	1102	71	193	1270	210	155	59	203	126	144	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	1102	71	193	1270	210	155	59	203	126	144	123
Added Vol:	20	0	0	0	0	0	0	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	278	1102	71	193	1270	210	155	59	227	126	144	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	1102	71	193	1270	210	155	59	227	126	144	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	1102	71	193	1270	210	155	59	227	126	144	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	1102	71	193	1270	210	155	59	227	126	144	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	1.00	0.92
Lanes:	2.00	2.81	0.19	1.00	3.41	0.59	1.46	0.54	1.00	2.00	1.00	1.00
Final Sat.:	3150	5261	339	1750	6434	1064	2571	979	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.11	0.20	0.20	0.06	0.06	0.13	0.04	0.08	0.07
Crit Moves:		****		****					****	****		
Green Time:	20.2	42.8	42.8	22.5	45.1	45.1	14.4	26.5	26.5	8.2	20.3	20.3
Volume/Cap:	0.52	0.58	0.58	0.58	0.52	0.52	0.49	0.27	0.58	0.58	0.44	0.41
Uniform Del:	44.5	30.3	30.3	43.4	28.0	28.0	48.4	37.8	40.8	53.2	43.8	43.5
IncremntDel:	0.9	0.4	0.4	2.5	0.2	0.2	0.9	0.2	2.1	3.8	1.0	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.3	30.7	30.7	45.9	28.2	28.2	49.3	37.9	42.9	57.0	44.8	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	30.7	30.7	45.9	28.2	28.2	49.3	37.9	42.9	57.0	44.8	44.4
LOS by Move:	D	C	C	D	C	C	D	D+	D	E+	D	D
HCM2kAvgQ:	6	12	12	8	10	10	4	3	8	4	5	5

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #17: McClellan Road & De Anza Boulevard



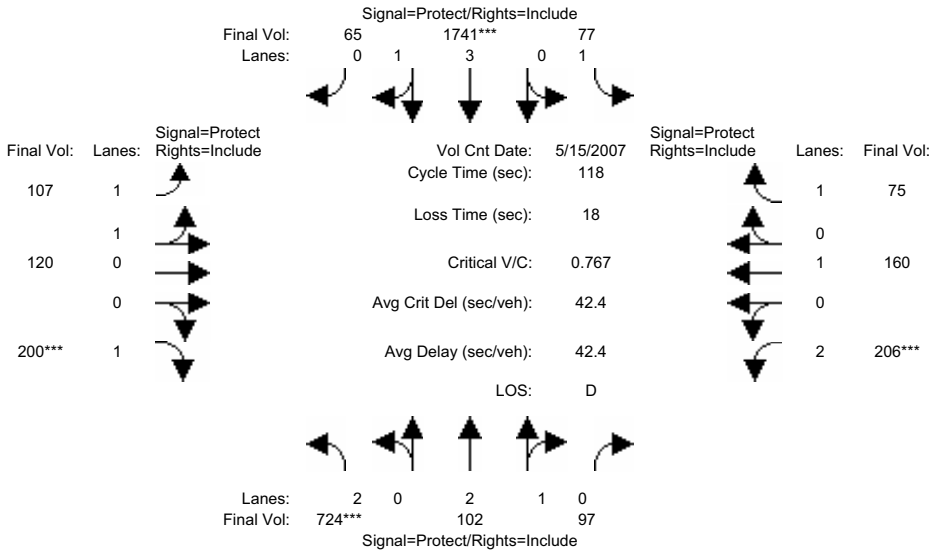
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	264	1159	77	210	1345	226	166	64	205	137	156	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	1159	77	210	1345	226	166	64	205	137	156	134
Added Vol:	20	0	0	0	0	0	0	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1159	77	210	1345	226	166	64	229	137	156	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1159	77	210	1345	226	166	64	229	137	156	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1159	77	210	1345	226	166	64	229	137	156	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1159	77	210	1345	226	166	64	229	137	156	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	1.00	0.92
Lanes:	2.00	2.81	0.19	1.00	3.40	0.60	1.45	0.55	1.00	2.00	1.00	1.00
Final Sat.:	3150	5251	349	1750	6420	1079	2562	988	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.12	0.21	0.21	0.06	0.06	0.13	0.04	0.08	0.08
Crit Moves:		****		****					****	****		
Green Time:	19.9	42.9	42.9	23.3	46.2	46.2	14.7	25.4	25.4	8.4	19.2	19.2
Volume/Cap:	0.53	0.61	0.61	0.61	0.53	0.53	0.52	0.30	0.61	0.61	0.51	0.47
Uniform Del:	44.8	30.7	30.7	43.2	27.6	27.6	48.4	38.8	41.8	53.2	45.1	44.8
IncremntDel:	1.1	0.5	0.5	3.1	0.2	0.2	1.1	0.2	2.9	4.7	1.3	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.9	31.2	31.2	46.3	27.8	27.8	49.5	39.1	44.7	57.9	46.4	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	31.2	31.2	46.3	27.8	27.8	49.5	39.1	44.7	57.9	46.4	46.0
LOS by Move:	D	C	C	D	C	C	D	D	D	E+	D	D
HCM2kAvgQ:	6	13	13	8	11	11	5	4	9	4	6	5

