Appendix 3.2

Transportation Data

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Kylli Mission Point Mixed-Use Development

Transportation Analysis

Prepared for:

ICF

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1. Introduction

This report presents the results of the transportation analysis (TA) conducted for the proposed Kylli Mission Point Mixed-Use Development at 3005 Democracy Way in Santa Clara, California (see Figure 1). The Project site encompasses a nine-parcel property with approximately 48.6 acres in an area of northern Santa Clara. The Project site is bounded by Patrick Henry Drive to the west, Tasman Drive to the north, Old Ironsides Drive to the east, and the San Francisco Public Utilities Commission (SFPUC) right-of-way (ROW) to the south.

The Project is seeking to amend the General Plan designation from High-Intensity Office/Research and Development to a newly established Urban Center Mixed Use designation allowing a high-intensity mix of office/lab, commercial, and residential uses. The Project proposes a rezone from Light Industrial (ML) to Planned Development (PD) to permit the demolition of the existing office buildings and development of 3,000,000 square feet (s.f.) of commercial office/lab space, 100,000 s.f. of neighborhood retail, 1,800 new multi-family residential dwelling units, a 10,000-s.f. childcare facility, indoor and outdoor community spaces, as well as a large network of diverse, accessible and interconnected park, trail, and open spaces, and related infrastructure improvements (see Figure 2). The proposed residential uses would include affordable housing in compliance with the City's Inclusionary Housing Policy requirements. Parking would be provided in subsurface and above ground podium parking facilities.

The Project would also provide new pedestrian and vehicular entrances, realigned roadways, and a new network of sidewalks and bicycle lanes. Democracy Way, an existing public street easement within the Project site, would be vacated and shifted to the south. Labeled as Kylli Drive in the Project plans, the relocated roadway would be a private street with easements for public and emergency access. In its new alignment, it would allow access by vehicles, bicycles and pedestrians but would not allow vehicular traffic through the "Central Green Area." It would serve as the primary vehicular gateway to the interior of the Project and provide access to the parking garages and drop off areas. The Project would also have three other access points along Patrick Henry Drive (one north and two south of Kylli Drive) and two other access points on Old Ironsides Drive (one north and one south of Kylli Drive). Similar to Kylli Drive, these would not be through streets and would not connect Patrick Henry Drive and Old Ironsides Drive. However, drivers could enter or exit the Project site to/from any access point and travel to different areas within the Project site using the below-grade parking garage. The Project also would have a right-turn only driveway and a separate dedicated drop off/pick-up lane within the Project site adjacent to Tasman Drive (see Figure 2).

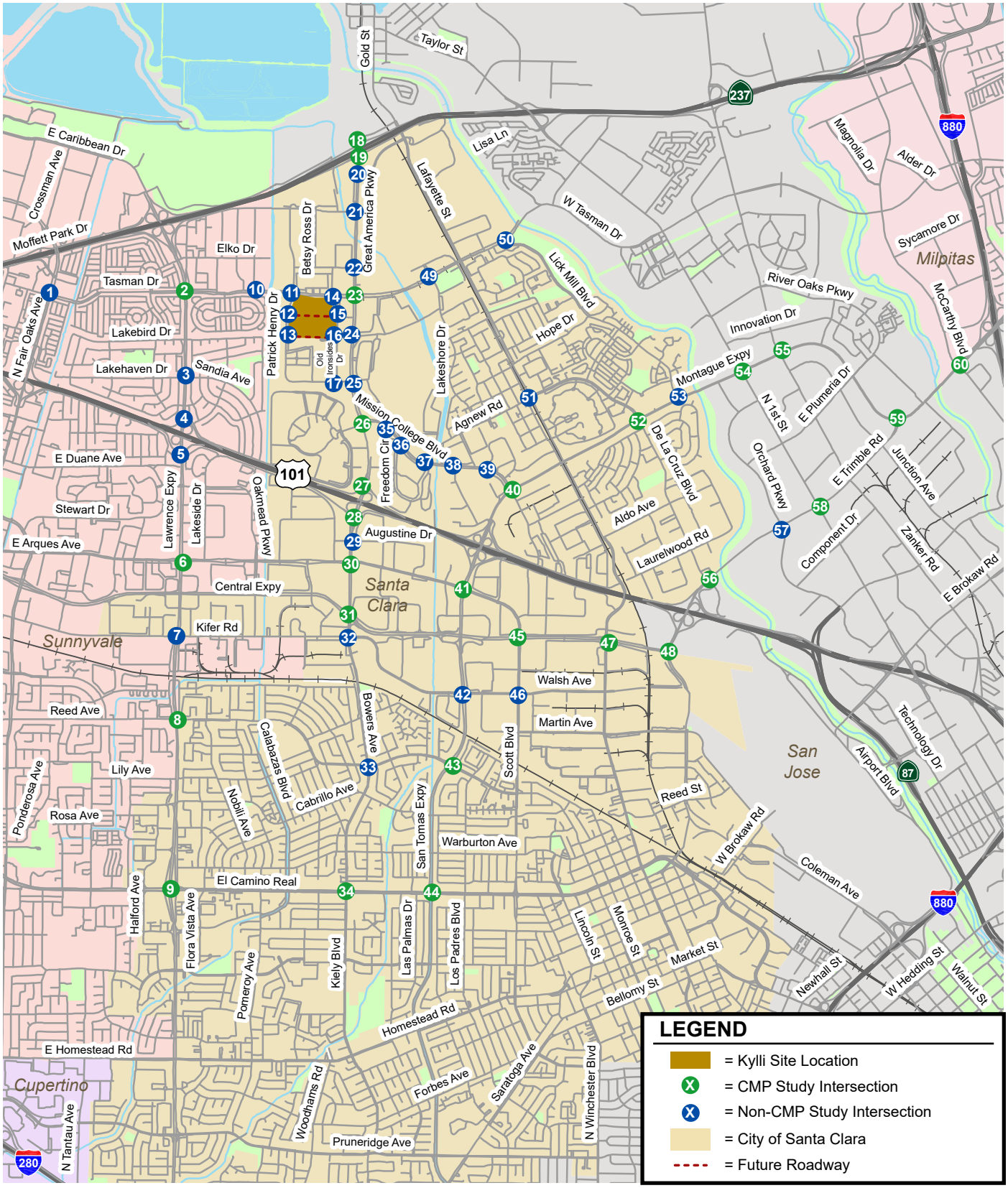


Figure 1
Project Site Location and Proposed Study Intersections

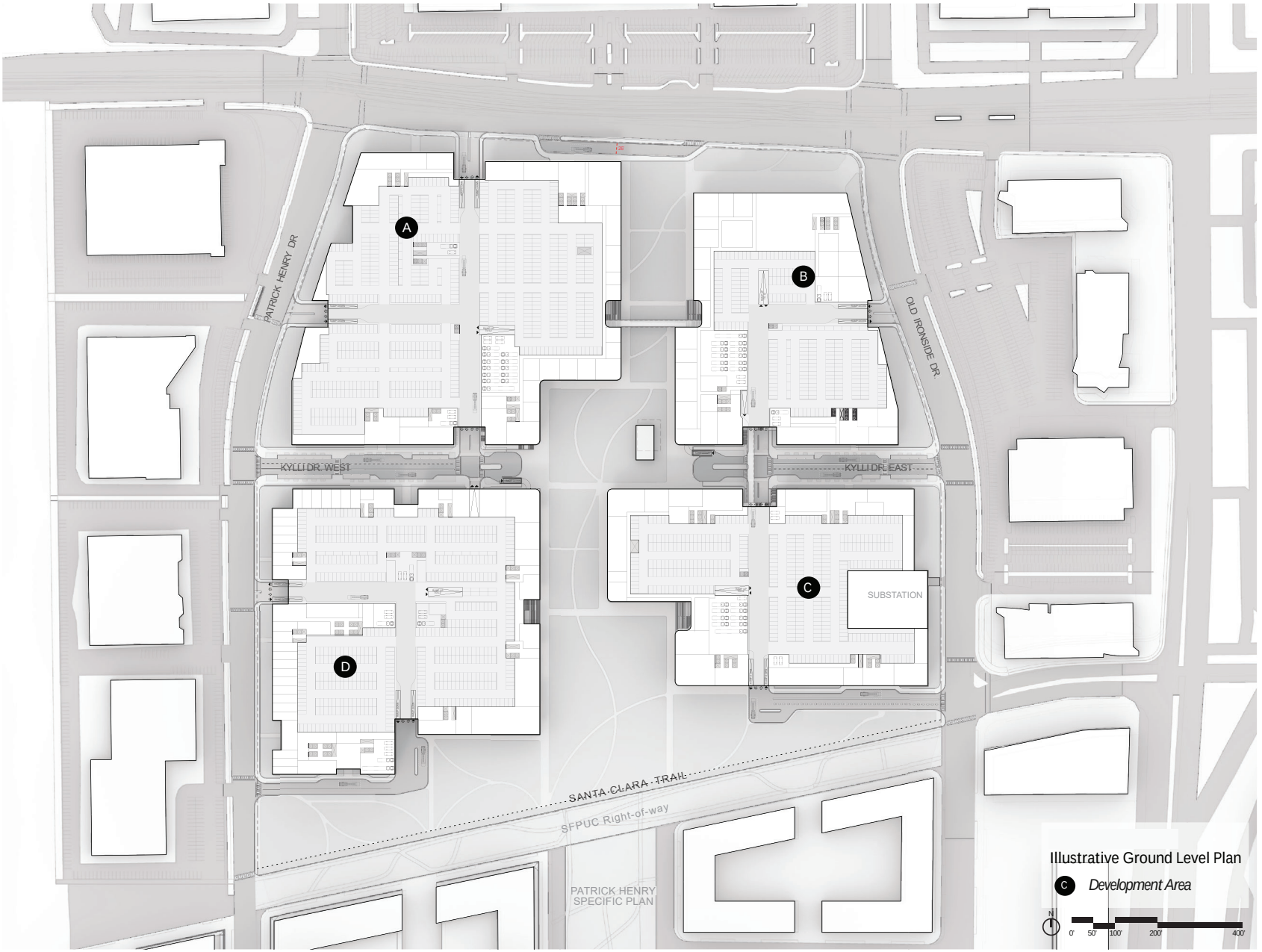


Figure 2
Conceptual Ground Level Plan

NORTH
Not to Scale

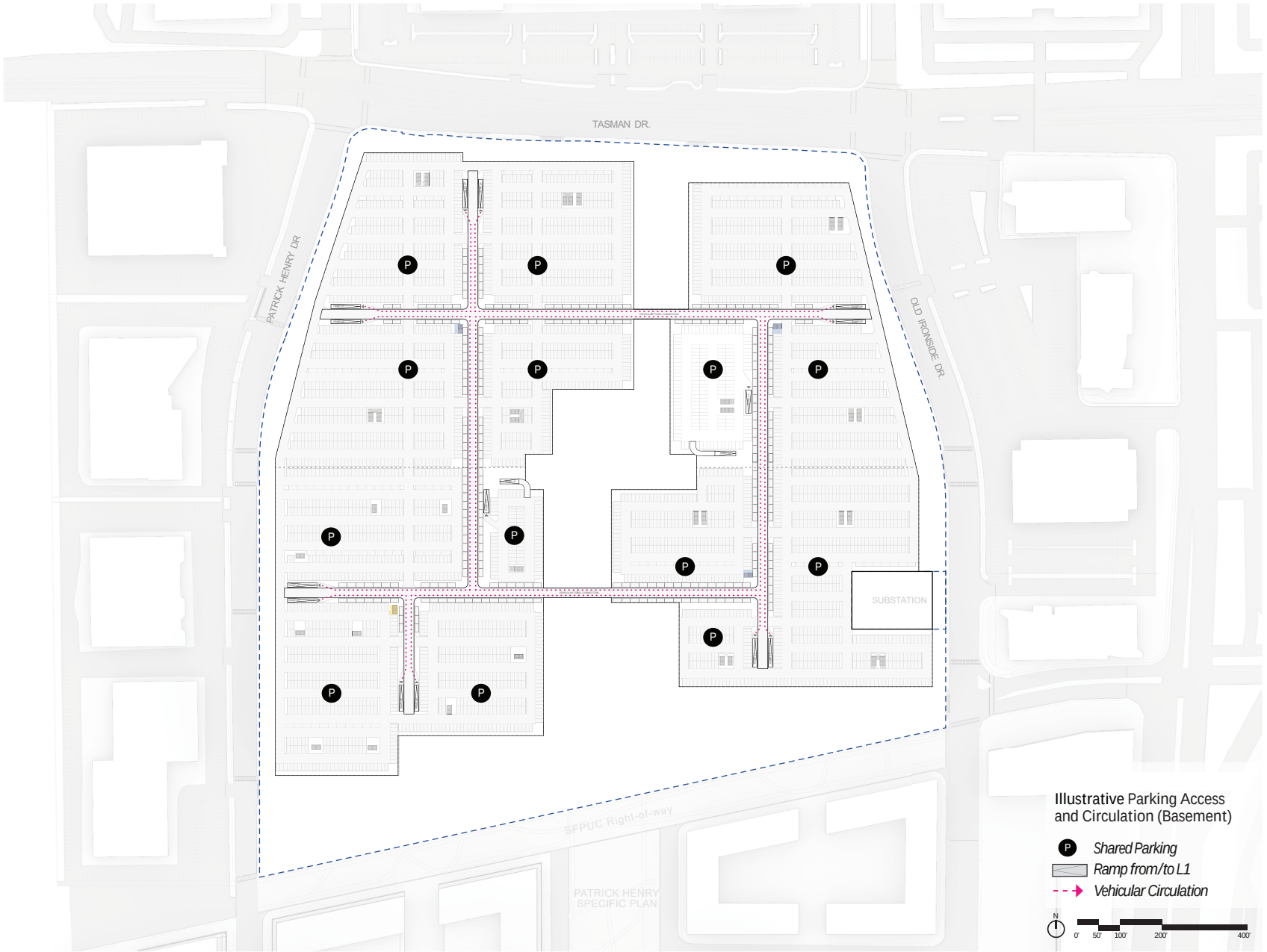


Figure 3
Conceptual Basement Plan - Parking Access and Circulation

NORTH
Not to Scale

Scope of Study

The purpose of the transportation analysis (TA) is to satisfy the requirements of the City of Santa Clara and the Congestion Management Program (CMP) of the Santa Clara Valley Transportation Authority (VTA) and the California Environmental Quality Act (CEQA).

It should be noted that this transportation analysis is based on existing conditions as of 2018/2019 and early 2020, prior to the COVID-19 pandemic. Recent counts show that traffic volumes are still below what they were prior to the virus outbreak. It is not known when traffic conditions will return to pre-virus levels, but it is expected that the current reductions in traffic volumes are only temporary. Since development of the proposed Kylli Mission Point Project is anticipated to occur over a period of many years, this transportation analysis is based on pre-virus conditions. Furthermore, future year traffic forecasts reflect assumptions regarding land use developments and transportation improvements developed in 2019 without any modifications to reflect the potential long-range economic effects of the COVID-19 pandemic. Thus, this transportation analysis is considered to be a conservative evaluation of the Project's effects since the growth in traffic volumes reflected in this report may not occur until many years after the horizon years evaluated in this report.

Vehicle Miles Traveled

In 2013, Governor Brown signed Senate Bill (SB) 743. SB 743 directed the Office of Planning and Research (OPR) to develop new CEQA guidelines and to replace Level of Service (LOS) as the evaluation measure for transportation impacts under CEQA with another measure such as Vehicle Miles Traveled (VMT). VMT measures the amount of vehicle trip making and the trip length. Reducing the amount of vehicle travel, along with increasing vehicle efficiency and reducing fuel carbon content, would reduce Greenhouse Gases (GHG) emissions. A reduction in VMT would promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses that reduces the reliance on individual vehicles.

The City recently adopted a VMT Transportation Analysis Policy for Environmental Review[1]. The Policy sets forth screening criteria that allow various types of developments such as infill developments, small projects, and/or transit-supportive projects near major transit corridors to be presumed to have a less than significant impact on VMT. The Project would qualify as a transit-supportive project since it meets the following criteria:

Proximity to Transit

Transit-supportive projects must be located within 0.5 mile of an existing "Major Transit Stop" or an existing transit stop along a "High-Quality Transit Corridor", as defined by Public Resources Code (PRC) sections 21064.3 and 21155. A "Major Transit Stop" is defined as a site containing any of the following: (a) an existing rail or bus rapid transit station; (b) the intersection of two or more major bus routes with a frequency-of-service interval of 15 minutes or less during the morning and afternoon peak commute periods; or (3) a major transit stop included in Plan Bay Area 2040 (PRC Sections 21064.3, 21155(b)). A "High-Quality Transit Corridor" is defined as a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours. (PRC Section 21155(b)).

[1] City of Santa Clara, Resolution No. 20-8861, "A Resolution of the City of Santa Clara, California to Amend Resolution 5713 to Adopt a Transportation Analysis Policy to Comply with the California Environmental Quality Act Pursuant to State Senate Bill 743 (2013) and CEQA Guidelines Section 15064.3," adopted June 23, 2020.

The Project site is within 0.5 mile of the Old Ironsides light rail transit station and the Reamwood light rail transit station, both of which meet the definition of a major transit stop. In addition, VTA provides frequent bus service via Route 57, which runs along Great America Parkway and Tasman Drive and meets the definition of a high-quality transit corridor. The Project site is within 0.5 mile of the nearest Route 57 bus stops on Tasman Drive and Old Ironsides Drive as well as Great America Parkway and Old Glory Lane. A map showing these transit facilities and a full description of other nearby transit services are presented in Chapter 2 (see Figure 5).

Density

For office/research-and-development projects, transit-supportive projects must have a minimum floor area ratio (FAR) of 0.75. Similarly, residential projects must have a minimum density of 35 dwelling units per acre (du/ac). The proposed residential density within Area D is approximately 132 du/ac [2]. The office/lab development proposed within Areas A, B and C would have an FAR of approximately 1.97 [3]. Thus, development densities proposed within the Project site would meet the minimum requirements needed to be considered a transit-supportive project.

Multimodal Transportation Networks

City policy requires that transit-supportive projects promote multimodal transportation networks. The Project would provide balanced internal multimodal circulation as well as convenient access to nearby destinations and transit stations. In addition, the Project would include the following elements to support safe, active, and sustainable travel options for site residents, employees, and visitors:

- Community green and open spaces with clear, accessible pathways through the site interior to promote walking and human-powered transportation;
- Continuous sidewalks around the perimeter that support access to existing public transit stops on Tasman Drive and Great America Parkway;
- Multi-use trail system along the southern edge of the site;
- Protected or buffered bicycle lanes around the site perimeter;
- An internal low-speed bicycle network with north–south and east–west bicycle paths that connect into a larger existing regional bicycle network;
- Convenient and safe bicycle parking options for both long-term and short-term users;
- Self-service bicycle repair amenities that encourage healthy mobility options;
- New shuttle connections to Caltrain and Bay Area Rapid Transit with on-site shuttle stops on internal private roadways and off-street shuttle drop-off spaces;
- A deep-profile drop-off area within the Project frontage on Tasman Drive, separated by a pedestrian/green buffer to minimize conflicts with cyclists;
- Dedicated curb space for ridesharing, ride-hail, and taxi service passenger loading;

[2] Calculated at 1,800 dwelling units over the total land area of Area D (13.7 acres). No residential uses are proposed in Areas A, B, or C.
[3] Calculated at 3 million square feet of office/lab space over the total land area, excluding Area D (34.9 acres). No office/lab space is proposed in Area D.

- Transportation Demand management (TDM) strategies to minimize vehicle miles traveled to comply with (or exceed) the City's Climate Action Plan (CAP) goal for VMT reduction;
- An efficient shared parking model that reduces the Project area devoted to vehicle parking, thus promoting a compact walkable environment that reduces traffic congestion, vehicle miles traveled, and housing and transportation costs.
- Vehicle parking spaces provided within structures above and below grade with architectural treatments around perimeter edges to lessen the aesthetic impact and maintain pedestrian engagement at ground level; and
- Vehicular access points to parking structures along the periphery of the site to minimize conflicts between vehicles, cyclists, pedestrians, within the Project site.

Transit-Oriented Design Elements

Transit-supportive projects would be required to include transit-oriented design elements. The Project proposes design elements to ensure a pedestrian-oriented, mixed-use urban neighborhood that is walkable, with convenient connections to transit. The following design elements would ensure the Project is a transit-oriented development:

- A complete multi-use neighborhood with a large network of diverse, accessible, and interconnected park, trail, and open spaces to promote interactive activities;
- Pedestrian-oriented neighborhood uses on the ground floor (e.g., neighborhood-supporting retail/restaurant space, community uses, office/residential lobbies, amenities, day care);
- Vibrant programming anchored toward the north of the site, closest to the Tasman light rail corridor, that promotes use of public transportation;
- Human-centric design approach with pedestrian and cycling infrastructure;
- Pedestrian-scaled architectural detailing and façade treatments; and
- A fine-grained connected network of pedestrian pathways that support clear wayfinding and efficient connections.

Parking

Transit-supportive projects may not include more parking for use by residents, customers, or employees than required by City Code. The Project would provide up to 9,400 parking stalls in total [4]. The proposed parking supply reflects the efficiency created through the use of shared parking, which allows multiple uses that experience peak parking demand at different times of the day to share parking facilities. Furthermore, unbundled parking would be provided for market-rate residential dwelling units to reduce auto ownership and parking demand by residents. As shown in Table 1, the proposed parking ratios, by use, are equal to or less than the code requirements in effect in other areas. Therefore, the Project would not include excess parking and would qualify as transit supportive under this metric.

[4] Proposed on-site parking would include up to 7,104 stalls for office/lab uses, 1,800 stalls for residential uses, and 496 stalls for public uses, including retail uses, day-care uses, community amenities, and parks/open space. A portion of these parking spaces would be shared spaces not dedicated to a particular use.

Table 1
Parking Ratio by Use

Use	Project Ratio	Required Ratio
Office/Lab	0.7 stalls/300 sf	1.0 stalls/300 sf
Residential	1.0 stalls/du	1.55 stalls/du
Retail	0.9 stalls/200 sf	1.0 stalls/200 sf
Daycare	1.0 stall/300 sf	1.0 stall/classroom
Community Amenity	1.0 stall/1,500 sf	1.0 stall/223 sf [1]
Parks/Open Space	2.3 stalls/acre	5.08 stalls/acre [1]

Source: City of Santa Clara City Code Section 18.74.020 for office, retail, restaurant, and day care and Section 18.22.140 for multi-family residential, assuming the following unit mix (360 studio units at one stall/unit, 900 one-bedroom units at 1.5 stalls/unit, and 540 two-bedroom units at two stalls/unit).
sf = square feet; du = dwelling unit

[1] Community and park uses are not specifically listed in the City's parking regulations. The Zoning Administrator would determine parking requirements for these uses. Standard ratios listed are the 85th percentile rate obtained from ITE *Parking Generation, 5th Edition* for library (Land Use 590) and city park (Land Use 411).

Affordable Housing

Affordable housing has been shown to generate less VMT per capita than market-rate housing. City VMT policy states that transit-supportive projects must not replace affordable residential units with fewer affordable units. In addition, any replacement units are required to maintain the same level of affordability. Currently, the Project site does not contain any residential dwelling units. Under the Project, 15 percent of the new residential dwelling units would be affordable. The Project Sponsor is preparing an Affordable Housing Plan for the Project site, which would outline inclusionary requirements for the Project. Therefore, the Project would add new affordable dwelling units and not result in a loss of affordable units.

Findings

Because the Project qualifies as a transit-supportive project (per State guidance and City VMT policy), the Project would have a ***less-than-significant*** impact on VMT.

Local Transportation Analysis

Although the Project does not require a VMT analysis, the City still requires all projects to measure intersection efficiency (LOS) as part of an operational analysis and to provide improvements or address project related operational deficiencies. Thus, this report contains a local transportation analysis to evaluate the Project's consistency with the level of service standards set forth in the City's General Plan and to identify feasible improvements to remedy any deficiencies. The City of Santa Clara follows the VTA *Transportation Impact Analysis (TIA) Guidelines* (October 2014) to conduct the local transportation analysis.

The study area was determined using the City of Santa Clara's (CSC) travel demand forecast model. The study analyzes the effects of the Project on the key intersections, freeway segments, and freeway ramps in the study area during the weekday AM and PM peak hours of traffic. Locally, the AM peak hour of traffic is usually between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00

and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday.

The Santa Clara County VTA TIA Guidelines require that the CMP freeway segments be evaluated to determine the effect of added traffic for projects that generate trips equal to or greater than one percent of the freeway segment's capacity. The Project is expected to add traffic on multiple freeway segments along US 101, State Route (SR) 237, and SR 87. The traffic analysis also includes a capacity analysis for 16 freeway ramps.

Study Intersections

Sixty study intersections were selected in accordance with VTA's *TIA Guidelines* and in consultation with Santa Clara staff. The study includes those intersections that provide primary access to the Project and intersections that would experience a substantial increase in traffic volumes. The study intersections are listed below and shown on Figure 1. Twenty-seven study intersections are designated as CMP intersections. Seven of the study intersections are located in the City of Sunnyvale, three of the study intersections are located in the City of San José, and the remaining intersections are in the City of Santa Clara. All study intersections were evaluated against the standards of the applicable municipality, while the CMP intersections also were evaluated against the standards of the Santa Clara County CMP.

1. Fair Oaks Avenue and Tasman Drive [Sunnyvale]
2. Lawrence Expressway and Tasman Drive (CMP) [Sunnyvale]
3. Lawrence Expressway and Sandia Avenue/Lakehaven Drive [Sunnyvale]
4. Lawrence Expressway and US 101 NB Ramps [Sunnyvale]
5. Lawrence Expressway and US 101 SB Ramps [Sunnyvale]
6. Lawrence Expressway and E. Arques Avenue (CMP) [Sunnyvale]
7. Lawrence Expressway and Kifer Road
8. Lawrence Expressway and Reed Avenue/Monroe Street (CMP) [Sunnyvale]
9. Lawrence Expressway and El Camino Real (CMP)
10. Reamwood Avenue and Tasman Drive [Sunnyvale]
11. Patrick Henry Drive and Tasman Drive
12. Patrick Henry Drive and Kylli Drive West (Future)
13. Patrick Henry Drive and Kylli Drive South (Future)
14. Old Ironsides Drive and Tasman Drive
15. Old Ironsides Drive and Kylli Drive East (Future)
16. Old Ironsides Drive and Old Glory Lane (Unsignalized)
17. Old Ironsides Drive and Patrick Henry Drive (Unsignalized)
18. Great America Parkway and SR 237 Westbound Ramps (CMP) [San José]
19. Great America Parkway and SR 237 Eastbound Ramps (CMP) [San José]
20. Great America Parkway and Great America Way
21. Great America Parkway and Old Mt View-Alviso Road
22. Great America Parkway and Bunker Hill Lane
23. Great America Parkway and Tasman Drive (CMP)
24. Great America Parkway and Old Glory Lane
25. Great America Parkway and Patrick Henry Drive
26. Great America Parkway and Mission College Boulevard (CMP)
27. Great America Parkway and US 101 Northbound Off Ramp (CMP)
28. Bowers Avenue and US 101 Southbound Off Ramp (CMP)
29. Bowers Avenue and Augustine Drive
30. Bowers Avenue and Scott Boulevard (CMP)
31. Bowers Avenue and Central Expressway (CMP)

32. Bowers Avenue and Kifer Road/Walsh Avenue
33. Bowers Avenue and Monroe Street
34. Bowers Ave/Kiely Boulevard and El Camino Real (CMP)
35. Marriott Driveway and Mission College Boulevard
36. Freedom Circle Drive (W) and Mission College Blvd
37. Agnew Road/Freedom Circle Drive (E) and Mission College Boulevard
38. Juliette Lane and Mission College Boulevard
39. Burton Drive and Mission College Boulevard
40. Mission College Boulevard and Montague Expressway (CMP)
41. San Tomas Expressway and Scott Boulevard (CMP)
42. San Tomas Expressway and Walsh Avenue
43. San Tomas Expressway and Monroe Street (CMP)
44. San Tomas Expressway and El Camino Real (CMP)
45. Scott Boulevard and Central Expressway (CMP)
46. Scott Boulevard and Walsh Avenue
47. Lafayette Street and Central Expressway (CMP)
48. De la Cruz Boulevard and Central Expressway (CMP)
49. Centennial Boulevard and Tasman Drive
50. Lick Mill Boulevard and Tasman Drive
51. Lafayette Street and Agnew Road
52. Agnew Rd/De La Cruz Blvd and Montague Expressway (CMP)
53. Lick Mill Boulevard and Montague Expressway
54. N. 1st Street and Montague Expressway (CMP) [San José]
55. Zanker Road and Montague Expressway (CMP) [San José]
56. De la Cruz Boulevard and W. Trimble Road (CMP) [San José]
57. Orchard Parkway and W. Trimble Road [San José]
58. N. 1st Street and Trimble Road (CMP) [San José]
59. Trimble Road and Montague Expressway (CMP) [San José]
60. McCarthy Boulevard/O'Toole Avenue and Montague Expressway (CMP) [San José]

Freeway Segments

- US 101 between SR 85 and Whipple Avenue
- SR 237 between I 880 and El Camino Real
- SR 87 between SR 85 and US 101

Study Freeway Ramps

US 101 and Great America Parkway Interchange

- Northbound On-Ramp from Southbound Great America Parkway
- Southbound On-Ramp from Southbound Great America Parkway
- Northbound Off-Ramp to Great America Parkway
- Southbound Off-Ramp to Great America Parkway

SR 237 and Great America Parkway Interchange

- Eastbound On-Ramp from Great America Parkway
- Westbound On-Ramp from Great America Parkway
- Eastbound Off-Ramp to Great America Parkway
- Westbound Off-Ramp to Great America Parkway

US 101 and Lawrence Expressway Interchange

- Northbound On-Ramp from Southbound Lawrence Expressway
- Southbound On-Ramp from Southbound Lawrence Expressway
- Northbound Off-Ramp to Lawrence Expressway
- Southbound Off-Ramp to Lawrence Expressway

SR 237 and Lawrence Expressway Interchange

- Eastbound On-Ramp from Northbound Lawrence Expressway
- Westbound On-Ramp from Northbound Lawrence Expressway
- Eastbound Off-Ramp to Southbound Lawrence Expressway
- Westbound Off-Ramp to Southbound Lawrence Expressway

Other Transportation Issues

The study includes an evaluation of the Project's impacts on transit services and pedestrian and bicycle facilities, and a review of internal vehicular circulation, hazards, and emergency access. In addition, site access, parking, and vehicle queuing at selected left-turn movements were evaluated. Lastly, a signal warrant analysis was conducted for the unsignalized study intersections.

Traffic conditions at the study intersections were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing intersection operations were obtained from the Freedom Circle Focus Area Transportation Analysis report and reflect pre-pandemic (2018-Feb. 2020) traffic volumes at the study intersections. Study intersections not evaluated in the Freedom Circle report were evaluated using available pre-pandemic traffic count volumes using the TRAFFIX software, which employs the *2000 Highway Capacity Manual* methodology.
- ***Background (Year 2030) Conditions*.** Background traffic volumes were estimated using the CSC travel demand model. In most locations, the model reflects anticipated growth according to ABAG 2030 land use projections. Initial phase(s) of development totaling 3,746 residential dwelling units, 785,000 s.f. of office space, and 15,500 s.f. of retail space within the Patrick Henry Specific Plan Area and the Greystar development within the Freedom Circle Focus Area were included at the direction of the City of Santa Clara. Background conditions do not include the previously approved Yahoo development on the Project site. Instead, the Project site was assumed to remain vacant. The model also assumes completion of Related Santa Clara (City Place) Phases 1-3, buildout of 4,253 residential dwelling units in the Tasman East Specific Plan, construction of 150,000 s.f. of approved office space at 3001 Tasman Drive and 140,000 s.f. of approved retail/restaurant/entertainment uses at 1 Great America Parkway by the Year 2030. Background traffic forecasts also reflect a five percent increase in enrollment at Mission College above the baseline (2018) enrollment. The analysis reflects planned transportation improvements anticipated to occur by the Year 2030. Intersection levels of service under background conditions were evaluated using the City methodology.
- ***Background Plus Project Conditions.*** The Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* and the CSC travel demand forecasting model were used to develop traffic forecasts for background plus project conditions. The Project trip estimates reflect trip reductions for transit use and internalization and the required transportation demand management (TDM) trip reductions (10 percent from Active TDM measures) set forth in the City of Santa Clara's Climate Action Plan that was in effect when this transportation analysis was initiated. The roadway network was revised to reflect the proposed elimination of a through connection at New Democracy Way. Intersection level of service calculations were conducted to evaluate background plus project traffic conditions during the AM and PM peak hours. Adverse

effects on intersection levels of service associated with the Project were evaluated relative to background conditions.

- ***Cumulative (Year 2035) No Project Conditions.*** Cumulative traffic volumes without the Project were estimated using the CSC travel demand model. Cumulative conditions reflect future development and planned transportation improvements anticipated to occur by the year 2035. The model land use assumptions reflect ABAG 2035 land uses in most locations. Within the vicinity of the Project, the model assumes buildout of Related Santa Clara (City Place), buildout of the Patrick Henry Drive Specific Plan (Option 2 without a new roadway connection between Patrick Henry Drive and Mission College Boulevard), buildout of the Freedom Circle Specific Plan, buildout of the Amended Tasman East Specific Plan, completion of the approved projects at 3001 Tasman Drive and 1 Great America Parkway, and completion of the proposed developments at 2901 Tasman Drive (865,950 net s.f. of office space) and at 4949 Great America Parkway (319 room hotel and 5,758 s.f. of restaurant space). Cumulative traffic forecasts also reflect a 7.5 percent increase in enrollment at Mission College above the baseline (2018) enrollment. The Project site was assumed to remain vacant. The analysis reflects planned transportation improvements anticipated to occur by the Year 2035. Intersection level of service calculations under cumulative no project conditions were evaluated using the City methodology.
- ***Cumulative Plus Project Conditions.*** Cumulative plus project traffic volumes were developed using ITE trip rates and the CSC travel demand model. Intersection levels of service under cumulative plus project conditions were evaluated using the City methodology.

Methodology

This section presents the methods used to determine traffic conditions on study roadways and effects on traffic operations caused by the Project. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from previous studies, the City of Santa Clara, City of San José, City of Sunnyvale, the CMP, and field observations. The following data were collected from these sources:

- Existing traffic volumes,
- Lane geometries,
- Signal timing and phasing, and
- Lists of approved and pending developments.

Intersection Level of Service Methodologies and Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). Level of service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

Signalized Intersections

The Cities of Santa Clara, San José, and Sunnyvale evaluate level of service at signalized intersections based on the *2000 Highway Capacity Manual (HCM)* level of service methodology. This HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. Table 2 presents the level of service definitions for signalized intersections.

This study utilizes TRAFFIX software to determine intersection levels of service based on the HCM method. Since TRAFFIX is approved by VTA as the level of service analysis software for CMP signalized intersections, the Cities of Santa Clara, San José, and Sunnyvale employ the CMP default values for the analysis parameters. TRAFFIX software was used to analyze intersection operations and to identify adverse effects based on the increases in critical-movement delay and the volume-to-capacity ratio (v/c) between no-project and project scenarios.

The Cities of Santa Clara, San José, and Sunnyvale have set forth LOS D as the minimum standard, except on CMP and expressway facilities and roadways considered "regionally significant" within Sunnyvale, which have a standard of LOS E. Study intersections within Sunnyvale along Lawrence Expressway are considered regionally significant.

Table 2
Signalized Intersection Level of Service Definitions Based on Average Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000), p.10-16.

Unsignalized Intersections

The study includes the analysis of two unsignalized intersections located in the City of Santa Clara. The analysis approach and criteria used to define adverse effects used in this study are the same as

that used in traffic studies completed for other proposed developments such as the Freedom Circle Focus Area and the Patrick Henry Drive Specific Plan.

Level of service analysis at unsignalized intersections is generally used to determine the need for modification in the type of intersection control (i.e., all-way stop or signalization). As part of the evaluation, traffic volumes and delays are evaluated to determine if the existing intersection control is appropriate.

For unsignalized intersections, the level of service is reported based on the average delay for all movements. The level of service definitions for unsignalized intersections are shown in Table 3. This study utilizes TRAFFIX software to determine intersection levels of service based on the *2000 HCM* methodology for unsignalized intersections.

Table 3
Unsignalized Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Traffic Signal Warrant Analysis

An assessment of the need for signalization was conducted for unsignalized study intersections. For this study, the need for signalization was assessed on the basis of the peak hour volume signal warrant (Warrant #3) described in the *2014 California Manual on Uniform Traffic Control Devices* (CA MUTCD). This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify the installation of a traffic signal. It should be noted that it is just one of the factors/warrants used to indicate whether installation of a traffic control signal is justified.

Freeway Segments

Freeway segments were analyzed as prescribed in the Santa Clara County CMP technical guideline. The level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N*S)$$

Where:

D = density, in vehicles per mile per lane (vpmpl)

V = peak hour volume, in vehicle per hour (vph)

N = number of travel lanes

S = average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 4. The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from high-occupancy vehicle (HOV) lanes (otherwise known as carpool lanes). The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for segments two lanes wide in one direction. HOV lanes are specified as having a capacity of 1,650 vphpl.

Table 4
Freeway Segment Level of Service Definitions

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	11.0 or less
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	11.0 to 18.0
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	18.0 to 26.0
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	26.0 to 46.0
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	46.0 to 58.0
F	Vehicular flow breakdowns occurs. Large queues form behind breakdown points.	greater than 58.0

Source: Santa Clara County Valley Transportation Authority, Transportation Impact Analysis Guidelines, Updated March 2009 (Based on the *Highway Capacity Manual (2000), Washington, D.C.)*

Freeway Ramps

A freeway ramp analysis was performed in order to verify that the freeway ramps have sufficient capacity to serve the projected traffic volumes. This analysis consisted of a volume-to-capacity ratio evaluation of the freeway ramps at the study interchanges. The ramp capacities were obtained from the *Highway Capacity Manual 2000*, and considered the free-flow speed, number of lanes on the ramp, and ramp metering.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at study intersections where the Project would add a substantial number of vehicle trips to the left-turn movements. The analysis provides a basis for estimating future left-turn pocket storage requirements at the study intersections and is required by the VTA TIA Guidelines. Vehicle queues were estimated

using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles or a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections was evaluated based on the delay experienced by the turn movement.

Assumptions

This transportation analysis presents a conservative (high) representation of future traffic volumes by incorporating the following conservative assumptions:

- Existing volumes are based on counts conducted in 2018/2019 and early 2020, prior to the COVID-19 pandemic. Recent counts show that current traffic volumes are still below what they were prior to the virus outbreak. Thus, the existing intersection LOS and delay presented in this study reflects a conservative (high) representation of existing conditions. Furthermore, the growth in traffic volumes reflected in this report may not occur until many years after the horizon years evaluated in this report.
- The forecasts of background traffic volumes reflect a five percent increase in enrollment at Mission College by the Year 2030 based on historic data obtained from the California Community Colleges Chancellor's Office. The forecasts of cumulative traffic volumes reflect a 7.5 percent increase in enrollment by the Year 2035. Given that enrollment has declined every year since 2018, the assumed enrollment growth is conservative and may overstate the future traffic volumes in the vicinity of the College.
- The Project trip estimates assume a 10 percent trip reduction from active TDM measures per the City of Santa Clara's Climate Action Plan that was in effect when this transportation analysis was initiated. Subsequently, on June 7, 2022, the City Council adopted the 2022 Climate Action Plan, which sets forth bold new targets for greenhouse gas emissions. Large employers with over 500 employees are now required to reduce VMT by 25 percent through Active TDM measures, while multifamily residential uses are required to achieve a 20 percent reduction in VMT with a 10 percent reduction through active TDM measures. The Project will be subject to the updated TDM requirements contained in the 2022 Climate Action Plan. Therefore, this

report is conservative in that it overstates the vehicle trips that would be generated by the Project compared to the current TDM requirements.

- Project trip estimates assume that 100 percent of the proposed commercial office/lab space would be used as office space. This is a conservative assumption because general office space typically generates more peak-hour trips than lab space.
- The transportation analysis also reflects a conservative worst-case evaluation of the Project's effect's on both freeways and local streets by disregarding any traffic diverted from the freeway due to the Project-generated traffic when analyzing the Project's effect on freeway segments and including traffic diverted from the freeways when analyzing the Project's effect on local streets.
- The capacity of freeway on ramps assume metering is in effect during both peak periods if meter equipment is present. This is a conservative assumptions since some ramp meters have not been turned on yet or are in operation only during one peak commute period.
- Lastly, the shared parking analysis does not account for the continuing use of hybrid work schedules, which have reduced the demand for office parking during the day. Because the proposed office/lab use is the largest component and generates the highest demand for parking within the proposed mixed-use Project, the use of pre-pandemic parking assumptions produce a conservative (high) estimate of the Project's parking needs.

Definition of Adverse Effects

Although measures of congestion such as delay and level of service are no longer used to identify significant impacts under CEQA, a local transportation analysis was conducted to evaluate the Project's consistency with the level of service standards set forth in the City's General Plan and to identify feasible improvements to remedy any deficiencies. Deficiencies in intersection operations that meet specific criteria are labeled as an "adverse effect" of the Project. Such adverse effects on intersection operations do not constitute significant impacts under CEQA.

Signalized Intersections

According to the Cities of Santa Clara, Sunnyvale, and San José, a project is said to create an adverse effect at a signalized intersection if for either peak hour, either of the following conditions occurs:

1. The level of service at the intersection drops below its respective level of service standard (LOS D or better for all local intersections and LOS E or better for CMP and regionally significant intersections in Sunnyvale) when project traffic is added, or
2. An intersection that operates below its level of service standard under no-project conditions experiences an increase in critical-movement delay of four (4) or more seconds, and an increase in critical volume-to-capacity ratio (v/c) of one percent (0.01) or more when project traffic is added.

The exception to this criterion is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements is negative. In this case, the criterion is when the project increases the critical v/c value by 0.01 or more.

Although adverse effects on intersection operations do not constitute significant impacts under CEQA, the City may require developers to implement improvements to address deficiencies in the local transportation network. Adverse effects at signalized intersections can be addressed by one of the following approaches:

- Construct or pay a fair share towards improvements to the subject intersection or proximate to the intersection to increase overall capacity (e.g., traffic signal modifications, construction of additional turn lanes), or
- Construct or pay a fair share towards improvements to the pedestrian or bicycle facilities within the intersection or proximate to the intersection, or
- Construct or pay a fair share towards improved access to transit or transit facility proximate to the intersection, or
- Implement transportation demand management (TDM) measures that will reduce the project traffic at the intersection and improve the deficiency.

Unsignalized Intersections

The determination of appropriate improvements to unsignalized intersections typically includes a qualitative and quantitative analysis of movement delay, movement traffic volumes, intersection safety, and need for signalization. For this reason, adverse effects, and the associated improvements to unsignalized intersections are frequently determined on the basis of professional judgment. Like at signalized intersections, adverse effects at unsignalized intersections do not constitute significant impacts under CEQA.

For this study, the following criteria were used to determine if the Project would create an adverse effect on traffic conditions at an unsignalized intersection:

1. The addition of Project traffic causes the average intersection delay to degrade to LOS E or worse, and
2. The intersection satisfies the California Manual of Uniform Traffic Control Devices (CA MUTCD) peak-hour volume signal warrant.

The same analysis approach and criteria were used to evaluate potential adverse effects at unsignalized intersections in recent traffic studies conducted for the Patrick Henry Drive Specific Plan and Freedom Circle Focus Area.

Freeway Segments and Ramps

A development is said to create a deficiency at a study freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F under project conditions or,
2. The level of service on the freeway segment is an unacceptable LOS F under project conditions, and the number of project trips on that segment constitutes at least one percent (0.01) of capacity on that segment.

The VTA does not provide thresholds for acceptable freeway ramp operations; however, the City of Santa Clara considers ramps operating at less than their capacity (less than a volume capacity ratio of 1.00) to be acceptable. For the purpose of this study, the Project is said to create a deficiency at a freeway ramp if its implementation:

1. Causes the volume-to-capacity (V/C) ratio of the freeway ramp to exceed 1.0; or
2. Increases the amount of traffic on a freeway ramp that is already exceeding its capacity by more than one percent (1 percent) of the ramp's capacity.

Queuing

The identification of adverse effects and the associated improvements to address queue storage deficiencies at key study intersections are frequently determined on the basis of professional judgment. Like adverse effects based on intersection level of service, adverse effects based on queuing deficiencies do not constitute significant impacts under CEQA.

For this study, the following criteria were used to determine if the Project would create an adverse effect at an intersection due to excess queues:

1. The addition of Project traffic causes the 95th percentile queue length to exceed the available queue storage at a movement that would have sufficient storage under no project conditions, or
2. The 95th percentile queue length exceeds the available queue storage under no project conditions, and the addition of Project trips would cause the 95th percentile queue to increase by one or more vehicle lengths.

Report Organization

This report has a total of six chapters. Chapter 2 describes the existing roadway network, transit service, bicycle and pedestrian facilities, and intersection levels of service. Chapter 3 presents the intersection levels of service under background conditions with the addition of traffic from future development and planned transportation improvements anticipated to occur by the year 2030. Chapter 4 describes the method used to forecast 2030 traffic volumes with the Project, the resulting intersection levels of service, and potential improvements recommended to address deficiencies identified under background plus project conditions. Chapter 5 presents the traffic conditions in the study area under cumulative conditions with the addition of traffic from future development and planned transportation improvements anticipated to occur by the year 2035. Cumulative conditions were evaluated without and with the Project. Chapter 6 presents the analysis of other transportation-related issues, including freeway segment analysis, freeway ramp analysis, vehicle queuing, signal warrants, internal vehicular circulation and site access, parking, hazards, emergency access, and impacts on bicycle, pedestrian, and transit facilities.

2. Existing Conditions

This chapter describes the existing conditions for transportation facilities in the vicinity of the site, including the roadway network, transit services, pedestrian and bicycle facilities, and traffic operations at the study intersections. It should be noted that existing conditions presented in this chapter reflect traffic volumes in 2018/2019 and February 2020, prior to the COVID-19 pandemic.

Existing Roadway Network

Regional access to the Project site is provided via US 101 and SR 237. These roads are described below.

US 101 is an eight-lane freeway with three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction in the vicinity of the site. It extends north through San Francisco and south through Gilroy. Regional access to the Project site is provided via its interchanges with Great America Parkway and Lawrence Expressway.

SR 237 is a four-lane to six-lane freeway within the vicinity of the study area that extends west to El Camino Real and east to I 880 in Milpitas. East of Mathilda Avenue, SR 237 has two mixed-flow lanes and one HOV lane in each direction. West of Mathilda Avenue, SR 237 has two mixed-flow lanes in each direction. SR 237 provides access to the study area via its interchanges at Great America Parkway and Lawrence Expressway.

Major roadways serving the Project site include Lawrence Expressway, Mission College Boulevard, Great America Parkway, Bowers Avenue, and Tasman Drive. Local roads serving the Project site include Patrick Henry Drive, Old Ironsides Drive, Old Glory Lane, and Democracy Way.

Lawrence Expressway is a north-south eight-lane expressway with a raised median and a posted speed limit of 50 mph. It begins at Saratoga Avenue to the south, crosses through Sunnyvale, then extends northward to where it transitions into Caribbean Drive at SR 237. HOV lanes are present on Lawrence Expressway between Stevens Creek Boulevard and Arques Avenue. Lawrence Expressway connects with US 101 and SR 237 via full-access freeway interchanges. Lawrence Expressway includes sidewalks along both sides on most segments and crosswalks at signalized intersections. There are no bicycle lanes on Lawrence Expressway, but bicycles are allowed to ride on the shoulders.

Mission College Boulevard west of Great America Parkway is a loop road that circumnavigates Mission College and the Mercado Shopping Center. The eastern portion of Mission College Boulevard is a four-lane to six-lane east-west thoroughfare, running between Great America Parkway and Montague Expressway. East of the loop road around Mission College, Mission College Boulevard has a landscaped median, sidewalks, and bicycle lanes. The speed limit is 30 mph west of Great America

Parkway and 40 mph east of Great America Parkway. On-street parking is prohibited on Mission College Boulevard.

Great America Parkway is a north-south thoroughfare that begins at US 101 and extends northward to SR 237. Full interchanges are located at both US 101 and SR 237. Great America Parkway is primarily a six-lane roadway with a raised median and a posted speed limit of 40 mph. There is an additional northbound lane between US 101 and Tasman Drive. Bicycle lanes are present along both directions of the roadway and on-street parking is not permitted. There are sidewalks on both sides of the street for the whole length of the roadway. Great America Parkway provides access to and from the Project site via its intersections with Patrick Henry Drive, Old Glory Lane, and Tasman Drive.

Bowers Avenue is a six-lane north-south street north of Kifer Road, and a four-lane street south of Kifer Road. It transitions from Great America Parkway north of US 101 and extends southerly to El Camino Real, where it transitions to Kiely Boulevard. Bowers Avenue has a speed limit of 35 mph. Bicycle lanes exist along most of Bowers Avenue except between Central Expressway and Kifer Road.

Tasman Drive is an east-west, two-lane to four-lane roadway with a posted speed limit of 40 mph in the Project vicinity. Tasman Drive begins at Morse Avenue in the west and extends east past I 880 and transitions into Great Mall Parkway. The VTA Light Rail tracks are present in the middle of Tasman Drive east of Fair Oaks Avenue. Tasman Drive includes sidewalks along most segments and crosswalks at signalized intersections. Bicycle routes or lanes are provided, and on-street parking is prohibited within the Project vicinity. Tasman Drive serves as the northern boundary of the Project site and provides access via its intersections with Patrick Henry Drive and Old Ironsides Drive, via a proposed unsignalized Project driveway, and via a designated drop-off lane.

Old Glory Lane serves as the primary entrance to California's Great America Amusement Park east of Great America Parkway. West of Great America Parkway, Old Glory Lane is a two-lane roadway with a raised center median that connects to Old Ironsides Drive. The Project would add a driveway on Old Ironsides Drive opposite to Old Glory Lane just north of the Santa Clara Trail, which is proposed along the southern boundary of the Project site. Similarly, the Project proposes a driveway on Patrick Henry Drive just north of the proposed Santa Clara Trail; however, the driveways at the southern edge of the Project site would not allow for vehicular traffic to continue at grade through the site from Old Ironsides Drive to Patrick Henry Drive.

Old Ironsides Drive is a two-lane roadway with a center two-way left-turn lane that runs between Tasman Drive and Patrick Henry Drive. Old Ironsides Drive serves as the eastern boundary of the Project site and provides direct access to and from the Project site via Kylli Drive East, a Project driveway opposite Old Glory Lane, and a Project driveway north of Kylli Drive East. On-street parking is prohibited along Old Ironsides Drive on stadium event days. The speed limit on Old Ironsides Drive is 25 mph.

Patrick Henry Drive is a two-lane roadway with a center two-way left-turn lane that runs between Tasman Drive and Great America Parkway. The speed limit on Patrick Henry Drive is 25 mph. On-street parking is prohibited. Between Great America Parkway and Old Ironsides Drive, sidewalks are available on both sides of Patrick Henry Drive. West of Old Ironsides Drive, sidewalks are available on the west and south sides of the roadway and only a small section on the north side of the road. Patrick Henry Drive serves as the western boundary of the Project site and provides direct access to and from the Project site via Kylli Drive West, and three Project driveways (one north and two south of Kylli Drive West).

Democracy Way is a two-lane public street easement within the Project site that runs between Old Ironsides Drive and Patrick Henry Drive. The Project would vacate Democracy Way and construct a new private street, labeled as Kylli Drive in the Project plans, to the south of the current alignment.

Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Figure 4). In the Project vicinity, sidewalks and separated pedestrian walkways are provided on the following roadways:

- Both sides of Patrick Henry Drive between Great America Parkway and 800 feet west of Old Ironsides Drive;
- South and west sides of Patrick Henry Drive between 800 feet west of Old Ironsides Drive and Democracy Way;
- Both sides of Patrick Henry Drive between Democracy Way and Tasman Drive;
- Both sides of Old Ironsides Drive south of Tasman Drive except for a 500-foot segment south of Old Glory Lane where a sidewalk is missing along the west side;
- Both sides of Old Glory Lane;
- Both sides of Great America Parkway between Tasman Drive and Patrick Henry Drive;
- Both sides of Tasman Drive between Calabazas Creek Trail and Great America Parkway; and
- Both sides of Democracy Way.

Crosswalks are provided at the following intersections in the immediate vicinity of the Project site:

- Old Ironsides Drive and Patrick Henry Drive (north and east legs only);
- Great America Parkway and Patrick Henry Drive;
- Old Ironsides Drive and Old Glory Lane;
- Great America Parkway and Old Glory Lane (north, east, and south legs only);
- Old Ironsides Drive and Democracy Way (north and west legs only);
- Old Ironsides Drive and Tasman Drive;
- Patrick Henry Drive and Tasman Drive;
- Patrick Henry Drive and Democracy Way; and
- Midblock on Patrick Henry Drive south of Democracy Way.

All crosswalks at signalized intersections include pedestrian signal heads and push buttons. However, the existing pedestrian transitions at some intersections do not comply with Americans with Disabilities Act (ADA) guidelines.

In addition, pedestrians are permitted to use the shared-use paths, such as the Calabazas Creek Trail as well as other trails, as described below.

Existing Bicycle Facilities

Bicycle facilities that exist in the Project vicinity include multi-use trails/paths (Class I bikeways), striped bicycle lanes (Class II bikeways), and shared bicycle routes (Class III bikeways) (see Figure 5).

Class I Trail or Path is an off-street path with exclusive right-of-way for non-motorized transportation used for commuting as well as recreation.

The San Tomas Aquino Creek trail extends from Sunnyvale Baylands Park, north of SR 237, southward passing near Levi's Stadium to San Tomas Expressway, where it connects to a bicycle path along the west side of San Tomas Expressway north of Cabrillo Avenue and extends southward to Homestead Road. In the vicinity of the Project site, the trail connects to bicycle lanes on Great America Parkway and Tasman Drive.

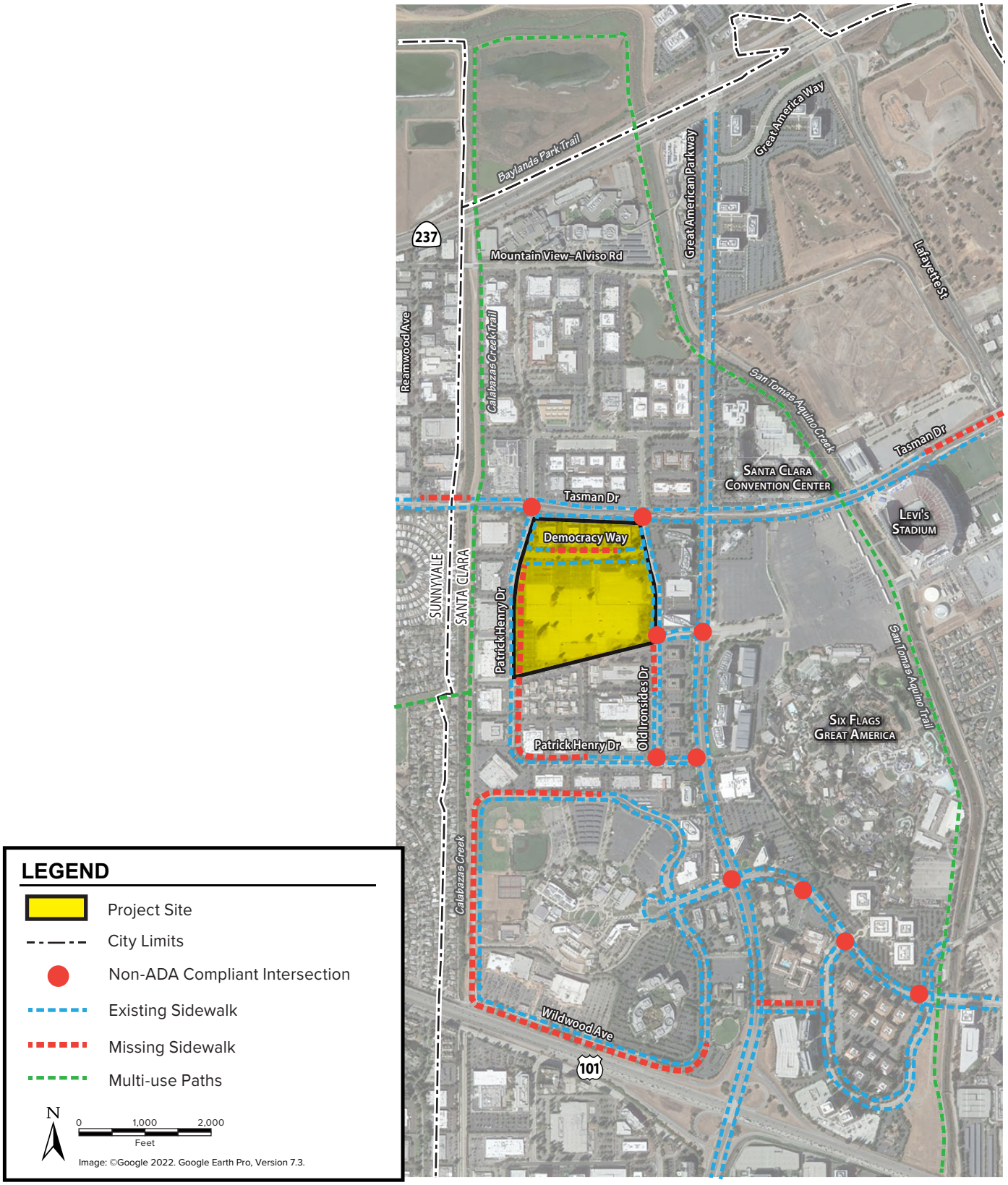


Figure 4
Existing Pedestrian Facilities

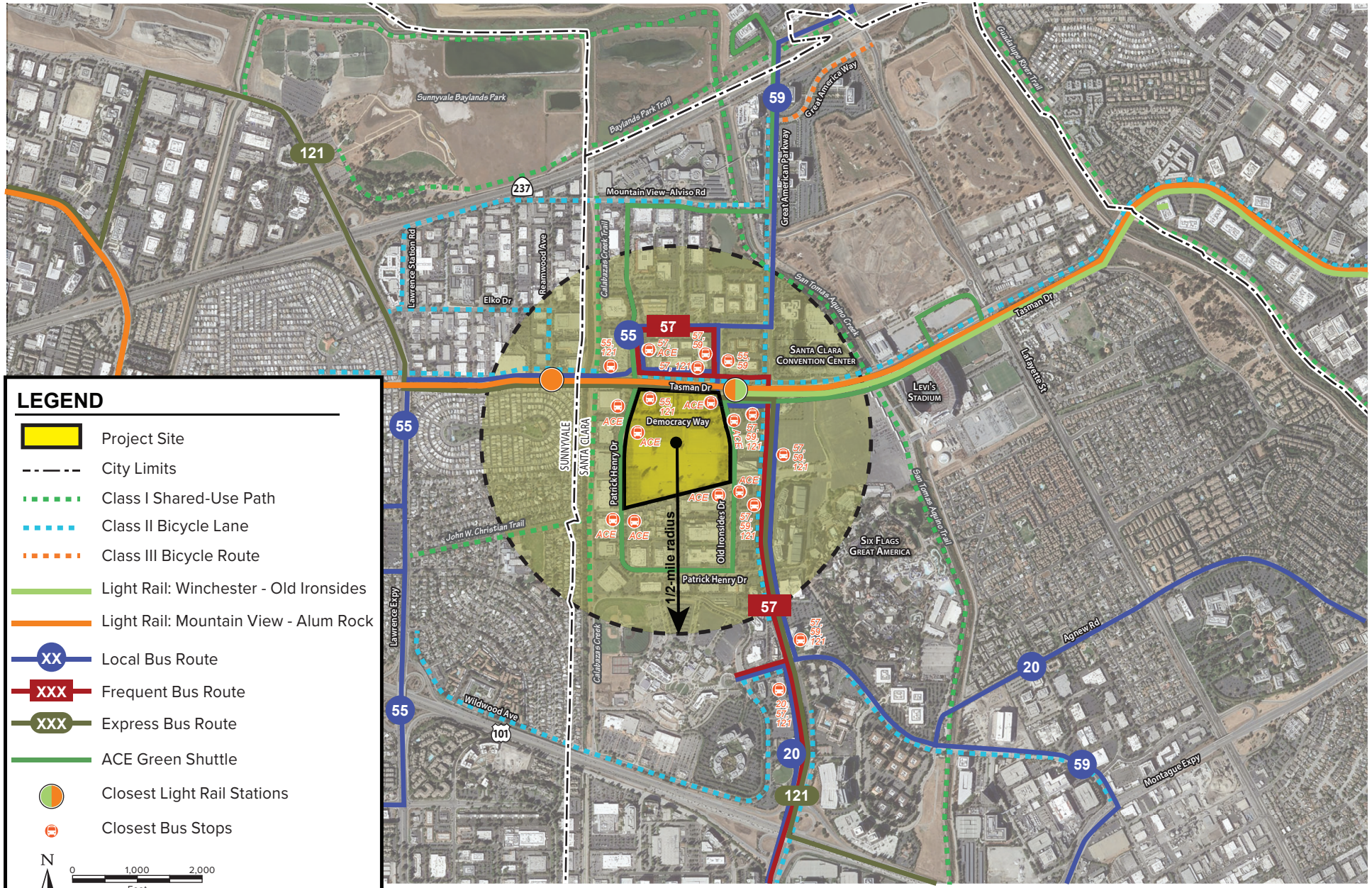


Figure 5
Existing Transit and Bicycle Facilities

HEXAGON

NORTH
Not to Scale

The Calabazas Creek Trail connects Mountain View-Alviso Road to Mission College. This trail can be accessed via Tasman Drive approximately 700 feet west of the Project site. A pedestrian/bicycle bridge connects the Calabazas Creek Trail with the John W. Christian Greenbelt near the southwestern corner of the Project site.

The John W. Christian Greenbelt is a shared-use path that extends from the Calabazas Creek Trail westward into Sunnyvale to Blazingwood Drive near the Lawrence Expressway/Lakehaven Drive/Sandia Avenue intersection.

The Guadalupe River Trail is approximately 1.3 miles east of the Project site. The northern segment of this trail begins at Gold Street in Alviso and connects to the SR 237 Bikeway. Continuing south, the trail passes beneath most roadways, including SR 237, US 101, and I 880, and connects to downtown San José. The trail can be accessed via the bicycle lanes on Tasman Drive, via a pathway from Lick Mill Boulevard through Thamien Park, and from Montague Expressway.

The Baylands Park Trail is north of the Project site and runs from the Baylands Park in Sunnyvale parallel to SR 237. It serves as the northern trailhead for some of the South Bay's major “north-to-south” trails, including the Calabazas Creek Trail, San Tomas Aquino Creek Trail, and Guadalupe River Trail.

Class II Bicycle Lanes are lanes on roadways designated for use by bicycles with special lane markings. Within a one-mile radius of the Project site, striped bicycle lanes are present along the following roadway segments:

- Great America Parkway, south of Great America Way (except for a small segment just north and south of Mission College Boulevard);
- Tasman Drive, east of Patrick Henry Drive and west of Calabazas Creek Trail;
- Mission College Boulevard, from Montague Expressway to Marriott Driveway and west of Great America Parkway;
- Mission College Boulevard Loop south of the intersection at Mission College Boulevard;
- Old Mountain View-Alviso/Lawrence Station Road, from Elko Drive to Great America Parkway;
- Elko Drive, from Reamwood Avenue to Lawrence Expressway; and
- Reamwood Avenue, from Tasman Drive to Elko Drive.

Class III Bicycle Routes are streets designated for bicycle travel and shared with motor vehicles. Within a one-mile radius of the Project site, bicycle routes are present along the following roadway segments:

- Great America Way, from Great America Parkway to Lafayette Street

Bicycles are also permitted on Central Expressway, Lawrence Expressway, and Montague Expressway. However, due to high speeds and traffic volumes, the expressways are recommended for use only by bicyclists of intermediate to advanced skills.

Existing Transit Services

Existing transit services serving the Project site are provided by the VTA, the San Joaquin Regional Rail Commission, and the Capitol Corridor Joint Powers Authority. The following discussion of the Project accessibility via transit is based on transit service as of January 16, 2023.

The VTA provides scheduled bus and light rail transit routes through Santa Clara County. In the vicinity of the Project site, VTA provides rapid, local, and express bus services as well as light rail transit service. Bus stops serving the Altamont Corridor Express (ACE) shuttle are located along the Project

site frontage on Patrick Henry Drive and Old Ironsides Drive. The closest bus stops serving VTA bus routes are on Tasman Drive, Great America Parkway, and Mission College Boulevard. VTA light rail transit service includes the Mountain View-Alum Rock (Orange) line and the Winchester-Old Ironsides (Green) line, both of which run along Tasman Drive in the Project vicinity. The Old Ironsides and Reamwood Stations are the closest light rail stations to the Project site.

The San Joaquin Regional Rail Commission manages the ACE commuter rail service between the Central Valley and Silicon Valley. The Project site is served by a shuttle that travels to the Great America station. In addition, several bus stops along the Project frontage on Patrick Henry Drive and on Old Ironsides Drive are served by an ACE shuttle. The Capitol Corridor Joint Powers Authority also operates passenger train service (Amtrak) between San José and Sacramento and the foothills of the Sierra Nevada with stops at the Great America station.

Although not within walking distance, Caltrain stations are close to the Project site, approximately 4 to 5 miles away. It is expected that commuters traveling to or from the Project site would use Caltrain, which offers commuter rail service from San Francisco to Santa Clara County via San Mateo County. Commuters would access the Project site from the Sunnyvale, Lawrence, or Santa Clara Caltrain stations by bicycle, a VTA bus route, or a Caltrain shuttle.

Transit services within walking distance of the Project site (i.e., about 0.5 mile) are described in Table 5 and illustrated on Figure 5.

Table 5
Existing Transit Services

Route	Route Description	Headways (minutes)[1]	Nearest Stop (s)
Orange LRT	Mountain View – Alum Rock	15	Old Ironsides Station and Reamwood Station
Green LRT	Winchester-Old Ironsides	15	Old Ironsides Station
Local Route 20	Milpitas BART - Sunnyvale Transit Center	30	Great America & Mission College
Local Route 55	Old Ironsides Station – De Anza College	25 - 30	Tasman and Patrick Henry; Old Ironsides and Tasman
Frequent Route 57	Old Ironsides Station - West Valley College	15	Patrick Henry and Tasman; Tasman and Old Ironsides; Great America and Old Glory
Local Route 59	Stevens Creek & Saratoga - Baypointe Station via Alviso	30	Great America & Patrick Henry
Express Route 121	Gilroy/Morgan Hill - Lockheed Martin Station	60 - 120 [2]	Old Ironsides and Tasman; Great America and Old Glory
ACE Green	North Santa Clara	60 [3]	Multiple locations adjacent the Project site on Patrick Henry and Old Ironsides

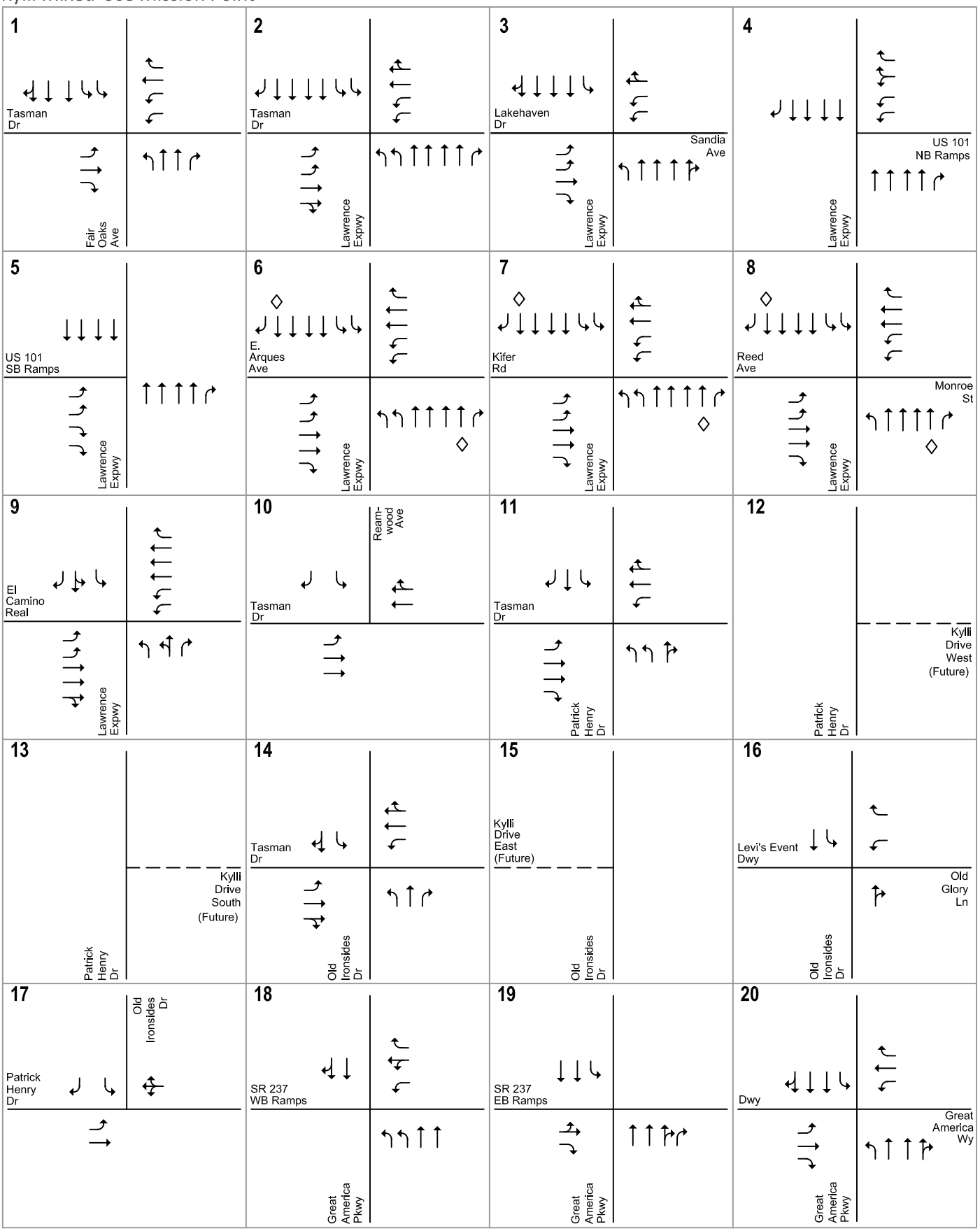
Notes:
Source: VTA.org. Accessed: January 12, 2023. Service effective January 16, 2023.
[1] Headways during weekday peak commute periods.
[2] Service is limited to three northbound trips in the morning and three southbound trips in the afternoon.
[3] Service is limited to four westbound trips in the morning and four eastbound trips in the afternoon.

Existing Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from field observations (see Figure 6).

Existing traffic volumes were obtained from the Transportation Analysis recently prepared for the Freedom Circle Focus Area and other recent studies. The existing peak-hour intersection volumes are shown on Figure 7.

Existing volumes are based on counts conducted in 2018/2019 and early 2020, prior to the COVID-19 pandemic. Recent counts show that current traffic volumes are still below what they were prior to the virus outbreak. Thus, this transportation analysis reflects a conservative (high) representation of existing traffic volumes and delay.

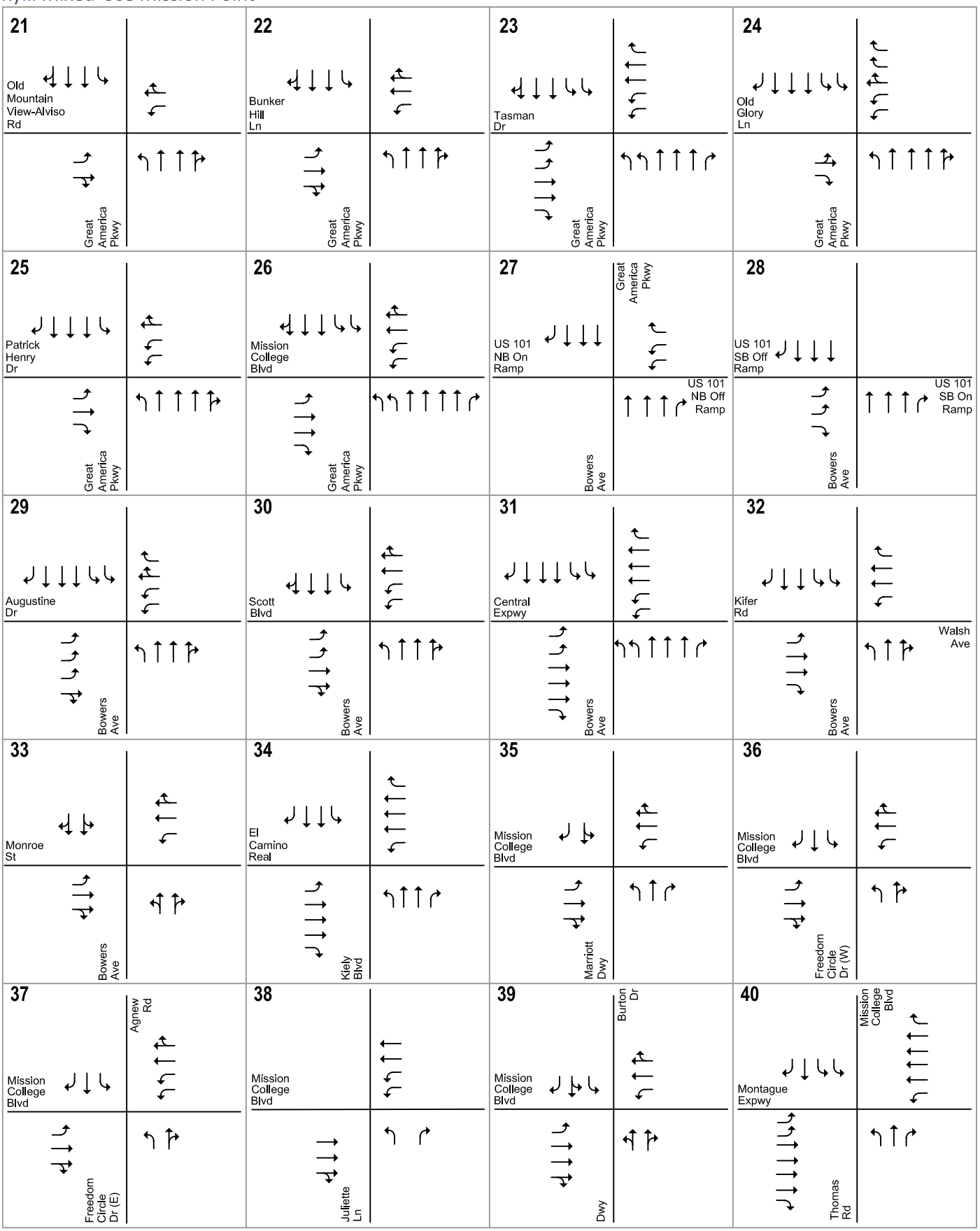


LEGEND

◇ = HOV Lane

Figure 6
Existing Lane Configurations

NORTH
Not to Scale

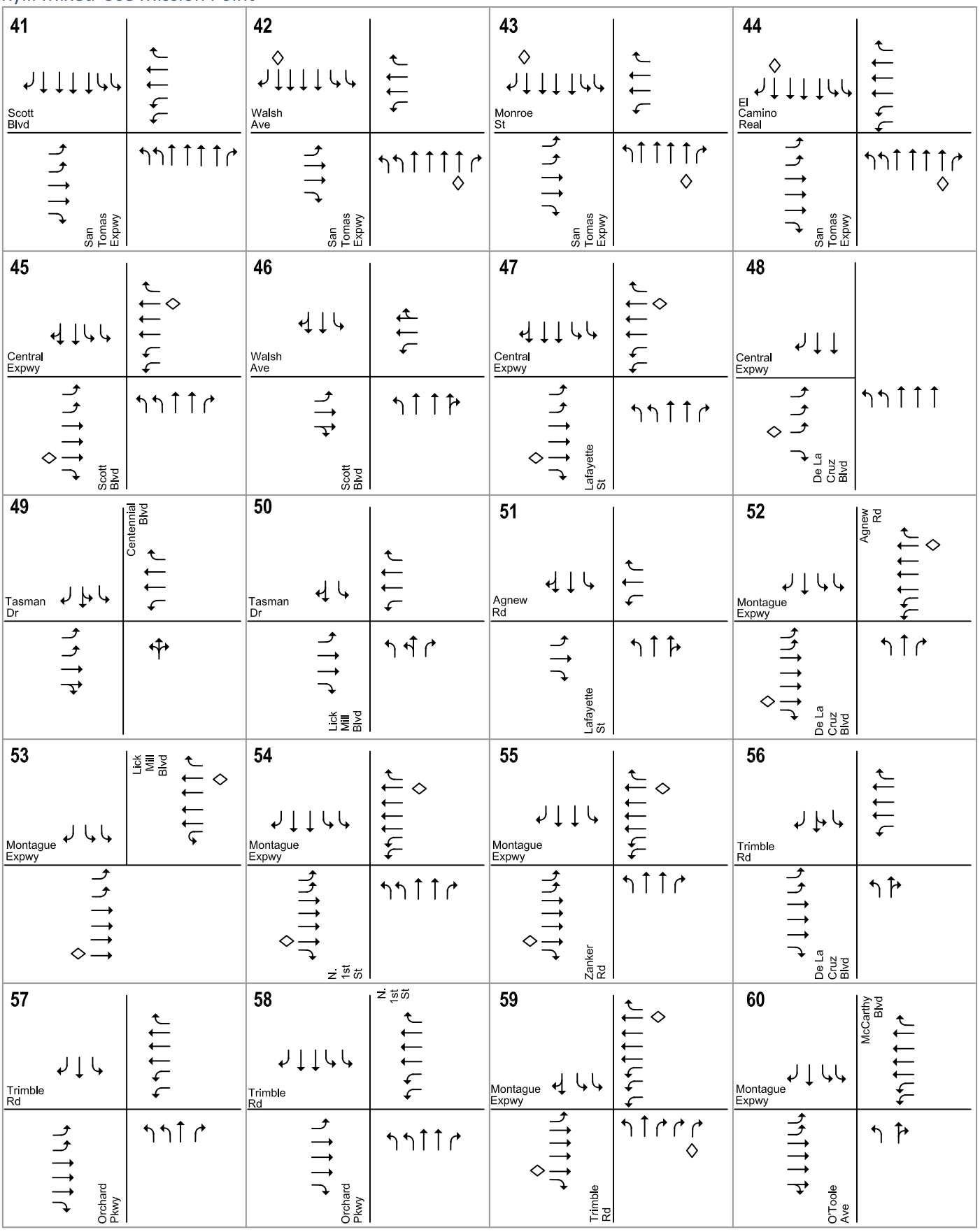


LEGEND

◇ = HOV Lane

Figure 6
Existing Lane Configurations

NORTH
Not to Scale

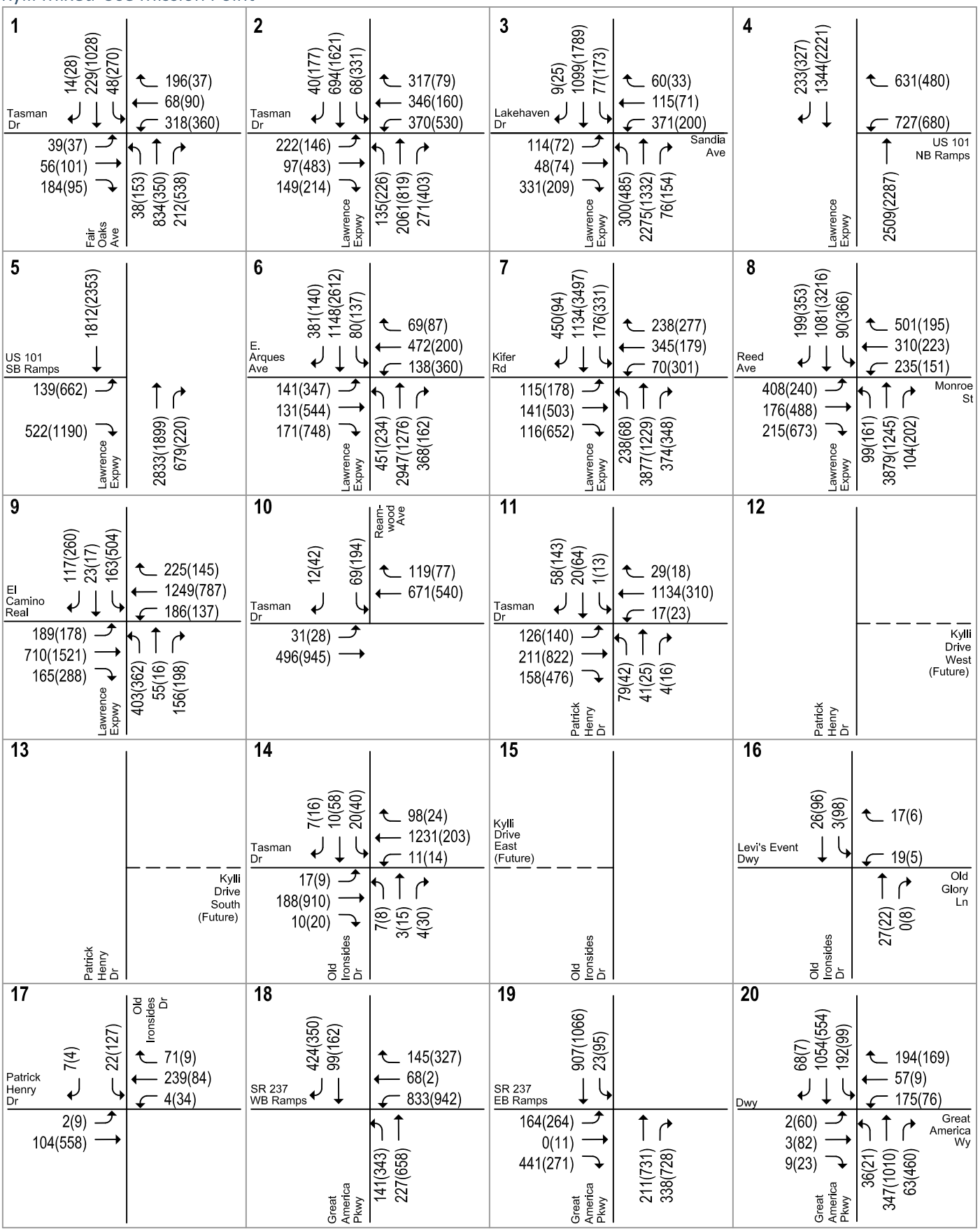


LEGEND

◇ = HOV Lane

Figure 6
Existing Lane Configurations

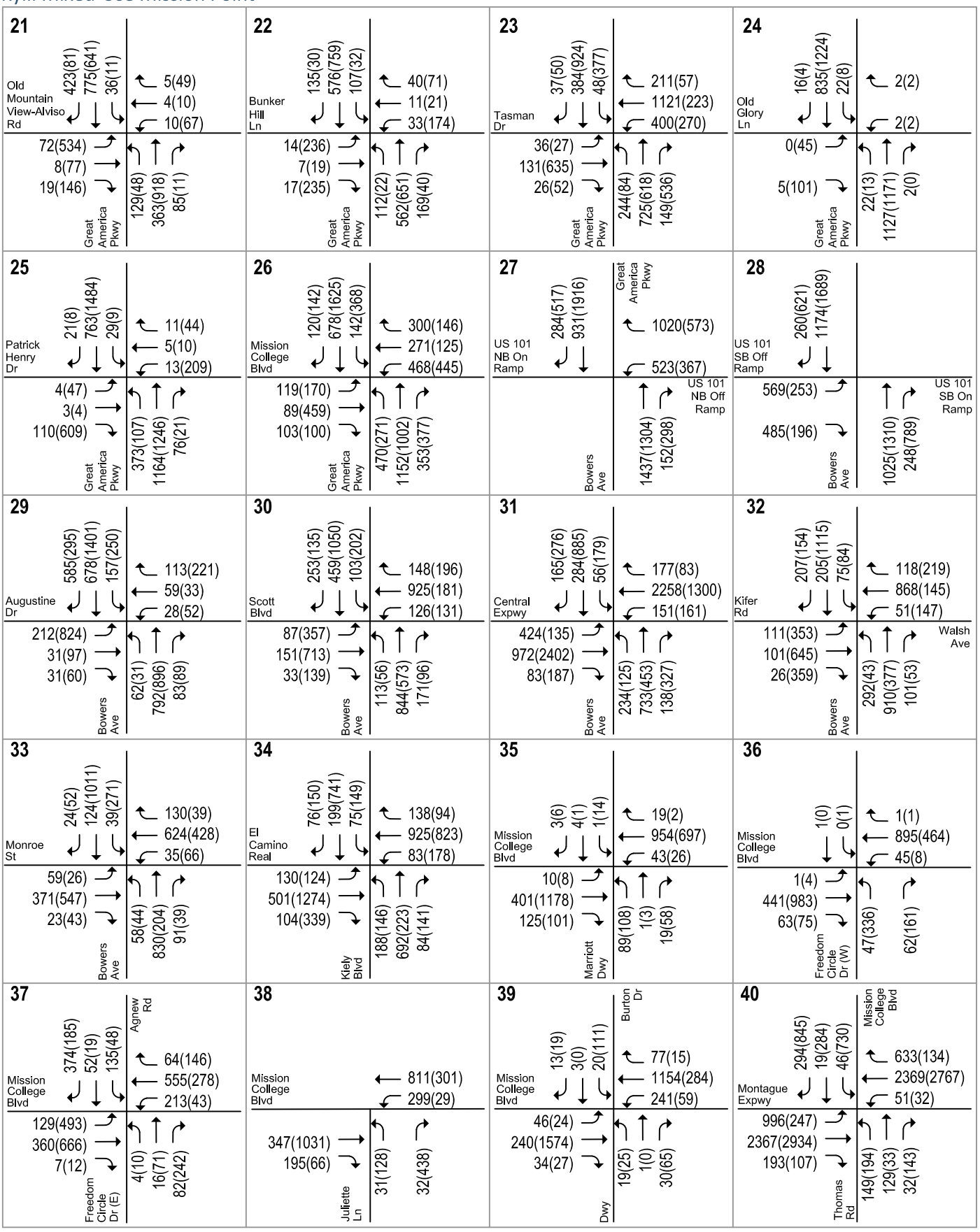
NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 7
Existing Traffic Volumes



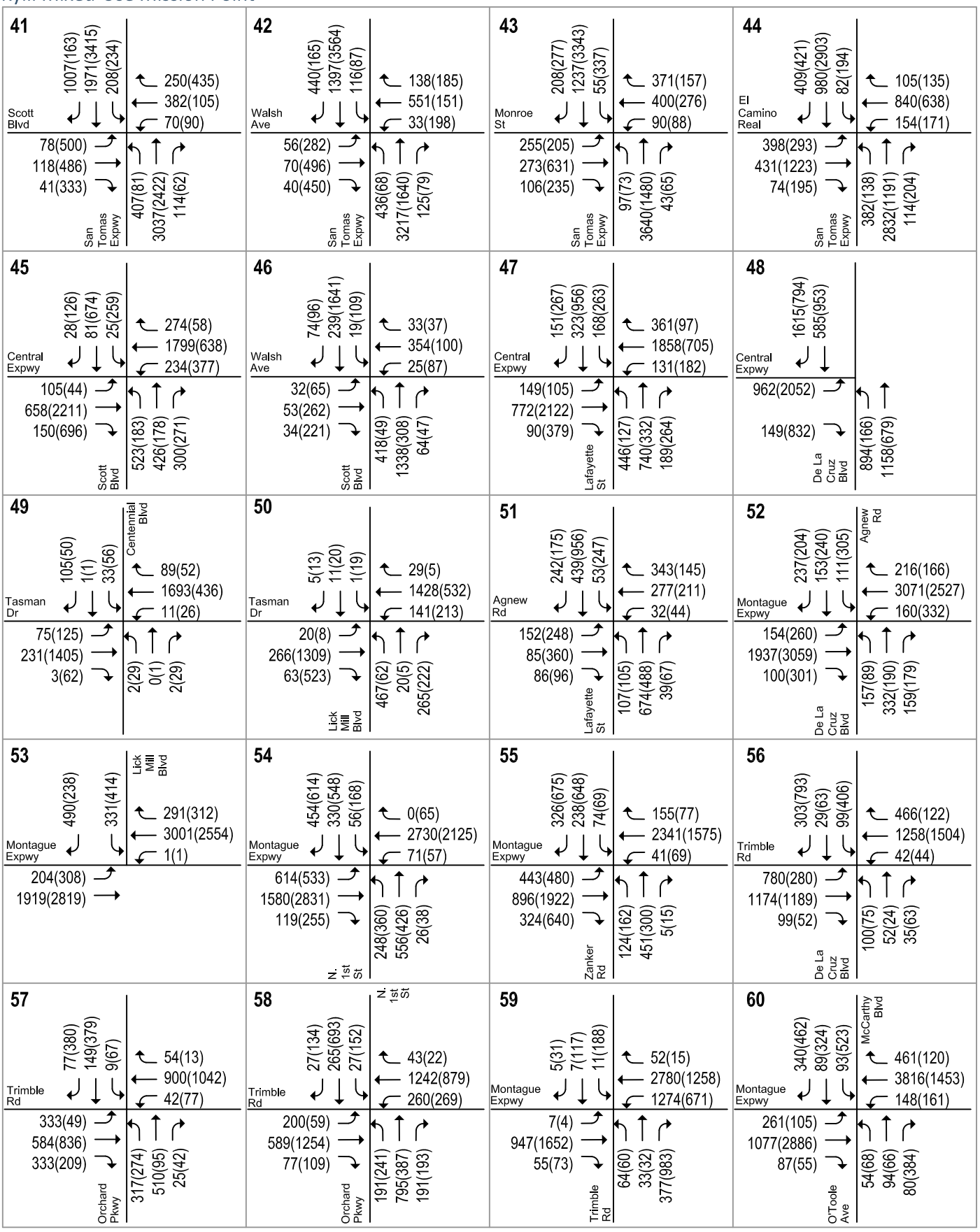
LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 7
Existing Traffic Volumes

HEXAGON

NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 7
Existing Traffic Volumes

Existing Intersection Levels of Service

The results of the intersection level of service analysis show that most of the study intersections currently are operating at acceptable levels of service (see Table 6). The intersection levels of service calculation sheets are included in Appendix A. The following intersections operate below the level of service standard:

- 5. Lawrence Expressway and US 101 Southbound Ramps (PM peak hour)
- 7. Lawrence Expressway and Kifer Road (PM peak hour)
- 8. Lawrence Expressway and Reed Avenue/Monroe Street (AM peak hour)
- 42. San Tomas Expressway and Walsh Avenue (PM peak hour)
- 48. De la Cruz Boulevard and Central Expressway (AM peak hour)
- 54. N. 1st Street and Montague Expressway (AM peak hour)
- 60. McCarthy Boulevard/O'Toole Avenue and Montague Expressway (PM peak hour)

Table 6
Existing Intersection Levels of Service

#	Intersection	Jurisdiction	LOS Standard	Peak Hour	Count Date	Existing Avg Delay	Existing LOS
1	Fair Oaks Avenue and Tasman Drive	SV	D	AM	02/05/20	26.6	C
				PM	02/05/20	30.5	C
2	Lawrence Expressway and Tasman Drive	SCC	E	AM	02/06/20	45.1	D
	(CMP)			PM	11/08/18	55.1	E
3	Lawrence Expwy and Sandia Av/Lakehaven Dr	SCC	E	AM	05/17/18	63.4	E
				PM	05/17/18	58.3	E
4	Lawrence Expressway and US 101 NB Ramps	SCC	E	AM	02/05/20	11.3	B
				PM	02/05/20	12.5	B
5	Lawrence Expressway and US 101 SB Ramps	SCC	E	AM	02/05/20	5.5	A
				PM	02/05/20	**89.5**	**F**
6	Lawrence Expressway and E. Arques Ave.	SCC	E	AM	02/06/20	44.4	D
	(CMP)			PM	11/13/18	71.6	E
7	Lawrence Expressway and Kifer Road	SCC	E	AM	03/07/18	54.8	D
				PM	03/07/18	**97.6**	**F**
8	Lawrence Expressway and Reed Ave/Monroe St	SCC	E	AM	03/07/18	**114.8**	**F**
	(CMP)			PM	11/13/18	61.8	E
9	Lawrence Expressway and El Camino Real	SCC	E	AM	03/07/18	33.0	C
	(CMP)			PM	11/15/18	28.8	C
10	Reamwood Avenue and Tasman Drive	SV	D	AM	05/08/18	7.1	A
				PM	05/08/18	15.6	B
11	Patrick Henry Drive and Tasman Drive	SC	D	AM	02/05/20	18.4	B
				PM	02/05/20	15.5	B
12	Patrick Henry Drive and Kylli Drive West (Future)	SC	D	AM	--	--	--
	(Unsignalized)			PM	--	--	--
13	Patrick Henry Drive and Kylli Drive South (Future)	SC	D	AM	--	--	--
	(Unsignalized)			PM	--	--	--
14	Old Ironsides Drive and Tasman Drive	SC	D	AM	02/05/20	5.5	A
				PM	02/05/20	11.4	B
15	Old Ironsides Drive and Kylli Drive East (Future)	SC	D	AM	--	--	--
	(Unsignalized)			PM	--	--	--
16	Old Ironsides Drive and Old Glory Lane	SC	D	AM	05/10/18	3.6	A
	(Unsignalized)			PM	05/10/18	3.5	A
17	Old Ironsides Drive and Patrick Henry Drive	SC	D	AM	05/10/18	0.8	A
	(Unsignalized)			PM	05/10/18	3.9	A
18	Great America Parkway and SR 237 WB Ramps	SJ	E	AM	05/10/18	15.7	B
	(CMP)			PM	11/01/18	19.0	B
19	Great America Parkway and SR 237 EB Ramps	SJ	E	AM	05/10/18	13.4	B
	(CMP)			PM	11/01/18	14.5	B
20	Great America Parkway and Great America Way	SC	D	AM	05/10/18	23.6	C
				PM	05/10/18	16.9	B
21	Great America Pkwy and Old Mt View-Alviso Rd	SC	D	AM	05/10/18	19.4	B
				PM	05/10/18	44.4	D
22	Great America Parkway and Bunker Hill Lane	SC	D	AM	05/10/18	16.9	B
				PM	05/10/18	29.8	C
23	Great America Parkway and Tasman Drive	SC	E	AM	02/06/20	37.9	D
	(CMP)			PM	11/15/18	28.4	C
24	Great America Parkway and Old Glory Lane	SC	D	AM	05/10/18	10.7	B
				PM	05/10/18	16.9	B
25	Great America Parkway and Patrick Henry Drive	SC	D	AM	05/16/19	29.6	C
				PM	09/01/20 [1]	53.6	D

Table 6 (Continued)
Existing Intersection Levels of Service

#	Intersection	Jurisdiction	LOS Standard	Peak Hour	Count Date	Existing Avg Delay	Existing LOS
26	Great America Pkwy and Mission College Blvd	SC	E	AM	03/07/18	44.8	D
	(CMP)			PM	11/15/18	42.6	D
27	Great America Pkwy and US 101 NB Off Ramp	SC	E	AM	05/16/19	11.6	B
	(CMP)			PM	11/15/18	10.0	A
28	Bowers Avenue and US 101 SB Off Ramp	SC	E	AM	05/16/19	13.2	B
	(CMP)			PM	11/15/18	7.6	A
29	Bowers Avenue and Augustine Drive	SC	D	AM	05/10/18	21.3	C
				PM	05/10/18	33.2	C
30	Bowers Avenue and Scott Boulevard	SC	E	AM	05/16/19	40.5	D
	(CMP)			PM	11/15/18	33.5	C
31	Bowers Avenue and Central Expressway	SCC	E	AM	05/16/19	56.2	E
	(CMP)			PM	11/13/18	53.8	D
32	Bowers Avenue and Kifer Road/Walsh Avenue	SC	D	AM	05/16/19	31.2	C
				PM	03/07/18	28.6	C
33	Bowers Avenue and Monroe Street	SC	D	AM	10/30/19	31.7	C
				PM	10/30/19	33.9	C
34	Bowers Ave/Kiely Boulevard and El Camino Real	SC	E	AM	10/30/19	28.9	C
	(CMP)			PM	11/15/18	30.4	C
35	Marriott Dwy and Mission College Blvd	SC	D	AM	05/16/19	13.0	B
				PM	05/16/19	12.9	B
36	Freedom Circle W and Mission College Blvd	SC	D	AM	05/24/18	12.3	B
				PM	05/24/18	26.2	C
37	Agnew/Freedom Circle E & Mission College Blvd	SC	D	AM	05/24/18	30.0	C
				PM	05/24/18	31.8	C
38	Juliette Lane and Mission College Boulevard	SC	D	AM	05/24/18	13.6	B
				PM	05/24/18	22.8	C
39	Burton Drive and Mission College Boulevard	SC	D	AM	05/24/18	20.6	C
				PM	05/24/18	19.1	B
40	Mission College Blvd and Montague Expwy	SCC	E	AM	04/09/19	65.8	E
	(CMP)			PM	11/08/18	52.4	D
41	San Tomas Expressway and Scott Boulevard	SCC	E	AM	05/16/19	30.8	C
	(CMP)			PM	11/13/18	50.7	D
42	San Tomas Expressway and Walsh Avenue	SCC	E	AM	03/07/18	56.7	E
				PM	05/16/19	**90.7**	**F**
43	San Tomas Expressway and Monroe Street	SCC	E	AM	04/09/19	39.5	D
	(CMP)			PM	11/08/18	38.5	D
44	San Tomas Expressway and El Camino Real	SCC	E	AM	04/09/19	72.6	E
	(CMP)			PM	11/08/18	71.3	E
45	Scott Boulevard and Central Expressway	SCC	E	AM	05/16/19	41.8	D
	(CMP)			PM	11/13/18	64.9	E
46	Scott Boulevard and Walsh Avenue	SC	D	AM	05/16/19	26.4	C
				PM	05/24/18	32.0	C
47	Lafayette Street and Central Expressway	SCC	E	AM	04/09/19	52.4	D
	(CMP)			PM	11/13/18	53.3	D
48	De la Cruz Boulevard and Central Expressway	SCC	E	AM	04/09/19	**96.8**	**F**
	(CMP)			PM	11/13/18	32.8	C
49	Centennial Boulevard and Tasman Drive	SC	D	AM	02/05/20	16.5	B
				PM	02/05/20	16.0	B
50	Lick Mill Boulevard and Tasman Drive	SC	D	AM	02/05/20	28.4	C
				PM	02/05/20	23.4	C

Table 6 (Continued)
Existing Intersection Levels of Service

#	Intersection	Jurisdiction	LOS Standard	Peak Hour	Count Date	Existing Avg Delay	Existing LOS
51	Lafayette Street and Agnew Road	SC	D	AM	05/10/18	27.9	C
				PM	05/10/18	29.9	C
52	Agnew Rd/De La Cruz Blvd and Montague Expwy	SCC	E	AM	05/16/19	52.3	D
	(CMP)			PM	11/08/18	48.1	D
53	Lick Mill Boulevard and Montague Expressway	SCC	E	AM	05/10/18	38.7	D
				PM	05/10/18	28.4	C
54	N. 1st Street and Montague Expressway	SCC	E	AM	05/10/18	**87.3**	**F**
	(CMP)			PM	11/08/18	69.9	E
55	Zanker Road and Montague Expressway	SCC	E	AM	05/10/18	50.2	D
	(CMP)			PM	11/08/18	50.5	D
56	De la Cruz Boulevard and W Trimble Road	SJ	E	AM	05/10/18	32.4	C
	(CMP)			PM	12/11/18	43.6	D
57	Orchard Pkwy and W Trimble Road	SJ	D	AM	03/17/16	39.9	D
				PM	03/17/16	39.1	D
58	N. 1st Street and Trimble Road	SCC	E	AM	05/10/18	40.6	D
	(CMP)			PM	11/08/18	40.0	D
59	Trimble Road and Montague Expressway	SCC	E	AM	05/10/18	36.3	D
	(CMP)			PM	11/08/18	46.7	D
60	McCarthy Blvd/O'Toole Av and Montague Expwy	SCC	E	AM	05/10/18	41.8	D
	(CMP)			PM	11/08/18	**82.3**	**F**

Notes:
SCC = Santa Clara County, SC = Santa Clara, SJ = San Jose, SV = Sunnyvale
Bold indicates a substandard level of service.
1. Traffic counts from 2018/2019 are lower than 2016 counts. Thus, 2020 traffic volumes were estimated by applying a 2% annual growth factor to 2016 counts.

3. Background Conditions

Background conditions reflect Year 2030 traffic conditions without the Project. This chapter describes background improvements assumed in the Year 2030 transportation network, the procedure used to forecast background traffic volumes, and the resulting traffic conditions.

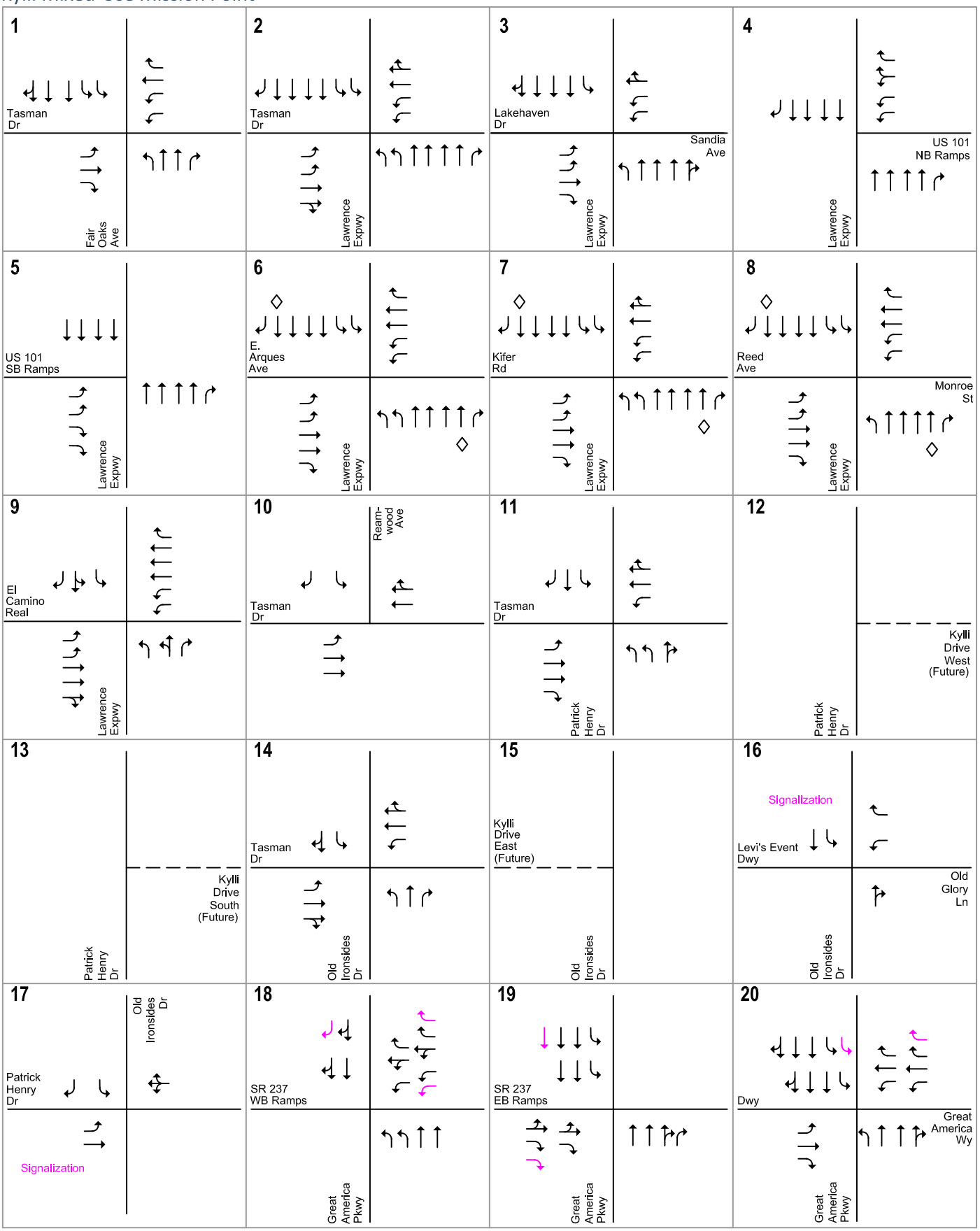
Roadway Network Under Background Conditions

The Year 2030 forecasts were produced using the CSC model and reflect planned transportation improvements anticipated to occur by the Year 2030. Most notable is the planned BART extension into Silicon Valley. The base year (2018) CSC model reflects BART service that terminated at the Warm Springs/South Fremont Station. In June 2020, BART service commenced on the Phase I extension from Warm Springs to Milpitas and Berryessa/North San José. The Phase II BART extension into downtown San José and Santa Clara is assumed to be complete by 2030.

VTA light rail service also was modified at the end of 2019. While the base year (2018) model assumed that light rail service between Old Ironsides Station and the Milpitas BART Station would require a transfer, the 2030 model reflects the current light rail lines. The Orange Line now offers direct light rail service with 20-minute headways from the Old Ironsides Station to the Milpitas BART Station as well as to the Moffett Park business park in Sunnyvale, Mountain View, and the Alum Rock area of San José. Furthermore, the Green Line now provides direct light rail service with 20-minute headways from the Old Ironsides Station to downtown San José and Campbell. Light rail service between the Old Ironsides Station and South San José would require a transfer to the Blue Line.

In addition, the 2030 model assumes the existing carpool (HOV) lanes on US 101 will be converted to express lanes. Carpools with three or more occupants will be permitted to use the express lane free of charge, while vehicles with two or fewer occupants must pay a fee to access the express lane.

The transportation network under background conditions is assumed to include the following improvements at study intersections. The intersection improvements are planned CIP projects, improvements that will be fully funded by the Patrick Henry Drive Specific Plan, the Tasman East Specific Plan, or Related Santa Clara (City Place) Phases 1, 2, and 3 developments. Figure 8 shows the lane configurations at the study intersections under background conditions.



LEGEND

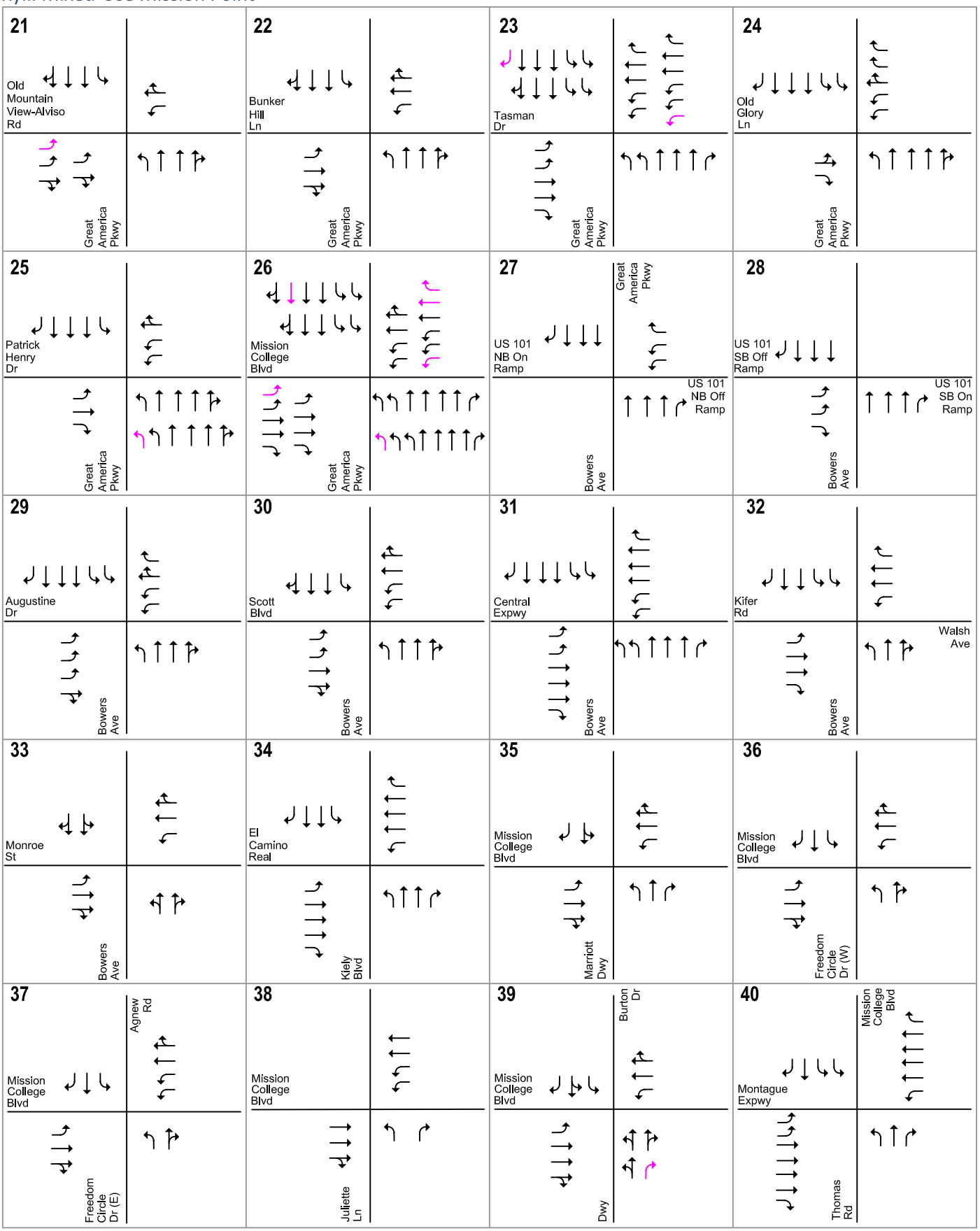
← = Improvement

◇ = HOV Lane

Figure 8
Background No Project Lane Configurations

HEXAGON

NORTH
Not to Scale



LEGEND

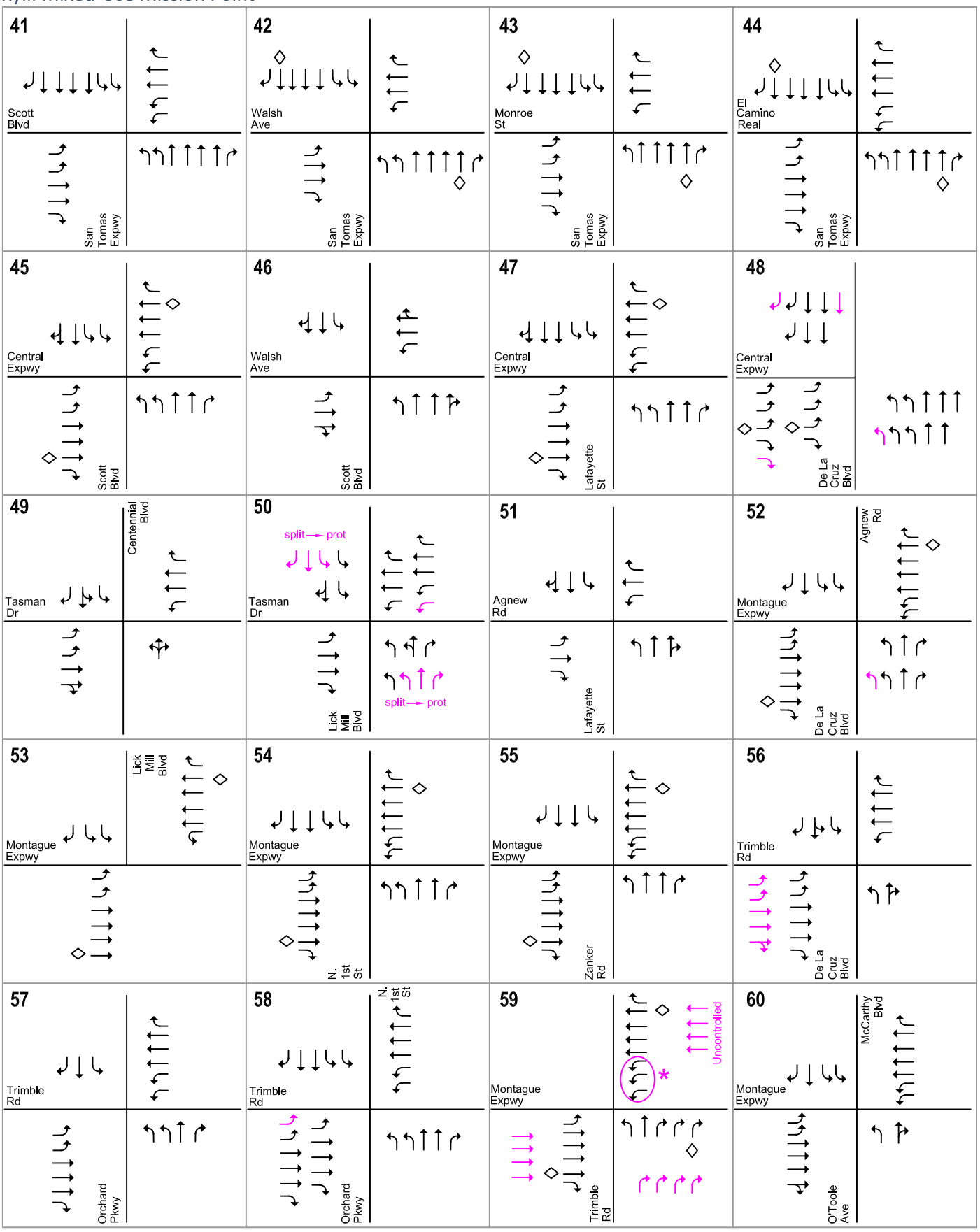
← = Improvement

◇ = HOV Lane

Figure 8
Background No Project Lane Configurations

HEXAGON

NORTH
Not to Scale



LEGEND

← = Improvement

◇ = HOV Lane

* The WBL will be replaced with a new flyover to serve WBL to SB direction.

Figure 8
Background No Project Lane Configurations

HEXAGON

NORTH
Not to Scale

16. Old Ironsides Drive and Old Glory Lane: install a traffic signal

17. Old Ironsides Drive and Patrick Henry Drive: install a traffic signal

18. Great America Parkway and SR 237 Westbound Ramps: restripe the southbound approach as one through/right-turn lane and one right-turn lane, add a second westbound right-turn lane and a third westbound left-turn lane and associated receiving lane under underpass.

19. Great America Parkway and SR 237 Eastbound Ramps: add a third southbound through lane and a second eastbound right-turn lane.

20. Great America Parkway and Great America Way: add a second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.

21. Great America Parkway and Old Mountain View-Alviso Road: add a second eastbound left-turn lane.

23. Great America Parkway and Tasman Drive: add a southbound right-turn lane and a third westbound left-turn lane.

25. Great America Parkway and Patrick Henry Drive: add a second northbound left-turn lane

26. Great America Parkway and Mission College Boulevard: add a third northbound left-turn lane, a third westbound left-turn lane, a second eastbound left-turn lane, a fourth southbound through lane, and a westbound right-turn pocket.

39. Burton Drive and Mission College Boulevard: restripe the northbound through/right-turn lane as a right-turn only lane.

48. De la Cruz Boulevard and Central Expressway: add a third southbound through lane and a second southbound right-turn lane; add a second eastbound right-turn lane; add a third northbound left-turn lane and remove one northbound through lane.

50. Lick Mill Boulevard and Tasman Drive: reconfigure northbound and southbound approaches to include two left-turn lanes, one through lane, and one right-turn lane; change the northbound/southbound phasing from split to protected phasing; add a second westbound left-turn lane.

52. Agnew Road/De La Cruz Boulevard and Montague Expressway: add a second northbound left-turn lane.

56. De la Cruz Boulevard and W Trimble Road: eliminate eastbound right-turn lane to accommodate construction of a separate multi-use pathway.

58. North First Street and Trimble Road: add a second eastbound left-turn lane.

59. Trimble Road and Montague Expressway: construction of a flyover to serve westbound left-turn traffic from Montague Expressway to southbound Trimble Road.

Background Traffic Volumes

Background traffic volumes were developed using the CSC travel demand forecasting model. In most locations, the model reflects anticipated growth according to ABAG 2030 land use projections. The Project site is assumed to remain vacant. In the vicinity of the Project site, the model assumes completion of the initial phase(s) of development totaling 3,746 residential dwelling units, 785,000 s.f. of office space, and 15,500 s.f. of retail space within the Patrick Henry Specific Plan Area and the

Greystar development within the Freedom Circle Focus Area. The model also assumes completion of Related Santa Clara (City Place) Phases 1-3, buildout of 4,253 residential dwelling units in the Tasman East Specific Plan, construction of 150,000 s.f. of approved office space at 3001 Tasman Drive and 140,000 s.f. of approved retail/restaurant/entertainment uses at 1 Great America Parkway by the Year 2030.

While the ABAG land use data do not reflect any growth in enrollment at Mission College from 2018 to 2030, the forecasts were modified to reflect a five percent increase in enrollment by the Year 2030 based on historic data obtained from the California Community Colleges Chancellor's Office.[5] Given that enrollment has declined every year since 2018, the assumed enrollment growth is conservative and may overstate the future traffic volumes in the vicinity of the College. Figure 9 shows the traffic volumes at the study intersections under background conditions.

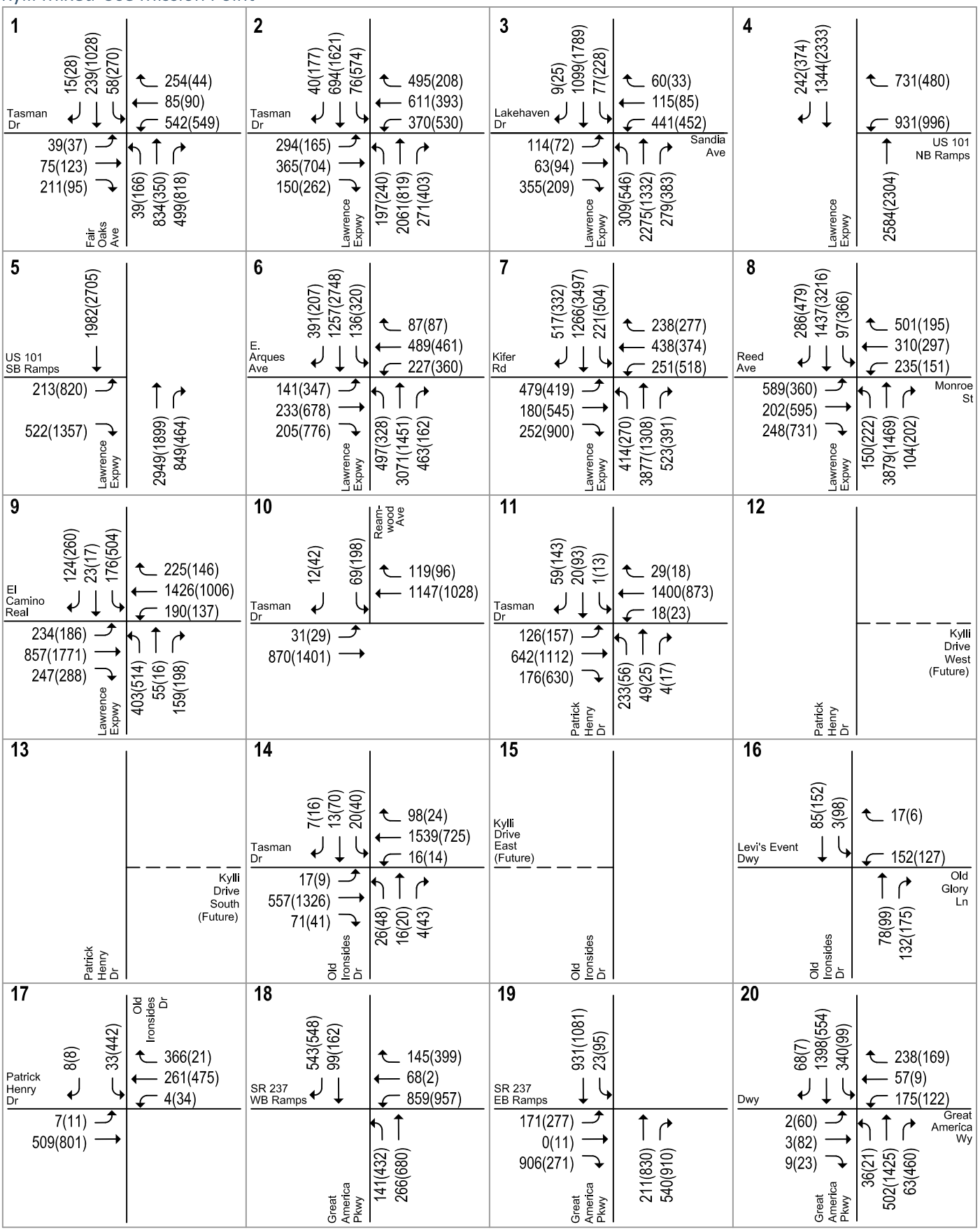
Background Intersection Levels of Service

The results of the intersection level of service analysis show that the following 17 study intersections would operate at an unacceptable level of service (LOS E or worse for locally controlled intersections and LOS F for CMP and expressway intersections) during at least one peak hour under background conditions (see Table 7).

3. Lawrence Expwy and Sandia Avenue/Lakehaven Drive (PM peak hour)
5. Lawrence Expressway and US101 Southbound Ramps (PM peak hour)
6. Lawrence Expressway and E. Arques Avenue (PM peak hour)
7. Lawrence Expressway and Kifer Road (AM and PM peak hours)
8. Lawrence Expressway and Reed Avenue/Monroe Street (AM peak hour)
25. Great America Parkway and Patrick Henry Drive (PM peak hour)
31. Bowers Avenue and Central Expressway (AM and PM peak hours)
40. Mission College Boulevard and Montague Expressway (AM peak hour)
41. San Tomas Expressway and Scott Boulevard (AM peak hour)
42. San Tomas Expressway and Walsh Avenue (PM peak hour)
44. San Tomas Expressway and El Camino Real (AM peak hour)
45. Scott Street and Central Expressway (PM peak hour)
48. De La Cruz Boulevard and Central Expressway (AM peak hour)
51. Lafayette Street and Agnew Road (PM peak hour)
52. Agnew Road/De La Cruz Boulevard and Montague Expressway (AM and PM peak hours)
54. N. 1st Street and Montague Expressway (AM and PM peak hours)
60. McCarthy Boulevard/O'Toole Avenue and Montague Expressway (PM peak hour)

All other study intersections would operate at acceptable levels during both the AM and PM peak hours of traffic. The intersection levels of service calculation sheets are included in Appendix A.

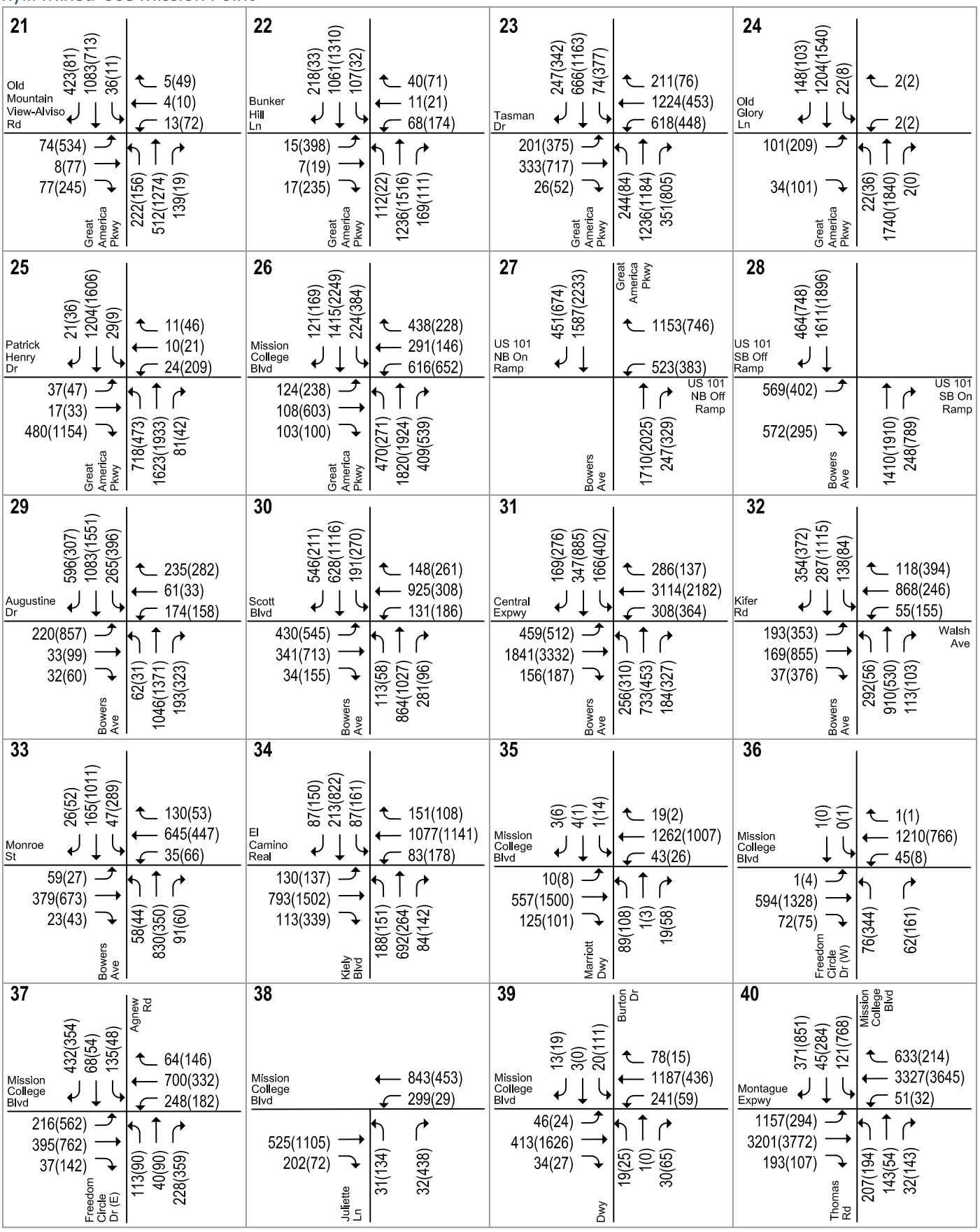
[5] https://datamart.cccco.edu/Students/Enrollment_Status.aspx



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

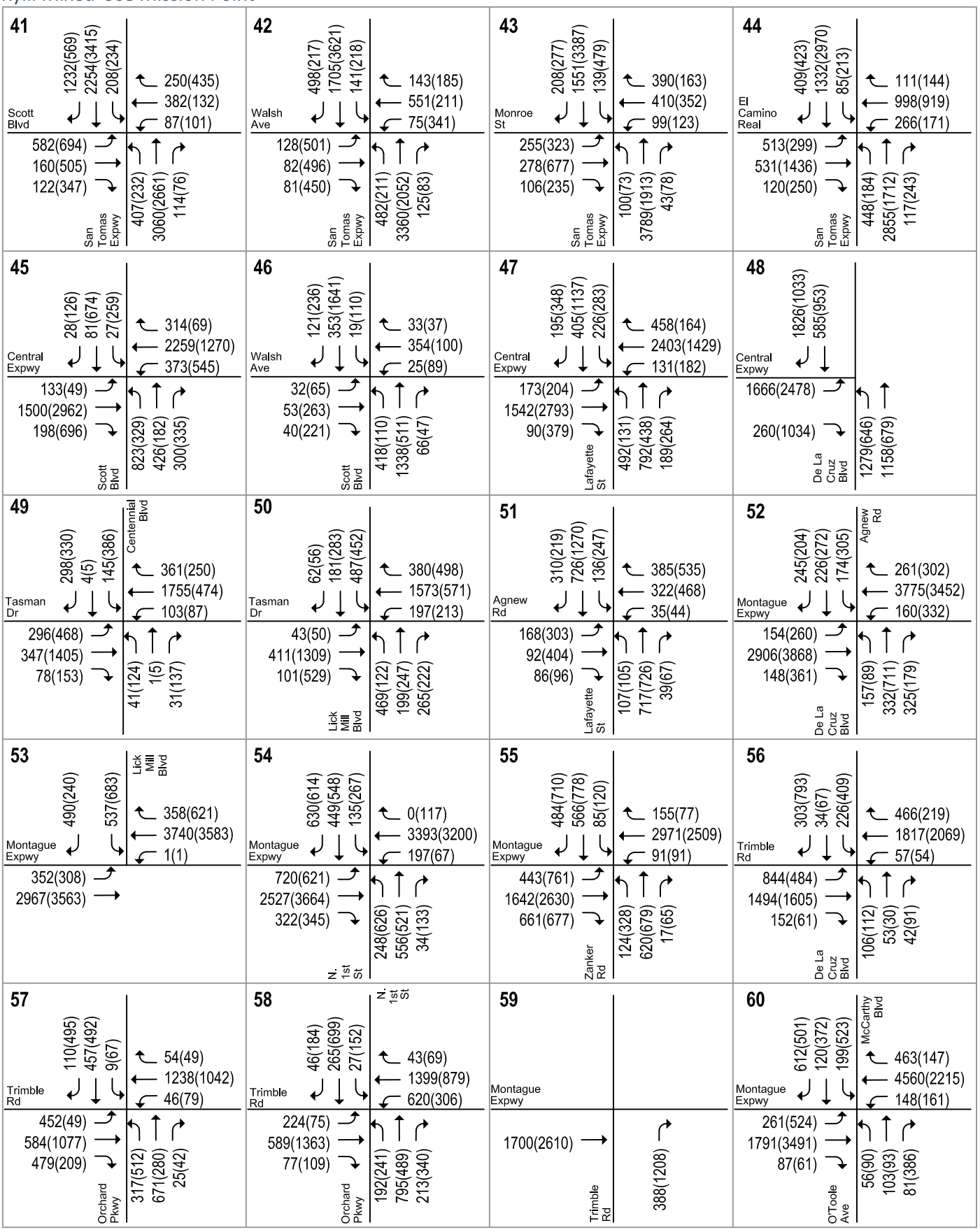
Figure 9
Background Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 9
Background Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 9
Background Traffic Volumes

Table 7
Background Intersection Levels of Service

#	Intersection	Jurisdiction	LOS Standard	Peak Hour	Existing Avg Delay	Existing LOS	Background (2030) No Project Avg Delay	Background (2030) No Project LOS
1	Fair Oaks Avenue and Tasman Drive	SV	D	AM	26.6	C	27.2	C
				PM	30.5	C	31.5	C
2	Lawrence Expressway and Tasman Drive	SCC	E	AM	45.1	D	61.0	E
	(CMP)			PM	55.1	E	65.8	E
3	Lawrence Expwy and Sandia Av/Lakehaven Dr	SCC	E	AM	63.4	E	72.1	E
				PM	58.3	E	**100.9**	**F**
4	Lawrence Expressway and US 101 NB Ramps	SCC	E	AM	11.3	B	13.7	B
				PM	12.5	B	15.1	B
5	Lawrence Expressway and US 101 SB Ramps	SCC	E	AM	5.5	A	5.7	A
				PM	**89.5**	**F**	**126.5**	**F**
6	Lawrence Expressway and E. Arques Ave.	SCC	E	AM	44.4	D	48.4	D
	(CMP)			PM	71.6	E	**82.7**	**F**
7	Lawrence Expressway and Kifer Road	SCC	E	AM	54.8	D	**101.5**	**F**
				PM	**97.6**	**F**	**173.2**	**F**
8	Lawrence Expressway and Reed Ave/Monroe St	SCC	E	AM	**114.8**	**F**	**123.6**	**F**
	(CMP)			PM	61.8	E	71.1	E
9	Lawrence Expressway and El Camino Real	SCC	E	AM	33.0	C	32.7	C
	(CMP)			PM	28.8	C	31.3	C
10	Reamwood Avenue and Tasman Drive	SV	D	AM	7.1	A	7.7	A
				PM	15.6	B	12.2	B
11	Patrick Henry Drive and Tasman Drive	SC	D	AM	18.4	B	22.0	C
				PM	15.5	B	16.2	B
12	Patrick Henry Drive and Kylli Drive West (Future)	SC	D	AM	--	--	--	--
	(Unsignalized)			PM	--	--	--	--
13	Patrick Henry Drive and Kylli Drive South (Future)	SC	D	AM	--	--	--	--
	(Unsignalized)			PM	--	--	--	--
14	Old Ironsides Drive and Tasman Drive	SC	D	AM	5.5	A	6.4	A
				PM	11.4	B	10.0	B
15	Old Ironsides Drive and Kylli Drive East (Future)	SC	D	AM	--	--	--	--
	(Unsignalized)			PM	--	--	--	--
16	Old Ironsides Drive and Old Glory Lane	SC	D	AM	3.6	A	14.8	B
				PM	3.5	A	11.5	B
17	Old Ironsides Drive and Patrick Henry Drive	SC	D	AM	0.8	A	3.6	A
				PM	3.9	A	21.4	C
18	Great America Parkway and SR 237 WB Ramps	SJ	E	AM	15.7	B	13.4	B
	(CMP)			PM	19.0	B	19.0	B
19	Great America Parkway and SR 237 EB Ramps	SJ	E	AM	13.4	B	10.5	B
	(CMP)			PM	14.5	B	13.3	B
20	Great America Parkway and Great America Way	SC	D	AM	23.6	C	22.6	C
				PM	16.9	B	17.7	B
21	Great America Pkwy and Old Mt View-Alviso Rd	SC	D	AM	19.4	B	20.9	C
				PM	44.4	D	40.0	D
22	Great America Parkway and Bunker Hill Lane	SC	D	AM	16.9	B	13.2	B
				PM	29.8	C	30.2	C
23	Great America Parkway and Tasman Drive	SC	E	AM	37.9	D	43.8	D
	(CMP)			PM	28.4	C	32.4	C
24	Great America Parkway and Old Glory Lane	SC	D	AM	10.7	B	11.1	B
				PM	16.9	B	20.9	C
25	Great America Parkway and Patrick Henry Drive	SC	D	AM	29.6	C	26.5	C
				PM	53.6	D	**105.7**	**F**

Table 7 (Continued)
Background Intersection Levels of Service

#	Intersection	Jurisdiction	LOS Standard	Peak Hour	Existing Avg Delay	Existing LOS	Background (2030) No Project Avg Delay	Background (2030) No Project LOS
26	Great America Pkwy and Mission College Blvd	SC	E	AM	44.8	D	41.0	D
	(CMP)			PM	42.6	D	42.3	D
27	Great America Pkwy and US 101 NB Off Ramp	SC	E	AM	11.6	B	10.9	B
	(CMP)			PM	10.0	A	9.6	A
28	Bowers Avenue and US 101 SB Off Ramp	SC	E	AM	13.2	B	11.8	B
	(CMP)			PM	7.6	A	10.8	B
29	Bowers Avenue and Augustine Drive	SC	D	AM	21.3	C	25.2	C
				PM	33.2	C	37.5	D
30	Bowers Avenue and Scott Boulevard	SC	E	AM	40.5	D	55.8	E
	(CMP)			PM	33.5	C	38.5	D
31	Bowers Avenue and Central Expressway	SCC	E	AM	56.2	E	**90.4**	**F**
	(CMP)			PM	53.8	D	**105.5**	**F**
32	Bowers Avenue and Kifer Road/Walsh Avenue	SC	D	AM	31.2	C	36.2	D
				PM	28.6	C	30.5	C
33	Bowers Avenue and Monroe Street	SC	D	AM	31.7	C	33.1	C
				PM	33.9	C	40.6	D
34	Bowers Ave/Kiely Boulevard and El Camino Real	SC	E	AM	28.9	C	28.9	C
	(CMP)			PM	30.4	C	31.4	C
35	Marriott Dwy and Mission College Blvd	SC	D	AM	13.0	B	11.0	B
				PM	12.9	B	11.4	B
36	Freedom Circle W and Mission College Blvd	SC	D	AM	12.3	B	11.6	B
				PM	26.2	C	24.8	C
37	Agnew/Freedom Circle E & Mission College Blvd	SC	D	AM	30.0	C	32.3	C
				PM	31.8	C	34.9	C
38	Juliette Lane and Mission College Boulevard	SC	D	AM	13.6	B	14.0	B
				PM	22.8	C	22.0	C
39	Burton Drive and Mission College Boulevard	SC	D	AM	20.6	C	21.6	C
				PM	19.1	B	18.5	B
40	Mission College Blvd and Montague Expwy	SCC	E	AM	65.8	E	**103.1**	**F**
	(CMP)			PM	52.4	D	74.4	E
41	San Tomas Expressway and Scott Boulevard	SCC	E	AM	30.8	C	**82.4**	**F**
	(CMP)			PM	50.7	D	56.3	E
42	San Tomas Expressway and Walsh Avenue	SCC	E	AM	56.7	E	66.4	E
				PM	**90.7**	**F**	**114.8**	**F**
43	San Tomas Expressway and Monroe Street	SCC	E	AM	39.5	D	43.4	D
	(CMP)			PM	38.5	D	45.3	D
44	San Tomas Expressway and El Camino Real	SCC	E	AM	72.6	E	**81.5**	**F**
	(CMP)			PM	71.3	E	74.2	E
45	Scott Boulevard and Central Expressway	SCC	E	AM	41.8	D	70.6	E
	(CMP)			PM	64.9	E	**112.0**	**F**
46	Scott Boulevard and Walsh Avenue	SC	D	AM	26.4	C	27.2	C
				PM	32.0	C	37.4	D
47	Lafayette Street and Central Expressway	SCC	E	AM	52.4	D	74.0	E
	(CMP)			PM	53.3	D	62.9	E
48	De la Cruz Boulevard and Central Expressway	SCC	E	AM	**96.8**	**F**	**115.5**	**F**
	(CMP)			PM	32.8	C	71.1	E
49	Centennial Boulevard and Tasman Drive	SC	D	AM	16.5	B	29.6	C
				PM	16.0	B	35.8	D
50	Lick Mill Boulevard and Tasman Drive	SC	D	AM	28.4	C	42.5	D
				PM	23.4	C	41.0	D

Table 7 (Continued)
Background Intersection Levels of Service

#	Intersection	Jurisdiction	LOS Standard	Peak Hour	Existing Avg Delay	Existing LOS	Background (2030) No Project Avg Delay	Background (2030) No Project LOS
51	Lafayette Street and Agnew Road	SC	D	AM	27.9	C	30.4	C
				PM	29.9	C	**59.4**	**E**
52	Agnew Rd/De La Cruz Blvd and Montague Expwy	SCC	E	AM	52.3	D	**92.1**	**F**
	(CMP)			PM	48.1	D	**107.9**	**F**
53	Lick Mill Boulevard and Montague Expressway	SCC	E	AM	38.7	D	55.2	E
				PM	28.4	C	45.5	D
54	N. 1st Street and Montague Expressway	SCC	E	AM	**87.3**	**F**	**133.9**	**F**
	(CMP)			PM	69.9	E	**130.8**	**F**
55	Zanker Road and Montague Expressway	SCC	E	AM	50.2	D	58.0	E
	(CMP)			PM	50.5	D	79.9	E
56	De la Cruz Boulevard and W Trimble Road	SJ	E	AM	32.4	C	37.4	D
	(CMP)			PM	43.6	D	61.6	E
57	Orchard Pkwy and W Trimble Road	SJ	D	AM	39.9	D	45.9	D
				PM	39.1	D	43.9	D
58	N. 1st Street and Trimble Road	SCC	E	AM	40.6	D	40.7	D
	(CMP)			PM	40.0	D	39.8	D
59	Trimble Road and Montague Expressway	SCC	E	AM	36.3	D	16.7	B
	(CMP)			PM	46.7	D	28.5	C
60	McCarthy Blvd/O'Toole Av and Montague Expwy	SCC	E	AM	41.8	D	77.0	E
	(CMP)			PM	**82.3**	**F**	**129.0**	**F**

Notes:
SCC = Santa Clara County, SC = Santa Clara, SJ = San Jose, SV = Sunnyvale
Bold indicates a substandard level of service.

4.
Background Plus Project Conditions

This chapter describes background plus project traffic conditions. Background plus project conditions were evaluated relative to background conditions in order to determine adverse effects caused by the Project.

Roadway Network Under Background Plus Project Conditions

The roadway network under background plus project conditions would be the same as the background roadway network described in Chapter 3 with a few exceptions. Democracy Way, an existing public street easement within the Project site, would be vacated and shifted to the south. Labeled as Kylli Drive in the Project plans, the relocated roadway would be a private street with easements for public and emergency access. In its new alignment, it would allow access by vehicles, bicycles and pedestrians but would not allow vehicular traffic through the "Central Green Area." It would connect to Patrick Henry Drive on the west and connect to Old Ironsides Drive on the east and would serve as the primary vehicular gateway to the interior of the Project and provide access to the parking garages and drop off areas.

The Project would also have three other access points along Patrick Henry Drive (one north and two south of Kylli Drive) and two other access points on Old Ironsides Drive (one north and one south of Kylli Drive). Similar to Kylli Drive, these would not be through streets and would not connect Patrick Henry Drive and Old Ironsides Drive. However, drivers could enter or exit the Project site to/from any access point and travel to different areas within the Project site using the below-grade parking garage. The Project also would have a right-turn only driveway and a separate dedicated drop off/pick-up lane along Tasman Drive.

The Project would result in revisions to the background lane geometry at the following study intersections:

12. Patrick Henry Drive and Kylli Drive West (Future): new westbound approach with one left-turn lane and one right-turn lane controlled by a stop sign.
13. Patrick Henry Drive and Kylli Drive South (Future): new westbound approach with one shared left/right-turn lane controlled by a stop sign.
15. Old Ironsides Drive and Kylli Drive East (Future): new eastbound approach with one left-turn lane and one right-turn lane controlled by a stop sign.
16. Old Ironsides Drive and Old Glory Lane: new eastbound approach with one left-turn lane and one shared through/right-turn lane; restripe westbound approach with one shared through/left-turn lane and one right-turn lane; restripe northbound approach to add one left-turn lane.

61 Kylli Project Driveway A and Tasman Drive (Future): new northbound approach with one right-turn lane controlled by a stop sign.

62. Patrick Henry Drive and Kylli Project Driveway A (Future): new westbound approach with one left-turn lane and one right-turn lane controlled by a stop sign.

63. Patrick Henry Drive and Kylli Project Driveway D (Future): new westbound approach with one shared left/right-turn lane controlled by a stop sign.

64. Old Ironsides Drive and Kylli Project Driveway B (Future): new eastbound approach with one left-turn lane and one right-turn lane controlled by a stop sign.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear were estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Vehicle trips generated by the Project were estimated using the trip rates for a general Urban/Suburban area published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 1^{1t}h Edition (2021).* For residential land uses, trips rates for "Multi-family Housing Mid-Rise" (Land Use 221) and "Multi-family Housing High-Rise" (Land Use 222) were used. As defined by the ITE, "mid-rise" multifamily housing are buildings that have between 3 and 10 floors, and "high-rise" multifamily housing are buildings that have more than 10 floors.

The proposed neighborhood retail space could be occupied by a variety of tenants including grocery stores, specialty stores, restaurants, financial services, etc. The assumed mix of retail uses was developed in coordination with the Project Sponsor and the City and is intended to represent a conservative but reasonable estimate of the trips that would be generated by the proposed retail space. Retail trips were estimated based on ITE trip rates for "Strip Retail Plaza" (Land Use 822), "Supermarket" (Land Use 850), "Fast-Food Restaurant without Drive-Through Window" (Land Use 933), "Coffee/Donut Shop without Drive-Through Window" (Land Use 936), "Fast Casual Restaurant" (Land Use 930), "High-Turnover (Sit-Down) Restaurant" (Land Use 932), "Quality Restaurant" (Land Use 931), and "Walk-in Bank" (Land Use 911).

ITE trip rates for "General Office Building" (Land Use 710) were used for commercial office/lab uses. This is a conservative assumption because general office space typically generates more peak-hour trips than lab space.

ITE trip rates for "Day Care Center" (Land Use 565) were used for the proposed daycare center.

ITE trip rates are not available for the proposed community space, thus trip rates for a related use, "Library" (Land Use 590), were used.

The Project trip generation estimates were based on the Project as described in the March 2022 Rezoning Application. As shown in Table 8, the proposed mixed-use development is estimated to generate 56,119 gross daily trips, 6,414 (4,910 inbound and 1,504 outbound) gross AM peak hour trips, and 6,320 (1,800 inbound and 4,520 outbound) gross PM peak hour trips.

Table 8
Project Trip Generation Estimates (Year 2030)

Land Use	Size [4]	Daily			AM Peak Hour					PM Peak Hour				
						Trips					Trips			
		Rate	Trips	Mode Share	Rate	In	Out	Total	Mode Share	Rate	In	Out	Total	Mode Share
Multifamily Housing (Mid-Rise)	198 Dwelling Units	4.54	900		0.37	17	56	73		0.39	47	30	77	
Multifamily Housing (High-Rise)	1,602 Dwelling Units	4.54	7,272		0.27	147	285	432		0.32	287	226	513	
Total Residential Trips	*1,800 Dwelling Units*	*4.54*	*8,172*		*0.28*	*164*	*341*	*505*		*0.33*	*334*	*256*	*590*	
Strip Retail Plaza	10,232 Square Feet	54.45	557		2.36	14	10	24		6.59	34	33	67	
Supermarket	32,400 Square Feet	93.84	3,040		2.86	55	38	93		8.95	145	145	290	
Walk-in Bank /1/	7,746 Square Feet	100.35	777		9.95	45	32	77		12.13	41	53	94	
Fast-Food Restaurant without Drive-Through Window	7,472 Square Feet	450.49	3,366		43.18	187	136	323		33.21	124	124	248	
Coffee/Donut Shop without Drive-Through Window /2/	6,402 Square Feet	533.57	3,416		93.08	304	292	596		32.29	104	103	207	
Fast Casual Restaurant	11,748 Square Feet	97.14	1,141		1.43	9	8	17		12.55	81	66	147	
High-Turnover (Sit-Down) Restaurant	9,600 Square Feet	107.20	1,029		9.57	51	41	92		9.05	53	34	87	
Quality Restaurant	14,400 Square Feet	83.84	1,207		0.73	6	5	11		7.80	75	37	112	
Subtotal Retail/Restaurant Trips	*100,000 Square Feet*	*145.33*	*14,533*		*12.33*	*671*	*562*	*1,233*		*12.52*	*657*	*595*	*1,252*	
General Office Building	3,000,000 Square Feet	10.84	32,520		1.52	4,013	547	4,560		1.44	734	3,586	4,320	
Community /3/	5,800 Square Feet	72.05	418		1.00	4	2	6		8.16	23	24	47	
Day Care Center	10,000 Square Feet	47.62	476		11.00	58	52	110		11.12	52	59	111	
Total Employment Trips	*3,115,800 Square Feet*	*15.39*	*47,947*		*1.90*	*4,746*	*1,163*	*5,909*		*1.84*	*1,466*	*4,264*	*5,730*	
Total Proposed Project Trips			**56,119**	**100.0%**		**4,910**	**1,504**	**6,414**	**100.0%**		**1,800**	**4,520**	**6,320**	**100.0%**
Less Internal Trips			(4,338)	7.7%		(86)	(86)	(172)	2.7%		(152)	(152)	(305)	4.8%
Less External Public Transit Trips			(6,094)	10.9%		(640)	(208)	(848)	13.2%		(201)	(485)	(686)	10.9%
Less Retail Passby Trips			*(3,094)*	5.5%		*(144)*	(120)	*(264)*	4.1%		*(143)*	*(129)*	*(272)*	4.3%
Less TDM Reduction (10%)			*(5,612)*	10.0%		*(491)*	*(150)*	*(641)*	10.0%		*(180)*	*(452)*	*(632)*	10.0%
External Vehicle Trips			**36,981**	**65.9%**		**3,549**	**940**	**4,489**	**70.0%**		**1,123**	**3,302**	**4,425**	**70.0%**

Source: Trip rates from ITE *Trip Generation Manual, 11th Edition,* 2021. Internal and transit trip reductions derived from CSC travel demand model.
/1/ ITE daily and AM peak-hour trip rate not available for Walk-In Bank. Daily and AM peak-hour trips estimated based on ITE rates for Drive-In Bank.
/2/ ITE daily trip rate is not available for Coffee/Donut Shop without Drive-Through Window land use. Daily trips estimated based on daily ITE rate for Coffee/Donut Shop with Drive-Through Window.
/3/ ITE trip rates are not available for these community uses. Trips estimated based on ITE rates for Library.
/4/ Traffic forecasts for most intersections were based on Project trip estimates shown here, which reflect the Project as described in March 2022 rezoning application. Traffic forecasts for intersections in the immediate vicinity of the Project were updated based on the April 2023 rezoning application and include a 5% buffer to account for potential shifts in development from one area to another (see Appendix B).

Since the Project would include a mix of land uses, a portion of the trips generated by proposed developments will both begin and end within the Project site, also known as internal trips. Some trips to and from the Project site will also occur using alternative modes of travel like public transit. The Year 2030 CSC travel demand forecasting model was used to estimate trip reductions for internalization and transit usage under background conditions. With full development of the Project, the CSC model estimates that approximately 7.7 percent of the daily trips, 2.7 percent of the AM peak hour trips, and 4.8 percent of the PM peak hour trips would be internal within the Project site. Internal trips are assumed to be made via an alternative mode such as walking or bicycling. Transit trips are estimated to comprise roughly 11 to 13 percent of all trips.

The Project also would include retail uses, which attract some of their customers from people who are passing by the site as they head to their destination. These customers do not need to make a separate vehicle trip to come to the Project site. Such vehicle trips are categorized as pass-by trips as they are not new trips generated on the roadway network and are credited from the Project trip generation. The pass-by trip reduction for the retail land uses is assumed to be 25 percent for daily, AM and PM peak hours.

The Project trip estimates also assume a 10 percent trip reduction from active TDM measures per the City of Santa Clara's Climate Action Plan that was in effect when this transportation analysis was initiated. Subsequently, on June 7, 2022, the City Council adopted the 2022 Climate Action Plan, which sets forth bold new targets for greenhouse gas emissions. Large employers with over 500 employees are now required to reduce VMT by 25 percent through Active TDM measures, while multifamily residential uses are required to achieve a 20 percent reduction in VMT with a 10 percent reduction through active TDM measures.

The Project will be subject to the updated TDM requirements contained in the 2022 Climate Action Plan. The Project Sponsor will prepare and submit a TDM Plan for the City's approval with the building permit application for each phase of development. The TDM measures to be implemented for the Project site include design features, programs, and services that promote sustainable modes of transportation and reduce the number of vehicle trips as well as VMT. The Project will form a Transportation Management Association (TMA) to oversee and coordinate TDM activities of various employers and residential communities on site. The TMA may include other proximate developments, employers, or residential developments in nearby Focus/Specific Plan Areas. TDM measures to be implemented for the Project site will be described in detail in the TDM plan, including the party responsible for implementing each measure (e.g., developer, tenant, TMA, City, etc.). Therefore, this report is conservative in that it overstates the vehicle trips that would be generated by the Project compared to the current TDM requirements.

After applying the internal capture, transit, pass-by, and TDM reductions, the Project is expected to generate 36,981 net daily vehicle trips, 4,489 (3,549 inbound and 940 outbound) net AM peak hour trips, and 4,425 (1,123 inbound and 3,302 outbound) net PM peak hour trips under background plus project conditions.

The applicant updated the Project's rezoning application in April 2023 after the traffic forecasts with the proposed Project had been prepared. The new rezoning application includes relatively minor changes in the Project description. The total size of the proposed office, retail, and residential uses is unchanged; however, the size of community space has been reduced from 5,800 square feet to 3,000 square feet. Furthermore, while the total size of retail uses is unchanged, the applicant provided an updated mix of retail uses that differs slightly from the previous assumptions. The updated retail mix is provided in Appendix B. The updated retail mix would result in the same or slightly fewer retail trips than the retail mix shown in Table 8. Therefore, this transportation analysis is based on the original Project trip estimates shown in Table 8 because these minor changes in the Project description would not affect the study findings or recommendations at most of the study intersections.

While the revised Project description would result in a negligible difference in the total Project trips, the April 2023 rezoning application also reflects a reallocation of office and retail uses among different areas (A-D). The reallocation of development within the Project site would result in higher traffic volumes at some driveways and lower traffic volumes at other driveways compared to the original traffic forecasts. Traffic forecasts for Project driveway intersections and selected intersections immediately surrounding the Project site were updated to reflect the reallocation of office and retail spaces among different areas. Furthermore, in order to provide flexibility for possible future shifts in non-residential development from one area to another, the size of all non-residential Project components was increased by five percent. While this five percent buffer slightly overstates the total Project trip generation, it is intended to represent a worst-case scenario at each individual intersection. The updated Project land use assumptions by area before and after applying the five percent buffer are presented in Appendix B. The intersection and queuing analysis presented in this report reflects the Project as described in the March 2022 rezoning application for most study intersections, and the April 2023 rezoning application with a five percent buffer at the following intersections:

11. Patrick Henry Drive and Tasman Drive
12. Patrick Henry Drive and Kylli Drive West (Future)
13. Patrick Henry Drive and Kylli Drive South (Future)
14. Old Ironsides Drive and Tasman Drive
15. Old Ironsides Drive and Kylli Drive East (Future)
16. Old Ironsides Drive and Old Glory Lane
17. Old Ironsides Drive and Patrick Henry Drive
23. Great America Parkway and Tasman Drive
24. Great America Parkway and Old Glory Lane
25. Great America Parkway and Patrick Henry Drive
61. Kylli Project Driveway A and Tasman Drive
62. Patrick Henry Drive and Kylli Project Driveway A
63. Patrick Henry Drive and Kylli Project Driveway D
64. Patrick Henry Drive and Kylli Project Driveway B

The five percent buffer was added to these intersections since they are closest to the Project site and their operations would be most affected by the shifts in land use from one area to another versus intersections much farther away from the Project site.

Trip Distribution and Assignment

The net Project trip estimates were hard coded into the CSC model, which was then used to determine the distribution and assignment of Project trips. Note that the trip estimates presented in Table 8 do not include any credits for existing use trips because the CSC model inputs need to reflect the total vehicle trips generated by the Project rather than the incremental increase in trips beyond the existing trip generation.

While the CSC model is capable of estimating gross traffic patterns, it does not accurately model turning movements at study intersections within and immediately adjacent to the Project site. Thus, a more detailed model of the Project site and the nearby area was created using the TRAFFIX software to refine the traffic forecasts for nearby study intersections on Tasman Drive, Great America Parkway and Mission College Boulevard. Likewise, forecasts also were refined at study intersections within the immediate vicinity of the Project site on Patrick Henry Drive and Old Ironsides Drive to ensure the background plus project forecasts are consistent with the forecasts developed for Patrick Henry Drive Specific Plan and other nearby projects. The TRAFFIX model represents the future land uses anticipated within the Project site by the four development areas and includes the proposed new vehicular entrances and realigned roadways within the Project site.

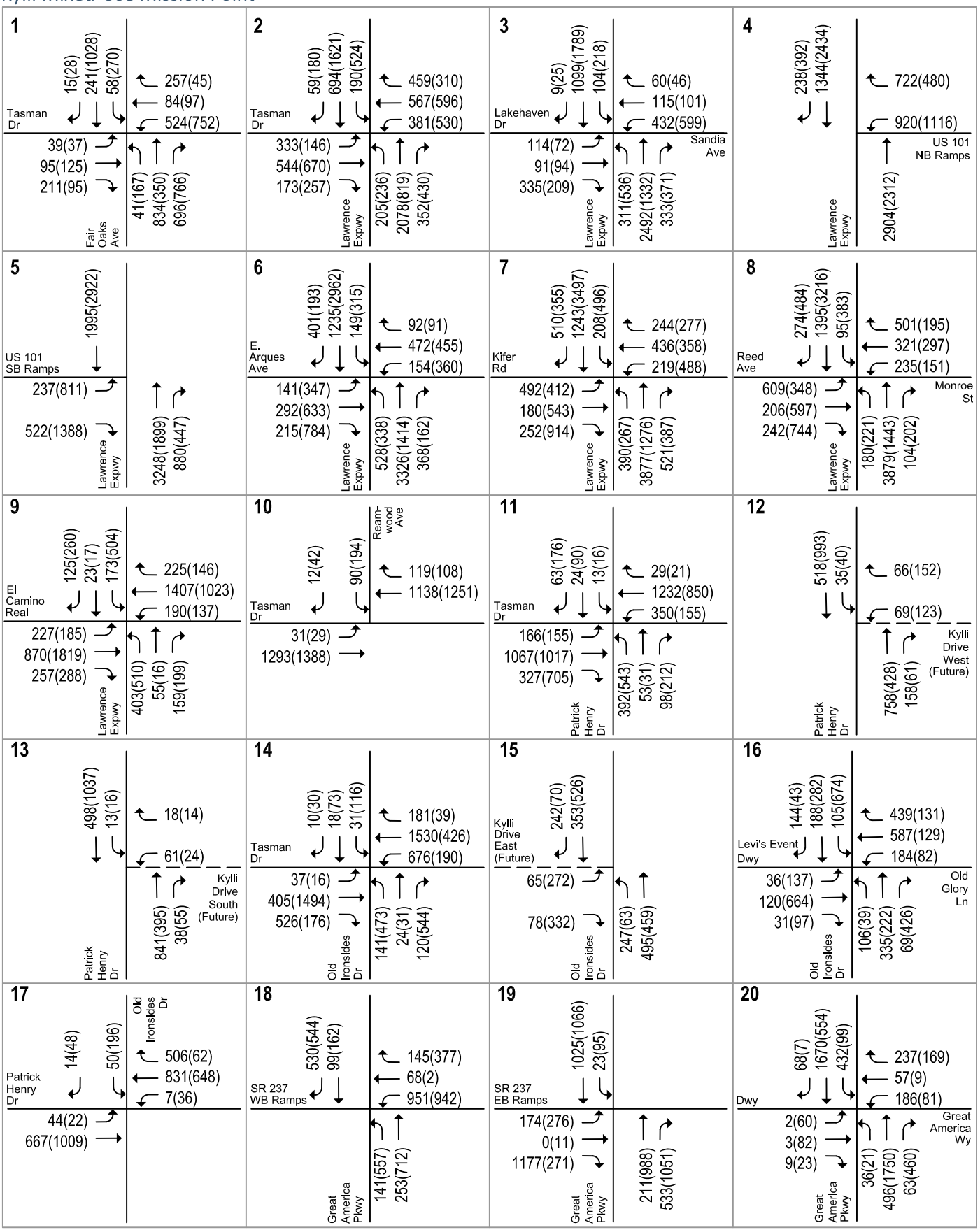
In addition, while pass-by trips are not new trips to the study area, they are new to the Project driveways. Pass-by trips would result in a reduction in through trips along Tasman Drive and Great America Parkway and an increase in turning movements to and from these roadways. Thus, pass-by trips were estimated manually and added to the affected intersections.

Background Plus Project Traffic Volumes

In addition to the new vehicle trips associated with the Project, model forecasts under background plus project conditions also reflect changes in background no project trips not associated with the Project. For example, the addition 3 million s.f. of office space along with the introduction of 1,800 residential units in an employment-rich area of northern Santa Clara would cause changes in trip distribution patterns for background traffic, changes in the mode split choices of other travelers, and a diversion of some vehicles from one route to another in order to avoid the most congested routes and reduce travel time.

Note that, while the model shows that the Project would cause traffic volumes to increase at most locations, a few intersection turning movements are expected to see decreases in traffic volumes due to changes in travel patterns for other nearby land uses. For example, during the AM peak hour, the proposed Project would add a substantial number of trips to northbound Great America Parkway causing trips for other nearby developments located farther north to divert to other routes resulting in a projected decrease in traffic on northbound Great America Parkway between Old Glory Lane and Great America Way. During the PM peak hour, the proposed Project would add a substantial number of trips to southbound Great America Parkway causing trips for other nearby developments located farther north to divert to other routes resulting in a projected decrease in traffic on southbound Great America Parkway between Great America Way and Old Glory Lane during the PM peak hour.

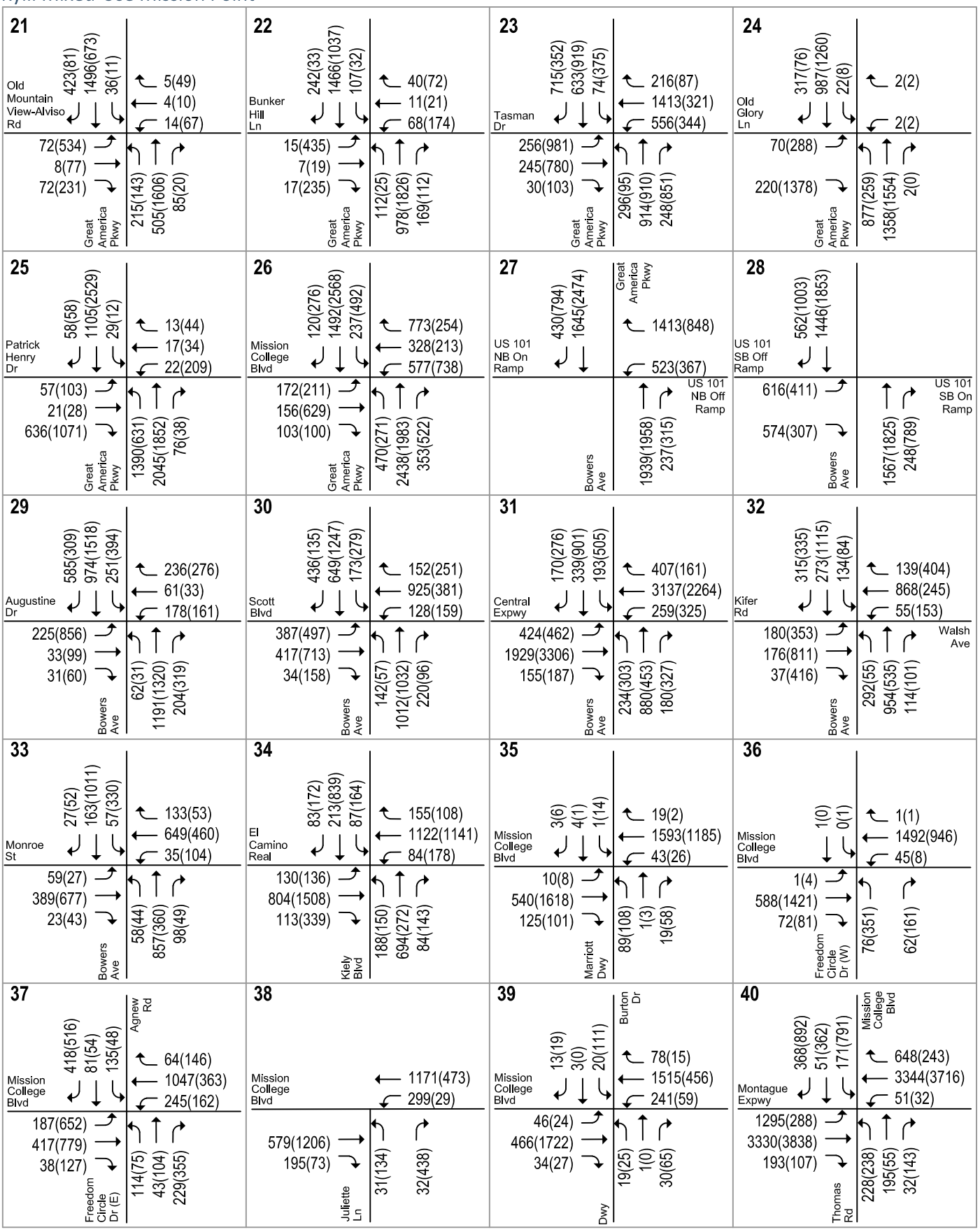
Figure 10 shows the traffic volumes forecast under background plus project conditions. Figure 11 shows the estimated turning-movement volumes at each of the driveway intersections under background plus project conditions.



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

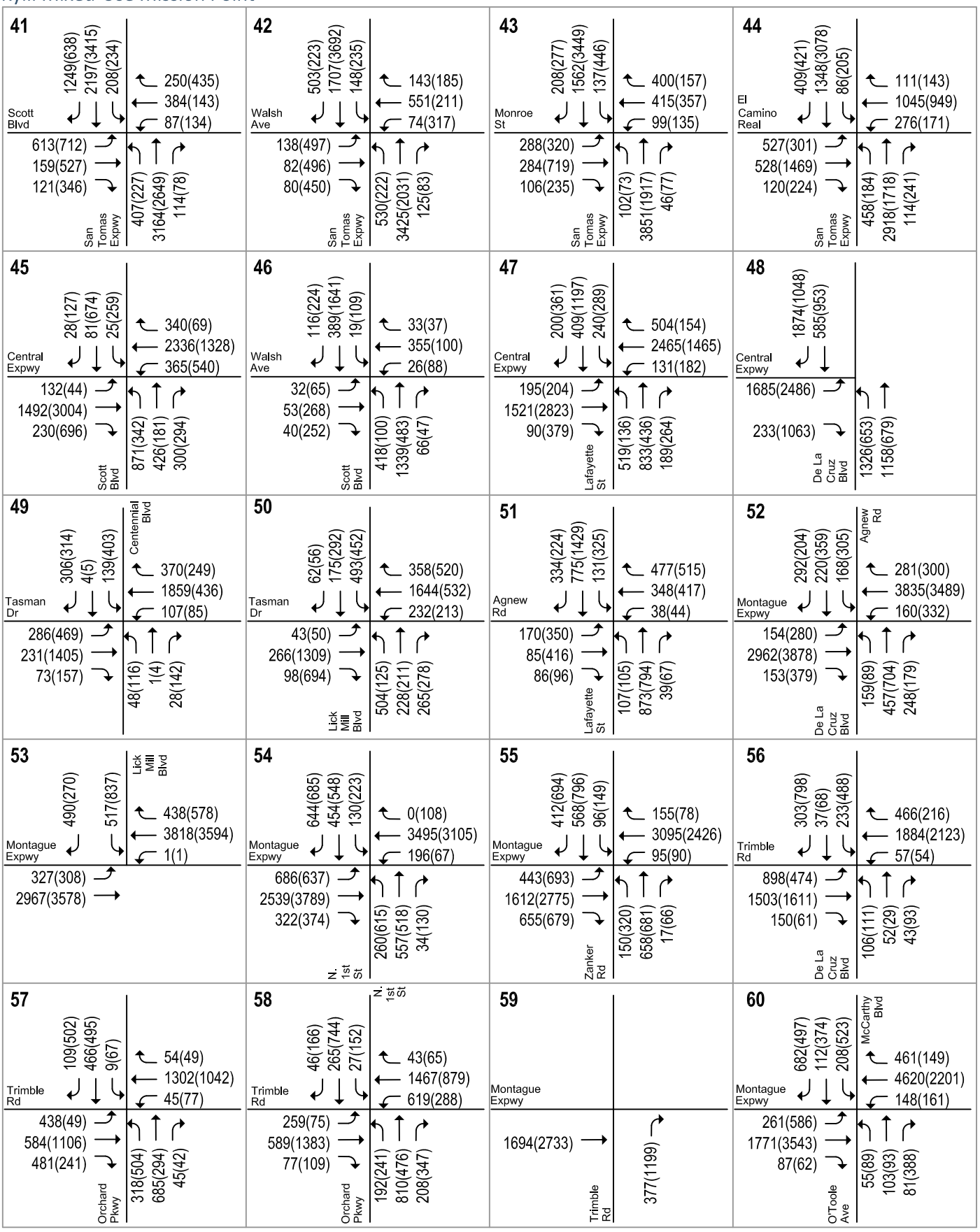
Figure 10
Background Plus Project Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 10
Background Plus Project Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 10
Background Plus Project Traffic Volumes

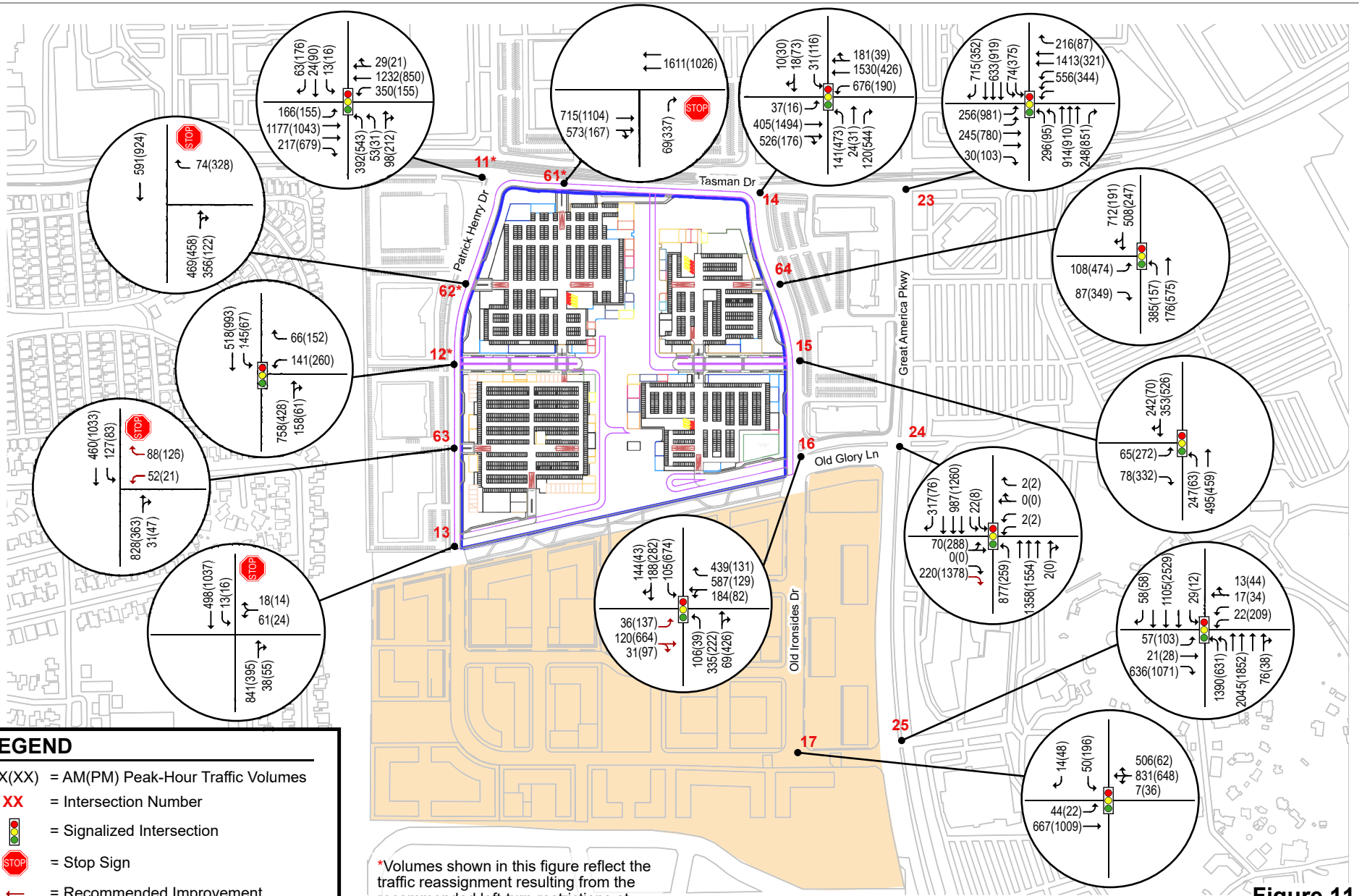


Figure 11
Background Plus Project Traffic Volumes and Recommended Lane Configuration and Traffic Control

Background Plus Project Intersection Levels of Service

The results of the intersection level of service analysis (see Table 9) show that the Project would cause adverse effects at the following 16 intersections:

3. Lawrence Expressway and Sandi Avenue/Lakehaven Drive (PM peak hour)
15. Old Ironsides Drive and Kylli Drive East (PM Peak hour)
24. Great America Parkway and Old Glory Lane (PM peak hour)
25. Great America Parkway and Patrick Henry Drive (PM peak hour)
31. Bowers Avenue and Central Expressway (PM peak hour)
40. Mission College Boulevard/Thomas Road and Montague Expressway (AM and PM peak hours)
41. San Tomas Expressway and Scott Boulevard (AM peak hour)
44. San Tomas Expressway and El Camino Real (AM peak hour)
45. Scott Boulevard and Central Expressway (PM peak hour)
47. Lafayette Street and Central Expressway (AM peak hour)
48. De La Cruz Boulevard and Central Expressway (AM peak hour)
51. Lafayette Street and Agnew Road (PM peak hour)
52. Agnew Road/De La Cruz Boulevard and Montague Expressway (AM peak hour)
54. N. 1st Street and Montague Expressway (AM peak hour)
60. McCarthy Boulevard/O'Toole Avenue and Montague Expressway (AM and PM peak hours)
64. Old Ironsides Drive and Kylli Project Driveway B (AM and PM peak hours)

The adverse effects and proposed improvements to alleviate the deficiencies are described below and the recommended improvements at the Project driveway intersections are shown on Figure 11.

The following study intersections also would operate at unacceptable levels of service under background plus project conditions.

5. Lawrence Expressway and US 101 Southbound Ramps (PM peak hour)
6. Lawrence Expressway and E. Arques Avenue (PM peak hour)
7. Lawrence Expressway and Kifer Road (AM and PM peak hours)
8. Lawrence Expressway and Reed Avenue/Monroe Street (AM peak hour)
42. San Tomas Expressway and Walsh Avenue (PM peak hour)

However, since the Project would not cause the critical-movement delay at the above signalized intersections to increase by four or more seconds and the V/C to increase by one percent (0.01) or more compared to background conditions, the Project would not have an adverse effect on the operation of those intersections. The level of service calculation sheets are included in Appendix A.

As explained previously, the travel demand model shows that the Project would cause a decrease in traffic volumes at some locations because the traffic generated by the proposed Project would cause changes in travel patterns for other nearby land uses. For example, the westbound through and right-turn movements at the Lawrence/Tasman intersection are expected to experience a decrease in traffic volume during the AM peak hour because some commuters traveling to jobs in the Moffett Park Specific Plan area would divert to alternate routes rather than travel on Tasman Drive adjacent to the Kylli site. As a result, the average intersection delay would be lower under background plus project conditions than under background conditions at a few intersections including the intersection of Lawrence Expressway and Tasman Drive in the AM peak hour.

Table 9
Background Intersection Levels of Service

#	Intersection		Peak Hour	Background (2030) Conditions: No Project Avg Delay	LOS	With Project Avg Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Project+Improv Avg Delay	LOS
1	Fair Oaks Avenue and Tasman Drive		AM	27.2	C	26.3	C	-8.0	0.019		
			PM	31.5	C	33.8	C	6.7	-0.033		
2	Lawrence Expressway and Tasman Drive		AM	61.0	E	56.6	E	-7.8	0.031		
	(CMP)		PM	65.8	E	67.0	E	-2.5	-0.013		
3	Lawrence Expwy and Sandia Av/Lakehaven Dr		AM	72.1	E	73.2	E	-3.1	0.036		
			PM	**100.9**	**F**	**144.4**	**F**	86.3	0.063		
4	Lawrence Expressway and US 101 NB Ramps		AM	13.7	B	13.3	B	-0.5	0.043		
			PM	15.1	B	18.2	B	6.6	0.041		
5	Lawrence Expressway and US 101 SB Ramps		AM	5.7	A	5.7	A	-0.3	0.042		
			PM	**126.5**	**F**	**127.9**	**F**	0.5	0.041		
6	Lawrence Expressway and E. Arques Ave.		AM	48.4	D	48.8	D	1.0	0.002		
	(CMP)		PM	**82.7**	**F**	**88.1**	**F**	1.4	-0.004		
7	Lawrence Expressway and Kifer Road		AM	**101.5**	**F**	**101.3**	**F**	4.5	0.001		
			PM	**173.2**	**F**	**171.9**	**F**	-0.7	-0.003		
8	Lawrence Expressway and Reed Ave/Monroe St		AM	**123.6**	**F**	**128.3**	**F**	3.2	0.007		
	(CMP)		PM	71.1	E	72.6	E	2.7	0.008		
9	Lawrence Expressway and El Camino Real		AM	32.7	C	32.6	C	-0.2	-0.007		
	(CMP)		PM	31.3	C	31.4	C	0.2	0.008		
10	Reamwood Avenue and Tasman Drive		AM	7.7	A	7.6	A	0.2	0.011		
			PM	12.2	B	11.3	B	-0.9	0.067		
11	Patrick Henry Drive and Tasman Drive	* [1]	AM	22.0	C	31.8	C	14.9	0.087	32.7	C
			PM	16.2	B	29.6	C	17.9	0.180	29.6	C
12	Patrick Henry Drive and Kylli Drive West (Future)	* [2]	AM	--	--	4.2	A	--	--	9.1	A
	(Unsignalized)		PM	--	--	19.0	C	--	--	13.5	B
13	Patrick Henry Drive and Kylli Drive South (Future)	*	AM	--	--	3.0	A	3.0	0.499		
	(Unsignalized)		PM	--	--	0.9	A	0.9	0.231		
14	Old Ironsides Drive and Tasman Drive	*	AM	6.4	A	25.5	C	40.8	0.352		
			PM	10.0	B	38.4	D	37.4	0.455		
15	Old Ironsides Drive and Kylli Drive East (Future)	*	AM	--	--	7.5	A	--	--	6.2	A
	(Unsignalized)		PM	--	--	**60.6**	**F**	--	--	17.8	B
16	Old Ironsides Drive and Old Glory Lane	*	AM	14.8	B	21.3	C	8.5	0.531		
			PM	11.5	B	35.8	D	32.3	0.689		
17	Old Ironsides Drive and Patrick Henry Drive	*	AM	3.6	A	24.6	C	31.4	0.493		
			PM	21.4	C	11.9	B	-8.1	-0.005		
18	Great America Parkway and SR 237 WB Ramps		AM	13.4	B	13.5	B	0.0	0.018		
	(CMP)		PM	19.0	B	19.8	B	1.2	0.041		
19	Great America Parkway and SR 237 EB Ramps		AM	10.5	B	10.6	B	0.2	0.000		
	(CMP)		PM	13.3	B	12.7	B	-0.6	0.045		
20	Great America Parkway and Great America Way		AM	22.6	C	22.6	C	0.2	0.069		
			PM	17.7	B	16.6	B	-1.2	0.043		
21	Great America Pkwy and Old Mt View-Alviso Rd		AM	20.9	C	20.8	C	-0.7	0.082		
			PM	40.0	D	37.7	D	-1.4	0.068		
22	Great America Parkway and Bunker Hill Lane		AM	13.2	B	12.9	B	-0.5	0.069		
			PM	30.2	C	30.7	C	1.0	0.085		
23	Great America Parkway and Tasman Drive	*	AM	43.8	D	50.7	D	18.0	0.233		
	(CMP)		PM	32.4	C	49.5	D	38.1	0.181		
24	Great America Parkway and Old Glory Lane	*	AM	11.1	B	48.1	D	65.8	0.535	49.6	D
			PM	20.9	C	**88.5**	**F**	**92.7**	**0.719**	51.1	D

Table 9 (Continued)
Background Intersection Levels of Service

#	Intersection		Peak Hour	Background (2030) Conditions: No Project Avg Delay	No Project LOS	With Project Avg Delay	With Project LOS	With Project Incr. In Crit. Delay	With Project Incr. In Crit. V/C	Project+Improv Avg Delay	Project+Improv LOS
25	Great America Parkway and Patrick Henry Drive	*	AM	26.5	C	30.5	C	10.8	0.256		
			PM	**105.7**	**F**	**142.7**	**F**	**54.2**	**0.133**		
26	Great America Pkwy and Mission College Blvd		AM	41.0	D	48.1	D	8.0	0.308		
	(CMP)		PM	42.3	D	45.0	D	2.6	0.090		
27	Great America Pkwy and US 101 NB Off Ramp		AM	10.9	B	10.3	B	-0.3	0.044		
	(CMP)		PM	9.6	A	8.8	A	-0.8	0.039		
28	Bowers Avenue and US 101 SB Off Ramp		AM	11.8	B	12.6	B	0.6	0.013		
	(CMP)		PM	10.8	B	11.3	B	0.5	-0.013		
29	Bowers Avenue and Augustine Drive		AM	25.2	C	26.0	C	4.0	0.002		
			PM	37.5	D	37.2	D	-0.6	-0.014		
30	Bowers Avenue and Scott Boulevard		AM	55.8	E	47.4	D	-20.4	-0.065		
	(CMP)		PM	38.5	D	38.5	D	0.4	0.009		
31	Bowers Avenue and Central Expressway		AM	**90.4**	**F**	**89.8**	**F**	**1.3**	**0.029**		
	(CMP)		PM	**105.5**	**F**	**111.1**	**F**	**7.6**	**0.017**		
32	Bowers Avenue and Kifer Road/Walsh Avenue		AM	36.2	D	35.8	D	-0.7	0.004		
			PM	30.5	C	30.8	C	0.4	0.006		
33	Bowers Avenue and Monroe Street		AM	33.1	C	33.6	C	0.6	0.017		
			PM	40.6	D	44.7	D	5.1	0.040		
34	Bowers Ave/Kiely Boulevard and El Camino Real		AM	28.9	C	28.9	C	0.0	0.010		
	(CMP)		PM	31.4	C	31.5	C	0.2	0.006		
35	Marriott Dwy and Mission College Blvd		AM	11.0	B	10.4	B	-0.3	0.102		
			PM	11.4	B	11.0	B	0.0	0.035		
36	Freedom Circle W and Mission College Blvd		AM	11.6	B	11.0	B	-0.2	0.091		
			PM	24.8	C	24.7	C	0.6	0.034		
37	Agnew/Freedom Circle E & Mission College Blvd		AM	32.3	C	32.5	C	0.0	0.101		
			PM	34.9	C	35.9	D	5.0	0.072		
38	Juliette Lane and Mission College Boulevard		AM	14.0	B	12.8	B	-19.9	0.097		
			PM	22.0	C	21.7	C	-0.3	0.020		
39	Burton Drive and Mission College Boulevard		AM	21.6	C	22.7	C	2.5	0.109		
			PM	18.5	B	18.4	B	0.0	0.020		
40	Mission College Blvd and Montague Expwy		AM	**103.1**	**F**	**113.9**	**F**	**17.6**	**0.065**	**81.4**	**F**
	(CMP)		PM	74.4	E	**81.5**	**F**	**9.1**	**0.016**	70.5	E
41	San Tomas Expressway and Scott Boulevard		AM	**82.4**	**F**	**89.0**	**F**	**9.8**	**0.026**	46.0	D
	(CMP)		PM	56.3	E	56.8	E	0.6	0.004	53.8	D
42	San Tomas Expressway and Walsh Avenue		AM	66.4	E	74.8	E	4.9	0.020		
			PM	**114.8**	**F**	**115.2**	**F**	**-0.5**	**-0.004**		
43	San Tomas Expressway and Monroe Street		AM	43.4	D	46.4	D	2.5	0.016		
	(CMP)		PM	45.3	D	45.4	D	0.0	0.009		
44	San Tomas Expressway and El Camino Real		AM	**81.5**	**F**	**86.1**	**F**	**5.2**	**0.020**		
	(CMP)		PM	74.2	E	78.9	E	8.2	0.026		
45	Scott Boulevard and Central Expressway		AM	70.6	E	78.1	E	12.6	0.012	78.0	E
	(CMP)		PM	**112.0**	**F**	**114.5**	**F**	**4.5**	**0.012**	**105.9**	**F**
46	Scott Boulevard and Walsh Avenue		AM	27.2	C	27.4	C	0.2	0.011		
			PM	37.4	D	37.8	D	0.2	0.000		
47	Lafayette Street and Central Expressway		AM	74.0	E	**80.3**	**F**	**11.0**	**0.033**		
	(CMP)		PM	62.9	E	67.0	E	9.2	0.025		
48	De la Cruz Boulevard and Central Expressway		AM	**115.5**	**F**	**125.8**	**F**	**13.0**	**0.016**		
	(CMP)		PM	71.1	E	72.1	E	2.4	0.003		

Table 9 (Continued)
Background Intersection Levels of Service

#	Intersection		Peak Hour	Background (2030) Conditions: No Project Avg Delay	No Project LOS	With Project Avg Delay	With Project LOS	With Project Incr. In Crit. Delay	With Project Incr. In Crit. V/C	Project+Improv Avg Delay	Project+Improv LOS
49	Centennial Boulevard and Tasman Drive		AM	29.6	C	31.6	C	2.2	0.040		
			PM	35.8	D	36.0	D	0.3	0.003		
50	Lick Mill Boulevard and Tasman Drive		AM	42.5	D	44.5	D	3.2	0.041		
			PM	41.0	D	40.4	D	-2.3	-0.022		
51	Lafayette Street and Agnew Road		AM	30.4	C	33.2	C	1.5	0.062		
			PM	**59.4**	**E**	**72.1**	**E**	**20.0**	**0.052**		
52	Agnew Rd/De La Cruz Blvd and Montague Expwy		AM	**92.1**	**F**	**97.3**	**F**	**7.8**	**0.078**		
	(CMP)		PM	**107.9**	**F**	**107.5**	**F**	**-0.3**	**-0.002**		
53	Lick Mill Boulevard and Montague Expressway		AM	55.2	E	51.0	D	-7.2	0.010		
			PM	45.5	D	65.0	E	37.1	0.054		
54	N. 1st Street and Montague Expressway		AM	**133.9**	**F**	**139.2**	**F**	**8.7**	**0.029**		
	(CMP)		PM	**130.8**	**F**	**131.5**	**F**	**-6.5**	**-0.012**		
55	Zanker Road and Montague Expressway		AM	58.0	E	63.7	E	9.6	0.037		
	(CMP)		PM	79.9	E	74.6	E	-9.8	-0.035		
56	De la Cruz Boulevard and W Trimble Road		AM	37.4	D	38.5	D	1.8	0.035		
	(CMP)		PM	61.6	E	63.9	E	4.3	0.014		
57	Orchard Pkwy and W Trimble Road		AM	45.9	D	46.4	D	0.8	0.015		
			PM	43.9	D	43.6	D	0.0	0.004		
58	N. 1st Street and Trimble Road		AM	40.7	D	41.2	D	1.2	0.030		
	(CMP)		PM	39.8	D	39.9	D	0.0	0.011		
59	Trimble Road and Montague Expressway		AM	16.7	B	16.8	B	0.1	-0.002		
	(CMP)		PM	28.5	C	28.1	C	-0.4	0.015		
60	McCarthy Blvd/O'Toole Av and Montague Expwy		AM	77.0	E	**87.6**	**F**	**14.9**	**0.051**		
	(CMP)		PM	**129.0**	**F**	**135.4**	**F**	**14.9**	**0.020**		
61	Kylli Project Driveway A and Tasman Drive	* [1]	AM	--	--	0.4	A	0.4	0.177	0.4	A
	(Unsignalized)		PM	--	--	7.6	A	7.6	0.915	8.1	A
62	Patrick Henry Drive and Kylli Project Driveway A	* [3]	AM	--	--	10.9	B	--	--	0.7	A
	(Unsignalized)		PM	--	--	25.8	D	--	--	4.4	A
63	Patrick Henry Drive and Kylli Project Driveway D	* [4]	AM	--	--	10.3	B	--	--	5.3	A
	(Unsignalized)		PM	--	--	2.5	A	--	--	2.0	A
64	Old Ironsides Drive and Kylli Project Driveway B	*	AM	--	--	**121.3**	**F**	--	--	12.2	B
	(Unsignalized)		PM	--	--	**279.1**	**F**	--	--	20.3	C

Notes:

SCC = Santa Clara County, SC = Santa Clara, SJ = San Jose, SV = Sunnyvale

*Project trips at these intersections reflect the allocation of development among different areas shown in the April 2023 Rezoning Application as well as a five percent buffer applied to all non-residential project components to provide flexibility for future shifts in development from one area to another.

1. LOS under project plus improvements conditions reflect the traffic reassignment resulting from the recommended left-turn restrictions at intersection #62, Patrick Henry Drive and Kylli Driveway A.

2. LOS under project plus improvements conditions reflect the traffic reassignment resulting from the recommended left-turn restrictions at intersection #62, Patrick Henry Drive and Kylli Driveway A and recommended traffic signal under cumulative plus project conditions.

3. Inbound and outbound left turn restrictions are recommended due to need for additional queue storage for the northbound left-turn movement at the Patrick Henry/Tasman intersection and the poor LOS for outbound (westbound) movements under cumulative conditions.

4. LOS under project plus improvements conditions reflect the recommended improvements to widen westbound approach to include one right-turn lane and one left-turn lane under cumulative plus project conditions.

Bold indicates a substandard level of service.

Bold indicates an adverse effect caused by the project.

Adverse Effects and Recommended Improvements

This section discusses the adverse effects identified under background plus project conditions and proposed improvements to address the deficiencies under this scenario. As previously stated, adverse effects on intersection operations do not constitute significant impacts under CEQA.

3. Lawrence Expressway and Sandia Avenue/Lakehaven Drive

This intersection would operate at an unacceptable LOS F under background no project conditions during the PM peak hour. The Project would cause the average critical movement delay to increase by 86.3 seconds and the critical v/c to increase by 0.063 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by widening Lawrence Expressway to add a fifth through lane on the northbound and southbound approaches. However, this improvement is not feasible because it would require acquisition of additional right of way and negatively impact adjacent properties.

The Long-Range Transportation Plan for Santa Clara County (VTP2040) lists a project (VTP ID# R39) that would realign Wildwood Avenue to connect directly with Lawrence Expressway and create a new signalized intersection at Lawrence Expressway and Wildwood Avenue. This improvement would have a beneficial effect on traffic operations at the Lawrence/Sandia/Lakehaven intersection. The Project should provide fair-share funding towards this improvement. Lawrence Expressway is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that this improvement is completed.

12. Patrick Henry Drive and Kylli Drive West

The Project would vacate Democracy Way and construct a new private street, labeled as Kylli Drive in the Project plans, to the south of the current alignment. This future realigned roadway would connect to Patrick Henry Drive on the west and create a new T-intersection. It was assumed that the east leg of the intersection (Kylli Drive West) would include one left-turn lane and one right-turn lane and would be controlled by a stop sign. This future unsignalized intersection would operate at an acceptable LOS C or better under background plus project conditions during the AM and PM peak hour.

The intersection is not expected to satisfy the peak-hour signal warrant during the AM or PM peak hour under background plus project conditions, however cumulative plus project traffic volumes are expected to warrant signalization. Furthermore, the recommended left-turn restriction at the adjacent intersection of Patrick Henry Drive and Kylli Driveway A would cause more inbound and outbound Project trips to use this intersection. With a traffic signal and diverted Project trips from Kylli Driveway A, the intersection would operate at an acceptable LOS B or better under background plus project conditions during both AM and PM peak hours. The new traffic signal at this intersection will be required when development occurs in either Area A, north of Kylli Drive West, or Area D, south of Kylli Drive West. However, construction of the new traffic signal may be deferred at the discretion of the City of Santa Clara if a signal is not yet warranted at the time that development occurs in these areas. The cost of this improvement will be fully funded by the Project.

15. Old Ironsides Drive and Kylli Drive East

The Project would vacate Democracy Way and construct a new private street, labeled as Kylli Drive in the Project plans, to the south of the current alignment. This future realigned roadway would connect to Old Ironsides Drive on the east and create a new T-intersection. It was assumed that the west leg of the intersection (Kylli Drive East) would include one left-turn lane and one right-turn lane and would be controlled by a stop sign. This future unsignalized intersection would operate at an unacceptable LOS F under background plus project conditions during the PM peak hour. The poor level of service is due to the projected increase in traffic volumes on Old Ironsides Drive, which would cause high delay for

vehicles exiting the Project under one-way stop control. Furthermore, the intersection is expected to satisfy the peak-hour signal warrant during the PM peak hour. This constitutes an adverse effect on intersection operations. The intersection also would operate at LOS F as a single-lane roundabout. Intersection operations could be improved by installing a traffic signal. With the recommended improvement, the intersection would operate at an acceptable LOS B or better during both AM and PM peak hours under background plus project conditions. The cost of this improvement will be fully funded by the Project.

24. Great America Parkway and Old Glory Lane

This City of Santa Clara intersection would operate at an acceptable LOS C under background no project conditions during the PM peak hour. The Project would cause the intersection to degrade to an unacceptable LOS F during the PM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by adding a second eastbound right-turn lane. Dual right-turn lanes are not recommended in many locations due to conflicts with bikes and pedestrians. However, this intersection does not have a crosswalk on the south leg so dual eastbound right-turn lanes would not create a hazard for pedestrians. Furthermore, a multipurpose trail is planned adjacent to Old Glory Lane so bikes would not have to make their way across dual right-turn lanes. With the recommended dual right-turn lanes, the intersection is expected to operate at an acceptable LOS D during both the AM and PM peak hours. The cost of this improvement will be fully funded by the Project. Should the SFPUC not approve any work within the southwest corner of the intersection, an equivalent improvement shall be provided to the City to the satisfaction of the City Engineer.

25. Great America Parkway and Patrick Henry Drive

This City of Santa Clara intersection would operate at an unacceptable LOS F during the PM peak hour under background conditions. The Project would cause the average critical movement delay to increase by 54.2 seconds and the critical v/c to increase by 0.133 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by constructing a second eastbound right-turn lane. Although intersection widening for dual right-turn lanes may improve vehicle operations, this improvement conflicts with bicycle and pedestrian policies within the City's *2010-2035 General Plan* (GP), *2018 Bicycle Master Plan* (BMP), and *2019 Pedestrian Master Plan* (PMP). Intersection widening is discouraged by GP Policy 5.8.2-P2 and PMP Policies 1.A.3, 2.A.1, and 2.A.4. Dual right-turn lanes result in challenges with visibility between turning vehicles and pedestrians (*Caltrans Highway Design Manual* 403.6(1)) and this conflicts with GP Policy 5.8.4-P13, BMP Policy 1.A.2 and PMP Policies 1.A.3 and 2.A.5. Furthermore, intersection widening reduces the width of sidewalks and conflicts with GP Policy 5.8.2-P1 and the PMP Pedestrian Recommendation Toolbox. Therefore, intersection widening for dual right-turn lanes is not recommended at this location.

The City's *Bicycle Master Plan Update 2018* identified an improvement that would construct a Class IV separated bikeway on Great America Parkway between Patrick Henry Drive and Tasman Drive. This multimodal improvement would encourage residents and employees to leave their vehicles at home by adding a physical barrier between the existing bicycle lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. Furthermore, the Creek Trail Network Expansion Master Plan identifies a Class I shared bicycle and pedestrian trail along the Hetch Hetchy Corridor. The Hetch Hetchy trail would run adjacent to the southern edge of the Project site and provide a direct connection to several other area trails including the Calabazas Creek trail, the San Tomas Aquino Creek trail, and the Guadalupe River trail. The Project should pay a fair share fee for future construction of the bikeway on Great America Parkway and the Hetch Hetchy trail.

31. Bowers Avenue and Central Expressway

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F under background no project conditions during the AM and PM peak hours. The Project would cause the intersection's average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Physical improvements that would add turn lanes or through travel lanes are not feasible at this intersection. The City's *Bicycle Master Plan Update 2018* identified an improvement that would construct a Class IV separated bikeway on Bowers Avenue. This multimodal improvement would encourage residents and employees to leave their vehicles at home by adding a physical barrier between the existing bicycle lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. The Project should pay a fair share fee for future construction of the bikeway on Bowers Avenue.

40. Mission College Boulevard/Thomas Road and Montague Expressway

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F during the AM peak hour and at an acceptable LOS E during the PM peak hour under background conditions. The Project would cause the average critical movement delay to increase by more than four seconds and the critical v/c to increase by more than 0.01 during the AM peak hour and would cause the intersection to degrade to an unacceptable LOS F during the PM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by constructing a third eastbound left-turn lane and reconfiguring the northbound Mission College Boulevard to include three receiving lanes to receive the triple eastbound left-turn lanes. With the recommended third eastbound left-turn lane, intersection operations could be improved to an acceptable LOS E during the PM peak hour. During the AM peak hour, while the intersection would continue to operate at an unacceptable LOS F with this improvement, the delay would be less than under no project conditions. The Project should provide fair-share funding towards this improvement. The funds collected for this improvement are subject to programming by the County for Board-approved projects to the benefit of this intersection. This expressway intersection is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that this improvement is completed.

41. San Tomas Expressway and Scott Boulevard

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F under background no project conditions during the AM peak hour. The Project would cause the average critical movement delay to increase by more than four seconds and the critical v/c to increase by more than 0.01 during the AM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by reconfiguring the eastbound approach to include three left-turn lanes, one through lane, and one shared through/right-turn lane. This improvement would also require removal of the triangular (porkchop) raised islands, reductions to right-turn radii, and traffic signal modifications. With the recommended improvements, the intersection is expected to operate at an acceptable LOS D during both the AM and PM peak hours. The Project should provide fair-share funding towards this improvement. The funds collected for this improvement are subject to programming by the County for Board-approved projects to the benefit of this intersection. This expressway intersection is under the jurisdiction of Santa Clara County. Thus, City cannot guarantee that this improvement is completed.

44. San Tomas Expressway and El Camino Real

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F during the AM peak hour under background no project conditions. The Project would cause the intersection's average critical movement delay to increase by 5.2 seconds and the critical v/c to increase by 0.02 during the AM peak hour. This constitutes an adverse effect on intersection operations.

Physical improvements that would add turn lanes or through travel lanes are not feasible at this intersection. The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on El Camino Real. This improvement, which is identified in the City's *Bicycle Master Plan Update 2018*, would provide an important link for cyclists between the eastern and western portions of Santa Clara. This multimodal improvement would encourage residents and employees to leave their vehicles at home by adding a physical barrier between the existing bicycle lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. Furthermore, the VTA is leading a multijurisdictional effort to implement a connected Transit Signal Priority (TSP) system across Santa Clara County. The TSP improvement would help reduce travel times on VTA busses on El Camino Real and other roadways, making public transit more competitive with private automobile travel, and thus reducing the number of auto trips. The Project should pay a fair share fee for future construction of the bikeway on El Camino Real and the VTA TSP improvement at this intersection. San Tomas Expressway is under the jurisdiction of Santa Clara County while El Camino Real is a State Route under Caltrans jurisdiction. Thus, the City cannot guarantee that these improvements are completed.

45. Scott Boulevard and Central Expressway

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F under background no project conditions during the PM peak hour. The Project would cause the intersection's average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by reconfiguring the southbound approach on Scott Boulevard to include to include two left-turn lanes, two through lanes, and one exclusive right-turn lane; removing the pork-chop island on the southbound approach and then reducing the northwest corner radii,, modifying the traffic signal, and constructing ADA curb ramps. While the intersection would continue to operate at an unacceptable LOS F with this improvement during the PM peak hour, the delay would be less than under no project conditions. The Project should provide fair-share funding towards this improvement. This expressway intersection is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that this improvement is completed.

47. Lafayette Street and Central Expressway

This CMP intersection in the City of Santa Clara would operate at an acceptable LOS E under background no project conditions during the AM peak hour. The Project would cause the intersection to degrade to an unacceptable LOS F during the AM peak hour. This constitutes an adverse effect on intersection operations.

The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on Lafayette Street. This multimodal improvement, which is identified in the City's *Bicycle Master Plan Update 2018*, would encourage residents and employees to bicycle to nearby destinations. In addition, the County plans to remove pork-chop islands, reduce corner radii, realign the crosswalks, and install ADA curb ramps, which would facilitate pedestrian travel. The Project should provide fair-share funding towards these improvements. This expressway intersection is under the jurisdiction of

Santa Clara County. Thus, the City cannot guarantee that the pedestrian spot improvements are completed.

48. De La Cruz Boulevard and Central Expressway

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F under background no project conditions during the AM peak hour. The Project would cause the intersection's average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during the AM peak hour. This constitutes an adverse effect on intersection operations.

The analysis of background conditions assumes the following planned improvements at this intersection: a third southbound through lane and a second southbound right-turn lane; a second eastbound right-turn lane; a third northbound left-turn lane and removal of one northbound through lane. Further improvements are not considered feasible since it would require extensive widening to add additional through lanes on both roadways and would entail acquisition of additional right of way adversely affecting adjacent properties as well as reconstruction of the railroad bridge over Central Expressway just west of the intersection.

The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on De La Cruz Boulevard. This improvement, which is identified in the City's *Bicycle Master Plan Update 2018*, would provide an important link for cyclists between the southern and northern portions of Santa Clara and connect to buffered bike lanes on Trimble Road in San José. This intersection is also included in the City of Santa Clara *Multimodal Improvement Plan* (MIP). MIP Actions intended to address the LOS deficiency at this intersection include installation of crosswalk motion sensors, accessible pedestrian signals, upgraded safety lighting, travel time data collection systems, traffic monitoring cameras, and periodic retiming of signal coordination at intersections along De La Cruz Boulevard. The Project should provide fair-share funding towards these multimodal improvements. This expressway intersection is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that MIP improvements are completed.

51. Lafayette Street and Agnew Road

This City of Santa Clara intersection would operate at an unacceptable LOS E under background no project conditions during the PM peak hour. The Project would cause the intersection's average critical delay to increase by more than 4.0 seconds and critical v/c to increase by more than 0.01 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations under background conditions could be improved by adding a southbound right-turn lane. However, the addition of a southbound right-turn lane is considered infeasible because it would require the acquisition of additional right of way.

The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on Lafayette Street. This multimodal improvement, which is identified in the City's *Bicycle Master Plan Update 2018*, would encourage residents and employees to bicycle to nearby destinations. The Project should provide fair-share funding towards this multimodal improvement.

52. Agnew Road/De La Cruz Boulevard and Montague Expressway

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F under background no project conditions during the AM peak hour. The Project would cause the intersection's average critical delay to increase by more than 4.0 seconds and critical v/c to increase by more than 0.01 during the AM peak hour. This constitutes an adverse effect on intersection operations.

The adverse effect at this intersection could be partially offset by the implementation of improvements listed in the City of Santa Clara *Multimodal Improvement Plan* (MIP). MIP Actions intended to address the LOS deficiency at this intersection include installation of crosswalk motion sensors, accessible pedestrian signals, upgraded safety lighting, travel time data collection systems, traffic monitoring cameras, and periodic retiming of signal coordination at intersections along Agnew Road/De La Cruz Boulevard. The Project should provide fair-share funding towards these multimodal improvements. This expressway intersection is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that these improvements are completed.

54. N. 1st Street and Montague Expressway

This CMP intersection in the City of San José would operate at an unacceptable LOS F under background conditions during the AM peak hour. The Project would cause the intersection's average critical movement delay to increase by 8.7 seconds and the critical v/c to increase by 0.029 during the AM peak hour. This constitutes an adverse effect on intersection operations.

The need for a grade-separated interchange at this location was identified in VTA's Transit Plan. The Project should provide fair-share funding towards this improvement. The funds collected for this improvement are subject to programming by the City of San Jose and Santa Clara County for projects to the benefit of this intersection. The City of Santa Clara would impose a condition on the Project to pay fair share fees towards this improvement. However, the improvement is outside the jurisdiction of City of Santa Clara, therefore, the City of Santa Clara cannot guarantee the improvement will be implemented.

60. McCarthy Boulevard/O'Toole Avenue and Montague Expressway

This CMP intersection in the City of San José would operate at an acceptable LOS E and an unacceptable LOS F under background conditions during the AM and PM peak hours, respectively. The Project would cause the intersection to degrade to LOS F during the AM peak hour and cause the intersection's average critical movement delay to increase by 14.9 seconds and the critical v/c to increase by 0.02 during the PM peak hour. This constitutes an adverse effect on intersection operations.

A grade-separated interchange at this location was identified in the recently retired North San Jose Development Policy. Although the policy has officially been closed out, many of the improvements are still planned and are described in a settlement agreement between the City of San Jose and the County of Santa Clara. The Project should provide fair-share funding towards this improvement. The funds collected for this improvement are subject to programming by the City of San Jose and Santa Clara County for projects to the benefit of this intersection. The City of Santa Clara would impose a condition on the Project to pay fair share fees towards this improvement. However, the improvement is outside the jurisdiction of City of Santa Clara, therefore, the City of Santa Clara cannot guarantee the improvement will be implemented.

62. Patrick Henry Drive and Kylli Driveway A

This Project driveway intersection would operate at an acceptable LOS D or better during the AM and PM peak hours under background plus project conditions. However, due to the need to increase the queue storage for the northbound left-turn movement at the Patrick Henry/Tasman intersection and the poor LOS for outbound (westbound) movements under cumulative conditions at this intersection, it is recommended that inbound and outbound left turns be prohibited. With the recommended turn restrictions, the intersection would operate at an acceptable LOS A during both peak hours.

63. Patrick Henry Drive and Kylli Driveway D

This Project driveway intersection would operate at an acceptable LOS B or better during the AM and PM peak hours with stop control on the driveway under background plus project conditions. Intersection LOS under project plus improvements conditions reflect the recommended improvements to widen the westbound approach to include one right-turn lane and one left-turn lane under cumulative plus project conditions. The cost of this improvement would be fully funded by the Project. With the recommended improvements at this intersection, the intersection would operate at an acceptable LOS A during both peak hours with stop control on the driveway.

64. Old Ironsides Drive and Kylli Driveway B

This Project driveway intersection would operate at an unacceptable level (LOS F) during the AM and PM peak hours with stop control on the driveway under background plus project conditions. The intersection also would operate at LOS F as a single-lane roundabout. The intersection is expected to meet the peak-hour signal warrant under background plus project conditions.

Intersection operations could be improved by installing a traffic signal. With the recommended improvement, the intersection is expected to operate at an acceptable LOS C or better during both AM and PM peak hours. The cost of this improvement will be fully funded by the Project.

Summary of Background Plus Project Conditions

Table 10 presents a summary of the intersections that would be adversely affected under background plus project conditions and the improvements recommended. The table also shows the development level triggering the need for each improvement both as a percentage of the Project buildout trips and as the total non-residential development size (1,000 square feet or ksf) constructed by the Project. For the purpose of this sensitivity analysis, residential development should be converted to non-residential floor area at a rate of 212 square feet (0.212 ksf) per dwelling unit. With the exception of planned improvements to intersections on County Expressways and planned multimodal improvements, to which the Project would pay a fair-share contribution, the Project will fully fund the improvements required to offset adverse effects identified under background plus project conditions. For improvement projects where Kylli would be required to pay a fair share fee, the City will consider other funding sources when calculating Kylli's fair share amount.

Table 10
Summary of Affected Intersections under Background Plus Project Conditions

#	Intersection	Jurisdiction	Development Level Triggering Need for Improvement %(non-resid ksf)[1]	Recommended Improvements	Project Responsibility
3	Lawrence Expwy and Sandia Av/Lakehaven Dr	SCC	14% 489	Realign Wildwood Avenue to connect with Lawrence Expressway and create a new signalized intersection (VTP 2040)	% of Total Traffic
12	Patrick Henry Drive and Kylli Drive West (Future) *(Unsignalized)*	SC	n/a [2]	Signalize	100%
15	Old Ironsides Drive and Kylli Drive East (Future) *(Unsignalized)*	SC	n/a [3]	Signalize	100%
24	Great America Parkway and Old Glory Lane	SC	76% 2,656	Add 2nd EBR lane	100%
25	Great America Parkway and Patrick Henry Drive	SC	7% 245	Construct Class IV bike lane on Great America Parkway from Old Glory to Tasman (Bicycle Master Plan Update 2018) and Construct Hetch Hetchy Trail east of Old Ironsides Drive (Creek Trail Network Expansion Master Plan)	% of Total Traffic
31	Bowers Avenue and Central Expressway (CMP)	SCC	50% 1,747	Construct Class IV separated bikeway on Bowers Avenue (Bicycle Master Plan Update 2018)	% of Total Traffic
40	Mission College Blvd and Montague Expwy (CMP)	SCC	24% 839	Add 3rd EBL lane and reconfiguring the north leg to include 3 receiving lanes.	% of Total Traffic
41	San Tomas Expressway and Scott Boulevard (CMP)	SCC	40% 1,398	Reconfigure EB approach to include 3 LT lanes, 1 TH lane, and 1 shared TH/RT lane, remove triangular islands, reduce RT radii, signal modifications.	% of Total Traffic
44	San Tomas Expressway and El Camino Real (CMP)	SCC	74% 2,586	Construct a Class IV separated bikeway on El Camino Real (Bicycle Master Plan Update 2018) and implement the VTA Transit Signal Priority (TSP) improvement at this intersection	% of Total Traffic
45	Scott Boulevard and Central Expressway *(CMP)*	SCC	85% 2,970	Reconfigure southbound approach on Scott Ave. to include 2 LT lanes, 2 TH lanes, and 1 exclusive RT Lane, signal modifications, remove triangular island, reduce RT radii, construct ADA curb ramps	% of Total Traffic
47	Lafayette Street and Central Expressway *(CMP)*	SCC	94% 3,285	Construct Class IV separated bikeway on Lafayette Street (Bicycle Master Plan Update 2018). Remove triangular islands, reduce corner radii, realign crosswalks, and install ADA curb ramps.	% of Total Traffic
48	De la Cruz Boulevard and Central Expressway (CMP)	SCC	58% 2,027	Construct a Class IV separated bikeway on De La Cruz Boulevard (Bicycle Master Plan Update 2018) and install crosswalk motion sensors, accessible pedestrian signals, upgraded safety lighting, travel time data collection systems, traffic monitoring cameras, and periodic retiming of signal coordination at intersections along De La Cruz Boulevard (Multimodal Improvement Plan).	% of Total Traffic
51	Lafayette Street and Agnew Road	SC	20% 699	Construct a Class IV separated bikeway on Lafayette Street (Bicycle Master Plan Update 2018)	% of Total Traffic

Table 10 (continued)
Summary of Affected Intersections under Background Plus Project Conditions

#	Intersection	Jurisdiction	Development Level Triggering Need for Improvement %(non-resid ksf)[1]	Recommended Improvements	Project Responsibility
52	Agnew Rd/De La Cruz Blvd and Montague Expwy (CMP)	SCC	58% 2,027	Install crosswalk motion sensors, accessible pedestrian signals, upgraded safety lighting, travel time data collection systems, traffic monitoring cameras, and periodic retiming of signal coordination at intersections along Agnew Road/De La Cruz Boulevard (Multimodal Improvement Plan).	% of Total Traffic
54	N. 1st Street and Montague Expressway (CMP)	SCC	46% 1,608	Construct a grade separated interchange (VTA Transit Plan)	% of Total Traffic
60	McCarthy Blvd/O'Toole Av and Montague Expwy (CMP)	SCC	28% 978	Construct a partial grade separated interchange (Measure B Expressway Program)	% of Total Traffic
62	Patrick Henry Drive and Kylli Project Driveway A	SC	n/a [4]	Prohibit inbound and outbound left-turns	100%
63	Patrick Henry Drive and Kylli Project Driveway D	SC	n/a [5]	Widen westbound approach to include one right-turn lane and one left-turn lane	100%
64	Old Ironsides Drive and Kylli Project Driveway B	SC	n/a [6]	Signalize	100%

Notes:
SCC = Santa Clara County, SC = Santa Clara, SJ = San Jose, SV = Sunnyvale
1. For the purpose of this sensitivity analysis, residential development should be converted to non-residential floor area at a rate of 212 square feet (0.212 ksf) per dwelling unit.
2. Signalization required upon construction of Area A or Area D.
3. Signalization required upon construction of Area B or Area C.
4. Required upon construction of Area A.
5. Required upon construction of Area D.
6. Signalization required upon construction of Area B.

5. Cumulative Conditions

This chapter describes the roadway traffic operations under cumulative no project and cumulative plus project conditions. Cumulative conditions represent the Year 2035. Cumulative no project conditions include all anticipated developments in the area including the buildout of the Patrick Henry Drive Specific Plan (Option 2) and the buildout of the Freedom Circle Focus Area. Cumulative plus project conditions were evaluated relative to cumulative no project conditions to identify adverse effects of the Project. This chapter describes cumulative improvements assumed in the Year 2035 transportation network, the procedure used to forecast cumulative traffic volumes, the resulting traffic conditions, and improvements recommended to alleviate adverse effects of the Project.

Roadway Network under Cumulative Conditions

The transportation network under cumulative conditions is assumed to include all of the background transportation improvements described in Chapter 3 plus the following additional improvements, which are either planned CIP projects, or improvements that will be fully funded by Related Santa Clara (City Place), Patrick Henry Drive Specific Plan developments, or Freedom Circle Focus Area developments. Figure 12 shows the lane configurations at the study intersections under cumulative conditions.

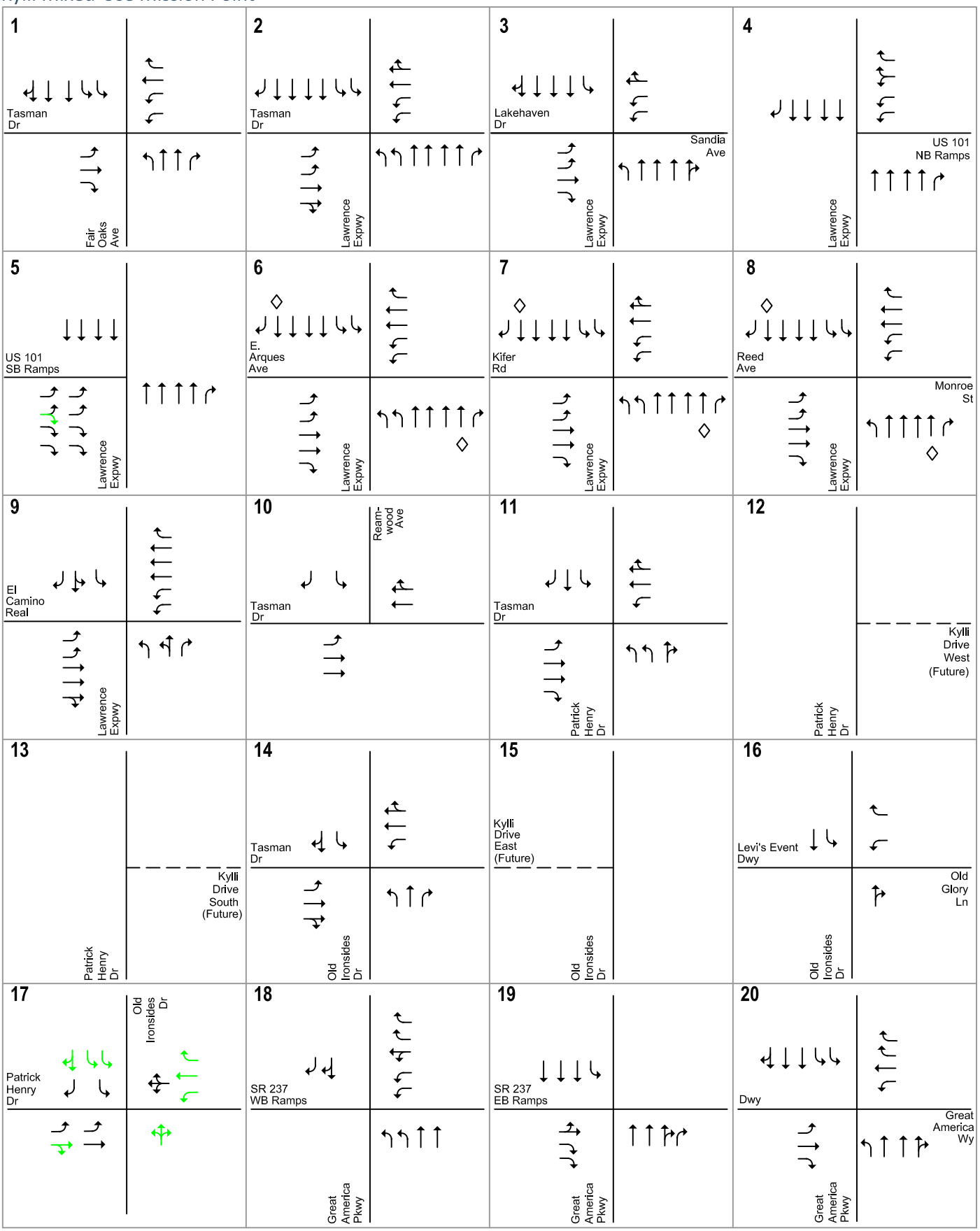
5. Lawrence Expressway and US 101 Southbound Ramps: convert eastbound left-turn lane to a shared left-turn/right-turn lane.