Copyright (c) 2007 Dowling Associates, Inc.

P.M. PEAK

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

Intersection #17: McClellan Road & De Anza Boulevard

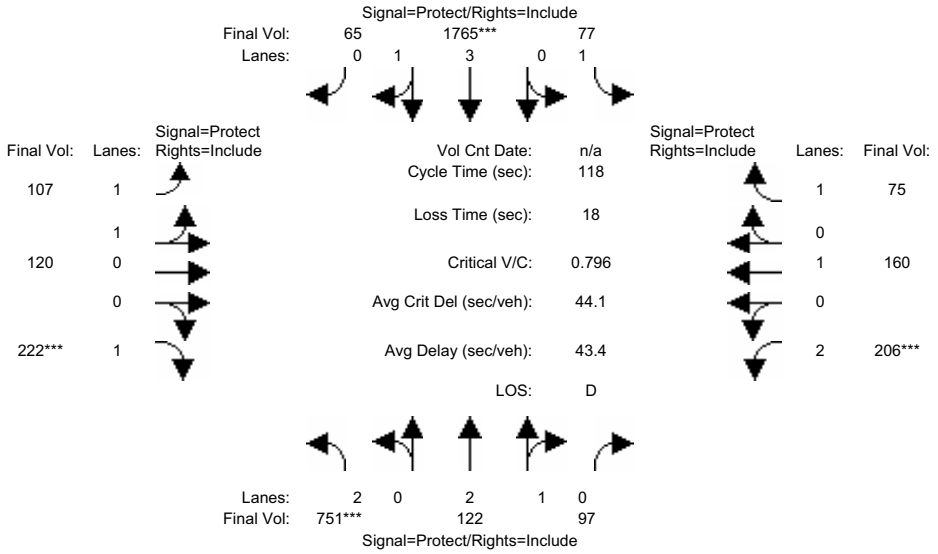


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 May 2007 << 5:00 PM - 6:00 PM												
Base Vol:	724	102	97	77	1741	65	107	120	200	206	160	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	724	102	97	77	1741	65	107	120	200	206	160	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	724	102	97	77	1741	65	107	120	200	206	160	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	724	102	97	77	1741	65	107	120	200	206	160	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	724	102	97	77	1741	65	107	120	200	206	160	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	724	102	97	77	1741	65	107	120	200	206	160	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.85	0.15	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	7230	270	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.03	0.06	0.04	0.24	0.24	0.06	0.06	0.11	0.07	0.08	0.04
Crit Moves:	****				****				****	****		
Green Time:	35.3	42.6	42.6	29.8	37.0	37.0	11.6	17.6	17.6	10.1	16.0	16.0
Volume/Cap:	0.77	0.07	0.15	0.17	0.77	0.77	0.62	0.42	0.77	0.77	0.62	0.32
Uniform Del:	37.6	24.8	25.5	34.5	36.6	36.6	51.1	45.6	48.2	52.8	48.1	46.0
IncremntDel:	3.9	0.0	0.1	0.2	1.6	1.6	3.3	0.5	12.9	12.5	4.5	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.4	24.8	25.6	34.7	38.2	38.2	54.5	46.2	61.1	65.4	52.6	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	24.8	25.6	34.7	38.2	38.2	54.5	46.2	61.1	65.4	52.6	46.8
LOS by Move:	D	C	C	C-	D+	D+	D-	D	E	E	D-	D
HCM2kAvgQ:	16	1	3	2	16	16	5	4	9	6	6	3