17. Old Ironsides Drive and Patrick Henry Drive: reconfigure southbound approach to include two left-turn lanes and one shared through/right-turn lane; reconfigure eastbound approach to include one left-turn lane and one shared through/right-turn lane; reconfigure westbound approach to include one left-turn lane, one through lane, and one right-turn lane; relocate the driveway for the property on the south side of Patrick Henry Drive to align with Old Ironsides Drive.

24. Great America Parkway and Old Glory Lane: add a second northbound left-turn lane.

33. Bowers Avenue and Monroe Street: add a northbound left-turn lane and a southbound left-turn lane and change northbound and southbound approaches from split to protected left-turn phasing.

36. Freedom Circle (W) and Mission College Boulevard: add an eastbound right-turn lane; remove west leg crosswalk; relocate bus stops to the east side of the intersection; restripe south leg with one left-turn, one shared through/left-turn lane, one right-turn lane; and implement split-phase signal control on the north and south legs.



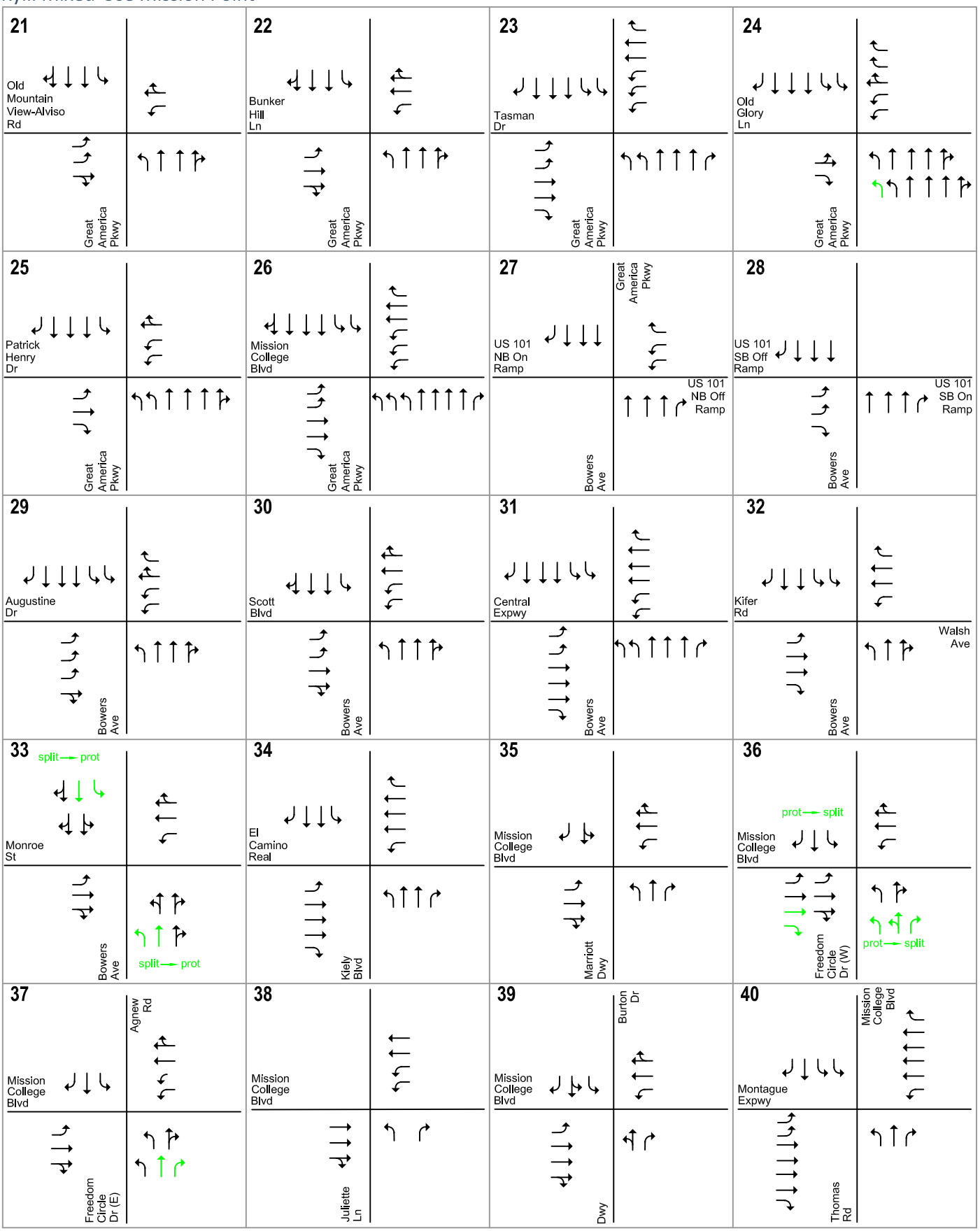
LEGEND

← = Cumulative Improvement

◇ = HOV Lane

Figure 12
Cumulative No Project Lane Configurations

NORTH
Not to Scale

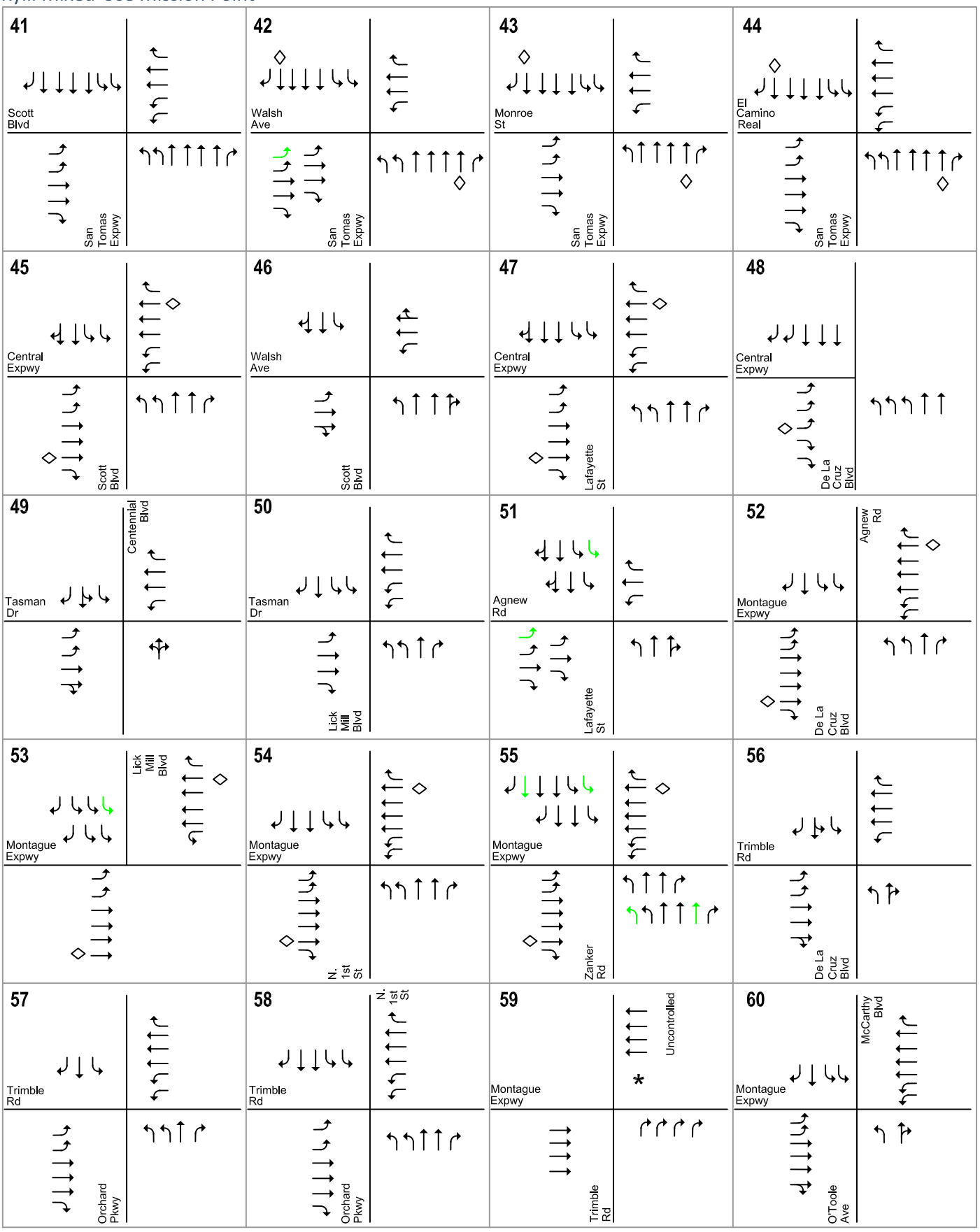


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← = Cumulative Improvement

◇ = HOV Lane

Figure 12
Cumulative No Project Lane Configurations



LEGEND

← = Cumulative Improvement

◇ = HOV Lane

* The WBL will be replaced with a new flyover to serve WBL to SB direction.

Figure 12
Cumulative No Project Lane Configurations

37. Agnew Road/Freedom Circle (E) and Mission College Boulevard: add a northbound right-turn lane.

42. San Tomas Expressway and Walsh Avenue: add a second eastbound left-turn lane.

51. Lafayette Street and Agnew Road: add a second eastbound left-turn lane and a second southbound left-turn lane.

53. Lick Mill Boulevard and Montague Expressway: add a third southbound left-turn lane.

55. Zanker Road and Montague Expressway: widen Zanker Road to three lanes in northbound and southbound directions from River Oaks Parkway to Trimble Road; Add a second northbound left-turn lane and a second southbound left-turn lane.

The transportation network under cumulative conditions is also assumed to include the following proposed improvements identified for the Freedom Circle Focus Area: converting Hichborn Drive from one-way (eastbound only) flow to two-way flow with a 60-foot right-of-way width, adding a traffic signal at Great America Parkway and Hichborn Drive to allow left and right turns in and out, and synchronizing the new signal with the traffic signal at Great America Parkway and Mission College Boulevard. In addition, the US 101 northbound off-ramp right turn to northbound Great America Parkway would be modified to reduce the curb radius to 50 feet.

Cumulative plus project conditions assume the above transportation improvements plus improvements at intersections that provide access to the Project described in Chapter 4.

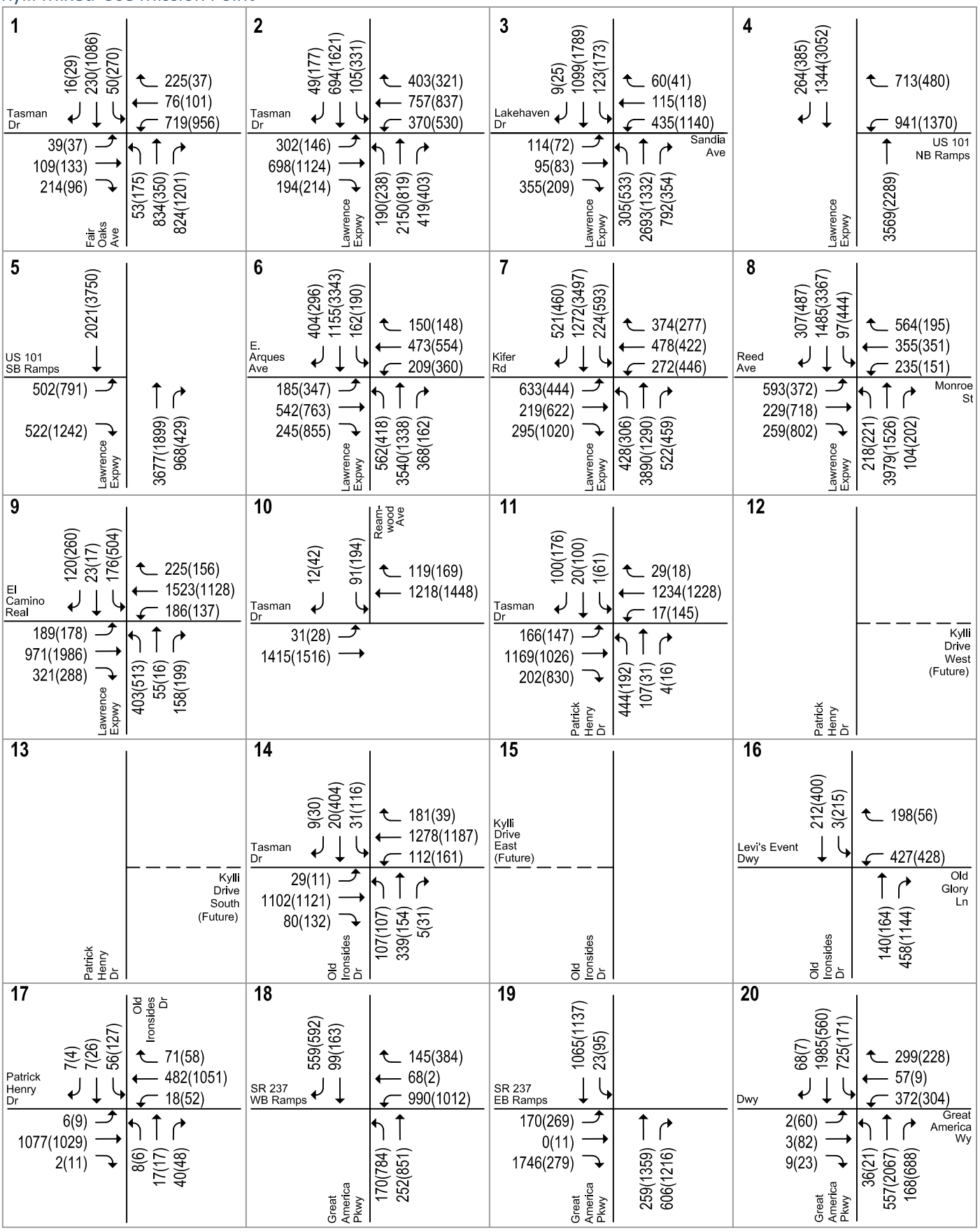
Cumulative Traffic Volumes

Cumulative No Project Traffic Volumes

Traffic volumes under cumulative no project conditions (see Figure 13) were estimated using the CSC travel demand forecast model. The model land use assumptions reflect ABAG 2035 land use projections in most locations. In the vicinity of the Project site, the model assumes buildout of the Patrick Henry Drive Specific Plan (Option 2) without a new roadway connection between Patrick Henry Drive and Mission College Boulevard), the Freedom Circle Focus Area, Related Santa Clara (City Place) and the Amended Tasman East Specific Plan The model also assumes completion of the approved projects at 3001 Tasman Drive and 1 Great America Parkway, and completion of the proposed developments at 2901 Tasman Drive (865,950 net s.f. of office space) and at 4949 Great America Parkway (319 room hotel and 5,758 s.f. of restaurant space).

While the ABAG land use data do not reflect any growth in enrollment at Mission College from 2018 to 2035, the forecasts were modified to reflect a 7.5 percent increase in enrollment by the Year 2035 based on historic data obtained from the California Community Colleges Chancellor's Office. Given that enrollment has declined every year since 2018, the assumed enrollment growth is conservative and may overstate the future traffic volumes in the vicinity of the College.

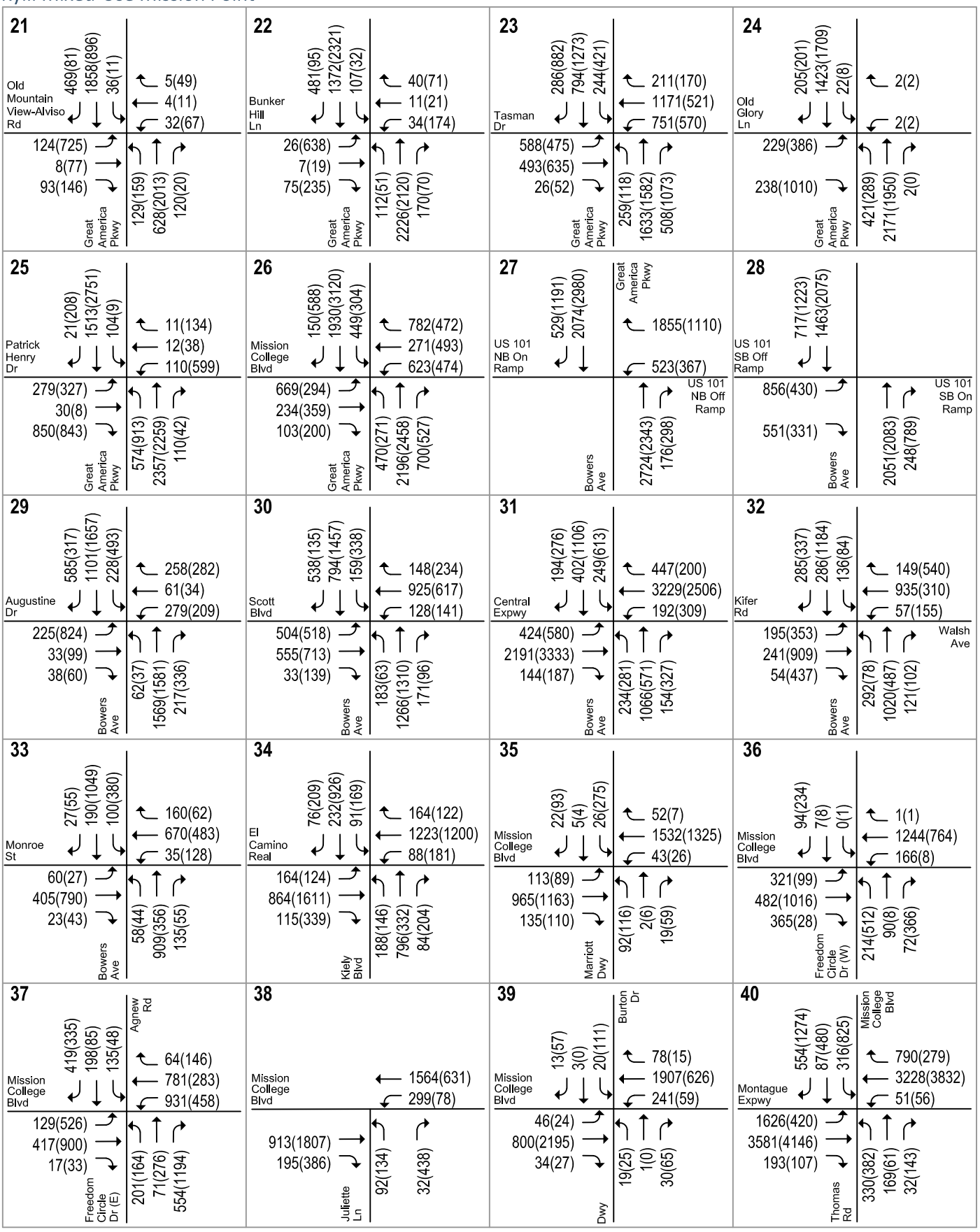
Generally, traffic volumes under Cumulative (Year 2035) conditions are greater than that under Background (Year 2030) conditions. However, trips generated by the proposed development of Freedom Circle Focus Area, which are assumed to be completed in the Year 2035 but not 2030, would displace other traffic resulting in a decrease in traffic volume for certain movements. For example, the eastbound through movement at the Freedom Circle Drive (W) and Mission College Boulevard intersection would be approximately 400 vehicles lower under Cumulative Conditions than under Background Conditions during the PM peak hour due to the large increase in traffic that would be added to the northbound right-turn movements at the two driveways along Mission College Boulevard from the Freedom Circle Focus Area developments.



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XX(XX) = AM(PM) Peak-Hour Traffic Volumes

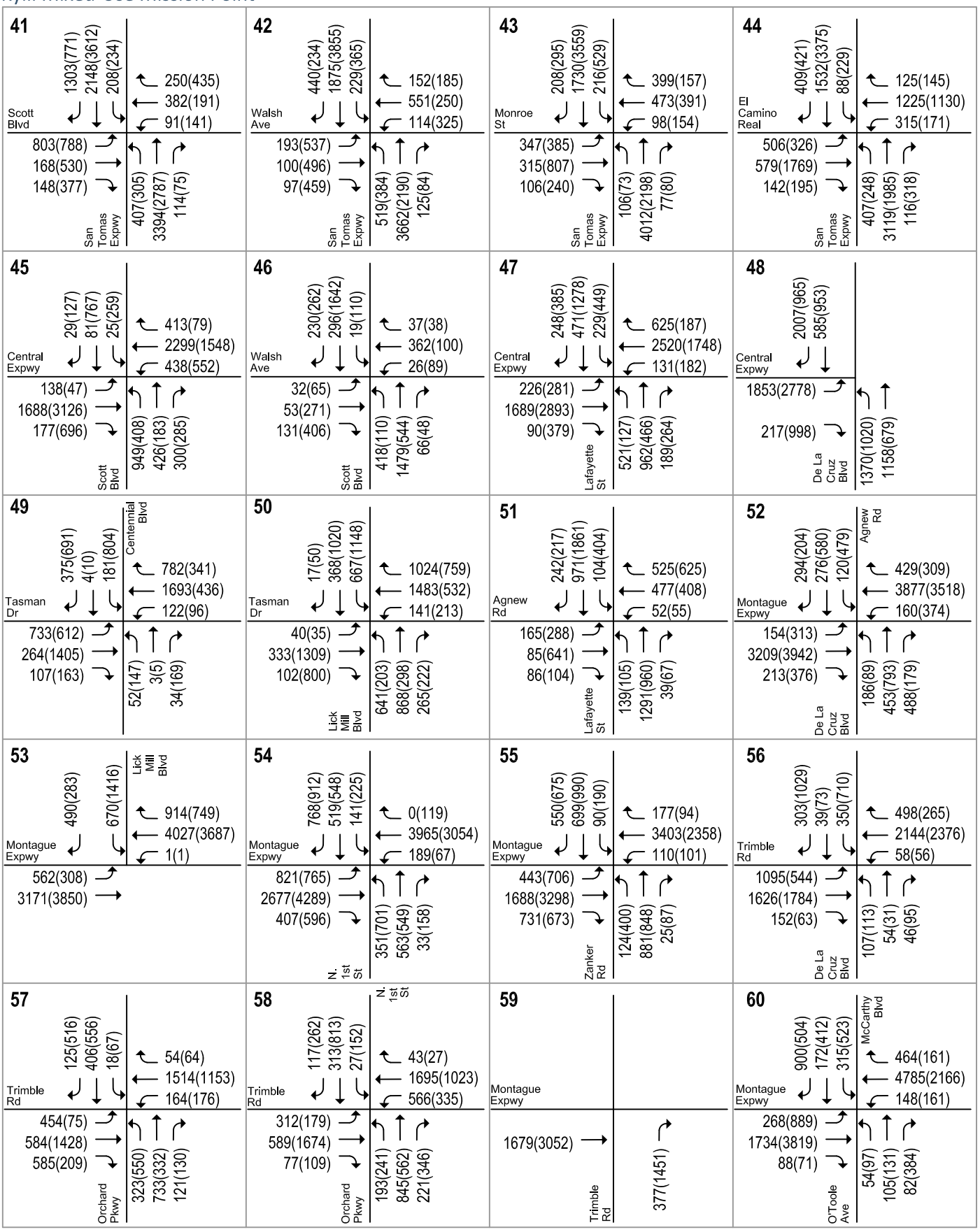
Figure 13
Cumulative No Project Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 13
Cumulative No Project Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 13
Cumulative No Project Traffic Volumes

Cumulative Plus Project Traffic Volumes

Traffic volumes under cumulative plus project conditions were estimated using the CSC travel demand forecast model. The land use assumptions outside the Project site are unchanged from the above cumulative no project scenario. The land uses assumptions within the Project site are the same as under background plus project conditions (see Chapter 4). Like under background plus project conditions, the trips generated by the Project were estimated based on ITE trip rates, a 25-percent pass-by trip reduction for retail uses, and reductions for internal trips and transit usage based on CSC model estimates.

The Project trip estimates also assume a 10 percent reduction from active TDM measures per the Climate Action Plan requirements in effect when this transportation analysis was initiated. The Project will be subject to the newly adopted 2022 Climate Action Plan, which requires large employers with over 500 employees to reduce VMT by 25 percent through Active TDM measures, and multifamily residential uses to reduce VMT by 20 percent with a 10 percent reduction through active TDM measures. Therefore, this report is conservative in that it overstates the vehicle trips that would be generated by the Project compared to the current TDM requirements.

The gross Project trips generated by the Project remain the same as described in Chapter 4. After applying the trip reductions, the Project is expected to generate 39,055 net daily vehicle trips, 4,568 (3,595 inbound and 973 outbound) net AM peak hour trips, and 4,581 (1,194 inbound and 3,387 outbound) net PM peak hour trips under cumulative conditions (see Table 11).

While the Project description depicted in the April 2023 rezoning application would generate about the same or slightly fewer total trips than that shown in Table 11, the allocation of land uses within the Project site changed compared to the original Project description. Consistent with the analysis of background plus project conditions, traffic forecasts for Project driveway intersections and selected intersections immediately surrounding the Project site were updated to reflect the reallocation of office and retail spaces among different areas. Furthermore, in order to provide flexibility for possible future shifts in non-residential development from one area to another, the size of all non-residential Project components was increased by five percent. While this five percent buffer overstates the total Project trip generation, it is intended to represent a worst-case scenario at each individual intersection. The updated Project land use assumptions by area before and after applying the five percent buffer are presented in Appendix B.

Figure 14 shows traffic volumes under cumulative plus project conditions. Figure 15 shows the estimated turning-movement volumes at each of the driveway intersections under cumulative plus project conditions.

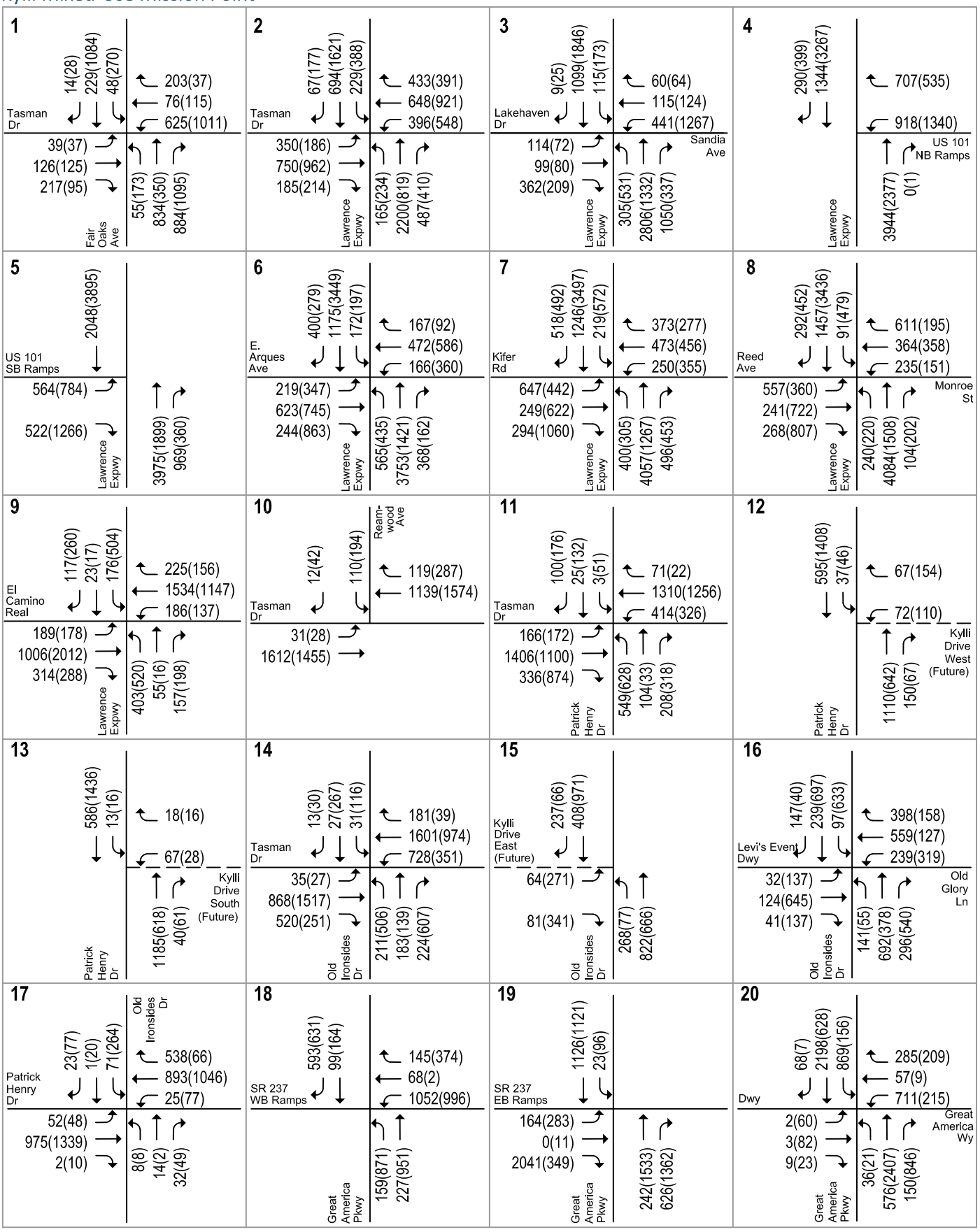
Compared to cumulative no project conditions, cumulative plus project traffic volumes show substantial increases in traffic volumes in the peak commute directions due to the addition of a large number of jobs in an area that is already rich in jobs. The Project would also cause smaller increases in traffic volumes in the off-peak direction due to the construction of 1,800 new residential dwelling units in Northern Santa Clara.

Compared to the Project trip estimates in the Year 2030 (see Table 8 in the previous chapter), the Year 2035 Project trip estimates reflect a slightly lower reduction for internal trips because nearby large developments assumed in the Year 2035 that were not included in the Year 2030 (e.g. the PHDSP Area and the Freedom Circle Focus Area), attract some vehicle trips from the Project that would have been internal bicycle/walk trips in 2030.

Table 11
Project Trip Generation Estimates (Year 2035)

Land Use	Size	Daily Rate	Daily Trips	Daily Mode Share	AM Peak Hour Trips Rate	AM In	AM Out	AM Total	AM Mode Share	PM Peak Hour Trips Rate	PM In	PM Out	PM Total	PM Mode Share
Multifamily Housing (Mid-Rise)	198 Dwelling Units	4.54	900		0.37	17	56	73		0.39	47	30	77	
Multifamily Housing (High-Rise)	1,602 Dwelling Units	4.54	7,272		0.27	147	285	432		0.32	287	226	513	
Total Residential Trips	*1,800 Dwelling Units*	*4.54*	*8,172*		*0.28*	*164*	*341*	*505*		*0.33*	*334*	*256*	*590*	
Strip Retail Plaza	10,232 Square Feet	54.45	557		2.36	14	10	24		6.590	34	33	67	
Supermarket	32,400 Square Feet	93.84	3,040		2.86	55	38	93		8.950	145	145	290	
Walk-in Bank /1/	7,746 Square Feet	100.35	777		9.95	45	32	77		12.130	41	53	94	
Fast-Food Restaurant without Drive-Through Window	7,472 Square Feet	450.49	3,366		43.18	187	136	323		33.210	124	124	248	
Coffee/Donut Shop without Drive-Through Window /2/	6,402 Square Feet	533.57	3,416		93.08	304	292	596		32.290	104	103	207	
Fast Casual Restaurant	11,748 Square Feet	97.14	1,141		1.43	9	8	17		12.550	81	66	147	
High-Turnover (Sit-Down) Restaurant	9,600 Square Feet	107.20	1,029		9.57	51	41	92		9.050	53	34	87	
Quality Restaurant	14,400 Square Feet	83.84	1,207		0.73	6	5	11		7.800	75	37	112	
Subtotal Retail/Restaurant Trips	*100,000 Square Feet*	*145.33*	*14,533*		*12.33*	*671*	*562*	*1,233*		*12.52*	*657*	*595*	*1,252*	
General Office Building	3,000,000 Square Feet	10.84	32,520		1.52	4,013	547	4,560		1.44	734	3,586	4,320	
Community (Maker Space, Police Station, Pavillion) /3/	5,800 Square Feet	72.05	418		1.00	4	2	6		8.16	23	24	47	
Day Care Center	10,000 Square Feet	47.62	476		11.00	58	52	110		11.12	52	59	111	
Total Employment Trips	*3,115,800 Square Feet*	*15.39*	*47,947*		*1.90*	*4,746*	*1,163*	*5,909*		*1.84*	*1,466*	*4,264*	*5,730*	
Total Proposed Project Trips			**56,119**	**100.0%**		**4,910**	**1,504**	**6,414**	**100.0%**		**1,800**	**4,520**	**6,320**	**100.0%**
Less Internal Trips			(2,532)	4.5%		(54)	(54)	(108)	1.7%		(90)	(90)	(180)	2.8%
Less External Public Transit Trips			(5,737)	10.2%		(625)	(205)	(830)	12.9%		(191)	(459)	(650)	10.3%
Less Retail Passby Trips			*(3,183)*	5.7%		*(145)*	(122)	*(267)*	4.2%		*(145)*	*(132)*	*(277)*	4.4%
Less TDM Reduction (10%)			*(5,612)*	10.0%		*(491)*	*(150)*	*(641)*	10.0%		*(180)*	*(452)*	*(632)*	10.0%
External Vehicle Trips			**39,055**	**69.6%**		**3,595**	**973**	**4,568**	**71.2%**		**1,194**	**3,387**	**4,581**	**72.5%**

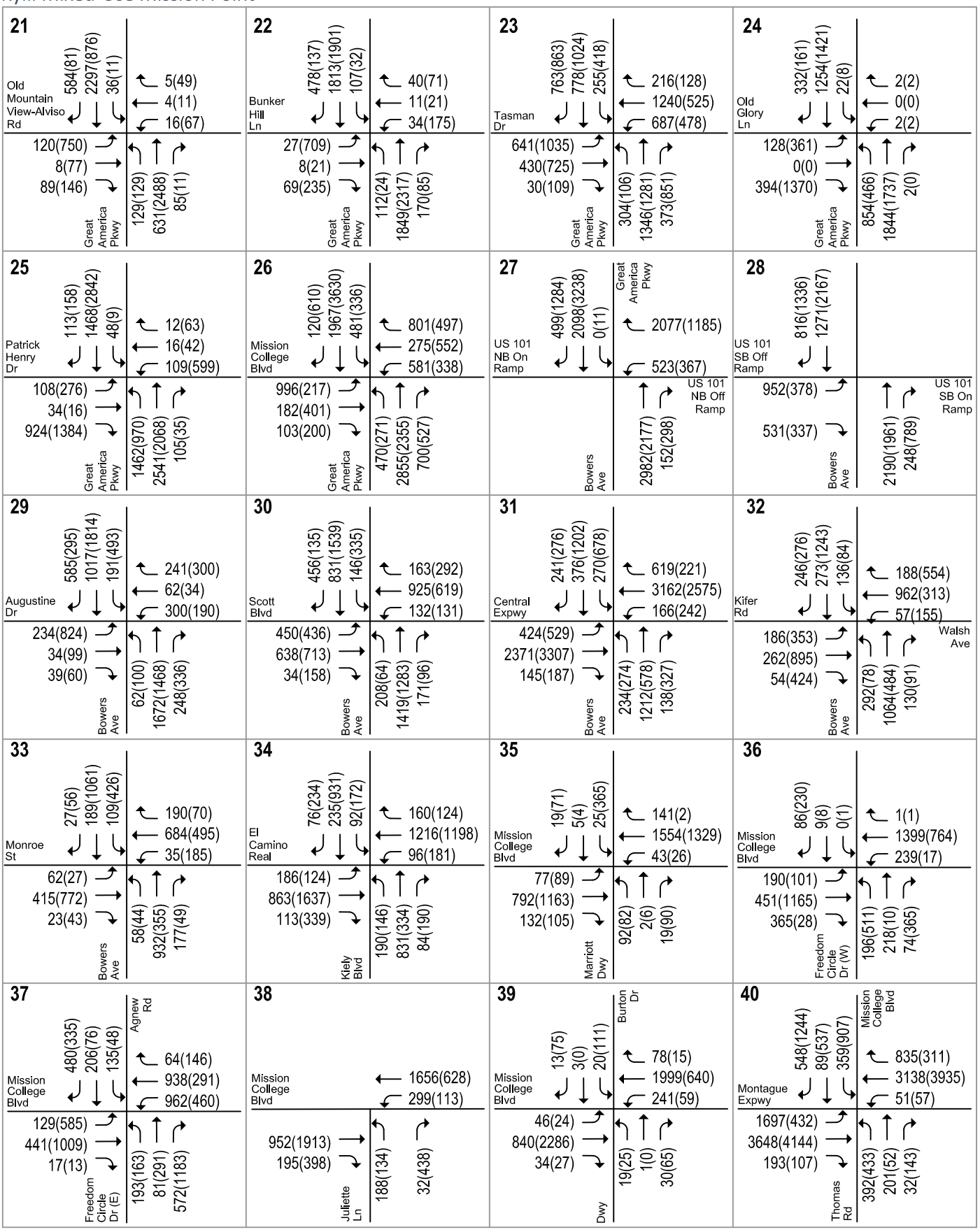
Source: Trip rates from ITE *Trip Generation Manual, 11th Edition,* 2021. Internal and transit trip reductions derived from CSC travel demand model.
/1/ ITE daily and AM peak-hour trip rate not available for Walk-In Bank. Daily and AM peak-hour trips estimated based on ITE rates for Drive-In Bank.
/2/ ITE daily trip rate is not available for Coffee/Donut Shop without Drive-Through Window land use. Daily trips estimated based on daily ITE rate for Coffee/Donut Shop with Drive-Through Window.
/3/ ITE trip rates are not available for these community uses. Trips estimated based on ITE rates for Library.



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

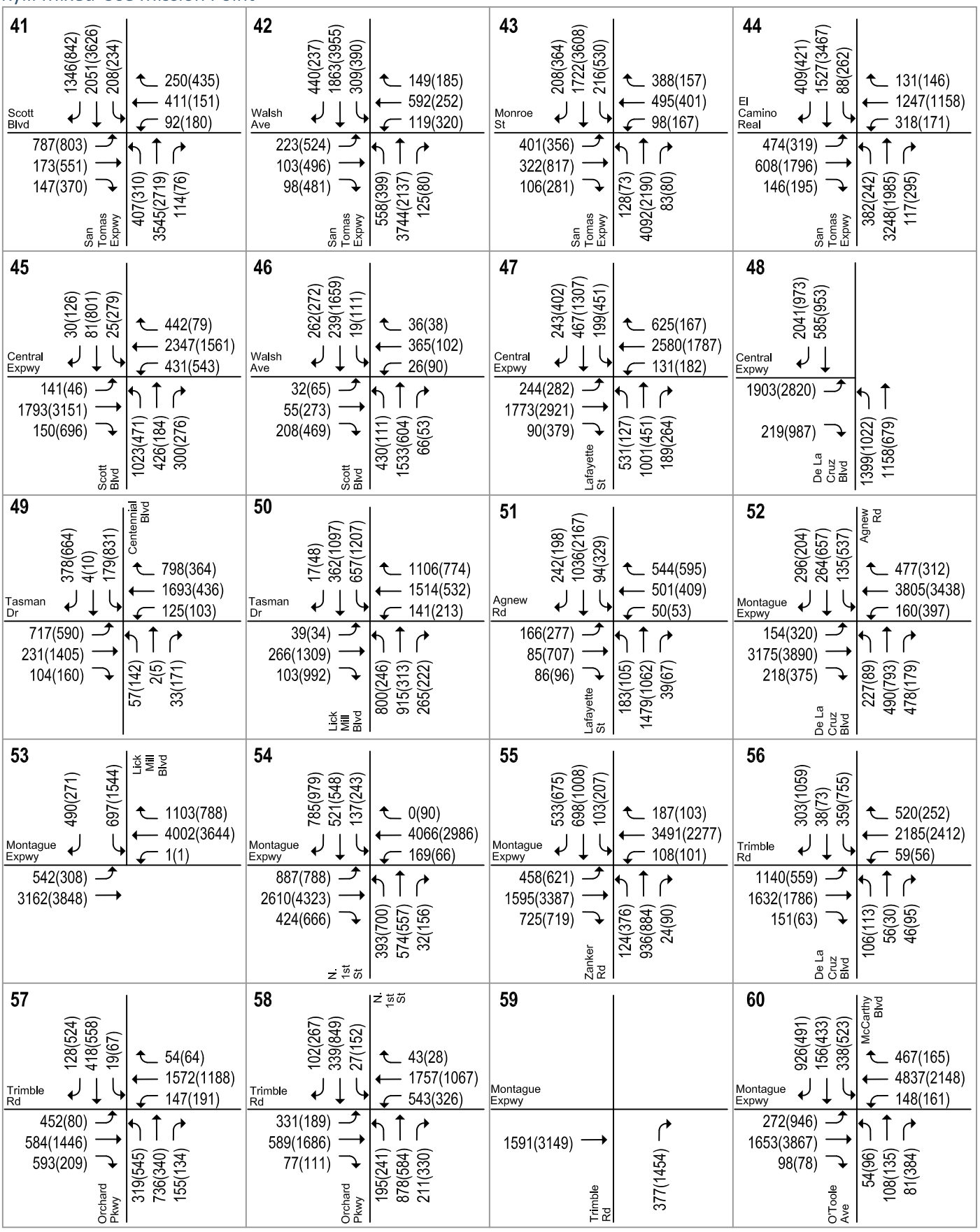
Figure 14
Cumulative Plus Project Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 14
Cumulative Plus Project Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 14
Cumulative Plus Project Traffic Volumes

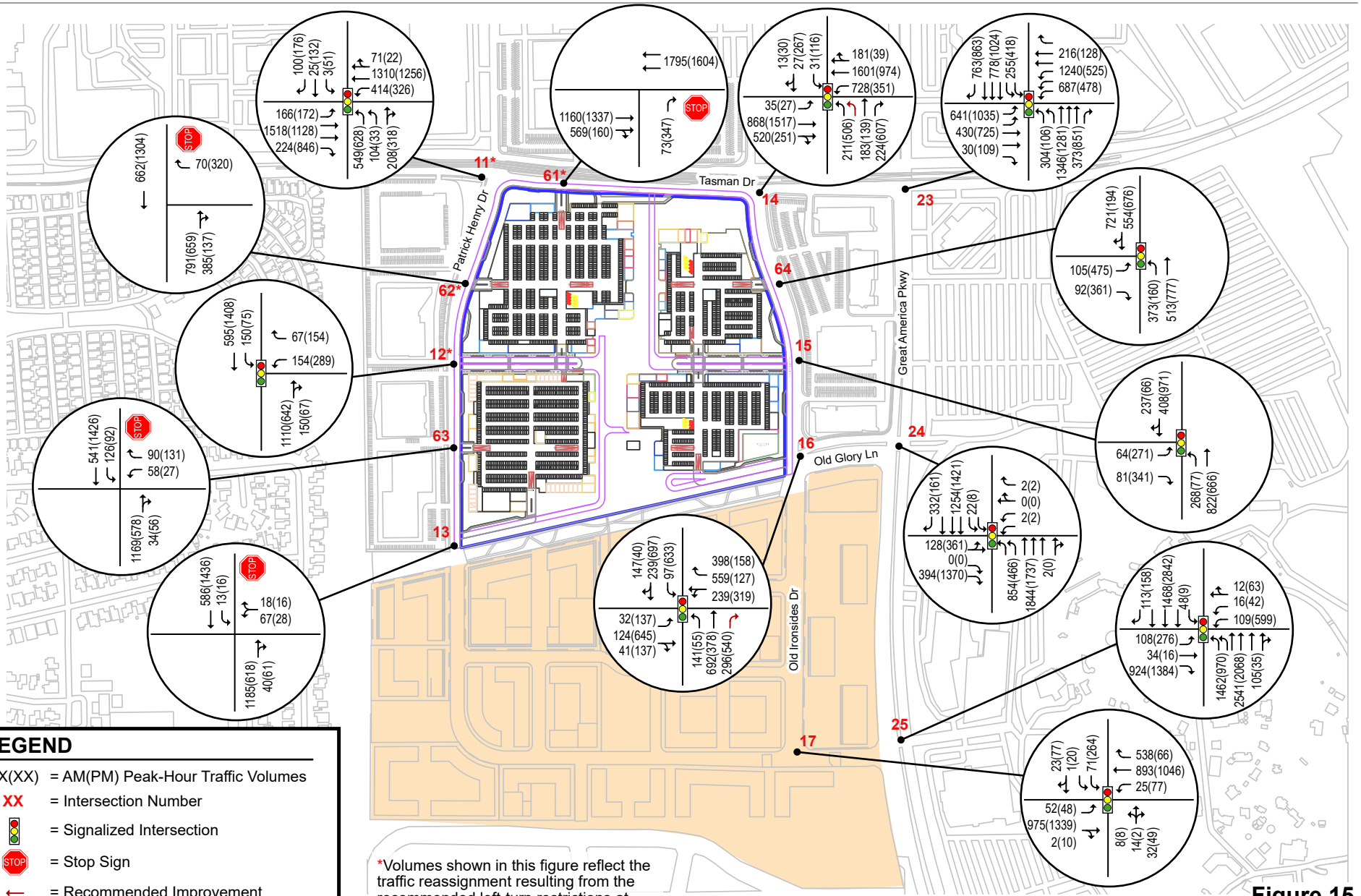


Figure 15
Cumulative Plus Project Traffic Volumes and Recommended Lane Configuration and Traffic Control

Cumulative No Project Intersection Levels of Service

The results of the intersection level of service analysis show that the following 26 study intersections would operate at an unacceptable level during at least one peak hour under cumulative no project conditions (see Table 12).

2. Lawrence Expressway and Tasman Drive (PM peak hour)
3. Lawrence Expressway and Sandia Avenue/Lakehaven Drive (AM and PM peak hours)
6. Lawrence Expressway and E. Arques Avenue (PM peak hour)
7. Lawrence Expressway and Kifer Road (AM and PM peak hours)
8. Lawrence Expressway and Reed Avenue/Monroe Street (AM and PM peak hours)
16. Old Ironsides Drive and Old Glory Lane (PM peak hour)
20. Great America Parkway and Great America Way (PM peak hour)
24. Great America Parkway and Old Glory Lane (PM peak hour)
25. Great America Parkway and Patrick Henry Drive (PM peak hour)
31. Bowers Avenue and Central Expressway (AM and PM peak hours)
37. Agnew Road/Freedom Circle (E) and Mission College Boulevard (PM peak hour)
40. Mission College Boulevard and Montague Expressway (AM and PM peak hours)
41. San Tomas Expressway and Scott Boulevard (AM peak hour)
42. San Tomas Expressway and Walsh Avenue (AM and PM peak hours)
44. San Tomas Expressway and El Camino Real (AM and PM peak hours)
45. Scott Boulevard and Central Expressway (PM peak hour)
46. Scott Boulevard and Walsh Avenue (PM peak hour)
48. De La Cruz Boulevard and Central Expressway (AM and PM peak hours)
49. Centennial Boulevard and Tasman Drive (PM peak hour)
50. Lick Mill Boulevard and Tasman Drive (AM and PM peak hours)
51. Lafayette Street and Agnew Road (PM peak hour)
52. Agnew Road/De La Cruz Boulevard and Montague Expressway (AM and PM peak hours)
53. Lick Mill Boulevard and Montague Expressway (PM peak hour)
54. N. 1st Street and Montague Expressway (AM and PM peak hours)
56. De La Cruz Boulevard and W Trimble Road (PM peak hour)
60. McCarthy Boulevard/O'Toole Avenue and Montague Expressway (AM and PM peak hours)

All other study intersections would operate at acceptable levels during both the AM and PM peak hours of traffic. The intersection level of service calculation sheets are included in Appendix A.

Cumulative Plus Project Intersection Levels of Service

The results of the intersection level of service analysis under cumulative plus project conditions show that the Project would cause adverse effects at the following 33 intersections (see Table 12):

3. Lawrence Expwy and Sandia Avenue/Lakehaven Drive (AM and PM peak hours)
6. Lawrence Expressway and E. Arques Avenue (PM peak hour)
7. Lawrence Expressway and Kifer Road (AM peak hour)
8. Lawrence Expressway and Reed Avenue/Monroe Street (AM peak hour)
12. Patrick Henry Drive and Kylli Drive West (PM peak hour)
14. Old Ironsides Drive and Tasman Drive (PM peak hour)
15. Old Ironsides Drive and Kylli Drive East (PM Peak hour)
16. Old Ironsides Drive and Old Glory Lane (AM peak hour)
20. Great America Parkway and Great America Way (AM and PM peak hours)

Table 12
Cumulative Intersection Levels of Service

#	Intersection		Peak Hour	Cumulative (2035) Conditions: No Project Avg Delay	LOS	With Project Avg Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Project+Improv Avg Delay	LOS
1	Fair Oaks Avenue and Tasman Drive		AM	27.4	C	27.2	C	2.7	0.047		
			PM	42.4	D	37.5	D	-10.9	-0.072		
2	Lawrence Expressway and Tasman Drive		AM	67.3	E	63.2	E	-8.7	0.043		
	(CMP)		PM	**109.9**	**F**	**109.8**	**F**	7.5	-0.126		
3	Lawrence Expwy and Sandia Av/Lakehaven Dr		AM	**101.4**	**F**	**122.0**	**F**	**44.8**	**0.149**		
			PM	**OVFL**	**F**	**OVFL**	**F**	**OVFL**	**0.055**		
4	Lawrence Expressway and US 101 NB Ramps		AM	13.6	B	14.0	B	0.5	0.050		
			PM	32.9	C	31.1	C	-2.9	0.028		
5	Lawrence Expressway and US 101 SB Ramps		AM	13.4	B	17.5	B	9.2	0.060		
			PM	68.5	E	69.1	E	-2.7	0.019		
6	Lawrence Expressway and E. Arques Ave.		AM	55.5	E	59.8	E	1.0	0.012		
	(CMP)		PM	**107.1**	**F**	**114.6**	**F**	**12.0**	**0.021**		
7	Lawrence Expressway and Kifer Road		AM	**146.7**	**F**	**153.9**	**F**	**12.5**	**0.029**		
			PM	**197.5**	**F**	**200.4**	**F**	8.8	-0.007		
8	Lawrence Expressway and Reed Ave/Monroe St		AM	**138.8**	**F**	**149.5**	**F**	**11.6**	**0.034**		
	(CMP)		PM	**81.5**	**F**	**83.9**	**F**	1.6	0.013		
9	Lawrence Expressway and El Camino Real		AM	31.3	C	31.3	C	-0.1	0.002		
	(CMP)		PM	32.1	C	32.4	C	0.5	0.008		
10	Reamwood Avenue and Tasman Drive		AM	7.9	A	7.9	A	-0.2	-0.012		
			PM	11.0	B	11.3	B	0.6	0.072		
11	Patrick Henry Drive and Tasman Drive	* [1]	AM	27.3	C	47.9	D	31.1	0.239	53.9	D
			PM	21.9	C	40.9	D	17.6	0.170	40.9	D
12	Patrick Henry Drive and Kylli Drive West (Future)	* [1]	AM	--	--	12.7	B	--	--	16.1	B
	(Unsignalized)		PM	--	--	**56.2**	**F**	**--**	**--**	41.6	D
13	Patrick Henry Drive and Kylli Drive South (Future)	*	AM	--	--	11.3	B	11.3	OVFL		
	(Unsignalized)		PM	--	--	3.2	A	3.2	0.717		
14	Old Ironsides Drive and Tasman Drive	*	AM	22.0	C	51.0	D	63.8	0.378	44.6	D
			PM	27.3	C	**60.1**	**E**	**57.9**	**0.332**	40.6	D
15	Old Ironsides Drive and Kylli Drive East (Future)	*	AM	--	--	17.3	C	--	--	5.7	A
	(Unsignalized)		PM	--	--	**243.7**	**F**	**--**	**--**	23.8	C
16	Old Ironsides Drive and Old Glory Lane	*	AM	20.6	C	**76.6**	**E**	**94.1**	**0.492**	32.0	C
			PM	**74.7**	**E**	56.4	E	-6.1	-0.032	42.7	D
17	Old Ironsides Drive and Patrick Henry Drive	*	AM	17.7	B	13.2	B	-5.7	-0.072		
			PM	17.4	B	47.4	D	52.5	0.274		
18	Great America Parkway and SR 237 WB Ramps		AM	13.9	B	14.2	B	0.2	0.022		
	(CMP)		PM	21.6	C	22.4	C	1.5	0.041		
19	Great America Parkway and SR 237 EB Ramps		AM	9.9	A	9.5	A	-0.3	0.003		
	(CMP)		PM	12.4	B	12.9	B	0.5	0.059		
20	Great America Parkway and Great America Way		AM	32.9	C	**112.0**	**F**	**98.1**	**0.291**		
			PM	**59.6**	**E**	**76.5**	**E**	**20.9**	**0.042**		
21	Great America Pkwy and Old Mt View-Alviso Rd		AM	18.8	B	20.7	C	2.7	0.106		
			PM	40.5	D	41.3	D	3.1	0.104		
22	Great America Parkway and Bunker Hill Lane		AM	12.2	B	12.0	B	0.1	-0.023		
			PM	42.3	D	45.4	D	4.6	0.030		
23	Great America Parkway and Tasman Drive	*	AM	53.9	D	55.4	E	-1.4	-0.006		
	(CMP)		PM	49.9	D	53.7	D	15.4	0.077		
24	Great America Parkway and Old Glory Lane	*	AM	17.2	B	20.2	C	10.7	0.174	20.1	C
			PM	**57.5**	**E**	**94.9**	**F**	**57.9**	**0.173**	38.7	D

Table 12 (cont.)
Cumulative Intersection Levels of Service

#	Intersection		Peak Hour	Cumulative (2035) Conditions: No Project Avg Delay	No Project LOS	With Project Avg Delay	With Project LOS	With Project Incr. In Crit. Delay	With Project Incr. In Crit. V/C	Project+Improv Avg Delay	Project+Improv LOS
25	Great America Parkway and Patrick Henry Drive	*	AM	54.5	D	50.1	D	15.3	0.015		
			PM	**148.9**	**F**	**274.2**	**F**	**169.5**	**0.378**		
26	Great America Pkwy and Mission College Blvd		AM	59.0	E	**92.9**	**F**	**60.8**	**0.198**	71.9	E
	(CMP)		PM	39.0	D	39.8	D	1.2	0.055	46.9	D
27	Great America Pkwy and US 101 NB Off Ramp		AM	9.5	A	9.5	A	0.3	0.049		
	(CMP)		PM	8.3	A	8.4	A	0.3	0.061		
28	Bowers Avenue and US 101 SB Off Ramp		AM	14.9	B	16.0	B	1.4	0.059		
	(CMP)		PM	11.1	B	9.6	A	-1.5	-0.002		
29	Bowers Avenue and Augustine Drive		AM	26.9	C	26.5	C	-0.7	0.024		
			PM	40.3	D	40.0	D	-0.9	-0.018		
30	Bowers Avenue and Scott Boulevard		AM	60.3	E	57.2	E	-14.5	-0.064		
	(CMP)		PM	47.0	D	45.1	D	-3.3	-0.018		
31	Bowers Avenue and Central Expressway		AM	**96.4**	**F**	**93.4**	**F**	**-4.1**	**0.022**		
	(CMP)		PM	**117.8**	**F**	**118.8**	**F**	-19.1	-0.044		
32	Bowers Avenue and Kifer Road/Walsh Avenue		AM	38.4	D	39.1	D	1.5	0.020		
			PM	39.6	D	41.8	D	3.5	0.026		
33	Bowers Avenue and Monroe Street		AM	32.0	C	33.6	C	2.1	0.045		
			PM	33.5	C	36.6	D	11.1	0.067		
34	Bowers Ave/Kiely Boulevard and El Camino Real		AM	30.2	C	31.1	C	1.0	0.023		
	(CMP)		PM	32.3	C	32.4	C	0.3	0.007		
35	Marriott Dwy and Mission College Blvd		AM	14.0	B	12.8	B	-2.6	0.011		
			PM	23.5	C	26.9	C	4.2	0.055		
36	Freedom Circle W and Mission College Blvd		AM	46.8	D	41.2	D	-12.2	-0.004		
			PM	38.6	D	38.2	D	-0.4	0.009		
37	Agnew/Freedom Circle E & Mission College Blvd		AM	29.0	C	29.9	C	0.8	0.014		
			PM	**68.0**	**E**	**73.2**	**E**	**10.0**	**0.032**		
38	Juliette Lane and Mission College Boulevard		AM	13.9	B	18.5	B	6.1	0.092		
			PM	21.1	C	21.6	C	0.5	0.023		
39	Burton Drive and Mission College Boulevard		AM	27.9	C	31.1	C	5.1	0.030		
			PM	18.7	B	19.0	B	0.3	0.019		
40	Mission College Blvd and Montague Expwy		AM	**128.5**	**F**	**140.0**	**F**	**17.2**	**0.050**	**105.5**	**F**
	(CMP)		PM	**117.6**	**F**	**130.1**	**F**	**23.0**	**0.082**	**127.3**	**F**
41	San Tomas Expressway and Scott Boulevard		AM	**133.3**	**F**	**130.9**	**F**	**-13.3**	**0.024**	54.7	D
	(CMP)		PM	62.8	E	64.1	E	1.7	0.009	60.3	E
42	San Tomas Expressway and Walsh Avenue		AM	**84.0**	**F**	**99.8**	**F**	**18.8**	**0.065**		
			PM	**168.6**	**F**	**142.8**	**F**	-41.7	-0.085		
43	San Tomas Expressway and Monroe Street		AM	57.5	E	65.0	E	11.5	0.037		
	(CMP)		PM	50.9	D	51.5	D	3.5	0.098		
44	San Tomas Expressway and El Camino Real		AM	**97.6**	**F**	**103.1**	**F**	**9.7**	**0.018**		
	(CMP)		PM	**103.8**	**F**	**109.6**	**F**	**9.7**	**0.020**		
45	Scott Boulevard and Central Expressway		AM	**90.4**	**F**	**101.7**	**F**	**18.3**	**0.048**	**101.6**	**F**
	(CMP)		PM	**132.5**	**F**	**142.1**	**F**	**14.8**	**0.033**	**129.5**	**F**
46	Scott Boulevard and Walsh Avenue		AM	27.7	C	28.5	C	0.1	0.027		
			PM	**57.3**	**E**	**69.7**	**E**	**18.6**	**0.053**		
47	Lafayette Street and Central Expressway		AM	**84.3**	**F**	**89.9**	**F**	**9.0**	**0.023**		
	(CMP)		PM	**80.8**	**F**	**84.0**	**F**	**6.2**	**0.019**		
48	De la Cruz Boulevard and Central Expressway		AM	**146.4**	**F**	**155.9**	**F**	**12.2**	**0.021**		
	(CMP)		PM	**167.8**	**F**	**170.0**	**F**	2.7	0.010		

Table 12 (cont.)
Cumulative Intersection Levels of Service

#	Intersection		Peak Hour	Cumulative (2035) Conditions: No Project Avg Delay	No Project LOS	With Project Avg Delay	With Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Project+Improv Avg Delay	Project+Improv LOS
49	Centennial Boulevard and Tasman Drive		AM	44.6	D	44.0	D	-1.4	-0.005		
			PM	**60.9**	**E**	**62.6**	**E**	3.6	0.011		
50	Lick Mill Boulevard and Tasman Drive		AM	**138.4**	**F**	**152.9**	**F**	**24.4**	**0.063**		
			PM	**111.0**	**F**	**144.0**	**F**	**75.9**	**0.178**		
51	Lafayette Street and Agnew Road		AM	42.2	D	**59.9**	**E**	**23.1**	**0.077**		
			PM	**93.6**	**F**	**132.0**	**F**	**65.3**	**0.131**		
52	Agnew Rd/De La Cruz Blvd and Montague Expwy		AM	**102.0**	**F**	**97.4**	**F**	**-6.8**	**0.014**		
	(CMP)		PM	**131.7**	**F**	**138.0**	**F**	**6.6**	**0.020**		
53	Lick Mill Boulevard and Montague Expressway		AM	73.9	E	71.5	E	-2.8	-0.004		
			PM	**105.4**	**F**	**125.2**	**F**	**34.9**	**0.029**		
54	N. 1st Street and Montague Expressway		AM	**189.0**	**F**	**206.3**	**F**	**26.1**	**0.041**		
	(CMP)		PM	**147.4**	**F**	**154.0**	**F**	**8.8**	**0.031**		
55	Zanker Road and Montague Expressway		AM	75.7	E	**81.2**	**F**	9.2	0.004		
	(CMP)		PM	61.5	E	57.4	E	-10.1	-0.045		
56	De la Cruz Boulevard and W Trimble Road		AM	51.8	D	55.9	E	6.3	0.025		
	(CMP)		PM	**97.3**	**F**	**102.9**	**F**	**9.2**	**0.025**		
57	Orchard Pkwy and W Trimble Road		AM	49.8	D	50.5	D	1.6	0.013		
			PM	47.5	D	47.9	D	0.8	0.008		
58	N. 1st Street and Trimble Road		AM	42.0	D	42.8	D	1.2	0.028		
	(CMP)		PM	41.6	D	41.8	D	0.3	0.010		
59	Trimble Road and Montague Expressway		AM	16.9	B	18.8	B	1.9	-0.040		
	(CMP)		PM	30.8	C	31.4	C	0.6	-0.076		
60	McCarthy Blvd/O'Toole Av and Montague Expwy		AM	**132.4**	**F**	**142.2**	**F**	**9.3**	**0.023**		
	(CMP)		PM	**182.5**	**F**	**192.8**	**F**	**19.3**	**0.019**		
61	Kylli Project Driveway A and Tasman Drive	* [1]	AM	--	--	0.5	A	0.5	0.269	0.4	A
	(Unsignalized)		PM	--	--	12.7	B	12.7	OVFL	13.7	B
62	Patrick Henry Drive and Kylli Project Driveway A	*	AM	--	--	39.8	E	--	--	0.9	A
	(Unsignalized)		PM	--	--	**137.0**	**F**	--	--	7.1	A
63	Patrick Henry Drive and Kylli Project Driveway D	*	AM	--	--	**41.4**	**E**	--	--	15.5	C
	(Unsignalized)		PM	--	--	13.3	B	--	--	4.7	A
64	Old Ironsides Drive and Kylli Project Driveway B	*	AM	--	--	**190.7**	**F**	--	--	12.8	B
	(Unsignalized)		PM	--	--	**OVFL**	**F**	--	--	25.9	C

Notes:
Bold indicates a substandard level of service.
*Project trips at these intersections reflect the allocation of development among different areas shown in the April 2023 Rezoning Application as well as a five percent buffer applied to all non-residential project components to provide flexibility for future shifts in development from one area to another.
1. LOS under project plus improvements conditions reflect the recommended improvements and traffic reassignment resulting from the recommended left-turn restrictions at intersection #62, Patrick Henry Drive and Kylli Driveway A.
Bold indicates an adverse effect caused by the project.
OVFL indicates that the result is out of software calculation limits.

24. Great America Parkway and Old Glory Lane (PM peak hour)
25. Great America Parkway and Patrick Henry Drive (PM peak hour)
26. Great America Parkway and Mission College Boulevard (AM peak hour)
31. Bowers Avenue and Central Expressway (AM peak hour)
37. Agnew Road/Freedom Circle (E) and Mission College Boulevard (PM peak hour)
40. Mission College Boulevard and Montague Expressway (AM and PM peak hours)

41. San Tomas Expressway and Scott Boulevard (AM peak hour)
42. San Tomas Expressway and Walsh Avenue (AM peak hour)
44. San Tomas Expressway and El Camino Real (AM and PM peak hours)
45. Scott Boulevard and Central Expressway (AM and PM peak hours)
46. Scott Boulevard and Walsh Avenue (PM peak hour)
47. Lafayette Street and Central Expressway (AM and PM peak hours)
48. De La Cruz Boulevard and Central Expressway (AM peak hour)
50. Lick Mill Boulevard and Tasman Drive (AM and PM peak hours)
51. Lafayette Street and Agnew Road (AM and PM peak hours)
52. Agnew Road/De La Cruz Boulevard and Montague Expressway (AM and PM peak hours)
53. Lick Mill Boulevard and Montague Expressway (PM peak hour)
54. N. 1st Street and Montague Expressway (AM and PM peak hours)
55. Zanker Road and Montague Expressway (AM peak hour)
56. De La Cruz Boulevard and W Trimble Road (PM peak hour)
60. McCarthy Boulevard/O'Toole Avenue and Montague Expressway (AM and PM peak hours)
62. Patrick Henry Drive and Kylli Project Driveway A (AM and PM peak hours)
63. Patrick Henry Drive and Kylli Project Driveway D (AM peak hour)
64. Old Ironsides Drive and Kylli Project Driveway B (AM and PM peak hours)

The adverse effects and proposed improvements to alleviate the deficiencies are described below and the recommended improvements at the Project driveway intersections are also illustrated on Figure 15.

The following study intersections also would operate at unacceptable levels of service under cumulative plus project conditions.

2. Lawrence Expressway and Tasman Drive (PM peak hour)
49. Centennial Boulevard and Tasman Drive (PM peak hour)

However, since the Project would not cause the critical-movement delay at these intersections to increase by four or more seconds and the V/C to increase by one percent (0.01) or more compared to cumulative no project conditions, the Project would not have an adverse effect on the operation of those intersections. The intersection level of service calculation sheets are included in Appendix A.

As explained previously, the travel demand model shows that the Project would cause a decrease in traffic volumes at some locations because the traffic generated by the proposed Project would cause changes in travel patterns for other nearby land uses. As a result, the average intersection delay would be lower under background plus project conditions than under background conditions at a few intersections.

Adverse Effects and Recommended Improvements

This section discusses the adverse effects identified under cumulative plus project conditions and proposed improvements to address the deficiencies. It should be noted that adverse effects on intersection operations do not constitute significant impacts under CEQA.

3. Lawrence Expressway and Sandia Avenue/Lakehaven Drive

This County expressway intersection would operate at an unacceptable LOS F under cumulative no project conditions during both the AM and PM peak hours. The Project would cause the intersection's average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during both the AM and PM peak hours. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by widening Lawrence Expressway to add a fifth through lane on the northbound and southbound approaches. However, this improvement is not feasible because it would require acquisition of additional right of way and negatively impact adjacent properties.

The Long-Range Transportation Plan for Santa Clara County (VTP2040) lists a project (VTP ID# R39) that would realign Wildwood Avenue to connect directly with Lawrence Expressway and create a new signalized intersection at Lawrence Expressway and Wildwood Avenue. This improvement would have a beneficial effect on traffic operations at the Lawrence/Sandia/Lakehaven intersection. The Project should provide fair-share funding towards this improvement. Lawrence Expressway is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that this improvement is completed.

6. Lawrence Expressway and E. Arques Avenue

This CMP intersection in the City of Sunnyvale would operate at an unacceptable LOS F under cumulative no project conditions during the PM peak hour. The Project would cause the intersection's average critical movement delay to increase by 12.0 seconds and the critical v/c to increase by 0.021 during the PM peak hour. This constitutes an adverse effect on intersection operations.

The County identified the need for a grade-separated interchange at this location as part of the 2040 Expressway Plan. The Project should provide fair-share funding towards this improvement. The funds collected for this improvement are subject to programming by the County for Board-approved projects to the benefit of this intersection. This expressway intersection is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that this improvement is completed.

7. Lawrence Expressway and Kifer Road

This CMP intersection in the City of Sunnyvale would operate at an unacceptable LOS F under cumulative no project conditions during the AM peak hour. The Project would cause the intersection's average critical movement delay to increase by 12.5 seconds and the critical v/c to increase by 0.029 during the AM peak hour. This constitutes an adverse effect on intersection operations.

The Measure B Expressway Program includes a grade-separated interchange at this location. The Project should provide fair-share funding towards this improvement. The funds collected for this improvement are subject to programming by the County for Board-approved projects to the benefit of this intersection. This expressway intersection is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that this improvement is completed.

8. Lawrence Expressway and Reed Avenue/Monroe Street

This CMP intersection in the City of Sunnyvale would operate at an unacceptable LOS F under cumulative no project conditions during the AM peak hour. The Project would cause the intersection's

average critical movement delay to increase by 11.6 seconds and the critical v/c to increase by 0.034 during the AM peak hour. This constitutes an adverse effect on intersection operations.

The Measure B Expressway Program includes a grade-separated interchange at this location. The Project should provide fair-share funding towards this improvement. The funds collected for this improvement are subject to programming by the County for Board-approved projects to the benefit of this intersection. This expressway intersection is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that this improvement is completed.

12. Patrick Henry Drive and Kylli Drive West

The Project would vacate Democracy Way and construct a new private street, labeled as Kylli Drive in the Project plans, to the south of the current alignment. This future realigned roadway would connect to Patrick Henry Drive on the west and create a new T-intersection. It was assumed that the east leg of the intersection (Kylli Drive West) would include one left-turn lane and one right-turn lane and would be controlled by a stop sign. This future unsignalized intersection would operate at an unacceptable LOS F under cumulative plus project conditions during the PM peak hour. The poor level of service is due to the projected increase in traffic volumes on Patrick Henry Drive, which would cause high delay for vehicles exiting the Project under one-way stop control. Furthermore, the intersection is expected to satisfy the peak-hour signal warrant during the PM peak hour. This constitutes an adverse effect on intersection operations.

This intersection also would operate at LOS F as a single-lane roundabout. Furthermore, the recommended restriction of left turns at the adjacent intersection of Patrick Henry Drive and Kylli Driveway A would cause more inbound and outbound Project trips to use this intersection. Intersection operations could be improved by installing a traffic signal. With the recommended improvements and diverted Project trips from Kylli Driveway A, the intersection would operate at an acceptable LOS D or better under cumulative plus project conditions during both AM and PM peak hours. The cost of this improvement will be fully funded by the Project.

14. Old Ironsides Drive and Tasman Drive

This City of Santa Clara intersection would operate at an acceptable LOS C under cumulative no project conditions during the PM peak hour. The Project would cause the intersection to degrade to an unacceptable LOS E during the PM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by adding a second northbound left-turn lane. With this recommended improvement, the intersection is expected to operate at an acceptable LOS D during the AM and PM peak hours. The Project should provide fair-share funding towards this improvement.

15. Old Ironsides Drive and Kylli Drive East

The Project would vacate Democracy Way and construct a new private street, labeled as Kylli Drive in the Project plans, to the south of the current alignment. This future realigned roadway would connect to Old Ironsides Drive on the east and create a new T-intersection. It was assumed that the west leg of the intersection (Kylli Drive East) would include one left-turn lane and one right-turn lane and would be controlled by a stop sign. This future unsignalized intersection would operate at an unacceptable LOS F under cumulative plus project conditions during the PM peak hour. The poor level of service is due to the projected increase in traffic volumes on Old Ironsides Drive, which would cause high delay for vehicles exiting the Project under one-way stop control. Furthermore, the intersection is expected to satisfy the peak-hour signal warrant during the PM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by installing a traffic signal. With the recommended improvements, the intersection would operate at an acceptable LOS C or better under cumulative plus project conditions during the AM and PM peak hours. The cost of this improvement will be fully funded by the Project.

16. Old Ironsides Drive and Old Glory Lane

This City of Santa Clara intersection would operate at an acceptable LOS C under cumulative no project conditions during the AM peak hour. The Project would cause the intersection to degrade to an unacceptable LOS E during the AM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by adding an exclusive northbound right-turn lane. With this recommended improvement, the intersection is expected to operate at an acceptable LOS D or better during the AM and PM peak hours. The Project should provide fair-share funding towards this improvement.

20. Great America Parkway and Great America Way

This City of Santa Clara intersection would operate at an acceptable LOS C during the AM peak hour and an unacceptable LOS E during the PM peak hour under cumulative no project conditions. The Project would cause the intersection to degrade to an unacceptable LOS F during the AM peak hour and would cause the intersection's average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by adding a northbound right-turn lane. This improvement is not considered feasible as it would require acquisition of additional right-of-way. Intersection operations could be improved by the construction of a Class IV separated bikeway on Great America Parkway between SR 237 and Tasman Drive. This multimodal improvement, which is identified in the City's *Bicycle Master Plan Update 2018*, would encourage residents and employees to leave their vehicles at home by adding a physical barrier between the existing bicycle lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. The Project should pay a fair share fee for future construction of the bikeway on Great America Parkway.

24. Great America Parkway and Old Glory Lane

This City of Santa Clara intersection would operate at an unacceptable LOS E under cumulative no project conditions during the PM peak hour. The Project would cause the intersection's average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by adding a second eastbound right-turn lane. Dual right-turn lanes are not recommended in many locations due to conflicts with bikes and pedestrians. However, this intersection does not have a crosswalk on the south leg so dual eastbound right-turn lanes would not create a hazard for pedestrians. Furthermore, a multipurpose trail is planned adjacent to Old Glory Lane so bikes would not have to make their way across dual right-turn lanes. With this recommended improvement, the intersection is expected to operate at an acceptable LOS D during the PM peak hour. The cost of this improvement will be fully funded by the Project. Should the SFPUC not approve any work within the southwest corner of the intersection, an equivalent improvement shall be provided to the City to the satisfaction of the City Engineer.

25. Great America Parkway and Patrick Henry Drive

This City of Santa Clara intersection would operate at an unacceptable LOS F during the PM peak hour under cumulative no project conditions. The Project would cause the average critical movement delay

to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by constructing a second eastbound right-turn lane. Although intersection widening for dual right-turn lanes may improve vehicle operations, this improvement conflicts with bicycle and pedestrian policies within the City's *2010-2035 General Plan* (GP), *2018 Bicycle Master Plan* (BMP), and *2019 Pedestrian Master Plan* (PMP). Intersection widening is discouraged by GP Policy 5.8.2-P2 and PMP Policies 1.A.3, 2.A.1, and 2.A.4. Dual right-turn lanes result in challenges with visibility between turning vehicles and pedestrians (*Caltrans Highway Design Manual* 403.6(1)) and this conflicts with GP Policy 5.8.4-P13, BMP Policy 1.A.2 and PMP Policies 1.A.3 and 2.A.5. Furthermore, intersection widening reduces the width of sidewalks and conflicts with GP Policy 5.8.2-P1 and the PMP Pedestrian Recommendation Toolbox. Therefore, intersection widening for dual right-turn lanes is not recommended at this location.

The City's *Bicycle Master Plan Update 2018* identified a multimodal improvement that would construct a Class IV separated bikeway on Great America Parkway between Patrick Henry Drive and Tasman Drive. This multimodal improvement would encourage residents and employees to leave their vehicles at home by adding a physical barrier between the existing bicycle lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. Furthermore, the Creek Trail Network Expansion Master Plan identifies a Class I shared bicycle and pedestrian trail along the Hetch Hetchy Corridor. The Hetch Hetchy trail would run adjacent to the southern edge of the Project site and provide a direct connection to several other area trails including the Calabazas Creek trail, the San Tomas Aquino Creek trail, and the Guadalupe River trail. The Project should pay a fair share fee for future construction of the bikeway on Great America Parkway and the Hetch Hetchy trail.

26. Great America Parkway and Mission College Boulevard

This CMP intersection in the City of Santa Clara would operate at an acceptable LOS E under cumulative no project conditions during the AM peak hour. The Project would cause the intersection to degrade to an unacceptable LOS F during the AM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by restriping the eastbound approach to include three left-turn lanes, one through lane, and one right-turn lane, and implementing lead/lag left-turn phasing for eastbound/westbound approaches. With the recommended improvements, the intersection would operate at an acceptable LOS E during the AM peak hour and LOS D during the PM peak hour under cumulative plus project conditions. The Project should provide fair-share funding towards this improvement.

31. Bowers Avenue and Central Expressway

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F under cumulative no project conditions during the AM peak hour. The Project would cause the average critical movement delay to decrease while the critical v/c would increase by more than 0.01 during the AM peak hour. This constitutes an adverse effect on intersection operations.

Physical improvements that would add turn lanes or through travel lanes are not feasible at this intersection. The City's *Bicycle Master Plan Update 2018* identified a multimodal improvement that would construct a Class IV separated bikeway on Bowers Avenue. This multimodal improvement would encourage residents and employees to leave their vehicles at home by adding a physical barrier between the existing bicycle lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. The Project should pay a fair share fee for future construction of the bikeway on Bowers Avenue.

37. Agnew Road/Freedom Circle (E) and Mission College Boulevard

This City of Santa Clara intersection would operate at an unacceptable LOS E under cumulative no project conditions during the PM peak hour. The Project would cause the average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during the PM peak hour. This constitutes an adverse effect on intersection operations.

The City's *Bicycle Master Plan Update 2018* identified a multimodal improvement that would construct a Class IV separated bikeway on Mission College Boulevard. This improvement would encourage cycling by adding a physical barrier between the existing bicycle lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. The Project should pay a fair share fee for future construction of the bikeway on Mission College Boulevard.

40. Mission College Boulevard/Thomas Road and Montague Expressway

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F during the AM and PM peak hours under cumulative no project conditions. The Project would cause the average critical movement delay to increase by more than four seconds and the critical v/c to increase by more than 0.01 during both the AM and PM peak hours. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved somewhat by constructing a third eastbound left-turn lane and reconfiguring the northbound Mission College Boulevard to include three receiving lanes to receive the triple eastbound left-turn lanes. The Project should provide fair-share funding towards this improvement. The funds collected for this improvement are subject to programming by the County for Board-approved projects to the benefit of this intersection. With the recommended third eastbound left-turn lane, the intersection would continue to operate at an unacceptable LOS F during both peak hours. During the AM peak hour, the delay with this improvement would be less than under no project conditions. However, during the PM peak hour, the delay with this improvement would continue to be higher than under no project conditions. This expressway intersection is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that this improvement is completed.

The City's *Bicycle Master Plan Update 2018* identified a multimodal improvement that would construct a Class IV separated bikeway on Mission College Boulevard. This improvement would encourage cycling by adding a physical barrier between the existing bicycle lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. The Project should pay a fair share fee for future construction of the bikeway on Mission College Boulevard.

41. San Tomas Expressway and Scott Boulevard

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F under cumulative no project conditions during the AM peak hour. The Project would cause the average critical movement delay to decrease while the critical v/c to increase by more than 0.01 during the AM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by reconfiguring the eastbound approach to include three left-turn lanes, one through lane, and one shared through/right-turn lane. This improvement would also require removal of the triangular (porkchop) raised islands, reductions to the right-turn radii, and traffic signal modifications. With the recommended improvements, the intersection is expected to operate at an acceptable LOS E or better during the AM and PM peak hours. The Project should provide fair-share funding towards this improvement. The funds collected for this improvement are subject to programming by the County for Board-approved projects to the benefit of this intersection. This expressway intersection is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that this improvement is completed.

42. San Tomas Expressway and Walsh Avenue

This City of Santa Clara intersection would operate at an unacceptable LOS F under cumulative no project conditions during the AM peak hour. The Project would cause the average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during the AM peak hour. This constitutes an adverse effect on intersection operations.

The City's *Bicycle Master Plan Update 2018* identified a multimodal improvement that would construct a Class IV separated bikeway on Walsh Avenue and implement spot improvements to create a protected intersection (consistent with the VTA Bicycle Plan). These improvements would encourage cycling by adding a physical barrier between the existing bicycle lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. The Project should pay a fair share fee for future construction of these multimodal improvements on Walsh Avenue. This expressway intersection is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that the intersection spot improvements are completed.

44. San Tomas Expressway and El Camino Real

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F during both the AM and PM peak hours under cumulative no project conditions. The Project would cause the intersection's average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during both the AM and PM peak hours. This constitutes an adverse effect on intersection operations.

The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on El Camino Real. This improvement, which is identified in the City's *Bicycle Master Plan Update 2018*, would provide an important link for cyclists between the eastern and western portions of Santa Clara. This multimodal improvement would encourage residents and employees to leave their vehicles at home by adding a physical barrier between the existing bicycle lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. Furthermore, the VTA is leading a multijurisdictional effort to implement a connected Transit Signal Priority (TSP) system across Santa Clara County. The TSP improvement would help reduce travel times on VTA busses on El Camino Real and other roadways, making public transit more competitive with private automobile travel, and thus reducing the number of auto trips. The Project should pay a fair share fee for future construction of the bikeway on El Camino Real and the VTA TSP improvement. San Tomas Expressway is under the jurisdiction of Santa Clara County while El Camino Real is a state route under Caltrans jurisdiction. Thus, the City cannot guarantee that these improvements are completed.

45. Scott Boulevard and Central Expressway

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F during the AM and PM peak hours under cumulative no project conditions. The Project would cause the intersection's average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during both peak hours. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved somewhat by reconfiguring the southbound approach on Scott Boulevard to include to include two left-turn lanes, two through lanes, and one exclusive right-turn lane; removing the triangular (porkchop) island on the southbound approach, reducing the northwest corner radii, modifying the traffic signal, and construct ADA curb ramps. The Project should provide fair-share funding towards this improvement. However, this planned improvement would not be sufficient to avoid the adverse effect on intersection operations under cumulative plus project conditions during the AM peak hour.

The adverse effect at this intersection could be further lessened by the construction of Class II buffered bike lanes on Scott Boulevard. This improvement is identified in the City's *Bicycle Master Plan Update 2018*. This intersection is also included in the City of Santa Clara *Multimodal Improvement Plan* (MIP). MIP Actions intended to address the LOS deficiency at this intersection include installation of bus duckouts and pedestrian pads, crosswalk motion sensors, accessible pedestrian signals, upgraded safety lighting, and periodic retiming of signal coordination at intersections along Scott Boulevard. The proposed Project should provide fair-share funding towards these multimodal improvements. This expressway intersection is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that these improvements are completed.

46. Scott Boulevard and Walsh Avenue

This City of Santa Clara intersection would operate at an unacceptable LOS E under cumulative no project conditions during the PM peak hour. The Project would cause the average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during the PM peak hour. This constitutes an adverse effect on intersection operations.

The City's *Bicycle Master Plan Update 2018* identified a multimodal improvement that would construct a Class IV separated bikeway on Walsh Avenue. This improvement would encourage cycling by adding a physical barrier between the existing bicycle lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. The Project should pay a fair share fee for future construction of the bikeway on Walsh Avenue.

47. Lafayette Street and Central Expressway

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F under cumulative no project conditions during the AM and PM peak hours. The Project would cause the average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during both peak hours.. This constitutes an adverse effect on intersection operations.

The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on Lafayette Street. This multimodal improvement, which is identified in the City's *Bicycle Master Plan Update 2018*, would encourage residents and employees to bicycle to nearby destinations. The County also plans to remove triangular (porkchop) islands, reduce corner radii, realign the crosswalks, and install ADA curb ramps, which would facilitate pedestrian travel. The Project should provide fair-share funding towards these multimodal improvements. This expressway intersection is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that these pedestrian spot improvements are completed.

48. De La Cruz Boulevard and Central Expressway

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F under cumulative no project conditions during the AM peak hour. The Project would cause the intersection's average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during the AM peak hour. This constitutes an adverse effect on intersection operations.

The analysis of cumulative conditions at this intersection assumes the following planned improvements: a third southbound through lane and a second southbound right-turn lane; a second eastbound right-turn lane; a third northbound left-turn lane and removal of one northbound through lane. Further improvements are not considered feasible since it would require extensive widening to add additional through lanes on both roadways that would entail acquisition of additional right of way adversely

affecting adjacent properties as well as reconstruction of the railroad bridge over Central Expressway just west of the intersection.

The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on De La Cruz Boulevard. This improvement, which is identified in the City's *Bicycle Master Plan Update 2018*, would provide an important link for cyclists between the southern and northern portions of Santa Clara and connect to buffered bike lanes on Trimble Road in San José. This intersection is also included in the City of Santa Clara *Multimodal Improvement Plan* (MIP). MIP Actions intended to address the LOS deficiency at this intersection include installation of crosswalk motion sensors, accessible pedestrian signals, upgraded safety lighting, travel time data collection systems, traffic monitoring cameras, and periodic retiming of signal coordination at intersections along De La Cruz Boulevard. The Project should provide fair-share funding towards these multimodal improvements. This expressway intersection is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that the MIP improvements are completed.

50. Lick Mill Boulevard and Tasman Drive

This City of Santa Clara intersection would operate at an unacceptable LOS F under cumulative no project conditions during both the AM and PM peak hours. The Project would cause the intersection's average critical movement delay to increase by more than 4.0 seconds and the critical v/c would increase by more than 0.01 during the AM and PM peak hours. This constitutes an adverse effect on intersection operations.

The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on Lick Mill Boulevard, which is identified in the City's *Bicycle Master Plan Update 2018*. This multimodal improvement would add to the bicycle network in northern Santa Clara encouraging commuters and residents to cycle instead of traveling by motor vehicle. The Project should provide fair-share funding towards this multimodal improvement.

51. Lafayette Street and Agnew Road

This City of Santa Clara intersection would operate at an acceptable LOS D and unacceptable LOS F under cumulative no project conditions during the AM and PM peak hours, respectively. The Project would cause the intersection to degrade to an unacceptable LOS E during the AM peak hour and would cause the intersection's average critical delay to increase by more than 4.0 seconds and critical v/c to increase by more than 0.01 during the PM peak hour. This constitutes an adverse effect on intersection operations.

The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on Lafayette Street. This multimodal improvement, which is identified in the City's *Bicycle Master Plan Update 2018*, would encourage residents and employees to bicycle to nearby destinations. The Project should provide fair-share funding towards this multimodal improvement.

52. Agnew Road/De La Cruz Boulevard and Montague Expressway

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F under cumulative no project conditions during both the AM and peak hours. The Project would cause the intersection's average critical movement delay to decrease but the critical v/c to increase by more than 0.01 during the AM peak hour. During the PM peak hour, the Project would cause the intersection's average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01. This constitutes an adverse effect on intersection operations.

Cumulative no project conditions assume the addition of a second northbound left-turn lane. The adverse effect at this intersection could be partially offset by the implementation of improvements listed

in the City of Santa Clara *Multimodal Improvement Plan* (MIP). MIP Actions intended to address the LOS deficiency at this intersection include installation of crosswalk motion sensors, accessible pedestrian signals, upgraded safety lighting, travel time data collection systems, traffic monitoring cameras, and periodic retiming of signal coordination at intersections along Agnew Road/De La Cruz Boulevard. The Project should provide fair-share funding towards these multimodal improvements. This expressway intersection is under the jurisdiction of Santa Clara County. Thus, the City cannot guarantee that the MIP improvements are completed.

53. Lick Mill Boulevard and Montague Expressway

This City of Santa Clara intersection would operate at an unacceptable LOS F under cumulative no project conditions during the PM peak hour. The Project would cause the intersection's average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during the PM peak hour. This constitutes an adverse effect on intersection operations.

The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on Lick Mill Boulevard, which is identified in the City's *Bicycle Master Plan Update 2018*. This multimodal improvement would add to the bicycle network in northern Santa Clara encouraging commuters and residents to cycle instead of traveling by motor vehicle. The Project should provide fair-share funding towards this multimodal improvement.

54. N. 1st Street and Montague Expressway

This CMP intersection in the City of San José would operate at an unacceptable LOS F under cumulative no project conditions during both the AM and PM peak hours. The Project would cause the intersection's average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during both the AM and PM peak hours. This constitutes an adverse effect on intersection operations.

The need for a grade-separated interchange at this location was identified in VTA's Transit Plan. The Project should provide fair-share funding towards this improvement. The funds collected for this improvement are subject to programming by the City of San Jose and Santa Clara County for projects to the benefit of this intersection. The City of Santa Clara would impose a condition on the Project to pay fair share fees towards this improvement. However, the improvement is outside the jurisdiction of City of Santa Clara, therefore, the City of Santa Clara cannot guarantee the improvement will be implemented.

55. Zanker Road and Montague Expressway

This CMP intersection in the City of San José would operate at an acceptable LOS E under cumulative no project conditions during the AM peak hour. The Project would cause the intersection to degrade to an unacceptable LOS F during the AM peak hour. This constitutes an adverse effect on intersection operations.

Further lane additions beyond the planned widening of Zanker Road that is assumed under cumulative no project conditions are not feasible.

The North San José Deficiency Plan identifies HOV-type signal improvements on Montague Expressway that could support future Bus Rapid Transit facilities. This improvement would partially offset the adverse effect at this intersection. The proposed Project should provide fair-share funding towards this improvement. The funds collected for this improvement are subject to programming by the City of San Jose and Santa Clara County for projects to the benefit of this intersection. The City of Santa Clara would impose a condition on the Project to pay fair share fees towards this improvement.

However, the improvement is outside the jurisdiction of City of Santa Clara, therefore, the City of Santa Clara cannot guarantee the improvement will be implemented.

56. De la Cruz Boulevard and W Trimble Road

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F during the PM peak hour under cumulative no project conditions. The Project would cause the intersection's average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during both the PM peak hour. This constitutes an adverse effect on intersection operations.

The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on De la Cruz Boulevard, which is identified in the City's *Bicycle Master Plan Update 2018*. This multimodal improvement would add to the bicycle network in eastern Santa Clara encouraging commuters and residents to cycle instead of traveling by motor vehicle. The Project should provide fair-share funding towards this multimodal improvement.

60. McCarthy Boulevard/O'Toole Avenue and Montague Expressway

This CMP intersection in the City of San José would operate at an unacceptable LOS F during both the AM and PM peak hours under cumulative no project conditions. The Project would cause the intersection's average critical movement delay to increase by more than 4.0 seconds and the critical v/c to increase by more than 0.01 during both the AM and PM peak hours. This constitutes an adverse effect on intersection operations.

A grade-separated interchange at this location was identified in the recently retired North San Jose Development Policy. Although the policy has officially been closed out, many of the improvements are still planned and are described in a settlement agreement between the City of San Jose and the County of Santa Clara. The Project should provide fair-share funding towards this improvement. The funds collected for this improvement are subject to programming by the City of San Jose and Santa Clara County for projects to the benefit of this intersection. The City of Santa Clara would impose a condition on the Project to pay fair share fees towards this improvement. However, the improvement is outside the jurisdiction of City of Santa Clara, therefore, the City of Santa Clara cannot guarantee the improvement will be implemented.

62. Patrick Henry Drive and Kylli Driveway A

This Project driveway intersection would operate at an unacceptable LOS E during the AM peak hour and LOS F during the PM peak hour under cumulative plus project conditions. Due to the need to increase the queue storage for the northbound left-turn movement at the Patrick Henry/Tasman intersection and in order to reduce the number of traffic signals along the Project frontage, it is recommended that inbound and outbound left-turns be prohibited at this intersection. With the recommended turn restrictions, the intersection would operate at an acceptable LOS A during both peak hours.

63. Patrick Henry Drive and Kylli Driveway D

This Project driveway intersection would operate at an unacceptable LOS E during the AM peak hour with stop control on the driveway under cumulative plus project conditions. Intersection operations could be improved by widening the Project driveway to include one right-turn lane and one left-turn lane. With the recommended improvements at this intersection, the intersection would operate at an acceptable LOS C or better during both peak hours with stop control on the driveway.

64. Old Ironsides Drive and Kylli Driveway B

This Project driveway intersection would operate at an unacceptable level (LOS F) during the AM and PM peak hour with stop control on the driveway under cumulative plus project conditions. The intersection also would operate at LOS F as a single-lane roundabout. The intersection is expected to meet the peak-hour signal warrant under cumulative plus project conditions.

Intersection operations could be improved by installing a traffic signal. With the recommended improvement, the intersection is expected to operate at an acceptable level LOS C or better during both AM and PM peak hours. The cost of this improvement will be fully funded by the Project.

Summary of Cumulative Plus Project Conditions

A summary of the adverse effects associated with the Project under cumulative conditions, the recommended improvements, and funding responsibilities are provided in Table 13. For improvement projects where Kylli would be required to pay a fair share fee, the City will consider other funding sources when calculating Kylli's fair share amount.

Table 13
Summary of Affected Intersections under Cumulative Plus Project Conditions

#	Intersection	Jurisdiction	Development Level Triggering Need for Improvement % (non-resid ksf)[1]	Recommended Improvements	Project Responsibility[2]
3	Lawrence Expwy and Sandia Av/Lakehaven Dr	SCC	14% 489	Realign Wildwood Avenue to connect with Lawrence Expressway and create a new signalized intersection (VTP 2040)	% of Total Traffic
6	Lawrence Expressway and E. Arques Ave. *(CMP)*	SCC	n/a[3]	Construct grade separated interchange (Measure B Expressway Program)	% of Total Traffic
7	Lawrence Expressway and Kifer Road	SCC	n/a[3]	Construct grade separated interchange (Measure B Expressway Program)	% of Total Traffic
8	Lawrence Expressway and Reed Ave/Monroe St *(CMP)*	SCC	n/a[3]	Construct grade separated interchange (Measure B Expressway Program)	% of Total Traffic
12	Patrick Henry Drive and Kylli Drive West (Future) *(Unsignalized)*	SC	n/a[4]	Signalize.	100%
14	Old Ironsides Drive and Tasman Drive	SC	n/a[3]	Add a second NBL lane	% of Total Traffic
15	Old Ironsides Drive and Kylli Drive East (Future) *(Unsignalized)*	SC	n/a[5]	Signalize.	100%
16	Old Ironsides Drive and Old Glory Lane *(Unsignalized) (signalized in year 2030)*	SC	n/a[3]	Add NB RT lane	% of Total Traffic
20	Great America Parkway and Great America Way	SC	n/a[3]	Construct Class IV bikeway on Great America Pkwy between SR 237 and Tasman Drive (Bicycle Master Plan Update 2018)	% of Total Traffic
24	Great America Parkway and Old Glory Lane	SC	76% 2,656	Add 2nd EBR lane	100%
25	Great America Parkway and Patrick Henry Drive	SC	7% 245	Construct Class IV bike lane on Great America Parkway from Old Glory to Tasman (Bicycle Master Plan Update 2018) and construct Hetch Hetchy trail east of Old Ironsides Drive (Creek Trail Network Expansion Master Plan)	% of Total Traffic
26	Great America Pkwy and Mission College Blvd *(CMP)*	SC	n/a[3]	Restripe EB approach for 3 LT, 1 TH, 1 RT lane and implement lead/lag LT phasing for EB & WB approaches	% of Total Traffic
31	Bowers Avenue and Central Expressway *(CMP)*	SCC	50% 1,747	Construct Class IV separated bikeway on Bowers Avenue (Bicycle Master Plan Update 2018)	% of Total Traffic
37	Agnew/Freedom Circle E & Mission College Blvd	SC	n/a[3]	Construct a Class IV bikeway on Mission College Boulevard (Bicycle Master Plan Update 2018)	% of Total Traffic
40	Mission College Blvd and Montague Expwy *(CMP)*	SCC	24% 839	Add 3rd EBL lane and reconfigure the north leg to include 3 receiving lanes; construct a Class IV bikeway on Mission College Boulevard (Bicycle Master Plan Update 2018)	% of Total Traffic
41	San Tomas Expressway and Scott Boulevard *(CMP)*	SCC	40% 1,398	Reconfigure EB approach to include 3 LT lane, 1 TH lane, and 1 shared TH/RT lane, remove triangular islands, reduce RT radii, signal modifications.	% of Total Traffic

Table 13 (continued)
Summary of Affected Intersections under Cumulative Plus Project Conditions

#	Intersection	Jurisdiction	Development Level Triggering Need for Improvement %(non-resid ksf)[1]	Recommended Improvements	Project Responsibility[2]
42	San Tomas Expressway and Walsh Avenue	SCC	n/a[3]	Construct a Class IV Separated Bikeway on Walsh Ave (Biycle Master Plan Update 2018) and spot improvements to create protected intersection (VTA Bike Plan)	% of Total Traffic
44	San Tomas Expressway and El Camino Real *(CMP)*	SCC	74% 2,586	Construct a Class IV separated bikeway on El Camino Real (Bicycle Master Plan Update 2018) and implement the VTA Transit Signal Priority (TSP) improvement at this intersection	% of Total Traffic
45	Scott Boulevard and Central Expressway *(CMP)*	SCC	85% 2,970	Reconfigure southbound approach on Scott Ave. to include to include 2 LT lanes, 2 TH lanes, and 1 exclusive RT Lane; signal modifications, remove triangular island, reduce RT radii and construct ADA curb ramps. Construct Class II buffered bicycle lane on Scott Blvd (Bicycle Master Plan Update 2018). Implement bus duckouts and pedestrian pads, crosswalk motion sensors, accessible pedestrian signals, upgraded safety lighting, and periodic retiming of signal coordination at intersections along Scott Boulevard (Multimodal Improvement Plan).	% of Total Traffic
46	Scott Boulevard and Walsh Avenue	SC	n/a[3]	Construct a Class IV separated bikeway on Walsh Avenue (Bicycle Master Plan Update 2018)	% of Total Traffic
47	Lafayette Street and Central Expressway *(CMP)*	SCC	94% 3,285	Construct a Class IV separated bikeway on Lafayette Street (Bicycle Master Plan Update 2018). Remove triangular islands, reduce corner radii, realign crosswalks, and install ADA curb ramps.	% of Total Traffic
48	De la Cruz Boulevard and Central Expressway *(CMP)*	SCC	58% 2,027	Construct a Class IV separated bikeway on De La Cruz Boulevard (Bicycle Master Plan Update 2018) and install crosswalk motion sensors, accessible pedestrian signals, upgraded safety lighting, travel time data collection systems, traffic monitoring cameras, and periodic retiming of signal coordination at intersections along De La Cruz Boulevard (Multimodal Improvement Plan).	% of Total Traffic
50	Lick Mill Boulevard and Tasman Drive	SC	n/a[3]	Construct a Class IV separated bikeway on Lick Mill Boulevard (Bicycle Master Plan Update 2018)	% of Total Traffic
51	Lafayette Street and Agnew Road	SC	20% 699	Construct a Class IV separated bikeway on Lafayette Street (Bicycle Master Plan Update 2018)	% of Total Traffic

Table 13 (continued)
Summary of Affected Intersections under Cumulative Plus Project Conditions

#	Intersection	Jurisdiction	Development Level Triggering Need for Improvement % (non-resid ksf)[1]	Recommended Improvements	Project Responsibility[2]
52	Agnew Rd/De La Cruz Blvd and Montague Expwy *(CMP)*	SCC	58% 2,027	Install crosswalk motion sensors, accessible pedestrian signals, upgraded safety lighting, travel time data collection systems, traffic monitoring cameras, and periodic retiming of signal coordination at intersections along Agnew Road/De La Cruz Boulevard (Multimodal Improvement Plan).	% of Total Traffic
53	Lick Mill Boulevard and Montague Expressway	SCC	n/a[3]	Construct Class IV separated bikeway on Lick Mill Boulevard (Bicycle Master Plan Update 2018)	% of Total Traffic
54	N. 1st Street and Montague Expressway *(CMP)*	SCC	46% 1,608	Construct a grade separated interchange (VTA Transit Plan)	% of Total Traffic
55	Zanker Road and Montague Expressway *(CMP)*	SCC	n/a[3]	HOV-type signal improvements that could support future Bus Rapid Transit facilites (North San José Deficiency Plan)	% of Total Traffic
56	De la Cruz Boulevard and W Trimble Road *(CMP)*	SJ	n/a[3]	Construct a Class IV separated bikeway on De La Cruz Boulevard (Bicycle Master Plan Update 2018)	% of Total Traffic
60	McCarthy Blvd/O'Toole Av and Montague Expwy *(CMP)*	SCC	28% 978	Construct grade separated interchange (North San Jose Development Policy)	% of Total Traffic
62	Patrick Henry Drive and Kylli Project Driveway A	SC	n/a[6]	Prohibit inbound and outbound left-turns.	100%
63	Patrick Henry Drive and Kylli Project Driveway D	SC	n/a[7]	Widen westbound approach to include one right-turn lane and one left-turn lane	100%
64	Old Ironsides Drive and Kylli Project Driveway B	SC	n/a[8]	Signalize.	100%

Notes:

SCC = Santa Clara County, SC = Santa Clara, SJ = San Jose, SV = Sunnyvale

[1]The development level triggering need for improvement is shown only for intersection improvements that were identified under the background plus project scenario. For the purpose of this sensitivity analysis, residential development should be converted to non-residential floor area at a rate of 212 square feet (0.212 ksf) per dwelling unit.

[2] "100%" = The cost and construction of the recommended improvement is the full responsibility of the Kylli developement. These are discrete improvements that counter adverse effects caused by the project by itself. "% of Total Traffic" = Kylli developement shall pay a fair-share contribution to the recommended improvement, which is typically a larger transportation improvement, such as an expressway interchange or bike lanes along a corridor, that has been identified in an adopted plan, or improvements that are required to offset adverse effects that only arise under cumulative conditions.

[3]The adverse effect at this intersection would only arise under cumulative plus project conditions. Thus, a sensitivity analysis was not conducted because the Project alone would not trigger the need for this improvement. Fair share payments towards this improvement will be collected with each phase of development in proportion to the development size using the same non-residential equivalency ratio (0.212 ksf per dwelling unit).

[4]Signalization required upon construction of Area A or Area D.

[5]Signalization required upon construction of Area B or Area C.

[6]Signalization required upon construction of Area A.

[7]Signalization required upon construction of Area D.

[8]Signalization required upon construction of Area B.

6. Other Transportation Issues

This chapter presents other transportation issues associated with the Project, including:

- Freeway segment traffic operations
- Freeway ramp traffic operations
- Vehicle queuing analysis
- Signal warrant analysis at unsignalized study intersections
- Site access and internal vehicular circulation
- Parking analysis
- Impacts on pedestrians, bicycles, transit facilities, emergency access, and hazards.

Although intersection level of service deficiencies identified in the previous chapters and operational issues described in this chapter are not considered CEQA impacts, they do describe traffic conditions that are relevant to describing the transportation environment with the Project. In contrast, impacts on pedestrians, bicycle, and transit facilities, emergency access and hazards were evaluated according to the CEQA checklist. The topics in this chapter are included in fulfillment of the VTA's TIA Guidelines, which the City of Santa Clara follows for local transportation analyses. Furthermore, the parking analysis was conducted to determine if the Project meets the definition of a transit-supportive project per the City's VMT policy.

Freeway Segment Traffic Operations

Traffic volumes for the study freeway segments in Santa Clara County were obtained from the 2018 CMP Annual Monitoring Report (see Table 15). The results show that the mixed-flow lanes and/or HOV lane(s) on 80 study freeway segments currently operate at LOS F during at least one peak hour.

Per the VTA *TIA Guidelines*, the analysis of freeway segments with the Project was evaluated under existing (2018/2019) plus project conditions. As described previously, trips associated with the Project in the Year 2018 were estimated using ITE trip rates, a 25-percent pass-by trip reduction, a 10-percent TDM reduction and reductions for internalization and transit usage based on CSC model estimates. The gross Project trips remain the same as described in Chapters 4 and 5.

After applying reductions for internal capture, transit use, TDM, and pass-by trips, the Project is expected to generate 37,353 net daily vehicle trips, 4,671 (3,707 inbound and 964 outbound) net AM peak hour trips, and 4,514 (1,123 inbound and 3,391 outbound) net PM peak hour trips under existing plus project conditions (See Table 14).

Table 14
Project Trip Generation Estimates (Year 2018)

Land Use	Size	Daily Rate	Daily Trips	Daily Mode Share	AM Peak Hour Rate	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	AM Peak Hour Mode Share	PM Peak Hour Rate	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total	PM Peak Hour Mode Share
Multifamily Housing (Mid-Rise)	198 Dwelling Units	4.54	900		0.37	17	56	73		0.39	47	30	77	
Multifamily Housing (High-Rise)	1,602 Dwelling Units	4.54	7,272		0.27	147	285	432		0.32	287	226	513	
Total Residential Trips	*1,800 Dwelling Units*	*4.54*	*8,172*		*0.28*	*164*	*341*	*505*		*0.33*	*334*	*256*	*590*	
Strip Retail Plaza	10,232 Square Feet	54.45	557		2.36	14	10	24		6.590	34	33	67	
Supermarket	32,400 Square Feet	93.84	3,040		2.86	55	38	93		8.950	145	145	290	
Walk-in Bank /1/	7,746 Square Feet	100.35	777		9.95	45	32	77		12.130	41	53	94	
Fast-Food Restaurant without Drive-Through Window	7,472 Square Feet	450.49	3,366		43.18	187	136	323		33.210	124	124	248	
Coffee/Donut Shop without Drive-Through Window /2/	6,402 Square Feet	533.57	3,416		93.08	304	292	596		32.290	104	103	207	
Fast Casual Restaurant	11,748 Square Feet	97.14	1,141		1.43	9	8	17		12.550	81	66	147	
High-Turnover (Sit-Down) Restaurant	9,600 Square Feet	107.20	1,029		9.57	51	41	92		9.050	53	34	87	
Quality Restaurant	14,400 Square Feet	83.84	1,207		0.73	6	5	11		7.800	75	37	112	
Subtotal Retail/Restaurant Trips	*100,000 Square Feet*	*145.33*	*14,533*		*12.33*	*671*	*562*	*1,233*		*12.52*	*657*	*595*	*1,252*	
General Office Building	3,000,000 Square Feet	10.84	32,520		1.52	4,013	547	4,560		1.44	734	3,586	4,320	
Community (Maker Space, Police Station, Pavillion) /3/	5,800 Square Feet	72.05	418		1.00	4	2	6		8.16	23	24	47	
Day Care Center	10,000 Square Feet	47.62	476		11.00	58	52	110		11.12	52	59	111	
Total Employment Trips	*3,115,800 Square Feet*	*15.39*	*47,947*		*1.90*	*4,746*	*1,163*	*5,909*		*1.84*	*1,466*	*4,264*	*5,730*	
Total Proposed Project Trips			**56,119**	**100.0%**		**4,910**	**1,504**	**6,414**	**100.0%**		**1,800**	**4,520**	**6,320**	**100.0%**
Less Internal Trips			(6,028)	10.7%		(117)	(117)	(234)	3.6%		(211)	(211)	(422)	6.7%
Less External Public Transit Trips			(3,958)	7.1%		(446)	(147)	(593)	9.2%		(140)	(333)	(473)	7.5%
Less Retail Passby Trips			*(3,168)*	5.6%		*(149)*	(126)	*(275)*	4.3%		*(146)*	*(133)*	*(279)*	4.4%
Less TDM Reduction (10%)			*(5,612)*	10.0%		*(491)*	*(150)*	*(641)*	10.0%		*(180)*	*(452)*	*(632)*	10.0%
External Vehicle Trips			**37,353**	**66.6%**		**3,707**	**964**	**4,671**	**72.8%**		**1,123**	**3,391**	**4,514**	**71.4%**

Source: Trip rates from ITE *Trip Generation Manual, 11th Edition,* 2021. Internal and transit trip reductions derived from CSC travel demand model.
/1/ ITE daily and AM peak-hour trip rate not available for Walk-In Bank. Daily and AM peak-hour trips estimated based on ITE rates for Drive-In Bank.
/2/ ITE daily trip rate is not available for Coffee/Donut Shop without Drive-Through Window land use. Daily trips estimated based on daily ITE rate for Coffee/Donut Shop with Drive-Through Window.
/3/ ITE daily trip rates are not available for these community uses. Trips estimated based on ITE rates for Library.

The freeway analysis results (see Table 15) reflect the net increase in freeway trips above that generated by the existing office buildings on the Project site. Due to the existing freeway congestion in the vicinity of the Project site, the model shows that freeway traffic volumes would increase very little under existing plus project conditions compared to existing conditions. To ensure that the transportation analysis does not under report potential adverse effects on freeway segments, the freeway analysis was conducted based on the difference in the CSC model Project trip assignment on each freeway segment for the proposed uses compared to the existing office buildings. Thus, the freeway analysis reflects the net increase in trips generated by the Project without any subtraction for existing traffic that would divert to other roadways due to the Project. At the same time, the model forecasts on local roadways presented in previous chapters include traffic that is expected to divert from the freeway due to the addition of Project-generated traffic. Thus, the transportation analysis reflects a conservative, worst-case evaluation of the Project's effects on both freeways and local streets.