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #17: McClellan Road & De Anza Boulevard

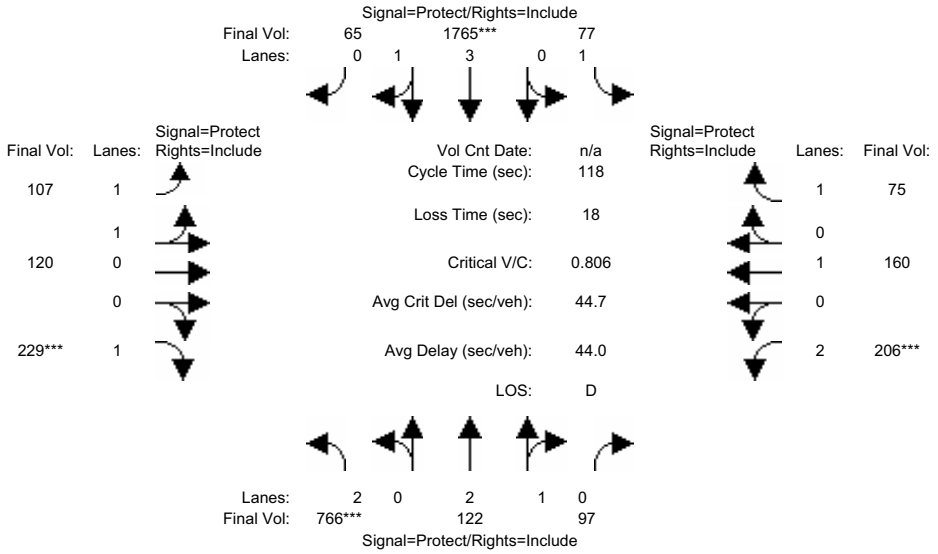


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	751	122	97	77	1765	65	107	120	222	206	160	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	751	122	97	77	1765	65	107	120	222	206	160	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	751	122	97	77	1765	65	107	120	222	206	160	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	751	122	97	77	1765	65	107	120	222	206	160	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	751	122	97	77	1765	65	107	120	222	206	160	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	751	122	97	77	1765	65	107	120	222	206	160	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.85	0.15	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	7233	266	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.03	0.06	0.04	0.24	0.24	0.06	0.06	0.13	0.07	0.08	0.04
Crit Moves:	****				****				****	****		
Green Time:	35.3	42.1	42.1	29.4	36.2	36.2	11.9	18.8	18.8	9.7	16.6	16.6
Volume/Cap:	0.80	0.09	0.16	0.18	0.80	0.80	0.60	0.40	0.80	0.80	0.60	0.31
Uniform Del:	38.0	25.2	25.9	34.8	37.5	37.5	50.8	44.5	47.8	53.2	47.6	45.6
IncremntDel:	4.8	0.0	0.1	0.2	2.0	2.0	2.8	0.5	14.7	15.7	3.8	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.8	25.3	25.9	35.0	39.6	39.6	53.5	45.0	62.4	68.8	51.4	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	25.3	25.9	35.0	39.6	39.6	53.5	45.0	62.4	68.8	51.4	46.3
LOS by Move:	D	C	C	C-	D	D	D-	D	E	E	D-	D
HCM2kAvgQ:	17	1	3	2	17	17	5	4	10	6	6	3

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #17: McClellan Road & De Anza Boulevard