A development is said to create a deficiency at a study freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F under project conditions or,
2. The level of service on the freeway segment is an unacceptable LOS F under project conditions, and the number of project trips on that segment constitutes at least one percent (0.01) of capacity on that segment.

Based on this criteria, the mixed-flow lanes on 60 freeway segments would be adversely affected under existing plus project conditions due to the Project (see Table 15).

Table 15
Santa Clara County Freeway Segment Traffic Operations

Freeway	Segment	Dir	Peak Hour	Existing Conditions								Kylli Mission Point Project							
				Mixed-Flow				HOV Lane				Mixed-Flow				HOV Lane			
				# of Lanes[1]	Capacity[2]	Density[3] (pc/mi/ln)	LOS[3]	# of Lanes[1]	Capacity[2]	Density[3] (pc/mi/ln)	LOS[3]	Density (pc/mi/ln)	LOS	Project Trips	% of Capacity	Density (pc/mi/ln)	LOS	Project Trips	% of Capacity
US 101	SR 85 to Bernal Rd	NB	AM	3	6,900	38	D	1	1,650	2	A	39	D	58	0.84%	2	A	12	0.7%
			PM	3	6,900	17	B	1	1,650	7	A	17	B	9	0.13%	7	A	3	0.2%
US 101	Bernal Rd to Silver Creek Valley Rd	NB	AM	3	6,900	21	C	1	1,650	n/a	A	21	C	66	0.96%	n/a	n/a	12	0.7%
			PM	3	6,900	23	C	1	1,650	6	A	24	C	11	0.16%	6	A	3	0.2%
US 101	Silver Creek Valley Rd to Hellyer Ave	NB	AM	3	6,900	**81**	**F**	1	1,650	**95**	**F**	**83**	**F**	**74**	**1.07%**	**96**	**F**	**18**	**1.1%**
			PM	3	6,900	28	D	1	1,650	4	A	28	D	13	0.19%	5	A	4	0.2%
US 101	Hellyer Ave to Yerba Buena Rd	NB	AM	3	6,900	**79**	**F**	1	1,650	**90**	**F**	**81**	**F**	**69**	**1.00%**	**91**	**F**	**18**	**1.1%**
			PM	3	6,900	38	D	1	1,650	7	A	38	D	12	0.17%	7	A	4	0.2%
US 101	Yerba Buena Rd to Capitol Expwy	NB	AM	3	6,900	**82**	**F**	1	1,650	**89**	**F**	**84**	**F**	66	0.96%	**90**	**F**	**18**	**1.1%**
			PM	3	6,900	40	D	1	1,650	7	A	40	D	12	0.17%	7	A	4	0.2%
US 101	Capitol Expwy to Tully Rd	NB	AM	3	6,900	**71**	**F**	1	1,650	**66**	**F**	**73**	**F**	**102**	**1.48%**	**67**	**F**	**24**	**1.5%**
			PM	3	6,900	43	D	1	1,650	5	A	43	D	20	0.29%	5	A	5	0.3%
US 101	Tully Rd to Story Rd	NB	AM	3	6,900	**66**	**F**	1	1,650	28	D	**68**	**F**	**144**	**2.09%**	29	D	33	2.0%
			PM	3	6,900	46	D	1	1,650	10	A	46	D	25	0.36%	10	A	8	0.5%
US 101	Story Rd to I-280	NB	AM	3	6,900	**85**	**F**	1	1,650	**91**	**F**	**91**	**F**	**171**	**2.48%**	**93**	**F**	**33**	**2.0%**
			PM	3	6,900	28	D	1	1,650	1	A	28	D	29	0.42%	1	A	8	0.5%
US 101	I-280 to Santa Clara St	NB	AM	3	6,900	**79**	**F**	1	1,650	**93**	**F**	**83**	**F**	**167**	**2.42%**	**96**	**F**	**48**	**2.9%**
			PM	3	6,900	29	D	1	1,650	n/a	A	29	D	30	0.43%	n/a	n/a	12	0.7%
US 101	Santa Clara St to McKee Rd	NB	AM	3	6,900	**79**	**F**	1	1,650	**79**	**F**	**85**	**F**	**208**	**3.01%**	**82**	**F**	**56**	**3.4%**
			PM	3	6,900	23	C	1	1,650	3	A	24	C	33	0.48%	3	A	14	0.8%
US 101	McKee Rd to Oakland Rd	NB	AM	3	6,900	**69**	**F**	1	1,650	**61**	**F**	**74**	**F**	**292**	**4.23%**	**63**	**F**	**56**	**3.4%**
			PM	3	6,900	33	D	1	1,650	7	A	33	D	50	0.72%	7	A	14	0.8%
US 101	Oakland Rd to I-880	NB	AM	3	6,900	**65**	**F**	1	1,650	32	D	**69**	**F**	**281**	**4.07%**	34	D	69	4.2%
			PM	3	6,900	54	E	1	1,650	2	A	55	E	51	0.74%	3	A	19	1.2%
US 101	I-880 to Old Bayshore Hwy	NB	AM	3	6,900	**75**	**F**	1	1,650	29	D	**83**	**F**	**326**	**4.72%**	30	D	69	4.2%
			PM	3	6,900	34	D	1	1,650	7	A	34	D	65	0.94%	7	A	19	1.2%
US 101	Old Bayshore Hwy to N. First St	NB	AM	3	6,900	**80**	**F**	1	1,650	41	D	**90**	**F**	**354**	**5.13%**	43	D	81	4.9%
			PM	3	6,900	30	D	1	1,650	3	A	30	D	62	0.90%	3	A	27	1.6%
US 101	N. First St to Guadalupe Pkwy	NB	AM	3	6,900	**85**	**F**	1	1,650	**133**	**F**	**99**	**F**	**382**	**5.54%**	**142**	**F**	**90**	**5.5%**
			PM	3	6,900	28	D	1	1,650	15	A	28	D	80	1.16%	16	B	39	2.4%
US 101	Guadalupe Pkwy to De La Cruz Blvd	NB	AM	3	6,900	**84**	**F**	1	1,650	**129**	**F**	**101**	**F**	**492**	**7.13%**	**138**	**F**	**90**	**5.5%**
			PM	3	6,900	26	C	1	1,650	12	A	27	D	135	1.96%	12	B	39	2.4%
US 101	De La Cruz Blvd to Montague Expwy / San Tomas Expwy	NB	AM	3	6,900	**72**	**F**	1	1,650	**72**	**F**	**85**	**F**	**662**	**9.59%**	**72**	**F**	0	0.0%
			PM	3	6,900	32	D	1	1,650	12	A	33	D	203	2.94%	12	B	0	0.0%
US 101	Montague Expwy / San Tomas Expwy to Bowers Ave / Great America Pkwy	NB	AM	3	6,900	**73**	**F**	1	1,650	**72**	**F**	**83**	**F**	**460**	**6.67%**	**72**	**F**	0	0.0%
			PM	3	6,900	38	D	1	1,650	7	A	39	D	186	2.70%	7	A	0	0.0%
US 101	Bowers Ave / Great America Pkwy to Lawrence Expwy	NB	AM	3	6,900	**72**	**F**	1	1,650	**72**	**F**	**72**	**F**	0	0.00%	**72**	**F**	0	0.0%
			PM	3	6,900	42	D	1	1,650	n/a	A	42	D	47	0.68%	n/a	n/a	0	0.0%
US 101	Lawrence Expwy to N. Fair Oaks Ave	NB	AM	3	6,900	**70**	**F**	1	1,650	55	E	**70**	**F**	0	0.00%	55	E	18	1.1%
			PM	3	6,900	42	D	1	1,650	2	A	42	D	0	0.00%	3	A	52	3.2%
US 101	N. Fair Oaks Ave to N. Mathilda Ave	NB	AM	3	6,900	**61**	**F**	1	1,650	47	E	**61**	**F**	0	0.00%	47	E	18	1.1%
			PM	3	6,900	36	D	1	1,650	10	A	37	D	210	3.04%	10	A	52	3.2%
US 101	N. Mathilda Ave to SR 237	NB	AM	3	6,900	**61**	**F**	1	1,650	57	E	**61**	**F**	0	0.00%	57	E	18	1.1%
			PM	3	6,900	42	D	1	1,650	13	A	44	D	210	3.04%	14	B	52	3.2%
US 101	SR 237 to Moffett Blvd	NB	AM	3	6,900	**61**	**F**	1	1,650	46	E	**62**	**F**	56	0.81%	46	E	18	1.1%
			PM	3	6,900	**59**	**F**	1	1,650	34	D	**61**	**F**	**212**	**3.07%**	35	D	52	3.2%
US 101	Moffett Blvd to SR 85	NB	AM	3	6,900	**65**	**F**	1	1,650	56	E	**66**	**F**	47	0.68%	56	E	10	0.6%
			PM	3	6,900	**69**	**F**	1	1,650	36	D	**72**	**F**	**191**	**2.77%**	37	D	38	2.3%

Table 15 (Continued)
Santa Clara County Freeway Segment Traffic Operations

Freeway	Segment	Dir	Peak Hour	Existing Conditions								Kylli Mission Point Project							
				Mixed-Flow				HOV Lane				Mixed-Flow				HOV Lane			
				# of Lanes[1]	Capacity[2]	Density[3] (pc/mi/ln)	LOS[3]	# of Lanes[1]	Capacity[2]	Density[3] (pc/mi/ln)	LOS[3]	Density (pc/mi/ln)	LOS	Project Trips	% of Capacity	Density (pc/mi/ln)	LOS	Project Trips	% of Capacity
US 101	SR 85 to N. Shoreline Blvd	NB	AM	4	9,200	**63**	**F**	1	1,650	43	E	**63**	**F**	36	0.39%	43	D	10	0.6%
			PM	4	9,200	**68**	**F**	1	1,650	30	D	**70**	**F**	**144**	**1.57%**	31	D	38	2.3%
US 101	N. Shoreline Blvd to Rengstorff Ave	NB	AM	3	6,900	**58**	**F**	2	3,300	38	D	**58**	**F**	31	0.45%	38	D	10	0.2%
			PM	3	6,900	**70**	**F**	2	3,300	33	D	**72**	**F**	**117**	**1.70%**	33	D	38	0.6%
US 101	Rengstorff Ave to San Antonio Ave	NB	AM	3	6,900	55	E	2	3,300	36	D	55	E	28	0.41%	36	D	10	0.2%
			PM	3	6,900	**69**	**F**	2	3,300	30	D	**71**	**F**	**106**	**1.54%**	31	D	38	0.6%
US 101	San Antonio Ave to Oregon Expwy	NB	AM	3	6,900	**71**	**F**	2	3,300	34	D	**71**	**F**	29	0.42%	34	D	8	0.1%
			PM	3	6,900	**76**	**F**	2	3,300	**108**	**F**	**79**	**F**	**109**	**1.58%**	**109**	**F**	29	0.4%
US 101	Oregon Expwy to Embarcadero Rd	NB	AM	3	6,900	**68**	**F**	1	1,650	**68**	**F**	**68**	**F**	31	0.45%	**69**	**F**	8	0.5%
			PM	3	6,900	**71**	**F**	1	1,650	**89**	**F**	**73**	**F**	**120**	**1.74%**	**91**	**F**	**29**	**1.8%**
US 101	Embarcadero Rd to Oregon Expwy	SB	AM	3	6,900	39	D	1	1,650	n/a	A	40	D	139	2.01%	n/a	n/a	27	1.6%
			PM	3	6,900	**75**	**F**	1	1,650	29	D	**75**	**F**	27	0.39%	30	D	8	0.5%
US 101	Oregon Expwy to San Antonio Ave	SB	AM	3	6,900	41	D	2	3,300	13	A	42	D	120	1.74%	13	B	27	0.4%
			PM	3	6,900	**77**	**F**	2	3,300	34	D	**78**	**F**	26	0.38%	34	D	8	0.1%
US 101	San Antonio Ave to Rengstorff Ave	SB	AM	3	6,900	49	E	2	3,300	11	A	50	E	125	1.81%	11	A	10	0.2%
			PM	3	6,900	**75**	**F**	2	3,300	29	D	**76**	**F**	27	0.39%	29	D	38	0.6%
US 101	Rengstorff Ave to N. Shoreline Blvd	SB	AM	3	6,900	37	D	2	3,300	21	C	38	D	135	1.96%	22	C	34	0.5%
			PM	3	6,900	**77**	**F**	2	3,300	25	D	**77**	**F**	33	0.48%	25	C	10	0.2%
US 101	N. Shoreline Blvd to SR 85	SB	AM	3	6,900	35	D	1	1,650	15	A	37	D	190	2.75%	16.0	B	34	2.1%
			PM	3	6,900	**75**	**F**	1	1,650	43	E	**76**	**F**	48	0.70%	43.6	D	10	0.6%
US 101	SR 85 to Moffett Blvd	SB	AM	3	6,900	44	D	1	1,650	7	A	46	D	211	3.06%	7	A	43	2.6%
			PM	3	6,900	**79**	**F**	1	1,650	51	E	**80**	**F**	51	0.74%	51	E	10	0.6%
US 101	Moffett Blvd to SR 237	SB	AM	3	6,900	48	E	1	1,650	11	A	50	E	223	3.23%	11	B	43	2.6%
			PM	3	6,900	**75**	**F**	1	1,650	55	E	**76**	**F**	57	0.83%	56	E	20	1.2%
US 101	SR 237 to N. Mathilda Ave	SB	AM	3	6,900	29	D	1	1,650	8	A	30	D	156	2.26%	8	A	43	2.6%
			PM	3	6,900	**73**	**F**	1	1,650	27	D	**73**	**F**	0	0.00%	27	D	20	1.2%
US 101	N. Mathilda Ave to N. Fair Oaks Ave	SB	AM	3	6,900	24	C	1	1,650	3	A	25	C	156	2.26%	4	A	43	2.6%
			PM	3	6,900	**67**	**F**	1	1,650	29	D	**67**	**F**	0	0.00%	30	D	20	1.2%
US 101	N. Fair Oaks Ave to Lawrence Expwy	SB	AM	3	6,900	30	D	1	1,650	8	A	31	D	156	2.26%	8	A	43	2.6%
			PM	3	6,900	**79**	**F**	1	1,650	58	E	**79**	**F**	0	0.00%	**58**	**F**	**20**	**1.2%**
US 101	Lawrence Expwy to Bowers Ave / Great America Pkwy	SB	AM	3	6,900	35	D	1	1,650	3	A	36	D	65	0.94%	3	A	0	0.0%
			PM	3	6,900	**91**	**F**	1	1,650	**133**	**F**	**91**	**F**	0	0.00%	**133**	**F**	0	0.0%
US 101	Bowers Ave / Great America Pkwy to Montague Expwy / San Tomas Expwy	SB	AM	3	6,900	35	D	1	1,650	3	A	37	D	201	2.91%	3	A	0	0.0%
			PM	3	6,900	**91**	**F**	1	1,650	**133**	**F**	**113**	**F**	**432**	**6.26%**	**133**	**F**	0	0.0%
US 101	Montague Expwy / San Tomas Expwy to De La Cruz Blvd	SB	AM	3	6,900	32	D	1	1,650	11	A	33	D	222	3.22%	11	B	0	0.0%
			PM	3	6,900	**81**	**F**	1	1,650	**82**	**F**	**95**	**F**	**490**	**7.10%**	**82**	**F**	**0**	**0.0%**
US 101	De La Cruz Blvd to Guadalupe Pkwy	SB	AM	3	6,900	39	D	1	1,650	1	A	40	D	131	1.90%	1	A	31	1.9%
			PM	3	6,900	**71**	**F**	1	1,650	41	D	**77**	**F**	**351**	**5.09%**	44	D	91	5.5%
US 101	Guadalupe Pkwy to N. First St	SB	AM	3	6,900	28	D	1	1,650	2	A	28	D	97	1.41%	3	A	27	1.6%
			PM	3	6,900	**75**	**F**	1	1,650	38	D	**81**	**F**	**271**	**3.93%**	40	D	75	4.5%
US 101	N. First St to Old Bayshore Hwy	SB	AM	3	6,900	34	D	1	1,650	5	A	34	D	73	1.06%	5	A	27	1.6%
			PM	3	6,900	**89**	**F**	1	1,650	45	E	**100**	**F**	**246**	**3.57%**	47	E	75	4.5%
US 101	Old Bayshore Hwy to I-880	SB	AM	3	6,900	29	D	1	1,650	9	A	29	D	82	1.19%	9	A	18	1.1%
			PM	3	6,900	**91**	**F**	1	1,650	**62**	**F**	**104**	**F**	**258**	**3.74%**	**64**	**F**	**62**	**3.8%**
US 101	I-880 to Oakland Rd	SB	AM	3	6,900	35	D	1	1,650	n/a	A	35	D	56	0.81%	n/a	n/a	18	1.1%
			PM	3	6,900	**80**	**F**	1	1,650	**71**	**F**	**86**	**F**	**214**	**3.10%**	**73**	**F**	**62**	**3.8%**
US 101	Oakland Rd to McKee Rd	SB	AM	3	6,900	29	D	1	1,650	4	A	29	D	57	0.83%	5	A	12	0.7%
			PM	3	6,900	**63**	**F**	1	1,650	38	D	**66**	**F**	**219**	**3.17%**	39	D	50	3.0%

Table 15 (Continued)
Santa Clara County Freeway Segment Traffic Operations

Freeway	Segment	Dir	Peak Hour	Existing Conditions								Kylli Mission Point Project							
				Mixed-Flow				HOV Lane				Mixed-Flow				HOV Lane			
				# of Lanes[1]	Capacity[2]	Density[3] (pc/mi/ln)	LOS[3]	# of Lanes[1]	Capacity[2]	Density[3] (pc/mi/ln)	LOS[3]	Density (pc/mi/ln)	LOS	Project Trips	% of Capacity	Density (pc/mi/ln)	LOS	Project Trips	% of Capacity
US 101	McKee Rd to Santa Clara St	SB	AM	3	6,900	15	B	1	1,650	8	A	15	B	43	0.62%	9	A	12	0.7%
			PM	3	6,900	**68**	**F**	1	1,650	31	D	**71**	**F**	**180**	**2.61%**	32	D	50	3.0%
US 101	Santa Clara St to I-280	SB	AM	3	6,900	25	C	1	1,650	6	A	25	C	38	0.55%	6	A	11	0.7%
			PM	3	6,900	55	E	1	1,650	29	D	56	E	159	2.30%	29	D	45	2.7%
US 101	I-280 to Story Rd	SB	AM	3	6,900	33	D	1	1,650	3	A	33	D	29	0.42%	3	A	7	0.4%
			PM	3	6,900	50	E	1	1,650	29	D	51	E	121	1.75%	30	D	29	1.8%
US 101	Story Rd to Tully Rd	SB	AM	3	6,900	53	E	1	1,650	7	A	53	E	26	0.38%	7	A	7	0.4%
			PM	3	6,900	47	E	1	1,650	28	D	48	E	108	1.57%	29	D	29	1.8%
US 101	Tully Rd to Capitol Expwy	SB	AM	3	6,900	22	C	1	1,650	1	A	23	C	24	0.35%	1	A	7	0.4%
			PM	3	6,900	38	D	1	1,650	17	A	39	D	86	1.25%	18	B	26	1.6%
US 101	Capitol Expwy to Yerba Buena Rd	SB	AM	3	6,900	27	D	1	1,650	4	A	27	D	24	0.35%	4	A	7	0.4%
			PM	3	6,900	31	D	1	1,650	9	A	32	D	89	1.29%	9	A	26	1.6%
US 101	Yerba Buena Rd to Hellyer Ave	SB	AM	3	6,900	36	D	1	1,650	2	A	36	D	19	0.28%	2	A	4	0.2%
			PM	3	6,900	39	D	1	1,650	22	C	39	D	71	1.03%	22	C	16	1.0%
US 101	Hellyer Ave to Silver Creek Valley Rd	SB	AM	3	6,900	38	D	1	1,650	4	A	38	D	20	0.29%	4	A	3	0.2%
			PM	3	6,900	41	D	1	1,650	15	A	42	D	74	1.07%	15	B	10	0.6%
US 101	Silver Creek Valley Rd to Bernal Rd	SB	AM	3	6,900	24	C	1	1,650	6	A	24	C	17	0.25%	6	A	3	0.2%
			PM	3	6,900	23	C	1	1,650	6	A	23	C	62	0.90%	6	A	10	0.6%
US 101	Bernal Rd to SR 85	SB	AM	3	6,900	24	C	1	1,650	n/a	A	24	C	14	0.20%	n/a	n/a	3	0.2%
			PM	3	6,900	43	D	1	1,650	25	D	43	D	52	0.75%	25	C	10	0.6%
SR 237	SR 85 to Central Expy	EB	AM	2	4,400	**63**	**F**	0	--	**--**	--	**67**	**F**	**193**	**4.39%**	**--**	--	-	--
			PM	2	4,400	41	D	0	--	**--**	--	42	D	64	1.45%	**--**	--	-	--
SR 237	Central Expy to Maude Ave	EB	AM	2	4,400	53	E	0	--	**--**	--	56	E	221	5.02%	**--**	--	-	--
			PM	2	4,400	39	D	0	--	**--**	--	40	D	68	1.55%	**--**	--	-	--
SR 237	Maude Ave to US 101	EB	AM	2	4,400	34	D	0	--	**--**	--	35	D	209	4.75%	**--**	--	-	--
			PM	2	4,400	55	E	0	--	**--**	--	56	E	69	1.57%	**--**	--	-	--
SR 237	US 101 to Mathilda Ave	EB	AM	2	4,400	**59**	**F**	0	--	**--**	--	**63**	**F**	**255**	**5.80%**	**--**	--	-	--
			PM	2	4,400	**82**	**F**	0	--	**--**	--	**87**	**F**	**115**	**2.61%**	**--**	--	-	--
SR 237	Mathilda Ave to N. Fair Oaks Ave	EB	AM	2	4,400	33	D	1	1,650	24	D	36	D	335	7.61%	25	C	48	2.9%
			PM	2	4,400	**78**	**F**	1	1,650	34	D	**83**	**F**	**139**	**3.16%**	35	D	33	2.0%
SR 237	N. Fair Oaks Ave to Lawrence Expwy	EB	AM	2	4,400	30	D	1	1,650	16	A	32	D	335	7.61%	16	B	48	2.9%
			PM	2	4,400	**87**	**F**	1	1,650	35	D	**95**	**F**	**139**	**3.16%**	36	D	33	2.0%
SR 237	Lawrence Expwy to Great America Pkwy	EB	AM	2	4,400	32	D	1	1,650	11	A	32	D	0	0.00%	12	B	48	2.9%
			PM	2	4,400	**84**	**F**	1	1,650	51	E	**84**	**F**	0	0.00%	51	E	0	0.0%
SR 237	Great America Pkwy to N. First St	EB	AM	2	4,400	45	D	1	1,650	8	A	46	E	102	2.32%	8	A	19	1.2%
			PM	2	4,400	**78**	**F**	1	1,650	**70**	**F**	**90**	**F**	**336**	**7.64%**	**72**	**F**	66	4.0%
SR 237	N. First St to Zanker Rd	EB	AM	2	4,400	34	D	1	1,650	14	A	35	D	101	2.30%	14	B	19	1.2%
			PM	2	4,400	**63**	**F**	1	1,650	38	D	**70**	**F**	**359**	**8.16%**	39	D	59	3.6%
SR 237	Zanker Rd to McCarthy Blvd	EB	AM	2	4,400	42	D	0	--	**--**	--	43	D	96	2.18%	**--**	--	--	--
			PM	2	4,400	56	E	0	--	**--**	--	**61**	**F**	**357**	**8.11%**	**--**	--	--	--
SR 237	McCarthy Blvd to I-880	EB	AM	2	4,400	52	E	0	--	**--**	--	53	E	76	1.73%	**--**	--	--	--
			PM	2	4,400	**84**	**F**	0	--	**--**	--	**97**	**F**	**264**	**6.00%**	**--**	--	--	--
SR 237	I-880 to McCarthy Blvd	WB	AM	2	4,400	**92**	**F**	0	--	**--**	--	**127**	**F**	**400**	**9.09%**	**--**	--	--	--
			PM	2	4,400	58	**F**	0	--	**--**	--	**59**	**F**	**76**	**1.73%**	**--**	--	--	--
SR 237	McCarthy Blvd to Zanker Rd	WB	AM	2	4,400	**82**	**F**	0	--	**--**	--	**106**	**F**	**512**	**11.64%**	**--**	--	--	--
			PM	2	4,400	48	E	0	--	**--**	--	50	E	125	2.84%	**--**	--	--	--
SR 237	Zanker Rd to N. 1st St	WB	AM	2	4,400	**66**	**F**	0	--	**--**	--	**77**	**F**	**494**	**11.23%**	**--**	--	--	--
			PM	2	4,400	41	D	0	--	**--**	--	43	D	134	3.05%	**--**	--	--	--

Table 15 (Continued)
Santa Clara County Freeway Segment Traffic Operations

Freeway	Segment	Dir	Peak Hour	Existing Conditions								Kylli Mission Point Project							
				Mixed-Flow				HOV Lane				Mixed-Flow				HOV Lane			
				# of Lanes[1]	Capacity[2]	Density[3] (pc/mi/ln)	LOS[3]	# of Lanes[1]	Capacity[2]	Density[3] (pc/mi/ln)	LOS[3]	Density (pc/mi/ln)	LOS	Project Trips	% of Capacity	Density (pc/mi/ln)	LOS	Project Trips	% of Capacity
SR 237	N. 1st St to Great America Pkwy	WB	AM	2	4,400	**62**	**F**	1	1,650	25	D	**70**	**F**	**410**	**9.32%**	27	D	74	4.5%
			PM	2	4,400	37	D	1	1,650	16	A	38	D	120	2.73%	17	B	14	0.8%
SR 237	Great America Pkwy to Lawrence Expwy	WB	AM	2	4,400	**62**	**F**	1	1,650	18	A	**62**	**F**	0	0.00%	18	C	0	0.0%
			PM	2	4,400	33	D	1	1,650	13	A	33	D	0	0.00%	14	B	60	3.6%
SR 237	Lawrence Expwy to N. Fair Oaks Ave	WB	AM	2	4,400	**79**	**F**	1	1,650	28	D	**84**	**F**	**133**	**3.02%**	28	D	19	1.2%
			PM	2	4,400	**58**	**F**	1	1,650	20	B	**62**	**F**	**200**	**4.55%**	21	C	57	3.5%
SR 237	N. Fair Oaks Ave to Mathilda Ave	WB	AM	3	6,900	**73**	**F**	0	--	**--**	--	**76**	**F**	**152**	**2.20%**	**--**	--	--	--
			PM	3	6,900	**76**	**F**	0	--	**--**	--	**82**	**F**	**257**	**3.72%**	**--**	--	--	--
SR 237	Mathilda Ave to US 101	WB	AM	2	4,400	**60**	**F**	0	--	**--**	--	**62**	**F**	**127**	**2.89%**	**--**	--	--	--
			PM	2	4,400	**68**	**F**	0	--	**--**	--	**73**	**F**	**199**	**4.52%**	**--**	--	--	--
SR 237	US 101 to Maude Ave	WB	AM	2	4,400	39	D	0	--	**--**	--	40	D	72	1.64%	**--**	--	--	--
			PM	2	4,400	**70**	**F**	0	--	**--**	--	**76**	**F**	**197**	**4.48%**	**--**	--	--	--
SR 237	Maude Ave to Central Pkwy	WB	AM	2	4,400	37	D	0	--	**--**	--	37	D	58	1.32%	**--**	--	--	--
			PM	2	4,400	**65**	**F**	0	--	**--**	--	**69**	**F**	**161**	**3.66%**	**--**	--	--	--
SR 237	Central Pkwy to SR 85	WB	AM	2	4,400	44	D	0	--	**--**	--	44	D	38	0.86%	**--**	--	--	--
			PM	2	4,400	**77**	**F**	0	--	**--**	--	**81**	**F**	**111**	**2.52%**	**--**	--	--	--
SR 87	SR 85 to Capitol Expwy	NB	AM	2	4,400	**81**	**F**	1	1,650	55	E	**84**	**F**	**64**	**1.45%**	55	E	10	0.6%
			PM	2	4,400	33	D	1	1,650	11	A	33	D	10	0.23%	11	A	4	0.2%
SR 87	Capitol Expwy to Curtner Ave	NB	AM	2	4,400	**79**	**F**	1	1,650	**71**	**F**	**83**	**F**	**85**	**1.93%**	**71**	**F**	15	0.9%
			PM	2	4,400	33	D	1	1,650	7	A	33	D	13	0.30%	7	A	5	0.3%
SR 87	Curtner Ave to Almaden Rd	NB	AM	2	4,400	**66**	**F**	1	1,650	55	E	**69**	**F**	**90**	**2.05%**	56	E	18	1.1%
			PM	2	4,400	56	E	1	1,650	10	A	56	E	15	0.34%	10	A	6	0.4%
SR 87	Almaden Rd to Alma Ave	NB	AM	2	4,400	50	E	1	1,650	34	D	52	E	113	2.57%	34	D	20	1.2%
			PM	2	4,400	**62**	**F**	1	1,650	17	A	**62**	**F**	19	0.43%	17	B	7	0.4%
SR 87	Alma Ave to I-280	NB	AM	2	4,400	41	D	1	1,650	22	C	42	D	97	2.20%	22	C	21	1.3%
			PM	2	4,400	**66**	**F**	1	1,650	22	C	**67**	**F**	22	0.50%	22	C	8	0.5%
SR 87	I-280 to Julian St	NB	AM	2	4,400	**65**	**F**	1	1,650	41	D	**68**	**F**	**121**	**2.75%**	41	D	23	1.4%
			PM	2	4,400	29	D	1	1,650	17	A	29	D	22	0.50%	17	B	8	0.5%
SR 87	Julian St to Coleman Ave	NB	AM	2	4,400	**58**	**F**	1	1,650	35	D	**60**	**F**	**130**	**2.95%**	36	D	32	1.9%
			PM	2	4,400	33	D	1	1,650	19	B	34	D	42	0.95%	19	C	15	0.9%
SR 87	Coleman St to Taylor St	NB	AM	2	4,400	55	E	1	1,650	37	D	57	E	127	2.89%	38	D	32	1.9%
			PM	2	4,400	39	D	1	1,650	14	A	40	D	42	0.95%	14	B	16	1.0%
SR 87	Taylor St to Skyport Dr	NB	AM	2	4,400	43	D	1	1,650	30	D	44	D	162	3.68%	30	D	34	2.1%
			PM	2	4,400	27	D	1	1,650	16	A	27	D	50	1.14%	16	B	18	1.1%
SR 87	Skyport Dr to US 101	NB	AM	2	4,400	**78**	**F**	1	1,650	**69**	**F**	**85**	**F**	**166**	**3.77%**	**70**	**F**	**34**	**2.1%**
			PM	2	4,400	35	D	1	1,650	18	B	36	D	56	1.27%	19	C	19	1.2%
SR 87	US 101 to Skyport Dr	SB	AM	2	4,400	36	D	1	1,650	28	D	36	D	51	1.16%	28	D	15	0.9%
			PM	2	4,400	**73**	**F**	1	1,650	25	D	**77**	**F**	**125**	**2.84%**	25	C	32	1.9%
SR 87	Skyport Dr to Taylor St	SB	AM	2	4,400	35	D	1	1,650	17	A	36	D	44	1.00%	18	B	13	0.8%
			PM	2	4,400	**73**	**F**	1	1,650	24	D	**77**	**F**	**115**	**2.61%**	25	C	32	1.9%
SR 87	Taylor St to Coleman St	SB	AM	2	4,400	35	D	1	1,650	25	D	35	D	39	0.89%	25	C	12	0.7%
			PM	2	4,400	**61**	**F**	1	1,650	35	D	**63**	**F**	**91**	**2.07%**	36	D	31	1.9%
SR 87	Coleman Ave to Julian St	SB	AM	2	4,400	33	D	1	1,650	22	C	33	D	39	0.89%	22	C	12	0.7%
			PM	2	4,400	56	E	1	1,650	30	D	58	E	91	2.07%	31	D	31	1.9%
SR 87	Julian St to I-280	SB	AM	2	4,400	38	D	1	1,650	18	A	38	D	25	0.57%	18	B	8	0.5%
			PM	2	4,400	**64**	**F**	1	1,650	30	D	**65**	**F**	**65**	**1.48%**	31	D	19	1.2%
SR 87	I-280 to Alma Ave	SB	AM	2	4,400	26	C	1	1,650	17	A	26	C	19	0.43%	17	B	7	0.4%
			PM	2	4,400	**66**	**F**	1	1,650	39	D	**67**	**F**	**48**	**1.09%**	39	D	17	1.0%

Table 15 (Continued)
Santa Clara County Freeway Segment Traffic Operations

Freeway	Segment	Dir	Peak Hour	Existing Conditions								Kylli Mission Point Project							
				Mixed-Flow				HOV Lane				Mixed-Flow				HOV Lane			
				# of Lanes[1]	Capacity[2]	Density[3] (pc/mi/ln)	LOS[3]	# of Lanes[1]	Capacity[2]	Density[3] (pc/mi/ln)	LOS[3]	Density (pc/mi/ln)	LOS	Project Trips	% of Capacity	Density (pc/mi/ln)	LOS	Project Trips	% of Capacity
SR 87	Alma Ave to Almaden Ave	SB	AM	2	4,400	48	E	1	1,650	16	A	48	E	16	0.36%	16	B	6	0.4%
			PM	2	4,400	52	E	1	1,650	32	D	53	E	62	1.41%	32	D	16	1.0%
SR 87	Almaden Ave to Curtner Ave	SB	AM	2	4,400	54	E	1	1,650	15	A	55	E	13	0.30%	15	B	5	0.3%
			PM	2	4,400	53	E	1	1,650	27	D	54	E	57	1.30%	27	D	14	0.8%
SR 87	Curtner Ave to Capitol Expwy	SB	AM	2	4,400	34	D	1	1,650	17	A	34	D	12	0.27%	17	B	4	0.2%
			PM	2	4,400	48	E	1	1,650	28	D	49	E	55	1.25%	29	D	12	0.7%
SR 87	Capitol Expwy to SR 85	SB	AM	2	4,400	30	D	1	1,650	17	A	30	D	8	0.18%	17	B	3	0.2%
			PM	2	4,400	42	D	1	1,650	25	D	43	D	30	0.68%	26	C	8	0.5%

Notes:

HOV = high-occupancy vehicle; LOS = level of service.

1. Number of lanes and level of service on each segment are taken from VTA's *2018 Congestion Management Program Monitoring Report*.

2. Capacity is based on the capacities cited in VTA's *Transportation Impact Analysis Guidelines* (2014).

"n/a" indicates that speed exceeds the bound of the equation used to derive volume and density.

Bold indicates a substandard level of service.

Outline indicates an adverse effect associated with the Project.

Furthermore, the Project also would adversely affect 15 high occupancy vehicle (HOV) lane segments.

The VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue. The planned conversion of the existing HOV lane to an express lane and the construction of a second express lane in each direction would increase the capacity of the freeway and help to address the deficiency in freeway operations to which the Project would contribute. The Phase 5 portion of the Silicon Valley Express Lanes Project, which extends along US 101 from SR 237 to I 880, is expected to be completed in 2025.

The Phase 2 portion of the Silicon Valley Express Lane Project, which extends along SR 237 from N. First Street to Mathilda Avenue, opened in November 2019. Likewise, the Phase 3 portion of the Silicon Valley Express Lane Project, which extends along US 101 from SR 237 to San Mateo County opened in February 2022. The levels of service listed in the above tables are taken from 2018/2019 Congestion Management Program Monitoring Reports, and thus do not reflect the newly opened express lanes. Additional freeway improvements such as the addition of mixed-flow lanes are generally not feasible due to right of way constraints and secondary impacts associated with induced travel.

While the SR 87 Corridor Study, dated October 2018, stated that there is no room to expand the freeway, it identified technology-based improvements and innovative solutions to maximize use of the existing infrastructure and lead to lower levels of solo driving and higher use of other available modes of travel along the corridor. Potential improvements identified in the study include converting the southbound ramp from US 101 southbound to SR 87 southbound from one to two lanes, use of shoulders as part-time lanes, converting HOV lanes to express lanes, technology-based improvements, and multimodal improvements. As shown in Table 15, the Project would have an adverse effect on many freeway segments.

The Project should be required to provide fair share funding for the above-listed freeway improvements as they come along if full funding is not secured by then.

Freeway Ramp Traffic Operations

A freeway ramp operations analysis was performed to verify that the nearby freeway ramps have sufficient capacity to serve the projected traffic volumes with the Project. This analysis consisted of a volume-to-capacity (v/c) ratio evaluation of the freeway ramps at the study interchanges that provide access to the Project site. The ramp capacities were obtained from the *Highway Capacity Manual 2000*, and consider the free-flow speed, number of lanes on the ramp, and ramp metering. The ramp metering rate, like traffic signal timing, is not fixed and may fluctuate in response to vehicle demand. Caltrans considers a number of factors when selecting ramp metering rates including issues with ramp queues extending back onto City streets. For the purpose of this planning level capacity analysis, it is reasonable to assume a ramp capacity of 900 vehicle per hour per lane (vphpl) for metered ramps as this reflects a metering rate of 4 seconds/vehicle, which is the fastest metering rate used by Caltrans. Typically, there are queue loops at the end of each on ramp that will trigger if a vehicle stops on them (i.e., when the queue extends the entire length of the on ramp) and this will increase the throughput of the metering rate to "flush out" the on-ramp queue. It should be noted that the evaluation of freeway ramp capacity is not required based on the VTA's *TIA Guidelines*, nor are there VTA adopted thresholds for acceptable freeway ramp operations. The City of Santa Clara considers ramps operating at less than their capacity (less than a volume capacity ratio of 1.00) to be acceptable. For the purpose of this study, the Project is said to create a deficiency at a freeway ramp if its implementation:

1. Causes the volume-to-capacity (V/C) ratio of the freeway ramp to exceed 1.0; or

2. Increases the amount of traffic on a freeway ramp that is already exceeding its capacity by more than one percent (1 percent) of the ramp's capacity.

The freeway ramp traffic operations, along with these thresholds, have been used in other local transportation analyses such as the Patrick Henry Drive Specific Plan and Freedom Circle Focus Area TIAs.

Freeway ramp traffic operations analysis was conducted for ramps at the following interchanges:

- US 101/Great America Parkway
- SR 237/Great America Parkway
- US 101/Lawrence Expressway
- SR 237/Lawrence Expressway

Table 16 presents the existing freeway ramp parameters (ramp type, number of lanes, ramp meter locations, and peak-hour traffic volumes) as well as the existing v/c ratio. The existing traffic volume is below the capacity on all study freeway ramps except for the mixed-flow lane on the SR 237 eastbound on ramp from northbound Lawrence Expressway during the AM peak hour.

Table 17 presents an analysis of freeway ramps with the trips added by the Project. Under existing plus project conditions, all but two study ramp are expected to have sufficient capacity (v/c < 1.0) during both peak hours. The volume on the US 101 Northbound Off Ramp to Great America Parkway is expected to exceed the ramp capacity during the AM peak hour due to the Project. This off ramp currently has a single lane where it diverges from the freeway mainline. The capacity of the ramp could be doubled by widening the ramp to two lanes to allow vehicles to exit from either of the two right-most freeway lanes. Closer to Great America Parkway, the off ramp would transition from two lanes to the existing three-lane cross section with two left-turn lanes and one right-turn lane. This recommended off-ramp improvement would require Caltrans' approval. Even though the v/c ratio is greater than 1.0 for the mixed-flow lane on the SR 237 eastbound on-ramp from northbound Lawrence Expressway during the AM peak hour, the Project is not expected to add any trips to this ramp so the Project would have no effect on ramp operations.

Table 16
Existing Freeway Ramp Operations

Interchange	Ramp	Type	Peak Hour	Lanes			Existing Conditions					
							Mixed-Flow Lane			HOV Lane		
				Mixed-Flow	HOV	Meter[1]	Capacity[2]	Peak Volume[3]	v/c	Capacity[2]	Peak Volume[3]	v/c
US 101/Great America Parkway	NB On-Ramp from Southbound Great America Parkway	Diagonal	AM	1	-	Equipment Present	900	284	0.32	-	-	-
			PM				900	517	0.57	-	-	-
	SB On-Ramp from Southbound Great America Parkway	Loop	AM	1	1	Equipment Present	900	267	0.30	900	6	0.01
			PM				900	511	0.57	900	166	0.18
US 101/Great America Parkway	NB Off-Ramp to Great America Parkway	Diagonal	AM	1	-	-	2,000	1,543	0.77	-	-	-
			PM				2,000	940	0.47	-	-	-
	SB Off-Ramp to Great America Parkway	Diagonal	AM	1	-	-	2,000	1,054	0.53	-	-	-
			PM				2,000	449	0.22	-	-	-
SR 237/Great America Parkway	EB On-Ramp from Great America Parkway	Diagonal	AM	1	1	Equipment Present	900	336	0.37	900	39	0.04
			PM				900	474	0.53	900	371	0.41
	WB On-Ramp from Great America Parkway	Diagonal	AM	1	-	Equipment Present	900	565	0.63	-	-	-
			PM				900	693	0.77	-	-	-
SR 237/Great America Parkway	EB Off-Ramp to Great America Parkway	Diagonal	AM	1	-	-	2,000	605	0.30	-	-	-
			PM				2,000	546	0.27	-	-	-
	WB Off-Ramp to Great America Parkway	Diagonal	AM	1	-	-	2,000	978	0.49	-	-	-
			PM				2,000	1,269	0.63	-	-	-
US 101/Lawrence Expressway	NB On-Ramp from Southbound Lawrence Expressway	Diagonal	AM	1	1	Equipment Present	900	234	0.26	900	217	0.24
			PM				900	227	0.25	900	7	0.01
	SB On-Ramp from Southbound Lawrence Expressway	Loop	AM	1	1	Equipment Present	900	310	0.34	900	4	0.00
			PM				900	127	0.14	900	42	0.05
US 101/Lawrence Expressway	NB Off-Ramp to Lawrence Expressway	Diagonal	AM	2	-	-	3,800	1,358	0.36	-	-	-
			PM				3,800	1,160	0.31	-	-	-
	SB Off-Ramp to Lawrence Expressway	Diagonal	AM	2	-	-	3,800	661	0.17	-	-	-
			PM				3,800	1,852	0.49	-	-	-
SR 237/Lawrence Expressway	EB On-Ramp from Northbound Lawrence Expressway	Diagonal	AM	1	1	Equipment Present	900	930	**1.03**	900	248	0.28
			PM				900	363	0.40	900	268	0.30
	WB On-Ramp from Northbound Lawrence Expressway	Loop	AM	1	-	Equipment Present	900	282	0.31	-	-	-
			PM				900	191	0.21	-	-	-
SR 237/Lawrence Expressway	EB Off-Ramp to Southbound Lawrence Expressway	Diagonal	AM	1	-	-	2,000	79	0.04	-	-	-
			PM				2,000	620	0.31	-	-	-
	WB Off-Ramp to Southbound Lawrence Expressway	Loop	AM	1	-	-	1,800	1,198	0.67	-	-	-
			PM				1,800	1,100	0.61	-	-	-

Notes:
NB=northbound, SB=southbound, EB=eastbound, WB=westbound, v/c = volume-to-capacity ratio
[1] As a conservative approach, if an on-ramp has meter equipment present, the ramp is analyzed assuming it is metered.
[2] Ramp capacities were obtained from the Highway Capacity Manual, 2000 (pg 25-4), and considered the free-flow speed, the number of lanes on the ramp, and ramp metering.
[3] Peak-hour volumes are obtained through intersection counts or the Caltrans Performance Measurement System (PeMS) database.

Table 17
Freeway Ramp Operations under Existing Plus Project Conditions

Interchange	Ramp	Type	Peak Hour	Existing + Project Conditions										
				Total Project Trips	Mixed-Flow Lane					HOV Lane				
					Project Trips	Peak Volume	Capacity[1]	% of Capacity	v/c	Project Trips	Peak Volume	Capacity[1]	% of Capacity	v/c
US 101/Great America Parkway	NB On-Ramp from Southbound Great America Parkway	Diagonal	AM	0	0	284	900	0.0%	0.32	-	-	-	-	-
			PM	47	47	564	900	5.2%	0.63	-	-	-	-	-
	SB On-Ramp from Southbound Great America Parkway	Loop	AM	238	233	500	900	25.9%	0.56	5	11	900	0.6%	0.01
			PM	500	377	888	900	41.9%	0.99	123	289	900	13.6%	0.32
US 101/Great America Parkway	NB Off-Ramp to Great America Parkway	Diagonal	AM	562	562	2,105	2,000	28.1%	**1.05**	-	-	-	-	-
			PM	215	215	1,155	2,000	10.8%	0.58	-	-	-	-	-
	SB Off-Ramp to Great America Parkway	Diagonal	AM	65	65	1,119	2,000	3.3%	0.56	-	-	-	-	-
			PM	0	0	449	2,000	0.0%	0.22	-	-	-	-	-
SR 237/Great America Parkway	EB On-Ramp from Great America Parkway	Diagonal	AM	121	108	444	900	12.0%	0.49	13	52	900	1.4%	0.06
			PM	402	226	700	900	25.1%	0.78	176	547	900	19.6%	0.61
	WB On-Ramp from Great America Parkway	Diagonal	AM	0	0	565	900	0.0%	0.63	-	-	-	-	-
			PM	60	60	753	900	6.7%	0.84	-	-	-	-	-
SR 237/Great America Parkway	EB Off-Ramp to Great America Parkway	Diagonal	AM	49	49	654	2,000	2.5%	0.33	-	-	-	-	-
			PM	0	0	546	2,000	0.0%	0.27	-	-	-	-	-
	WB Off-Ramp to Great America Parkway	Diagonal	AM	484	484	1,462	2,000	24.2%	0.73	-	-	-	-	-
			PM	134	134	1,403	2,000	6.7%	0.70	-	-	-	-	-
US 101/Lawrence Expressway	NB On-Ramp from Southbound Lawrence Expressway	Diagonal	AM	18	9	243	900	1.0%	0.27	9	226	900	1.0%	0.25
			PM	5	5	232	900	0.5%	0.26	0	7	900	0.0%	0.01
	SB On-Ramp from Southbound Lawrence Expressway	Loop	AM	0	0	310	900	0.0%	0.34	0	4	900	0.0%	0.00
			PM	0	0	127	900	0.0%	0.14	0	42	900	0.0%	0.05
US 101/Lawrence Expressway	NB Off-Ramp to Lawrence Expressway	Diagonal	AM	0	0	1,358	3,800	0.0%	0.36	-	-	-	-	-
			PM	0	0	1,160	3,800	0.0%	0.31	-	-	-	-	-
	SB Off-Ramp to Lawrence Expressway	Diagonal	AM	3	3	664	3,800	0.1%	0.17	-	-	-	-	-
			PM	20	20	1,872	3,800	0.5%	0.49	-	-	-	-	-
SR 237/Lawrence Expressway	EB On-Ramp from Northbound Lawrence Expressway	Diagonal	AM	0	0	930	900	0.0%	**1.03**	0	248	900	0.0%	0.28
			PM	0	0	363	900	0.0%	0.40	0	268	900	0.0%	0.30
	WB On-Ramp from Northbound Lawrence Expressway	Loop	AM	152	152	434	900	16.9%	0.48	-	-	-	-	-
			PM	200	200	391	900	22.2%	0.43	-	-	-	-	-
SR 237/Lawrence Expressway	EB Off-Ramp to Southbound Lawrence Expressway	Diagonal	AM	335	335	414	2,000	16.8%	0.21	-	-	-	-	-
			PM	172	172	792	2,000	8.6%	0.40	-	-	-	-	-
	WB Off-Ramp to Southbound Lawrence Expressway	Loop	AM	74	74	1,272	1,800	4.1%	0.71	-	-	-	-	-
			PM	14	14	1,114	1,800	0.8%	0.62	-	-	-	-	-

Notes:
NB=northbound, SB=southbound, EB=eastbound, WB=westbound, v/c = volume-to-capacity ratio
[1] Ramp capacities were obtained from the Highway Capacity Manual, 2000 (pg 25-4), and considered the free-flow speed, the number of lanes on the ramp,
[2] Peak-hour volumes are obtained through intersection counts or the Caltrans Performance Measurement System (PeMS) database.
[3] As a conservative approach, if an on-ramp has meter equipment present, the ramp is analyzed assuming it is metered.

Vehicle Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes at intersections where the Project would add a substantial number of left turns. This analysis provides a basis for estimating future storage requirements at the intersections under existing and cumulative plus project conditions, which includes the Project, development of both the Freedom Circle Focus Area and the PHDSP Area along with other nearby planned and proposed developments including Related Santa Clara (City Place) and the Tasman East Specific Plan. Vehicle queues were estimated using a Poisson probability distribution, described in Chapter 1. The following left-turn movements were selected for evaluation:

- 2. Lawrence Expressway and Tasman Drive – Southbound and westbound left turn
- 3. Lawrence Expressway and Sandia Avenue/Lakehaven Drive - Westbound left turn
- 11. Tasman Drive and Patrick Henry Drive – Westbound and northbound left turn
- 12. Patrick Henry Drive and Kylli Drive West - Westbound left turn
- 14. Tasman Drive and Old Ironsides Drive – Westbound and northbound left turn
- 15. Old Ironsides Drive and Kylli Drive East - Eastbound left turn
- 16. Old Ironsides Drive and Old Glory Lane – Southbound, northbound, and eastbound left turn
- 17. Old Ironsides Drive and Patrick Henry Drive – Southbound and eastbound left turn
- 18. Great America Parkway and SR 237 Westbound Ramps – Northbound and westbound left turn
- 20. Great America Parkway and Great America Way - Southbound and westbound left turn
- 23. Great America Parkway and Tasman Drive – Northbound, eastbound, and westbound left turn
- 24. Great America Parkway and Old Glory Lane – Northbound and eastbound left turn
- 25. Great America Parkway and Patrick Henry Drive – Northbound and eastbound left turn
- 26. Great America Parkway and Mission College Boulevard – Southbound and eastbound left turn
- 28. Bowers Avenue and US 101 SB Off-Ramp – Eastbound left turn
- 50. Lick Mill Boulevard and Tasman Drive - Northbound left turn
- 53. Lick Mill Boulevard and Montague Expressway - Southbound left turn

For this study, the following criteria were used to determine if the Project would create an adverse effect at an intersection due to excess queues:

1. The addition of Project traffic causes the 95th percentile queue length to exceed the available queue storage at a movement that would have sufficient storage under no project conditions, or

2. The 95th percentile queue length exceeds the available queue storage under no project conditions, and the addition of Project trips would cause the 95th percentile queue to increase by one or more vehicle lengths.

Like adverse effects based on intersection level of service, adverse effects based on queuing deficiencies do not constitute significant impacts under CEQA.

The queuing analysis results are presented in Table 18. The results show that nine of the eleven intersections studied are expected to have insufficient turn lane storage to accommodate the anticipated traffic volumes in the Year 2035. The feasibility of potential improvements to address the queue storage deficiencies is discussed below.

Table 18
Left-Turn Storage Queuing Analysis

	(2) Lawrence Expwy/Tasman Dr				(3) Lawrence Expwy & Sandia Ave./Lakehaven Dr.		(11) Tasman Dr/Patrick Henry Dr				(12) Patrick Henry Dr./Kylli Dr. West *			
	SBL		WBL		WBL		WBL		NBL		WBL			
Measurement	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM		PM	
Existing														
Cycle/Delay[1] (sec)	170	186	170	186	169	191	110	110	110	110				
Volume (vph)	68	331	370	530	371	200	17	23	79	42				
Lanes	2	2	2	2	2	2	1	1	2	2				
Volume (vphpl)	34	166	185	265	186	100	17	23	40	21				
Avg. Queue (veh)	1.6	8.6	8.7	13.7	8.7	5.3	0.5	0.7	1.2	0.6				
Avg. Queue (ft.)	40	214	218	342	218	133	13	18	30	16				
95th %. Queue (veh)	4	14	14	20	14	9	2	2	3	2				
95th %. Queue (ft.)	100	350	350	500	350	225	50	50	75	50				
Storage (ft/ln)	225	225	450	450	75	75	230	230	140	140				
Adequate (Y/N)	Y	**N**	Y	**N**	**N**	**N**	Y	Y	Y	Y				
Cumul + Proj														
Cycle/Delay[1] (sec)	170	186	170	186	169	191	110	110	110	110	100		100	
Volume (vph)	229	388	396	548	441	1267	414	326	549	628	154	[3]	289	[3]
Lanes	2	2	2	2	2	2	1	1	2	2	1		1	
Volume (vphpl)	115	194	198	274	221	634	414	326	275	314	154		289	
Avg. Queue (veh)	5.4	10.0	9.4	14.2	10.4	33.6	12.7	10.0	8.4	9.6	4.3		8.0	
Avg. Queue (ft.)	135	251	234	354	259	840	316	249	210	240	107		201	
95th %. Queue (veh)	9	15	15	21	16	43	19	15	13	15	8		13	
95th %. Queue (ft.)	225	375	375	525	400	1075	475	375	325	375	200		325	
Storage (ft/ln)	225	225	450	450	75	75	230	230	140	140	450	[4]	450	[4]
Adequate (Y/N)	Y	**N**	Y	**N**	**N**	**N**	**N**	**N**	**N**	**N**	Y		Y	

*Queuing analysis at this intersetions reflects the recommended improvement by installing traffic signals.

[1] Vehicle queue calculations based on cycle length for signalized intersections.

[2] Assumes 25 feet per vehicle queued.

[3] The volumes under cumulative plus project conditions reflects the volumes after the reassignment of project trips due to the recommended turn restrictions at Kylli Driveway A.

[4] Eastbound approach is future planned Kylli Drive West. The project driveway is located approximately 450 feet east of Patrick Henry Drive and therefore it was assumed that the storage length for the WBL movement is about 450 feet.

Table 18 (continued)
Left-Turn Storage Queuing Analysis

	(14) Tasman Dr/Old Ironsides Dr				(15) Old Ironsides Dr./Kylli Dr. East *		(16) Old Ironsides Dr/Old Glory Ln					
	NBL		WBL		EBL		SBL		NBL		EBL	
Measurement	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing												
Cycle/Delay[1] (sec)	110	110	110	110			7.3	7.4				
Volume (vph)	7	8	11	14			3	98				
Lanes	1	1	1	1			1	1				
Volume (vphpl)	7	8	11	14			3	98				
Avg. Queue (veh)	0.2	0.2	0.3	0.4			0.0	0.2				
Avg. Queue (ft.)	5	6	8	11			0	5				
95th %. Queue (veh)	1	1	1	2			<1	1				
95th %. Queue (ft.)	25	25	25	50			<25	25				
Storage (ft/ln)	100	100	150	150			100	100				
Adequate (Y/N)	Y	Y	Y	Y			Y	Y				
Cumul + Proj												
Cycle/Delay[1] (sec)	110	110	110	110	100	100	100	100	100	100	100	100
Volume (vph)	211	506	728	351	64	271	97	633	141	55	32	137
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	211	506	728	351	64	271	97	633	141	55	32	137
Avg. Queue (veh)	6.4	15.5	22.2	10.7	1.8	7.5	2.7	17.6	3.9	1.5	0.9	3.8
Avg. Queue (ft.)	161	387	556	268	44	188	67	440	98	38	22	95
95th %. Queue (veh)	11	22	30	16	4	12	6	25	7	4	3	7
95th %. Queue (ft.)	275	550	750	400	100	300	150	625	175	100	75	175
Storage (ft/ln)	100	100	150	150	400 [3]	400 [3]	100	100	175 [4]	175 [4]	400 [5]	400 [5]
Adequate (Y/N)	**N**	**N**	**N**	**N**	Y	Y	**N**	**N**	Y	Y	Y	Y

*Queuing analysis at this intersetion reflects the recommended improvement by installing traffic signals.

[1] Vehicle queue calculations based on cycle length for signalized intersections.

[2] Assumes 25 feet per vehicle queued.

[3] Westbound approach is future planned Kylli Drive East. The project driveway is located appoximately 400 feet east of Old Ironsides Drive and therefore it was assumed that the storage length for the BBL movement is about 400 feet.

[4] The Project would add a NBL turn lane. The storage length shown leaves 100 feet of storage for the SBL movement at the nearest driveway on the east side of Old Ironsides Dr.

[5] Eastbound approach is future planned Kylli Drive South. The project driveway is located appoximately 400 feet west of Old Ironside Drive and therefore it was assumed that the storage length for the EBL movement is about 400 feet.

Table 18 (continued)
Left-Turn Storage Queuing Analysis

	(17) Patrick Henry Dr/Old Ironsides Dr				(18) Great America Pkwy/SR 237 WB Ramps				(20) Great America Pkwy/Great America Way			
	SBL		EBL		NBL		WBL/T		SBL		WBL	
Measurement	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing												
Cycle/Delay[1] (sec)	11.5	22.1	7.9	7.4	52	72	52	72	104	80	104	80
Volume (vph)	22	127	2	9	141	343	901	944	192	99	175	76
Lanes	1	1	1	1	2	2	2	2	1	1	1	1
Volume (vphpl)	22	127	2	9	71	172	451	472	192	99	175	76
Avg. Queue (veh)	0.1	0.8	0.0	0.0	1.0	3.4	6.5	9.4	5.5	2.2	5.1	1.7
Avg. Queue (ft.)	2	19	0	0	25	86	163	236	139	55	126	42
95th %. Queue (veh)	1	2	<1	<1	3	7	11	15	10	5	9	4
95th %. Queue (ft.)	25	50	<25	<25	75	175	275	375	250	125	225	100
Storage (ft/ln)	125	125	100	100	210	210	480	480	150	150	125	125
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	Y	**N**	Y
Cumul + Proj												
Cycle/Delay[1] (sec)	100	100	100	100	52	72	52	72	104	80	104	80
Volume (vph)	71	264	52	48	159	871	1120	998	869	156	711	215
Lanes	2	2	1	1	2	2	3	3	2	2	1	1
Volume (vphpl)	36	132	52	48	80	436	373	333	435	78	711	215
Avg. Queue (veh)	1.0	3.7	1.4	1.3	1.1	8.7	5.4	6.7	12.6	1.7	20.5	4.8
Avg. Queue (ft.)	25	92	36	33	29	218	135	166	314	43	514	119
95th %. Queue (veh)	3	7	4	3	3	14	9	11	19	4	28	9
95th %. Queue (ft.)	75	175	100	75	75	350	225	275	475	100	700	225
Storage (ft/ln)	125	125	100	100	210	210	480	480	150	150	180	180
Adequate (Y/N)	Y	**N**	Y	Y	Y	**N**	Y	Y	**N**	Y	**N**	**N**

*Queuing analysis at this intersetions reflects the recommended improvement by installing traffic signals.
[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 feet per vehicle queued

Table 18 (continued)
Left-Turn Storage Queuing Analysis

	(23) Great America Pkwy/Tasman Dr						(24) Great America Pkwy/Old Glory Ln				(25) Great America Pkwy/Patrick Henry	
	EBL		WBL		NBL		NBL		EBL/T		NBL	
Measurement	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing												
Cycle/Delay[1] (sec)	156	90	156	90	156	90	78	160	78	160	156	160
Volume (vph)	36	27	400	270	244	84	22	13	0	45	373	107
Lanes	2	2	2	2	2	2	1	1	1	1	1	1
Volume (vphpl)	18	14	200	135	122	42	22	13	0	45	373	107
Avg. Queue (veh)	0.8	0.3	8.7	3.4	5.3	1.1	0.5	0.6	0.0	2.0	16.2	4.8
Avg. Queue (ft.)	20	8	217	84	132	26	12	14	0	50	404	119
95th %. Queue (veh)	2	1	14	7	9	3	0	2	0	5	23	9
95th %. Queue (ft.)	50	25	350	175	225	75	0	50	0	125	575	225
Storage (ft/ln)	290	290	270	270	180	180	240	240	365	365	230	230
Adequate (Y/N)	Y	Y	**N**	Y	**N**	Y	Y	Y	Y	Y	**N**	Y
Cumul + Proj												
Cycle/Delay[1] (sec)	156	90	156	90	156	90	78	160	78	160	156	160
Volume (vph)	641	1035	687	478	304	106	854	466	128	361	1462	970
Lanes	2	2	3	3	2	2	2	2	1	1	2	2
Volume (vphpl)	321	518	229	159	152	53	427	233	128	361	731	485
Avg. Queue (veh)	13.9	12.9	9.9	4.0	6.6	1.3	9.3	10.4	2.8	16.0	31.7	21.6
Avg. Queue (ft.)	347	323	248	100	165	33	231	259	69	401	792	539
95th %. Queue (veh)	20	19	15	8	11	3	15	16	6	23	41	29
95th %. Queue (ft.)	500	475	375	200	275	75	375	400	150	575	1025	725
Storage (ft/ln)	290	290	270	270	180	180	240	240	365	365	230	230
Adequate (Y/N)	**N**	**N**	**N**	Y	**N**	Y	**N**	**N**	Y	**N**	**N**	**N**

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 feet per vehicle queued

Table 18 (continued)
Left-Turn Storage Queuing Analysis

	(25) Great America Pkwy/Patrick Henry Dr		(26) Great America Pkwy/Mission College Blvd				(28) Bowers Av/US 101 SB Off Ramp		(50) Lick Mill Blvd/Tasman Dr.		(53) Lick Mill Blvd/Montague Expwy	
	EBL		SBL		EBL		EBL		NBL		SBL	
Measurement	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing												
Cycle/Delay[1] (sec)	156	160	156	140	156	140	78	110	150	150	190	190
Volume (vph)	4	47	142	368	119	170	569	253	487	67	331	414
Lanes	1	1	2	2	1	1	2	2	2	2	2	2
Volume (vphpl)	4	47	71	184	119	170	285	127	244	34	166	207
Avg. Queue (veh)	0.2	2.1	3.1	7.2	5.2	6.6	6.2	3.9	10.1	1.4	8.7	10.9
Avg. Queue (ft.)	4	52	77	179	129	165	154	97	254	35	218	273
95th %. Queue (veh)	1	5	6	12	9	11	10	7	16	4	14	17
95th %. Queue (ft.)	25	125	150	300	225	275	250	175	400	100	350	425
Storage (ft/ln)	140	140	400	400	250	250	780	780	150 [4]	150 [4]	375	375
Adequate (Y/N)	Y	Y	Y	Y	Y	**N**	Y	Y	**N**	Y	Y	**N**
Cumul + Proj												
Cycle/Delay[1] (sec)	156	160	156	140	156	140	78	110	150	150	190	190
Volume (vph)	108	276	481 [3]	336 [3]	996	217	952	378	800	246	697	1544
Lanes	1	1	2	2	2	2	2	2	2	2	3	3
Volume (vphpl)	108	276	241	168	498	109	476	189	400	123	232	515
Avg. Queue (veh)	4.7	12.3	10.4	6.5	21.6	4.2	10.3	5.8	16.7	5.1	12.3	27.2
Avg. Queue (ft.)	117	307	261	163	540	105	258	144	417	128	307	679
95th %. Queue (veh)	8	18	16	11	29	8	16	10	24	9	18	36
95th %. Queue (ft.)	200	450	400	275	725	200	400	250	600	225	450	900
Storage (ft/ln)	140	140	400	400	425	425	780	780	100	100	325	325
Adequate (Y/N)	**N**	**N**	Y	Y	**N**	Y	Y	Y	**N**	**N**	**N**	**N**

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 feet per vehicle queued
[3] The SBL volumes at Great America Parkway/Mission College Boulevard under cumulative plus project conditions reflect the traffic reassignment expected as a result of signalization at the Great America Parkway/Hichborn Drive intersection.
[4] Volume reflects NBL and NBT volume and the storage was an average of the length of the left-turn lane and the through lane.

2. Lawrence Expressway and Tasman Drive – Southbound and Westbound Left Turn

The existing storage capacity for the southbound left-turn movement on Lawrence Expressway is approximately 175 feet in the inner lane and 275 feet in the outer left-turn lane for an average of 225 feet per lane. Under existing conditions, the available storage is sufficient to accommodate the 95th percentile queue during the AM peak hour. During the PM peak hour, the 95th percentile queue exceeds the existing storage by 125 feet per lane. Under cumulative plus project conditions, the 95th percentile queue would grow to 225 feet during the AM peak, which would be accommodated by the existing storage. During the PM peak hour, this movement is expected to exceed the available storage with a maximum queue of 375 feet per lane, an increase of 25 feet or one-vehicle length above the existing queue length. This would constitute an adverse effect on queuing. The existing left-turn lane could be extended from the existing length of 225 feet per lane to 375 feet per lane by modifying the existing landscaped median.

Currently there are two left-turn lanes with an average of 450 feet per lane on the westbound Tasman Drive approach. Under existing conditions, the available storage is sufficient to accommodate the 95th percentile queue during the AM peak hour. During the PM peak hour, the 95th percentile queue exceeds the existing storage by 50 feet or two vehicle lengths per lane. Under cumulative plus project conditions, the 95th percentile queue during the PM peak hour would increase to 525 feet, which would exceed the existing storage by 75 feet to three vehicle lengths per lane. An increase of one-vehicle length to the 95th percentile queue constitutes an adverse effect on queuing. Extending the turn pocket would require removal of trees and modifications to light rail equipment in the median. Given that the queuing issues at this location are expected to occur only rarely, they do not warrant the expense of extending the turn pocket.

3. Lawrence Expressway and Sandia Avenue/Lakehaven Drive - Westbound Left Turn

The existing storage capacity for the westbound left-turn movement on Sandia Avenue is only 75 feet per lane (6 vehicles total in both lanes) due to the proximity of Blazingwood Drive. Under existing conditions, the 95th percentile queue (14 vehicles and 9 vehicles during the AM and PM peak hour, respectively) exceeds the available storage. In the Year 2035, the trips associated with the Project, development of the PHDSP Area and other nearby developments are expected to cause the left-turn queue on westbound Sandia Avenue to extend up to 1,075 feet. This would constitute an adverse effect on queuing. Extending the left-turn lanes would not be feasible due to the proximity to the upstream intersection at Blazingwood Drive and Sandia Avenue.

The Long-Range Transportation Plan for Santa Clara County (VTP2040) lists a project (VTP ID# R39) that would realign Wildwood Avenue to connect directly with Lawrence Expressway and create a new signalized intersection at Lawrence Expressway and Wildwood Avenue. This improvement would divert traffic from the westbound left-turn movement at the Lawrence/Sandia/Lakehaven intersection.

11. Tasman Drive and Patrick Henry Drive – Westbound and Northbound Left Turn

Under existing conditions, the westbound left-turn queue can be accommodated within the existing turn pocket storage. However, in the Year 2035, the trips associated with the Project, development of the PHDSP Area and other nearby developments are expected to cause the left-turn queue on westbound Tasman Drive to extend up to 475 feet, which would exceed the existing turn pocket length by 245 feet or approximately ten vehicle lengths. This would constitute an adverse effect on queuing. Adding a second westbound left-turn lane is not feasible because it would require the acquisition of additional right of way along the north side of Tasman Drive to fit in the additional turn lane as well as the dedication of additional right-of-way along the Project frontage on Patrick Henry Drive to add a second lane on southbound Patrick Henry Drive to receive dual left turns. Furthermore, there is not enough

room to extend the existing left-turn lane due to the light rail transit line in the median of Tasman Drive. Thus, increasing the storage for this left-turn movement is not feasible.

The northbound left-turn lanes are each only about 140 feet long, which is sufficient for the maximum queue of 75 feet under existing conditions. The projected 2035 traffic volumes are expected to result in 95th percentile queues of up to 375 feet per lane and would cause an adverse effect on queuing. The existing turn lanes could be extended by restriping the street within the existing curb-to-curb width. With this improvement, the northbound left-turn lanes would extend back to Kylli Driveway A and there would not be sufficient space within the existing right-of-way to accommodate a southbound left-turn lane leading to Kylli Driveway A side by side to the northbound dual left-turn lanes. Thus, it is recommended that left turns be prohibited from southbound Patrick Henry Drive into Kylli Driveway A.

12. Patrick Henry Drive and Kylli Drive West - Westbound Left Turn

The westbound approach at this intersection, the future planned Kylli Drive West, is recommended to have two lanes including one left-turn lane and one right-turn lane. Entrances to the parking garages in Area A to the north and Area D to the south are located along Kylli Drive West approximately 450 feet east of Patrick Henry Drive. This would provide enough storage for about eighteen westbound left-turn vehicles on Kylli Drive West. With the recommended traffic signal, the estimated maximum vehicle queue for the westbound left-turn movement would be accommodated within the provided vehicle storage capacity and would not block access to or from the parking garages.

14. Old Ironsides Drive and Tasman Drive– Westbound and Northbound Left Turn

Currently, there is only a single left-turn lane approximately 150 feet long on westbound Tasman Drive at Old Ironsides Drive. The existing turn lane is sufficient to accommodate the existing queues. Over 700 vehicles are expected to make this left turn by the Year 2035 in the AM peak hour due to the Project and development of the PHDSP Area resulting in a 95th percentile queue of 750 feet in the AM peak hour. This would constitute an adverse effect on queuing. Adding a second westbound left-turn lane is not feasible because it would require the acquisition of additional right of way along the north side of Tasman Drive as well as the dedication of additional right-of-way along the Project frontage on Old Ironsides Drive to add a second lane on southbound Patrick Henry Drive to receive dual left turns. However, the existing left-turn lane could be extended by modifying the landscaped median. Due to the proximity of the Great America/Tasman intersection, the westbound left-turn lane could not be extended to a length of more than 450 feet.

In the Year 2035, the trips associated with the Project, PHDSP Area and other nearby developments are expected to cause the left-turn queue on northbound Old Ironsides Drive to extend beyond the dedicated turn lane striping, which is only about 100 feet in length. This would constitute an adverse effect on queuing. Beyond this point, the median is striped as a two-way left-turn lane, and also serves southbound left-turn traffic turning into an adjacent parcel on the east side of Old Ironsides Drive (4988 Great America Parkway). The projected 95th percentile queue length is estimated to be up to 550 feet in the Year 2035. In order to accommodate the projected queue length, Old Ironsides Drive should be restriped to add a second northbound left-turn lane. While the 95th percentile queue would still exceed the dual left-turn lanes, the northbound left-turn pocket cannot be extended due to the need to retain left-turn access to the adjacent parcel at 4988 Great America Parkway. To minimize the adverse effect due to the queuing deficiency at this intersection, the Project should pay fair share fees towards the intersection spot improvements identified in the Bicycle Master Plan.

15. Old Ironsides Drive and Kylli Drive East - Eastbound Left Turn

The eastbound approach at this intersection, the future planned Kylli Drive East, is recommended to have two lanes including one left-turn lane and one right-turn lane. Entrances to the parking garages in Area B to the north and Area C to the south are located along Kylli Drive East approximately 400 feet

west of Old Ironsides Drive. This would provide enough storage for about sixteen eastbound left-turn vehicles on Kylli Drive East. With the recommended traffic signal, the estimated maximum vehicle queue under cumulative plus project conditions for the eastbound left-turn movement would be accommodated within the provided vehicle storage capacity and would not block access to or from the parking garages.

16. Old Ironsides Drive and Old Glory Lane – Southbound, Northbound, and Eastbound Left Turn

Currently, the southbound dedicated left-turn lane striping is only approximately 100 feet long. Beyond this point, the median is striped as a two-way left-turn lane. In the Year 2035, over 600 vehicles are expected to make this left turn in the PM peak hour resulting in 95th percentile queue of 625 feet. Therefore, the cumulative plus project traffic volumes would cause an adverse effect on queuing. Extending the existing turn lane to this length would not be feasible since it would extend past the intersection at Kylli Drive East. To increase the storage length for this movement, Old Ironsides Drive should be restriped to add a second southbound left-turn lane. The recommended dual southbound turn lanes would be end to end with the northbound left-turn pocket at Kylli Drive East.

The Project would add a driveway on the west leg of this intersection and restripe the northbound approach to include one dedicated left-turn lane. Under cumulative plus project conditions, the 95th percentile queue for the northbound left-turn movement would be up to 175 feet. There is sufficient space to accommodate the projected 95th percent queue length for the northbound left turn while leaving approximately 100 feet of storage for the southbound left-turn movement at the nearest driveway on the east side of Old Ironsides Drive.

The west leg of the intersection is recommended to have one dedicated left-turn lane. It is assumed that the left-turn lane would extend approximately 400 feet west of Old Ironsides Drive to the entrance to the parking garage in Area C. Under year 2035 conditions, the eastbound left-turn queues on the west leg are projected to be less than the storage capacity during the AM and PM peak hours.

17. Old Ironsides Drive and Patrick Henry Drive – Southbound and Eastbound Left Turn

Currently, the southbound dedicated left-turn lane striping is about 125 feet long. Beyond this point, the median is striped as a two-way left-turn lane. The existing storage capacity for the southbound dual left-turn lanes on Old Ironsides Drive is sufficient under existing conditions. Cumulative conditions assume the addition of a second southbound left-turn lane, which would be funded by the PHDSP developments. The traffic growth expected by the Year 2035 is estimated to result in a 95th percentile queue length up to 175 feet and exceed the storage capacity by two vehicle lengths. This would constitute an adverse effect on queuing. The PHDSP developments shall design and implement the second southbound left-turn lane to accommodate the future left-turn queue.

Under existing and year 2035 conditions, the eastbound left-turn queues on Patrick Henry Drive are projected to be less than the available storage capacity during the AM and PM peak hours.

18. Great America Parkway and SR 237 Westbound Ramps – Northbound and Westbound Left Turn

The existing storage capacity for the northbound left-turn lane on Great America Parkway is approximately 210 feet, or eight vehicles per lane. The traffic growth expected by the Year 2035 is estimated to result in a 95th percentile queue length of 350 feet per lane during the PM peak hour and would cause an adverse effect on queuing. The left-turn storage cannot be increased because the turn lanes extend to the upstream intersection at the SR 237 eastbound ramps. There is no feasible improvement to increase the available queue storage length. Better signal coordination with the

adjacent intersection (Great America Parkway and SR 237 Eastbound Ramps) could reduce queues at this intersection.

Currently there is one left-turn lane and one shared through/left-turn lane, each 480 feet long, on the SR 237 westbound off ramp. The queue storage is adequate under existing conditions. Cumulative conditions assume the addition of a third left-turn lane, which would be constructed by the Related Santa Clara (City Place) development. With the added third left-turn lane, the 95th percentile queue is estimated to be 275 feet per lane under cumulative plus project conditions. Therefore, under both existing and cumulative plus project conditions, the westbound left-turn queues are projected to be less than the available storage capacity.

20. Great America Parkway and Great America Way - Southbound and Westbound Left Turn

Currently there is only one southbound left-turn lane with a storage capacity of 150 feet. Under existing conditions, the available storage is sufficient to accommodate the 95th percentile queue during the PM peak hour. During the AM peak hour, the 95th percentile queue exceeds the existing storage by 100 feet or four vehicle lengths.

Under cumulative plus project conditions. the addition of trips associated with the developments nearby would cause the queue to overflow the turn lane storage even with the planned addition of a second southbound left-turn lane of the same length. The 95th percentile queue during the AM peak hour would increase to 475 feet per lane. This would constitute an adverse effect on queuing. The length of the turn lanes could be extended by modifying the existing landscaped median. However, there is not sufficient space to accommodate the 95th percentile queue due to the proximity of the upstream intersection at Great American Parkway and the SR 237 Eastbound Off-Ramp.

The westbound approach includes a single left-turn lane that is approximately 125 feet in length. During the AM peak hour under existing conditions, the 95th percentile queue (9 vehicles) exceeds the capacity of the left-turn pocket (5 vehicles) and extends into the two-way left-turn lane. The additional trips associated with cumulative developments are expected to cause the 95th percentile queue to grow to 700 feet and would cause an adverse effect on queuing. The westbound left-turn lane could be extended by restriping the two-way left-turn lane in the median. However, it is not feasible to accommodate the 95th percentile queue due to the need to accommodate left turns at nearby driveways.

23. Great America Parkway and Tasman Drive – Northbound, Eastbound, and Westbound Left Turn

The existing northbound left-turn lanes provide 180 feet of storage per lane, which can accommodate about seven vehicles. Under existing conditions, the estimated 95th percentile queue is less than the existing vehicle storage capacity during the PM peak hour. During the AM peak hour, the estimated 95th percentile queue currently exceeds the available storage by about 50 feet or two vehicle lengths per lane. Under cumulative plus project conditions, the estimated 95th percentile queue would be increased from 225 feet to 275 feet per lane. This would constitute an adverse effect on queuing. The left-turn lanes could be extended to accommodate the projected 95th percent queue length by modifying the existing landscaped median.

The existing storage capacity for the eastbound dual left-turn lanes on Tasman Drive (290 feet per lane) is sufficient under existing conditions. The Project and other planned developments including buildout of the PHDSP Area are expected to cause 95th percentile queues up to 500 feet per lane and would cause an adverse effect on queuing. The turn lanes cannot be extended due to the presence of light rail in the median and right-of-way constraints. There is no feasible improvement to address this queuing deficiency.

The westbound left-turn queue is expected to grow from 350 feet per lane in two lanes under existing conditions to as much as 375 feet per lane in three lanes in the Year 2035. This would constitute an adverse effect on queuing. The left-turn pocket could be extended from the existing length of 270 feet to approximately 400 feet by modifying the existing landscaped median.

24. Great America Parkway and Old Glory Lane – Northbound and Eastbound Left Turn

The existing storage capacity in the northbound left-turn lane (240 feet) is sufficient to accommodate the 95th percentile queue under existing conditions. However, the addition of trips associated with the Project and PHDSP Area developments would cause the queue to overflow the turn lane storage even with the addition of a second northbound left-turn lane, which would be constructed by the PHDSP development. This would constitute an adverse effect on queuing. The 95th percentile queue would be up to 400 feet per lane under cumulative plus project conditions. The planned dual left-turn lanes could be designed to accommodate the 95th percentile queue by modifying the existing landscaped median.

The eastbound left-turn and through movements share a single lane. The available storage in this lane is sufficient under existing conditions. The trips associated with the Project and PHDSP Area developments are expected to cause the queue in the shared eastbound left-turn/through lane to extend beyond the upstream intersection at Old Ironsides Drive and would cause an adverse effect on queuing. The existing right-of-way is not sufficient to accommodate the addition of a second eastbound left-turn lane along with the other planned improvements (a second eastbound right-turn lane and a multipurpose trail) on this segment of Old Glory Lane. Furthermore, as described in the previous chapters, the PHDSP developments will be responsible to install a new traffic signal at the Old Ironsides/Old Glory intersection in the future. The new signal will be closely coordinated with the existing signal at the Great America/Old Glory intersection to avoid gridlock.

25. Great America Parkway and Patrick Henry Drive – Northbound and Westbound Left Turn

Under existing conditions, the 95th percentile queue for the northbound left-turn exceeds the available storage (230 feet) by about 350 feet during the AM peak hour. Cumulative conditions assume the addition of a second northbound left-turn lane, which would be funded by the PHDSP Area developments. Even with the added lane, the 95th percentile queue is expected to exceed the available storage during both peak hours with a maximum queue up to 1,025 feet per lane under cumulative conditions. This would constitute an adverse effect on queuing. The length of the turn lanes could be extended by modifying the existing landscaped median. However, there is not sufficient space to accommodate the 95th percentile queue for both the northbound left turn at the Great America/Patrick Henry intersection as well as the southbound left turn at the Great America/Mission College intersection even if the turn pockets are extended so that they are end to end.

The trips associated with the Project and PHDSP Area development are expected to cause the left-turn queue on eastbound Patrick Henry Drive to extend beyond the upstream intersection at Old Ironsides Drive during the PM peak hour. The PHDSP developments will be responsible to install a new traffic signal at the Old Ironsides/Patrick Henry intersection. The new signal will be closely coordinated with the existing signal at the Great America/Patrick Henry intersection to manage the vehicle queues.

26. Great America Parkway and Mission College Boulevard –Southbound and Eastbound Left Turn

The existing storage capacity for the southbound left-turn movement on Great America Parkway is approximately 200 feet in the inner lane and 600 feet in the outer left-turn lane for an average of 400 feet per lane. Under existing conditions, the available storage is sufficient to accommodate the 95th percentile queue. Cumulative plus project conditions assume the creation of a signalized full-access intersection at Great America Parkway and Hichborn Drive that would cause some southbound Great

America Parkway traffic to divert from turning left at Mission College Boulevard to turning left at Hichborn Drive. With the reassignment in traffic due to the planned improvements at Hichborn Drive, the 95th percentile queue would be accommodated within the available storage. Therefore, the cumulative plus project traffic volumes would not cause an adverse effect on queuing at this location.

Currently, the eastbound left-turn pocket on Mission College Boulevard is only about 250 feet long, which provides enough storage for about ten vehicles. The estimated 95th percentile queue exceeds the existing vehicle storage capacity by one vehicle during the PM peak hour under existing conditions. A CIP project would add a second eastbound left-turn lane at this intersection. The added lane is assumed to extend back to the intersection of the Mission College Loop (approximately 600 feet), resulting in an average storage length of 425 feet per lane for the eastbound left-turn movement. Under cumulative plus project conditions, the addition of trips associated with the Project and other planned developments in the vicinity including the Patrick Henry Drive Specific Plan and Related Santa Clara developments would cause the queue to overflow the turn lane storage even with the planned dual left-turn lanes. The 95th percentile queue during the AM peak hour would increase to 725 feet per lane. This would constitute an adverse effect on queuing. The left-turn storage length cannot be extended further due to the proximity to the upstream intersection and right-of-way constraints.

28. Bowers Avenue and US 101 SB Off-Ramp – Eastbound Left Turn

Under existing and year 2035 conditions, the eastbound left-turn queues on the US 101 southbound offramp are projected to be less than the available storage capacity during the AM and PM peak hours.

50. Lick Mill Boulevard and Tasman Drive - Northbound Left Turn

Currently, the northbound left-turn movement on Lick Mill Boulevard is served by an exclusive left-turn lane and a shared through/left-turn lane. Thus, the queuing analysis under existing conditions reflects the combined storage and queue length for both movements. The existing storage capacity is approximately 100 feet in the inner left-turn lane. The outer shared through/left-turn lane provides approximately 200 feet of storage between Tasman Drive and the driveway to the multifamily residential development at 5090 Lick Mill Boulevard for an average left-turn storage of 150 feet per lane. The estimated 95th percentile queue exceeds the existing vehicle storage capacity by ten vehicles during the AM peak hour under existing conditions.

Under cumulative plus project conditions, the addition of trips associated with the Project and City Place developments would cause the queue to overflow the turn lane storage even with the planned restriping to create dual northbound left-turn lanes. The 95th percentile queue during the AM peak hour would increase to 600 feet per lane. Therefore, the cumulative plus project traffic volumes would cause an adverse effect on queuing. The length of the turn lanes cannot be extended due to the proximity to the existing driveway at 5090 Lick Mill Boulevard.

53. Lick Mill Boulevard and Montague Expressway - Southbound Left Turn

The existing southbound approach includes two left-turn lanes and one exclusive right-turn lane. The existing left-turn storage capacity is approximately 225 feet in the inner left-turn lane and 550 feet in the outer lane (including the full length of the lane between Montague Expressway and Moreland Way) for an average of 375 feet per lane. The estimated 95th percentile queue exceeds the existing vehicle storage capacity by two vehicles during the PM peak hour under existing conditions.

A third southbound left-turn lane is planned under cumulative conditions. It was assumed that the planned third southbound left-turn lane would have the same length as the existing inner left-turn lane. However, even with the added third left-turn lane, the 95th percentile queue is expected to exceed the available storage during both peak hours with a maximum queue up to 900 feet per lane under cumulative plus project conditions. This would constitute an adverse effect on queuing. The length of

the turn lanes could be extended by modifying the existing landscaped median. However, there is not sufficient space to accommodate the 95th percentile queue due to its proximity to the intersection at Moreland Way and Lick Mill Boulevard.

Signal Warrant Analysis

The Project would vacate Democracy Way and construct a new private street, labeled as Kylli Drive in the Project plans, to the south of the current alignment. This future realigned roadway would connect Patrick Henry Drive on the west and Old Ironsides Drive on the east and create two new T-intersections. A signal warrant analysis was conducted for the two future unsignalized T-intersections at Patrick Henry Drive/Kylli Drive West and Old Ironsides Drive/Kylli Drive East to assess whether future traffic volumes at these intersections would warrant signalization. The signal warrant sheets are included in Appendix D.

It was assumed that the east leg of the intersection at Patrick Henry Drive/Kylli Drive West would include one left-turn lane and one right-turn lane and would be controlled by a stop sign while the Patrick Henry Drive approaches would be uncontrolled. The PM peak-hour volumes at this intersection would meet the peak-hour signal warrant under background plus project conditions. However, the level of service analysis determined that the intersection would operate at an acceptable level overall under one-way stop control during both peak hours. Under cumulative plus project conditions, this intersection would operate at an unacceptable LOS F and is expected to satisfy the peak-hour signal warrant during the PM peak hour. Thus, the Project will be required to install a new traffic signal at this future intersection, but signalization may not be required under near-term conditions prior to full buildout of the PHDSP Area developments.

At the future intersection of Old Ironsides Drive and Kylli Drive East, it was assumed that the west leg of the intersection (Kylli Drive East) would include one left-turn lane and one right-turn lane and would be controlled by a stop sign while the Old Ironsides Drive approaches would be uncontrolled. This intersection would operate at an unacceptable level (LOS E or F) overall and would meet the peak-hour signal warrant during the PM peak hour under background plus project and cumulative plus project conditions. The Project will be required to install a new traffic signal at this future intersection.

Site Access and Internal Circulation

Local access to the Project site is provided from Tasman Drive, Patrick Henry Drive, Old Ironsides Drive, Old Glory Lane, and Democracy Way. The Project would maintain these existing access points, except for Democracy Way. Detailed site plans showing access and circulation for the Project have not yet been prepared. This review is based on the conceptual drawings included in the Rezoning Application, dated April 21, 2023 (see Figures 2 and 3 in Chapter 1).

> **Recommendation:** Because the current site plan is conceptual, this study does not provide a detailed analysis of site access and circulation. Prior to final design, the site plan should be reviewed by the City Public Works Engineering Division. Modifications to the Project design may occur during the project permitting process.

Vehicle Site Access

The Project site would include several access points from existing roadways, realigned roadways, as well as a new network of sidewalks and bike lanes. As shown on Figure 1, for planning and analysis purposes, the Project site has been divided into four areas: Areas A, B, C, and D. Democracy Way, an existing public street easement, would be vacated. The street would be relocated south of its existing alignment and would not be a through street that connects Patrick Henry Drive and Old Ironsides Drive. It is referred to in the Project plans as Kylli Drive East and Kylli Drive West and proposes a building-to-building width of

approximately 100 feet (approximately 42-foot curb-to-curb width). Kylli Drive would be a private street that would be subject to a public access easement and emergency access easement to continue to allow public access by vehicles, bicyclists, and pedestrians as well as access to the Project's private utilities. In addition, the Project would also have three other access points along Patrick Henry Drive (one north and two south of Kylli Drive) and two along Old Ironsides Drive (one north and one south of Kylli Drive). Similar to Kylli Drive, these would not be through streets and would not connect Patrick Henry Drive to Old Ironsides Drive. The Project also would have a right-turn only driveway and a separate dedicated drop off/pick-up lane along Tasman Drive.

There would be three vehicle access points serving Area A. The right-turn in/out driveway on Tasman Drive would provide access to the ground-level parking, the above-grade parking levels, and the underground parking garage. The access point on Patrick Henry Drive north of Kylli Drive, referred to as Kylli Driveway A in this report, would provide access to the ground-level, above-grade, and underground parking levels. The entrance on Kylli Drive West would only lead to the ground level from which drivers can access the internal ramp that leads to above grade parking levels.

There would be two access points serving Area B: one entrance on Old Ironsides Drive, referred to as Kylli Driveway B in this report, and one access point on Kylli Drive East. Both access points would lead to all levels of parking..

Area C would be served by two access points: an entrance to the ground-level and above-grade parking garage on Kylli Drive East, and an access point on Old Ironsides Drive opposite Old Glory Lane, which would allow access to all levels of parking..

Area D would have three access points: an entrance on Kylli Drive West, which would provide access to the underground parking garage only; and two access points on Patrick Henry Drive south of Kylli Drive West, referred to as Kylli Driveway D and Kylli Drive South in this report, which would provide access to all levels of parking.

It should be noted that the ground-level and above-grade parking for different areas would not be connected to each other except for the potential for circulation at grade across Kylli Drive West (between Areas A and D) and across Kylli Drive East (between Areas B and C). Parking in the below-grade parking garage would be connected among all areas by a grid network of drive aisles. Thus, drivers could enter the basement via a ramp in any area and travel below-grade to a different area where they wish to park and could exit at any other ramp to the surface parking and connect to public roads around the Project site.

According to the City of Santa Clara Municipal Code, Chapter 18.74 (Parking Regulations), two-way driveways providing access to 25 or more residential parking spaces or garage spaces shall have a minimum width of 26 feet (24-foot pavement with 1-foot clearance on each side).

> **Recommendation:** Prior to final design, the width of all Project driveways should be reviewed for compliance with the City's driveway design standards. Project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see other vehicles traveling on the roads. Any landscaping and signage should be located in such a way as to ensure an unobstructed view for drivers entering and exiting the site.

On-Site Circulation

The on-site circulation was reviewed in accordance with generally accepted traffic engineering standards. Generally, the proposed plan would provide adequate connectivity through the parking areas for vehicles, bicycles, and pedestrians.

On-site parking for the Project would be provided via underground parking structures (extending primarily under the footprint of the podium buildings on the site) and in four separated above-grade

podium parking areas. The above-grade podium parking areas would not be connected to each other on the ground level except for the potential for circulation across Kylli Drive West (between Areas A and D) and across Kylli Drive East (between Areas B and C). Drivers would need to use the below-grade parking garage to travel to different areas of the Project site or use the different parking structure access points within the Project boundaries. Except for the ramps up to Kylli Drive West and East, which allow circulation across Kylli Drive to a ground level garage in a different area, the ramps up from the basement are shown to be directly leading to/from the public street. There are no other internal connections between the underground parking garage and the above-ground garage. Drivers finding no available spaces in the above-grade parking area would have to exit to the street and re-enter the underground garage or vice versa.

> **Recommendation:** Due to the large size of the parking facilities and the limited internal connections between basement and above-grade parking levels, it is recommended that a parking management program be implemented to assist residents, employees, customers, and visitors with finding a parking space.

The current conceptual site plan does not label the slope of the garage ramps. Commonly cited parking publications recommend grades of up to 16 percent on ramps where no parking is permitted, but grades of up to 20 percent are cited as acceptable when ramps are covered (i.e., protected from weather) and not used for pedestrian walkways.

> **Recommendation:** Prior to final design, the slopes of all garage ramps should be reviewed to ensure they meet appropriate design standards.

Parking Garages

The review of the parking layout was based on an illustrative site plan, which is subject to change. All parking spaces in the parking garages are oriented at a 90-degree angle from the drive aisles. The drive aisles should be reviewed to meet the City of Santa Clara minimum requirement (25 feet) for 90-degree standard parking spaces on double-loaded drive aisles with two-way traffic.

The site plan shows good circulation through the garages. The illustrative site plan shows dead-end aisles, which are generally undesirable and should be avoided whenever possible. Short dead-end aisles may be accepted if extra space has been provided to allow a vehicle to turn around. The recommended parking management program would lead drivers to available parking spaces and reduce the chance that drivers would enter a dead-end aisle that is fully occupied and then have to turn around or back out of the aisle.

The parking space dimensions are not marked on the current site plan. According to the City of Santa Clara Municipal Code, Chapter 18.74, standard parking spaces must be 18 feet long and 9 feet wide (10 feet wide if they are next to a wall).

> **Recommendation:** Prior to final design, the width of drive aisles and the parking space dimensions should be measured to confirm that they comply with City of Santa Clara standards.

Truck Loading Areas

The Project would provide truck loading areas at ground level. Loading spaces are proposed throughout the Project site, dispersed in Areas A, B, and C. Based on the proposed City requirements shown on Figure 05-9_01: Conceptual Loading Bay Quantities in the Rezoning Application, dated April 21, 2023, the Project would need to provide approximately 80 loading spaces These would include van loading spaces, box-truck loading spaces, and tractor loading spaces. The number of loading spaces is subject to change based on the size of the Project.

Passenger Drop-Off Areas

As shown on Figure 05-7_01: Illustrative Tenant Access and Circulation (Level 1) in the Rezoning Application, dated April 21, 2023, Drop-off areas are proposed throughout the Project site, both along the Project's frontage and within the Project site, including drop-off locations on Tasman Drive, Kylli Drive East, Kylli Drive West, and in the southern drive aisles. Some of these drop-off areas would also serve as car-share/bus shuttle stops or car-share/van shuttle stops.

Effects on Pedestrians, Bicycles, and Transit Facilities

The following sections describe the potential impact of the Project on pedestrian, bicycle, and transit facilities and services. Impacts are identified based on the significance criteria as described below.

Significance Criteria

Significant impacts to pedestrian or bicycle facilities would occur when a project or an element of the project:

1. Creates a hazardous condition that does not currently exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility to the site and adjoining areas; or
2. Conflicts with an existing or planned pedestrian or bicycle facility; or
3. Conflicts with policies related to bicycle and pedestrian activity adopted by the City of Santa Clara.

Significant impacts to transit service would occur if the project:

1. Disrupts existing transit services or facilities; or
2. Conflicts with an existing or planned transit facility; or
3. Conflicts with transit policies adopted by the City of Santa Clara or VTA.

Bicycle Facilities

The Project site is near many existing bicycle facilities, including trails along Calabazas Creek and San Tomas Aquino Creek and bicycle lanes on Tasman Drive, Great America Parkway, and other streets. In addition, the bicycle and pedestrian bridge over Calabazas Creek, southwest of the Project site, connects to the John W. Christian Greenbelt in Sunnyvale.

Future residents of the Project site would be able to ride to work using bicycle lane and bicycle trail connections to surrounding employment areas. Existing employment zones north of the Project site would be accessible via bicycle lanes on Great America Parkway or via the Calabazas Creek Trail. Bicycle lanes on Tasman Drive would provide a route to other opportunities planned as part of the Related Santa Clara (formerly "City Place") development. These bicycle lanes could also be used to reach the North San José employment area, and the Guadalupe River Trail could be used to reach downtown San José. Employment areas south of the Project site would be reached via the San Tomas Aquino Creek Trail or bicycle lanes on Great America Parkway/Bowers Avenue. The same bicycle facilities would allow future employees on the Project site to ride to work from established residential neighborhoods south of US 101 and from new nearby planned residential developments in North Santa Clara.

The Project would result in a substantial improvement to bicycle facilities. The Project would construct Class IV protected bicycle lanes on Patrick Henry Drive and Old Ironsides Drive adjacent to the Project site and Class II bicycle lanes along the Project frontage on Tasman Drive. Within the site, the Project would provide Class IV protected bicycle lanes on Kylli Drive West and Kylli Drive East that would connect through the "Central Green Area," a north–south Class I bicycle path that would bisect the site

and connect with a planned bicycle path in the Patrick Henry Drive Specific Plan area and a multi-use trail, the Santa Clara Trail, along the southern perimeter of the Project site. Because the Project would improve bicycle facilities along the perimeter and within the Project site and provide safer conditions for bicyclists relative to existing conditions, consistent with the City's General Plan and the 2018 Bicycle Master Plan Update, and the Project's impact on bicycle facilities would be ***less than significant***.

Pedestrian Facilities

Portions of Patrick Henry Drive and Old Ironsides Drive currently lack sidewalks. The intersection of Patrick Henry Drive and Tasman Drive lacks ADA-compliant crosswalks. The Project would construct new sidewalks where missing and improve existing sidewalks along the Project frontages on Patrick Henry Drive, Old Ironsides Drive, and Tasman Drive. Intersections adjacent to the Project would be upgraded to ensure compliance with current ADA standards. Furthermore, as described earlier, the Project proposes to vacate Democracy Way and construct a new private street, Kylli Drive, farther south, near the middle of the Project site, that would provide a pedestrian connection between Patrick Henry Drive and Old Ironsides Drive. In addition, a network of new pedestrian paths would be provided within the Project site, including a new multi-use trail, the Santa Clara Trail, along the southern perimeter of the Project site; sidewalks adjacent to buildings; and a series of meandering pathways through the Project site, which would connect Tasman Drive and the Santa Clara Trail.

Because the Project would improve pedestrian facilities within the Project site and provide safer conditions for pedestrians relative to existing conditions, consistent with the City's General Plan and the 2019 City Pedestrian Master Plan, the Project's impact on pedestrian facilities would be ***less than significant***.

Crosswalks

Under project conditions, the existing midblock crossings along Patrick Henry Drive and Old Ironsides Drive along the edge of the Project site would be removed. The California Vehicle Code 21950.5(a) identifies steps to be completed prior to the removal of any existing marked crosswalk.

> "An existing marked crosswalk may not be removed unless notice and opportunity to be heard is provided to the public not less than 30 days prior to the scheduled date of removal. In addition to any other public notice requirements, the notice of proposed removal shall be posted at the crosswalk identified for removal."

If crosswalks are removed, City staff would provide notices to the public by completing the following actions:

- Mail letters to addresses within a 300-foot radius of each intersection
- Post notices at each intersection with a crosswalk to be removed
- Post notices at locations used for posting Board/Commission/Council agendas
- Post an article in the Santa Clara Weekly
- Post information on City Hall News/Nextdoor/Social media

The current conceptual site plan shows that new crosswalks are proposed at all the Project driveway intersections. Based on crosswalk location guidance published by the Federal Highway Administration

(FHWA)[8], marked crosswalks should not be placed too close together as overuse may breed driver disrespect for them. A more conservative use of them is generally preferred.

The FHWA guidance also specifies that marked crosswalks should not be installed in close proximity to traffic signals since pedestrians should be encouraged to cross at the signal in most situations. The minimum distance from a signal for installing a marked crosswalk should be determined by local traffic engineers based on pedestrian crossing demand, type of roadway, traffic volume, and other factors. The objective of adding a marked crosswalk is to channel pedestrians to safer crossing points. FHWA research also found that on multi-lane roads with higher traffic volumes, having a marked crosswalk alone without other forms of traffic control such as a traffic signal was associated with a higher pedestrian crash rate compared to an unmarked crosswalk.[9] Figure 16 shows the crosswalk recommendations.

[8] Federal Highway Administration, *Safety Effects of Marked vs Unmarked Crosswalks at Uncontrolled Locations: Final Report and Recommended Guidelines,* September 2005, p. 60.
[9] Ibid, p. 36.

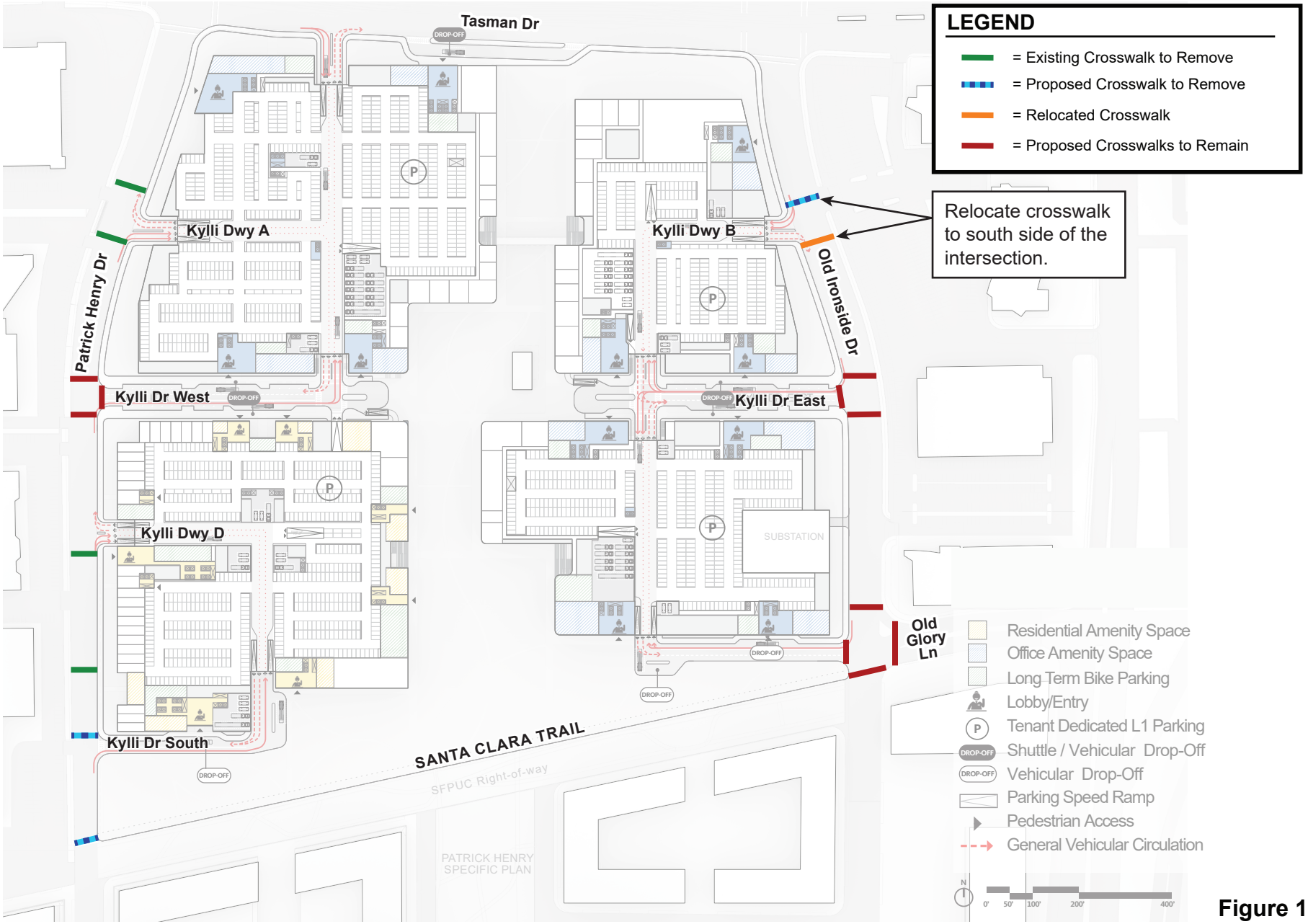


Figure 16
Crosswalks Recommendations

As discussed in Chapter 5, the intersection of Patrick Henry Drive and Kylli Driveway A intersection is recommended to allow only right-turn traffic in and out of the Project site and be unsignalized. There is no compelling reason for pedestrians to cross Patrick Henry Drive at this location as it is not near a building lobby/entry. Pedestrians in Area A could instead cross Patrick Henry Drive at Kylli Drive West or at Tasman Drive. The intersection of Patrick Henry Drive and Kylli Driveway D would also be unsignalized and it is only located approximately 250 feet south of the signalized intersection of Patrick Henry Drive and Kylli Drive West. Patrick Henry Drive is a three lane roadway (one lane in each direction with a two-way left-turn lane) with estimated Average Daily Traffic (ADT) above 15,000 with the proposed Project. Therefore, due to the projected traffic volume, the existing crosswalks at the unsignalized intersections of Patrick Henry Drive/Kylli Driveway A and Patrick Henry Drive/Kylli Driveway D should be removed.

Likewise, the two proposed new crosswalks shown on Patrick Henry Drive at Kylli Drive South and at the Santa Clara trail are not recommended since they are very close to a planned new crosswalk beacon just south of the SFPUC ROW planned as part of the Patrick Henry Drive Specific Plan.

The existing crosswalk on Patrick Henry Drive between Kylli Driveway D and Kylli Drive South serves existing VTA bus stops adjacent to this location. It is recommended that the existing uncontrolled crosswalk be removed and the existing bus stops along the Project frontage on Patrick Henry Drive be shifted to the preferred far side locations at the intersection of Kylli Drive West, where the crosswalks would be controlled by a new traffic signal.

The current conceptual site plan shows a crosswalk is planned on the north approach at the intersection of Old Ironsides Drive and Kylli Driveway B. It is recommended that the crosswalk be relocated to the other side of the intersection (south approach) so that outbound driveway traffic making a left-turn out of the site does not conflict with pedestrians and instead, outbound right-turn traffic would need to yield to pedestrians.

At the future signalized Project driveway intersections along Patrick Henry Drive and Old Ironsides Drive, crosswalks should be provided and controlled by the traffic signal.

Transit Facilities

Existing transit service for the Project site includes an ACE shuttle and five VTA routes along Great America Parkway and Tasman Drive. The Project site is about a 3- to 10-minute walk (less than 0.5 mile) from the Old Ironsides light rail station and the Reamwood light rail station on Tasman Drive. Bus stops serving the ACE shuttle are currently located along the Project site frontage on Patrick Henry Drive and Old Ironsides Drive, with additional bus stops for VTA bus routes on Great America Parkway and Tasman Drive. The Project would not interfere or conflict with these transit facilities and would be consistent with VTA Transit Service Guidelines, which guide VTA service planning, including route determination, service levels, and capacity (ridership coverage).[11]

The Project would contribute to a grade separation project at the intersection of North First Street and Montague Expressway, which has light rail in the median. Although VTA's Recommended 2023 Transit

[11] According to VTA's *Transit Service Guidelines* (revised September 2019), route frequency is determined by demand and policy, with higher ridership demand warranting more frequent bus service (p. 10); in addition, the guidelines note that high-density land uses that are transit supportive generate higher ridership (p. 3). VTA's focus on "ridership-oriented service" (p. 2) depends on three elements: attractive transit service, dense and transit-supportive land uses, and pedestrian-oriented street designs (p. 3). The Project is consistent with the second and third elements; although the Project would provide facilities and programs to promote transit and shuttle ridership, such as real-time transit information displays and transit subsidies for office workers, the first element, "attractive transit service," would be dependent on VTA policy.

Service Plan does not call for new transit service adjacent to or within the Project site, the Project proposes to include shuttle stops along the Project's frontage and within the Project site, including drop-off locations on Tasman Drive, Kylli Drive East, Kylli Drive West, and in the southern drive aisles that would allow for shuttle or other micro-transit services provided by VTA, a Transportation Management Agency, or a private provider. Thus, the Project's impact on transit services would be ***less than significant***.

An evaluation of the effects of Project traffic on transit vehicle delay also was completed. The analysis was completed for transit routes that serve the Project vicinity utilizing estimated vehicle delay presented in the intersection level of service analysis contained in Chapters 3 and 4. The results of the transit delay analysis are presented in Table 19. The analysis shows that for most routes, the traffic associated with the Project would increase delay to transit vehicles. For bus routes 20, 55, and the ACE Green shuttle, the transit vehicle delay would increase by approximately 60 seconds or less over the entire length of the route. For bus routes 57 and 59, and 121, the Project would cause transit vehicle delay to increase by roughly 30 seconds to 3 minutes. The recommended roadway and multimodal improvements would reduce the Project's effect on transit vehicle delay. The VTA has not established policies or significance criteria related to transit vehicle delay. Thus, this data is presented for informational purposes only.

> **Recommendation:** The Project should work with VTA to consider relocating bus stops on Patrick Henry Drive and Old Ironsides Drive so that they are in preferred far side locations[12] relative to proposed new traffic signals. Based on the criteria and guidelines for passenger pads and related amenities in the VTA Transit Passenger Environment Plan and the projected bus ridership, bus stops adjacent to the Project on Patrick Henry Drive and Old Ironsides Drive should be upgraded to include seating, single-unit shelters, and trash receptacles.

[12] VTA, 2020. *Bus Stop and Passenger Facility Design Criteria and Standards*.