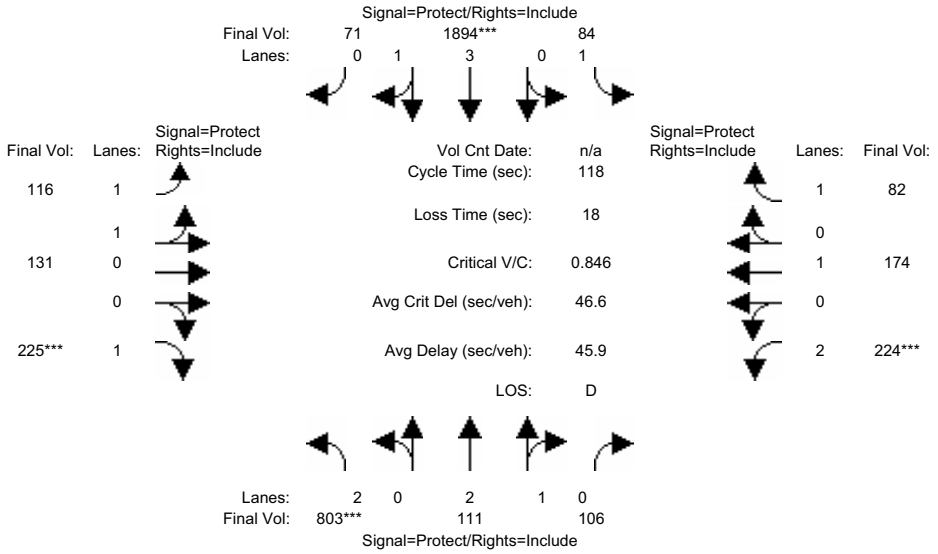


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	751	122	97	77	1765	65	107	120	222	206	160	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	751	122	97	77	1765	65	107	120	222	206	160	75
Added Vol:	15	0	0	0	0	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	766	122	97	77	1765	65	107	120	229	206	160	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	766	122	97	77	1765	65	107	120	229	206	160	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	766	122	97	77	1765	65	107	120	229	206	160	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	766	122	97	77	1765	65	107	120	229	206	160	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.85	0.15	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	7233	266	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.03	0.06	0.04	0.24	0.24	0.06	0.06	0.13	0.07	0.08	0.04
Crit Moves:	****				****				****	****		
Green Time:	35.6	41.9	41.9	29.4	35.7	35.7	12.0	19.1	19.1	9.6	16.7	16.7
Volume/Cap:	0.81	0.09	0.16	0.18	0.81	0.81	0.60	0.39	0.81	0.81	0.60	0.30
Uniform Del:	38.0	25.3	26.0	34.8	38.0	38.0	50.7	44.2	47.6	53.3	47.5	45.4
IncremntDel:	5.1	0.0	0.1	0.2	2.2	2.2	2.7	0.4	15.5	17.0	3.6	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.2	25.3	26.0	35.0	40.2	40.2	53.3	44.6	63.1	70.3	51.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	25.3	26.0	35.0	40.2	40.2	53.3	44.6	63.1	70.3	51.1	46.1
LOS by Move:	D	C	C	D+	D	D	D-	D	E	E	D-	D
HCM2kAvgQ:	17	1	3	2	17	17	5	4	11	7	6	3

Copyright (c) 2007 Dowling Associates, Inc.

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

Intersection #17: McClellan Road & De Anza Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	788	111	106	84	1894	71	116	131	218	224	174	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	788	111	106	84	1894	71	116	131	218	224	174	82
Added Vol:	15	0	0	0	0	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	803	111	106	84	1894	71	116	131	225	224	174	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	803	111	106	84	1894	71	116	131	225	224	174	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	803	111	106	84	1894	71	116	131	225	224	174	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	803	111	106	84	1894	71	116	131	225	224	174	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.85	0.15	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	7229	271	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.03	0.06	0.05	0.26	0.26	0.07	0.07	0.13	0.07	0.09	0.05
Crit Moves:	****				****				****	****		
Green Time:	35.6	42.4	42.4	29.7	36.6	36.6	11.7	17.9	17.9	9.9	16.2	16.2
Volume/Cap:	0.85	0.08	0.17	0.19	0.85	0.85	0.67	0.45	0.85	0.85	0.67	0.34
Uniform Del:	38.6	24.9	25.8	34.7	38.1	38.1	51.3	45.6	48.7	53.3	48.4	46.1
IncremntDel:	7.1	0.0	0.1	0.2	3.1	3.1	4.7	0.6	21.3	21.4	6.5	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.7	24.9	25.8	34.9	41.1	41.1	55.9	46.2	70.0	74.7	54.9	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:	45.7	24.9	25.8	34.9	41.1	41.1	55.9	46.2	70.0	74.7	54.9	47.0
LOS by Move:	D	C	C	C-	D	D	E+	D	E	E	D-	D
HCM2kAvgQ:	19	1	3	3	19	19	6	5	11	7	7	3

Copyright (c) 2007 Dowling Associates, Inc.