Table 19
Project Effect on Transit Vehicle Delay in Study Area

Bus Route	Study Area Streets	Direction	Existing Travel Time (sec.) [1] AM	Existing Travel Time (sec.) [1] PM	Projected Change in Transit Vehicle Delay (sec/veh) [2] AM	Projected Change in Transit Vehicle Delay (sec/veh) [2] PM
20	Arques Ave/Scott Blvd, Bowers Ave/Great America Pkwy, Mission College Blvd, Agnew Rd, Montague Expwy	Eastbound Westbound	2,920 3,080	3,140 3,060	3.0 19.6	21.6 19.1
55	Lawrence Expwy, Tasman Dr	Northbound Southbound	3,100 2,920	3,540 2,920	60.6 -1.5	51.3 5.1
57	Bowers Ave/Great America Pwy, Mission College Blvd, Tasman Dr, Patrick Henry Dr, Old Ironsides Dr	Northbound Southbound	3,120 2,955	3,315 3,240	84.6 105.2	50.8 146.2
59	Scott Blvd, San Tomas Expwy, Mission College Blvd, Great America Pkwy, Old Ironsides Dr	Northbound Southbound	3,820 3,680	4,120 3,880	70.7 113.2	70.7 187.4
121	Great America Pkwy, Tasman Dr	Northbound Southbound	5,460	 5,700	34.5	 200.2
ACE Green	Patrick Henry Dr, Old Ironsides Dr, Tasman Dr, Great America Pkwy	Eastbound/Southbound Westbound/Northbound	 1,020	1,290	 62.8	-0.2

Note:
1. Existing travel time represents the total travel time along the route end-to-end during the AM and PM peak hours based on the bus schedule as of June 2023.
2. Projected increase in transit delay based on a comparison of background vs. background plus project intersection movement delays calculated by TRAFFIX.

Hazards Due to Design Features or Incompatible Uses

Conflicts between modes would be reduced through better accommodations for the different modes, including elements such as new and/or improved sidewalks, bicycle lanes, and bus stops. The Project proposes an improved internal circulation network that would be designed to accommodate vehicular traffic balanced with other modes (e.g., bicycling, walking, micro-mobility, transit). In particular, the Project would include a coordinated network of streets, bicycle and pedestrian pathways, and greenways to ensure safe, comfortable mobility options.

The following Project elements would promote safety by reducing potential conflicts between vehicles, bicyclists, pedestrians, and buses through designs that would accommodate all modes:

- On-street parking on Kylli Drive East and West that would serve as a buffer between vehicle travel lanes and Class IV protected bicycle lanes.
- Class II bicycle lanes on Tasman Drive and Class IV protected bicycle lanes on Patrick Henry Drive and Old Ironsides Drive, with bollards and/or buffer space for bicycles and colored pavement in intersections, transition zones, and other areas with possible conflicts.
- A deep-profile drop-off area within the Project frontage on Tasman Drive, separated by a pedestrian/green buffer to minimize conflicts with cyclists.
- Dedicated curb space for ridesharing, ride-hail, and taxi service passenger loading;
- Vehicular access points to parking structures along the periphery of the site to minimize conflicts between vehicles, cyclists, and pedestrians within the Project site.

- Widened sidewalks along the Project perimeter, with planters to provide shade and separation between vehicles and pedestrians.
- Sidewalks along Kylli Drive East and West, with enough space for street life and a green buffer to provide shade and separation from the protected bicycle lane.
- On-site shuttle stops on internal private roadways to improve pedestrian safety and travel efficiency.
- Urban street trees, selected to thrive in tree pit locations with minimum root damage to sidewalks and minimal leaf litter or fruit drop to minimize tripping hazards for pedestrians.

Designs would be subject to City review, detailed site plans are not yet available. However, compliance with PD zoning and City standards would be required, thereby ensuring the adequacy of circulation patterns and safety standards; reducing potential conflicts between vehicles, bicyclists, pedestrians, and buses; and removing potential hazards due to design features (e.g., inadequate sightlines or distances) or incompatible uses upon completion of the Project and during each phase of construction. The City will review temporary traffic control plans for any closures of travel lanes, on-street parking, shoulders, bike lanes, bus stops, or sidewalks to occur during construction to ensure they comply with the designs shown in the *California Temporary Traffic Control Handbook*[13] and the *2014 California Manual on Uniform Traffic Control Devices*[14]. Therefore, the Project would not result in hazards due to design features or incompatible uses, and the impact would be ***less than significant***.

Emergency Access

Existing access to the Project site for emergency vehicles is via connections to Great America Parkway from Old Glory Lane or via connections to Tasman Drive from Patrick Henry Drive and Old Ironsides Drive. These connections would remain. The Project would allow emergency access from the exterior (i.e., Patrick Henry Drive, Old Ironsides Drive, Tasman Drive), from the new Kylli Drive West and East and from the parking podiums. Emergency Vehicle Access (EVA) roadways would be 26 feet wide to facilitate circulation and 20 feet wide at entries to provide access to the dedicated fire service elevators in all buildings. Furthermore, EVA roadways would accommodate a minimum truck turning radius of 36 feet and be limited to slopes of less than 10 percent. The EVA and Circulation Strategy, Figure 02-9_04 in the Mission Point PD Rezoning Application dated November 23, 2022, shows no dead-end aisles on EVA roadways; therefore, emergency vehicles would be able to enter the site and circulate within the podium, then exit the site without turning around. Designs for EVA roadways would be subject to City review; detailed site plans are not yet available. The review would ensure the adequacy of the circulation patterns and compliance with City EVA standards, such as minimum heights to ensure clearance along circulation routes. City review of future driveway and drive aisle designs would ensure compliance with City EVA requirements upon completion of the Project and during each phase of construction. Therefore, the Project would not result in inadequate emergency access, and the impact would be ***less than significant***.

Parking Analysis

The Project would provide up to 9,400 parking stalls including up to 7,104 stalls for office/lab uses, 1,800 stalls for residential uses, and 496 stalls for public uses, including retail uses, day-care uses,

[13] California Inter-Utility Coordinating Committee, *California Temporary Traffic Control Handbook, 7th Edition*, May 2018.
[14] California Department of Transportation, *2014 California Manual on Uniform Traffic Control Devices, Revision 6*, March 30, 2021.

community amenities, and parks/open space. The Project would implement a shared parking model, which allows multiple uses that experience peak parking demand at different times of the day to share parking facilities. Furthermore, unbundled parking would be provided for market-rate residential dwelling units to reduce auto ownership and parking demand by residents. Per AB 2097, the Project is not required to provide parking due to its proximity to public transit. Nevertheless, a parking analysis was conducted to compare the City of Santa Clara parking requirements, published parking rates, surveys conducted at a number of residential developments in the area, and the proposed parking ratios. Furthermore, the parking analysis was conducted to determine if the Project meets the definition of a transit-supportive project per the City's VMT policy. A shared parking analysis was also conducted to evaluate the overall parking demand of the mixed-use development.

City of Santa Clara Parking Code Requirements

The Project would modify the existing zoning from Light Industrial (ML) to Planned Development (PD). The PD Zoning designation allows developments to establish different parking ratios than the customary and generally applicable parking ratios set forth in the City of Santa Clara Zoning Code. For the purpose of this analysis, the number of parking spaces ordinarily prescribed by the Zoning Code were calculated (See Table 20). The City of Santa Clara Municipal Code Section 18.74.020 specifies the vehicle parking requirements for office, retail, restaurant, and daycare uses and Section 18.22.140 specifies the requirements for multi-family residential. Multi-family dwellings are categorized based on the number of bedrooms. The mode split assumptions used to develop the office parking ratios in the parking analysis below are consistent with the forecasts developed using the City of Santa Clara's (CSC) travel demand forecast model.

Based on the parking ratios in the City's Zoning Code, the Project would be required to provide a total of 13,612 vehicle parking spaces. As proposed, the Project would provide up to 9,400 vehicle parking spaces. Thus, based on the City's Code, the Project would have 4,212 fewer vehicle parking spaces than required. Therefore, the Project would not include excess parking and would qualify as transit supportive under this metric.

However, the City's parking code requirements do not consider the Project's location, development density, and mix of uses. In addition, the Project would implement parking and Transportation Demand Management (TDM) programs and strategies that would reduce the parking demand and encourage alternatives to single-occupancy-vehicle travel. Based on City of Santa Clara Municipal Code Section 18.22.140, mixed use development, located near transit, and transportation demand management (TDM) can accommodate reduced parking because increased transit accessibility and mixed land uses can reduce vehicle trips and vehicle demand per household or by land use. Parking shared among uses is encouraged where an efficiency in shared use can be demonstrated. Per City of Santa Clara Municipal Code Section 18.90.020, the Zoning Administrator may allow a minor modification to reduce the automobile parking space requirements by no more than 25 percent. The proposed on-site parking (up to 9,400 spaces) would be about 31 percent less than the required parking based on the ratios set forth in the current Zoning Code.

The City of Santa Clara is in the process of updating the Zoning Code. The Updated Code may allow greater reductions in the minimum required parking for projects that implement shared parking, residential uses in transit-rich environments, and projects that implement certain TDM measures. Parking data from a variety of sources including published parking rates and local parking surveys was reviewed to develop the recommended parking ratios for this Project (see Table 20). Before any reductions for shared parking, it is estimated that the Project would need 10,758 parking spaces.

Table 20
Vehicle Parking Analysis

Land Use	Size	City Requirement[1] Ratio	City Requirement[1] Spaces	Proposed Parking Ratio	Source/Support	Recommended Parking Count by Use Before Shared Parking
Office (incl. financial services)	3,008.0 ksf	1 space per 300 sf (approx. 3.33 spaces per ksf)	10,027	2.5 spaces per ksf	Assume 4 employees/ksf @ 55% drive alone & 15% carpool (2 people/veh)	7,520
General Retail	15.5 ksf	5 spaces per ksf	77	3.68 spaces per ksf	ITE rate (85% percentile) for general retail (3.68 spaces/ksf)[2]	57
Corner Store/Local Market	3.8 ksf	5 spaces per ksf	19	4.07 spaces per ksf	ITE rate (85% percentile) for supermarket (4.07 spaces/ksf)[2]	16
Grocery Store	21.0 ksf	5 spaces per ksf	105	4.3 spaces per ksf	Tenant requirement for dedicated parking	90
Quality Restaurant	12.4 ksf	5 spaces per ksf	62	15.35 spaces per ksf	ITE rate (85% percentile) for quality restaurant (15.35 spaces/ksf)[2]	190
High-Turnover Sit-Down Restaurant	9.7 ksf	5 spaces per ksf	49	17.4 spaces per ksf	ITE rate (85% percentile) for high-turnover sit-down restaurant (17.40 spaces/ksf)[2]	169
Fast Casual Restaurant	15.0 ksf	5 spaces per ksf	75	16.6 spaces per ksf	ITE rate (85% percentile) for fast food restaurant without drive-thru (16.60 spaces/ksf)[2]	248
Fast Food Restaurant without Drive-Thru	7.1 ksf	5 spaces per ksf	36	16.6 spaces per ksf	ITE rate (85% percentile) for fast food restaurant without drive-thru (16.60 spaces/ksf)[2]	118
Coffee Shop/ Bakery Restaurant	6.6 ksf	5 spaces per ksf	33	17.2 spaces per ksf	ITE rate (85% percentile) for coffee shop/donut shop without drive-thru (17.20 spaces/ksf)[2]	113
Residential	1,800 DUs	1.70 spaces per unit		0.79 spaces per bedroom (1.2 spaces per unit)	Local surveys of apartments (0.79 spaces/bedroom)[3]	2,161
studio	*126 DUs*	*1 space per unit*	126			
1 bedroom	*843 DUs*	*1.5 spaces per unit*	1,265			
2 bedroom	*726 DUs*	*2 spaces per unit*	1,452			
3 bedroom	*105 DUs*	*2 spaces per unit*	210			
Childcare	120 children	1 per classroom or office	12	1 space per classroom or office	Santa Clara City Code	12
Parks	10.0 acres	5.08 spaces/acre [5]	51	5.08 spaces per acre[4]	ITE rate (85% percentile) for comparable size Public Park (5.08 spaces/acre)[2]	51
Community	3.0 ksf	4.48 spaces per ksf [5]	13	4.48 spaces per ksf	ITE rate (85% percentile) for library[2]	13
	Total Required Spaces based on City's Code:		**13,612**	**Total Parking Required Before Shared Parking Reduction**		**10,758**

Notes:

[1] City of Santa Clara City Code Section 18.74.020 for office, retail, restaurant, daycare, and Section 18.22.140 for multi-family residential.

[2] Based on parking generation rates for shopping center (Land Use 820 for non-Friday weekday in non-December), suburban supermarket (Land Use 850 for non-Friday weekday), quality restaurant (Land Use 931 for non-Friday weekday), suburban high-turnover (sit-down) restaurant-family (Land Use 932 for non-Friday weekday), fast-food restaurant without drive-thru (Land Use 933), coffee/donut shop without drive-thru (Land Use 936), city park (Land Use 411), and library (Land Use 590) published in ITE *Parking Generation, 5th Edition*.

[3] Residential parking rate is based on Hexagon surveys at 25 apartment complexes in Santa Clara and San Mateo Counties.

[4] Most park users are expected to be comprised of residents, employees, customers, and students of the project site who would walk or bike to the park. Park visitors who drive will be permitted to utilize on-street parking or the shared garage parking spaces.

[5] Community and park uses are not specifically listed in the City's parking regulations. The Zoning Administrator would determine parking requirements for these uses. City required spaces listed are the 85th percentile rate obtained from ITE *Parking Generation, 5th Edition* for library (Land Use 590) and city park (Land Use 411).

Shared Parking Analysis

The proposed number of parking spaces are based on the Conceptual Vehicular Parking Supply provided by Gensler for Kylli on July 17, 2023, which are subject to change with the final design. With the mixed-use nature of the Project, a shared parking strategy would be applied to ensure that the Project would not result in an overabundance of parking that may not be needed in the future. Under the proposed shared parking strategy, the grocery store would have its own dedicated parking area on the ground level (90 spaces) and the remainder of the ground level and above grade parking spaces in in Areas A, B, and C (4,960 spaces) would be designated for office use. Likewise, level 1 and above in the Area D parking garage (1,050 spaces) would be designated for residential use. The basement level parking (3,220 spaces) and surface parking (80 spaces) would be shared parking intended for retail and community uses. The shared parking also would be available for use by office employees, residents, and visitors when the upper levels of parking are full.

During weekdays, parking demand is typically highest for office, retail, and childcare, while during evenings, parking demand is typically highest for residential uses. To ensure the efficiency of shared parking, available parking technology would be utilized. For example, internal wayfinding would identify available spaces, and a system notification sign outside the parking areas would guide drivers to areas with open parking. Other techniques to ensure a successful system could include no outside gates, license plate recognition, mobile apps, lights that identify available spaces, various car lifts/stackers, and/or valets.

A shared parking analysis was performed to evaluate weekday parking usage at the Project site based on the recommended parking ratios for each use and the time-of-day factors published in the Urban Land Institute's *Shared Parking, 3rd Edition,* 2020, ITE's *Parking Generation 5th Edition*, 2019, and local survey data from year 2018. The year 2018 local survey data represents pre-COVID conditions consistent with the traffic analysis approach in this report. Currently, residential parking demand is higher during the middle of day under the post-pandemic hybrid work schedules. However, the hybrid work schedules have reduced the demand for office parking demand during the day. Because the proposed office/lab use is the largest component and generates the highest demand for parking within the proposed mixed-use Project, the use of pre-pandemic parking assumptions produce a conservative (high) estimate of the Project's parking needs.

The total parking demand on weekends would be less than on weekdays because the office space would be closed; thus, weekends were not evaluated. It was assumed that unbundled parking would be provided for market-rate residential dwelling units and there would be no residential spaces assigned to individual dwelling units. The shared parking analysis assumes that the designated above-grade parking for office and residential uses would achieve a maximum occupancy of 97 percent before overflow office or resident parking would occur in the shared basement parking area.

The results of the analysis show that the maximum weekday parking demand would occur at 10:00 AM. During that time, there would be 8,995 spaces occupied, which represents approximately 96 percent occupancy overall (see Table 21). The shared parking analysis results show that the proposed parking supply of 9,400 spaces is expected to be adequate for all users with the proposed shared parking strategy. It is recommended that the Project should prepare a parking management plan to ensure that the Project's parking facilities meet the needs of all users.

Table 21
Shared Parking Analysis Assuming No Assigned Resident Spaces

Hour of Day	Office	General Retail	Restaurant	Grocery Store	Corner Store/ Local Market	Residential	Day Care	Community	Public Park	Total Demand	Retail+Resid Pkg in Shared Spaces	Office Pkg in Shared Spaces	Unused Shared Spaces
	Wkdy	Wkdy	Wkdy	Wkdy	Wkdy	Wkdy	Wkdy	Wkdy	Wkdy	Wkdy			
Parking Demand by Hour													
6 a.m.	208	2	0	90	0	2,118	4	0	0	2,422	1,106	0	2,195
7 a.m.	1,044	4	24	90	1	1,988	12	8	5	3,176	1,023	0	2,277
8 a.m.	3,579	11	61	90	2	1,772	12	9	5	5,541	854	0	2,446
9 a.m.	6,587	25	91	90	5	1,405	12	12	10	8,237	542	1,776	982
10 a.m.	**7,520**	**39**	**217**	**90**	**9**	**1,081**	**12**	**12**	**15**	**8,995**	**367**	**2,709**	**224**
11 a.m.	7,189	50	396	90	11	951	12	12	20	8,731	501	2,378	421
Noon	5,971	55	647	90	14	821	12	11	31	7,652	770	1,160	1,370
1 p.m.	6,151	57	647	90	14	778	12	8	31	7,788	769	1,340	1,191
2 p.m.	7,144	55	575	90	15	735	12	7	28	8,661	692	2,333	275
3 p.m.	6,843	52	378	90	16	756	12	8	36	8,191	502	2,032	766
4 p.m.	5,971	52	449	90	16	843	8	10	41	7,480	576	1,160	1,564
5 p.m.	4,211	54	659	90	16	1,016	2	11	51	6,110	793	0	2,507
6 p.m.	1,760	54	802	90	16	1,297	2	13	46	4,080	1,212	0	2,089
7 p.m.	1,050	54	838	90	14	1,491	0	13	26	3,576	1,417	0	1,883
8 p.m.	352	47	838	90	8	1,686	0	0	10	3,031	1,571	0	1,730
9 p.m.	208	31	838	90	6	1,880	0	0	5	3,058	1,742	0	1,559
10 p.m.	69	18	802	90	3	2,010	0	0	0	2,992	1,815	0	1,486
11 p.m.	0	6	641	90	2	2,096	0	0	0	2,835	1,727	0	1,574
Midnight	0	0	222	90	1	2,161	0	0	0	2,474	1,365	0	1,935
Parking Spaces by Use										**Max. Demand**			
	7,520	**57**	**838**	**90**	**16**	**2,161**	**12**	**13**	**51**	**8,995**			
Shared Parking Reduction	0%	32%	74%	0%	44%	50%	0%	6%	71%	16%			

Notes:
Time of day parking rates for residential based on Hexagon surveys at Northpark and Riverview Developments (2018).
Time of day parking rates for office and restaurant based on Urban Land Institute (ULI) *Shared Parking, 3rd Edition, 2020*.
Time of day parking rates for grocery store based on the ITE's *Parking Generation, 5th Edition (2019).*

Bicycle Parking

The City of Santa Clara Code does not establish a bicycle parking requirement. The Project proposes to provide bicycle parking spaces in accordance with the minimum requirements in the VTA *Bicycle Technical Guidelines (February 2022)*. VTA guidelines recommend the following requirements:

- Residential developments: a minimum of one long-term bike space per unit and 1 short-term per 20 units
- Office developments: a minimum of one long-term bike space for each 4,000 square feet and four short-term bike spaces per building entrance.
- Retail Sales/Shopping Center/Financial/Institutions/Supermarkets: a minimum of one long-term bike space per 20 employees and one short-term bike space per 4,000 square feet space.
- Restaurant: a minimum of one long-term bike space per 20 employees and one short-term bike space per 800 sq. ft. of dining space or per 40 seats (whichever is greater)
- Daycare: a minimum of one long-term bike space per 20 employees and one short-term bike space per 45 children
- Parks/Recreational Fields: a minimum of one long-term bike space per 20 on-site employees and one short-term bike space per 1 per 5,000 sq. ft. of outdoor recreation space

Based on the current project description and the above requirements set in the VTA Bicycle Technical Guidelines, the Project proposes to provide approximately 2,600 Class I (long-term) spaces and 300 Class II (short-term) spaces. The actual number of spaces is subject to change based on the project size. .

Kylli Mission Point Mixed-Use Development TA

Technical Appendices

November 13, 2023

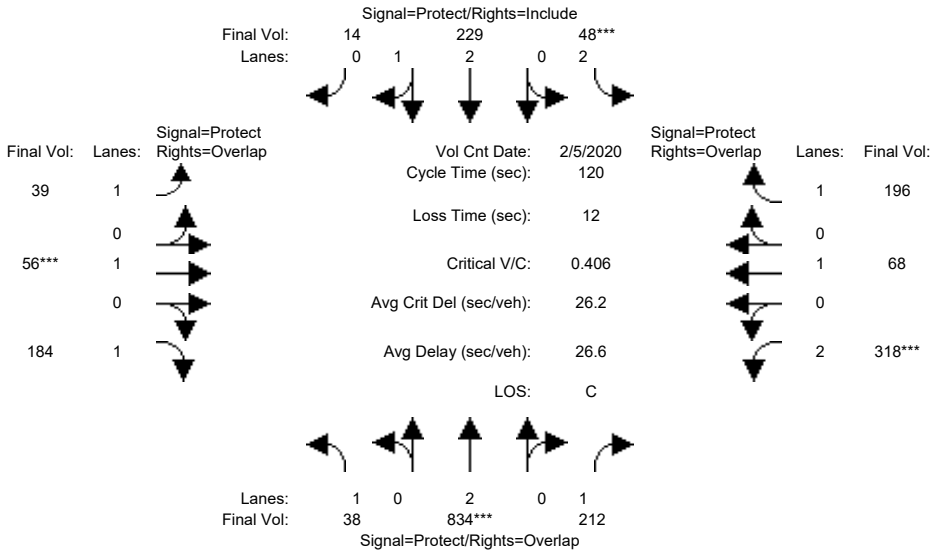
Appendix A

Level of Service Calculations

Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #8: (1) Fair Oaks Ave & Tasman Dr



Street Name:	Fair Oaks Ave						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 <<												
Base Vol:	38	834	212	48	229	14	39	56	184	318	68	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	834	212	48	229	14	39	56	184	318	68	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	834	212	48	229	14	39	56	184	318	68	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	834	212	48	229	14	39	56	184	318	68	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	834	212	48	229	14	39	56	184	318	68	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	834	212	48	229	14	39	56	184	318	68	196
Saturation 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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5277	323	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.12	0.02	0.04	0.04	0.02	0.03	0.11	0.10	0.04	0.11
Crit Moves:		****		****				****		****		
Green Time:	28.5	62.3	91.0	7.0	40.8	40.8	14.5	10.0	38.5	28.7	24.1	31.1
Volume/Cap:	0.09	0.42	0.16	0.26	0.13	0.13	0.18	0.35	0.33	0.42	0.18	0.43
Delay/Veh:	35.7	17.9	4.0	54.8	27.4	27.4	47.8	53.3	31.2	39.0	39.9	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	17.9	4.0	54.8	27.4	27.4	47.8	53.3	31.2	39.0	39.9	37.7
LOS by Move:	D	B	A	D	C	C	D	D	C	D	D	D
HCM2k95thQ:	2	17	5	2	4	4	3	5	11	11	4	12

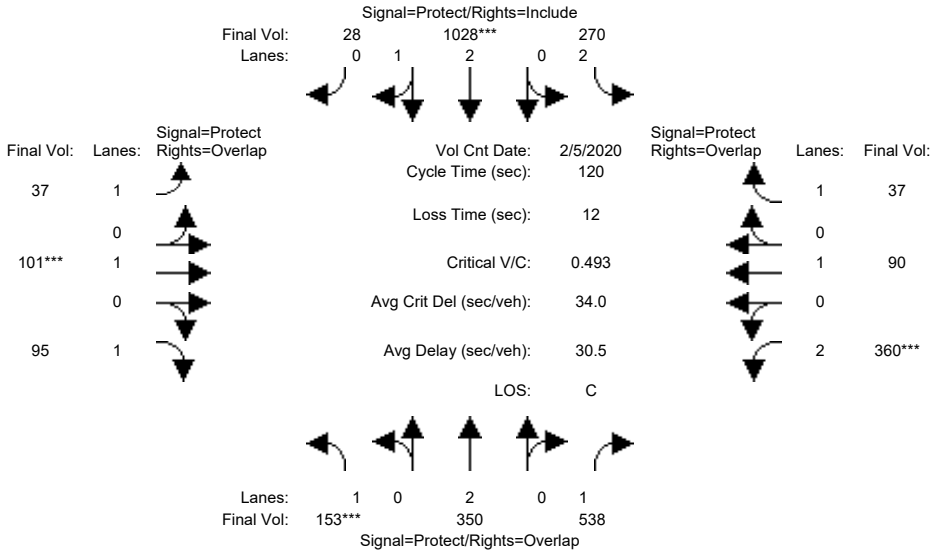
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #8: (1) Fair Oaks Ave & Tasman Dr



Street Name:	Fair Oaks Ave						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Feb 2020 << 5:00 PM - 6:00 PM												
Base Vol:	153	350	538	270	1028	28	37	101	95	360	90	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	350	538	270	1028	28	37	101	95	360	90	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	350	538	270	1028	28	37	101	95	360	90	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	350	538	270	1028	28	37	101	95	360	90	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	350	538	270	1028	28	37	101	95	360	90	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	350	538	270	1028	28	37	101	95	360	90	37
Saturation 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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.92	0.08	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5451	148	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.31	0.09	0.19	0.19	0.02	0.05	0.05	0.11	0.05	0.02
Crit Moves:	****				****			****			****	
Green Time:	21.3	46.6	74.4	20.7	45.9	45.9	16.8	12.9	34.2	27.8	24.0	44.7
Volume/Cap:	0.49	0.24	0.50	0.50	0.49	0.49	0.15	0.49	0.19	0.49	0.24	0.06
Delay/Veh:	45.7	24.8	12.9	45.7	28.4	28.4	45.6	52.3	32.6	40.5	40.6	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	24.8	12.9	45.7	28.4	28.4	45.6	52.3	32.6	40.5	40.6	24.2
LOS by Move:	D	C	B	D	C	C	D	D	C	D	D	C
HCM2k95thQ:	10	8	21	10	18	18	3	8	6	13	5	2

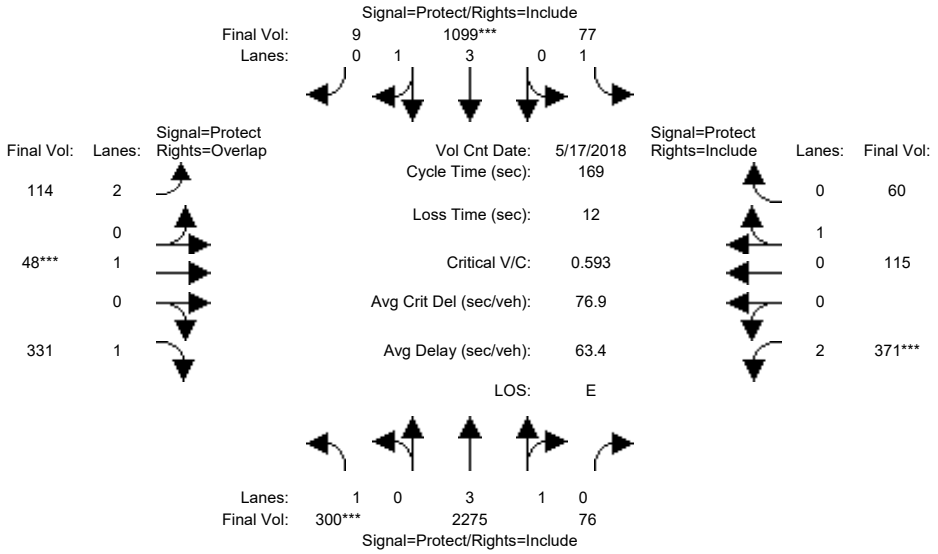
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #25: (3) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module: >> Count Date: 17 May 2018 <<												
Base Vol:	300	2275	76	77	1099	9	114	48	331	371	115	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:	300	2275	76	77	1099	9	114	48	331	371	115	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	2275	76	77	1099	9	114	48	331	371	115	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:	300	2275	76	77	1099	9	114	48	331	371	115	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	2275	76	77	1099	9	114	48	331	371	115	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:	300	2275	76	77	1099	9	114	48	331	371	115	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.87	0.13	1.00	3.97	0.03	2.00	1.00	1.00	2.00	0.66	0.34
Final Sat.:	1750	7257	242	1750	7439	61	1575	760	1225	2205	473	247
Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.31	0.04	0.15	0.15	0.07	0.06	0.27	0.17	0.24	0.24
Crit Moves:	****				****			****			****	
Green Time:	33.1	71.4	71.4	11.7	49.5	49.5	11.5	36.7	69.8	26.3	51.5	51.5
Volume/Cap:	0.88	0.74	0.74	0.64	0.50	0.50	1.06	0.29	0.65	1.08	0.80	0.80
Delay/Veh:	87.6	48.5	48.5	87.2	52.7	52.7	184.1	56.3	43.0	143.4	72.2	72.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	48.5	48.5	87.2	52.7	52.7	184.1	56.3	43.0	143.4	72.2	72.2
LOS by Move:	F	D	D	F	D	D	F	E	D	F	E	E
HCM2k95thQ:	30	45	45	9	22	22	12	5	27	29	20	20

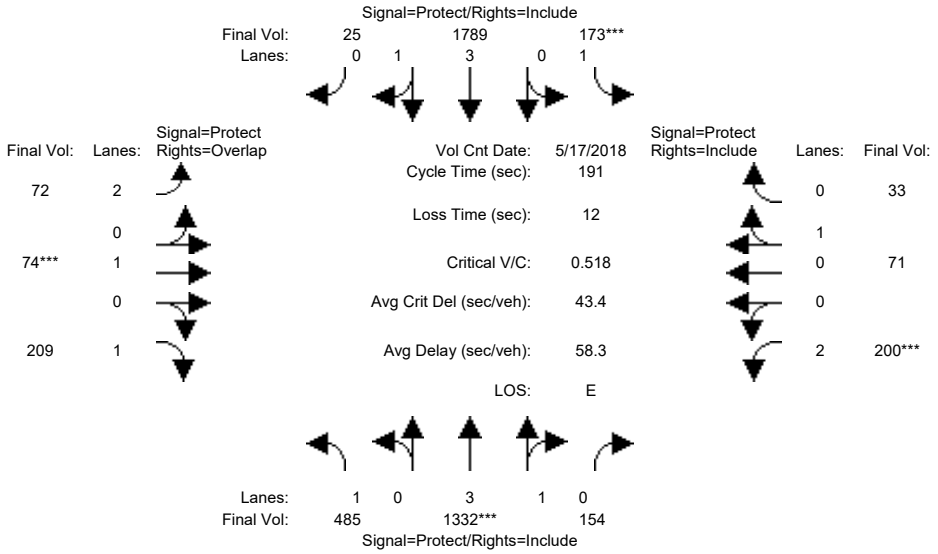
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #25: (3) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module: >> Count Date: 17 May 2018 <<												
Base Vol:	485	1332	154	173	1789	25	72	74	209	200	71	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1332	154	173	1789	25	72	74	209	200	71	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1332	154	173	1789	25	72	74	209	200	71	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1332	154	173	1789	25	72	74	209	200	71	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1332	154	173	1789	25	72	74	209	200	71	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	1332	154	173	1789	25	72	74	209	200	71	33
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	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.57	0.43	1.00	3.94	0.06	2.00	1.00	1.00	2.00	0.68	0.32
Final Sat.:	1750	6721	777	1750	7396	103	1575	760	1225	2205	492	228
Capacity Analysis Module:												
Vol/Sat:	0.28	0.20	0.20	0.10	0.24	0.24	0.05	0.10	0.17	0.09	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	58.6	89.1	89.1	27.7	57.6	57.6	12.9	30.3	88.9	20.2	37.6	37.6
Volume/Cap:	0.90	0.42	0.42	0.68	0.80	0.80	0.68	0.61	0.37	0.86	0.73	0.73
Delay/Veh:	80.8	27.7	27.7	84.9	67.5	67.5	103.1	84.0	33.3	109.6	89.9	89.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	27.7	27.7	84.9	67.5	67.5	103.1	84.0	33.3	109.6	89.9	89.9
LOS by Move:	F	C	C	F	E	E	F	F	C	F	F	F
HCM2k95thQ:	49	20	20	19	42	42	7	10	16	17	14	14

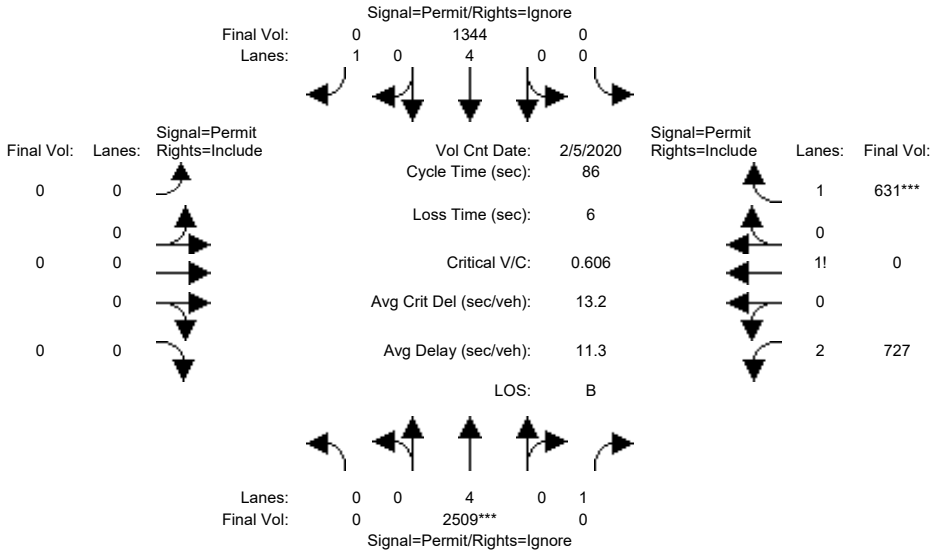
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #26: (4) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module: >> Count Date: 5 Feb 2020 <<												
Base Vol:	0	2509	0	0	1344	233	0	0	0	727	0	631
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2509	0	0	1344	233	0	0	0	727	0	631
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2509	0	0	1344	233	0	0	0	727	0	631
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2509	0	0	1344	0	0	0	0	727	0	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2509	0	0	1344	0	0	0	0	727	0	631
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2509	0	0	1344	0	0	0	0	727	0	631
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.46	0.00	1.54
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3901	0	2697
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.19	0.00	0.23
Crit Moves:		****										****
Green Time:	0.0	52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	23.0	23.0	27.9
Volume/Cap:	0.00	0.54	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.70	0.00	0.72
Delay/Veh:	0.0	5.7	0.0	0.0	4.6	0.0	0.0	0.0	0.0	29.5	0.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.7	0.0	0.0	4.6	0.0	0.0	0.0	0.0	29.5	0.0	27.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	11	0	0	5	0	0	0	0	18	0	21

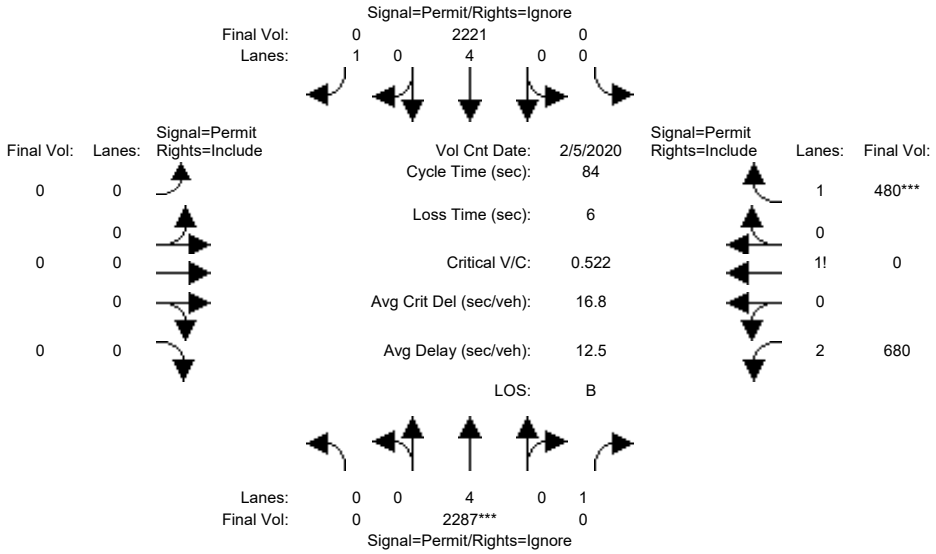
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #26: (4) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module: >> Count Date: 5 Feb 2020 <<												
Base Vol:	0	2287	0	0	2221	327	0	0	0	680	0	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2287	0	0	2221	327	0	0	0	680	0	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2287	0	0	2221	327	0	0	0	680	0	480
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2287	0	0	2221	0	0	0	0	680	0	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2287	0	0	2221	0	0	0	0	680	0	480
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2287	0	0	2221	0	0	0	0	680	0	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.51	0.00	1.49
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4015	0	2611
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.17	0.00	0.18
Crit Moves:		****										****
Green Time:	0.0	51.8	0.0	0.0	51.8	0.0	0.0	0.0	0.0	22.0	22.0	26.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.65	0.00	0.59
Delay/Veh:	0.0	12.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	28.4	0.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	28.4	0.0	25.0
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	19	0	0	8	0	0	0	0	16	0	16

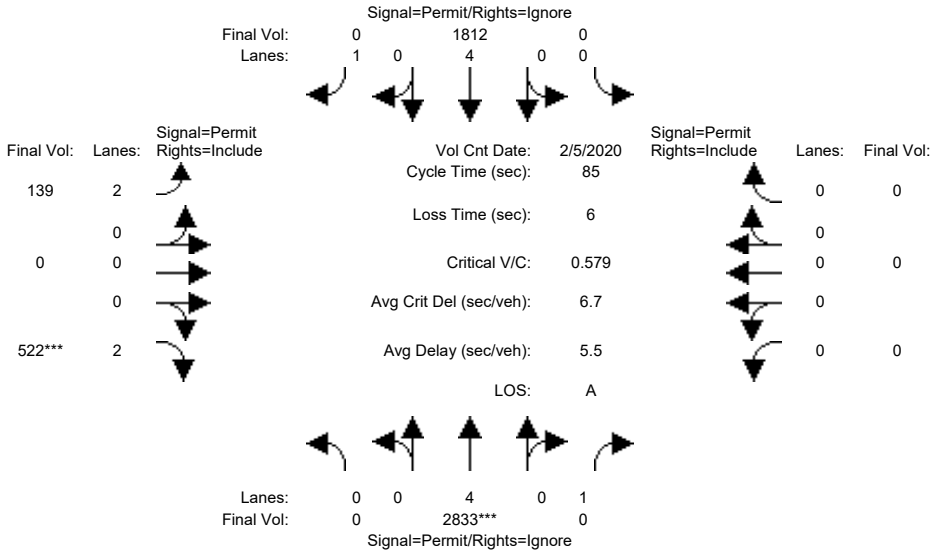
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #27: (5) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Feb 2020 <<												
Base Vol:	0	2833	679	0	1812	0	139	0	522	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	2833	679	0	1812	0	139	0	522	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2833	679	0	1812	0	139	0	522	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2833	0	0	1812	0	139	0	522	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2833	0	0	1812	0	139	0	522	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2833	0	0	1812	0	139	0	522	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.24	0.00	0.04	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	60.2	0.0	0.0	59.8	0.0	13.5	13.5	18.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.34	0.00	0.28	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	0.0	1.4	0.0	0.0	1.2	0.0	31.8	0.0	35.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.4	0.0	0.0	1.2	0.0	31.8	0.0	35.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	D	A	A	A
HCM2k95thQ:	0	5	0	0	3	0	4	0	18	0	0	0

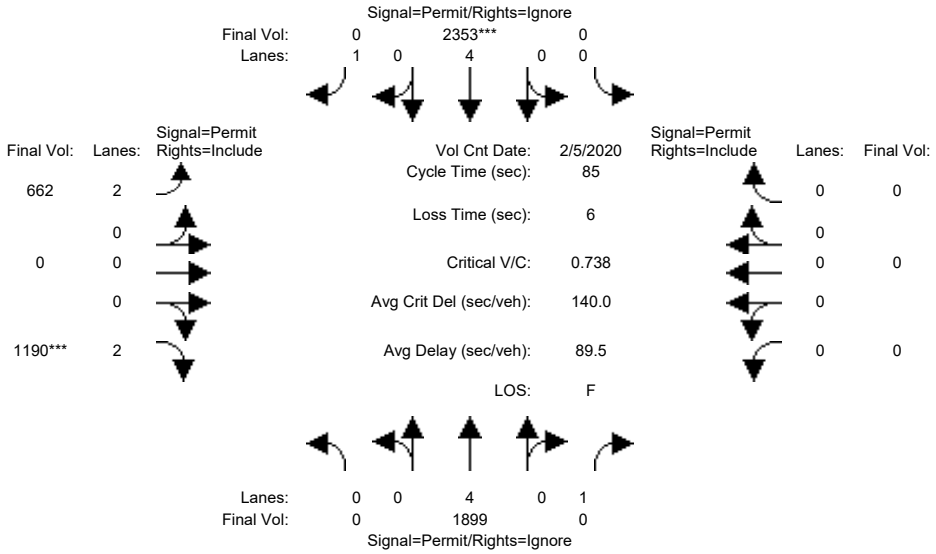
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #27: (5) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Feb 2020 <<												
Base Vol:	0	1899	220	0	2353	0	662	0	1190	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	1899	220	0	2353	0	662	0	1190	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1899	220	0	2353	0	662	0	1190	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1899	0	0	2353	0	662	0	1190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1899	0	0	2353	0	662	0	1190	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1899	0	0	2353	0	662	0	1190	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.31	0.00	0.21	0.00	0.38	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	63.4	0.0	0.0	63.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.33	0.00	0.00	0.41	0.00	1.02	0.00	1.83	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.0	0.0	75.6	0.0	416.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.0	0.0	75.6	0.0	416.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	1	0	30	0	92	0	0	0

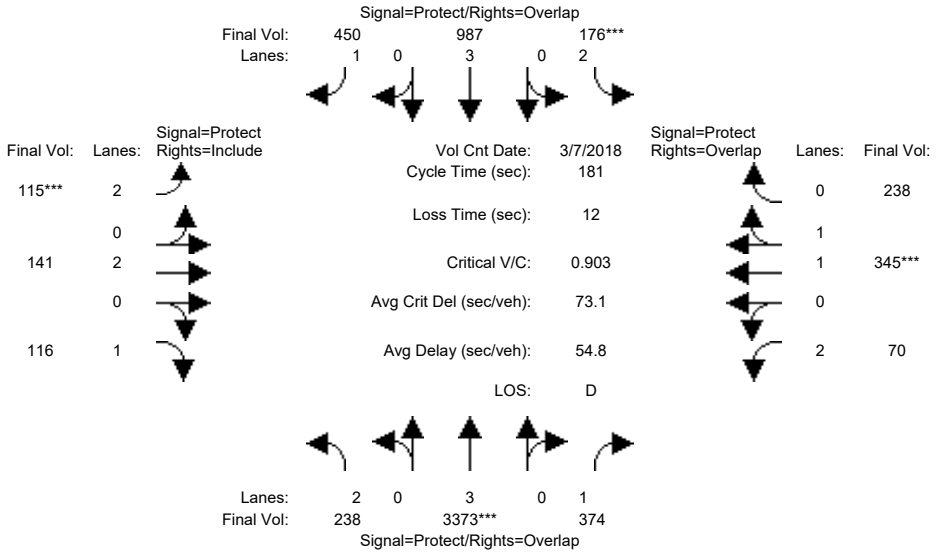
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #30: (7) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module: >> Count Date: 7 Mar 2018 << 8:00 AM - 9:00 AM												
Base Vol:	238	3877	374	176	1134	450	115	141	116	70	345	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	3877	374	176	1134	450	115	141	116	70	345	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	3877	374	176	1134	450	115	141	116	70	345	238
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	3373	374	176	987	450	115	141	116	70	345	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	3373	374	176	987	450	115	141	116	70	345	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	3373	374	176	987	450	115	141	116	70	345	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.94
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.16	0.84
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2173	1499
Capacity Analysis Module:												
Vol/Sat:	0.08	0.59	0.21	0.06	0.17	0.26	0.04	0.04	0.07	0.02	0.16	0.16
Crit Moves:		****			****			****			****	
Green Time:	25.2	101	111.8	17.1	93.1	105.9	12.8	28.8	28.8	10.8	26.9	44.0
Volume/Cap:	0.54	1.06	0.35	0.59	0.34	0.44	0.52	0.23	0.42	0.37	1.07	0.65
Delay/Veh:	73.9	61.6	9.1	81.7	19.3	13.1	83.2	66.7	69.5	83.1	135	63.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.9	61.6	9.1	81.7	19.3	13.1	83.2	66.7	69.5	83.1	135	63.4
LOS by Move:	E	E	A	F	B	B	F	E	E	F	F	E
HCM2k95thQ:	13	100	10	12	14	17	7	7	12	4	34	25

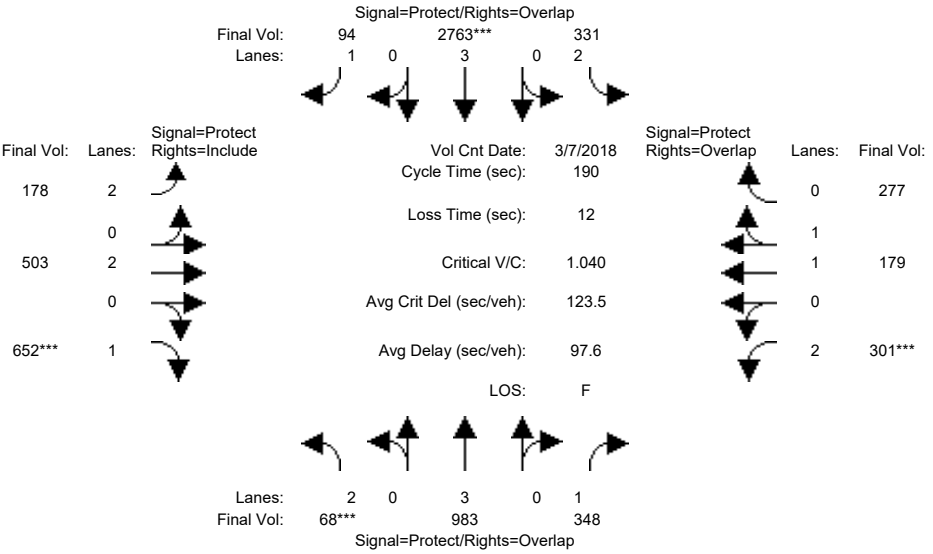
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #30: (7) Lawrence Expwy & Kifer Rd



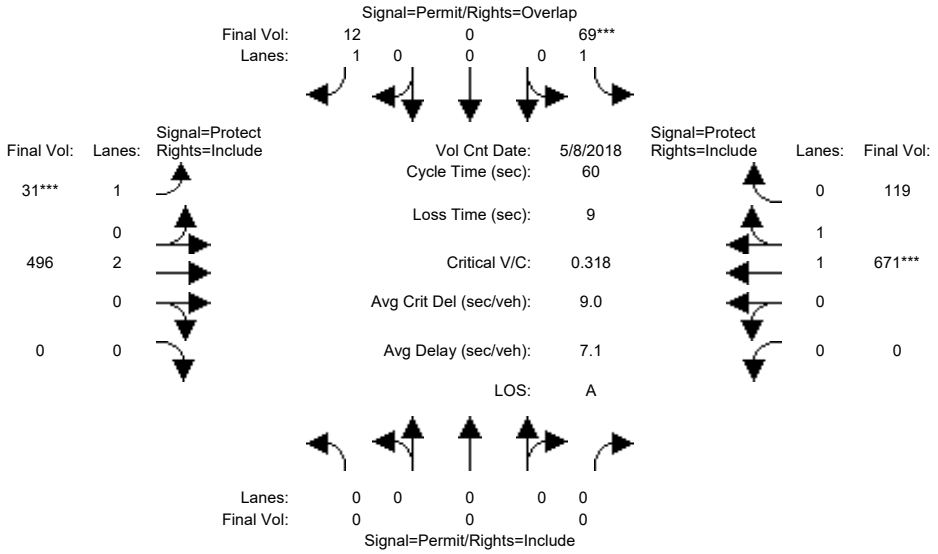

```
Street Name:          Lawrence Expwy                    Kifer Rd
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     9   80    85    32  103   103    16   33    33    22   39    39
Y+R:          5.9  6.2   6.2   6.1  6.2   6.2   5.8  5.5   5.5   5.9  5.5   5.5
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Mar 2018 << 4:15 PM - 5:15 PM
Base Vol:      68 1229   348   331 3497    94   178  503   652   301  179   277
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   68 1229   348   331 3497    94   178  503   652   301  179   277
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   68 1229   348   331 3497    94   178  503   652   301  179   277
User Adj:    1.00 0.80  1.00  1.00 0.79  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    68  983   348   331 2763    94   178  503   652   301  179   277
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   68  983   348   331 2763    94   178  503   652   301  179   277
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   68  983   348   331 2763    94   178  503   652   301  179   277
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 3.00  1.00  2.00 3.00  1.00  2.00 2.00  1.00  2.00 1.00  1.00
Final Sat.:  3150 5700  1750  3150 5700  1750  3150 3800  1750  3150 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.17  0.20  0.11 0.48  0.05  0.06 0.13  0.37  0.10 0.09  0.16
Crit Moves:  ****                ****                     ****  ****
Green Time:   8.9 79.9 101.6  31.9  103 118.9  15.8 33.0  44.3  21.7 38.9  70.8
Volume/Cap:  0.46 0.41  0.37  0.63 0.89  0.09  0.68 0.76  1.60  0.84 0.46  0.42
Delay/Veh:   93.4 57.3  45.6  85.8 72.8  29.8  91.7 80.0 353.0  98.0 66.7  44.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  93.4 57.3  45.6  85.8 72.8  29.8  91.7 80.0 353.0  98.0 66.7  44.7
LOS by Move:    F    E     D     F    E     C     F    E     F     F    E     D
HCM2k95thQ:     5   29    31    21   82     9    12   25   109    20   16    22
Note: Queue reported is the number of cars per lane.
```


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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #39: (10) Reamwood Ave & TasmanDr



Street Name:	Reamwood Av						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	69	0	12	31	496	0	0	671	119
Growth Adj:	1.00	1.00	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	69	0	12	31	496	0	0	671	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	69	0	12	31	496	0	0	671	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	69	0	12	31	496	0	0	671	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	0	12	31	496	0	0	671	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	69	0	12	31	496	0	0	671	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.69	0.31
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3142	557
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.01	0.02	0.13	0.00	0.00	0.21	0.21
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.02	0.15	0.19	0.00	0.00	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	22.1	0.0	15.5	24.2	3.5	0.0	0.0	7.3	7.3
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	22.1	0.0	15.5	24.2	3.5	0.0	0.0	7.3	7.3
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	3	0	0	1	3	0	0	8	8

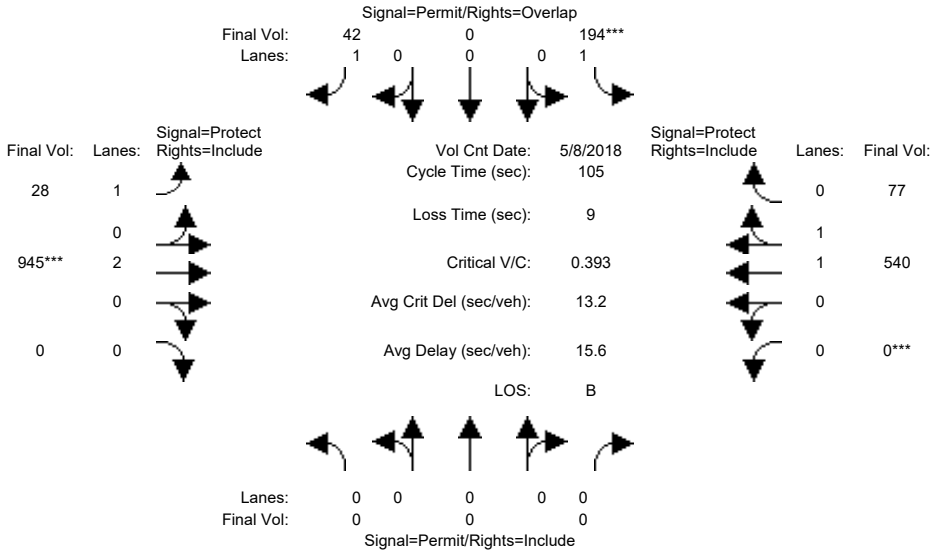
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #39: (10) Reamwood Ave & TasmanDr



Street Name:	Reamwood Av						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	194	0	42	28	945	0	0	540	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	194	0	42	28	945	0	0	540	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	194	0	42	28	945	0	0	540	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	194	0	42	28	945	0	0	540	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	194	0	42	28	945	0	0	540	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	194	0	42	28	945	0	0	540	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.74	0.26
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3238	462
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.02	0.02	0.25	0.00	0.00	0.17	0.17
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	29.6	0.0	48.6	19.0	66.4	0.0	0.0	47.4	47.4
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.05	0.09	0.39	0.00	0.00	0.37	0.37
Delay/Veh:	0.0	0.0	0.0	31.0	0.0	15.6	35.9	9.6	0.0	0.0	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.0	0.0	15.6	35.9	9.6	0.0	0.0	19.1	19.1
LOS by Move:	A	A	A	C	A	B	D	A	A	A	B	B
HCM2k95thQ:	0	0	0	11	0	2	2	14	0	0	12	12

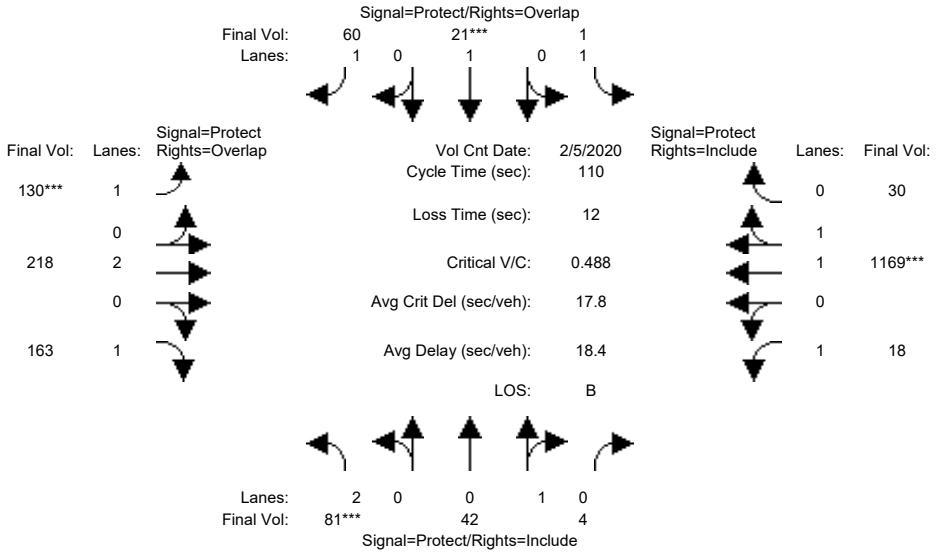
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #40: (11) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module: >> Count Date: 5 Feb 2020 <<												
Base Vol:	79	41	4	1	20	58	126	211	158	17	1134	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	41	4	1	20	58	126	211	158	17	1134	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	41	4	1	20	58	126	211	158	17	1134	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	81	42	4	1	21	60	130	218	163	18	1169	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	42	4	1	21	60	130	218	163	18	1169	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	42	4	1	21	60	130	218	163	18	1169	30
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	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.91	0.09	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	3150	1640	160	1750	1900	1750	1750	3800	1750	1750	3608	92
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.01	0.03	0.07	0.06	0.09	0.01	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	6.0	8.0	8.0	6.0	8.0	23.7	15.7	54.8	60.8	29.2	68.3	68.3
Volume/Cap:	0.47	0.35	0.35	0.01	0.15	0.16	0.52	0.11	0.17	0.04	0.52	0.52
Delay/Veh:	52.5	50.2	50.2	49.2	48.3	35.3	45.7	14.7	12.2	30.0	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	50.2	50.2	49.2	48.3	35.3	45.7	14.7	12.2	30.0	11.9	11.9
LOS by Move:	D	D	D	D	D	D	D	B	B	C	B	B
HCM2k95thQ:	5	4	4	0	2	4	9	4	6	1	21	21

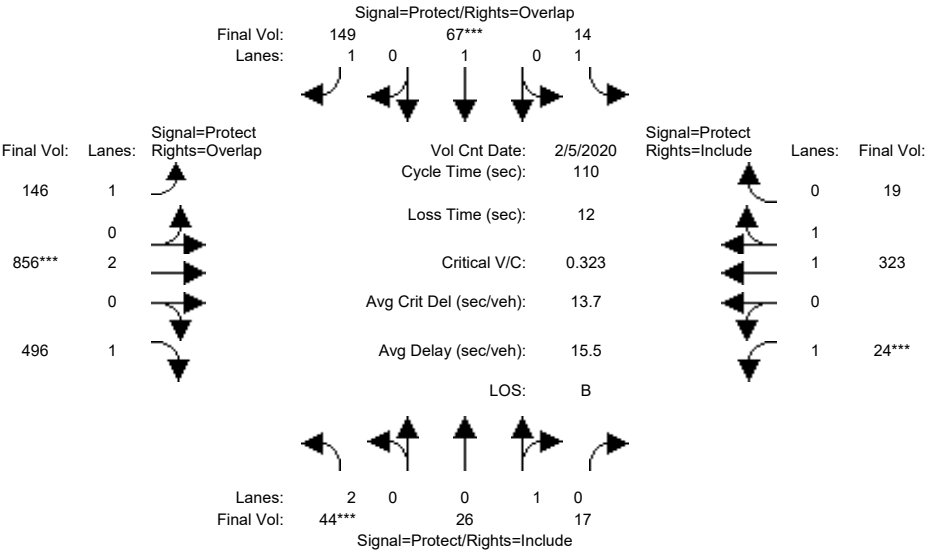
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #40: (11) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module: >> Count Date: 5 Feb 2020 <<												
Base Vol:	42	25	16	13	64	143	140	822	476	23	310	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	25	16	13	64	143	140	822	476	23	310	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	25	16	13	64	143	140	822	476	23	310	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	44	26	17	14	67	149	146	856	496	24	323	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	26	17	14	67	149	146	856	496	24	323	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	26	17	14	67	149	146	856	496	24	323	19
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	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	0.61	0.39	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	3150	1098	702	1750	1900	1750	1750	3800	1750	1750	3497	203
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.04	0.09	0.08	0.23	0.28	0.01	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	6.0	9.9	9.9	7.4	11.3	49.6	38.3	72.7	78.7	8.0	42.4	42.4
Volume/Cap:	0.25	0.26	0.26	0.11	0.34	0.19	0.24	0.34	0.40	0.19	0.24	0.24
Delay/Veh:	50.6	47.5	47.5	48.6	46.9	18.2	25.7	8.3	6.4	48.7	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	47.5	47.5	48.6	46.9	18.2	25.7	8.3	6.4	48.7	23.0	23.0
LOS by Move:	D	D	D	D	D	B	C	A	A	D	C	C
HCM2k95thQ:	2	3	3	1	5	6	7	12	14	2	8	8

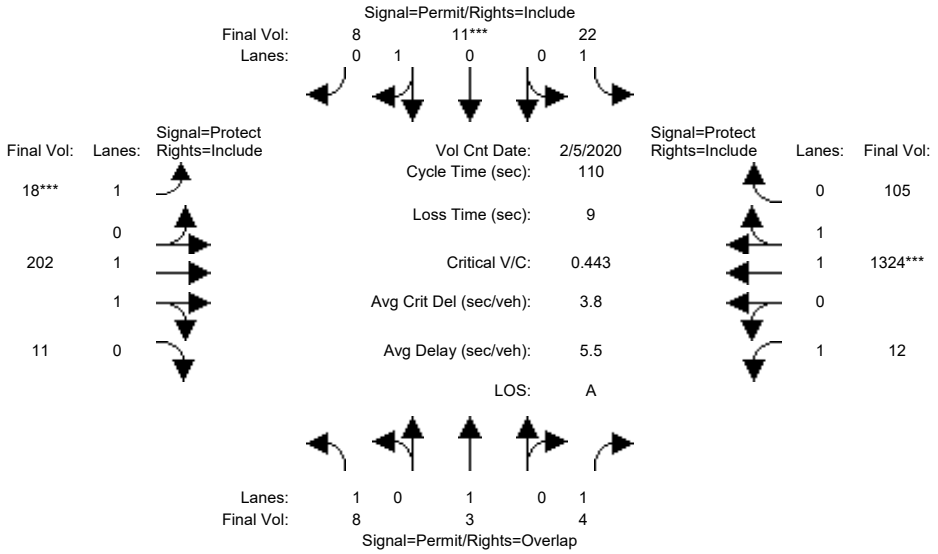
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #41: (14) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 5 Feb 2020 <<												
Base Vol:	7	3	4	20	10	7	17	188	10	11	1231	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	4	20	10	7	17	188	10	11	1231	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	3	4	20	10	7	17	188	10	11	1231	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	8	3	4	22	11	8	18	202	11	12	1324	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	3	4	22	11	8	18	202	11	12	1324	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	3	4	22	11	8	18	202	11	12	1324	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.59	0.41	1.00	1.90	0.10	1.00	1.85	0.15
Final Sat.:	1750	1900	1750	1750	1059	741	1750	3513	187	1750	3427	273
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.06	0.06	0.01	0.39	0.39
Crit Moves:					****		****				****	
Green Time:	4.0	4.0	31.7	4.0	4.0	4.0	5.0	69.3	69.3	27.7	92.0	92.0
Volume/Cap:	0.11	0.05	0.01	0.33	0.28	0.28	0.23	0.09	0.09	0.03	0.46	0.46
Delay/Veh:	52.1	51.4	27.9	54.6	53.9	53.9	52.1	8.0	8.0	31.0	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	51.4	27.9	54.6	53.9	53.9	52.1	8.0	8.0	31.0	2.5	2.5
LOS by Move:	D	D	C	D	D	D	D	A	A	C	A	A
HCM2k95thQ:	1	0	0	2	2	2	1	3	3	1	13	13

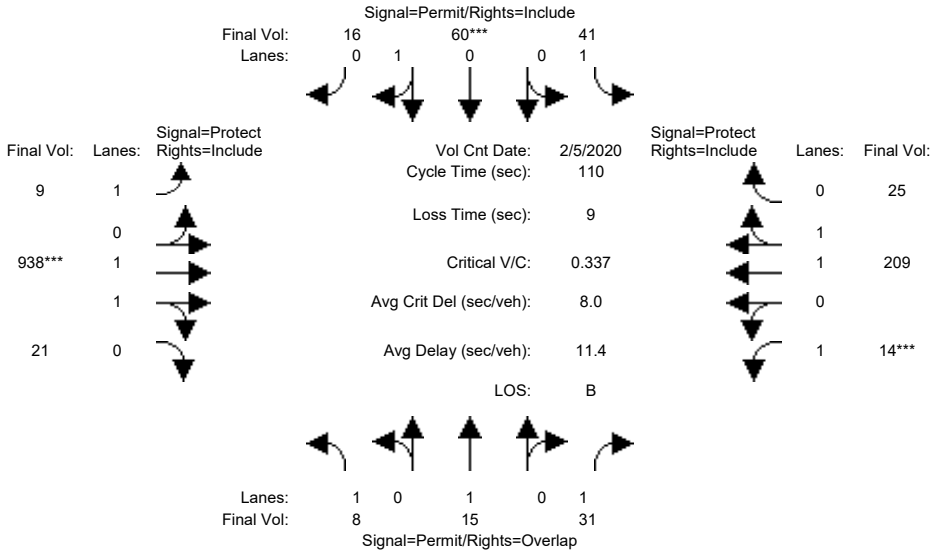
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #41: (14) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 5 Feb 2020 <<												
Base Vol:	8	15	30	40	58	16	9	910	20	14	203	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:	8	15	30	40	58	16	9	910	20	14	203	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	15	30	40	58	16	9	910	20	14	203	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	8	15	31	41	60	16	9	938	21	14	209	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	31	41	60	16	9	938	21	14	209	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	15	31	41	60	16	9	938	21	14	209	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.78	0.22	1.00	1.96	0.04	1.00	1.78	0.22
Final Sat.:	1750	1900	1750	1750	1411	389	1750	3620	80	1750	3309	391
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.02	0.02	0.04	0.04	0.01	0.26	0.26	0.01	0.06	0.06
Crit Moves:					****			****		****		
Green Time:	13.6	13.6	17.6	13.6	13.6	13.6	29.1	83.4	83.4	4.0	58.2	58.2
Volume/Cap:	0.04	0.07	0.11	0.19	0.34	0.34	0.02	0.34	0.34	0.23	0.12	0.12
Delay/Veh:	42.5	42.7	39.7	43.7	45.0	45.0	29.9	4.4	4.4	53.3	13.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	42.7	39.7	43.7	45.0	45.0	29.9	4.4	4.4	53.3	13.0	13.0
LOS by Move:	D	D	D	D	D	D	C	A	A	D	B	B
HCM2k95thQ:	1	1	2	3	6	6	0	10	10	1	4	4

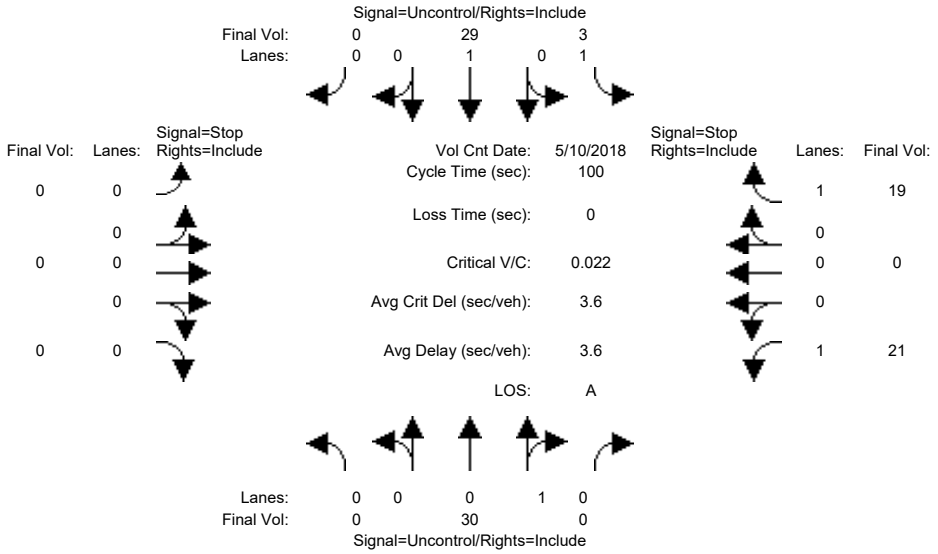
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #42: (16) Old Ironsides Dr & Old Glory Ln/Mission Way



Street Name:	Old Ironsides Dr						Old Glory Ln/MIssion Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	0	27	0	3	26	0	0	0	0	19	0	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:	0	27	0	3	26	0	0	0	0	19	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	27	0	3	26	0	0	0	0	19	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	30	0	3	29	0	0	0	0	21	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	30	0	3	29	0	0	0	0	21	0	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	30	xxxx	xxxxx	xxxx	xxxx	xxxxx	66	xxxx	30
Potent Cap.:	xxxx	xxxx	xxxxx	1596	xxxx	xxxxx	xxxx	xxxx	xxxxx	945	xxxx	1050
Move Cap.:	xxxx	xxxx	xxxxx	1596	xxxx	xxxxx	xxxx	xxxx	xxxxx	943	xxxx	1050
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	8.5
LOS by Move:	*	*	*	A	*	*	*	*	*	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:	xxxxxx			xxxxxx			xxxxxx			8.7		
ApproachLOS:	*			*			*			A		

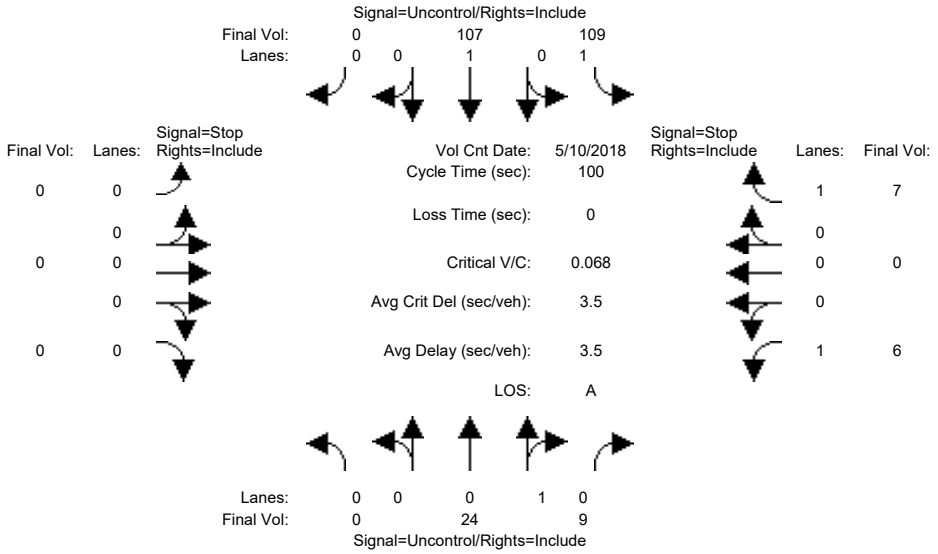
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #42: (16) Old Ironsides Dr & Old Glory Ln/Mission Way



Street Name:	Old Ironsides Dr						Old Glory Ln/MIssion Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	0	22	8	98	96	0	0	0	0	5	0	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	22	8	98	96	0	0	0	0	5	0	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	22	8	98	96	0	0	0	0	5	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	24	9	109	107	0	0	0	0	6	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	24	9	109	107	0	0	0	0	6	0	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	33	xxxx	xxxxx	xxxx	xxxx	xxxxx	353	xxxx	29
Potent Cap.:	xxxx	xxxx	xxxxx	1592	xxxx	xxxxx	xxxx	xxxx	xxxxx	648	xxxx	1052
Move Cap.:	xxxx	xxxx	xxxxx	1592	xxxx	xxxxx	xxxx	xxxx	xxxxx	615	xxxx	1052
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.9	xxxx	8.4
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	A
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.6		
ApproachLOS:	*			*			*			A		

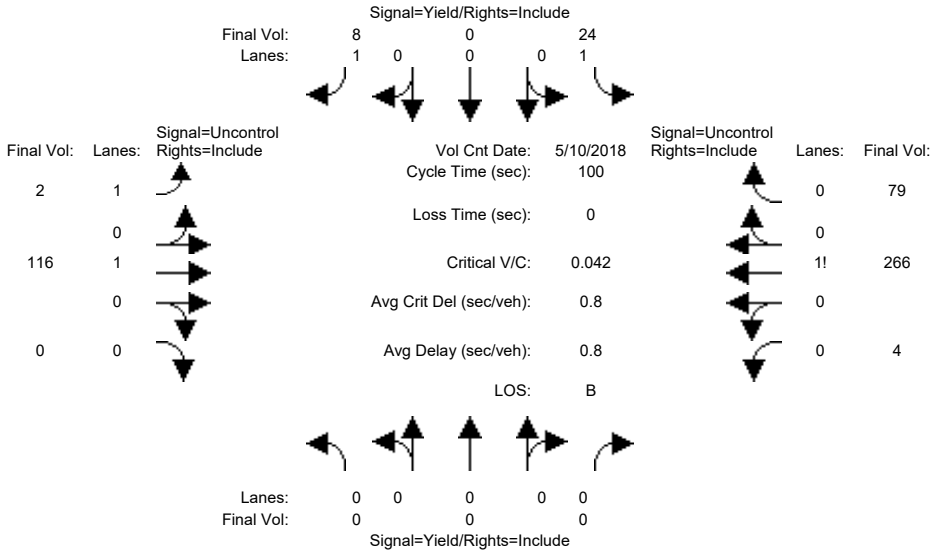
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #43: (17) Old Ironsides Dr & Patrick Henry Dr



Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	0	0	0	22	0	7	2	104	0	4	239	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:	0	0	0	22	0	7	2	104	0	4	239	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	7	2	104	0	4	239	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	24	0	8	2	116	0	4	266	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	24	0	8	2	116	0	4	266	79
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	434	xxxx	305	344	xxxx	xxxxx	116	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	583	xxxx	740	1226	xxxx	xxxxx	1486	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	581	xxxx	740	1226	xxxx	xxxxx	1486	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.5	xxxx	9.9	7.9	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	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:	xxxxxx			11.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

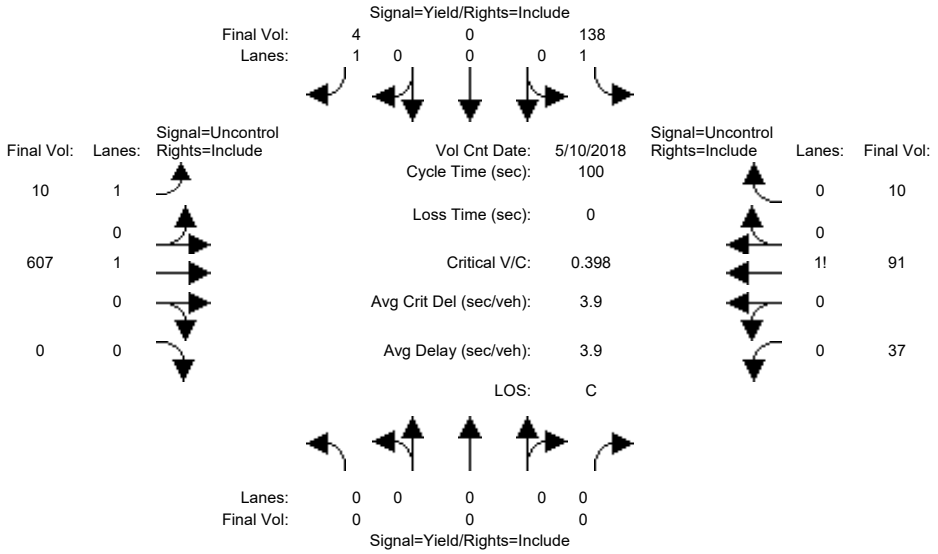
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #43: (17) Old Ironsides Dr & Patrick Henry Dr



Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	0	0	0	127	0	4	9	558	0	34	84	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	127	0	4	9	558	0	34	84	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	127	0	4	9	558	0	34	84	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	138	0	4	10	607	0	37	91	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	138	0	4	10	607	0	37	91	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	796	xxxx	96	101	xxxx	xxxxx	607	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	359	xxxx	966	1504	xxxx	xxxxx	981	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	347	xxxx	966	1504	xxxx	xxxxx	981	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.40	xxxx	0.00	0.01	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.9	xxxx	0.0	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	22.1	xxxx	8.7	7.4	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	A	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:	xxxxxx			21.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

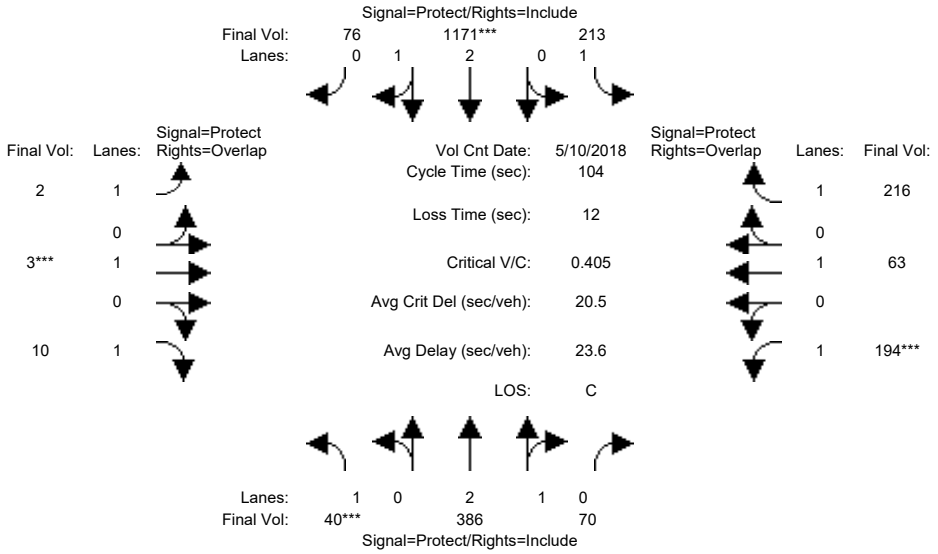
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #47: (20) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	36	347	63	192	1054	68	2	3	9	175	57	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	347	63	192	1054	68	2	3	9	175	57	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	347	63	192	1054	68	2	3	9	175	57	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	40	386	70	213	1171	76	2	3	10	194	63	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	386	70	213	1171	76	2	3	10	194	63	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	386	70	213	1171	76	2	3	10	194	63	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.52	0.48	1.00	2.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4738	860	1750	5260	339	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.12	0.22	0.22	0.00	0.00	0.01	0.11	0.03	0.12
Crit Moves:	****				****			****		****		
Green Time:	5.3	24.9	24.9	31.6	51.2	51.2	15.8	10.0	15.3	25.5	19.7	51.3
Volume/Cap:	0.45	0.34	0.34	0.40	0.45	0.45	0.01	0.02	0.04	0.45	0.18	0.25
Delay/Veh:	51.6	32.9	32.9	29.2	17.4	17.4	37.5	42.6	38.1	34.0	35.5	15.4
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:	51.6	32.9	32.9	29.2	17.4	17.4	37.5	42.6	38.1	34.0	35.5	15.4
LOS by Move:	D	C	C	C	B	B	D	D	D	C	D	B
HCM2k95thQ:	3	8	8	11	16	16	0	0	1	12	4	8

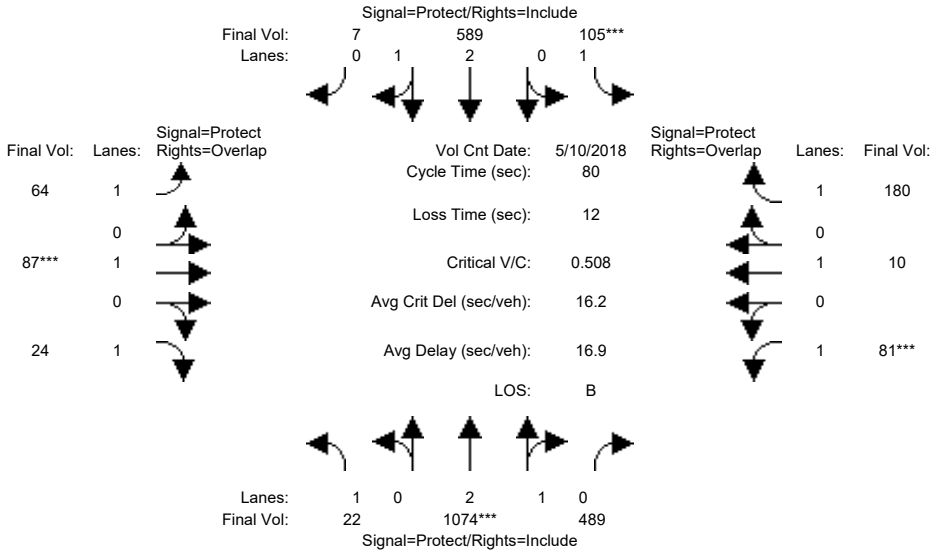
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #47: (20) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	21	1010	460	99	554	7	60	82	23	76	9	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1010	460	99	554	7	60	82	23	76	9	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1010	460	99	554	7	60	82	23	76	9	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	1074	489	105	589	7	64	87	24	81	10	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1074	489	105	589	7	64	87	24	81	10	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1074	489	105	589	7	64	87	24	81	10	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.03	0.97	1.00	2.96	0.04	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3845	1751	1750	5530	70	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.06	0.11	0.11	0.04	0.05	0.01	0.05	0.01	0.10
Crit Moves:		****		****				****		****		
Green Time:	14.6	42.0	42.0	9.0	36.5	36.5	7.5	10.0	24.6	6.9	9.4	18.5
Volume/Cap:	0.07	0.53	0.53	0.53	0.23	0.23	0.39	0.37	0.05	0.53	0.04	0.45
Delay/Veh:	27.2	12.7	12.7	36.3	13.3	13.3	35.6	33.1	19.5	38.6	31.4	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:	27.2	12.7	12.7	36.3	13.3	13.3	35.6	33.1	19.5	38.6	31.4	27.2
LOS by Move:	C	B	B	D	B	B	D	C	B	D	C	C
HCM2k95thQ:	1	16	16	5	6	6	4	5	1	6	0	9

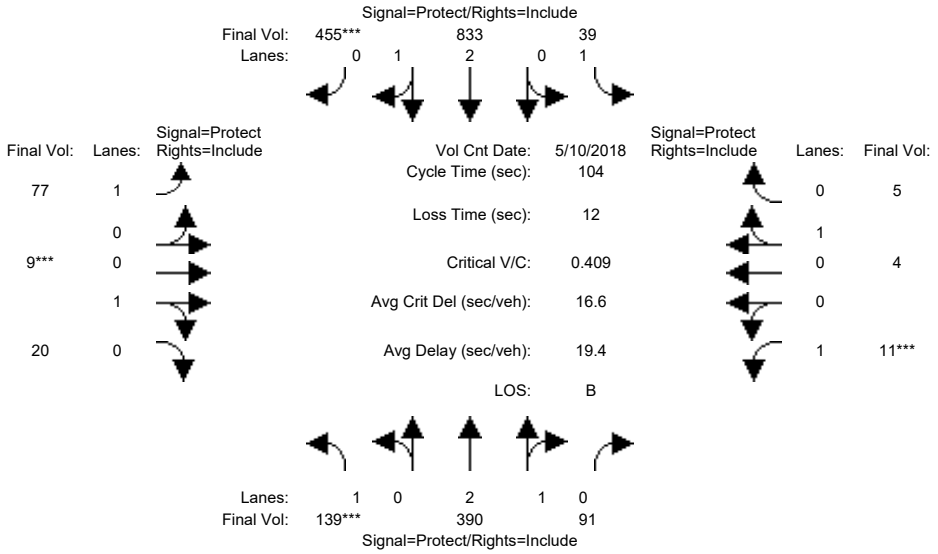
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #48: (21) GREAT AMERICA / ALVISO



Street Name:	GREAT AMERICA Pkwy						ALVISO					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	129	363	85	36	775	423	72	8	19	10	4	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	363	85	36	775	423	72	8	19	10	4	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	363	85	36	775	423	72	8	19	10	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	139	390	91	39	833	455	77	9	20	11	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	390	91	39	833	455	77	9	20	11	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	390	91	39	833	455	77	9	20	11	4	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.41	0.59	1.00	2.00	1.00	1.00	0.30	0.70	1.00	0.44	0.56
Final Sat.:	1750	4536	1062	1750	3800	1750	1750	533	1267	1750	800	1000
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.02	0.22	0.26	0.04	0.02	0.02	0.01	0.01	0.01
Crit Moves:	****					****		****		****		
Green Time:	18.0	51.3	51.3	25.7	59.0	59.0	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.46	0.17	0.17	0.09	0.39	0.46	0.86	0.17	0.17	0.13	0.06	0.06
Delay/Veh:	39.7	14.6	14.6	30.3	12.5	13.3	100.7	43.6	43.6	48.1	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:	39.7	14.6	14.6	30.3	12.5	13.3	100.7	43.6	43.6	48.1	43.2	43.2
LOS by Move:	D	B	B	C	B	B	F	D	D	D	D	D
HCM2k95thQ:	8	6	6	2	14	17	10	2	2	1	1	1

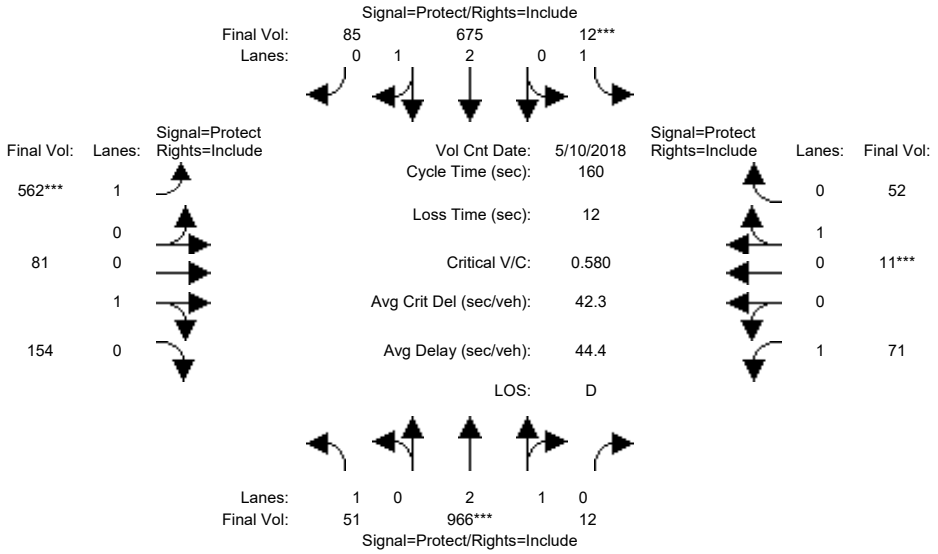
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #48: (21) GREAT AMERICA / ALVISO



Street Name:	GREAT AMERICA Pkwy						ALVISO					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	48	918	11	11	641	81	534	77	146	67	10	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	918	11	11	641	81	534	77	146	67	10	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	918	11	11	641	81	534	77	146	67	10	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	51	966	12	12	675	85	562	81	154	71	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	966	12	12	675	85	562	81	154	71	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	966	12	12	675	85	562	81	154	71	11	52
Saturation Flow 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	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.65	0.35	1.00	0.35	0.65	1.00	0.17	0.83
Final Sat.:	1750	5534	66	1750	4971	628	1750	622	1178	1750	305	1495
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.01	0.14	0.14	0.32	0.13	0.13	0.04	0.03	0.03
Crit Moves:		****			****			****			****	
Green Time:	9.7	47.1	47.1	5.0	42.3	42.3	86.6	73.3	73.3	22.6	9.3	9.3
Volume/Cap:	0.47	0.59	0.59	0.21	0.51	0.51	0.59	0.28	0.28	0.28	0.59	0.59
Delay/Veh:	75.9	48.9	48.9	77.5	50.4	50.4	25.8	27.2	27.2	62.1	82.3	82.3
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:	75.9	48.9	48.9	77.5	50.4	50.4	25.8	27.2	27.2	62.1	82.3	82.3
LOS by Move:	E	D	D	E	D	D	C	C	C	E	F	F
HCM2k95thQ:	5	24	24	1	19	19	34	14	14	7	8	8

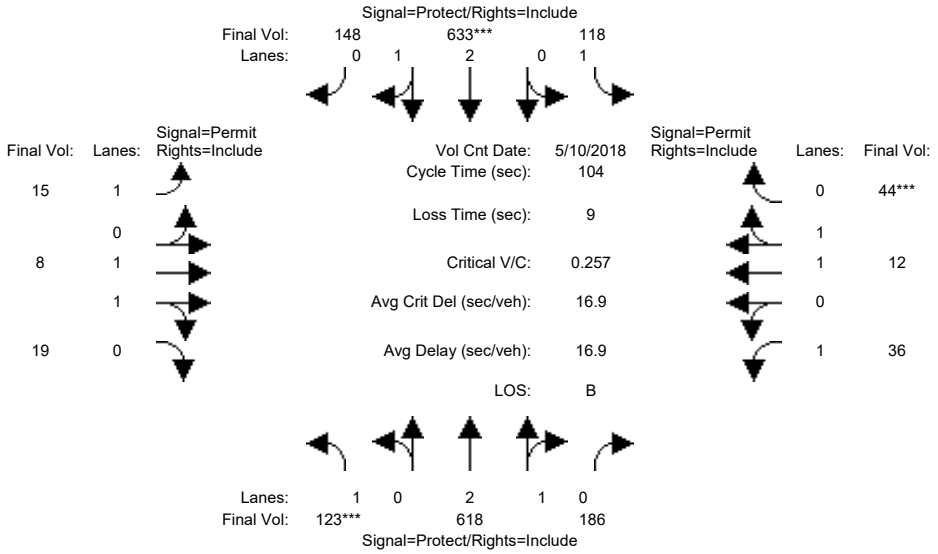
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #51: (22) GREAT AMERICA / BUNKER HILL



Street Name:	GREAT AMERIC Pkwy						BUNKER HILL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	112	562	169	107	576	135	14	7	17	33	11	40
Growth Adj:	1.00	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	562	169	107	576	135	14	7	17	33	11	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	562	169	107	576	135	14	7	17	33	11	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	123	618	186	118	633	148	15	8	19	36	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	618	186	118	633	148	15	8	19	36	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	618	186	118	633	148	15	8	19	36	12	44
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	0.92	0.92	1.00	0.92
Lanes:	1.00	2.28	0.72	1.00	2.41	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4304	1294	1750	4535	1063	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.07	0.14	0.14	0.01	0.00	0.01	0.02	0.01	0.03
Crit Moves:	****				****							****
Green Time:	28.1	57.2	57.2	26.8	55.9	55.9	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.26	0.26	0.26	0.26	0.26	0.26	0.08	0.04	0.10	0.20	0.06	0.24
Delay/Veh:	30.0	12.3	12.3	31.0	13.0	13.0	42.1	41.8	42.2	43.0	41.9	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:	30.0	12.3	12.3	31.0	13.0	13.0	42.1	41.8	42.2	43.0	41.9	43.2
LOS by Move:	C	B	B	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	6	9	9	6	9	9	1	1	1	3	1	3

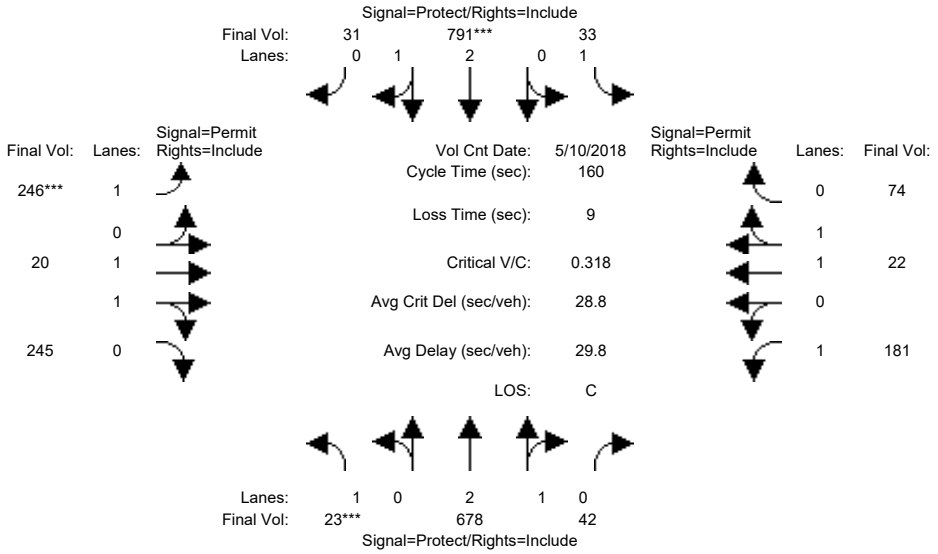
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #51: (22) GREAT AMERICA / BUNKER HILL



Street Name:	GREAT AMERIC Pkwy						BUNKER HILL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	22	651	40	32	759	30	236	19	235	174	21	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:	22	651	40	32	759	30	236	19	235	174	21	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	651	40	32	759	30	236	19	235	174	21	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	23	678	42	33	791	31	246	20	245	181	22	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	678	42	33	791	31	246	20	245	181	22	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	678	42	33	791	31	246	20	245	181	22	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.82	0.18	1.00	2.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5275	324	1750	5387	213	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.02	0.15	0.15	0.14	0.01	0.14	0.10	0.01	0.04
Crit Moves:	****				****		****					
Green Time:	6.6	67.3	67.3	13.1	73.8	73.8	70.6	70.6	70.6	70.6	70.6	70.6
Volume/Cap:	0.32	0.31	0.31	0.23	0.32	0.32	0.32	0.02	0.32	0.23	0.03	0.10
Delay/Veh:	77.1	30.9	30.9	69.6	27.3	27.3	29.3	25.2	29.2	28.0	25.3	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.1	30.9	30.9	69.6	27.3	27.3	29.3	25.2	29.2	28.0	25.3	26.1
LOS by Move:	E	C	C	E	C	C	C	C	C	C	C	C
HCM2k95thQ:	2	14	14	3	15	15	15	1	15	11	1	4

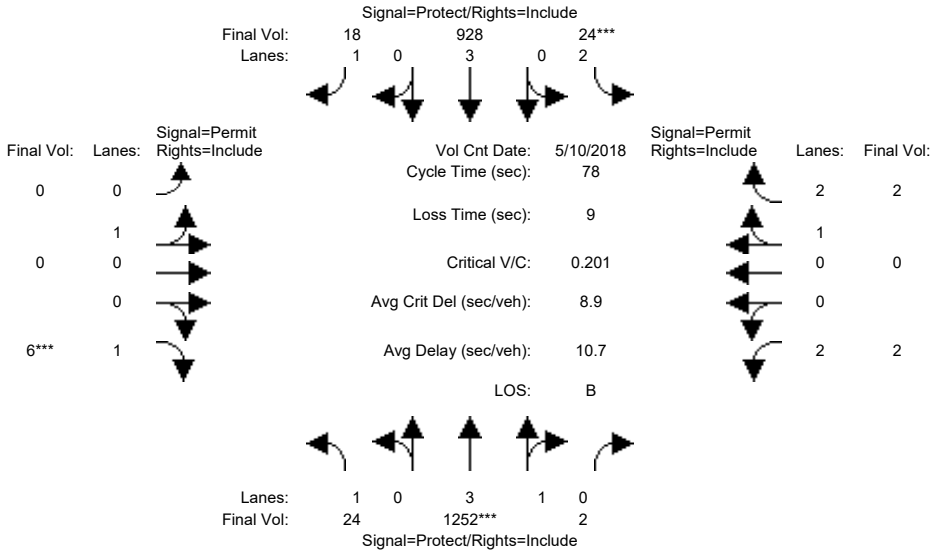
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #53: (24) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	22	1127	2	22	835	16	0	0	5	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1127	2	22	835	16	0	0	5	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1127	2	22	835	16	0	0	5	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	24	1252	2	24	928	18	0	0	6	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1252	2	24	928	18	0	0	6	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1252	2	24	928	18	0	0	6	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	0.00	1.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7487	13	3150	5700	1750	0	1800	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.01	0.16	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	17.7	45.0	45.0	10.0	37.3	37.3	0.0	0.0	14.0	14.0	0.0	14.0
Volume/Cap:	0.06	0.29	0.29	0.06	0.34	0.02	0.00	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	23.7	8.4	8.4	29.9	12.7	10.7	0.0	0.0	26.4	26.3	0.0	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:	23.7	8.4	8.4	29.9	12.7	10.7	0.0	0.0	26.4	26.3	0.0	26.3
LOS by Move:	C	A	A	C	B	B	A	A	C	C	A	C
HCM2k95thQ:	1	7	7	1	9	0	0	0	0	0	0	0

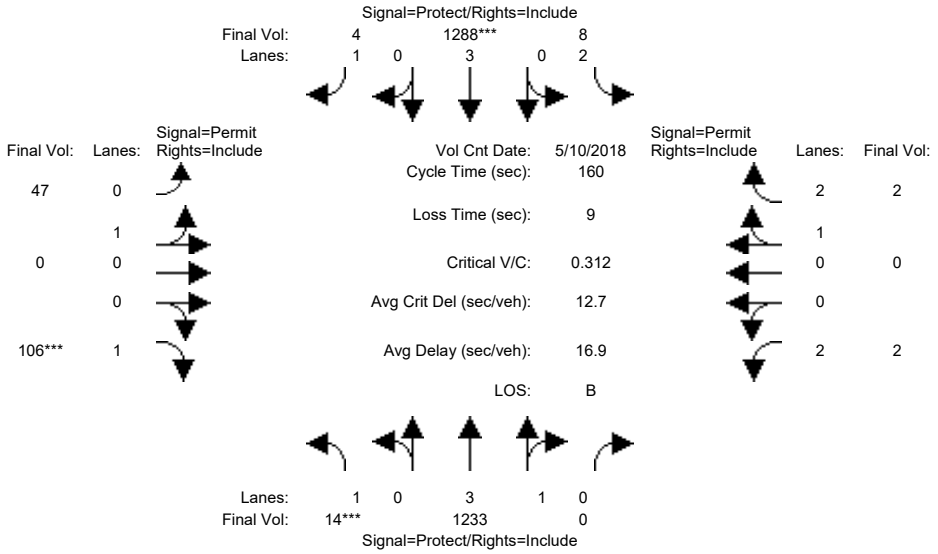
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #53: (24) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	13	1171	0	8	1224	4	45	0	101	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1171	0	8	1224	4	45	0	101	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1171	0	8	1224	4	45	0	101	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	1233	0	8	1288	4	47	0	106	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1233	0	8	1288	4	47	0	106	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1233	0	8	1288	4	47	0	106	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	4.00	0.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7500	0	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.00	0.23	0.00	0.03	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	6.0	87.1	0.0	33.1	114	114.3	30.7	0.0	30.7	30.7	0.0	30.7
Volume/Cap:	0.21	0.30	0.00	0.01	0.32	0.00	0.14	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	76.3	19.9	0.0	50.4	8.5	6.5	53.8	0.0	56.2	52.3	0.0	52.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	19.9	0.0	50.4	8.5	6.5	53.8	0.0	56.2	52.3	0.0	52.3
LOS by Move:	E	B	A	D	A	A	D	A	E	D	A	D
HCM2k95thQ:	1	15	0	0	14	0	4	0	10	0	0	0

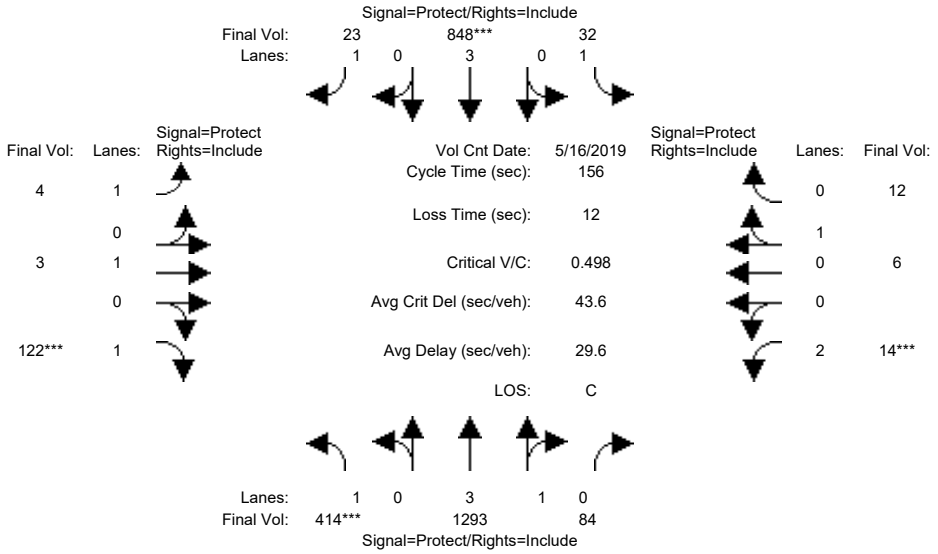
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #54: (25) GREAT AMERICA / PATRICK HENRY



Street Name:	GREAT AMERICA Pkwy						PATRICK HENRY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	373	1164	76	29	763	21	4	3	110	13	5	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	1164	76	29	763	21	4	3	110	13	5	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	1164	76	29	763	21	4	3	110	13	5	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	414	1293	84	32	848	23	4	3	122	14	6	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	1293	84	32	848	23	4	3	122	14	6	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	1293	84	32	848	23	4	3	122	14	6	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.74	0.26	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.31	0.69
Final Sat.:	1750	7040	460	1750	5700	1750	1750	1900	1750	3150	563	1237
Capacity Analysis Module:												
Vol/Sat:	0.24	0.18	0.18	0.02	0.15	0.01	0.00	0.00	0.07	0.00	0.01	0.01
Crit Moves:	****				****				****	****		
Green Time:	71.8	96.6	96.6	20.2	45.1	45.1	9.1	21.2	21.2	6.0	18.1	18.1
Volume/Cap:	0.51	0.30	0.30	0.14	0.51	0.05	0.04	0.01	0.51	0.12	0.09	0.09
Delay/Veh:	30.4	13.9	13.9	60.5	46.6	40.0	69.6	58.4	64.6	72.9	61.7	61.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	13.9	13.9	60.5	46.6	40.0	69.6	58.4	64.6	72.9	61.7	61.7
LOS by Move:	C	B	B	E	D	D	E	E	E	E	E	E
HCM2k95thQ:	26	14	14	3	20	2	1	0	12	1	2	2

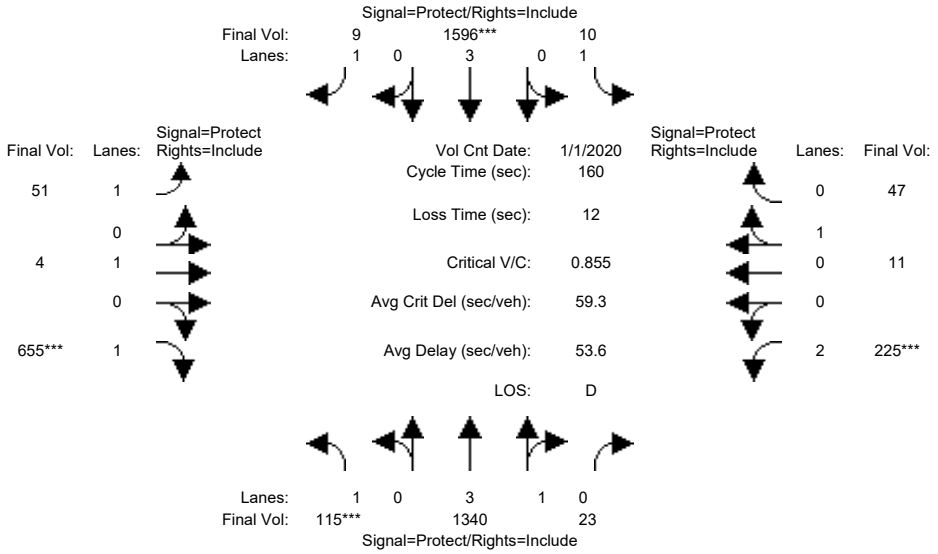
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #54: (25) GREAT AMERICA / PATRICK HENRY



Street Name:	GREAT AMERICA Pkwy						PATRICK HENRY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module: >> Count Date: 1 Jan 2020 <<												
Base Vol:	107	1246	21	9	1484	8	47	4	609	209	10	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1246	21	9	1484	8	47	4	609	209	10	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1246	21	9	1484	8	47	4	609	209	10	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	115	1340	23	10	1596	9	51	4	655	225	11	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1340	23	10	1596	9	51	4	655	225	11	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1340	23	10	1596	9	51	4	655	225	11	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.93	0.07	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.19	0.81
Final Sat.:	1750	7375	124	1750	5700	1750	1750	1900	1750	3150	333	1467
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.28	0.00	0.03	0.00	0.37	0.07	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	12.3	53.6	53.6	11.1	52.4	52.4	27.8	70.0	70.0	13.3	55.6	55.6
Volume/Cap:	0.86	0.54	0.54	0.08	0.86	0.02	0.17	0.01	0.86	0.86	0.09	0.09
Delay/Veh:	111.3	43.5	43.5	70.0	54.4	36.4	56.5	25.4	49.8	95.4	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.3	43.5	43.5	70.0	54.4	36.4	56.5	25.4	49.8	95.4	35.3	35.3
LOS by Move:	F	D	D	E	D	D	E	C	D	F	D	D
HCM2k95thQ:	13	24	24	1	42	1	5	0	53	17	4	4

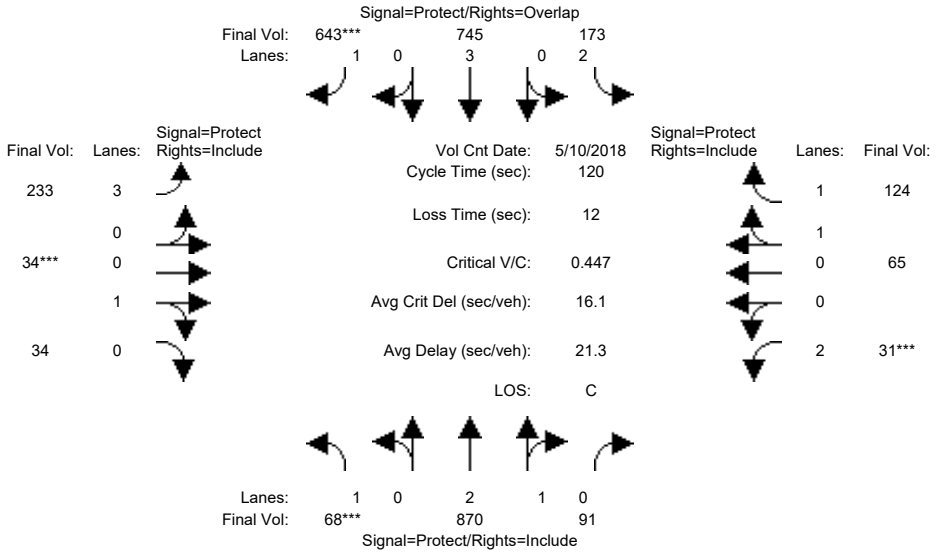
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #58: (29) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	62	792	83	157	678	585	212	31	31	28	59	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	792	83	157	678	585	212	31	31	28	59	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	792	83	157	678	585	212	31	31	28	59	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	68	870	91	173	745	643	233	34	34	31	65	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	870	91	173	745	643	233	34	34	31	65	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	870	91	173	745	643	233	34	34	31	65	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.70	0.30	2.00	3.00	1.00	3.00	0.50	0.50	2.00	0.69	1.31
Final Sat.:	1750	5068	531	3150	5700	1750	4551	900	900	3150	1235	2365
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.05	0.13	0.37	0.05	0.04	0.04	0.01	0.05	0.05
Crit Moves:	****					****		****		****		
Green Time:	10.4	65.2	65.2	20.8	75.6	89.1	13.5	12.0	12.0	10.0	8.5	8.5
Volume/Cap:	0.45	0.32	0.32	0.32	0.21	0.49	0.46	0.38	0.38	0.12	0.74	0.74
Delay/Veh:	54.2	15.2	15.2	43.7	9.5	6.6	50.5	51.8	51.8	51.1	65.7	65.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	15.2	15.2	43.7	9.5	6.6	50.5	51.8	51.8	51.1	65.7	65.7
LOS by Move:	D	B	B	D	A	A	D	D	D	D	E	E
HCM2k95thQ:	5	12	12	6	7	19	8	6	6	1	10	10

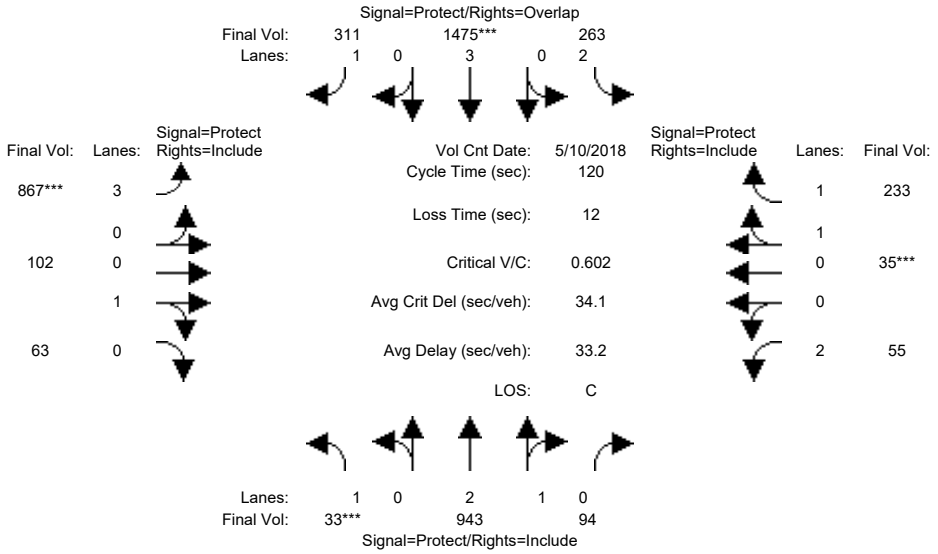
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #58: (29) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	31	896	89	250	1401	295	824	97	60	52	33	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	896	89	250	1401	295	824	97	60	52	33	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	896	89	250	1401	295	824	97	60	52	33	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	943	94	263	1475	311	867	102	63	55	35	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	943	94	263	1475	311	867	102	63	55	35	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	943	94	263	1475	311	867	102	63	55	35	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.72	0.28	2.00	3.00	1.00	3.00	0.62	0.38	2.00	0.26	1.74
Final Sat.:	1750	5093	506	3150	5700	1750	4551	1112	688	3150	468	3132
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.08	0.26	0.18	0.19	0.09	0.09	0.02	0.07	0.07
Crit Moves:	****				****		****				****	
Green Time:	8.0	39.6	39.6	17.8	49.4	85.8	36.4	27.6	27.6	23.0	14.2	14.2
Volume/Cap:	0.28	0.56	0.56	0.56	0.63	0.25	0.63	0.40	0.40	0.09	0.63	0.63
Delay/Veh:	54.6	33.5	33.5	49.0	28.6	6.0	36.9	39.8	39.8	40.0	53.4	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	33.5	33.5	49.0	28.6	6.0	36.9	39.8	39.8	40.0	53.4	53.4
LOS by Move:	D	C	C	D	C	A	D	D	D	D	D	D
HCM2k95thQ:	2	19	19	10	25	8	22	11	11	2	12	12

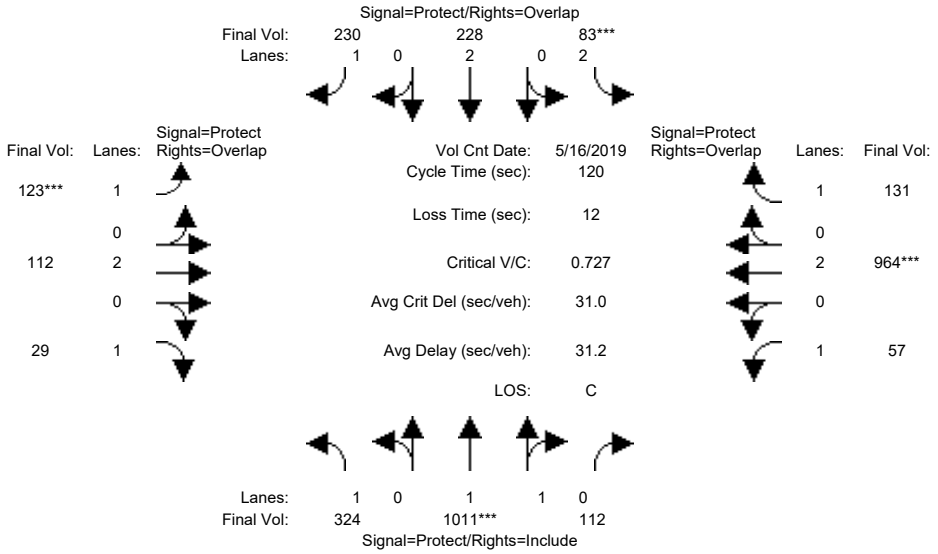
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #61: (32) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	292	910	101	75	205	207	111	101	26	51	868	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:	292	910	101	75	205	207	111	101	26	51	868	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	910	101	75	205	207	111	101	26	51	868	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	324	1011	112	83	228	230	123	112	29	57	964	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1011	112	83	228	230	123	112	29	57	964	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	1011	112	83	228	230	123	112	29	57	964	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.79	0.21	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3330	370	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.30	0.30	0.03	0.06	0.13	0.07	0.03	0.02	0.03	0.25	0.07
Crit Moves:		****		****			****				****	
Green Time:	38.9	48.4	48.4	8.0	17.5	28.7	11.2	25.8	64.7	25.8	40.4	48.4
Volume/Cap:	0.57	0.75	0.75	0.40	0.41	0.55	0.75	0.14	0.03	0.15	0.75	0.19
Delay/Veh:	24.3	19.1	19.1	52.4	41.8	33.2	70.8	38.2	13.0	38.4	37.9	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	19.1	19.1	52.4	41.8	33.2	70.8	38.2	13.0	38.4	37.9	23.2
LOS by Move:	C	B	B	D	D	C	E	D	B	D	D	C
HCM2k95thQ:	16	25	25	3	7	13	10	3	1	4	29	7

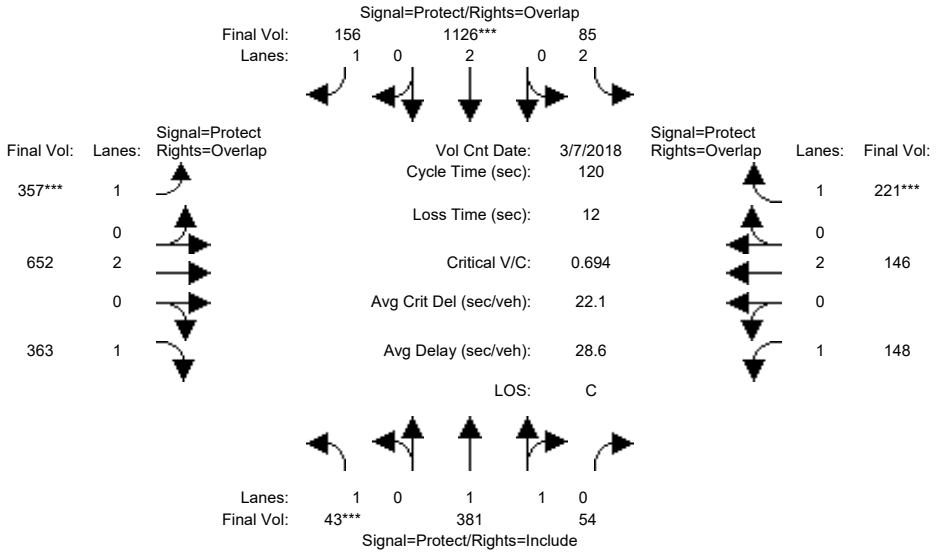
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #61: (32) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module: >> Count Date: 7 Mar 2018 <<												
Base Vol:	43	377	53	84	1115	154	353	645	359	147	145	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	377	53	84	1115	154	353	645	359	147	145	219
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	377	53	84	1115	154	353	645	359	147	145	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	43	381	54	85	1126	156	357	652	363	148	146	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	381	54	85	1126	156	357	652	363	148	146	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	381	54	85	1126	156	357	652	363	148	146	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3244	456	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.03	0.30	0.09	0.20	0.17	0.21	0.08	0.04	0.13
Crit Moves:	****				****		****					****
Green Time:	5.0	38.0	38.0	21.6	54.5	92.0	37.5	33.1	38.1	15.4	11.0	32.5
Volume/Cap:	0.60	0.37	0.37	0.15	0.65	0.12	0.65	0.62	0.65	0.66	0.42	0.47
Delay/Veh:	67.6	22.2	22.2	35.6	12.2	0.0	38.4	39.2	38.1	57.0	52.3	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	22.2	22.2	35.6	12.2	0.0	38.4	39.2	38.1	57.0	52.3	37.2
LOS by Move:	E	C	C	D	B	A	D	D	D	E	D	D
HCM2k95thQ:	3	9	9	3	18	0	21	18	22	13	6	14

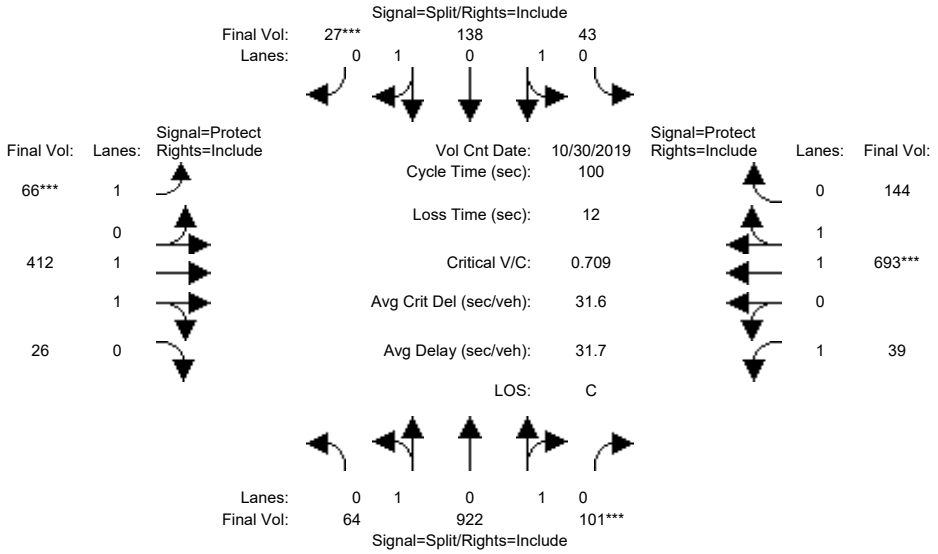
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #62: (33) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module: >> Count Date: 30 Oct 2019 <<												
Base Vol:	58	830	91	39	124	24	59	371	23	35	624	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	830	91	39	124	24	59	371	23	35	624	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	830	91	39	124	24	59	371	23	35	624	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	64	922	101	43	138	27	66	412	26	39	693	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	922	101	43	138	27	66	412	26	39	693	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	922	101	43	138	27	66	412	26	39	693	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.12	1.69	0.19	0.42	1.32	0.26	1.00	1.88	0.12	1.00	1.65	0.35
Final Sat.:	213	3052	335	751	2387	462	1750	3484	216	1750	3062	638
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.06	0.06	0.06	0.04	0.12	0.12	0.02	0.23	0.23
Crit Moves:			****			****	****				****	
Green Time:	42.6	42.6	42.6	8.1	8.1	8.1	5.3	26.2	26.2	11.1	31.9	31.9
Volume/Cap:	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.45	0.45	0.20	0.71	0.71
Delay/Veh:	25.1	25.1	25.1	52.6	52.6	52.6	69.0	31.2	31.2	41.0	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:	25.1	25.1	25.1	52.6	52.6	52.6	69.0	31.2	31.2	41.0	32.0	32.0
LOS by Move:	C	C	C	D	D	D	E	C	C	D	C	C
HCM2k95thQ:	25	25	25	7	7	7	7	12	12	3	23	23

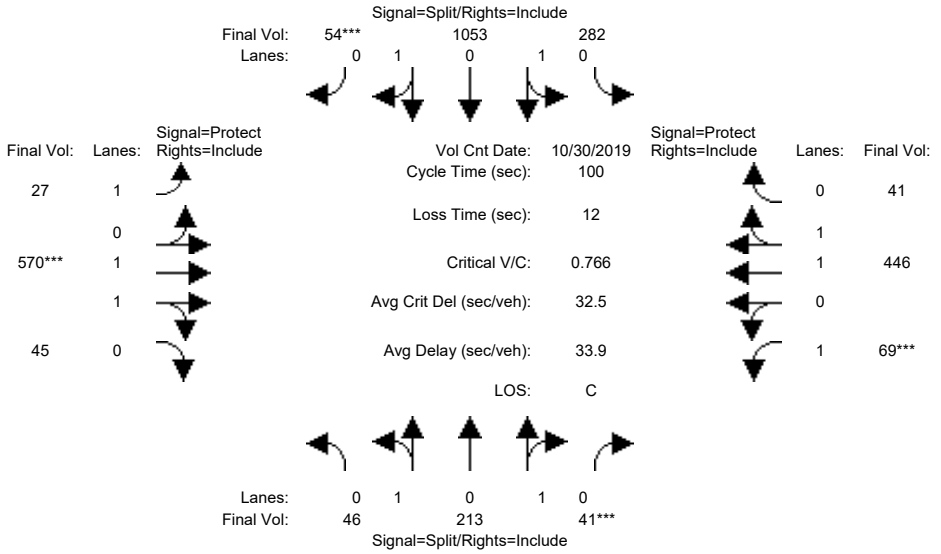
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #62: (33) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module: >> Count Date: 30 Oct 2019 <<												
Base Vol:	44	204	39	271	1011	52	26	547	43	66	428	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	204	39	271	1011	52	26	547	43	66	428	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	204	39	271	1011	52	26	547	43	66	428	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	46	213	41	282	1053	54	27	570	45	69	446	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	213	41	282	1053	54	27	570	45	69	446	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	213	41	282	1053	54	27	570	45	69	446	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.31	1.42	0.27	0.41	1.51	0.08	1.00	1.85	0.15	1.00	1.83	0.17
Final Sat.:	552	2559	489	731	2728	140	1750	3430	270	1750	3391	309
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.39	0.39	0.39	0.02	0.17	0.17	0.04	0.13	0.13
Crit Moves:			****			****		****		****		
Green Time:	10.8	10.8	10.8	50.4	50.4	50.4	7.4	21.7	21.7	5.1	19.4	19.4
Volume/Cap:	0.77	0.77	0.77	0.77	0.77	0.77	0.21	0.77	0.77	0.77	0.68	0.68
Delay/Veh:	52.2	52.2	52.2	22.1	22.1	22.1	44.4	41.3	41.3	78.8	40.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	52.2	52.2	22.1	22.1	22.1	44.4	41.3	41.3	78.8	40.0	40.0
LOS by Move:	D	D	D	C	C	C	D	D	D	E	D	D
HCM2k95thQ:	10	10	10	31	31	31	2	20	20	8	16	16

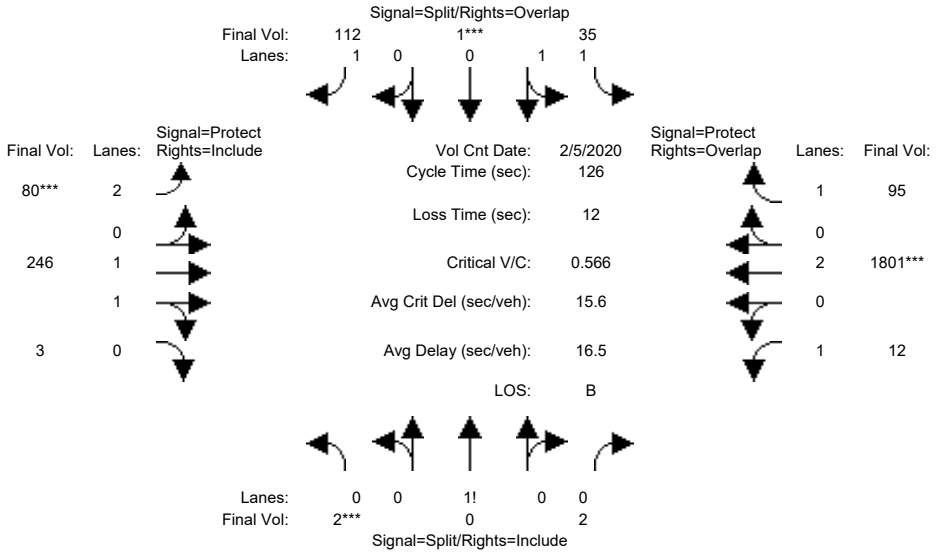
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #71: (49) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module: >> Count Date: 5 Feb 2020 <<												
Base Vol:	2	0	2	33	1	105	75	231	3	11	1693	89
Growth Adj:	1.00	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	2	33	1	105	75	231	3	11	1693	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	2	33	1	105	75	231	3	11	1693	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	2	0	2	35	1	112	80	246	3	12	1801	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	2	35	1	112	80	246	3	12	1801	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	2	35	1	112	80	246	3	12	1801	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	1.94	0.06	1.00	2.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	875	0	875	3446	104	1750	3150	3653	47	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.06	0.03	0.07	0.07	0.01	0.47	0.05
Crit Moves:	****				****		****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	18.0	8.0	75.2	75.2	18.8	86.0	96.0
Volume/Cap:	0.03	0.00	0.03	0.13	0.13	0.45	0.40	0.11	0.11	0.04	0.69	0.07
Delay/Veh:	53.6	0.0	53.6	54.2	54.2	50.7	58.0	11.0	11.0	46.0	12.9	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	0.0	53.6	54.2	54.2	50.7	58.0	11.0	11.0	46.0	12.9	3.8
LOS by Move:	D	A	D	D	D	D	E	B	B	D	B	A
HCM2k95thQ:	0	0	0	2	2	9	4	4	4	1	36	2

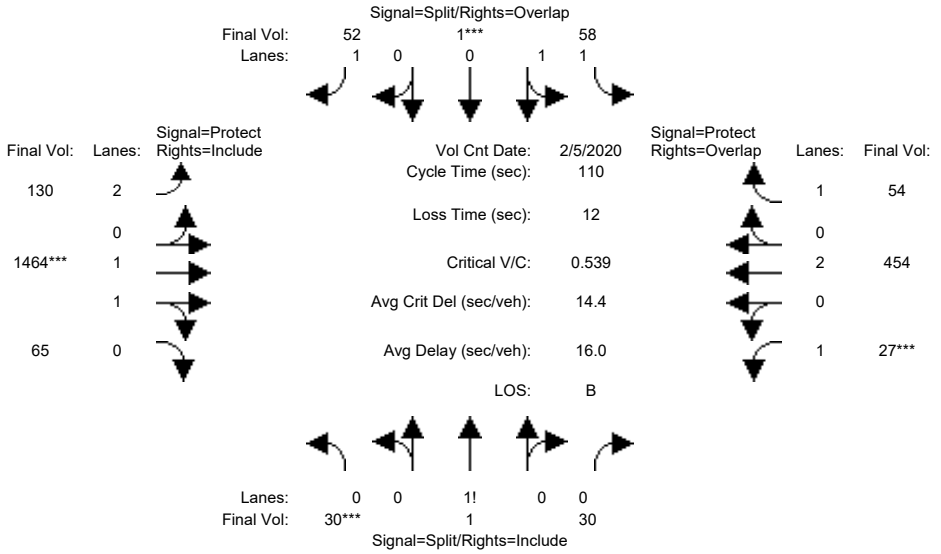
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #71: (49) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module: >> Count Date: 5 Feb 2020 <<												
Base Vol:	29	1	29	56	1	50	125	1405	62	26	436	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1	29	56	1	50	125	1405	62	26	436	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	1	29	56	1	50	125	1405	62	26	436	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	30	1	30	58	1	52	130	1464	65	27	454	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1	30	58	1	52	130	1464	65	27	454	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1	30	58	1	52	130	1464	65	27	454	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.49	0.02	0.49	1.97	0.03	1.00	2.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	860	30	860	3488	62	1750	3150	3544	156	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.03	0.04	0.41	0.41	0.02	0.12	0.03
Crit Moves:	****				****			****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	32.3	22.3	73.0	73.0	5.0	55.7	65.7
Volume/Cap:	0.39	0.39	0.39	0.18	0.18	0.10	0.20	0.62	0.62	0.34	0.24	0.05
Delay/Veh:	48.7	48.7	48.7	46.5	46.5	28.4	36.6	11.1	11.1	53.4	15.3	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	48.7	48.7	46.5	46.5	28.4	36.6	11.1	11.1	53.4	15.3	9.2
LOS by Move:	D	D	D	D	D	C	D	B	B	D	B	A
HCM2k95thQ:	5	5	5	2	2	3	4	27	27	2	8	2

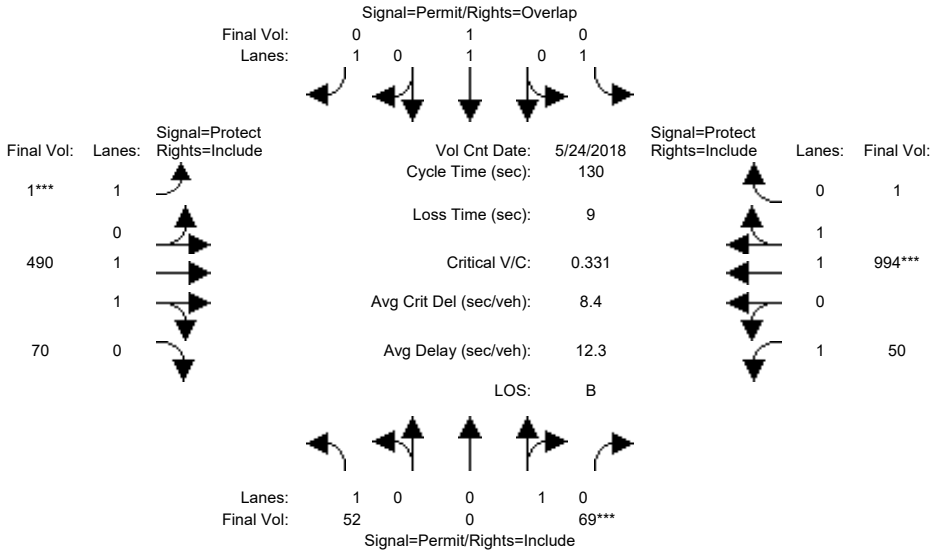
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #73: (36) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	47	0	62	0	1	0	1	441	63	45	895	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	0	62	0	1	0	1	441	63	45	895	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	0	62	0	1	0	1	441	63	45	895	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	52	0	69	0	1	0	1	490	70	50	994	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	69	0	1	0	1	490	70	50	994	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	0	69	0	1	0	1	490	70	50	994	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.74	0.26	1.00	1.99	0.01
Final Sat.:	1750	0	1800	1750	1900	1750	1750	3237	462	1750	3696	4
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.15	0.15	0.03	0.27	0.27
Crit Moves:			****				****				****	
Green Time:	14.1	0.0	14.1	0.0	14.1	0.0	8.0	76.0	76.0	30.9	98.9	98.9
Volume/Cap:	0.28	0.00	0.35	0.00	0.01	0.00	0.01	0.26	0.26	0.12	0.35	0.35
Delay/Veh:	54.1	0.0	54.9	0.0	51.7	0.0	57.3	13.3	13.3	39.0	5.2	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	0.0	54.9	0.0	51.7	0.0	57.3	13.3	13.3	39.0	5.2	5.2
LOS by Move:	D	A	D	A	D	A	E	B	B	D	A	A
HCM2k95thQ:	5	0	6	0	0	0	0	10	10	3	13	13

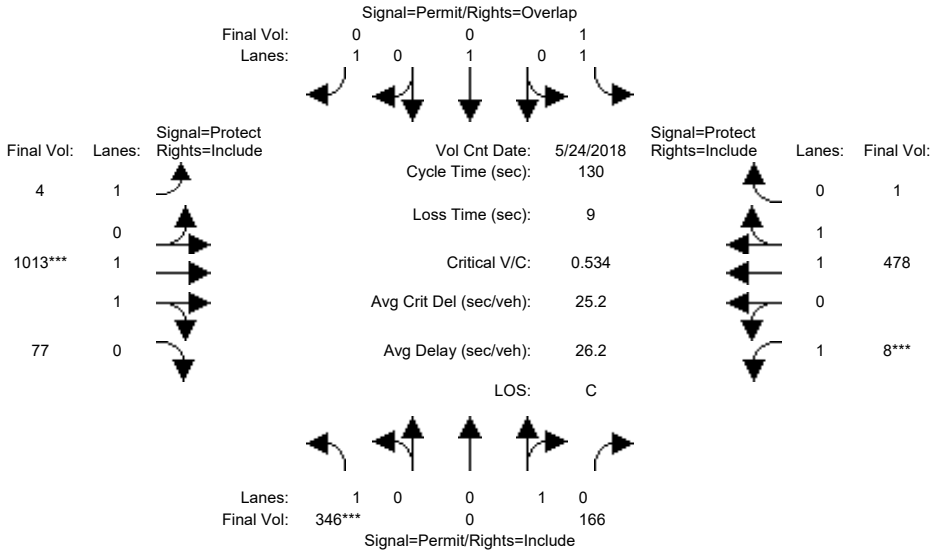
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #73: (36) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	336	0	161	1	0	0	4	983	75	8	464	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	0	161	1	0	0	4	983	75	8	464	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	0	161	1	0	0	4	983	75	8	464	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	346	0	166	1	0	0	4	1013	77	8	478	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	0	166	1	0	0	4	1013	77	8	478	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	0	166	1	0	0	4	1013	77	8	478	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00	1.99	0.01
Final Sat.:	1750	0	1800	1750	1900	1750	1750	3438	262	1750	3692	8
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.09	0.00	0.00	0.00	0.00	0.29	0.29	0.00	0.13	0.13
Crit Moves:	****							****		****		
Green Time:	45.4	0.0	45.4	45.4	0.0	0.0	24.3	67.6	67.6	8.0	51.3	51.3
Volume/Cap:	0.57	0.00	0.26	0.00	0.00	0.00	0.01	0.57	0.57	0.08	0.33	0.33
Delay/Veh:	35.6	0.0	30.6	27.5	0.0	0.0	43.0	21.6	21.6	57.8	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:	35.6	0.0	30.6	27.5	0.0	0.0	43.0	21.6	21.6	57.8	27.5	27.5
LOS by Move:	D	A	C	C	A	A	D	C	C	E	C	C
HCM2k95thQ:	22	0	10	0	0	0	0	26	26	1	13	13

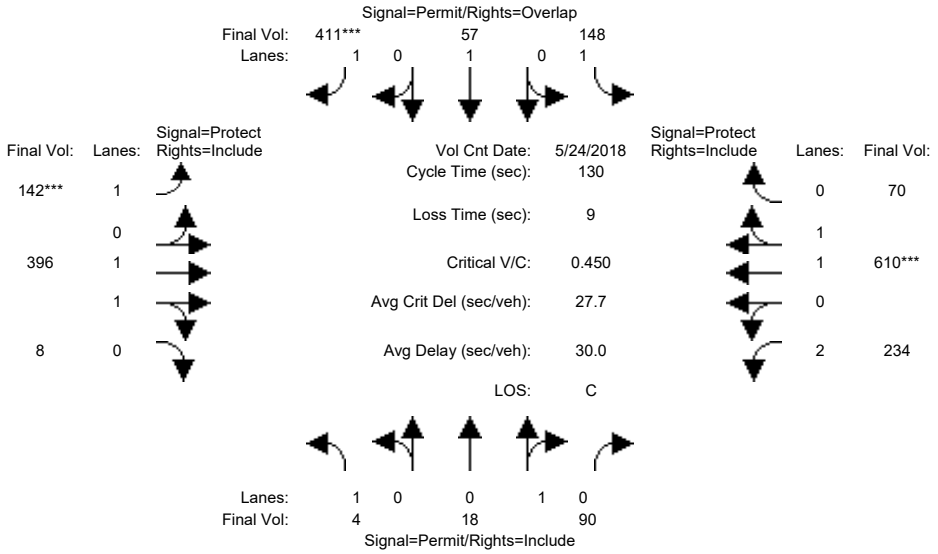
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #74: (37) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	4	16	82	135	52	374	129	360	7	213	555	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	16	82	135	52	374	129	360	7	213	555	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	16	82	135	52	374	129	360	7	213	555	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	4	18	90	148	57	411	142	396	8	234	610	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	18	90	148	57	411	142	396	8	234	610	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	18	90	148	57	411	142	396	8	234	610	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.98	0.95
Lanes:	1.00	0.16	0.84	1.00	1.00	1.00	1.00	1.96	0.04	2.00	1.79	0.21
Final Sat.:	1750	294	1506	1750	1900	1750	1750	3629	71	3150	3317	383
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.08	0.03	0.23	0.08	0.11	0.11	0.07	0.18	0.18
Crit Moves:						****	****				****	
Green Time:	44.5	44.5	44.5	44.5	44.5	67.9	23.4	45.9	45.9	30.6	53.1	53.1
Volume/Cap:	0.01	0.17	0.17	0.25	0.09	0.45	0.45	0.31	0.31	0.32	0.45	0.45
Delay/Veh:	28.2	30.1	30.1	31.0	29.1	19.8	48.6	30.6	30.6	41.3	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	30.1	30.1	31.0	29.1	19.8	48.6	30.6	30.6	41.3	28.1	28.1
LOS by Move:	C	C	C	C	C	B	D	C	C	D	C	C
HCM2k95thQ:	0	6	6	9	3	20	10	11	11	9	18	18

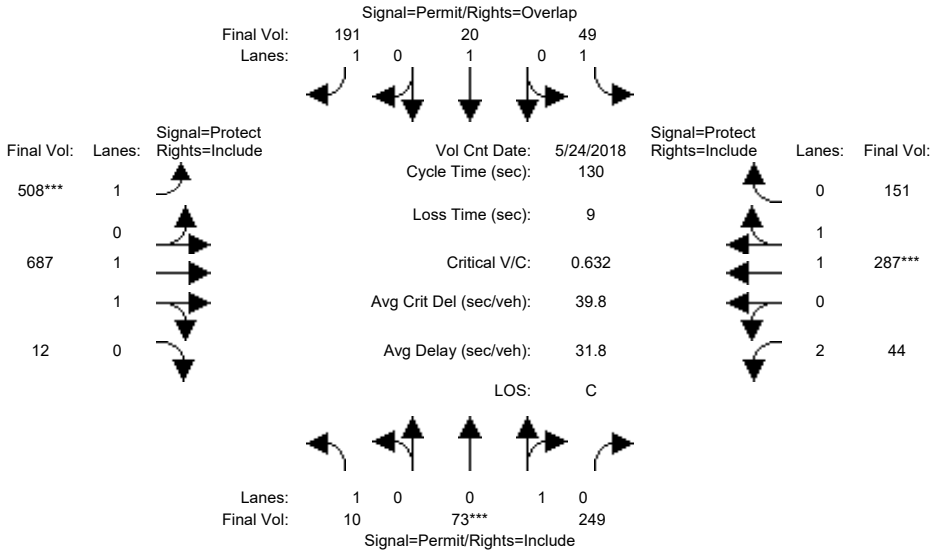
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #74: (37) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	10	71	242	48	19	185	493	666	12	43	278	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:	10	71	242	48	19	185	493	666	12	43	278	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	71	242	48	19	185	493	666	12	43	278	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	10	73	249	49	20	191	508	687	12	44	287	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	73	249	49	20	191	508	687	12	44	287	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	73	249	49	20	191	508	687	12	44	287	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.99	0.95
Lanes:	1.00	0.23	0.77	1.00	1.00	1.00	1.00	1.96	0.04	2.00	1.29	0.71
Final Sat.:	1750	408	1392	1750	1900	1750	1750	3634	65	3150	2425	1274
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.03	0.01	0.11	0.29	0.19	0.19	0.01	0.12	0.12
Crit Moves:		****					****				****	
Green Time:	36.9	36.9	36.9	36.9	36.9	96.7	59.8	59.8	59.8	24.3	24.3	24.3
Volume/Cap:	0.02	0.63	0.63	0.10	0.04	0.15	0.63	0.41	0.41	0.08	0.63	0.63
Delay/Veh:	33.6	43.2	43.2	34.4	33.7	4.8	28.4	23.6	23.6	43.6	50.6	50.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	43.2	43.2	34.4	33.7	4.8	28.4	23.6	23.6	43.6	50.6	50.6
LOS by Move:	C	D	D	C	C	A	C	C	C	D	D	D
HCM2k95thQ:	1	22	22	3	1	5	29	17	17	2	15	15

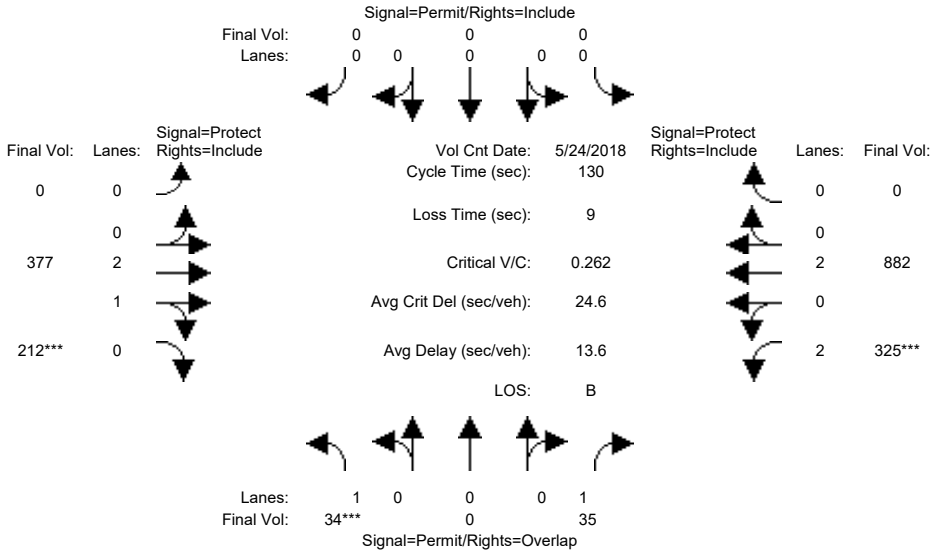
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #75: (38) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	31	0	32	0	0	0	0	347	195	299	811	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	0	32	0	0	0	0	347	195	299	811	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	0	32	0	0	0	0	347	195	299	811	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	0	35	0	0	0	0	377	212	325	882	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	35	0	0	0	0	377	212	325	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	35	0	0	0	0	377	212	325	882	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.10	0.12	0.10	0.23	0.00
Crit Moves:	****								****	****		
Green Time:	10.0	0.0	61.1	0.0	0.0	0.0	0.0	59.9	59.9	51.1	111	0.0
Volume/Cap:	0.25	0.00	0.04	0.00	0.00	0.00	0.00	0.22	0.26	0.26	0.27	0.00
Delay/Veh:	57.5	0.0	18.7	0.0	0.0	0.0	0.0	21.0	21.5	26.8	1.9	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:	57.5	0.0	18.7	0.0	0.0	0.0	0.0	21.0	21.5	26.8	1.9	0.0
LOS by Move:	E	A	B	A	A	A	A	C	C	C	A	A
HCM2k95thQ:	3	0	2	0	0	0	0	8	10	10	7	0

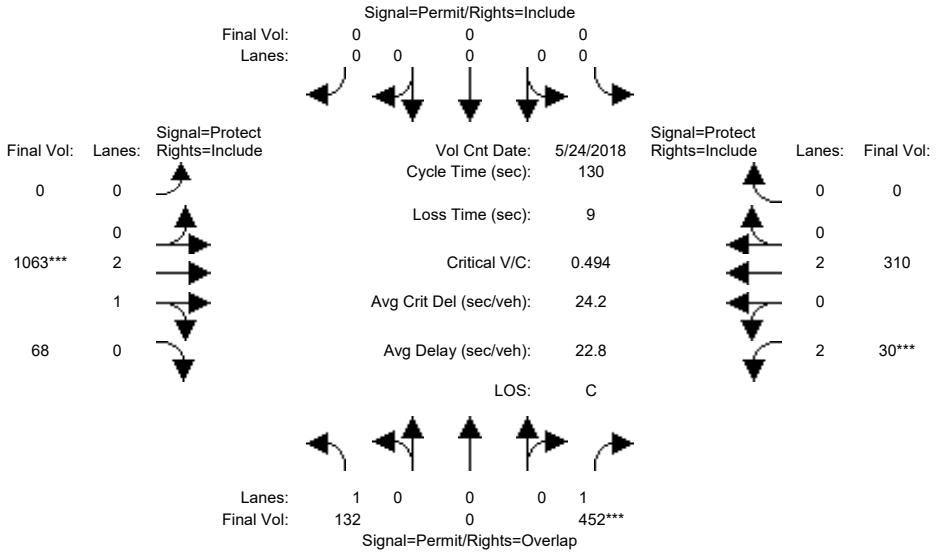
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #75: (38) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	128	0	438	0	0	0	0	1031	66	29	301	0
Growth Adj:	1.00	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	0	438	0	0	0	0	1031	66	29	301	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	0	438	0	0	0	0	1031	66	29	301	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	132	0	452	0	0	0	0	1063	68	30	310	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	0	452	0	0	0	0	1063	68	30	310	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	0	452	0	0	0	0	1063	68	30	310	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.81	0.19	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	5263	337	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.26	0.00	0.00	0.00	0.00	0.20	0.20	0.01	0.08	0.00
Crit Moves:			****					****		****		
Green Time:	43.9	0.0	58.9	0.0	0.0	0.0	0.0	62.1	62.1	15.0	77.1	0.0
Volume/Cap:	0.22	0.00	0.57	0.00	0.00	0.00	0.00	0.42	0.42	0.08	0.14	0.00
Delay/Veh:	31.0	0.0	27.2	0.0	0.0	0.0	0.0	22.3	22.3	51.5	11.7	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:	31.0	0.0	27.2	0.0	0.0	0.0	0.0	22.3	22.3	51.5	11.7	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2k95thQ:	8	0	25	0	0	0	0	18	18	1	5	0

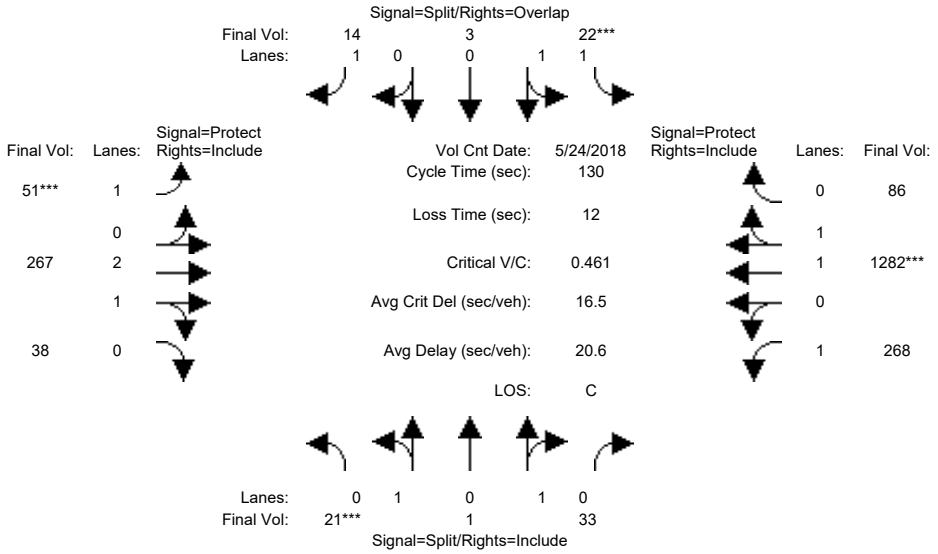
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #76: (39) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	19	1	30	20	3	13	46	240	34	241	1154	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:	19	1	30	20	3	13	46	240	34	241	1154	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1	30	20	3	13	46	240	34	241	1154	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	21	1	33	22	3	14	51	267	38	268	1282	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1	33	22	3	14	51	267	38	268	1282	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1	33	22	3	14	51	267	38	268	1282	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.93	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.95	0.05	1.00	1.74	0.26	1.00	1.00	2.61	0.39	1.00	1.87	0.13
Final Sat.:	1710	90	1800	3087	463	1750	1750	4904	695	1750	3468	231
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.03	0.05	0.05	0.15	0.37	0.37
Crit Moves:	****			****			****				****	
Green Time:	12.0	12.0	12.0	11.0	11.0	21.0	10.0	31.8	31.8	63.2	85.0	85.0
Volume/Cap:	0.13	0.13	0.20	0.09	0.09	0.05	0.38	0.22	0.22	0.31	0.57	0.57
Delay/Veh:	54.4	54.4	54.9	55.0	55.0	46.2	58.8	39.3	39.3	20.5	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	54.4	54.9	55.0	55.0	46.2	58.8	39.3	39.3	20.5	12.7	12.7
LOS by Move:	D	D	D	D	D	D	E	D	D	C	B	B
HCM2k95thQ:	2	2	3	1	1	1	4	6	6	13	27	27

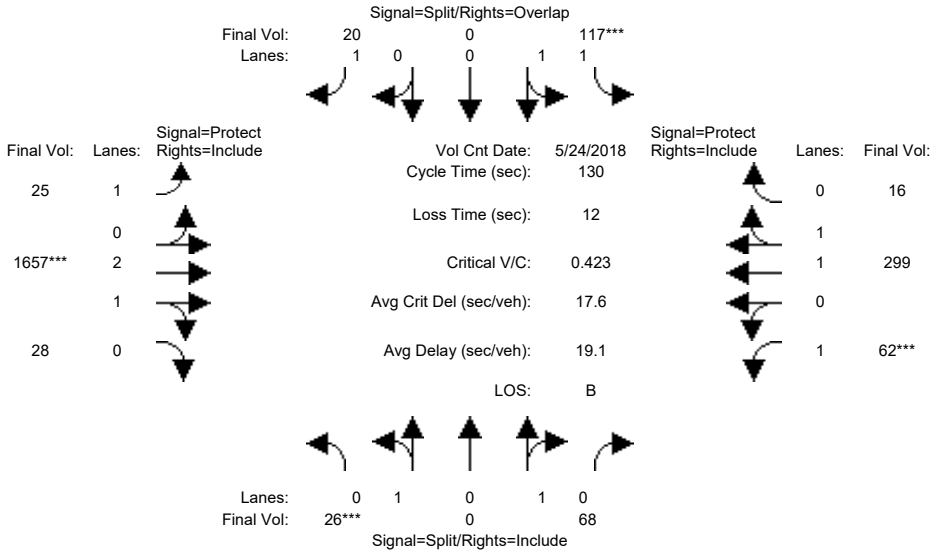
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #76: (39) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	25	0	65	111	0	19	24	1574	27	59	284	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	65	111	0	19	24	1574	27	59	284	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	65	111	0	19	24	1574	27	59	284	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	0	68	117	0	20	25	1657	28	62	299	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	68	117	0	20	25	1657	28	62	299	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:	26	0	68	117	0	20	25	1657	28	62	299	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	0.93	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.95	0.05	1.00	1.90	0.10
Final Sat.:	1800	0	1800	3550	0	1750	1750	5505	94	1750	3514	186
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.03	0.00	0.01	0.01	0.30	0.30	0.04	0.09	0.09
Crit Moves:	****			****				****		****		
Green Time:	12.0	0.0	12.0	11.0	0.0	56.1	45.1	85.0	85.0	10.0	49.9	49.9
Volume/Cap:	0.16	0.00	0.41	0.39	0.00	0.03	0.04	0.46	0.46	0.46	0.22	0.22
Delay/Veh:	54.5	0.0	56.9	57.2	0.0	21.3	28.1	11.2	11.2	59.9	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	0.0	56.9	57.2	0.0	21.3	28.1	11.2	11.2	59.9	27.1	27.1
LOS by Move:	D	A	E	E	A	C	C	B	B	E	C	C
HCM2k95thQ:	2	0	6	6	0	1	1	20	20	6	8	8

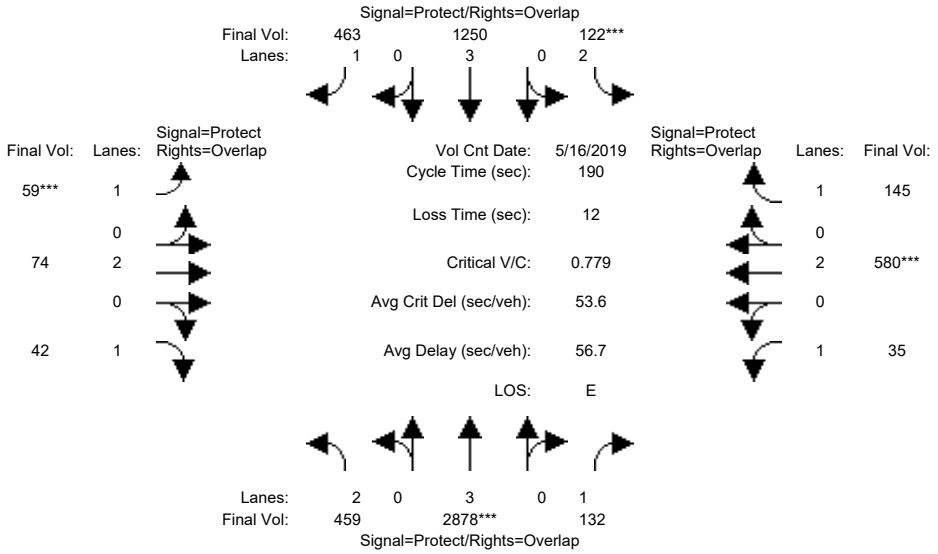
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #80: (42) SAN TOMAS EXP / WALSH AV



Street Name:	SAN TOMAS EX						WALSH AV					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module: >> Count Date: 16 May 2019 << 7:45 - 8:45												
Base Vol:	436	3217	125	116	1397	440	56	70	40	33	551	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	3217	125	116	1397	440	56	70	40	33	551	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	3217	125	116	1397	440	56	70	40	33	551	138
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	459	2878	132	122	1250	463	59	74	42	35	580	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	2878	132	122	1250	463	59	74	42	35	580	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:	459	2878	132	122	1250	463	59	74	42	35	580	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.50	0.08	0.04	0.22	0.26	0.03	0.02	0.02	0.02	0.15	0.08
Crit Moves:		****			****			****			****	
Green Time:	23.1	103	114.0	15.1	95.1	108.5	13.4	38.8	61.9	11.0	36.0	51.1
Volume/Cap:	1.20	0.93	0.13	0.49	0.44	0.46	0.48	0.09	0.07	0.34	0.81	0.31
Delay/Veh:	195.3	46.2	16.5	85.2	30.5	24.1	87.8	61.4	44.3	88.0	80.3	55.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	195.3	46.2	16.5	85.2	30.5	24.1	87.8	61.4	44.3	88.0	80.3	55.7
LOS by Move:	F	D	B	F	C	C	F	E	D	F	F	E
HCM2k95thQ:	35	76	7	9	26	28	8	3	4	4	28	13

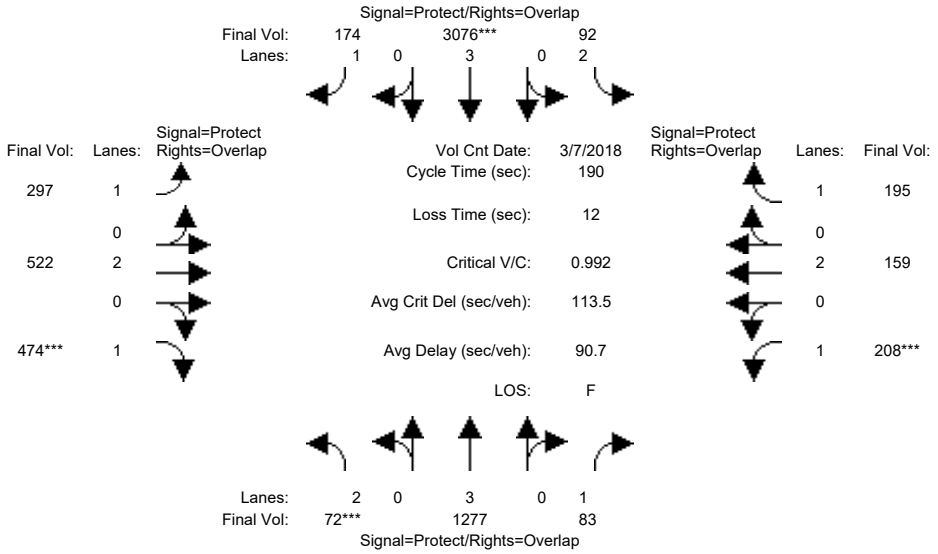
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #80: (42) SAN TOMAS EXP / WALSH AV



Street Name:	SAN TOMAS EX						WALSH AV					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module: >> Count Date: 7 Mar 2018 << 5:00 - 6:00												
Base Vol:	68	1640	79	87	3564	165	282	496	450	198	151	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1640	79	87	3564	165	282	496	450	198	151	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	1640	79	87	3564	165	282	496	450	198	151	185
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	1277	83	92	3076	174	297	522	474	208	159	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1277	83	92	3076	174	297	522	474	208	159	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1277	83	92	3076	174	297	522	474	208	159	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.05	0.03	0.54	0.10	0.17	0.14	0.27	0.12	0.04	0.11
Crit Moves:	****				****				****	****		
Green Time:	11.9	91.6	111.5	10.9	90.7	118.3	27.6	45.4	57.3	19.9	37.3	48.2
Volume/Cap:	0.36	0.46	0.08	0.51	1.13	0.16	1.17	0.58	0.90	1.14	0.21	0.44
Delay/Veh:	86.6	33.0	17.1	89.3	114	15.1	190.5	64.7	81.6	193.4	64.2	60.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.6	33.0	17.1	89.3	114	15.1	190.5	64.7	81.6	193.4	64.2	60.2
LOS by Move:	F	C	B	F	F	B	F	E	F	F	E	E
HCM2k95thQ:	5	28	4	7	113	9	44	24	50	30	7	18

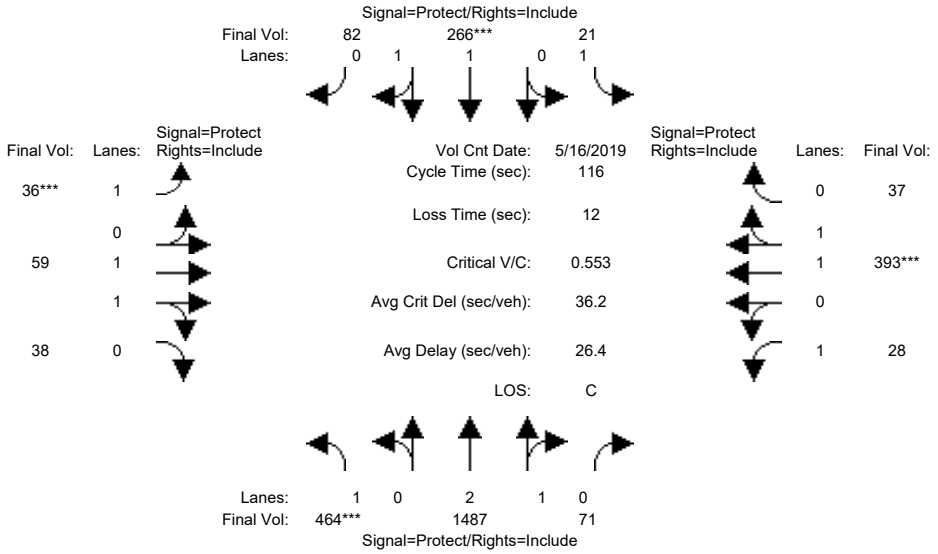
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #90: (46) Scott Boulevard and Walsh Ave



Street Name:	Scott Boulevard						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module: >> Count Date: 16 May 2019 << 8:00 - 9:00												
Base Vol:	418	1338	64	19	239	74	32	53	34	25	354	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1338	64	19	239	74	32	53	34	25	354	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	1338	64	19	239	74	32	53	34	25	354	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	464	1487	71	21	266	82	36	59	38	28	393	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	1487	71	21	266	82	36	59	38	28	393	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	1487	71	21	266	82	36	59	38	28	393	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.86	0.14	1.00	1.51	0.49	1.00	1.20	0.80	1.00	1.82	0.18
Final Sat.:	1750	5344	256	1750	2825	875	1750	2253	1445	1750	3384	315
Capacity Analysis Module:												
Vol/Sat:	0.27	0.28	0.28	0.01	0.09	0.09	0.02	0.03	0.03	0.02	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	55.7	63.6	63.6	11.8	19.7	19.7	4.3	15.9	15.9	12.7	24.4	24.4
Volume/Cap:	0.55	0.51	0.51	0.12	0.55	0.55	0.55	0.19	0.19	0.14	0.55	0.55
Delay/Veh:	22.2	16.6	16.6	47.7	45.2	45.2	65.0	44.5	44.5	47.1	41.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	16.6	16.6	47.7	45.2	45.2	65.0	44.5	44.5	47.1	41.8	41.8
LOS by Move:	C	B	B	D	D	D	E	D	D	D	D	D
HCM2k95thQ:	22	21	21	1	11	11	3	3	3	2	13	13

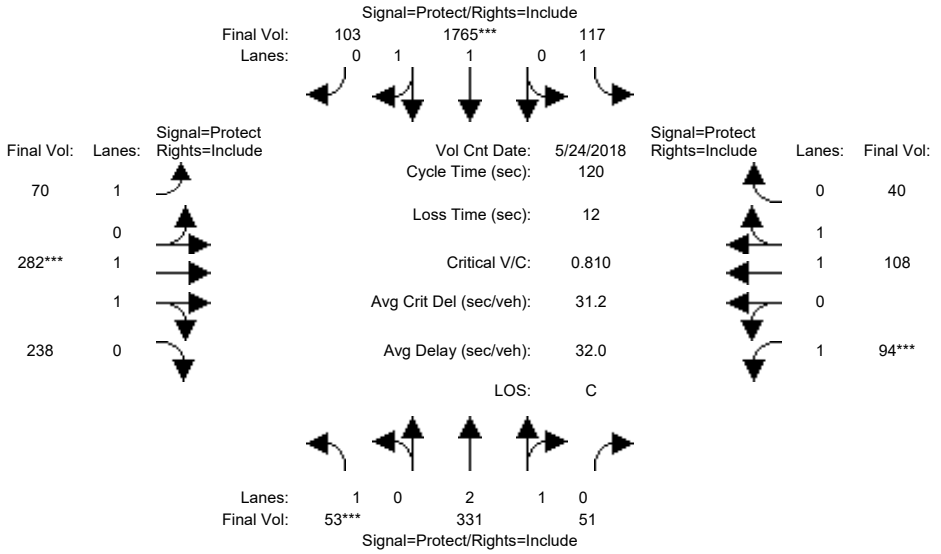
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #90: (46) Scott Boulevard and Walsh Ave



Street Name:	Scott Boulevard						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	49	308	47	109	1641	96	65	262	221	87	100	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	308	47	109	1641	96	65	262	221	87	100	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	308	47	109	1641	96	65	262	221	87	100	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	53	331	51	117	1765	103	70	282	238	94	108	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	331	51	117	1765	103	70	282	238	94	108	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	331	51	117	1765	103	70	282	238	94	108	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.95	0.92	0.98	0.95
Lanes:	1.00	2.59	0.41	1.00	1.89	0.11	1.00	1.06	0.94	1.00	1.45	0.55
Final Sat.:	1750	4858	741	1750	3495	204	1750	2006	1692	1750	2700	999
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.07	0.50	0.50	0.04	0.14	0.14	0.05	0.04	0.04
Crit Moves:	****				****			****		****		
Green Time:	4.5	40.0	40.0	39.3	74.8	74.8	10.8	20.8	20.8	7.9	18.0	18.0
Volume/Cap:	0.81	0.20	0.20	0.20	0.81	0.81	0.45	0.81	0.81	0.81	0.27	0.27
Delay/Veh:	108.6	28.7	28.7	29.3	19.4	19.4	53.8	55.3	55.3	88.5	45.4	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.6	28.7	28.7	29.3	19.4	19.4	53.8	55.3	55.3	88.5	45.4	45.4
LOS by Move:	F	C	C	C	B	B	D	E	E	F	D	D
HCM2k95thQ:	5	6	6	6	41	41	5	18	18	8	5	5

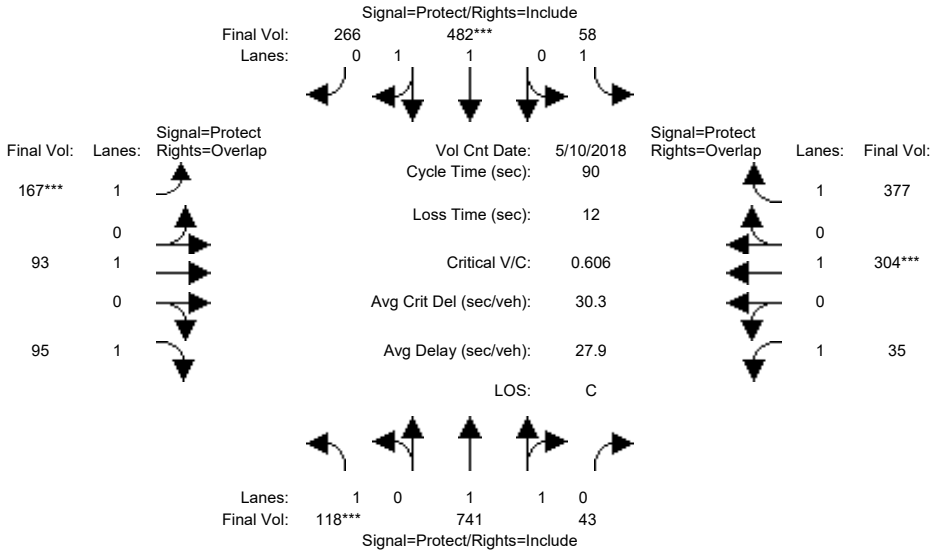
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #106: (51) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	107	674	39	53	439	242	152	85	86	32	277	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	674	39	53	439	242	152	85	86	32	277	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	674	39	53	439	242	152	85	86	32	277	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	118	741	43	58	482	266	167	93	95	35	304	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	741	43	58	482	266	167	93	95	35	304	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	741	43	58	482	266	167	93	95	35	304	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.27	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3497	202	1750	2384	1314	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.03	0.20	0.20	0.10	0.05	0.05	0.02	0.16	0.22
Crit Moves:	****				****		****				****	
Green Time:	10.0	29.7	29.7	10.4	30.1	30.1	14.2	25.3	35.3	12.7	23.8	34.2
Volume/Cap:	0.61	0.64	0.64	0.29	0.61	0.61	0.61	0.17	0.14	0.14	0.61	0.57
Delay/Veh:	43.5	26.9	26.9	37.2	25.9	25.9	39.1	24.6	17.7	34.2	31.1	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	26.9	26.9	37.2	25.9	25.9	39.1	24.6	17.7	34.2	31.1	23.2
LOS by Move:	D	C	C	D	C	C	D	C	B	C	C	C
HCM2k95thQ:	7	17	17	3	16	16	9	4	4	2	15	17

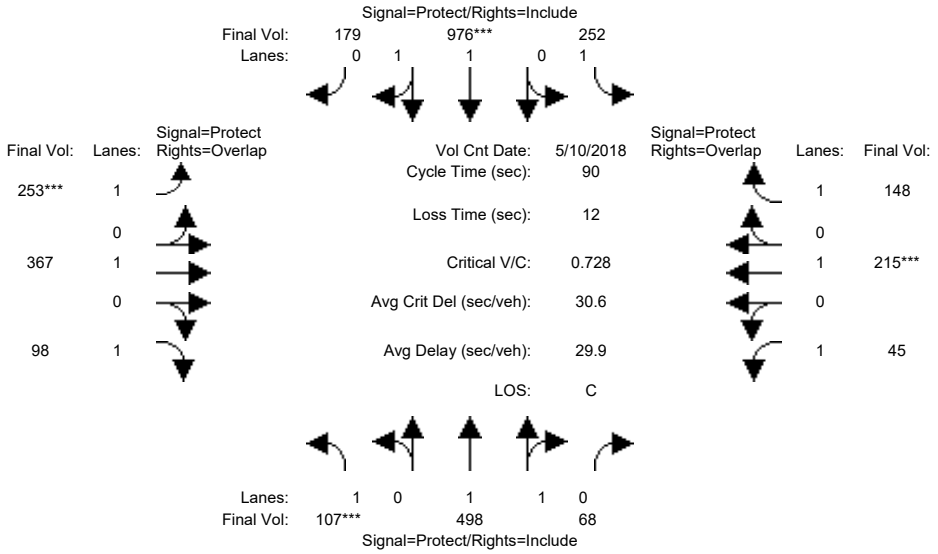
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #106: (51) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	105	488	67	247	956	175	248	360	96	44	211	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:	105	488	67	247	956	175	248	360	96	44	211	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	488	67	247	956	175	248	360	96	44	211	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	498	68	252	976	179	253	367	98	45	215	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	498	68	252	976	179	253	367	98	45	215	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	498	68	252	976	179	253	367	98	45	215	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	1.00	1.68	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3253	447	1750	3127	572	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.14	0.31	0.31	0.14	0.19	0.06	0.03	0.11	0.08
Crit Moves:	****				****		****				****	
Green Time:	8.0	28.1	28.1	18.2	38.3	38.3	17.8	25.8	33.8	5.9	13.9	32.1
Volume/Cap:	0.69	0.49	0.49	0.71	0.73	0.73	0.73	0.68	0.15	0.39	0.73	0.24
Delay/Veh:	52.1	25.5	25.5	40.1	23.4	23.4	41.7	31.8	18.7	42.5	45.4	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	25.5	25.5	40.1	23.4	23.4	41.7	31.8	18.7	42.5	45.4	20.5
LOS by Move:	D	C	C	D	C	C	D	C	B	D	D	C
HCM2k95thQ:	7	12	12	14	25	25	14	17	4	4	14	6

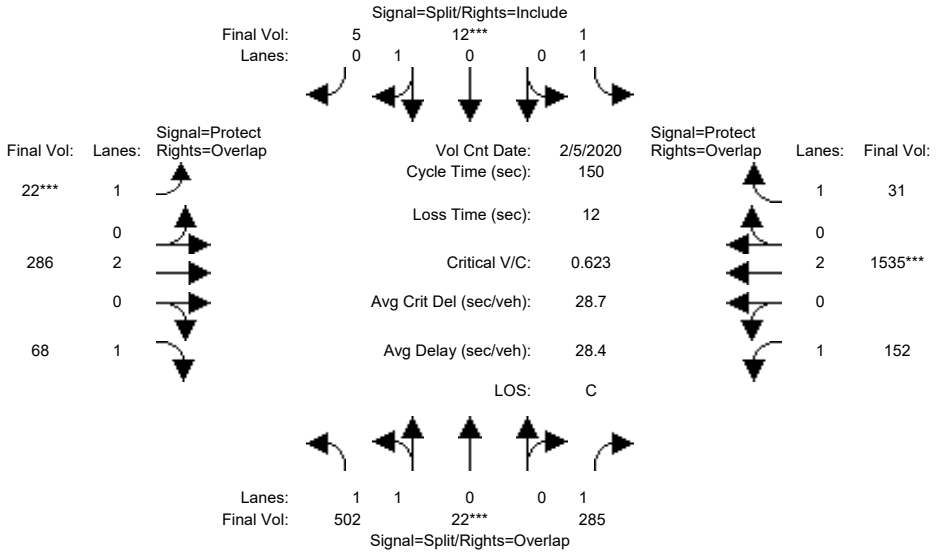
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #123: (50) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 5 Feb 2020 <<												
Base Vol:	467	20	265	1	11	5	20	266	63	141	1428	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	20	265	1	11	5	20	266	63	141	1428	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	20	265	1	11	5	20	266	63	141	1428	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	502	22	285	1	12	5	22	286	68	152	1535	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	22	285	1	12	5	22	286	68	152	1535	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	502	22	285	1	12	5	22	286	68	152	1535	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.92	0.08	1.00	1.00	0.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3404	146	1750	1750	1237	562	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.16	0.00	0.01	0.01	0.01	0.08	0.04	0.09	0.40	0.02
Crit Moves:		****			****		****				****	
Green Time:	34.0	34.0	86.4	6.0	6.0	6.0	5.0	45.6	79.5	52.5	93.0	99.0
Volume/Cap:	0.65	0.65	0.28	0.02	0.24	0.24	0.37	0.25	0.07	0.25	0.65	0.03
Delay/Veh:	54.6	54.6	16.2	69.3	71.5	71.5	74.9	39.4	17.2	34.9	18.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	54.6	16.2	69.3	71.5	71.5	74.9	39.4	17.2	34.9	18.8	8.8
LOS by Move:	D	D	B	E	E	E	E	D	B	C	B	A
HCM2k95thQ:	21	21	13	0	2	2	2	9	3	10	37	1

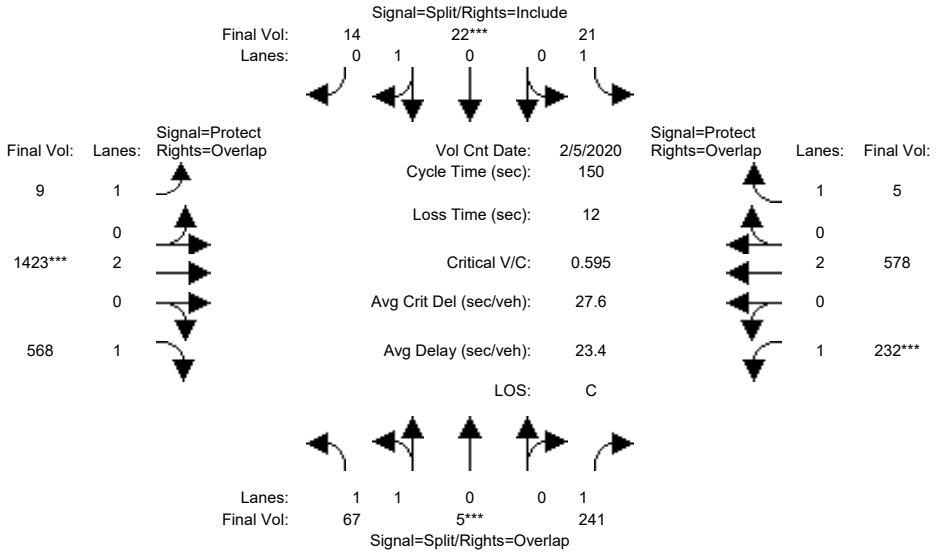
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #123: (50) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 5 Feb 2020 <<												
Base Vol:	62	5	222	19	20	13	8	1309	523	213	532	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	5	222	19	20	13	8	1309	523	213	532	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	5	222	19	20	13	8	1309	523	213	532	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	67	5	241	21	22	14	9	1423	568	232	578	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	5	241	21	22	14	9	1423	568	232	578	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	5	241	21	22	14	9	1423	568	232	578	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.85	0.15	1.00	1.00	0.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3285	265	1750	1750	1091	709	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.14	0.01	0.02	0.02	0.00	0.37	0.32	0.13	0.15	0.00
Crit Moves:		****			****			****		****		
Green Time:	10.0	10.0	41.9	6.0	6.0	6.0	21.9	90.1	100.1	31.9	100	106.1
Volume/Cap:	0.31	0.31	0.49	0.30	0.50	0.50	0.03	0.62	0.49	0.62	0.23	0.00
Delay/Veh:	67.4	67.4	46.0	72.3	75.9	75.9	55.0	19.6	12.6	56.9	9.8	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.4	67.4	46.0	72.3	75.9	75.9	55.0	19.6	12.6	56.9	9.8	6.5
LOS by Move:	E	E	D	E	E	E	E	B	B	E	A	A
HCM2k95thQ:	3	3	18	3	5	5	1	34	24	19	10	0

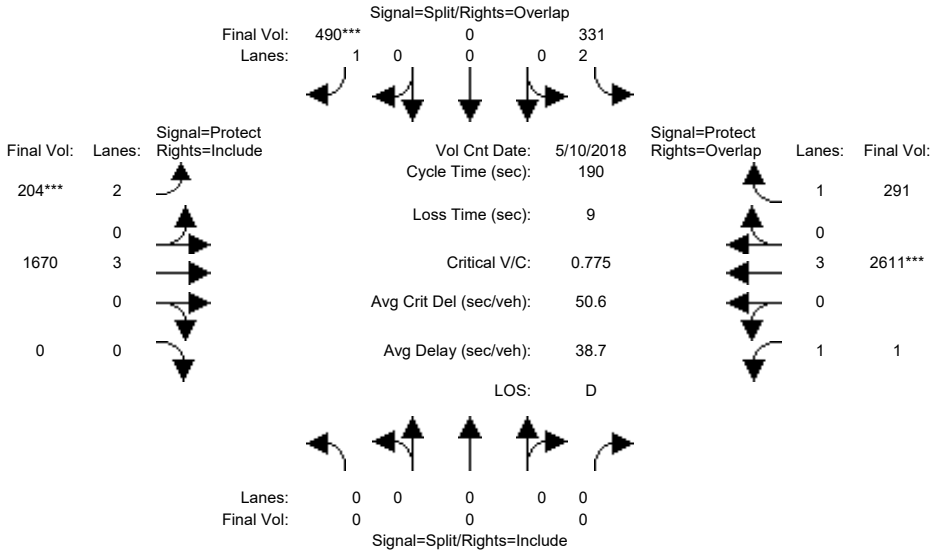
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #125: (53) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	0	0	0	331	0	490	204	1919	0	1	3001	291
Growth Adj:	1.00	1.00	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	331	0	490	204	1919	0	1	3001	291
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	331	0	490	204	1919	0	1	3001	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	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	331	0	490	204	1670	0	1	2611	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	331	0	490	204	1670	0	1	2611	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	331	0	490	204	1670	0	1	2611	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.28	0.06	0.29	0.00	0.00	0.46	0.17
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	1.26	0.73	0.41	0.00	0.01	0.67	0.20
Delay/Veh:	0.0	0.0	0.0	89.1	0.0	209.2	93.6	11.2	0.0	84.8	17.5	3.7
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	89.1	0.0	209.2	93.6	11.2	0.0	84.8	17.5	3.7
LOS by Move:	A	A	A	F	A	F	F	B	A	F	B	A
HCM2k95thQ:	0	0	0	23	0	70	16	23	0	0	44	7

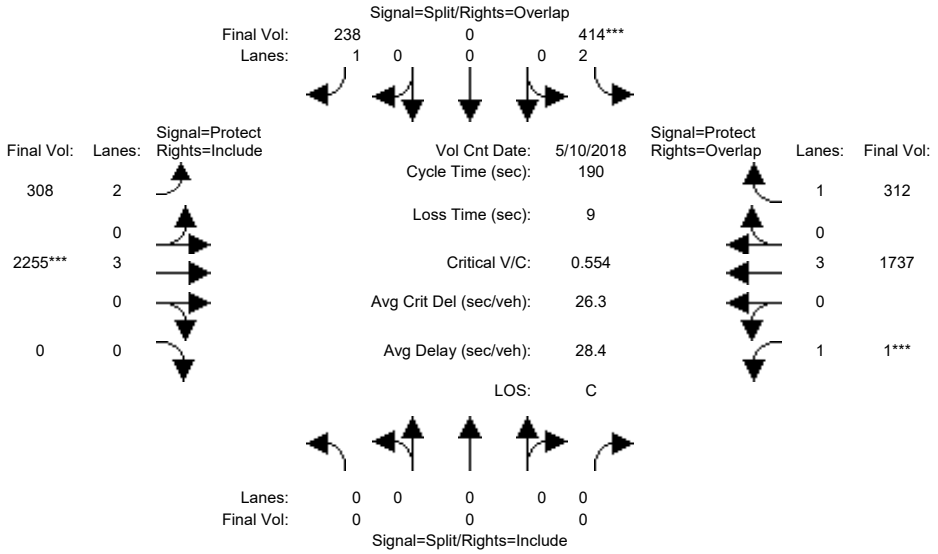
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #125: (53) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	5.9	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	0	0	0	414	0	238	308	2819	0	1	2554	312
Growth Adj:	1.00	1.00	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	414	0	238	308	2819	0	1	2554	312
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	414	0	238	308	2819	0	1	2554	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	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	414	0	238	308	2255	0	1	1737	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	414	0	238	308	2255	0	1	1737	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	414	0	238	308	2255	0	1	1737	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.14	0.10	0.40	0.00	0.00	0.30	0.18
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	30.9	0.0	52.0	21.1	131	0.0	10.6	121	151.8
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.50	0.88	0.57	0.00	0.01	0.48	0.22
Delay/Veh:	0.0	0.0	0.0	86.0	0.0	58.8	104.9	15.3	0.0	84.8	18.2	4.8
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	86.0	0.0	58.8	104.9	15.3	0.0	84.8	18.2	4.8
LOS by Move:	A	A	A	F	A	E	F	B	A	F	B	A
HCM2k95thQ:	0	0	0	27	0	22	24	36	0	0	29	9

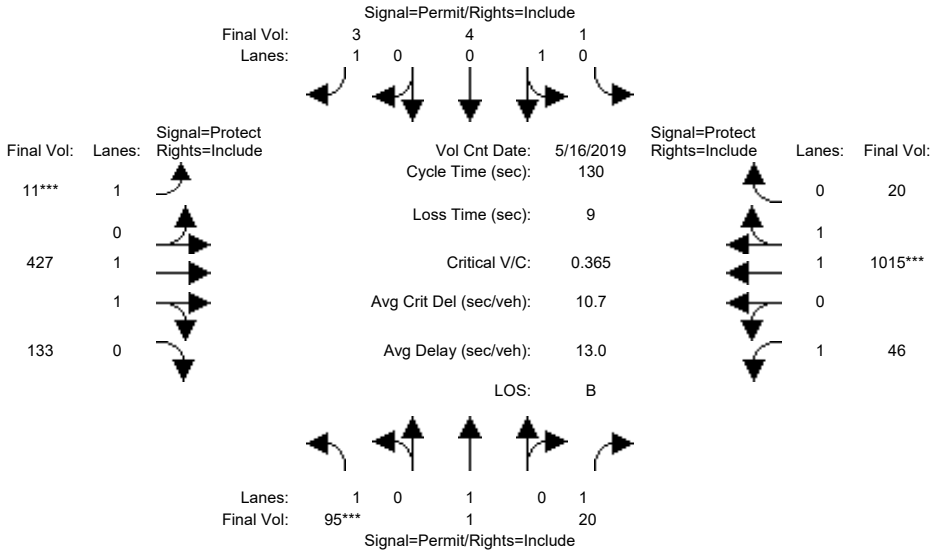
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #139: (35) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College 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:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	89	1	19	1	4	3	10	401	125	43	954	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1	19	1	4	3	10	401	125	43	954	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1	19	1	4	3	10	401	125	43	954	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	95	1	20	1	4	3	11	427	133	46	1015	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1	20	1	4	3	11	427	133	46	1015	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1	20	1	4	3	11	427	133	46	1015	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.20	0.80	1.00	1.00	1.51	0.49	1.00	1.96	0.04
Final Sat.:	1750	1900	1750	360	1440	1750	1750	2820	879	1750	3628	72
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.00	0.00	0.00	0.01	0.15	0.15	0.03	0.28	0.28
Crit Moves:	****						****				****	
Green Time:	18.5	18.5	18.5	18.5	18.5	18.5	7.0	75.6	75.6	26.9	95.5	95.5
Volume/Cap:	0.38	0.00	0.08	0.02	0.02	0.01	0.11	0.26	0.26	0.13	0.38	0.38
Delay/Veh:	51.6	47.9	48.5	48.0	48.0	47.9	59.1	13.5	13.5	42.1	6.4	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	47.9	48.5	48.0	48.0	47.9	59.1	13.5	13.5	42.1	6.4	6.4
LOS by Move:	D	D	D	D	D	D	E	B	B	D	A	A
HCM2k95thQ:	8	0	2	0	0	0	1	11	11	3	15	15

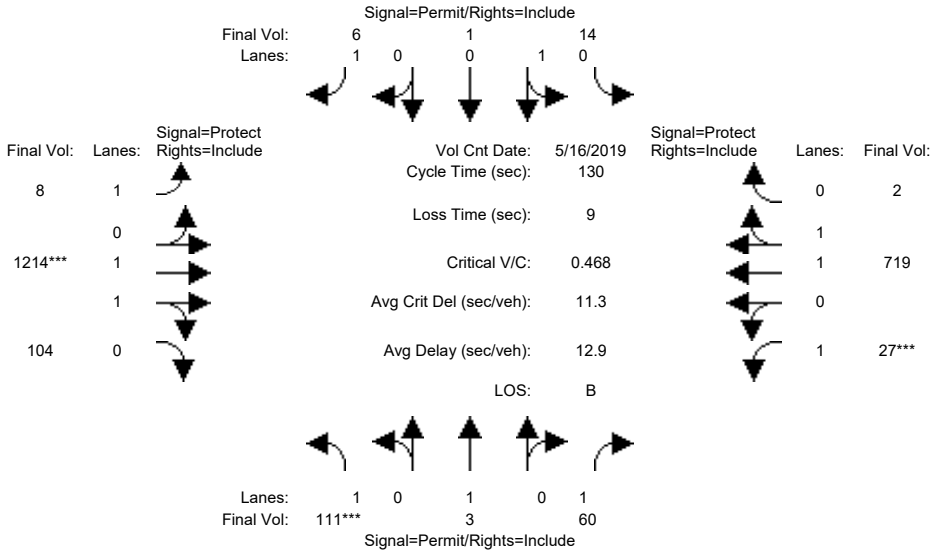
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #139: (35) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College 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:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	108	3	58	14	1	6	8	1178	101	26	697	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	3	58	14	1	6	8	1178	101	26	697	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	3	58	14	1	6	8	1178	101	26	697	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	111	3	60	14	1	6	8	1214	104	27	719	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	3	60	14	1	6	8	1214	104	27	719	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	3	60	14	1	6	8	1214	104	27	719	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.93	0.07	1.00	1.00	1.84	0.16	1.00	1.99	0.01
Final Sat.:	1750	1900	1750	1680	120	1750	1750	3408	292	1750	3689	11
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.01	0.01	0.00	0.00	0.36	0.36	0.02	0.19	0.19
Crit Moves:	****							****		****		
Green Time:	17.3	17.3	17.3	17.3	17.3	17.3	22.5	96.7	96.7	7.0	81.3	81.3
Volume/Cap:	0.48	0.01	0.26	0.06	0.06	0.03	0.03	0.48	0.48	0.28	0.31	0.31
Delay/Veh:	53.8	49.0	51.2	49.4	49.4	49.1	44.7	6.7	6.7	60.8	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	49.0	51.2	49.4	49.4	49.1	44.7	6.7	6.7	60.8	11.4	11.4
LOS by Move:	D	D	D	D	D	D	D	A	A	E	B	B
HCM2k95thQ:	10	0	5	1	1	0	1	19	19	2	13	13

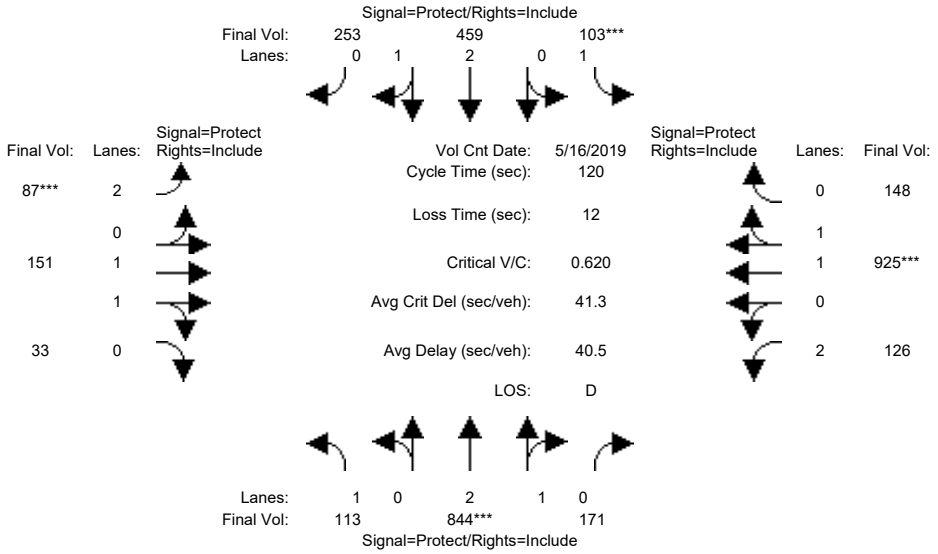
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #1200: (30) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	113	844	171	103	459	253	87	151	33	126	925	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	844	171	103	459	253	87	151	33	126	925	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	844	171	103	459	253	87	151	33	126	925	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	844	171	103	459	253	87	151	33	126	925	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	844	171	103	459	253	87	151	33	126	925	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	844	171	103	459	253	87	151	33	126	925	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.48	0.52	1.00	2.00	1.00	2.00	1.63	0.37	2.00	1.72	0.28
Final Sat.:	1750	4655	943	1750	3800	1750	3150	3036	663	3150	3189	510
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.06	0.12	0.14	0.03	0.05	0.05	0.04	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	20.0	30.0	30.0	20.0	30.0	30.0	15.0	33.1	33.1	24.9	43.0	43.0
Volume/Cap:	0.39	0.73	0.73	0.35	0.48	0.58	0.22	0.18	0.18	0.19	0.81	0.81
Delay/Veh:	45.4	43.1	43.1	45.0	38.6	40.1	47.5	33.2	33.2	39.4	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	43.1	43.1	45.0	38.6	40.1	47.5	33.2	33.2	39.4	38.6	38.6
LOS by Move:	D	D	D	D	D	D	D	C	C	D	D	D
HCM2k95thQ:	8	21	21	7	13	16	3	5	5	4	32	32

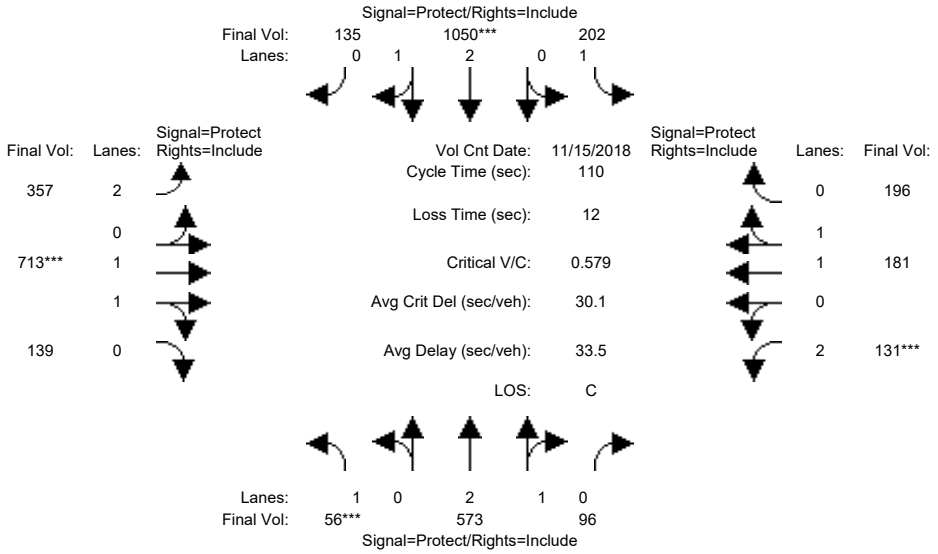
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #1200: (30) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	56	573	96	202	1050	135	357	713	139	131	181	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	573	96	202	1050	135	357	713	139	131	181	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	573	96	202	1050	135	357	713	139	131	181	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	573	96	202	1050	135	357	713	139	131	181	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	573	96	202	1050	135	357	713	139	131	181	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	573	96	202	1050	135	357	713	139	131	181	196
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	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.55	0.45	1.00	2.65	0.35	2.00	1.66	0.34	2.00	1.00	1.00
Final Sat.:	1750	4795	803	1750	4961	638	3150	3096	604	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.12	0.21	0.21	0.11	0.23	0.23	0.04	0.10	0.11
Crit Moves:	****				****			****		****		
Green Time:	7.0	23.8	23.8	23.0	39.8	39.8	25.7	43.3	43.3	7.8	25.4	25.4
Volume/Cap:	0.50	0.55	0.55	0.55	0.58	0.58	0.48	0.58	0.58	0.58	0.41	0.48
Delay/Veh:	53.4	38.9	38.9	40.7	28.8	28.8	36.9	26.9	26.9	53.4	36.2	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	38.9	38.9	40.7	28.8	28.8	36.9	26.9	26.9	53.4	36.2	37.1
LOS by Move:	D	D	D	D	C	C	D	C	C	D	D	D
HCM2k95thQ:	4	13	13	12	19	19	12	21	21	5	10	12

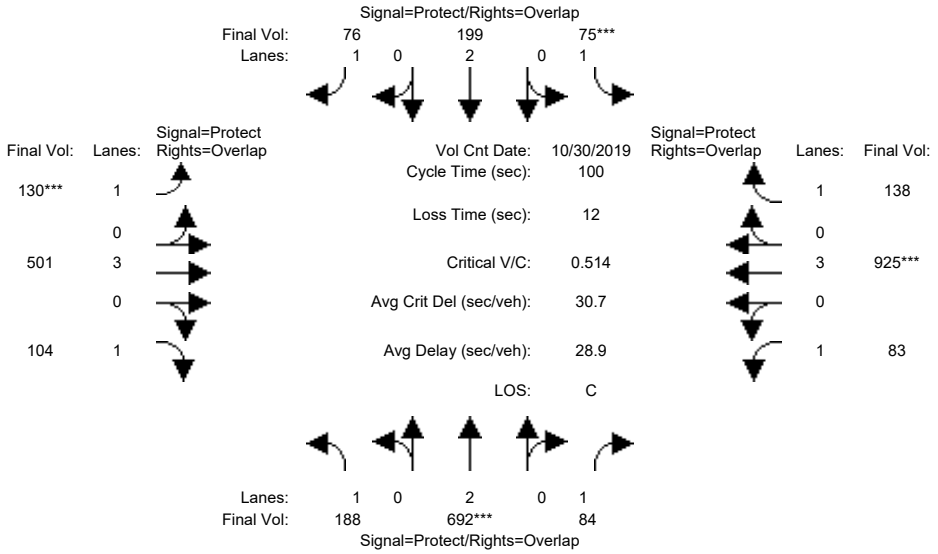
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #1201: (34) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5
Volume Module: >> Count Date: 30 Oct 2019 <<												
Base Vol:	188	692	84	75	199	76	130	501	104	83	925	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	692	84	75	199	76	130	501	104	83	925	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	692	84	75	199	76	130	501	104	83	925	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	692	84	75	199	76	130	501	104	83	925	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	692	84	75	199	76	130	501	104	83	925	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	692	84	75	199	76	130	501	104	83	925	138
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	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	5700	1900	1900	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.04	0.04	0.05	0.04	0.07	0.09	0.05	0.04	0.16	0.07
Crit Moves:		****		****			****				****	
Green Time:	28.2	35.4	45.6	7.7	14.9	28.2	13.3	34.8	63.0	10.1	31.6	39.3
Volume/Cap:	0.35	0.51	0.10	0.51	0.35	0.14	0.51	0.25	0.09	0.43	0.51	0.19
Delay/Veh:	30.4	26.9	15.7	56.7	39.9	27.4	47.6	23.6	7.4	49.1	29.0	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	26.9	15.7	56.7	39.9	27.4	47.6	23.6	7.4	49.1	29.0	20.4
LOS by Move:	C	C	B	E	D	C	D	C	A	D	C	C
HCM2k95thQ:	9	15	3	5	6	4	8	8	3	5	14	6

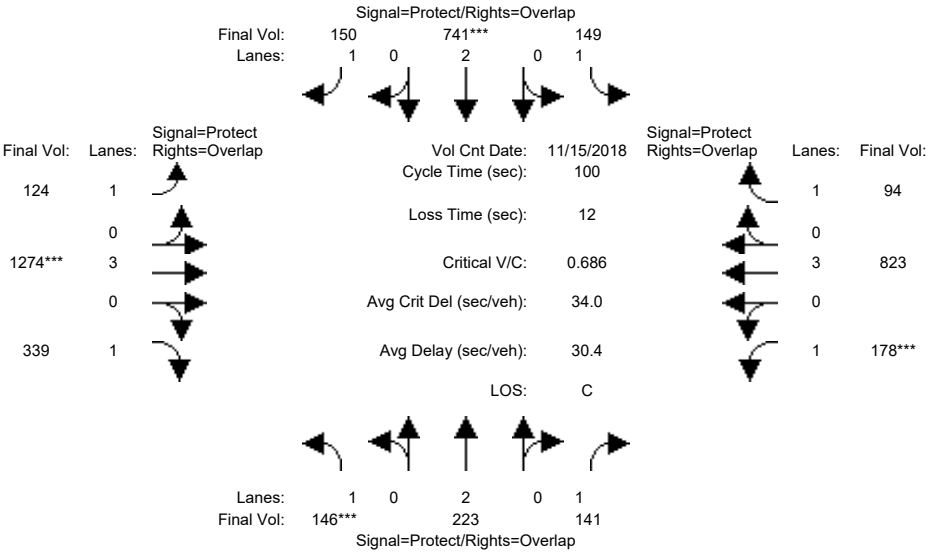
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #1201: (34) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	146	223	141	149	741	150	124	1274	339	178	823	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	223	141	149	741	150	124	1274	339	178	823	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	223	141	149	741	150	124	1274	339	178	823	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	223	141	149	741	150	124	1274	339	178	823	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	223	141	149	741	150	124	1274	339	178	823	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	223	141	149	741	150	124	1274	339	178	823	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.08	0.09	0.20	0.09	0.07	0.22	0.19	0.10	0.14	0.05
Crit Moves:	****				****			****			****	
Green Time:	12.2	21.9	36.8	18.7	28.4	44.0	15.6	32.6	44.7	14.8	31.8	50.5
Volume/Cap:	0.69	0.27	0.22	0.46	0.69	0.19	0.45	0.69	0.43	0.69	0.45	0.11
Delay/Veh:	51.1	32.6	21.9	37.2	33.7	17.3	39.5	30.4	19.3	47.8	27.4	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	32.6	21.9	37.2	33.7	17.3	39.5	30.4	19.3	47.8	27.4	13.0
LOS by Move:	D	C	C	D	C	B	D	C	B	D	C	B
HCM2k95thQ:	9	5	6	8	18	6	7	20	14	11	12	3

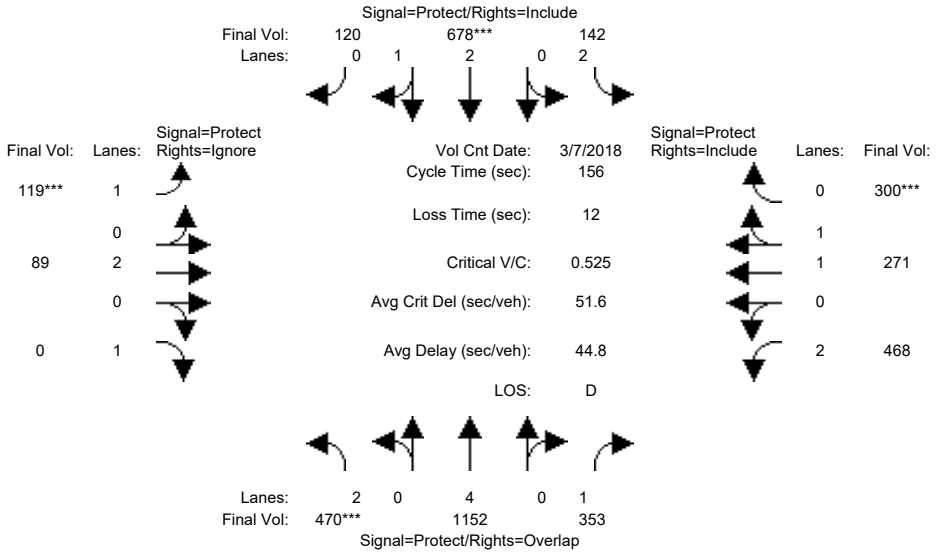
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #1206: (26) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	15	15	10	15	15	4	10	10	5	10	10
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module: >> Count Date: 7 Mar 2018 <<												
Base Vol:	470	1152	353	142	678	120	119	89	103	468	271	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	1152	353	142	678	120	119	89	103	468	271	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	1152	353	142	678	120	119	89	103	468	271	300
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:	470	1152	353	142	678	120	119	89	0	468	271	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1152	353	142	678	120	119	89	0	468	271	300
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:	470	1152	353	142	678	120	119	89	0	468	271	300
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:	2.00	4.00	1.00	2.00	2.55	0.45	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3800	7600	1900	3800	4843	857	1900	3800	1900	3800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.19	0.04	0.14	0.14	0.06	0.02	0.00	0.12	0.14	0.16
Crit Moves:	****				****		****					****
Green Time:	36.8	55.1	98.2	23.3	41.6	41.6	18.6	22.5	0.0	43.1	47.0	47.0
Volume/Cap:	0.52	0.43	0.30	0.25	0.52	0.52	0.52	0.16	0.00	0.45	0.47	0.52
Delay/Veh:	54.2	39.0	13.8	59.7	50.0	50.0	73.0	59.2	0.0	47.9	45.8	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	39.0	13.8	59.7	50.0	50.0	73.0	59.2	0.0	47.9	45.8	47.1
LOS by Move:	D	D	B	E	D	D	E	E	A	D	D	D
HCM2k95thQ:	17	18	14	6	18	18	11	4	0	16	18	20

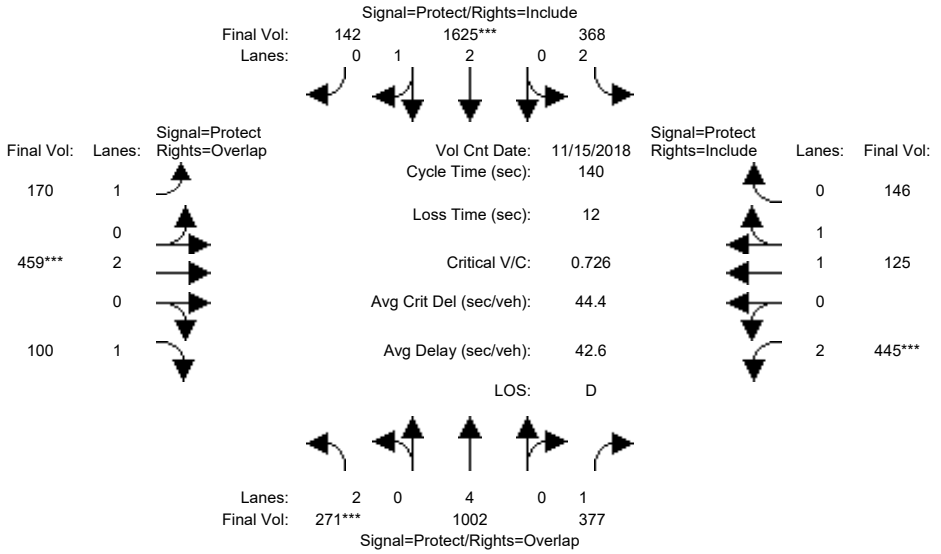
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #1206: (26) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	271	1002	377	368	1625	142	170	459	100	445	125	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:	271	1002	377	368	1625	142	170	459	100	445	125	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	1002	377	368	1625	142	170	459	100	445	125	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:	271	1002	377	368	1625	142	170	459	100	445	125	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	1002	377	368	1625	142	170	459	100	445	125	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:	271	1002	377	368	1625	142	170	459	100	445	125	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	2.75	0.25	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	5149	450	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.22	0.12	0.32	0.32	0.10	0.12	0.06	0.14	0.07	0.08
Crit Moves:	****				****			****		****		
Green Time:	16.6	41.1	68.3	36.4	60.9	60.9	27.2	23.3	39.9	27.2	23.4	23.4
Volume/Cap:	0.73	0.45	0.44	0.45	0.73	0.73	0.50	0.73	0.20	0.73	0.39	0.50
Delay/Veh:	66.5	40.4	23.8	43.8	33.8	33.8	51.5	59.5	38.2	57.2	52.4	53.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	40.4	23.8	43.8	33.8	33.8	51.5	59.5	38.2	57.2	52.4	53.7
LOS by Move:	E	D	C	D	C	C	D	E	D	E	D	D
HCM2k95thQ:	13	16	20	14	34	34	13	18	7	20	9	12

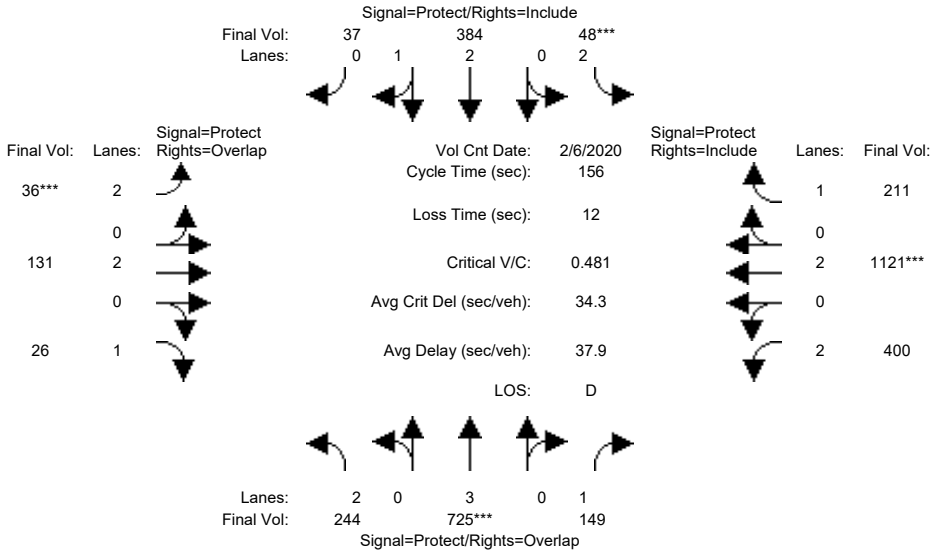
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #1207: (23) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	244	725	149	48	384	37	36	131	26	400	1121	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	725	149	48	384	37	36	131	26	400	1121	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	725	149	48	384	37	36	131	26	400	1121	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	725	149	48	384	37	36	131	26	400	1121	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	725	149	48	384	37	36	131	26	400	1121	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	725	149	48	384	37	36	131	26	400	1121	211
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:	2.00	3.00	1.00	2.00	2.74	0.26	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3800	5700	1900	3800	5199	501	3800	3800	1900	3800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.08	0.01	0.07	0.07	0.01	0.03	0.01	0.11	0.30	0.11
Crit Moves:		****		****			****				****	
Green Time:	21.0	39.2	100.0	7.0	25.2	25.2	7.0	37.0	58.0	60.8	90.8	90.8
Volume/Cap:	0.48	0.51	0.12	0.28	0.46	0.46	0.21	0.15	0.04	0.27	0.51	0.19
Delay/Veh:	65.6	51.4	11.1	76.2	60.9	60.9	74.6	47.3	31.3	32.9	20.1	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	51.4	11.1	76.2	60.9	60.9	74.6	47.3	31.3	32.9	20.1	15.7
LOS by Move:	E	D	B	E	E	E	E	D	C	C	C	B
HCM2k95thQ:	11	17	6	3	12	12	2	5	2	12	26	9

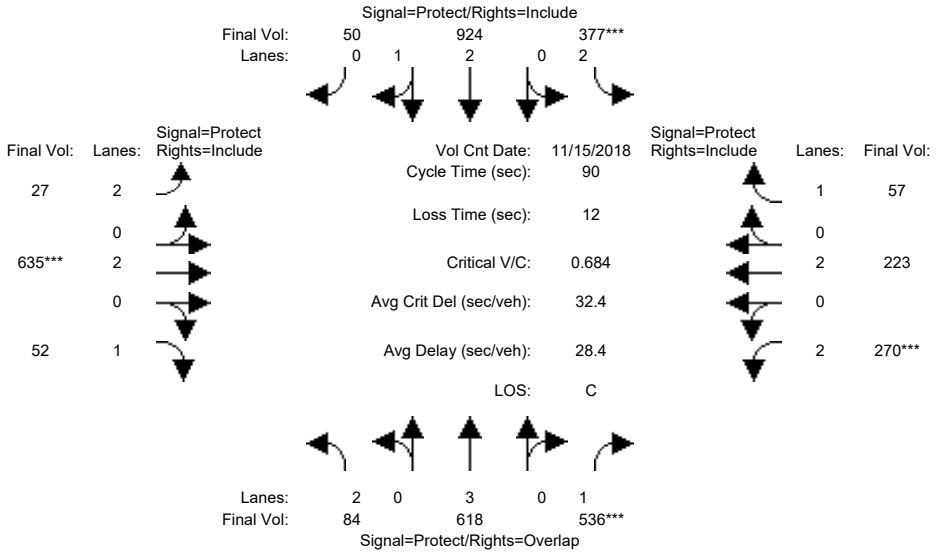
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #1207: (23) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	84	618	536	377	924	50	27	635	52	270	223	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:	84	618	536	377	924	50	27	635	52	270	223	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	618	536	377	924	50	27	635	52	270	223	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:	84	618	536	377	924	50	27	635	52	270	223	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	618	536	377	924	50	27	635	52	270	223	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:	84	618	536	377	924	50	27	635	52	270	223	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.84	0.16	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5312	287	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.31	0.12	0.17	0.17	0.01	0.17	0.03	0.09	0.06	0.03
Crit Moves:			****	****				****		****		
Green Time:	13.8	29.0	40.3	15.7	30.9	30.9	13.7	22.0	22.0	11.3	19.6	19.6
Volume/Cap:	0.17	0.34	0.68	0.68	0.51	0.51	0.06	0.68	0.12	0.68	0.27	0.15
Delay/Veh:	33.3	23.3	22.3	38.4	23.7	23.7	32.7	33.0	26.6	42.6	29.5	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	23.3	22.3	38.4	23.7	23.7	32.7	33.0	26.6	42.6	29.5	28.7
LOS by Move:	C	C	C	D	C	C	C	C	C	D	C	C
HCM2k95thQ:	2	8	23	12	13	13	1	15	2	9	5	3

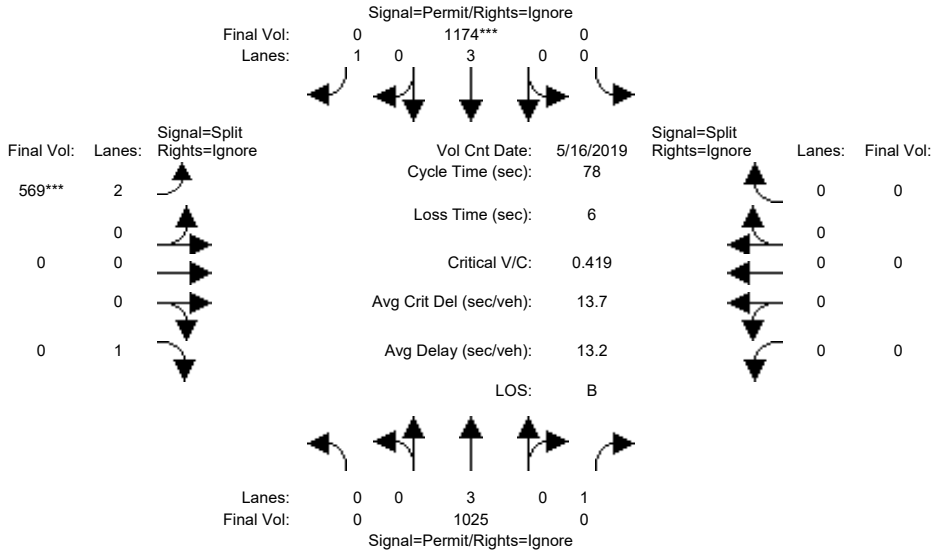
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #1208: (28) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	12	0	12	0	0	0
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	5.2	4.0	5.2	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	0	1025	248	0	1174	260	569	0	485	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	1025	248	0	1174	260	569	0	485	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1025	248	0	1174	260	569	0	485	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1025	0	0	1174	0	569	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1025	0	0	1174	0	569	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1025	0	0	1174	0	569	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	38.4	0.0	0.0	38.4	0.0	33.6	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.37	0.00	0.00	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.4	0.0	0.0	12.8	0.0	15.6	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.4	0.0	0.0	12.8	0.0	15.6	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	A	A	A	A
HCM2k95thQ:	0	10	0	0	11	0	11	0	0	0	0	0

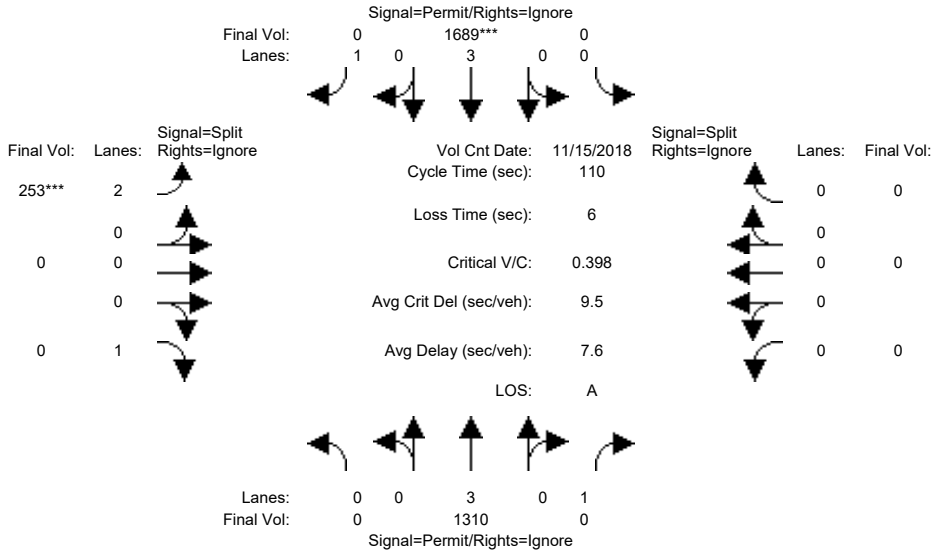
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #1208: (28) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	0	1310	789	0	1689	621	253	0	196	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	1310	789	0	1689	621	253	0	196	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1310	789	0	1689	621	253	0	196	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1310	0	0	1689	0	253	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1310	0	0	1689	0	253	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1310	0	0	1689	0	253	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.30	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	81.8	0.0	0.0	81.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.31	0.00	0.00	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	4.7	0.0	0.0	5.2	0.0	38.5	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.7	0.0	0.0	5.2	0.0	38.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	9	0	0	13	0	9	0	0	0	0	0

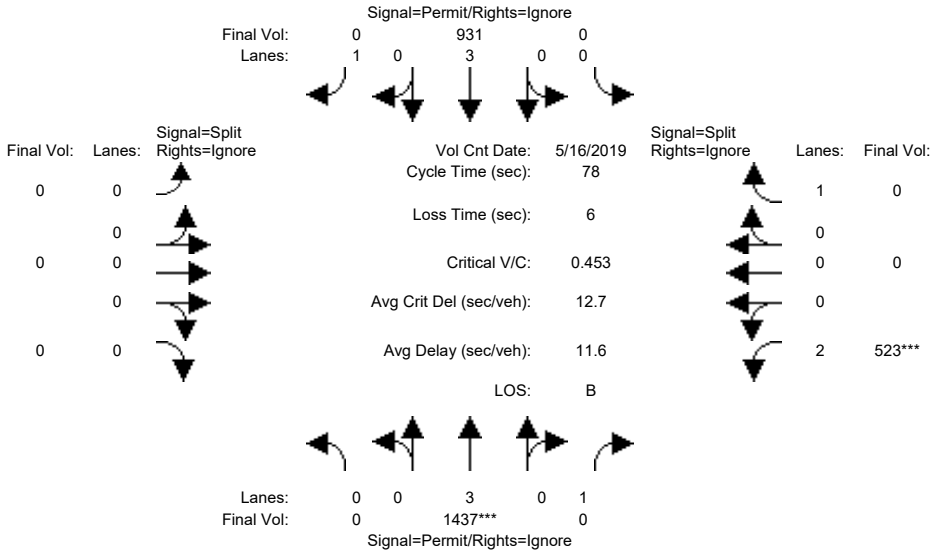
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #1209: (27) GREAT AMERICA/101 NB



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	20	20	0	20	20	0	0	0	6	0	6
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	4.0	4.0	4.0	5.5	4.0	5.5
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	0	1437	152	0	931	284	0	0	0	523	0	1020
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1437	152	0	931	284	0	0	0	523	0	1020
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1437	152	0	931	284	0	0	0	523	0	1020
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1437	0	0	931	0	0	0	0	523	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1437	0	0	931	0	0	0	0	523	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1437	0	0	931	0	0	0	0	523	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	43.4	0.0	0.0	43.4	0.0	0.0	0.0	0.0	28.6	0.0	0.0
Volume/Cap:	0.00	0.45	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.45	0.00	0.00
Delay/Veh:	0.0	10.4	0.0	0.0	9.2	0.0	0.0	0.0	0.0	19.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.4	0.0	0.0	9.2	0.0	0.0	0.0	0.0	19.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	A	A	A	B	A	A
HCM2k95thQ:	0	13	0	0	8	0	0	0	0	12	0	0

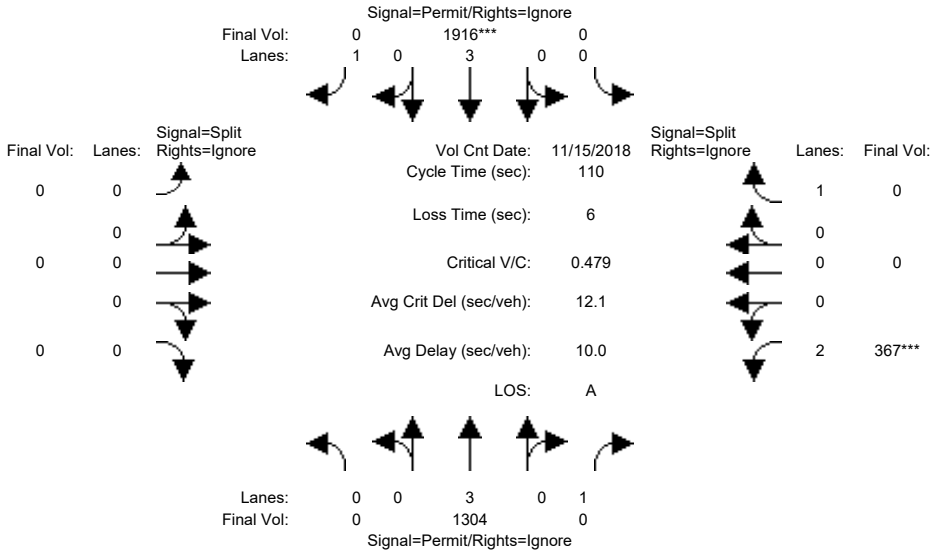
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #1209: (27) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	0	1304	298	0	1916	517	0	0	0	367	0	573
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1304	298	0	1916	517	0	0	0	367	0	573
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1304	298	0	1916	517	0	0	0	367	0	573
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1304	0	0	1916	0	0	0	0	367	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1304	0	0	1916	0	0	0	0	367	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1304	0	0	1916	0	0	0	0	367	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	77.2	0.0	0.0	77.2	0.0	0.0	0.0	0.0	26.8	0.0	0.0
Volume/Cap:	0.00	0.33	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.48	0.00	0.00
Delay/Veh:	0.0	6.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0	36.1	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0	36.1	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	11	0	0	18	0	0	0	0	13	0	0

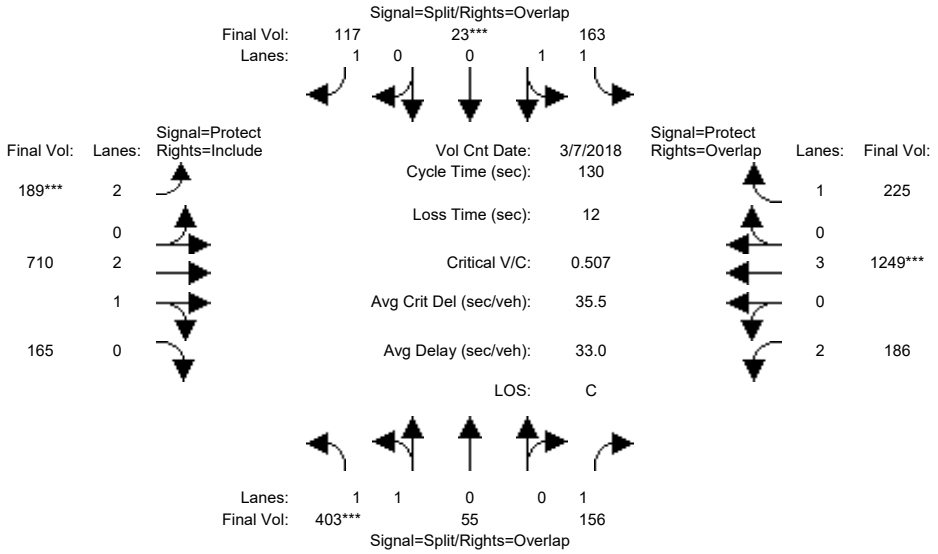
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #1214: (9) LAWRENCE RAMPS / EL CAMINO REAL



Street Name:	LAWRENCE RAMPS						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2018 << 7:45 - 8:45												
Base Vol:	403	55	156	163	23	117	189	710	165	186	1249	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	403	55	156	163	23	117	189	710	165	186	1249	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	55	156	163	23	117	189	710	165	186	1249	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	55	156	163	23	117	189	710	165	186	1249	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	55	156	163	23	117	189	710	165	186	1249	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	55	156	163	23	117	189	710	165	186	1249	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.76	0.24	1.00	1.76	0.24	1.00	2.00	2.41	0.59	2.00	3.00	1.00
Final Sat.:	3124	426	1750	3111	439	1750	3150	4543	1056	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.09	0.05	0.05	0.07	0.06	0.16	0.16	0.06	0.22	0.13
Crit Moves:	****				****		****				****	
Green Time:	33.1	33.1	52.7	13.4	13.4	28.8	15.4	51.9	51.9	19.6	56.1	69.6
Volume/Cap:	0.51	0.51	0.22	0.51	0.51	0.30	0.51	0.39	0.39	0.39	0.51	0.24
Delay/Veh:	42.0	42.0	25.4	56.3	56.3	42.7	54.9	27.9	27.9	50.3	27.0	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:	42.0	42.0	25.4	56.3	56.3	42.7	54.9	27.9	27.9	50.3	27.0	16.3
LOS by Move:	D	D	C	E	E	D	D	C	C	D	C	B
HCM2k95thQ:	15	15	8	7	7	8	8	15	15	8	21	10

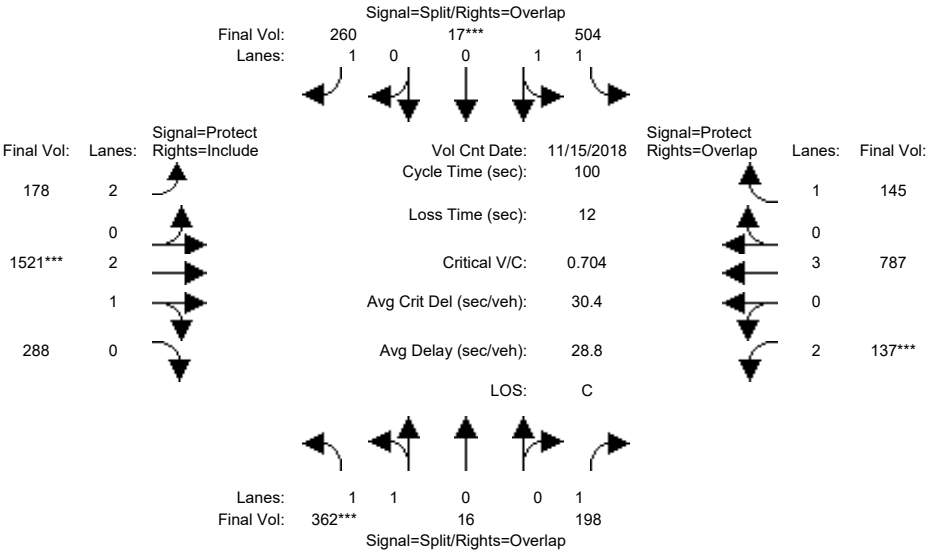
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #1214: (9) LAWRENCE RAMPS / EL CAMINO REAL



Street Name:	LAWRENCE RAMPS						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	362	16	198	504	17	260	178	1521	288	137	787	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:	362	16	198	504	17	260	178	1521	288	137	787	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	16	198	504	17	260	178	1521	288	137	787	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:	362	16	198	504	17	260	178	1521	288	137	787	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	16	198	504	17	260	178	1521	288	137	787	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:	362	16	198	504	17	260	178	1521	288	137	787	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.92	0.08	1.00	1.94	0.06	1.00	2.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	3400	150	1750	3434	116	1750	3150	4707	891	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.15	0.15	0.15	0.06	0.32	0.32	0.04	0.14	0.08
Crit Moves:	****			****				****		****		
Green Time:	15.0	15.0	22.0	20.6	20.6	38.3	17.6	45.4	45.4	7.0	34.8	55.4
Volume/Cap:	0.71	0.71	0.52	0.71	0.71	0.39	0.32	0.71	0.71	0.62	0.40	0.15
Delay/Veh:	45.0	45.0	35.5	40.2	40.2	22.8	36.3	23.0	23.0	50.6	24.8	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	45.0	35.5	40.2	40.2	22.8	36.3	23.0	23.0	50.6	24.8	10.9
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	B
HCM2k95thQ:	12	12	11	14	14	11	5	25	25	5	11	5

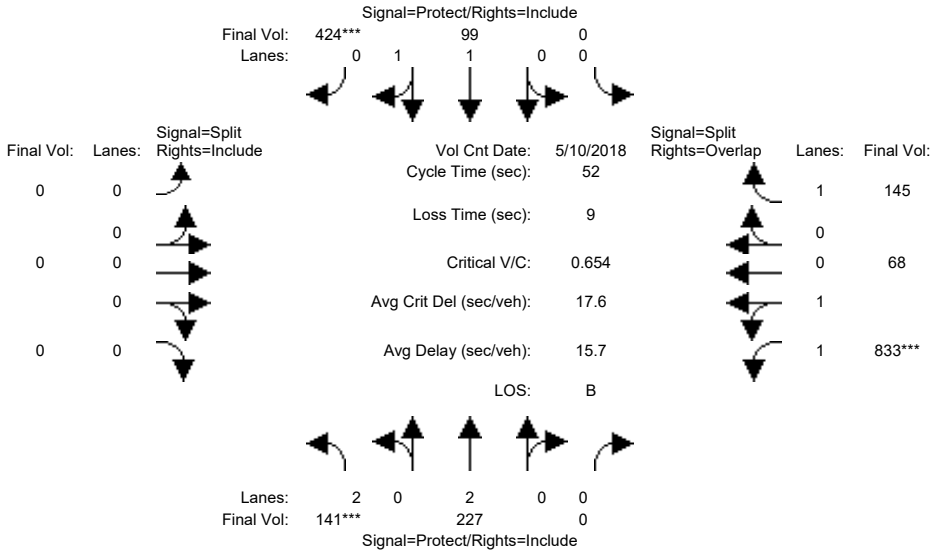
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #3028: (18) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	141	227	0	0	99	424	0	0	0	833	68	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:	141	227	0	0	99	424	0	0	0	833	68	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	227	0	0	99	424	0	0	0	833	68	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:	141	227	0	0	99	424	0	0	0	833	68	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	227	0	0	99	424	0	0	0	833	68	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:	141	227	0	0	99	424	0	0	0	833	68	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.85	0.15	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3282	268	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.05	0.24	0.00	0.00	0.00	0.25	0.25	0.08
Crit Moves:	****					****				****		
Green Time:	7.0	24.6	0.0	0.0	17.6	17.6	0.0	0.0	0.0	18.4	18.4	18.4
Volume/Cap:	0.33	0.13	0.00	0.00	0.15	0.72	0.00	0.00	0.00	0.72	0.72	0.23
Delay/Veh:	20.8	7.7	0.0	0.0	12.0	18.5	0.0	0.0	0.0	16.5	16.5	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	7.7	0.0	0.0	12.0	18.5	0.0	0.0	0.0	16.5	16.5	12.0
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2k95thQ:	3	2	0	0	2	13	0	0	0	16	16	4

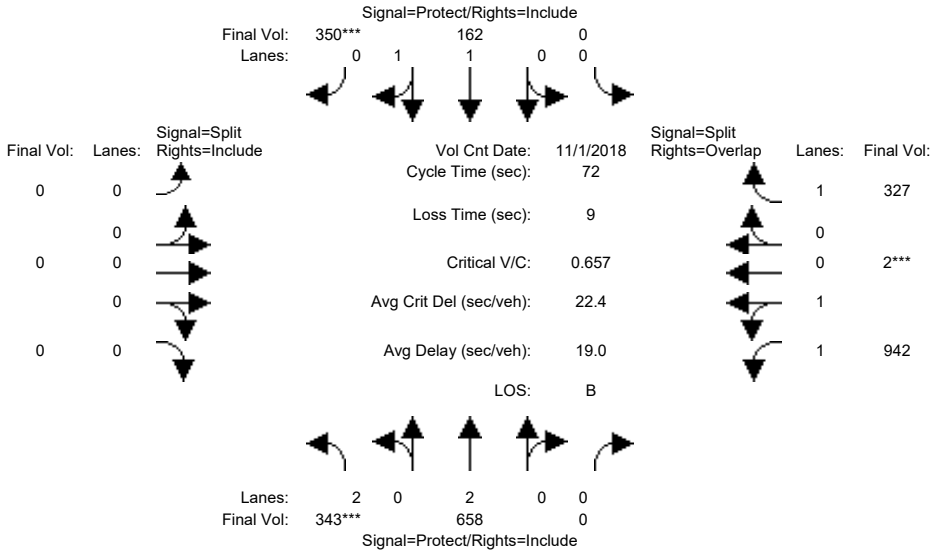
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #3028: (18) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2018 <<												
Base Vol:	343	658	0	0	162	350	0	0	0	942	2	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	658	0	0	162	350	0	0	0	942	2	327
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	658	0	0	162	350	0	0	0	942	2	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	343	658	0	0	162	350	0	0	0	942	2	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	658	0	0	162	350	0	0	0	942	2	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	658	0	0	162	350	0	0	0	942	2	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3542	8	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.00	0.09	0.20	0.00	0.00	0.00	0.27	0.27	0.19
Crit Moves:	****					****					****	
Green Time:	11.9	33.9	0.0	0.0	21.9	21.9	0.0	0.0	0.0	29.1	29.1	29.1
Volume/Cap:	0.66	0.37	0.00	0.00	0.28	0.66	0.00	0.00	0.00	0.66	0.66	0.46
Delay/Veh:	31.2	12.3	0.0	0.0	19.1	23.8	0.0	0.0	0.0	18.5	18.5	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	12.3	0.0	0.0	19.1	23.8	0.0	0.0	0.0	18.5	18.5	16.2
LOS by Move:	C	B	A	A	B	C	A	A	A	B	B	B
HCM2k95thQ:	9	9	0	0	5	14	0	0	0	18	18	12

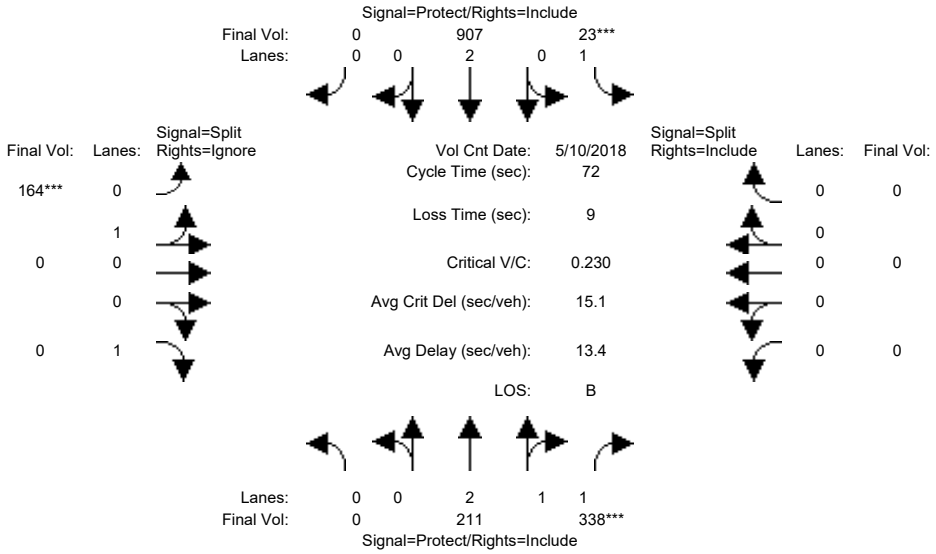
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #3029: (19) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	0	211	338	23	907	0	164	0	441	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	211	338	23	907	0	164	0	441	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	211	338	23	907	0	164	0	441	0	0	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	211	338	23	907	0	164	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	211	338	23	907	0	164	0	0	0	0	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	211	338	23	907	0	164	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.10	0.01	0.24	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	28.8	28.8	7.0	35.8	0.0	27.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.14	0.24	0.14	0.48	0.00	0.24	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.7	14.4	30.1	12.1	0.0	15.5	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.7	14.4	30.1	12.1	0.0	15.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	A	A	A	A	A
HCM2k95thQ:	0	3	5	1	12	0	5	0	0	0	0	0

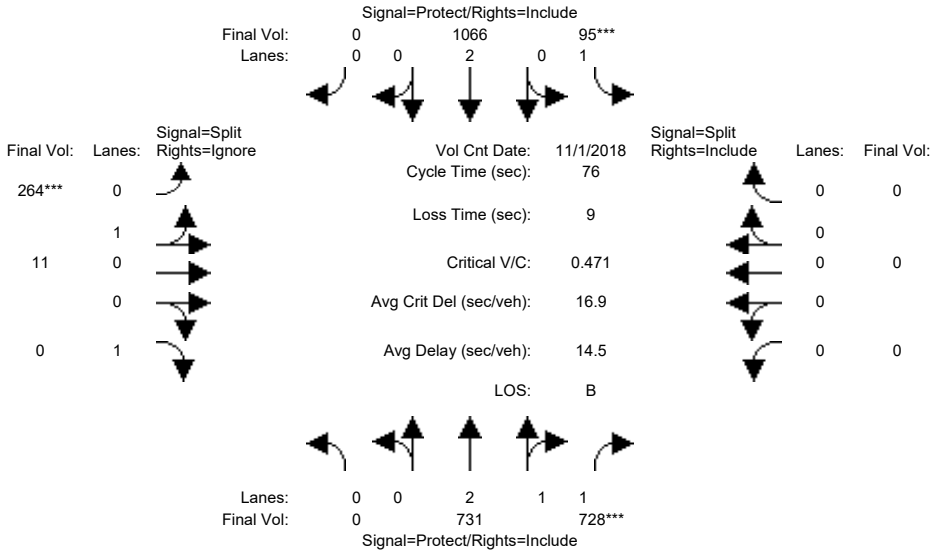
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #3029: (19) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2018 <<												
Base Vol:	0	731	728	95	1066	0	264	11	271	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	731	728	95	1066	0	264	11	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	731	728	95	1066	0	264	11	271	0	0	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	731	728	95	1066	0	264	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	731	728	95	1066	0	264	11	0	0	0	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	731	728	95	1066	0	264	11	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1728	72	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.21	0.05	0.28	0.00	0.15	0.15	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	33.6	33.6	8.8	42.3	0.0	24.7	24.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.47	0.47	0.50	0.00	0.47	0.47	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.8	15.1	33.2	10.6	0.0	21.1	21.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.8	15.1	33.2	10.6	0.0	21.1	21.1	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	C	C	A	A	A	A
HCM2k95thQ:	0	11	12	5	14	0	11	11	0	0	0	0

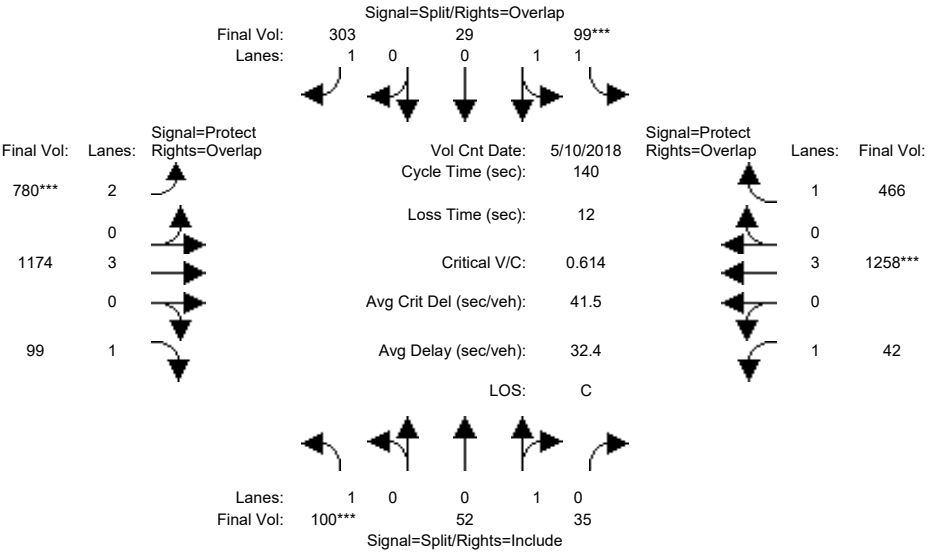
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #3096: (56) DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 0.760												
Base Vol:	100	52	35	99	29	303	780	1174	99	42	1258	466
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	52	35	99	29	303	780	1174	99	42	1258	466
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	52	35	99	29	303	780	1174	99	42	1258	466
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	52	35	99	29	303	780	1174	99	42	1258	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	52	35	99	29	303	780	1174	99	42	1258	466
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	52	35	99	29	303	780	1174	99	42	1258	466
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.60	0.40	1.55	0.45	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1076	724	2746	804	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.04	0.04	0.17	0.25	0.21	0.06	0.02	0.22	0.27
Crit Moves:	****			****			****				****	
Green Time:	12.8	12.8	12.8	10.0	10.0	65.6	55.6	84.6	97.5	20.5	49.6	59.6
Volume/Cap:	0.62	0.53	0.53	0.50	0.50	0.37	0.62	0.34	0.08	0.16	0.62	0.63
Delay/Veh:	78.2	72.2	72.2	69.6	69.6	25.2	36.2	14.1	7.0	53.6	38.9	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.2	72.2	72.2	69.6	69.6	25.2	36.2	14.1	7.0	53.6	38.9	35.4
LOS by Move:	E	E	E	E	E	C	D	B	A	D	D	D
HCM2k95thQ:	11	9	9	6	6	16	27	15	4	4	25	28

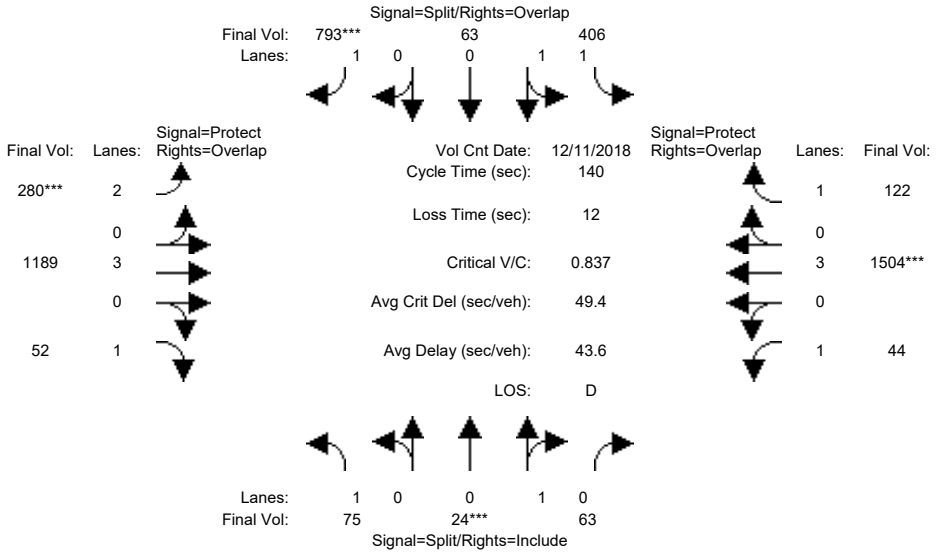
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #3096: (56) DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	75	24	63	406	63	793	280	1189	52	44	1504	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:	75	24	63	406	63	793	280	1189	52	44	1504	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	24	63	406	63	793	280	1189	52	44	1504	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	24	63	406	63	793	280	1189	52	44	1504	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	24	63	406	63	793	280	1189	52	44	1504	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	24	63	406	63	793	280	1189	52	44	1504	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.28	0.72	1.74	0.26	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	497	1303	3073	477	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.05	0.13	0.13	0.45	0.09	0.21	0.03	0.03	0.26	0.07
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	59.9	59.9	74.6	14.6	46.8	56.8	11.2	43.4	103.4
Volume/Cap:	0.60	0.68	0.68	0.31	0.31	0.85	0.85	0.62	0.07	0.31	0.85	0.09
Delay/Veh:	70.9	76.9	76.9	26.5	26.5	35.5	80.2	39.8	25.5	62.0	49.4	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	76.9	76.9	26.5	26.5	35.5	80.2	39.8	25.5	62.0	49.4	5.2
LOS by Move:	E	E	E	C	C	D	F	D	C	E	D	A
HCM2k95thQ:	9	10	10	13	13	51	15	25	3	4	35	3

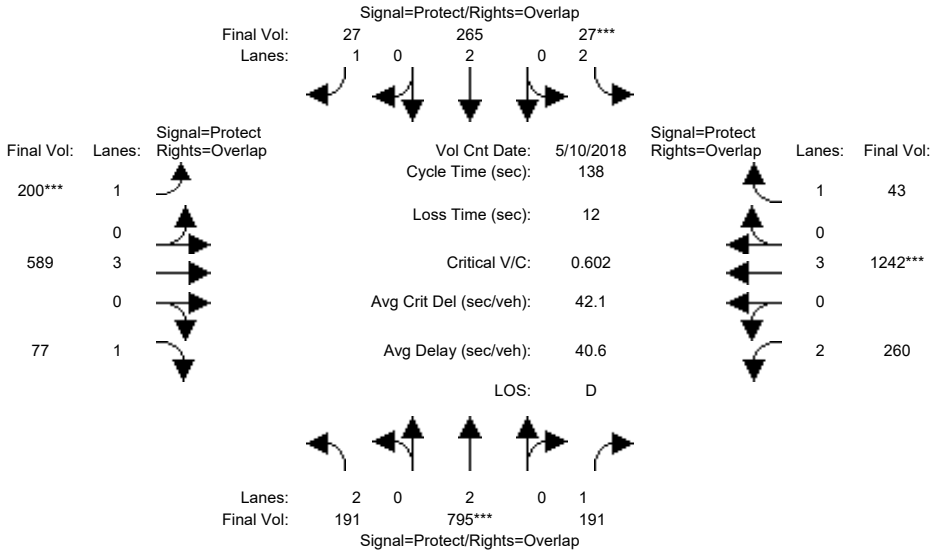
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #3098: (58) FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 << 0.791												
Base Vol:	191	795	191	27	265	27	200	589	77	260	1242	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	795	191	27	265	27	200	589	77	260	1242	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	795	191	27	265	27	200	589	77	260	1242	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	795	191	27	265	27	200	589	77	260	1242	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	795	191	27	265	27	200	589	77	260	1242	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	795	191	27	265	27	200	589	77	260	1242	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.11	0.01	0.07	0.02	0.11	0.10	0.04	0.08	0.22	0.02
Crit Moves:		****		****			****				****	
Green Time:	24.1	46.0	78.4	7.0	28.8	54.0	25.1	40.6	64.7	32.4	47.9	54.9
Volume/Cap:	0.35	0.63	0.19	0.17	0.33	0.04	0.63	0.35	0.09	0.35	0.63	0.06
Delay/Veh:	51.7	41.2	14.9	65.0	47.5	26.1	61.2	38.9	20.6	45.3	39.1	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	41.2	14.9	65.0	47.5	26.1	61.2	38.9	20.6	45.3	39.1	25.8
LOS by Move:	D	D	B	E	D	C	E	D	C	D	D	C
HCM2k95thQ:	9	24	8	2	9	2	16	12	4	10	24	3

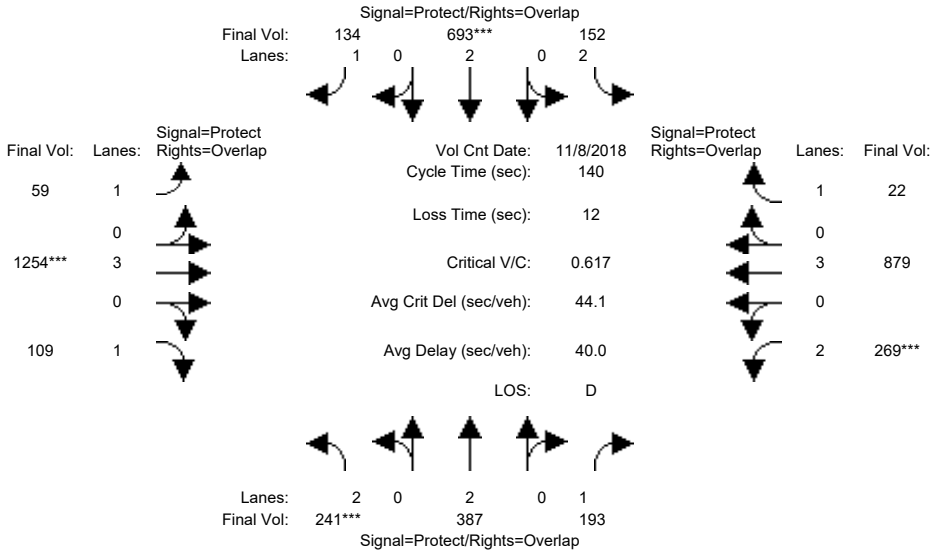
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #3098: (58) FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	241	387	193	152	693	134	59	1254	109	269	879	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	387	193	152	693	134	59	1254	109	269	879	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	387	193	152	693	134	59	1254	109	269	879	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	387	193	152	693	134	59	1254	109	269	879	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	387	193	152	693	134	59	1254	109	269	879	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	387	193	152	693	134	59	1254	109	269	879	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.11	0.05	0.18	0.08	0.03	0.22	0.06	0.09	0.15	0.01
Crit Moves:	****				****			****			****	
Green Time:	17.4	39.4	58.8	19.3	41.4	58.3	17.0	49.9	67.3	19.4	52.3	71.7
Volume/Cap:	0.62	0.36	0.26	0.35	0.62	0.18	0.28	0.62	0.13	0.62	0.41	0.02
Delay/Veh:	61.1	40.5	26.7	55.1	43.5	25.9	56.7	37.7	20.2	59.5	32.6	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	40.5	26.7	55.1	43.5	25.9	56.7	37.7	20.2	59.5	32.6	16.9
LOS by Move:	E	D	C	E	D	C	E	D	C	E	C	B
HCM2k95thQ:	13	13	11	7	22	7	5	25	5	12	17	1

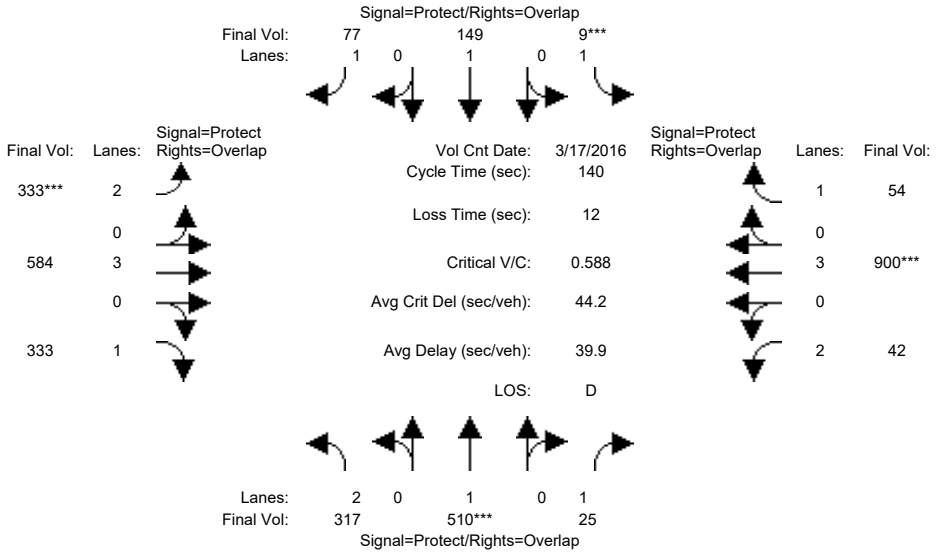
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #3728: (57) Orchard Pkwy & Trimble Rd



Street Name:	Orchard Pkwy						Trimble Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Mar 2016 <<												
Base Vol:	317	510	25	9	149	77	333	584	333	42	900	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	510	25	9	149	77	333	584	333	42	900	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	317	510	25	9	149	77	333	584	333	42	900	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	510	25	9	149	77	333	584	333	42	900	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	510	25	9	149	77	333	584	333	42	900	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	510	25	9	149	77	333	584	333	42	900	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.01	0.01	0.08	0.04	0.11	0.10	0.19	0.01	0.16	0.03
Crit Moves:		****		****			****				****	
Green Time:	38.2	61.0	80.7	7.0	29.8	53.8	24.0	40.3	78.5	19.7	35.9	42.9
Volume/Cap:	0.37	0.62	0.02	0.10	0.37	0.11	0.62	0.36	0.34	0.09	0.62	0.10
Delay/Veh:	41.4	31.8	12.7	64.0	47.6	27.8	55.8	39.7	16.9	52.5	46.7	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:	41.4	31.8	12.7	64.0	47.6	27.8	55.8	39.7	16.9	52.5	46.7	34.8
LOS by Move:	D	C	B	E	D	C	E	D	B	D	D	C
HCM2k95thQ:	13	29	1	1	11	5	15	12	15	2	20	3

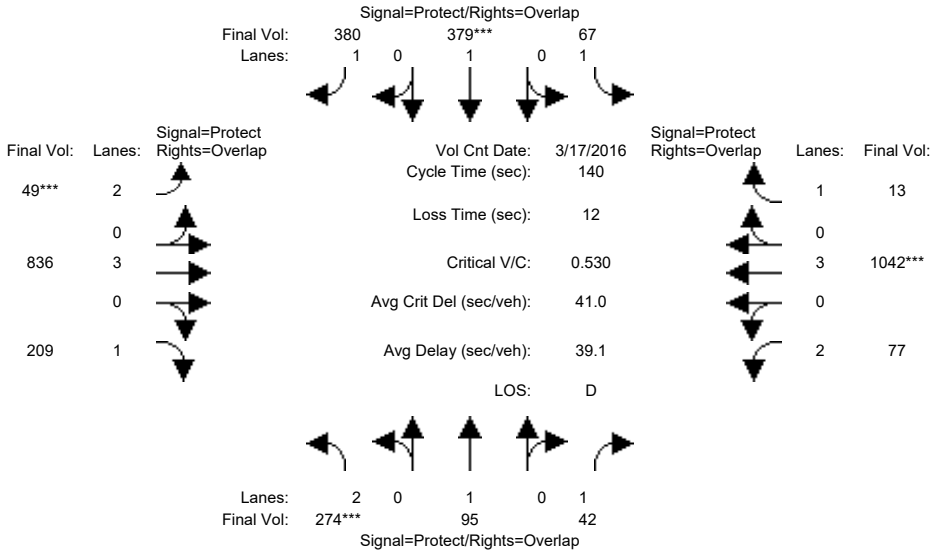
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #3728: (57) Orchard Pkwy & Trimble Rd



Street Name:	Orchard Pkwy						Trimble Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Mar 2016 << 4:35 - 5:35												
Base Vol:	274	95	42	67	379	380	49	836	209	77	1042	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	95	42	67	379	380	49	836	209	77	1042	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	95	42	67	379	380	49	836	209	77	1042	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	95	42	67	379	380	49	836	209	77	1042	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	95	42	67	379	380	49	836	209	77	1042	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	95	42	67	379	380	49	836	209	77	1042	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.02	0.04	0.20	0.22	0.02	0.15	0.12	0.02	0.18	0.01
Crit Moves:	****				****		****				****	
Green Time:	22.4	43.4	57.2	30.4	51.4	58.4	7.0	40.4	62.8	13.8	47.1	77.6
Volume/Cap:	0.54	0.16	0.06	0.18	0.54	0.52	0.31	0.51	0.27	0.25	0.54	0.01
Delay/Veh:	55.3	35.2	25.1	44.8	35.9	31.0	65.3	41.8	24.4	58.8	38.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	35.2	25.1	44.8	35.9	31.0	65.3	41.8	24.4	58.8	38.0	14.0
LOS by Move:	E	D	C	D	D	C	E	D	C	E	D	B
HCM2k95thQ:	13	6	2	5	23	23	2	18	11	4	21	1

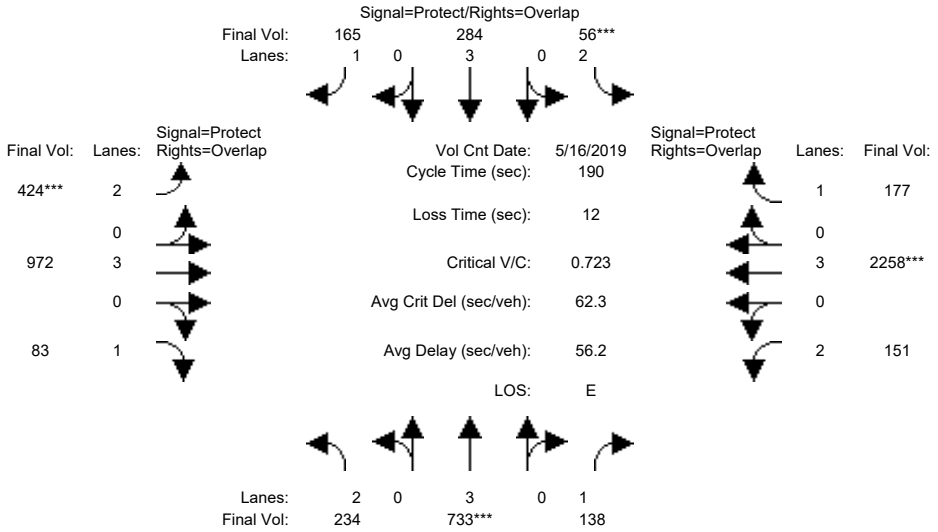
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5329: (31) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	234	733	138	56	284	165	424	972	83	151	2258	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	733	138	56	284	165	424	972	83	151	2258	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	733	138	56	284	165	424	972	83	151	2258	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	733	138	56	284	165	424	972	83	151	2258	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	733	138	56	284	165	424	972	83	151	2258	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	733	138	56	284	165	424	972	83	151	2258	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.08	0.02	0.05	0.09	0.13	0.17	0.05	0.05	0.40	0.10
Crit Moves:		****		****			****				****	
Green Time:	22.0	42.0	62.0	15.0	35.0	67.0	32.0	101	123.0	20.0	89.0	104.0
Volume/Cap:	0.64	0.58	0.24	0.23	0.27	0.27	0.80	0.32	0.07	0.46	0.85	0.18
Delay/Veh:	84.1	66.8	47.0	82.5	66.7	44.2	84.3	32.3	18.6	80.9	56.2	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	66.8	47.0	82.5	66.7	44.2	84.3	32.3	18.6	80.9	56.2	28.3
LOS by Move:	F	E	D	F	E	D	F	C	B	F	E	C
HCM2k95thQ:	14	22	11	4	9	13	28	23	6	11	65	14

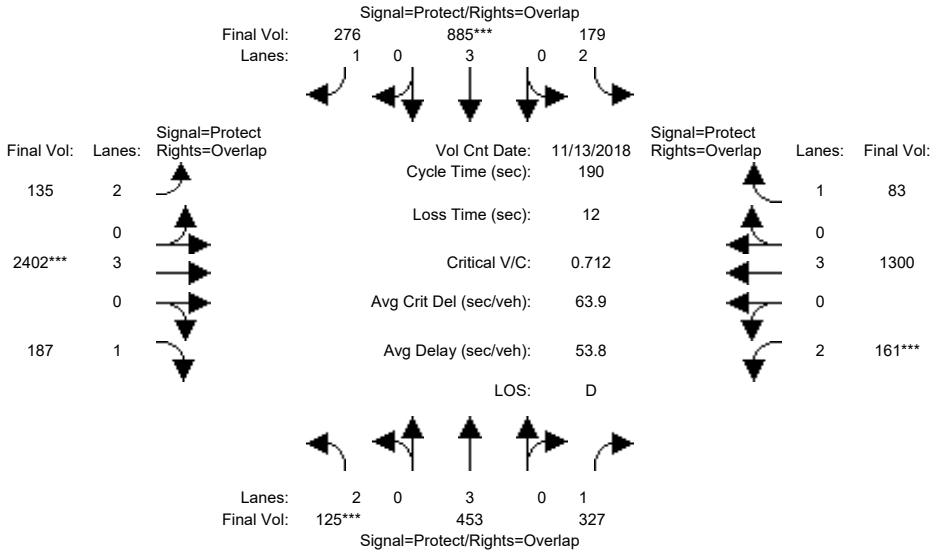
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5329: (31) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2
Volume Module: >> Count Date: 13 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	125	453	327	179	885	276	135	2402	187	161	1300	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	453	327	179	885	276	135	2402	187	161	1300	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	453	327	179	885	276	135	2402	187	161	1300	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	453	327	179	885	276	135	2402	187	161	1300	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	453	327	179	885	276	135	2402	187	161	1300	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	453	327	179	885	276	135	2402	187	161	1300	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.19	0.06	0.16	0.16	0.04	0.42	0.11	0.05	0.23	0.05
Crit Moves:	****				****			****			****	
Green Time:	15.0	39.1	53.1	16.0	40.1	57.8	17.7	109	123.9	14.0	105	121.2
Volume/Cap:	0.50	0.39	0.67	0.67	0.74	0.52	0.46	0.74	0.16	0.69	0.41	0.07
Delay/Veh:	85.6	65.3	64.2	91.1	72.4	55.5	88.3	57.6	29.0	94.7	16.6	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.6	65.3	64.2	91.1	72.4	55.5	88.3	57.6	29.0	94.7	16.6	6.2
LOS by Move:	F	E	E	F	E	E	F	E	C	F	B	A
HCM2k95thQ:	8	14	31	12	28	24	10	66	17	13	17	2

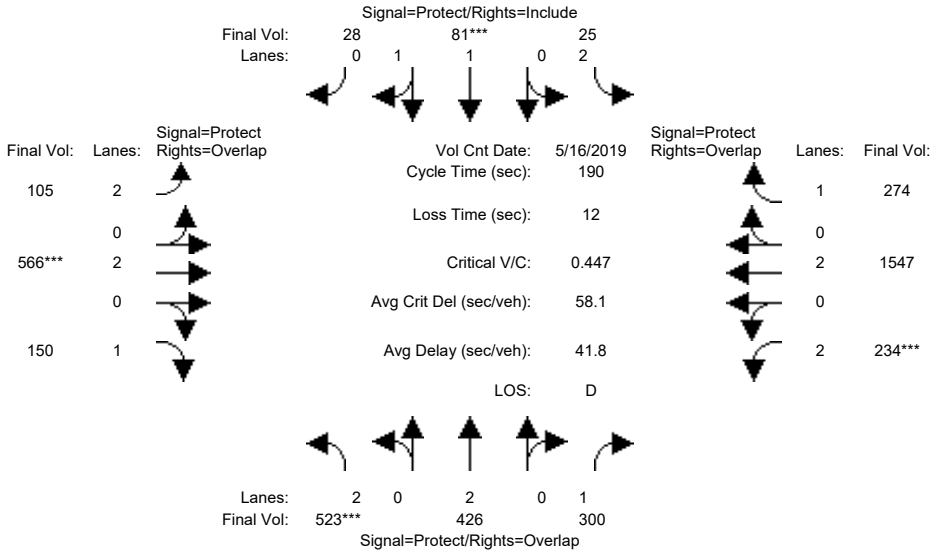
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5332: (45) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	523	426	300	25	81	28	105	658	150	234	1799	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	523	426	300	25	81	28	105	658	150	234	1799	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	523	426	300	25	81	28	105	658	150	234	1799	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	523	426	300	25	81	28	105	566	150	234	1547	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	523	426	300	25	81	28	105	566	150	234	1547	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	523	426	300	25	81	28	105	566	150	234	1547	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.47	0.53	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2749	950	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.17	0.01	0.03	0.03	0.03	0.15	0.09	0.07	0.41	0.16
Crit Moves:	****				****			****		****		
Green Time:	38.0	52.0	76.0	10.0	24.0	24.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	0.83	0.41	0.43	0.15	0.23	0.23	0.40	0.31	0.13	0.59	0.77	0.27
Delay/Veh:	82.0	56.7	41.7	86.4	75.0	75.0	83.4	23.6	3.4	80.6	28.0	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.0	56.7	41.7	86.4	75.0	75.0	83.4	23.6	3.4	80.6	28.0	12.6
LOS by Move:	F	E	D	F	E	E	F	C	A	F	C	B
HCM2k95thQ:	31	18	23	2	6	6	7	13	2	14	46	9

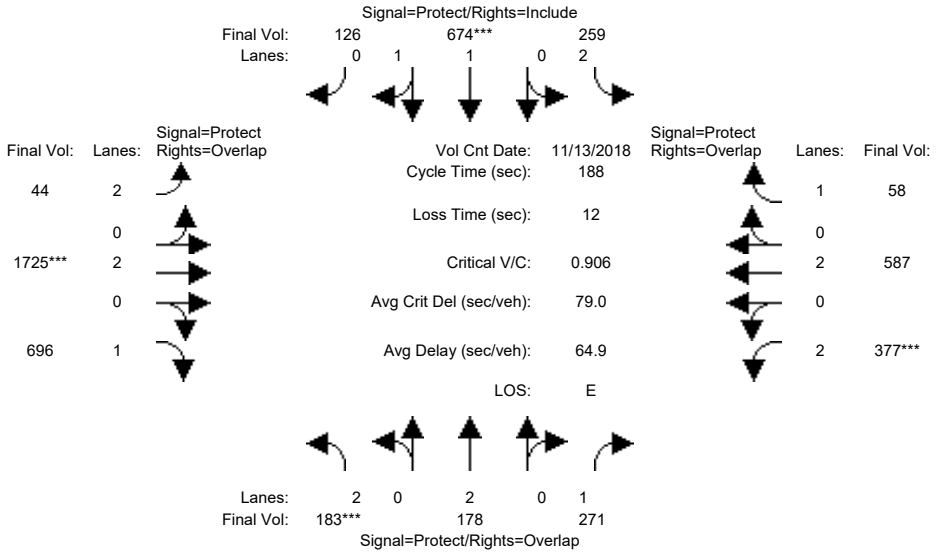
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5332: (45) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module: >> Count Date: 13 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	183	178	271	259	674	126	44	2211	696	377	638	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	178	271	259	674	126	44	2211	696	377	638	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	178	271	259	674	126	44	2211	696	377	638	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	178	271	259	674	126	44	1725	696	377	587	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	178	271	259	674	126	44	1725	696	377	587	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	178	271	259	674	126	44	1725	696	377	587	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.68	0.32	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3117	583	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.15	0.08	0.22	0.22	0.01	0.45	0.40	0.12	0.15	0.03
Crit Moves:	****				****			****		****		
Green Time:	18.0	43.3	66.8	17.2	42.5	42.5	12.4	92.0	110.0	23.5	103	120.3
Volume/Cap:	0.61	0.20	0.44	0.90	0.96	0.96	0.21	0.93	0.68	0.96	0.28	0.05
Delay/Veh:	85.1	58.5	46.7	113.5	93.1	93.1	83.7	63.7	38.6	115.9	15.6	5.9
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:	85.1	58.5	46.7	113.5	93.1	93.1	83.7	63.7	38.6	115.9	15.6	5.9
LOS by Move:	F	E	D	F	F	F	F	E	D	F	B	A
HCM2k95thQ:	12	8	22	17	40	40	3	78	55	26	11	1

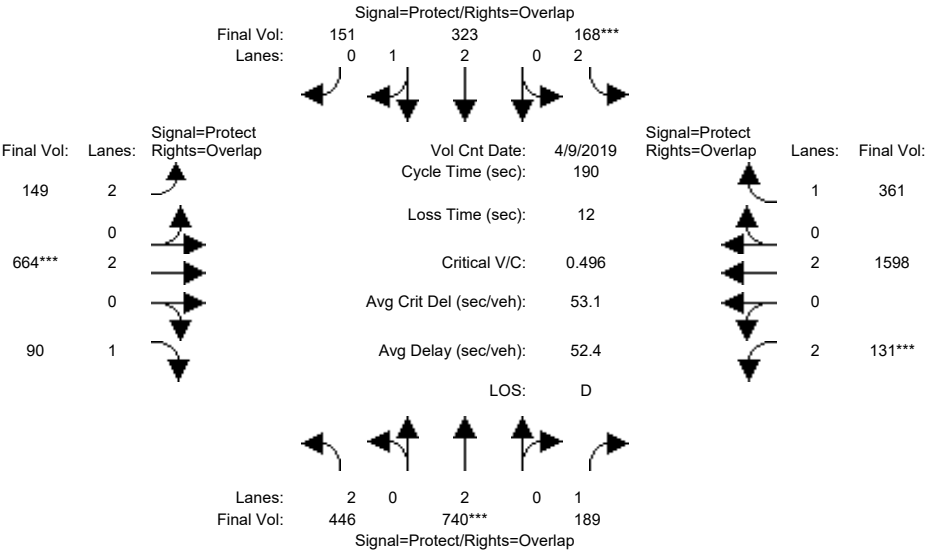
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5334: (47) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	51	51	17	41	41	18	91	91	19	92	92
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2019 <<												
Base Vol:	446	740	189	168	323	151	149	772	90	131	1858	361
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	446	740	189	168	323	151	149	772	90	131	1858	361
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	740	189	168	323	151	149	772	90	131	1858	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	740	189	168	323	151	149	664	90	131	1598	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	740	189	168	323	151	149	664	90	131	1598	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	446	740	189	168	323	151	149	664	90	131	1598	361
Saturation Flow Module:												
Sat/Lane:	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	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.01	0.99	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3814	1783	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.11	0.05	0.08	0.08	0.05	0.17	0.05	0.04	0.42	0.21
Crit Moves:		****		****				****		****		
Green Time:	27.0	51.0	70.0	17.0	41.0	59.0	18.0	91.0	118.0	19.0	92.0	109.0
Volume/Cap:	1.00	0.73	0.29	0.60	0.39	0.27	0.50	0.36	0.08	0.42	0.87	0.36
Delay/Veh:	123.0	65.8	42.7	86.7	64.0	49.4	83.0	25.1	7.5	81.2	39.2	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.0	65.8	42.7	86.7	64.0	49.4	83.0	25.1	7.5	81.2	39.2	14.0
LOS by Move:	F	E	D	F	E	D	F	C	A	F	D	B
HCM2k95thQ:	31	33	15	11	15	13	9	16	2	8	61	14

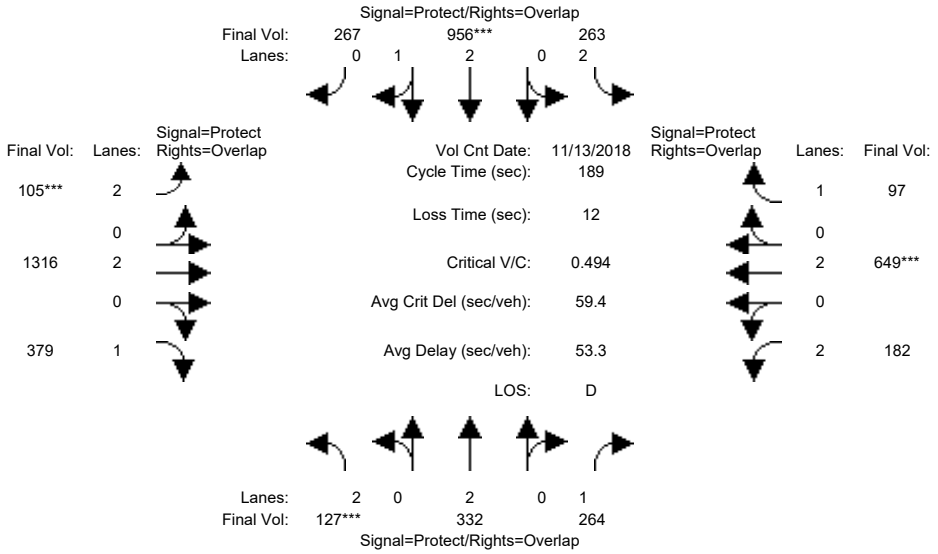
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5334: (47) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	30	30	20	38	38	13	100	100	16	103	103
Y+R:	5.8	5.6	5.6	5.6	5.4	5.4	5.3	6.2	6.2	5.4	6.2	6.2
Volume Module: >> Count Date: 13 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	127	332	264	263	956	267	105	2122	379	182	705	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	332	264	263	956	267	105	2122	379	182	705	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	332	264	263	956	267	105	2122	379	182	705	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	332	264	263	956	267	105	1316	379	182	649	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	332	264	263	956	267	105	1316	379	182	649	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	332	264	263	956	267	105	1316	379	182	649	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.32	0.68	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4376	1222	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.15	0.08	0.22	0.22	0.03	0.35	0.22	0.06	0.17	0.06
Crit Moves:	****				****		****				****	
Green Time:	13.0	36.6	52.6	24.4	48.0	61.0	13.0	100	113.0	16.0	103	127.4
Volume/Cap:	0.59	0.45	0.54	0.65	0.86	0.68	0.48	0.65	0.36	0.68	0.31	0.08
Delay/Veh:	89.5	67.8	59.2	81.8	72.9	56.5	86.5	41.8	27.3	91.1	23.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	67.8	59.2	81.8	72.9	56.5	86.5	41.8	27.3	91.1	23.7	10.7
LOS by Move:	F	E	E	F	E	E	F	D	C	F	C	B
HCM2k95thQ:	9	15	24	16	39	34	7	48	27	12	18	4

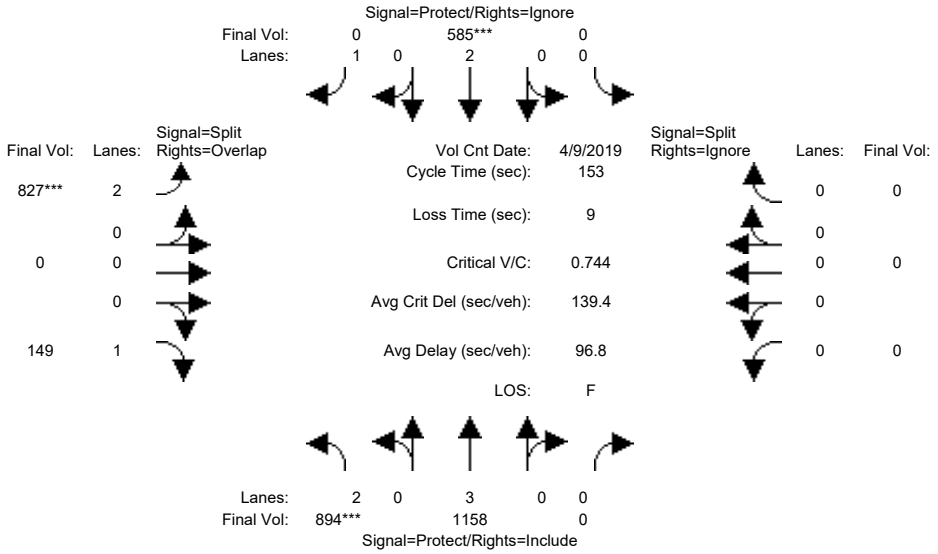
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5335: (48) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	79	0	0	50	50	67	0	67	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2019 <<												
Base Vol:	894	1158	0	0	585	1615	962	0	149	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:	894	1158	0	0	585	1615	962	0	149	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	894	1158	0	0	585	1615	962	0	149	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.86	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	894	1158	0	0	585	0	827	0	149	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	894	1158	0	0	585	0	827	0	149	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	894	1158	0	0	585	0	827	0	149	0	0	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	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.20	0.00	0.00	0.15	0.00	0.26	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	28.6	78.0	0.0	0.0	49.4	0.0	66.1	0.0	94.8	0.0	0.0	0.0
Volume/Cap:	1.52	0.40	0.00	0.00	0.48	0.00	0.61	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	304.3	23.5	0.0	0.0	42.3	0.0	29.9	0.0	6.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	304.3	23.5	0.0	0.0	42.3	0.0	29.9	0.0	6.5	0.0	0.0	0.0
LOS by Move:	F	C	A	A	D	A	C	A	A	A	A	A
HCM2k95thQ:	75	20	0	0	19	0	27	0	3	0	0	0

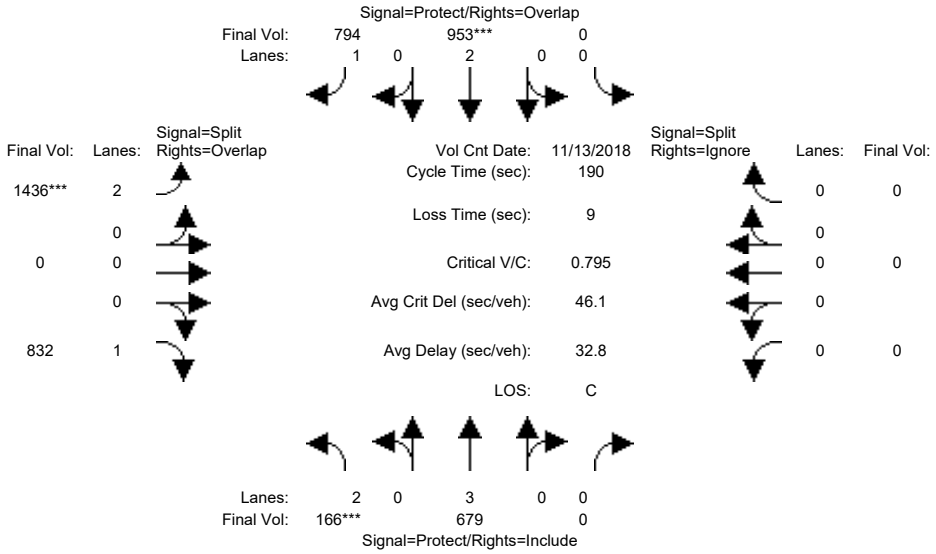
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5335: (48) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	77	0	0	61	61	112	0	112	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	166	679	0	0	953	794	2052	0	832	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:	166	679	0	0	953	794	2052	0	832	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	679	0	0	953	794	2052	0	832	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	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:	166	679	0	0	953	794	1436	0	832	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	679	0	0	953	794	1436	0	832	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	166	679	0	0	953	794	1436	0	832	0	0	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	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.00	0.00	0.25	0.45	0.46	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	16.2	74.5	0.0	0.0	58.2	165.2	106.9	0.0	123.2	0.0	0.0	0.0
Volume/Cap:	0.62	0.30	0.00	0.00	0.82	0.52	0.81	0.00	0.73	0.00	0.00	0.00
Delay/Veh:	92.1	41.8	0.0	0.0	68.5	3.4	25.9	0.0	12.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.1	41.8	0.0	0.0	68.5	3.4	25.9	0.0	12.9	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E	A	C	A	B	A	A	A
HCM2k95thQ:	13	17	0	0	44	23	54	0	35	0	0	0

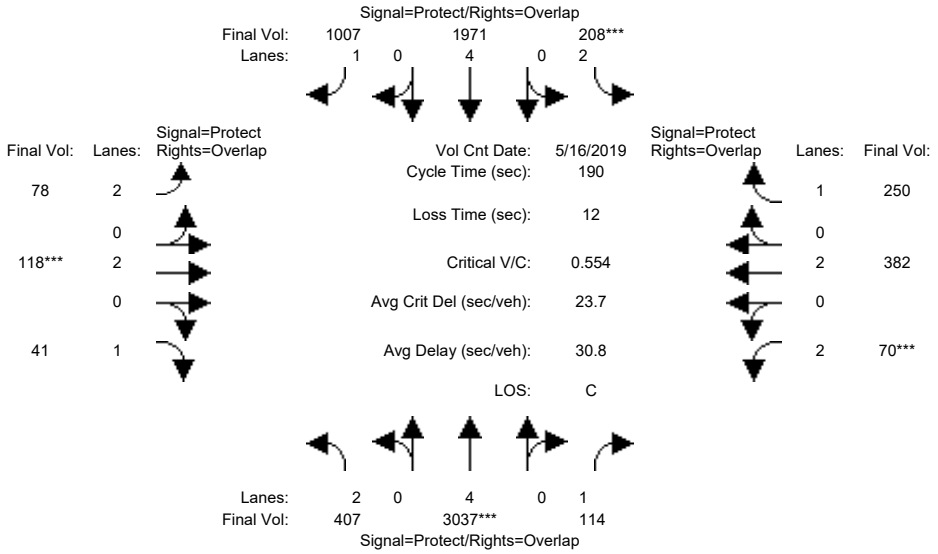
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5408: (41) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	112	112	20	105	105	15	33	33	13	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	407	3037	114	208	1971	1007	78	118	41	70	382	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:	407	3037	114	208	1971	1007	78	118	41	70	382	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	3037	114	208	1971	1007	78	118	41	70	382	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:	407	3037	114	208	1971	1007	78	118	41	70	382	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	3037	114	208	1971	1007	78	118	41	70	382	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:	407	3037	114	208	1971	1007	78	118	41	70	382	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.40	0.07	0.07	0.26	0.58	0.02	0.03	0.02	0.02	0.10	0.14
Crit Moves:		****		****				****		****		
Green Time:	27.0	112	125.0	20.0	105	120.0	15.0	33.0	60.0	13.0	31.0	51.0
Volume/Cap:	0.91	0.68	0.10	0.63	0.47	0.91	0.31	0.18	0.07	0.32	0.62	0.53
Delay/Veh:	102.6	16.4	4.9	85.2	17.4	26.2	83.4	67.1	45.6	85.2	75.8	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.6	16.4	4.9	85.2	17.4	26.2	83.4	67.1	45.6	85.2	75.8	60.5
LOS by Move:	F	B	A	F	B	C	F	E	D	F	E	E
HCM2k95thQ:	29	35	2	15	21	71	5	6	3	4	18	23

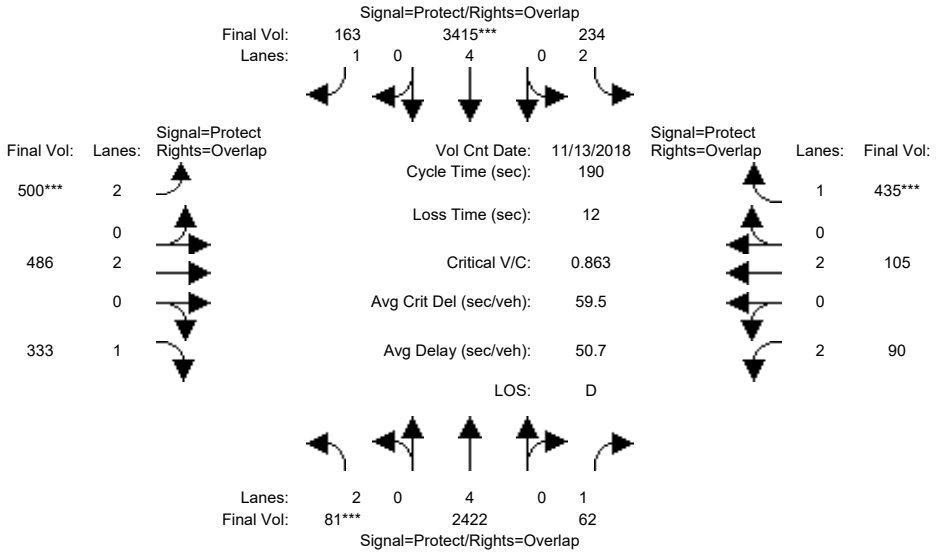
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5408: (41) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module: >> Count Date: 13 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	81	2422	62	234	3415	163	500	486	333	90	105	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	2422	62	234	3415	163	500	486	333	90	105	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	2422	62	234	3415	163	500	486	333	90	105	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	2422	62	234	3415	163	500	486	333	90	105	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	2422	62	234	3415	163	500	486	333	90	105	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	2422	62	234	3415	163	500	486	333	90	105	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.04	0.07	0.45	0.09	0.16	0.13	0.19	0.03	0.03	0.25
Crit Moves:	****				****		****					****
Green Time:	12.0	90.6	103.6	21.4	xxxx	135.3	35.3	53.1	65.1	13.0	30.7	52.1
Volume/Cap:	0.41	0.67	0.06	0.66	0.85	0.13	0.85	0.46	0.56	0.42	0.17	0.91
Delay/Veh:	86.9	31.0	14.1	85.4	51.3	14.8	86.5	56.9	51.9	86.2	68.8	87.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	31.0	14.1	85.4	51.3	14.8	86.5	56.9	51.9	86.2	68.8	87.4
LOS by Move:	F	C	B	F	D	B	F	E	D	F	E	F
HCM2k95thQ:	6	37	2	17	72	10	30	20	28	6	5	46

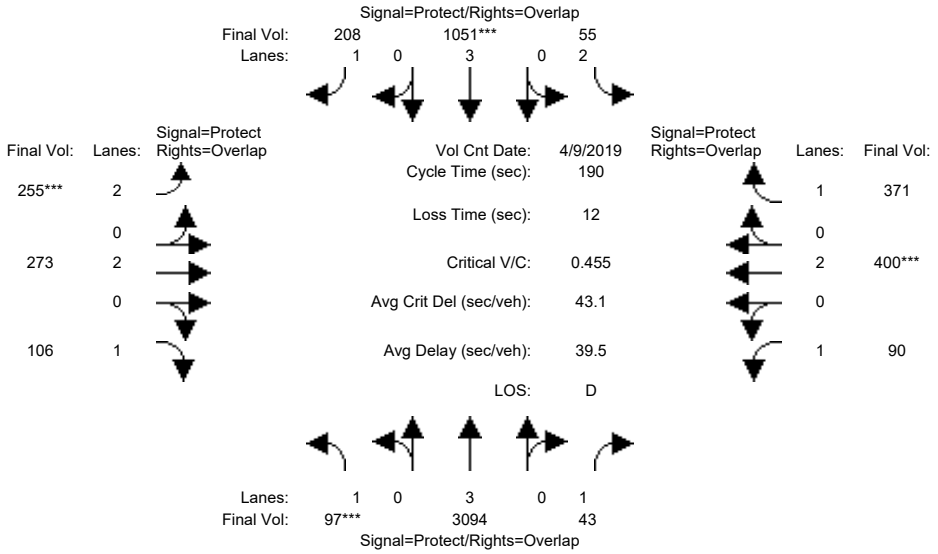
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5414: (43) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	109	109	12	104	104	20	39	39	18	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2019 <<												
Base Vol:	97	3640	43	55	1237	208	255	273	106	90	400	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	3640	43	55	1237	208	255	273	106	90	400	371
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	3640	43	55	1237	208	255	273	106	90	400	371
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	3094	43	55	1051	208	255	273	106	90	400	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	3094	43	55	1051	208	255	273	106	90	400	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	3094	43	55	1051	208	255	273	106	90	400	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.02	0.02	0.18	0.12	0.08	0.07	0.06	0.05	0.11	0.21
Crit Moves:	****				****		****				****	
Green Time:	17.0	109	127.0	12.0	104	124.0	20.0	39.0	56.0	18.0	37.0	49.0
Volume/Cap:	0.62	0.95	0.04	0.28	0.34	0.18	0.77	0.35	0.21	0.54	0.54	0.82
Delay/Veh:	90.8	30.8	4.1	85.6	16.4	5.7	93.2	64.9	50.5	85.7	69.7	77.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.8	30.8	4.1	85.6	16.4	5.7	93.2	64.9	50.5	85.7	69.7	77.9
LOS by Move:	F	C	A	F	B	A	F	E	D	F	E	E
HCM2k95thQ:	10	75	1	4	14	4	19	13	9	12	19	39

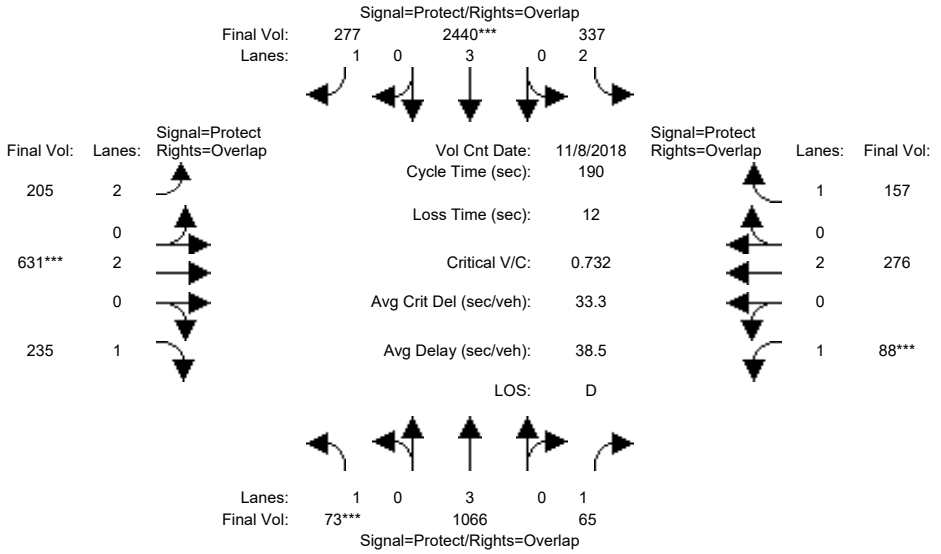
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5414: (43) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6
Volume Module: >> Count Date: 8 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	73	1480	65	337	3343	277	205	631	235	88	276	157
Growth Adj:	1.00	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	1480	65	337	3343	277	205	631	235	88	276	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1480	65	337	3343	277	205	631	235	88	276	157
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1066	65	337	2440	277	205	631	235	88	276	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1066	65	337	2440	277	205	631	235	88	276	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1066	65	337	2440	277	205	631	235	88	276	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.04	0.11	0.43	0.16	0.07	0.17	0.13	0.05	0.07	0.09
Crit Moves:	****				****			****			****	
Green Time:	11.0	84.9	98.0	37.0	111	125.5	14.5	43.0	54.0	13.0	41.5	78.5
Volume/Cap:	0.72	0.42	0.07	0.55	0.73	0.24	0.85	0.73	0.47	0.73	0.33	0.22
Delay/Veh:	110.1	30.1	17.2	70.0	18.5	5.4	110.6	71.4	56.9	107.4	62.8	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	30.1	17.2	70.0	18.5	5.4	110.6	71.4	56.9	107.4	62.8	36.1
LOS by Move:	F	C	B	E	B	A	F	E	E	F	E	D
HCM2k95thQ:	9	20	3	17	38	5	17	31	22	13	13	12

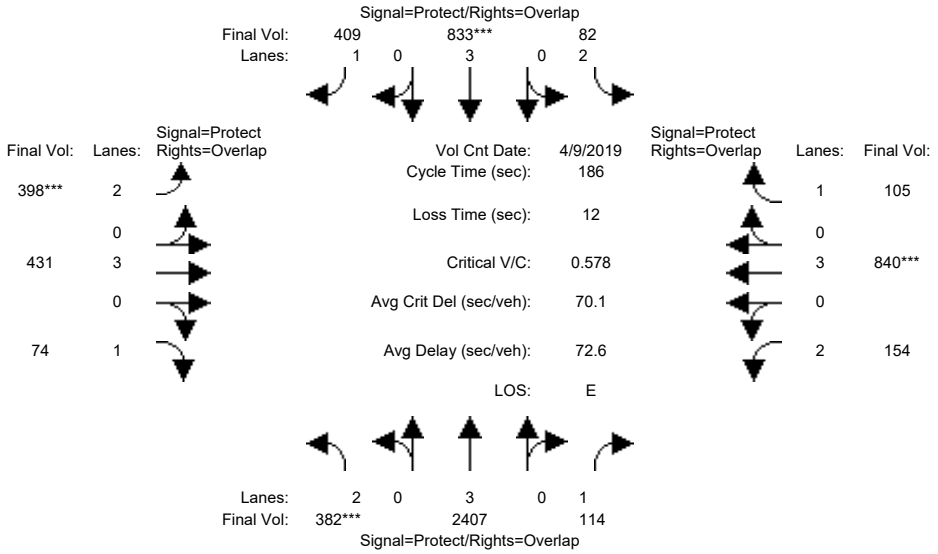
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5416: (44) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2019 <<												
Base Vol:	382	2832	114	82	980	409	398	431	74	154	840	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	2832	114	82	980	409	398	431	74	154	840	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	2832	114	82	980	409	398	431	74	154	840	105
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	2407	114	82	833	409	398	431	74	154	840	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	2407	114	82	833	409	398	431	74	154	840	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	2407	114	82	833	409	398	431	74	154	840	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.51	0.07	0.03	0.15	0.23	0.13	0.08	0.04	0.05	0.15	0.06
Crit Moves:	****				****		****				****	
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	0.84	0.98	0.10	0.32	0.32	0.39	0.90	0.39	0.12	0.35	0.76	0.22
Delay/Veh:	98.7	87.8	26.3	81.4	38.3	27.6	100.4	65.7	42.6	72.8	74.1	52.4
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:	98.7	87.8	26.3	81.4	38.3	27.6	100.4	65.7	42.6	72.8	74.1	52.4
LOS by Move:	F	F	C	F	D	C	F	E	D	E	E	D
HCM2k95thQ:	23	73	10	5	21	30	26	13	6	9	27	9

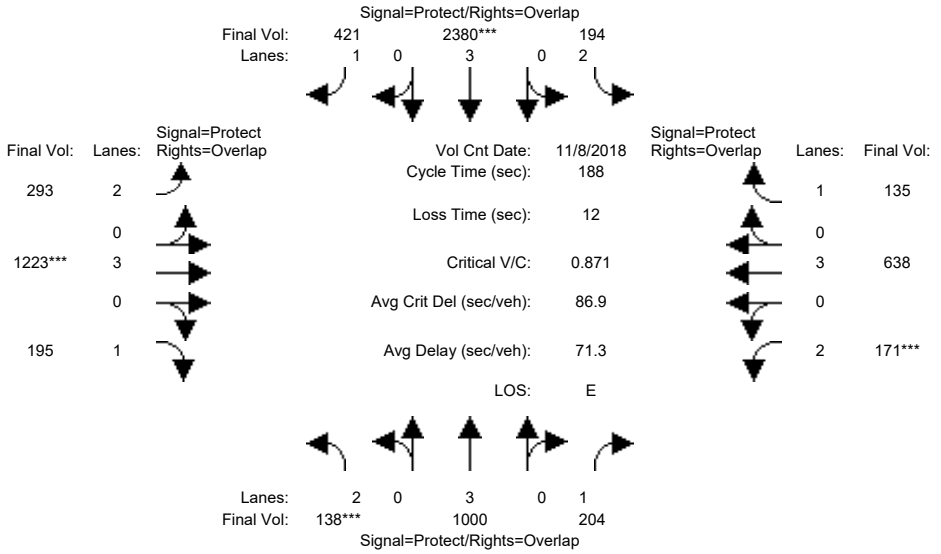
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5416: (44) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	138	1191	204	194	2903	421	293	1223	195	171	638	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1191	204	194	2903	421	293	1223	195	171	638	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1191	204	194	2903	421	293	1223	195	171	638	135
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1000	204	194	2380	421	293	1223	195	171	638	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1000	204	194	2380	421	293	1223	195	171	638	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1000	204	194	2380	421	293	1223	195	171	638	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.12	0.06	0.50	0.24	0.09	0.21	0.11	0.05	0.11	0.08
Crit Moves:	****				****			****			****	
Green Time:	13.0	84.5	100.5	22.5	94.0	117.0	23.0	53.0	66.0	16.0	46.0	68.5
Volume/Cap:	0.63	0.39	0.22	0.51	1.01	0.39	0.76	0.76	0.32	0.64	0.46	0.21
Delay/Veh:	91.2	41.0	29.8	85.9	98.4	37.3	88.4	63.9	44.8	88.3	60.6	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.2	41.0	29.8	85.9	98.4	37.3	88.4	63.9	44.8	88.3	60.6	41.3
LOS by Move:	F	D	C	F	F	D	F	E	D	F	E	D
HCM2k95thQ:	9	26	16	12	76	35	18	35	16	11	18	11

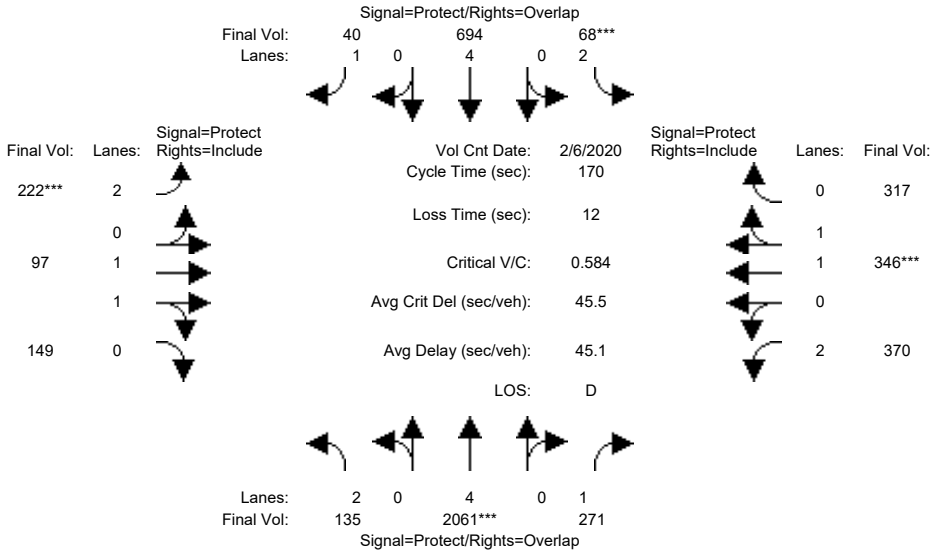
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5603: (2) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	135	2061	271	68	694	40	222	97	149	370	346	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	2061	271	68	694	40	222	97	149	370	346	317
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	2061	271	68	694	40	222	97	149	370	346	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	2061	271	68	694	40	222	97	149	370	346	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	2061	271	68	694	40	222	97	149	370	346	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	2061	271	68	694	40	222	97	149	370	346	317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.02	0.98
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	1900	1750	3150	1930	1768
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.15	0.02	0.09	0.02	0.07	0.05	0.09	0.12	0.18	0.18
Crit Moves:		****			****			****			****	
Green Time:	18.4	73.0	99.0	16.0	70.6	93.6	23.0	43.0	43.0	26.0	46.0	46.0
Volume/Cap:	0.40	0.63	0.27	0.23	0.22	0.04	0.52	0.20	0.34	0.77	0.66	0.66
Delay/Veh:	71.4	38.4	17.7	71.7	32.0	17.6	69.5	50.1	52.1	76.4	56.8	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	38.4	17.7	71.7	32.0	17.6	69.5	50.1	52.1	76.4	56.8	56.8
LOS by Move:	E	D	B	E	C	B	E	D	D	E	E	E
HCM2k95thQ:	8	37	18	4	13	3	12	7	13	21	27	27

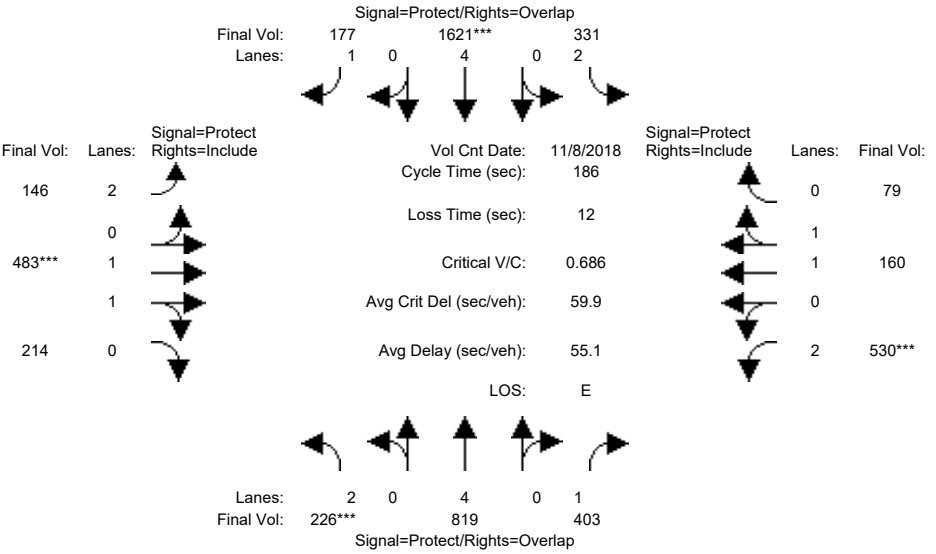
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5603: (2) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module: >> Count Date: 8 Nov 2018 <<												
Base Vol:	226	819	403	331	1621	177	146	483	214	530	160	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:	226	819	403	331	1621	177	146	483	214	530	160	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	819	403	331	1621	177	146	483	214	530	160	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:	226	819	403	331	1621	177	146	483	214	530	160	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	819	403	331	1621	177	146	483	214	530	160	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:	226	819	403	331	1621	177	146	483	214	530	160	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.37	0.63	2.00	1.32	0.68
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2563	1136	3150	2476	1223
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.23	0.11	0.21	0.10	0.05	0.19	0.19	0.17	0.06	0.06
Crit Moves:	****				****			****		****		
Green Time:	19.0	58.8	99.8	28.2	68.0	108.9	40.9	46.0	46.0	41.0	46.1	46.1
Volume/Cap:	0.70	0.34	0.43	0.69	0.58	0.17	0.21	0.76	0.76	0.76	0.26	0.26
Delay/Veh:	87.6	48.9	26.3	79.1	47.9	17.9	59.5	68.7	68.7	73.0	56.4	56.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	48.9	26.3	79.1	47.9	17.9	59.5	68.7	68.7	73.0	56.4	56.4
LOS by Move:	F	D	C	E	D	B	E	E	E	E	E	E
HCM2k95thQ:	15	17	31	20	33	13	8	32	32	30	10	10

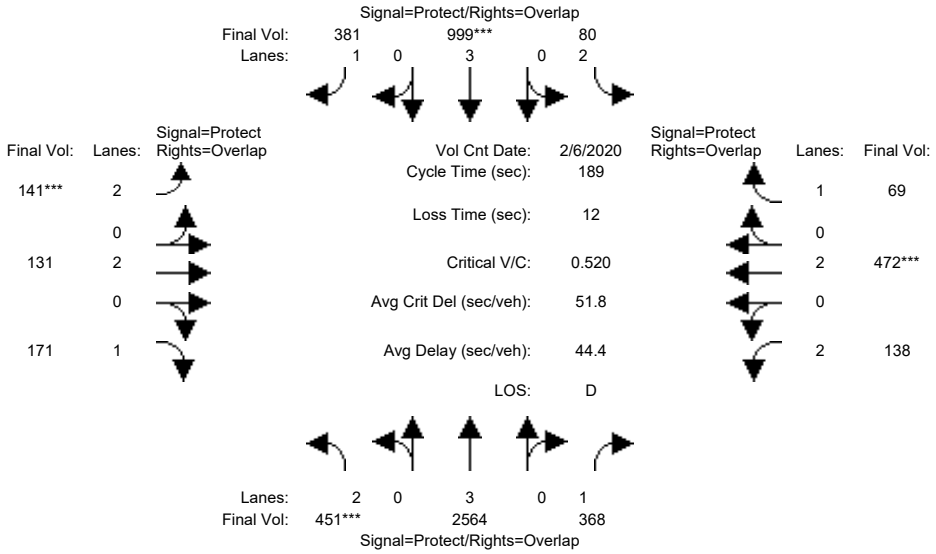
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5611: (6) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	100	100	17	92	92	15	34	34	14	32	32
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	451	2947	368	80	1148	381	141	131	171	138	472	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:	451	2947	368	80	1148	381	141	131	171	138	472	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	451	2947	368	80	1148	381	141	131	171	138	472	69
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	2564	368	80	999	381	141	131	171	138	472	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	2564	368	80	999	381	141	131	171	138	472	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	451	2564	368	80	999	381	141	131	171	138	472	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.45	0.21	0.03	0.18	0.22	0.04	0.03	0.11	0.04	0.12	0.04
Crit Moves:	****				****		****				****	
Green Time:	37.5	111	124.5	18.8	92.0	107.0	15.0	33.7	71.1	13.9	32.5	51.3
Volume/Cap:	0.72	0.77	0.32	0.26	0.36	0.38	0.56	0.19	0.28	0.60	0.72	0.15
Delay/Veh:	75.5	41.5	21.4	79.1	23.8	15.0	86.8	66.3	41.4	89.1	77.9	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:	75.5	41.5	21.4	79.1	23.8	15.0	86.8	66.3	41.4	89.1	77.9	52.3
LOS by Move:	E	D	C	E	C	B	F	E	D	F	E	D
HCM2k95thQ:	28	66	25	5	16	15	9	6	14	9	22	6

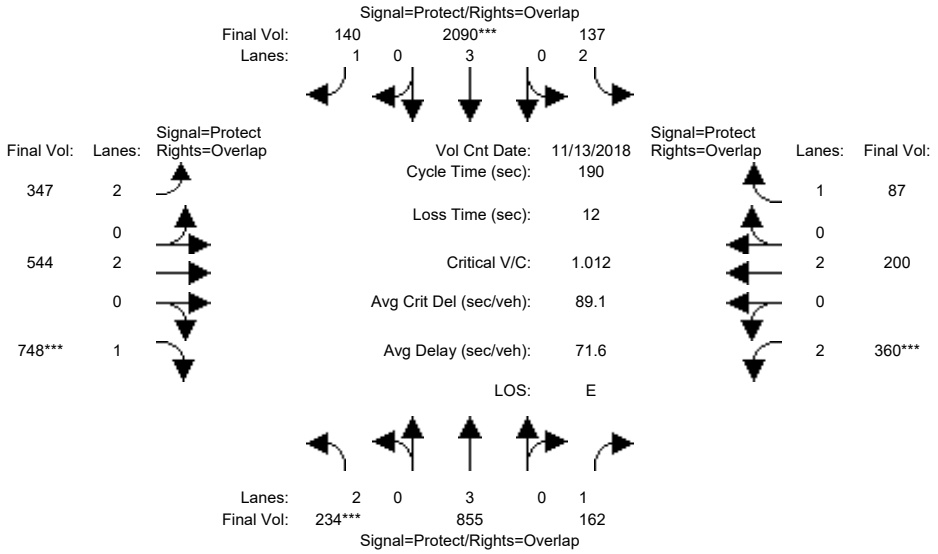
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5611: (6) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module: >> Count Date: 13 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	234	1276	162	137	2612	140	347	544	748	360	200	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1276	162	137	2612	140	347	544	748	360	200	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1276	162	137	2612	140	347	544	748	360	200	87
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	855	162	137	2090	140	347	544	748	360	200	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	855	162	137	2090	140	347	544	748	360	200	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	855	162	137	2090	140	347	544	748	360	200	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.09	0.04	0.37	0.08	0.11	0.14	0.47	0.11	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.64	0.33	0.16	0.55	0.88	0.14	0.74	0.51	1.18	0.90	0.21	0.15
Delay/Veh:	84.1	28.0	11.6	86.9	63.1	26.1	83.2	58.1	155.5	105.4	55.7	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	28.0	11.6	86.9	63.1	26.1	83.2	58.1	155.5	105.4	55.7	44.4
LOS by Move:	F	C	B	F	E	C	F	E	F	F	E	D
HCM2k95thQ:	16	15	5	9	59	10	21	23	95	24	9	7

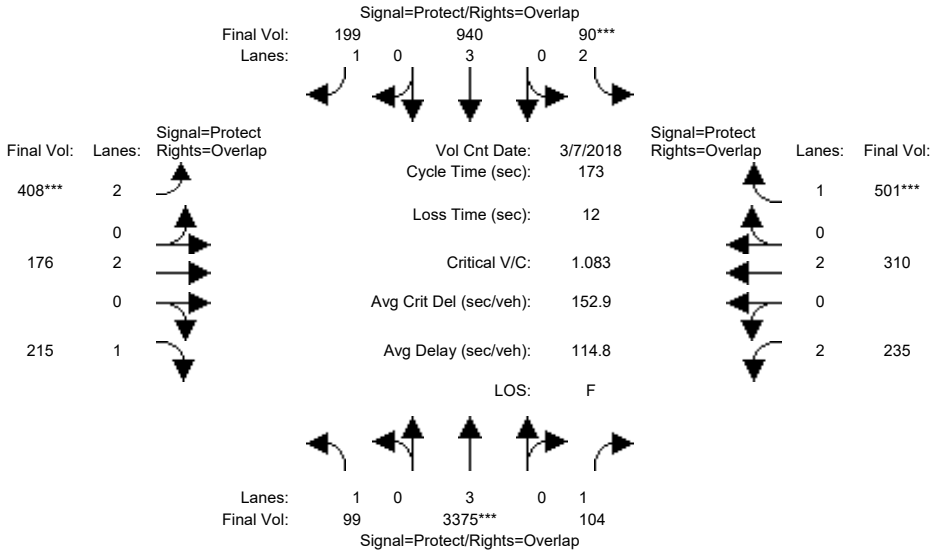
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5613: (8) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module: >> Count Date: 7 Mar 2018 << 8:00 AM - 9:00 AM												
Base Vol:	99	3879	104	90	1081	199	408	176	215	235	310	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	3879	104	90	1081	199	408	176	215	235	310	501
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	3879	104	90	1081	199	408	176	215	235	310	501
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	3375	104	90	940	199	408	176	215	235	310	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	3375	104	90	940	199	408	176	215	235	310	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	3375	104	90	940	199	408	176	215	235	310	501
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.59	0.06	0.03	0.16	0.11	0.13	0.05	0.12	0.07	0.08	0.29
Crit Moves:		****		****			****					****
Green Time:	14.1	80.5	97.8	13.2	79.7	102.8	23.1	38.5	52.6	17.3	32.5	45.7
Volume/Cap:	0.69	1.27	0.11	0.37	0.36	0.19	0.97	0.21	0.40	0.75	0.43	1.08
Delay/Veh:	91.2	163	11.4	77.0	24.9	9.6	110.6	55.0	48.3	85.1	62.5	129.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.2	163	11.4	77.0	24.9	9.6	110.6	55.0	48.3	85.1	62.5	129.9
LOS by Move:	F	F	B	E	C	A	F	D	D	F	E	F
HCM2k95thQ:	10	128	3	5	15	6	29	7	18	16	14	59

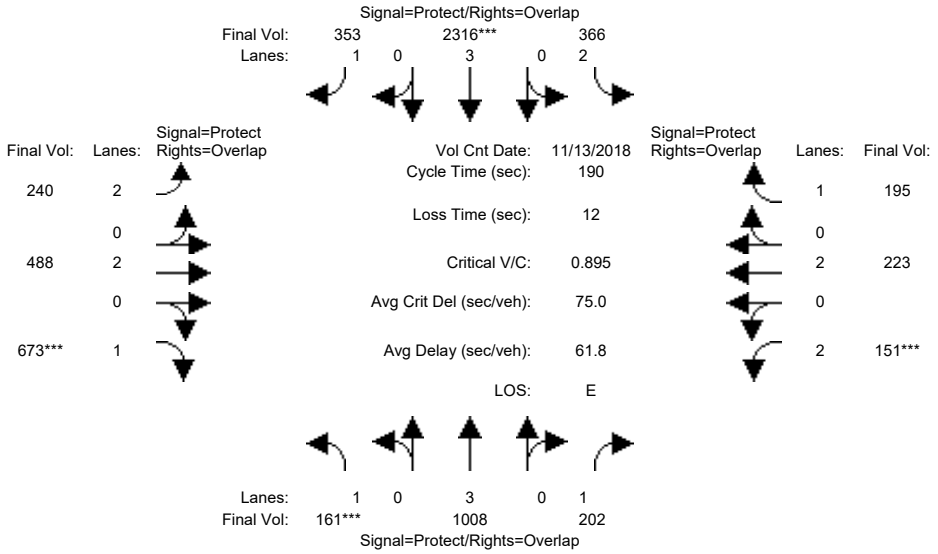
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5613: (8) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Nov 2018 << 5:00 PM - 6:00 PM												
Base Vol:	161	1245	202	366	3216	353	240	488	673	151	223	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	1245	202	366	3216	353	240	488	673	151	223	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1245	202	366	3216	353	240	488	673	151	223	195
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1008	202	366	2316	353	240	488	673	151	223	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1008	202	366	2316	353	240	488	673	151	223	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	1008	202	366	2316	353	240	488	673	151	223	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.12	0.12	0.41	0.20	0.08	0.13	0.38	0.05	0.06	0.11
Crit Moves:	****				****				****	****		
Green Time:	17.0	90.0	104.0	27.0	100	118.7	18.7	47.0	64.0	14.0	42.3	69.3
Volume/Cap:	1.03	0.37	0.21	0.82	0.77	0.32	0.78	0.52	1.14	0.65	0.26	0.31
Delay/Veh:	166.1	25.8	15.2	90.3	47.0	24.4	95.2	62.3	145.7	92.0	61.1	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	166.1	25.8	15.2	90.3	47.0	24.4	95.2	62.3	145.7	92.0	61.1	43.4
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	22	17	8	22	59	25	18	22	85	12	10	16

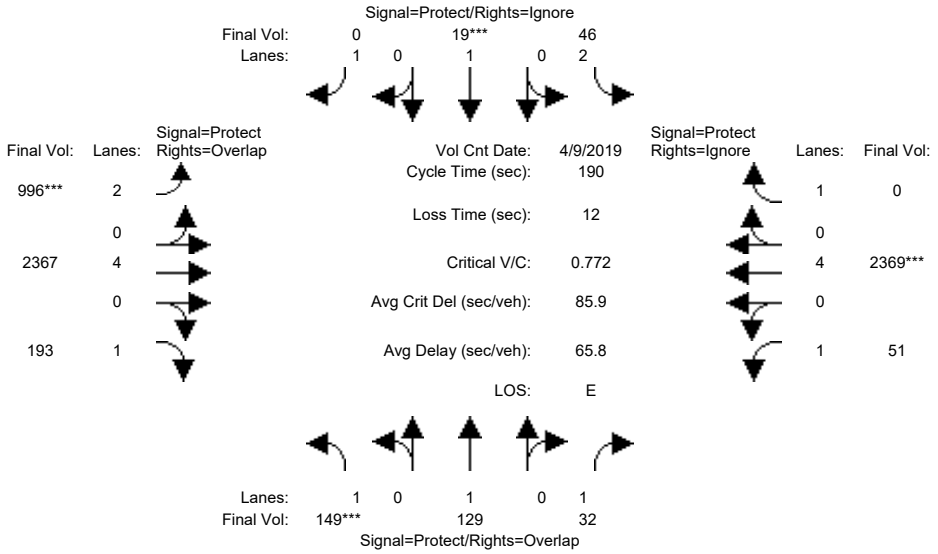
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5805: (40) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	12	12	12	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module: >> Count Date: 9 Apr 2019 <<												
Base Vol:	149	129	32	46	19	294	996	2367	193	51	2369	633
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	129	32	46	19	294	996	2367	193	51	2369	633
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	129	32	46	19	294	996	2367	193	51	2369	633
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	149	129	32	46	19	0	996	2367	193	51	2369	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	129	32	46	19	0	996	2367	193	51	2369	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	149	129	32	46	19	0	996	2367	193	51	2369	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.02	0.01	0.01	0.00	0.32	0.31	0.11	0.03	0.31	0.00
Crit Moves:	****				****		****				****	
Green Time:	32.0	32.0	44.0	12.0	12.0	0.0	60.0	122	154.0	12.0	74.0	0.0
Volume/Cap:	0.51	0.40	0.08	0.23	0.16	0.00	1.00	0.49	0.14	0.46	0.80	0.00
Delay/Veh:	73.2	71.3	57.2	85.2	84.8	0.0	113.8	38.9	14.8	92.8	75.0	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:	73.2	71.3	57.2	85.2	84.8	0.0	113.8	38.9	14.8	92.8	75.0	0.0
LOS by Move:	E	E	E	F	F	A	F	D	B	F	E	A
HCM2k95thQ:	16	13	3	3	2	0	63	46	16	7	54	0

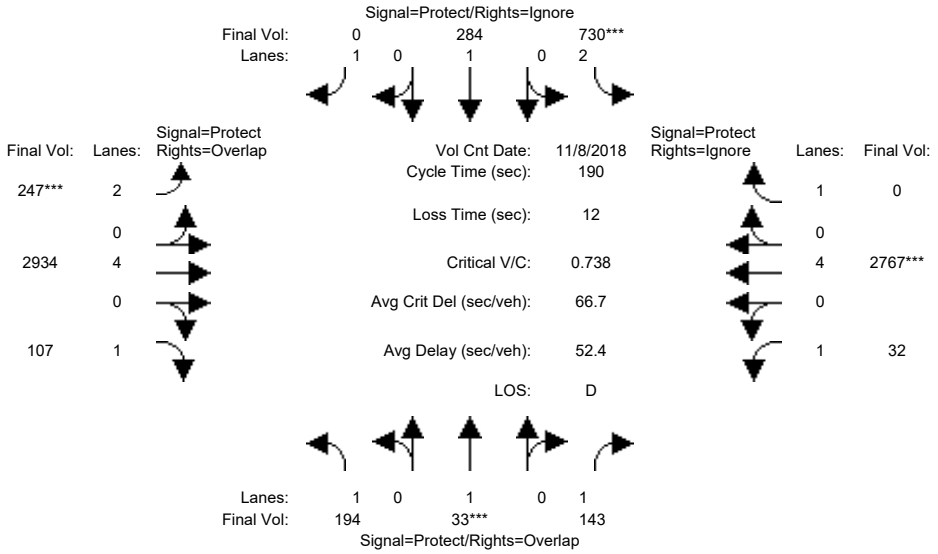
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5805: (40) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	194	33	143	730	284	845	247	2934	107	32	2767	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:	194	33	143	730	284	845	247	2934	107	32	2767	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	33	143	730	284	845	247	2934	107	32	2767	134
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	194	33	143	730	284	0	247	2934	107	32	2767	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	33	143	730	284	0	247	2934	107	32	2767	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	194	33	143	730	284	0	247	2934	107	32	2767	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.02	0.08	0.23	0.15	0.00	0.08	0.39	0.06	0.02	0.36	0.00
Crit Moves:		****		****			****				****	
Green Time:	29.6	26.0	35.0	48.0	44.4	0.0	24.0	95.0	124.6	9.0	80.0	0.0
Volume/Cap:	0.71	0.13	0.44	0.92	0.64	0.00	0.62	0.77	0.09	0.39	0.86	0.00
Delay/Veh:	84.7	72.3	69.8	84.5	68.7	0.0	81.7	30.7	5.1	90.8	60.6	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:	84.7	72.3	69.8	84.5	68.7	0.0	81.7	30.7	5.1	90.8	60.6	0.0
LOS by Move:	F	E	E	F	E	A	F	C	A	F	E	A
HCM2k95thQ:	23	3	15	45	27	0	16	48	2	5	62	0

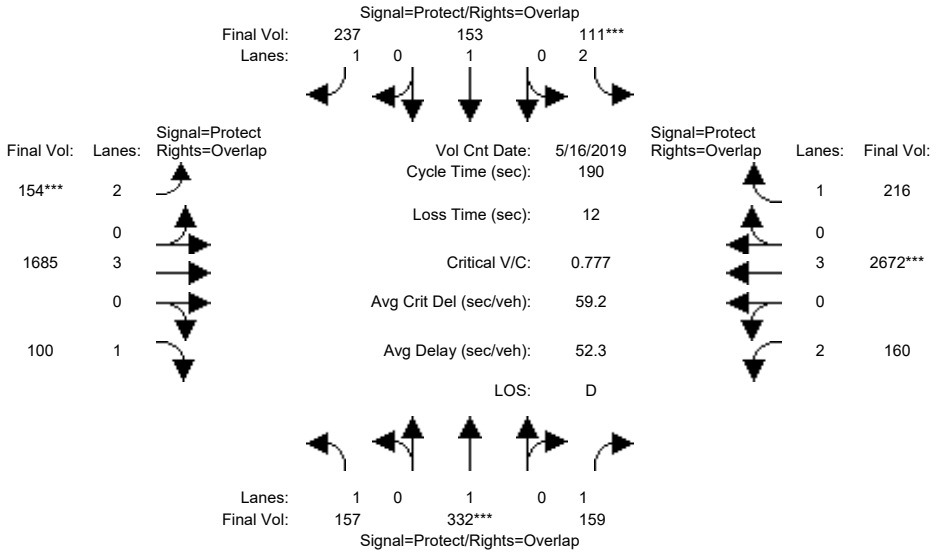
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5806: (52) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	157	332	159	111	153	237	154	1937	100	160	3071	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	332	159	111	153	237	154	1937	100	160	3071	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	332	159	111	153	237	154	1937	100	160	3071	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	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	332	159	111	153	237	154	1685	100	160	2672	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	332	159	111	153	237	154	1685	100	160	2672	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	332	159	111	153	237	154	1685	100	160	2672	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.09	0.04	0.08	0.14	0.05	0.30	0.06	0.05	0.47	0.12
Crit Moves:		****		****			****				****	
Green Time:	24.5	49.2	64.0	13.1	37.4	53.4	16.0	91.0	115.5	14.8	89.8	102.9
Volume/Cap:	0.70	0.67	0.27	0.51	0.41	0.48	0.58	0.62	0.09	0.65	0.99	0.23
Delay/Veh:	88.3	66.9	46.2	87.4	67.4	57.6	87.0	37.1	15.5	91.2	55.5	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.3	66.9	46.2	87.4	67.4	57.6	87.0	37.1	15.5	91.2	55.5	16.0
LOS by Move:	F	E	D	F	E	E	F	D	B	F	E	B
HCM2k95thQ:	18	31	16	9	16	25	11	39	5	12	86	9

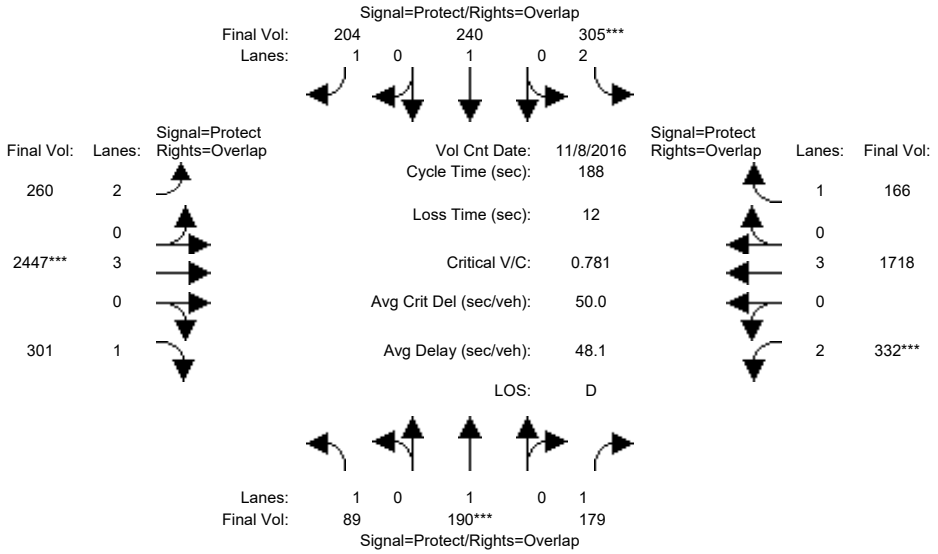
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5806: (52) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	39	39	20	46	46	22	85	85	22	85	85
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2016 << 4:45 - 5:45 PM												
Base Vol:	89	190	179	305	240	204	260	3059	301	332	2527	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	190	179	305	240	204	260	3059	301	332	2527	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	190	179	305	240	204	260	3059	301	332	2527	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	190	179	305	240	204	260	2447	301	332	1718	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	190	179	305	240	204	260	2447	301	332	1718	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	190	179	305	240	204	260	2447	301	332	1718	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.10	0.13	0.12	0.08	0.43	0.17	0.11	0.30	0.09
Crit Moves:		****		****				****		****		
Green Time:	12.4	39.0	61.9	21.0	47.6	71.4	23.8	93.1	105.5	22.9	92.1	113.2
Volume/Cap:	0.77	0.48	0.31	0.87	0.50	0.31	0.65	0.87	0.31	0.87	0.62	0.16
Delay/Veh:	112.9	66.5	47.4	101.8	60.8	41.2	81.9	35.5	14.6	99.5	43.4	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.9	66.5	47.4	101.8	60.8	41.2	81.9	35.5	14.6	99.5	43.4	23.1
LOS by Move:	F	E	D	F	E	D	F	D	B	F	D	C
HCM2k95thQ:	11	17	15	23	21	16	17	61	12	25	44	12

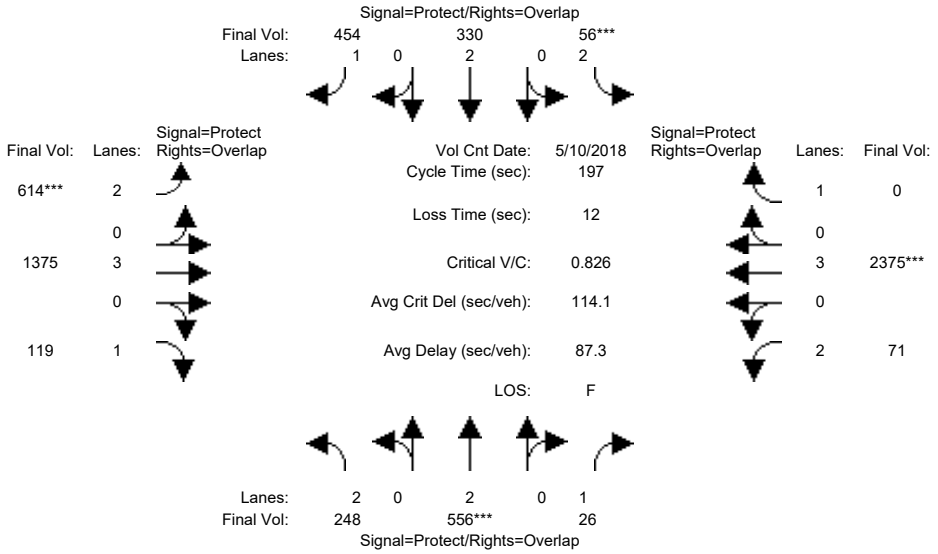
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5807: (54) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	248	556	26	56	330	454	614	1580	119	71	2730	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	556	26	56	330	454	614	1580	119	71	2730	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	556	26	56	330	454	614	1580	119	71	2730	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	556	26	56	330	454	614	1375	119	71	2375	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	556	26	56	330	454	614	1375	119	71	2375	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	556	26	56	330	454	614	1375	119	71	2375	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	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.01	0.02	0.09	0.26	0.19	0.24	0.07	0.02	0.42	0.00
Crit Moves:		****		****			****				****	
Green Time:	16.1	42.1	54.8	22.4	48.3	82.3	34.0	96.2	112.3	12.7	74.9	0.0
Volume/Cap:	0.96	0.68	0.05	0.16	0.35	0.62	1.13	0.49	0.12	0.35	1.10	0.00
Delay/Veh:	136.1	73.8	52.1	79.0	61.7	46.7	160.9	34.1	19.6	89.2	112	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.1	73.8	52.1	79.0	61.7	46.7	160.9	34.1	19.6	89.2	112	0.0
LOS by Move:	F	E	D	E	E	D	F	C	B	F	F	A
HCM2k95thQ:	19	26	2	4	15	38	46	31	7	5	85	0

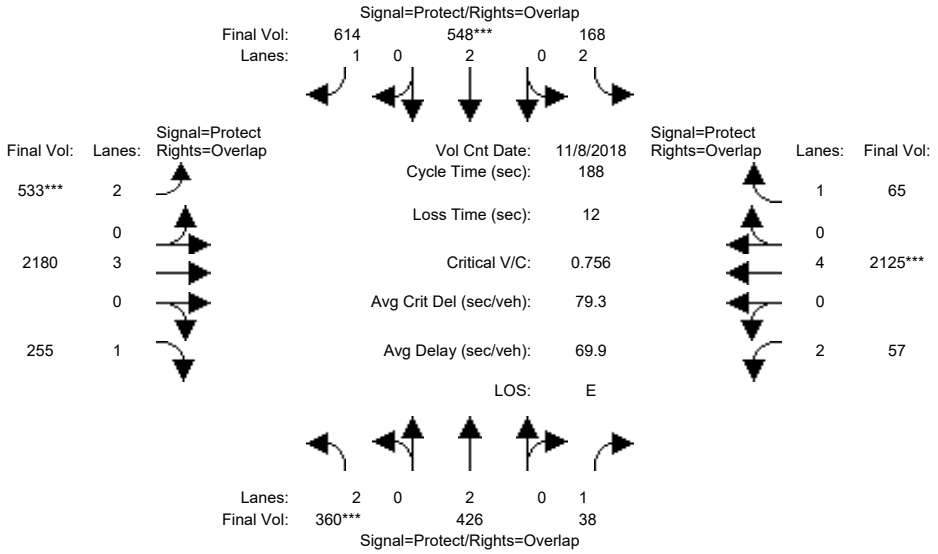
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5807: (54) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	38	38	32	48	48	29	84	84	10	65	65
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	360	426	38	168	548	614	533	2831	255	57	2125	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:	360	426	38	168	548	614	533	2831	255	57	2125	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	426	38	168	548	614	533	2831	255	57	2125	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	360	426	38	168	548	614	533	2180	255	57	2125	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	426	38	168	548	614	533	2180	255	57	2125	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:	360	426	38	168	548	614	533	2180	255	57	2125	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.02	0.05	0.14	0.35	0.17	0.38	0.15	0.02	0.28	0.04
Crit Moves:	****				****		****				****	
Green Time:	25.4	39.8	50.8	33.6	48.0	85.6	37.6	91.7	117.1	10.9	65.0	98.6
Volume/Cap:	0.85	0.53	0.08	0.30	0.56	0.77	0.85	0.78	0.23	0.31	0.81	0.07
Delay/Veh:	93.9	66.4	51.3	67.3	61.7	47.6	94.8	66.8	33.0	89.4	77.5	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.9	66.4	51.3	67.3	61.7	47.6	94.8	66.8	33.0	89.4	77.5	38.4
LOS by Move:	F	E	D	E	E	D	F	E	C	F	E	D
HCM2k95thQ:	23	19	3	10	24	52	32	61	22	4	48	6

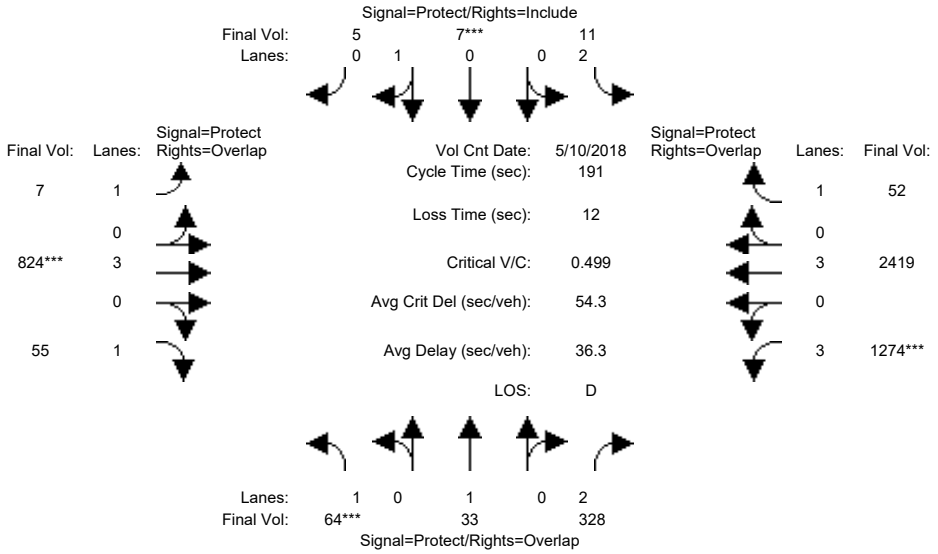
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5808: (59) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	94	10	7	100	10
Y+R:	5.8	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	64	33	377	11	7	5	7	947	55	1274	2780	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	33	377	11	7	5	7	947	55	1274	2780	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	33	377	11	7	5	7	947	55	1274	2780	52
User Adj:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	33	328	11	7	5	7	824	55	1274	2419	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	33	328	11	7	5	7	824	55	1274	2419	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	33	328	11	7	5	7	824	55	1274	2419	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.10	0.00	0.01	0.01	0.00	0.14	0.03	0.28	0.42	0.03
Crit Moves:	****				****			****		****		
Green Time:	17.1	21.8	90.5	6.1	14.5	14.5	10.1	66.3	83.4	68.7	124	130.3
Volume/Cap:	0.41	0.15	0.22	0.11	0.09	0.09	0.08	0.42	0.07	0.78	0.65	0.04
Delay/Veh:	83.9	76.6	29.6	90.3	82.4	82.4	86.4	47.7	31.3	56.8	20.7	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	76.6	29.6	90.3	82.4	82.4	86.4	47.7	31.3	56.8	20.7	10.0
LOS by Move:	F	E	C	F	F	F	F	D	C	E	C	A
HCM2k95thQ:	7	3	12	1	1	1	1	21	4	43	44	2

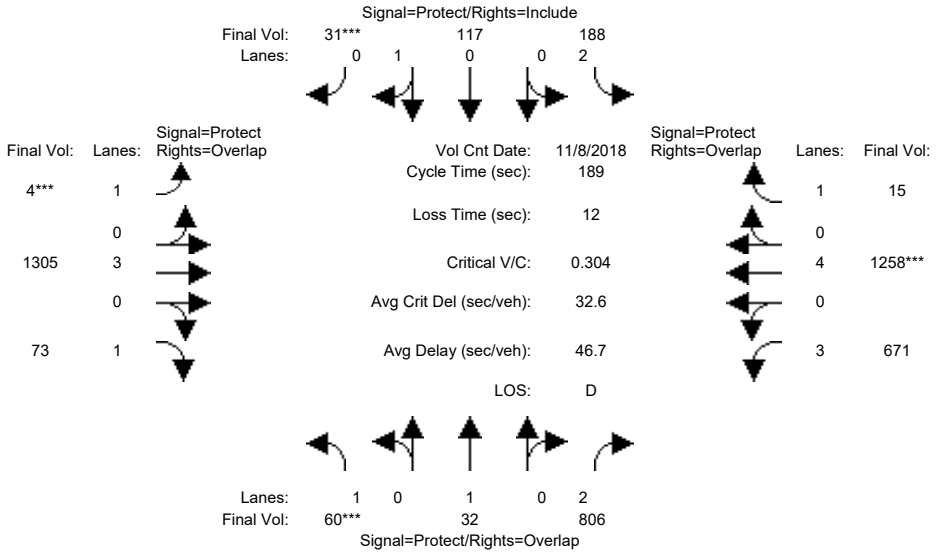
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5808: (59) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	60	32	983	188	117	31	4	1652	73	671	1258	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	32	983	188	117	31	4	1652	73	671	1258	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	32	983	188	117	31	4	1652	73	671	1258	15
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	32	806	188	117	31	4	1305	73	671	1258	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	32	806	188	117	31	4	1305	73	671	1258	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	32	806	188	117	31	4	1305	73	671	1258	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.26	0.06	0.08	0.08	0.00	0.23	0.04	0.15	0.17	0.01
Crit Moves:	****					****	****				****	
Green Time:	17.4	27.6	68.0	31.4	41.6	41.6	7.0	77.7	95.0	40.3	111	142.4
Volume/Cap:	0.37	0.12	0.71	0.36	0.37	0.37	0.06	0.56	0.08	0.69	0.28	0.01
Delay/Veh:	82.2	70.3	54.2	70.3	63.2	63.2	88.2	42.8	24.4	71.7	26.5	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.2	70.3	54.2	70.3	63.2	63.2	88.2	42.8	24.4	71.7	26.5	10.9
LOS by Move:	F	E	D	E	E	E	F	D	C	E	C	B
HCM2k95thQ:	7	3	40	11	14	14	0	32	5	27	21	1

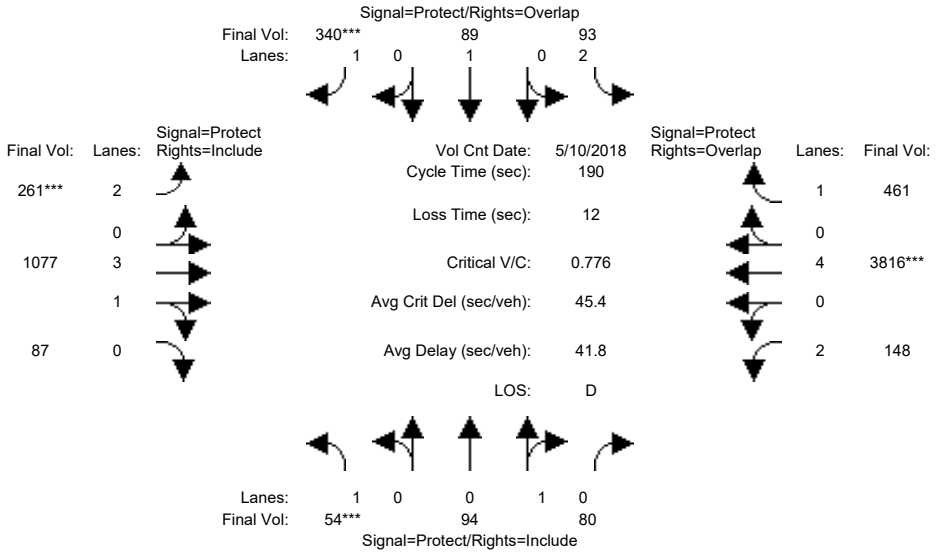
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5809: (60) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	102	10	7	104	10
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module: >> Count Date: 10 May 2018 << 7:00-9:00												
Base Vol:	54	94	80	93	89	340	261	1077	87	148	3816	461
Growth Adj:	1.00	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	94	80	93	89	340	261	1077	87	148	3816	461
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	94	80	93	89	340	261	1077	87	148	3816	461
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	94	80	93	89	340	261	1077	87	148	3816	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	94	80	93	89	340	261	1077	87	148	3816	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	94	80	93	89	340	261	1077	87	148	3816	461
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.54	0.46	2.00	1.00	1.00	2.00	3.69	0.31	2.00	4.00	1.00
Final Sat.:	1750	972	828	3150	1900	1750	3150	6939	560	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.03	0.05	0.19	0.08	0.16	0.16	0.05	0.50	0.26
Crit Moves:	****					****	****				****	
Green Time:	13.3	28.8	28.8	11.9	27.6	47.1	19.5	111	110.5	16.2	108	119.4
Volume/Cap:	0.44	0.64	0.64	0.47	0.32	0.78	0.81	0.27	0.27	0.55	0.89	0.42
Delay/Veh:	87.3	80.7	80.7	87.8	73.5	75.7	97.4	19.7	19.7	85.8	38.5	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	80.7	80.7	87.8	73.5	75.7	97.4	19.7	19.7	85.8	38.5	18.1
LOS by Move:	F	F	F	F	E	E	F	B	B	F	D	B
HCM2k95thQ:	7	20	20	6	9	34	17	15	15	11	76	25

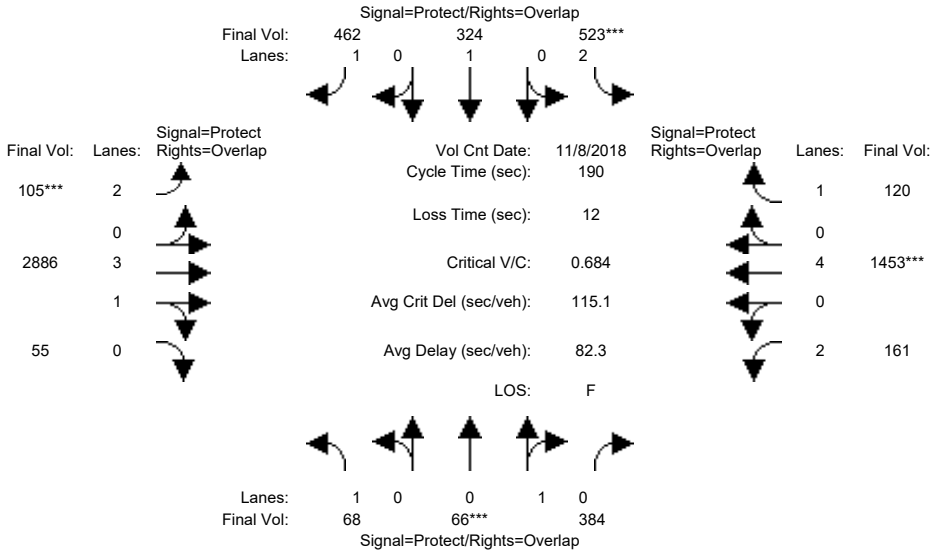
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5809: (60) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30 PM												
Base Vol:	68	66	384	523	324	462	105	2886	55	161	1453	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	66	384	523	324	462	105	2886	55	161	1453	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	66	384	523	324	462	105	2886	55	161	1453	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	66	384	523	324	462	105	2886	55	161	1453	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	66	384	523	324	462	105	2886	55	161	1453	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	66	384	523	324	462	105	2886	55	161	1453	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.15	0.85	2.00	1.00	1.00	2.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1750	264	1536	3150	1900	1750	3150	5547	106	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.17	0.17	0.26	0.03	0.52	0.52	0.05	0.19	0.07
Crit Moves:		****		****			****				****	
Green Time:	12.2	33.0	47.0	28.0	48.8	63.8	15.0	103	115.2	14.0	102	130.0
Volume/Cap:	0.60	1.44	1.01	1.13	0.66	0.79	0.42	0.96	0.86	0.69	0.36	0.10
Delay/Veh:	95.4	294	116.8	162.2	66.7	63.9	89.3	83.1	64.5	99.2	44.7	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.4	294	116.8	162.2	66.7	63.9	89.3	83.1	64.5	99.2	44.7	24.9
LOS by Move:	F	F	F	F	E	E	F	F	E	F	D	C
HCM2k95thQ:	10	71	53	39	28	42	7	70	84	13	30	11

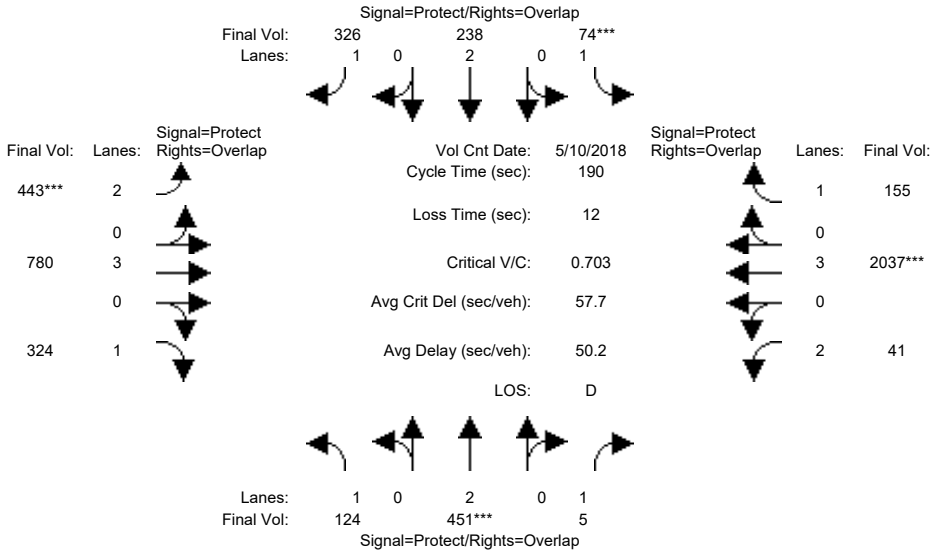
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5812: (55) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	100	10	7	100	10
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	124	451	5	74	238	326	443	896	324	41	2341	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	451	5	74	238	326	443	896	324	41	2341	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	451	5	74	238	326	443	896	324	41	2341	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	451	5	74	238	326	443	780	324	41	2037	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	451	5	74	238	326	443	780	324	41	2037	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	451	5	74	238	326	443	780	324	41	2037	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.00	0.04	0.06	0.19	0.14	0.14	0.19	0.01	0.36	0.09
Crit Moves:		****		****			****				****	
Green Time:	15.6	38.0	48.8	12.8	35.2	64.5	29.3	106	121.8	10.8	87.9	100.7
Volume/Cap:	0.86	0.59	0.01	0.63	0.34	0.55	0.91	0.24	0.29	0.23	0.77	0.17
Delay/Veh:	124.2	70.3	52.6	96.5	67.6	52.0	100.5	21.5	15.2	86.3	44.2	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.2	70.3	52.6	96.5	67.6	52.0	100.5	21.5	15.2	86.3	44.2	23.1
LOS by Move:	F	E	D	F	E	D	F	C	B	F	D	C
HCM2k95thQ:	16	21	0	9	11	28	29	14	16	3	53	9

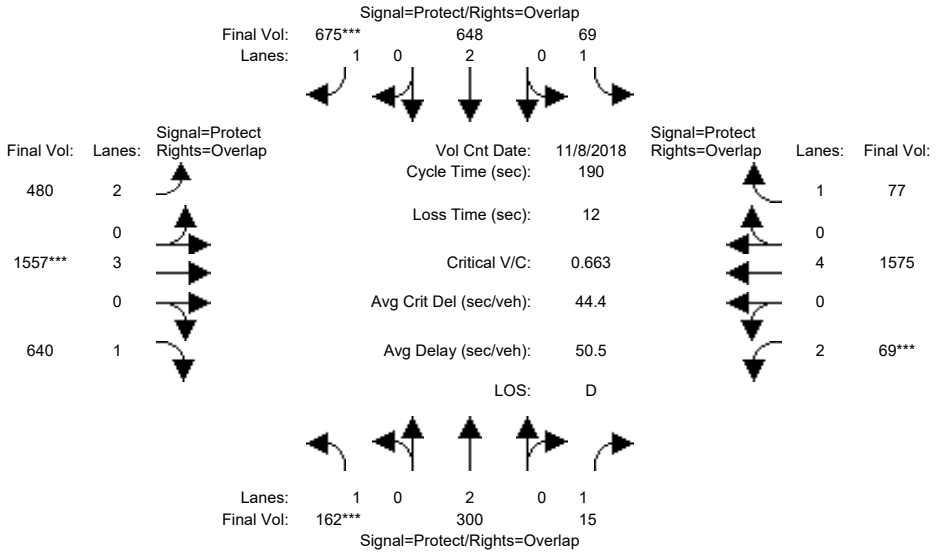
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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

Intersection #5812: (55) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	162	300	15	69	648	675	480	1922	640	69	1575	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:	162	300	15	69	648	675	480	1922	640	69	1575	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	300	15	69	648	675	480	1922	640	69	1575	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	300	15	69	648	675	480	1557	640	69	1575	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	300	15	69	648	675	480	1557	640	69	1575	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	300	15	69	648	675	480	1557	640	69	1575	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.01	0.04	0.17	0.39	0.15	0.27	0.37	0.02	0.21	0.04
Crit Moves:	****					****		****		****		
Green Time:	20.2	55.9	66.9	15.1	50.8	79.8	29.0	96.0	116.2	11.0	78.0	93.1
Volume/Cap:	0.87	0.27	0.02	0.50	0.64	0.92	1.00	0.54	0.60	0.38	0.50	0.09
Delay/Veh:	116.8	51.5	40.3	86.5	62.8	68.5	121.1	24.5	13.3	87.5	47.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	51.5	40.3	86.5	62.8	68.5	121.1	24.5	13.3	87.5	47.8	31.8
LOS by Move:	F	D	D	F	E	E	F	C	B	F	D	C
HCM2k95thQ:	20	12	1	8	28	66	32	26	25	5	32	6

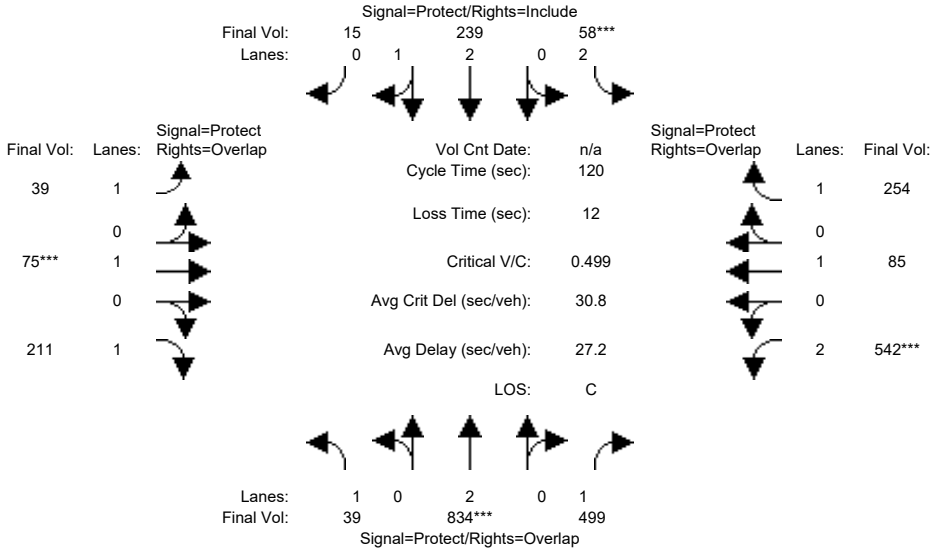
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #8: (1) Fair Oaks Ave & Tasman Dr



Street Name:	Fair Oaks Ave						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	39	834	499	58	239	15	39	75	211	542	85	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	834	499	58	239	15	39	75	211	542	85	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	834	499	58	239	15	39	75	211	542	85	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	834	499	58	239	15	39	75	211	542	85	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	834	499	58	239	15	39	75	211	542	85	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	834	499	58	239	15	39	75	211	542	85	254
Saturation 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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5269	331	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.29	0.02	0.05	0.05	0.02	0.04	0.12	0.17	0.04	0.15
Crit Moves:		****		****				****		****		
Green Time:	23.9	51.0	91.0	7.0	34.1	34.1	15.8	10.0	33.9	40.0	34.2	41.2
Volume/Cap:	0.11	0.52	0.38	0.32	0.16	0.16	0.17	0.47	0.43	0.52	0.16	0.42
Delay/Veh:	39.5	25.7	5.1	55.2	32.2	32.2	46.7	54.7	35.7	32.7	32.2	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	25.7	5.1	55.2	32.2	32.2	46.7	54.7	35.7	32.7	32.2	30.7
LOS by Move:	D	C	A	E	C	C	D	D	D	C	C	C
HCM2k95thQ:	3	20	13	3	5	5	3	6	13	17	5	14

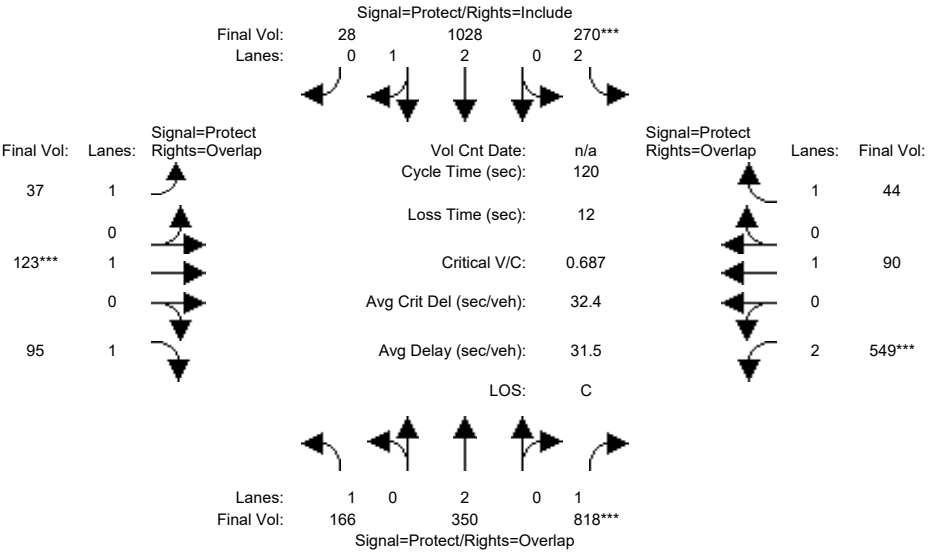
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #8: (1) Fair Oaks Ave & Tasman Dr



Street Name:	Fair Oaks Ave						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00 PM - 6:00 PM												
Base Vol:	166	350	818	270	1028	28	37	123	95	549	90	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	350	818	270	1028	28	37	123	95	549	90	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	350	818	270	1028	28	37	123	95	549	90	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	350	818	270	1028	28	37	123	95	549	90	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	350	818	270	1028	28	37	123	95	549	90	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	350	818	270	1028	28	37	123	95	549	90	44
Saturation 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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.92	0.08	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5451	148	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.47	0.09	0.19	0.19	0.02	0.06	0.05	0.17	0.05	0.03
Crit Moves:			****	****				****		****		
Green Time:	22.2	51.2	81.7	15.0	44.1	44.1	17.2	11.3	33.5	30.5	24.6	39.6
Volume/Cap:	0.51	0.22	0.69	0.69	0.51	0.51	0.15	0.69	0.19	0.69	0.23	0.08
Delay/Veh:	45.5	21.8	13.2	55.3	29.8	29.8	45.3	63.2	33.2	43.0	40.1	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:	45.5	21.8	13.2	55.3	29.8	29.8	45.3	63.2	33.2	43.0	40.1	27.7
LOS by Move:	D	C	B	E	C	C	D	E	C	D	D	C
HCM2k95thQ:	11	8	34	11	18	18	3	11	6	20	5	2

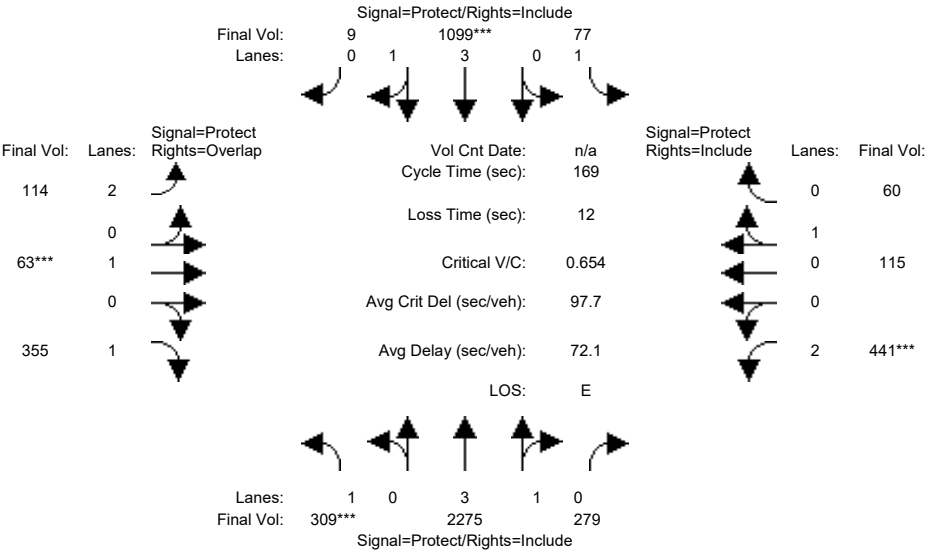
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #25: (3) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	309	2275	279	77	1099	9	114	63	355	441	115	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:	309	2275	279	77	1099	9	114	63	355	441	115	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	309	2275	279	77	1099	9	114	63	355	441	115	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:	309	2275	279	77	1099	9	114	63	355	441	115	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	2275	279	77	1099	9	114	63	355	441	115	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:	309	2275	279	77	1099	9	114	63	355	441	115	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.54	0.46	1.00	3.97	0.03	2.00	1.00	1.00	2.00	0.66	0.34
Final Sat.:	1750	6679	819	1750	7439	61	1575	760	1225	2205	473	247
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.34	0.04	0.15	0.15	0.07	0.08	0.29	0.20	0.24	0.24
Crit Moves:	****				****			****			****	
Green Time:	33.1	71.4	71.4	11.7	49.5	49.5	11.5	36.7	69.8	26.3	51.5	51.5
Volume/Cap:	0.90	0.81	0.81	0.64	0.50	0.50	1.06	0.38	0.70	1.29	0.80	0.80
Delay/Veh:	92.3	51.0	51.0	87.2	52.7	52.7	184.1	57.9	45.4	220.2	72.2	72.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	51.0	51.0	87.2	52.7	52.7	184.1	57.9	45.4	220.2	72.2	72.2
LOS by Move:	F	D	D	F	D	D	F	E	D	F	E	E
HCM2k95thQ:	31	50	50	9	22	22	12	6	30	38	20	20

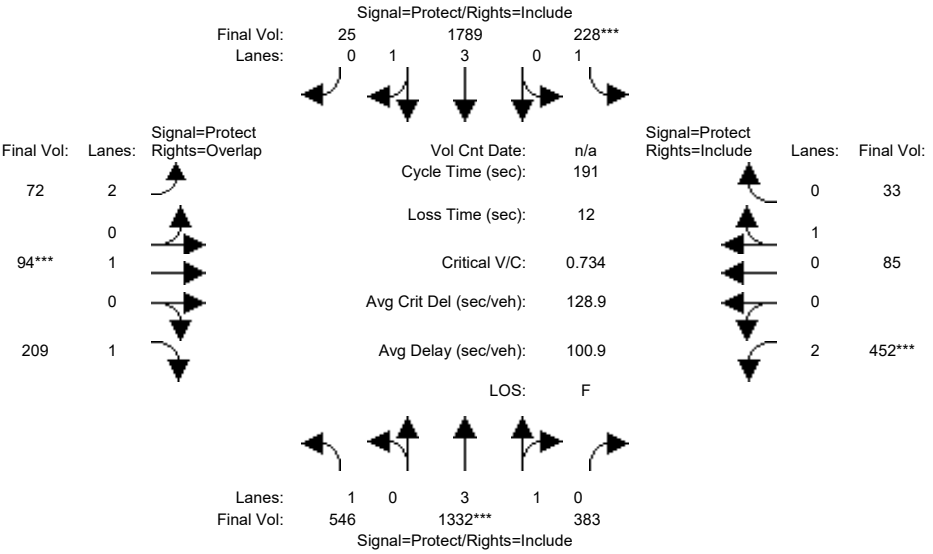
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #25: (3) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	546	1332	383	228	1789	25	72	94	209	452	85	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	546	1332	383	228	1789	25	72	94	209	452	85	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	546	1332	383	228	1789	25	72	94	209	452	85	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	546	1332	383	228	1789	25	72	94	209	452	85	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	546	1332	383	228	1789	25	72	94	209	452	85	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	546	1332	383	228	1789	25	72	94	209	452	85	33
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	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.07	0.93	1.00	3.94	0.06	2.00	1.00	1.00	2.00	0.72	0.28
Final Sat.:	1750	5822	1674	1750	7396	103	1575	760	1225	2205	519	201
Capacity Analysis Module:												
Vol/Sat:	0.31	0.23	0.23	0.13	0.24	0.24	0.05	0.12	0.17	0.20	0.16	0.16
Crit Moves:		****		****				****		****		
Green Time:	58.6	89.1	89.1	27.7	57.6	57.6	12.9	30.3	88.9	20.2	37.6	37.6
Volume/Cap:	1.02	0.49	0.49	0.90	0.80	0.80	0.68	0.78	0.37	1.94	0.83	0.83
Delay/Veh:	108.1	28.8	28.8	111.5	67.5	67.5	103.1	104	33.3	522.7	106	106.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.1	28.8	28.8	111.5	67.5	67.5	103.1	104	33.3	522.7	106	106.0
LOS by Move:	F	C	C	F	E	E	F	F	C	F	F	F
HCM2k95thQ:	61	24	24	27	42	42	7	13	16	52	17	17

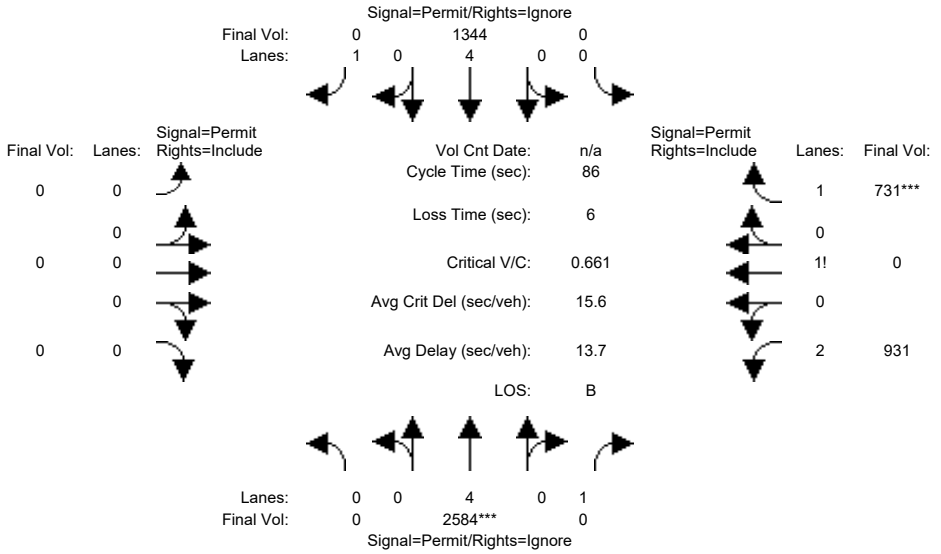
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #26: (4) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module:												
Base Vol:	0	2584	0	0	1344	242	0	0	0	931	0	731
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2584	0	0	1344	242	0	0	0	931	0	731
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2584	0	0	1344	242	0	0	0	931	0	731
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2584	0	0	1344	0	0	0	0	931	0	731
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2584	0	0	1344	0	0	0	0	931	0	731
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2584	0	0	1344	0	0	0	0	931	0	731
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.48	0.00	1.52
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3957	0	2656
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.24	0.00	0.28
Crit Moves:		****										****
Green Time:	0.0	52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	23.0	23.0	27.9
Volume/Cap:	0.00	0.56	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.88	0.00	0.85
Delay/Veh:	0.0	5.8	0.0	0.0	4.6	0.0	0.0	0.0	0.0	35.3	0.0	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	5.8	0.0	0.0	4.6	0.0	0.0	0.0	0.0	35.3	0.0	30.8
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	C
HCM2k95thQ:	0	12	0	0	5	0	0	0	0	26	0	28

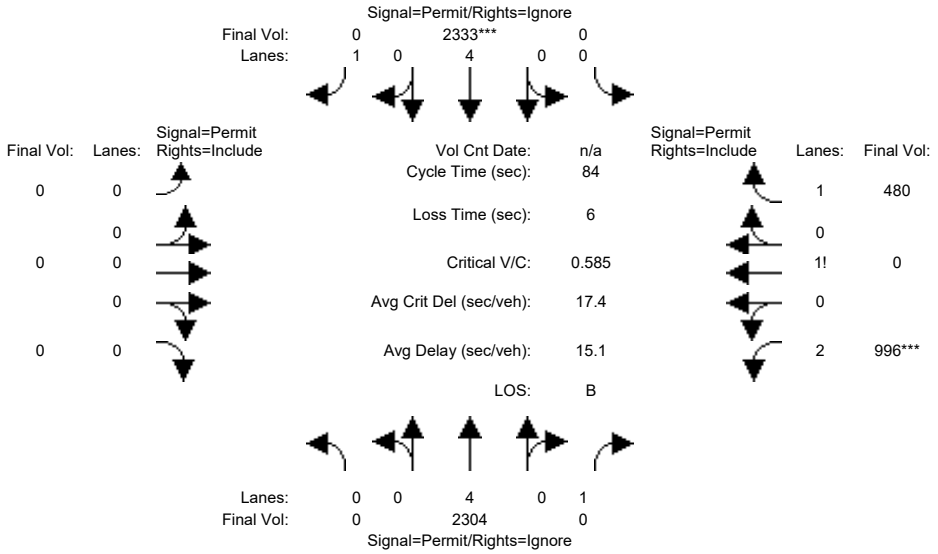
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #26: (4) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module:												
Base Vol:	0	2304	0	0	2333	374	0	0	0	996	0	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2304	0	0	2333	374	0	0	0	996	0	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2304	0	0	2333	374	0	0	0	996	0	480
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2304	0	0	2333	0	0	0	0	996	0	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2304	0	0	2333	0	0	0	0	996	0	480
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2304	0	0	2333	0	0	0	0	996	0	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.85	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.60	0.00	1.40
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4211	0	2452
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.24	0.00	0.20
Crit Moves:					****					****		
Green Time:	0.0	51.8	0.0	0.0	51.8	0.0	0.0	0.0	0.0	22.0	22.0	22.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.90	0.00	0.75
Delay/Veh:	0.0	12.7	0.0	0.0	4.8	0.0	0.0	0.0	0.0	37.4	0.0	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:	0.0	12.7	0.0	0.0	4.8	0.0	0.0	0.0	0.0	37.4	0.0	30.1
LOS by Move:	A	B	A	A	A	A	A	A	A	D	A	C
HCM2k95thQ:	0	19	0	0	9	0	0	0	0	27	0	19

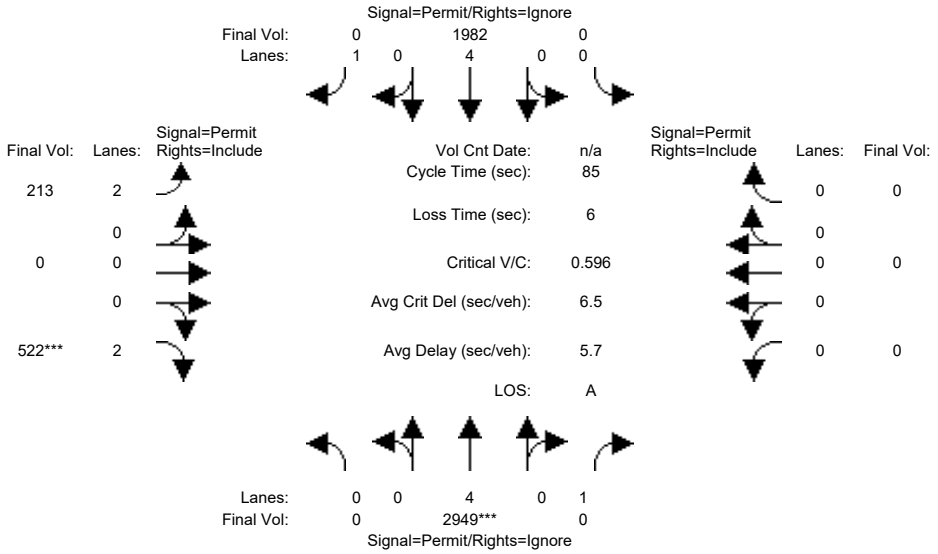
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #27: (5) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	2949	849	0	1982	0	213	0	522	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	2949	849	0	1982	0	213	0	522	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2949	849	0	1982	0	213	0	522	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2949	0	0	1982	0	213	0	522	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2949	0	0	1982	0	213	0	522	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2949	0	0	1982	0	213	0	522	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.26	0.00	0.07	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	60.2	0.0	0.0	59.8	0.0	13.5	13.5	18.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.00	0.00	0.37	0.00	0.43	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	0.0	1.4	0.0	0.0	1.3	0.0	32.8	0.0	35.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.4	0.0	0.0	1.3	0.0	32.8	0.0	35.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	D	A	A	A
HCM2k95thQ:	0	6	0	0	3	0	7	0	18	0	0	0

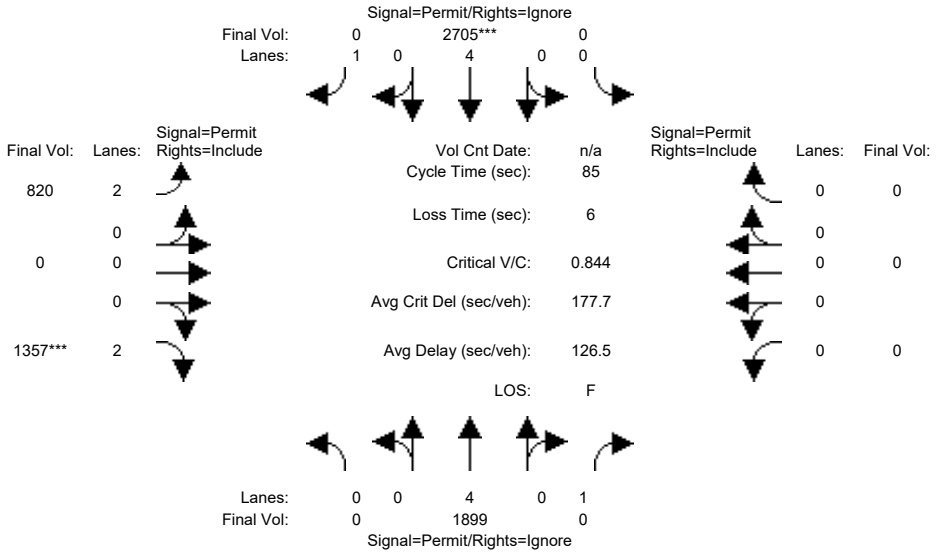
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #27: (5) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	1899	464	0	2705	80	820	0	1357	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	1899	464	0	2705	80	820	0	1357	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1899	464	0	2705	80	820	0	1357	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1899	0	0	2705	0	820	0	1357	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1899	0	0	2705	0	820	0	1357	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1899	0	0	2705	0	820	0	1357	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.36	0.00	0.26	0.00	0.43	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	63.4	0.0	0.0	63.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.33	0.00	0.00	0.47	0.00	1.26	0.00	2.09	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	165.9	0.0	531.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	165.9	0.0	531.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	1	0	47	0	114	0	0	0

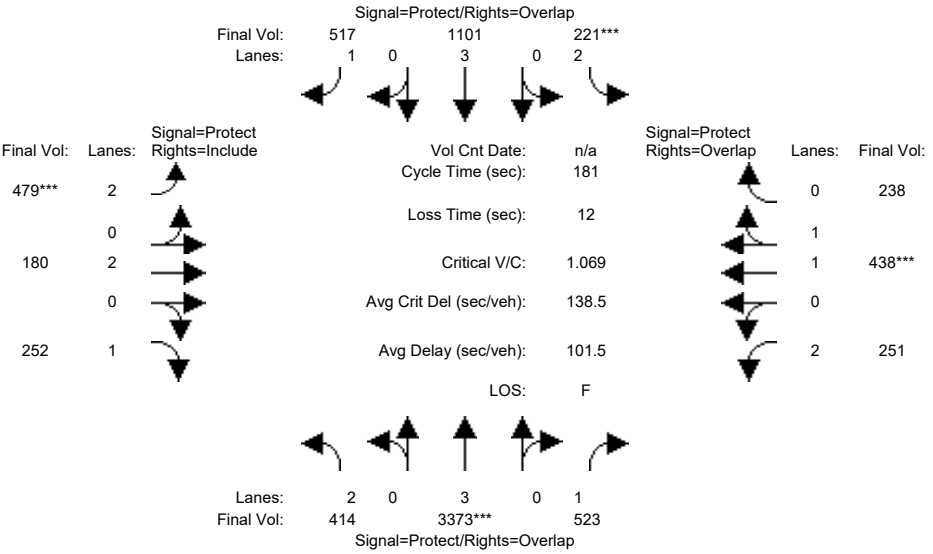
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #30: (7) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:8:00 AM - 9:00 AM												
Base Vol:	414	3877	523	221	1266	517	479	180	252	251	438	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	414	3877	523	221	1266	517	479	180	252	251	438	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	414	3877	523	221	1266	517	479	180	252	251	438	238
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	414	3373	523	221	1101	517	479	180	252	251	438	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	3373	523	221	1101	517	479	180	252	251	438	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	3373	523	221	1101	517	479	180	252	251	438	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.94
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.28	0.72
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2379	1293
Capacity Analysis Module:												
Vol/Sat:	0.13	0.59	0.30	0.07	0.19	0.30	0.15	0.05	0.14	0.08	0.18	0.18
Crit Moves:		****			****			****			****	
Green Time:	25.2	101	111.8	17.1	93.1	105.9	12.8	28.8	28.8	10.8	26.9	44.0
Volume/Cap:	0.94	1.06	0.48	0.74	0.38	0.50	2.15	0.30	0.91	1.33	1.24	0.76
Delay/Veh:	106.4	61.6	10.4	89.4	19.8	13.9	616.7	67.5	105.3	267.3	199	67.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.4	61.6	10.4	89.4	19.8	13.9	616.7	67.5	105.3	267.3	199	67.3
LOS by Move:	F	E	B	F	B	B	F	E	F	F	F	E
HCM2k95thQ:	23	100	16	16	16	20	55	8	28	23	44	30

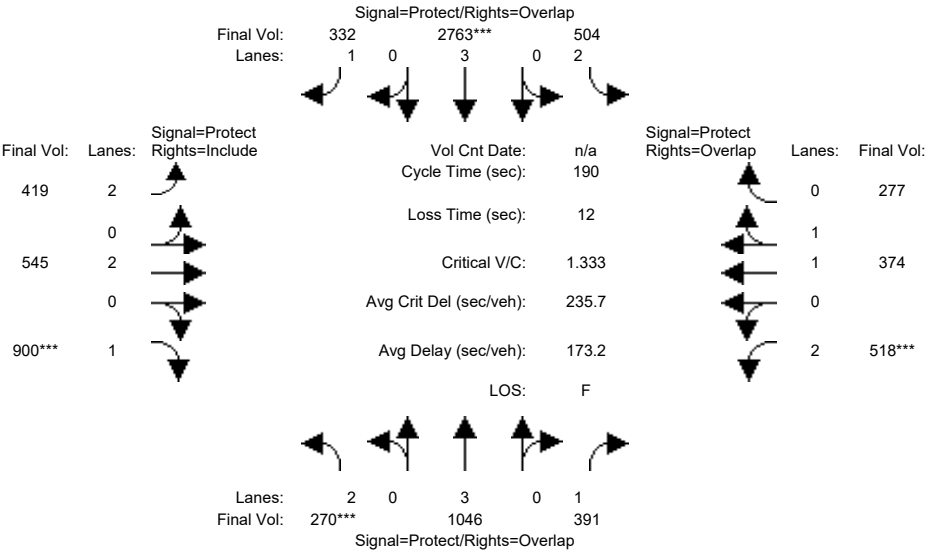
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #30: (7) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	80	85	32	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:4:15 PM - 5:15 PM												
Base Vol:	270	1308	391	504	3497	332	419	545	900	518	374	277
Growth Adj:	1.00	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	1308	391	504	3497	332	419	545	900	518	374	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	1308	391	504	3497	332	419	545	900	518	374	277
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	1046	391	504	2763	332	419	545	900	518	374	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1046	391	504	2763	332	419	545	900	518	374	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	1046	391	504	2763	332	419	545	900	518	374	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.13	0.87
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2124	1573
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.22	0.16	0.48	0.19	0.13	0.14	0.51	0.16	0.18	0.18
Crit Moves:	****				****				****	****		
Green Time:	8.9	79.9	101.6	31.9	103	118.9	15.8	33.0	44.3	21.7	38.9	70.8
Volume/Cap:	1.83	0.44	0.42	0.95	0.89	0.30	1.60	0.83	2.20	1.44	0.86	0.47
Delay/Veh:	492.9	58.1	47.1	116.5	72.8	34.9	373.8	84.1	623.0	297.3	82.7	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:	492.9	58.1	47.1	116.5	72.8	34.9	373.8	84.1	623.0	297.3	82.7	45.6
LOS by Move:	F	E	D	F	E	C	F	F	F	F	F	D
HCM2k95thQ:	31	30	35	36	82	29	43	28	179	48	33	25

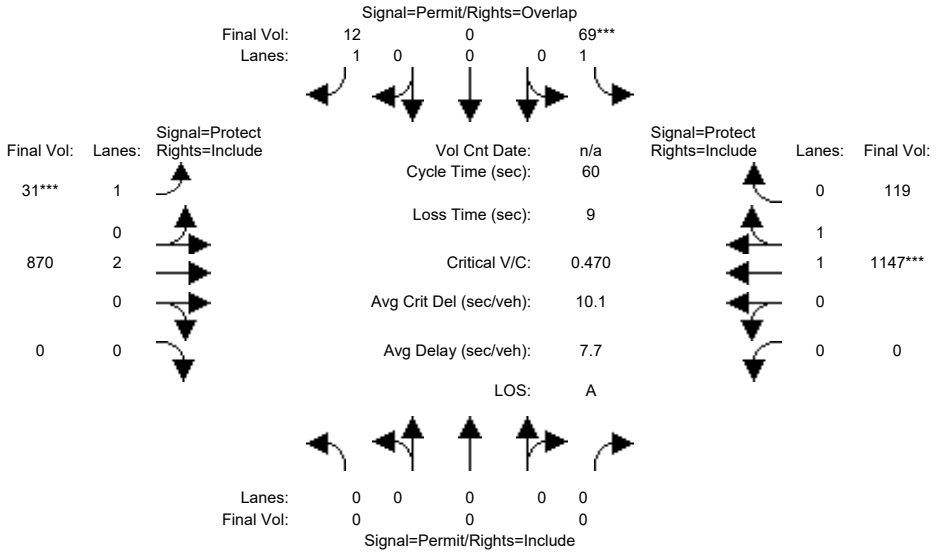
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #39: (10) Reamwood Ave & TasmanDr



Street Name:	Reamwood Av						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	69	0	12	31	870	0	0	1147	119
Growth Adj:	1.00	1.00	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	69	0	12	31	870	0	0	1147	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	69	0	12	31	870	0	0	1147	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	69	0	12	31	870	0	0	1147	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	0	12	31	870	0	0	1147	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	69	0	12	31	870	0	0	1147	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.81	0.19
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3352	348
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.01	0.02	0.23	0.00	0.00	0.34	0.34
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.02	0.15	0.34	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	22.1	0.0	15.5	24.2	4.0	0.0	0.0	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.1	0.0	15.5	24.2	4.0	0.0	0.0	9.1	9.1
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	3	0	0	1	7	0	0	15	15

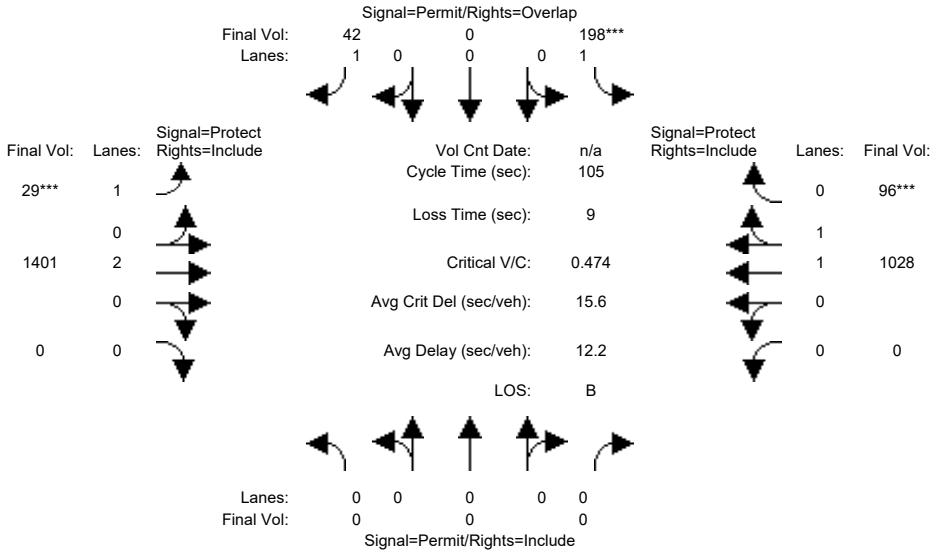
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #39: (10) Reamwood Ave & TasmanDr



Street Name:	Reamwood Av						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	198	0	42	29	1401	0	0	1028	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:	0	0	0	198	0	42	29	1401	0	0	1028	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	198	0	42	29	1401	0	0	1028	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:	0	0	0	198	0	42	29	1401	0	0	1028	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	198	0	42	29	1401	0	0	1028	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:	0	0	0	198	0	42	29	1401	0	0	1028	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3384	316
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.02	0.02	0.37	0.00	0.00	0.30	0.30
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	24.2	0.0	31.2	7.0	71.8	0.0	0.0	64.8	64.8
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.08	0.25	0.54	0.00	0.00	0.49	0.49
Delay/Veh:	0.0	0.0	0.0	36.0	0.0	26.7	47.6	8.5	0.0	0.0	11.2	11.2
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	36.0	0.0	26.7	47.6	8.5	0.0	0.0	11.2	11.2
LOS by Move:	A	A	A	D	A	C	D	A	A	A	B	B
HCM2k95thQ:	0	0	0	12	0	2	2	20	0	0	18	18

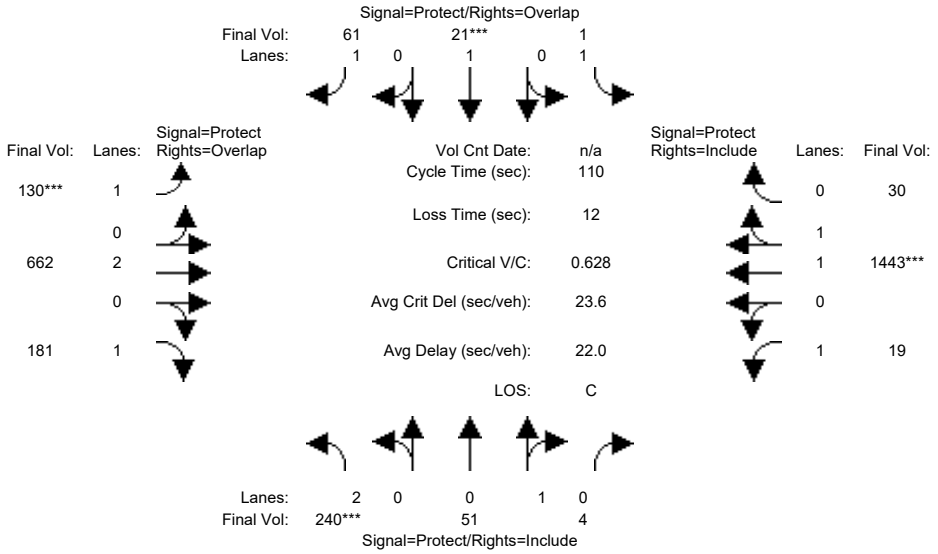
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #40: (11) Patrick Henry/Tasman



Street Name: Patrick Henry Tasman

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	233	49	4	1	20	59	126	642	176	18	1400	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	49	4	1	20	59	126	642	176	18	1400	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	49	4	1	20	59	126	642	176	18	1400	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	240	51	4	1	21	61	130	662	181	19	1443	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	51	4	1	21	61	130	662	181	19	1443	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	51	4	1	21	61	130	662	181	19	1443	30
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	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.92	0.08	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	1664	136	1750	1900	1750	1750	3800	1750	1750	3625	75
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.00	0.01	0.03	0.07	0.17	0.10	0.01	0.40	0.40
Crit Moves:	****				****		****				****	
Green Time:	12.5	11.7	11.7	8.8	8.0	20.2	12.2	54.7	67.2	22.8	65.3	65.3
Volume/Cap:	0.67	0.28	0.28	0.01	0.15	0.19	0.67	0.35	0.17	0.05	0.67	0.67
Delay/Veh:	51.6	46.1	46.1	46.6	48.3	38.3	55.8	17.0	9.4	35.0	15.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	46.1	46.1	46.6	48.3	38.3	55.8	17.0	9.4	35.0	15.9	15.9
LOS by Move:	D	D	D	D	D	D	E	B	A	C	B	B
HCM2k95thQ:	11	4	4	0	2	4	9	13	6	1	29	29

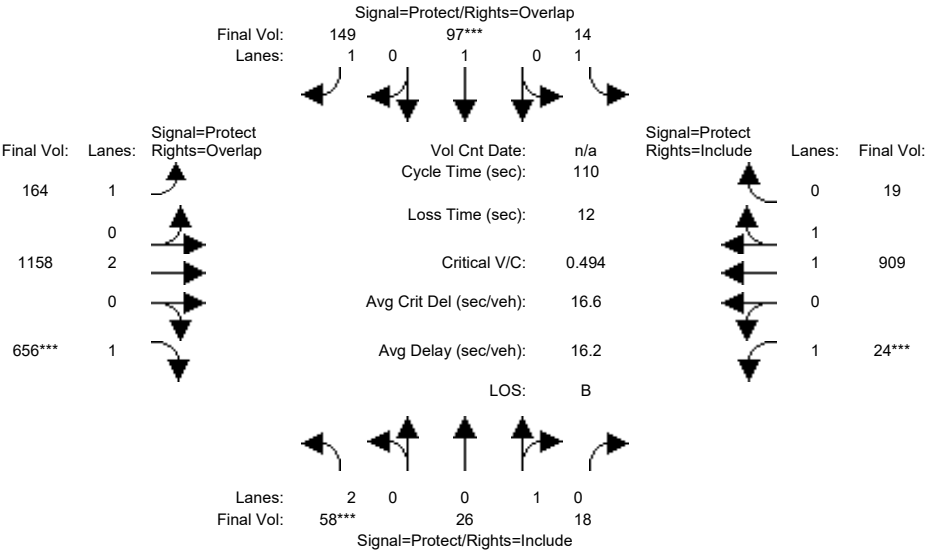
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #40: (11) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	56	25	17	13	93	143	157	1112	630	23	873	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	25	17	13	93	143	157	1112	630	23	873	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	25	17	13	93	143	157	1112	630	23	873	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	58	26	18	14	97	149	164	1158	656	24	909	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	26	18	14	97	149	164	1158	656	24	909	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	26	18	14	97	149	164	1158	656	24	909	19
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	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.60	0.40	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	1071	729	1750	1900	1750	1750	3800	1750	1750	3625	75
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.01	0.05	0.09	0.09	0.30	0.37	0.01	0.25	0.25
Crit Moves:	****				****				****	****		
Green Time:	6.0	10.0	10.0	7.5	11.5	33.4	21.8	72.5	78.5	8.0	58.6	58.6
Volume/Cap:	0.34	0.27	0.27	0.11	0.49	0.28	0.47	0.46	0.53	0.19	0.47	0.47
Delay/Veh:	51.3	47.4	47.4	48.5	48.3	29.5	40.0	9.3	7.6	48.7	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	47.4	47.4	48.5	48.3	29.5	40.0	9.3	7.6	48.7	16.2	16.2
LOS by Move:	D	D	D	D	D	C	D	A	A	D	B	B
HCM2k95thQ:	3	3	3	1	7	8	10	17	20	2	18	18

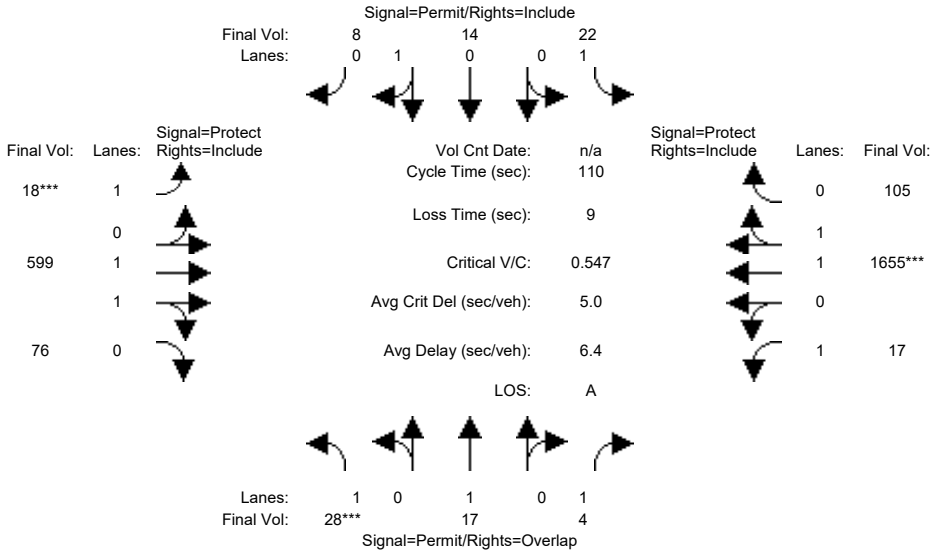
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #41: (14) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	26	16	4	20	13	7	17	557	71	16	1539	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	16	4	20	13	7	17	557	71	16	1539	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	16	4	20	13	7	17	557	71	16	1539	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	28	17	4	22	14	8	18	599	76	17	1655	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	17	4	22	14	8	18	599	76	17	1655	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	17	4	22	14	8	18	599	76	17	1655	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.65	0.35	1.00	1.77	0.23	1.00	1.88	0.12
Final Sat.:	1750	1900	1750	1750	1170	630	1750	3281	418	1750	3478	221
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.00	0.01	0.01	0.01	0.01	0.18	0.18	0.01	0.48	0.48
Crit Moves:	****						****				****	
Green Time:	6.0	6.0	21.8	6.0	6.0	6.0	5.0	79.2	79.2	15.8	90.0	90.0
Volume/Cap:	0.29	0.17	0.01	0.23	0.22	0.22	0.23	0.25	0.25	0.07	0.58	0.58
Delay/Veh:	51.7	50.4	35.5	51.0	50.9	50.9	52.1	5.3	5.3	40.9	3.8	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	50.4	35.5	51.0	50.9	50.9	52.1	5.3	5.3	40.9	3.8	3.8
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2k95thQ:	3	1	0	2	2	2	1	8	8	1	19	19

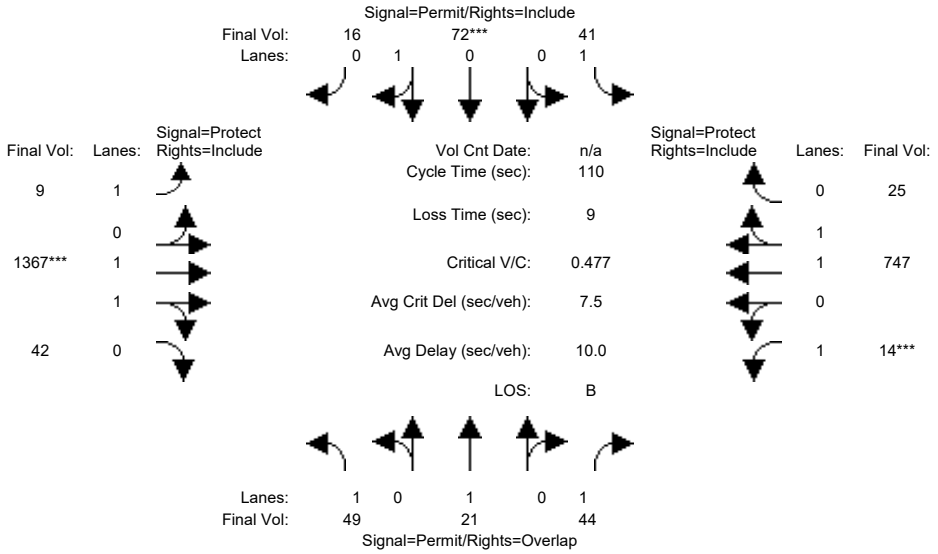
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #41: (14) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	48	20	43	40	70	16	9	1326	41	14	725	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:	48	20	43	40	70	16	9	1326	41	14	725	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	20	43	40	70	16	9	1326	41	14	725	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	49	21	44	41	72	16	9	1367	42	14	747	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	21	44	41	72	16	9	1367	42	14	747	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	21	44	41	72	16	9	1367	42	14	747	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.81	0.19	1.00	1.94	0.06	1.00	1.93	0.07
Final Sat.:	1750	1900	1750	1750	1465	335	1750	3589	111	1750	3581	119
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.03	0.02	0.05	0.05	0.01	0.38	0.38	0.01	0.21	0.21
Crit Moves:					****			****		****		
Green Time:	11.1	11.1	15.1	11.1	11.1	11.1	16.1	85.9	85.9	4.0	73.8	73.8
Volume/Cap:	0.28	0.11	0.18	0.23	0.49	0.49	0.04	0.49	0.49	0.23	0.31	0.31
Delay/Veh:	46.6	45.2	42.4	46.2	48.8	48.8	40.4	4.4	4.4	53.3	7.6	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	45.2	42.4	46.2	48.8	48.8	40.4	4.4	4.4	53.3	7.6	7.6
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2k95thQ:	4	1	3	3	7	7	1	16	16	1	10	10

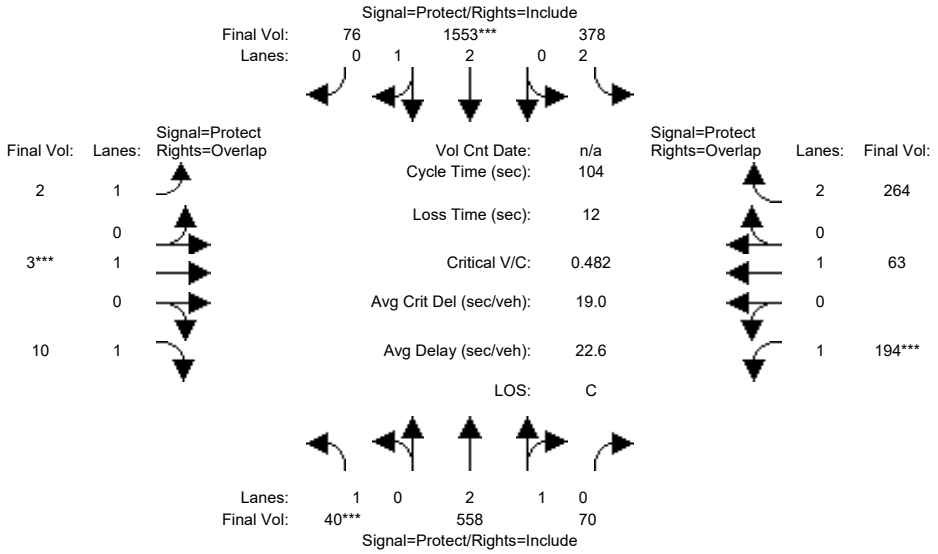
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #47: (20) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	36	502	63	340	1398	68	2	3	9	175	57	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	502	63	340	1398	68	2	3	9	175	57	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	502	63	340	1398	68	2	3	9	175	57	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	40	558	70	378	1553	76	2	3	10	194	63	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	558	70	378	1553	76	2	3	10	194	63	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	558	70	378	1553	76	2	3	10	194	63	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.65	0.35	2.00	2.86	0.14	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4975	624	3150	5340	260	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.12	0.29	0.29	0.00	0.00	0.01	0.11	0.03	0.08
Crit Moves:	****				****			****		****		
Green Time:	4.4	29.3	29.3	31.3	56.1	56.1	14.0	10.0	14.4	21.4	17.5	48.8
Volume/Cap:	0.54	0.40	0.40	0.40	0.54	0.54	0.01	0.02	0.04	0.54	0.20	0.18
Delay/Veh:	56.5	30.4	30.4	29.2	15.7	15.7	39.0	42.6	38.9	38.5	37.5	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	30.4	30.4	29.2	15.7	15.7	39.0	42.6	38.9	38.5	37.5	16.1
LOS by Move:	E	C	C	C	B	B	D	D	D	D	D	B
HCM2k95thQ:	3	10	10	11	20	20	0	0	1	13	4	6

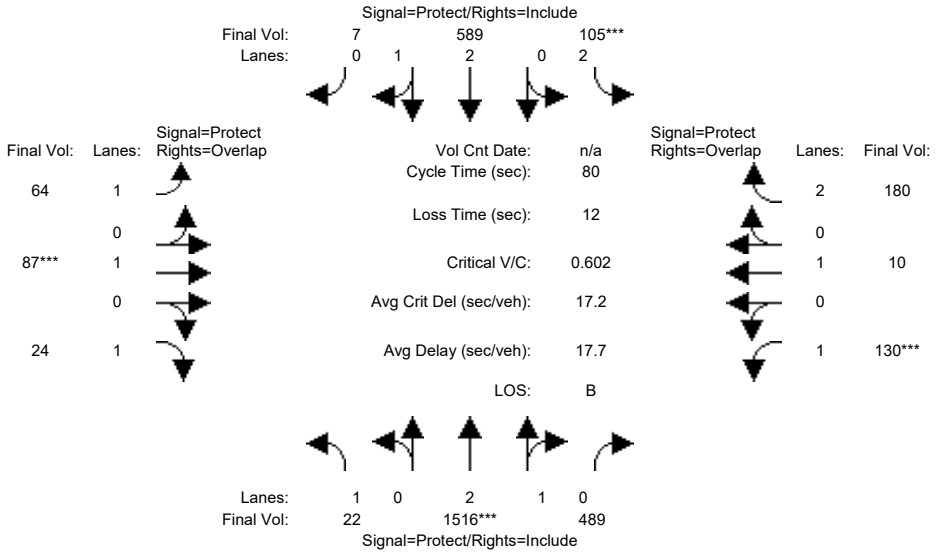
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #47: (20) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	21	1425	460	99	554	7	60	82	23	122	9	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1425	460	99	554	7	60	82	23	122	9	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1425	460	99	554	7	60	82	23	122	9	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	1516	489	105	589	7	64	87	24	130	10	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1516	489	105	589	7	64	87	24	130	10	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1516	489	105	589	7	64	87	24	130	10	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.24	0.76	2.00	2.96	0.04	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4232	1366	3150	5530	70	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.03	0.11	0.11	0.04	0.05	0.01	0.07	0.01	0.06
Crit Moves:		****		****				****		****		
Green Time:	14.0	43.1	43.1	6.0	35.1	35.1	8.4	10.0	24.0	8.9	10.5	16.5
Volume/Cap:	0.07	0.67	0.67	0.45	0.24	0.24	0.35	0.37	0.05	0.67	0.04	0.28
Delay/Veh:	27.7	13.8	13.8	36.7	14.2	14.2	34.4	33.1	19.9	42.5	30.4	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:	27.7	13.8	13.8	36.7	14.2	14.2	34.4	33.1	19.9	42.5	30.4	27.0
LOS by Move:	C	B	B	D	B	B	C	C	B	D	C	C
HCM2k95thQ:	1	22	22	3	6	6	4	5	1	9	0	5

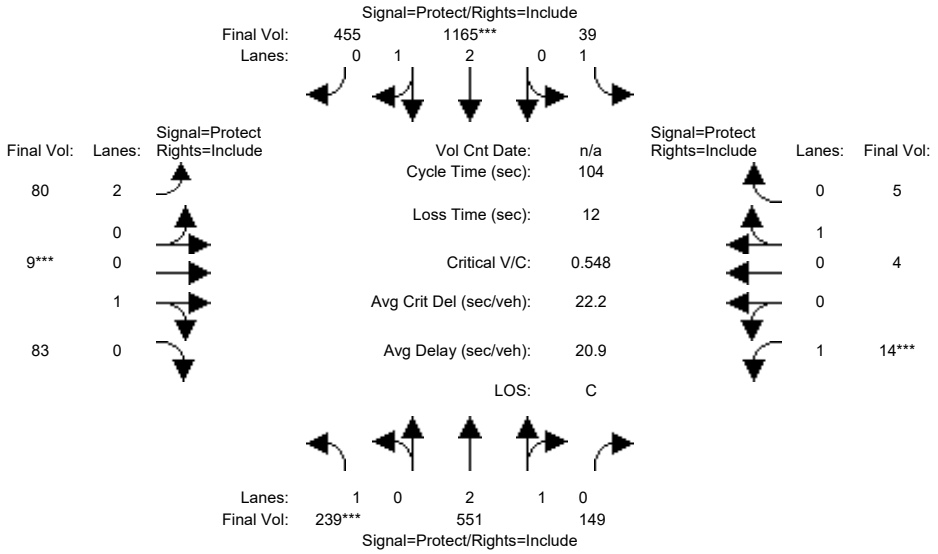
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #48: (21) GREAT AMERICA / ALVISO



Street Name:	GREAT AMERICA Pkwy						ALVISO					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	222	512	139	36	1083	423	74	8	77	13	4	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	512	139	36	1083	423	74	8	77	13	4	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	512	139	36	1083	423	74	8	77	13	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	239	551	149	39	1165	455	80	9	83	14	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	551	149	39	1165	455	80	9	83	14	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	551	149	39	1165	455	80	9	83	14	4	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.34	0.66	1.00	2.13	0.87	2.00	0.09	0.91	1.00	0.44	0.56
Final Sat.:	1750	4403	1195	1750	4025	1572	3150	169	1631	1750	800	1000
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.13	0.02	0.29	0.29	0.03	0.05	0.05	0.01	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	24.7	55.6	55.6	21.4	52.3	52.3	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.58	0.23	0.23	0.11	0.58	0.58	0.49	0.53	0.53	0.17	0.06	0.06
Delay/Veh:	37.0	12.9	12.9	33.7	18.4	18.4	50.3	47.8	47.8	48.4	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	12.9	12.9	33.7	18.4	18.4	50.3	47.8	47.8	48.4	43.2	43.2
LOS by Move:	D	B	B	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	14	8	8	2	22	22	4	7	7	1	1	1

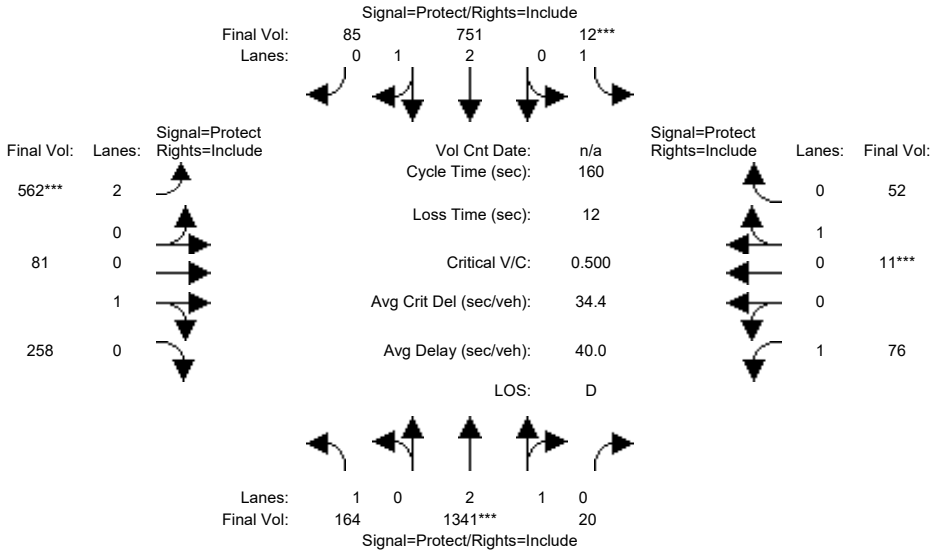
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #48: (21) GREAT AMERICA / ALVISO



Street Name:	GREAT AMERICA Pkwy						ALVISO					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	156	1274	19	11	713	81	534	77	245	72	10	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	1274	19	11	713	81	534	77	245	72	10	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	1274	19	11	713	81	534	77	245	72	10	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	164	1341	20	12	751	85	562	81	258	76	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1341	20	12	751	85	562	81	258	76	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1341	20	12	751	85	562	81	258	76	11	52
Saturation Flow 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	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.68	0.32	2.00	0.24	0.76	1.00	0.17	0.83
Final Sat.:	1750	5518	82	1750	5028	571	3150	430	1370	1750	305	1495
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.01	0.15	0.15	0.18	0.19	0.19	0.04	0.03	0.03
Crit Moves:		****			****			****			****	
Green Time:	31.3	76.2	76.2	5.0	49.9	49.9	56.0	54.3	54.3	12.5	10.8	10.8
Volume/Cap:	0.48	0.51	0.51	0.21	0.48	0.48	0.51	0.55	0.55	0.55	0.51	0.51
Delay/Veh:	58.1	29.1	29.1	77.5	44.8	44.8	41.6	44.1	44.1	76.0	75.6	75.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	29.1	29.1	77.5	44.8	44.8	41.6	44.1	44.1	76.0	75.6	75.6
LOS by Move:	E	C	C	E	D	D	D	D	D	E	E	E
HCM2k95thQ:	14	27	27	1	20	20	23	25	25	9	7	7

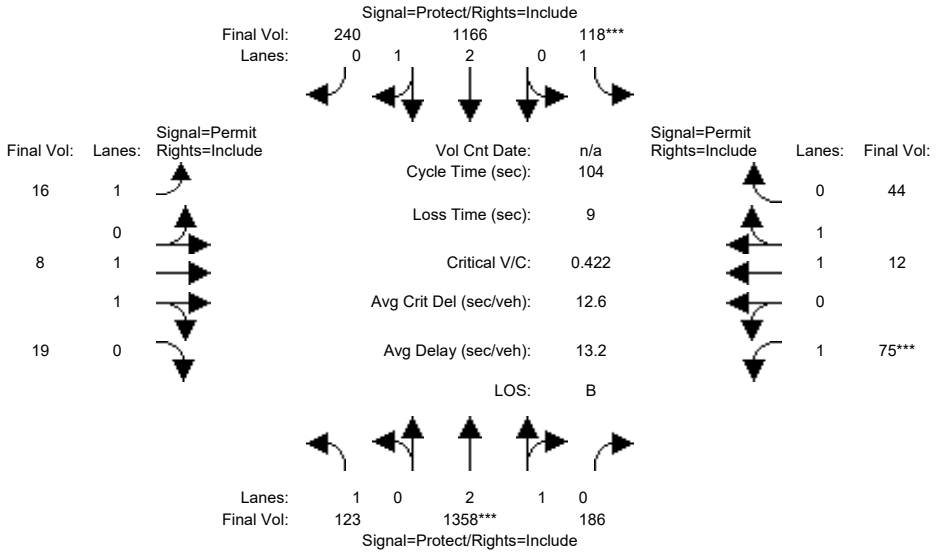
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #51: (22) GREAT AMERICA / BUNKER HILL



Street Name:	GREAT AMERIC Pkwy						BUNKER HILL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	112	1236	169	107	1061	218	15	7	17	68	11	40
Growth Adj:	1.00	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	1236	169	107	1061	218	15	7	17	68	11	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1236	169	107	1061	218	15	7	17	68	11	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	123	1358	186	118	1166	240	16	8	19	75	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1358	186	118	1166	240	16	8	19	75	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	1358	186	118	1166	240	16	8	19	75	12	44
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	0.92	0.92	1.00	0.92
Lanes:	1.00	2.63	0.37	1.00	2.47	0.53	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4926	673	1750	4644	954	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.07	0.25	0.25	0.01	0.00	0.01	0.04	0.01	0.03
Crit Moves:		****		****						****		
Green Time:	18.4	67.5	67.5	16.5	65.6	65.6	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.40	0.42	0.42	0.42	0.40	0.40	0.09	0.04	0.10	0.40	0.06	0.24
Delay/Veh:	38.8	8.9	8.9	40.5	9.5	9.5	42.2	41.8	42.2	44.9	41.9	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:	38.8	8.9	8.9	40.5	9.5	9.5	42.2	41.8	42.2	44.9	41.9	43.2
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	7	15	15	7	14	14	1	1	1	6	1	3

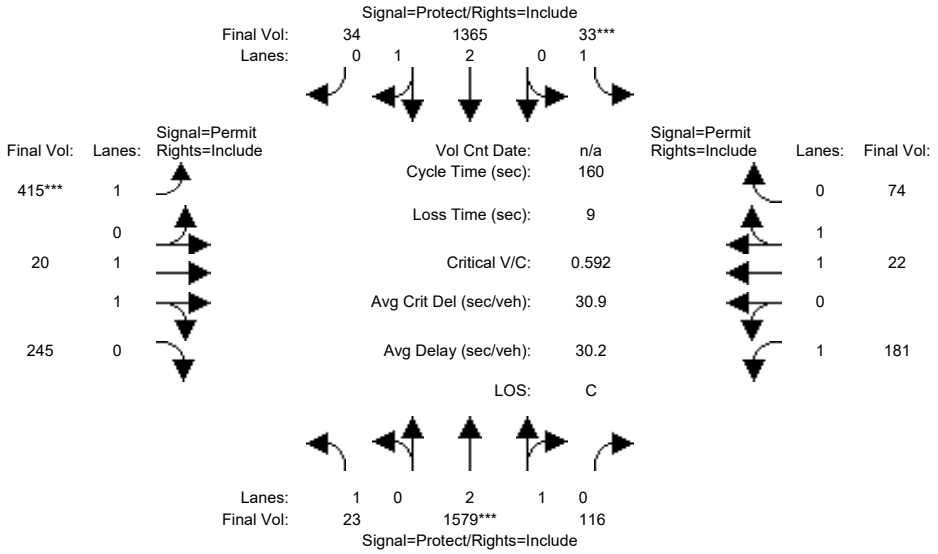
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
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Intersection #51: (22) GREAT AMERICA / BUNKER HILL



Street Name: GREAT AMERIC Pkwy BUNKER HILL

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	22	1516	111	32	1310	33	398	19	235	174	21	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:	22	1516	111	32	1310	33	398	19	235	174	21	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1516	111	32	1310	33	398	19	235	174	21	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	23	1579	116	33	1365	34	415	20	245	181	22	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1579	116	33	1365	34	415	20	245	181	22	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1579	116	33	1365	34	415	20	245	181	22	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.79	0.21	1.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5217	382	1750	5462	138	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.02	0.25	0.25	0.24	0.01	0.14	0.10	0.01	0.04
Crit Moves:		****			****			****				
Green Time:	7.9	81.8	81.8	5.1	79.1	79.1	64.0	64.0	64.0	64.0	64.0	64.0
Volume/Cap:	0.26	0.59	0.59	0.59	0.51	0.51	0.59	0.03	0.35	0.26	0.03	0.11
Delay/Veh:	74.9	27.7	27.7	92.1	27.4	27.4	39.1	29.1	33.7	32.3	29.1	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:	74.9	27.7	27.7	92.1	27.4	27.4	39.1	29.1	33.7	32.3	29.1	30.1
LOS by Move:	E	C	C	F	C	C	D	C	C	C	C	C
HCM2k95thQ:	2	33	33	4	27	27	30	1	16	12	1	5

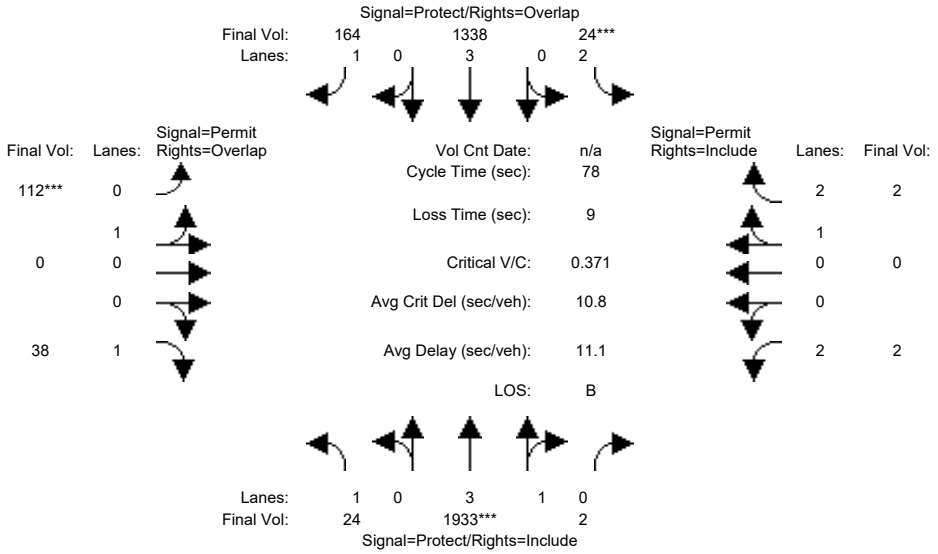
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #53: (24) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	22	1740	2	22	1204	148	101	0	34	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1740	2	22	1204	148	101	0	34	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1740	2	22	1204	148	101	0	34	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	24	1933	2	24	1338	164	112	0	38	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1933	2	24	1338	164	112	0	38	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1933	2	24	1338	164	112	0	38	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7491	9	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.01	0.23	0.09	0.06	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	13.6	45.0	45.0	10.0	41.4	41.4	14.0	0.0	27.6	14.0	0.0	14.0
Volume/Cap:	0.08	0.45	0.45	0.06	0.44	0.18	0.35	0.00	0.06	0.00	0.00	0.00
Delay/Veh:	27.1	9.5	9.5	29.9	11.3	9.6	28.7	0.0	16.7	26.3	0.0	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:	27.1	9.5	9.5	29.9	11.3	9.6	28.7	0.0	16.7	26.3	0.0	26.3
LOS by Move:	C	A	A	C	B	A	C	A	B	C	A	C
HCM2k95thQ:	1	13	13	1	12	4	6	0	1	0	0	0

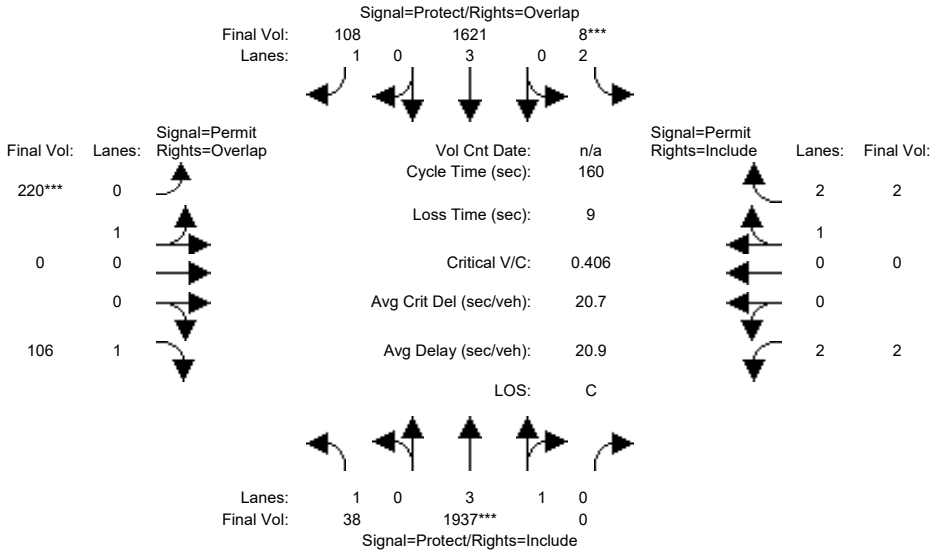
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #53: (24) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	36	1840	0	8	1540	103	209	0	101	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1840	0	8	1540	103	209	0	101	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1840	0	8	1540	103	209	0	101	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	1937	0	8	1621	108	220	0	106	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1937	0	8	1621	108	220	0	106	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1937	0	8	1621	108	220	0	106	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	4.00	0.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7500	0	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.00	0.00	0.28	0.06	0.12	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	12.3	95.7	0.0	10.0	93.4	93.4	45.3	0.0	57.6	45.3	0.0	45.3
Volume/Cap:	0.28	0.43	0.00	0.04	0.49	0.11	0.43	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	70.8	17.5	0.0	70.6	19.5	14.8	47.4	0.0	35.0	41.1	0.0	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	17.5	0.0	70.6	19.5	14.8	47.4	0.0	35.0	41.1	0.0	41.1
LOS by Move:	E	B	A	E	B	B	D	A	D	D	A	D
HCM2k95thQ:	4	23	0	0	26	5	17	0	7	0	0	0

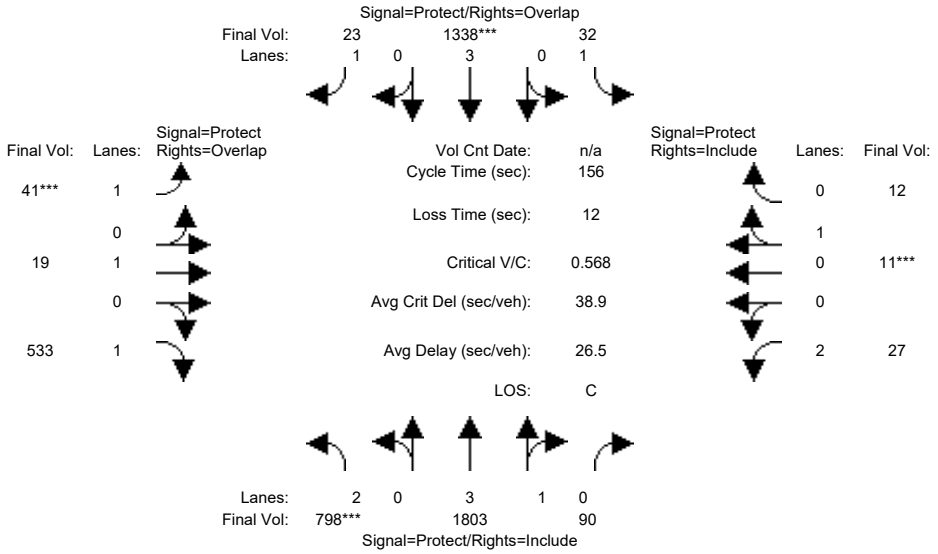
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #54: (25) GREAT AMERICA / PATRICK HENRY



Street Name:	GREAT AMERICA Pkwy						PATRICK HENRY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	718	1623	81	29	1204	21	37	17	480	24	10	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	718	1623	81	29	1204	21	37	17	480	24	10	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	718	1623	81	29	1204	21	37	17	480	24	10	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	798	1803	90	32	1338	23	41	19	533	27	11	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	798	1803	90	32	1338	23	41	19	533	27	11	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	798	1803	90	32	1338	23	41	19	533	27	11	12
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	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	3.80	0.20	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.48	0.52
Final Sat.:	3150	7143	356	1750	5700	1750	1750	1900	1750	3150	857	943
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.02	0.23	0.01	0.02	0.01	0.30	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	65.4	109	109.3	16.6	60.6	66.6	6.1	12.0	77.4	6.0	12.0	12.0
Volume/Cap:	0.60	0.36	0.36	0.17	0.60	0.03	0.60	0.13	0.61	0.22	0.17	0.17
Delay/Veh:	36.1	9.4	9.4	63.8	38.6	26.0	88.3	67.5	29.8	73.6	67.9	67.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	9.4	9.4	63.8	38.6	26.0	88.3	67.5	29.8	73.6	67.9	67.9
LOS by Move:	D	A	A	E	D	C	F	E	C	E	E	E
HCM2k95thQ:	30	17	17	3	29	1	6	2	34	2	2	2

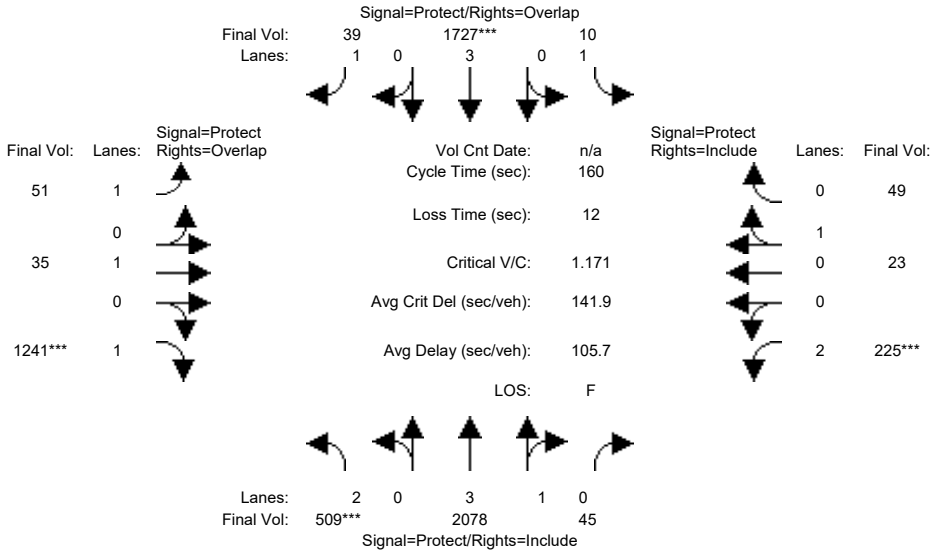
Note: Queue reported is the number of cars per lane.

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City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #54: (25) GREAT AMERICA / PATRICK HENRY



Street Name:	GREAT AMERICA Pkwy						PATRICK HENRY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	473	1933	42	9	1606	36	47	33	1154	209	21	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	473	1933	42	9	1606	36	47	33	1154	209	21	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	1933	42	9	1606	36	47	33	1154	209	21	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	509	2078	45	10	1727	39	51	35	1241	225	23	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	509	2078	45	10	1727	39	51	35	1241	225	23	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	509	2078	45	10	1727	39	51	35	1241	225	23	49
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	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	3.91	0.09	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.31	0.69
Final Sat.:	3150	7340	159	1750	5700	1750	1750	1900	1750	3150	564	1236
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.28	0.01	0.30	0.02	0.03	0.02	0.71	0.07	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	22.1	56.0	56.0	7.4	41.4	69.6	28.2	74.8	96.9	9.7	56.4	56.4
Volume/Cap:	1.17	0.81	0.81	0.12	1.17	0.05	0.16	0.04	1.17	1.17	0.11	0.11
Delay/Veh:	168.1	49.1	49.1	73.8	144	26.2	56.2	23.1	118.9	193.8	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	168.1	49.1	49.1	73.8	144	26.2	56.2	23.1	118.9	193.8	35.0	35.0
LOS by Move:	F	D	D	E	F	C	E	C	F	F	D	D
HCM2k95thQ:	35	39	39	1	62	2	5	2	135	21	5	5

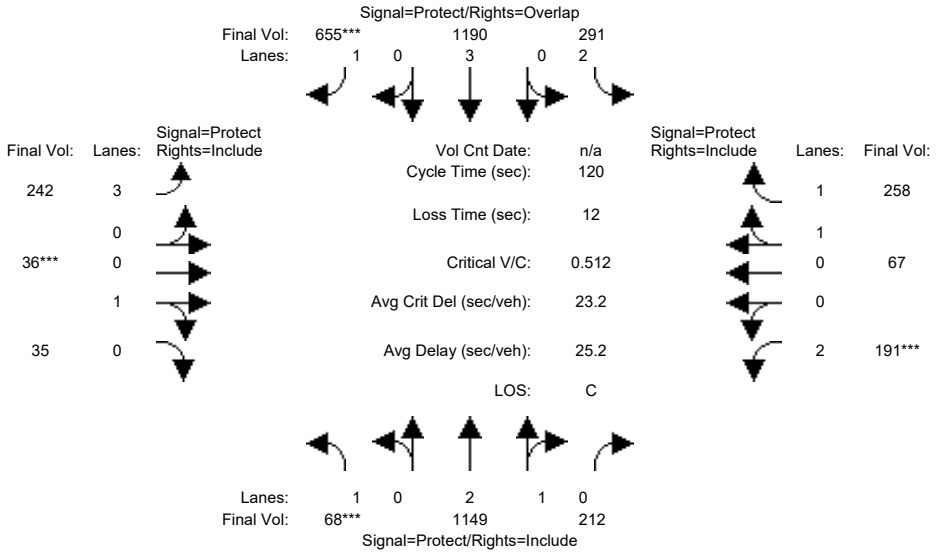
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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Intersection #58: (29) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	62	1046	193	265	1083	596	220	33	32	174	61	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1046	193	265	1083	596	220	33	32	174	61	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1046	193	265	1083	596	220	33	32	174	61	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	68	1149	212	291	1190	655	242	36	35	191	67	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1149	212	291	1190	655	242	36	35	191	67	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1149	212	291	1190	655	242	36	35	191	67	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.52	0.48	2.00	3.00	1.00	3.00	0.51	0.49	2.00	0.41	1.59
Final Sat.:	1750	4727	872	3150	5700	1750	4551	914	886	3150	742	2858
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.09	0.21	0.37	0.05	0.04	0.04	0.06	0.09	0.09
Crit Moves:	****					****		****		****		
Green Time:	9.6	58.7	58.7	22.3	71.5	84.4	12.9	12.0	12.0	14.9	14.0	14.0
Volume/Cap:	0.49	0.50	0.50	0.50	0.35	0.53	0.49	0.40	0.40	0.49	0.77	0.77
Delay/Veh:	55.5	20.8	20.8	44.5	12.4	8.9	51.2	52.0	52.0	49.9	60.2	60.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	20.8	20.8	44.5	12.4	8.9	51.2	52.0	52.0	49.9	60.2	60.2
LOS by Move:	E	C	C	D	B	A	D	D	D	D	E	E
HCM2k95thQ:	5	20	20	11	14	22	8	6	6	9	15	15

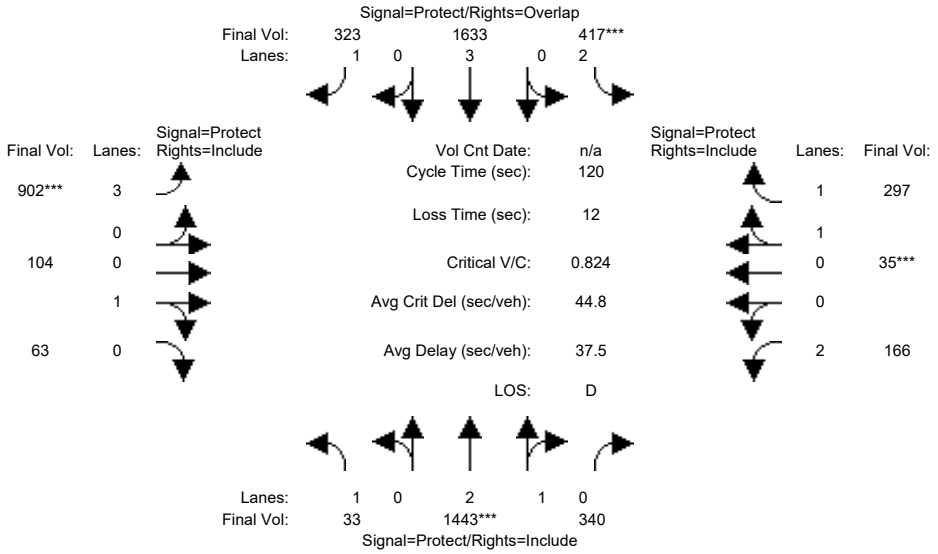
Note: Queue reported is the number of cars per lane.

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Intersection #58: (29) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	31	1371	323	396	1551	307	857	99	60	158	33	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1371	323	396	1551	307	857	99	60	158	33	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	1371	323	396	1551	307	857	99	60	158	33	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	1443	340	417	1633	323	902	104	63	166	35	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1443	340	417	1633	323	902	104	63	166	35	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	1443	340	417	1633	323	902	104	63	166	35	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.41	0.59	2.00	3.00	1.00	3.00	0.62	0.38	2.00	0.21	1.79
Final Sat.:	1750	4531	1067	3150	5700	1750	4551	1121	679	3150	377	3223
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.13	0.29	0.18	0.20	0.09	0.09	0.05	0.09	0.09
Crit Moves:		****		****			****				****	
Green Time:	12.4	46.4	46.4	19.3	53.3	82.2	28.9	23.1	23.1	19.2	13.4	13.4
Volume/Cap:	0.18	0.82	0.82	0.82	0.64	0.27	0.82	0.48	0.48	0.33	0.82	0.82
Delay/Veh:	49.6	35.8	35.8	59.2	26.6	7.4	48.3	44.2	44.2	45.1	65.0	65.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	35.8	35.8	59.2	26.6	7.4	48.3	44.2	44.2	45.1	65.0	65.0
LOS by Move:	D	D	D	E	C	A	D	D	D	D	E	E
HCM2k95thQ:	2	34	34	18	27	9	27	12	12	7	16	16

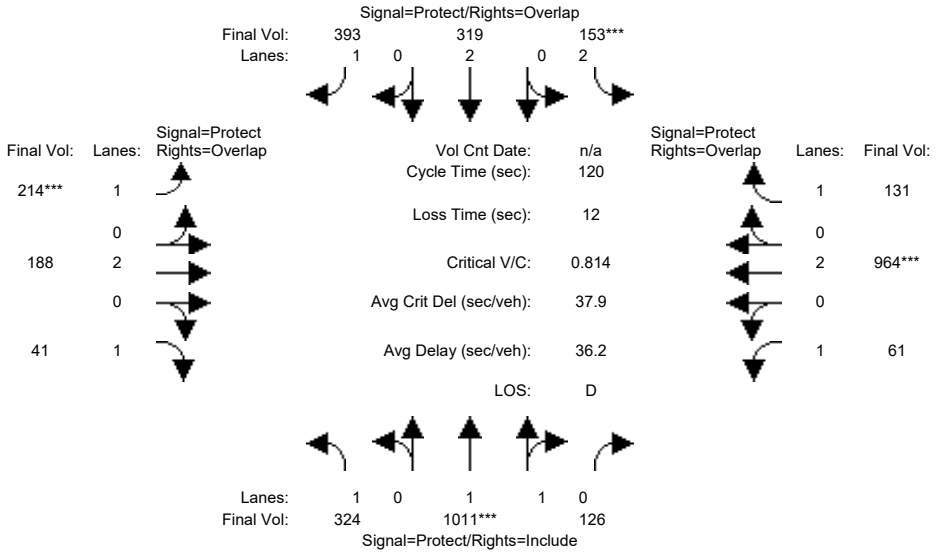
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #61: (32) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	292	910	113	138	287	354	193	169	37	55	868	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:	292	910	113	138	287	354	193	169	37	55	868	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	910	113	138	287	354	193	169	37	55	868	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	324	1011	126	153	319	393	214	188	41	61	964	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1011	126	153	319	393	214	188	41	61	964	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	1011	126	153	319	393	214	188	41	61	964	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.77	0.23	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3291	409	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.31	0.05	0.08	0.22	0.12	0.05	0.02	0.03	0.25	0.07
Crit Moves:		****		****			****				****	
Green Time:	34.1	44.9	44.9	8.0	18.8	36.7	17.9	29.9	64.0	25.2	37.1	45.1
Volume/Cap:	0.65	0.82	0.82	0.73	0.54	0.73	0.82	0.20	0.04	0.17	0.82	0.20
Delay/Veh:	30.8	24.4	24.4	64.6	41.7	31.5	67.7	35.7	13.4	39.0	43.1	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	24.4	24.4	64.6	41.7	31.5	67.7	35.7	13.4	39.0	43.1	25.4
LOS by Move:	C	C	C	E	D	C	E	D	B	D	D	C
HCM2k95thQ:	18	29	29	7	10	23	17	5	2	4	32	7

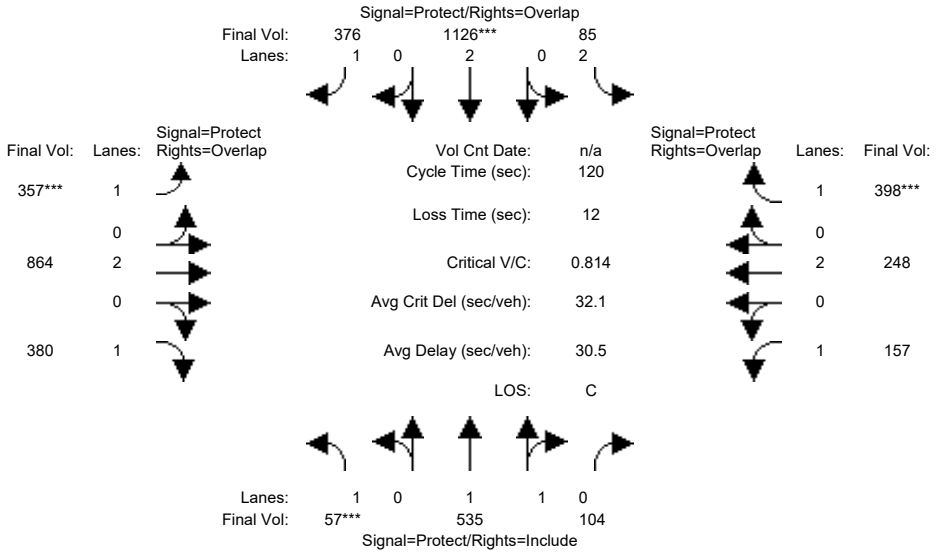
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #61: (32) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	56	530	103	84	1115	372	353	855	376	155	246	394
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	530	103	84	1115	372	353	855	376	155	246	394
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	530	103	84	1115	372	353	855	376	155	246	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	57	535	104	85	1126	376	357	864	380	157	248	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	535	104	85	1126	376	357	864	380	157	248	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	535	104	85	1126	376	357	864	380	157	248	398
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3097	602	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.03	0.30	0.21	0.20	0.23	0.22	0.09	0.07	0.23
Crit Moves:	****				****		****					****
Green Time:	5.0	36.9	36.9	14.2	46.2	77.9	31.8	40.8	45.8	16.0	25.1	39.3
Volume/Cap:	0.78	0.56	0.56	0.23	0.77	0.33	0.77	0.67	0.57	0.67	0.31	0.69
Delay/Veh:	94.9	25.1	25.1	43.9	21.4	0.2	48.5	35.2	30.5	56.7	40.4	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.9	25.1	25.1	43.9	21.4	0.2	48.5	35.2	30.5	56.7	40.4	38.8
LOS by Move:	F	C	C	D	C	A	D	D	C	E	D	D
HCM2k95thQ:	5	15	15	3	26	1	23	23	21	14	8	26

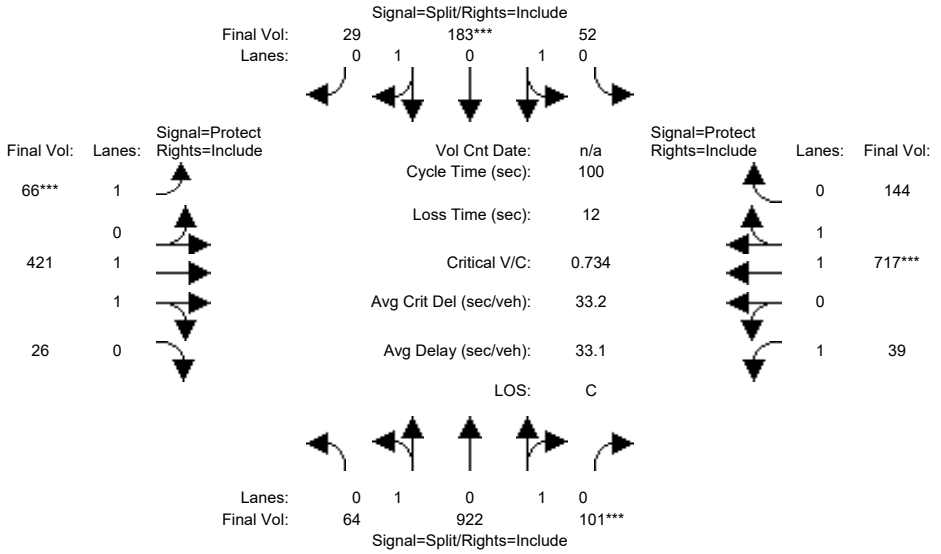
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #62: (33) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	58	830	91	47	165	26	59	379	23	35	645	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	830	91	47	165	26	59	379	23	35	645	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	830	91	47	165	26	59	379	23	35	645	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	64	922	101	52	183	29	66	421	26	39	717	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	922	101	52	183	29	66	421	26	39	717	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	922	101	52	183	29	66	421	26	39	717	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.12	1.69	0.19	0.39	1.39	0.22	1.00	1.88	0.12	1.00	1.66	0.34
Final Sat.:	213	3052	335	711	2496	393	1750	3488	212	1750	3079	621
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.07	0.07	0.07	0.04	0.12	0.12	0.02	0.23	0.23
Crit Moves:			****		****		****				****	
Green Time:	41.2	41.2	41.2	10.0	10.0	10.0	5.1	26.0	26.0	10.8	31.7	31.7
Volume/Cap:	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.46	0.46	0.21	0.73	0.73
Delay/Veh:	26.7	26.7	26.7	51.3	51.3	51.3	73.5	31.5	31.5	41.2	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:	26.7	26.7	26.7	51.3	51.3	51.3	73.5	31.5	31.5	41.2	32.8	32.8
LOS by Move:	C	C	C	D	D	D	E	C	C	D	C	C
HCM2k95thQ:	26	26	26	9	9	9	7	12	12	3	24	24

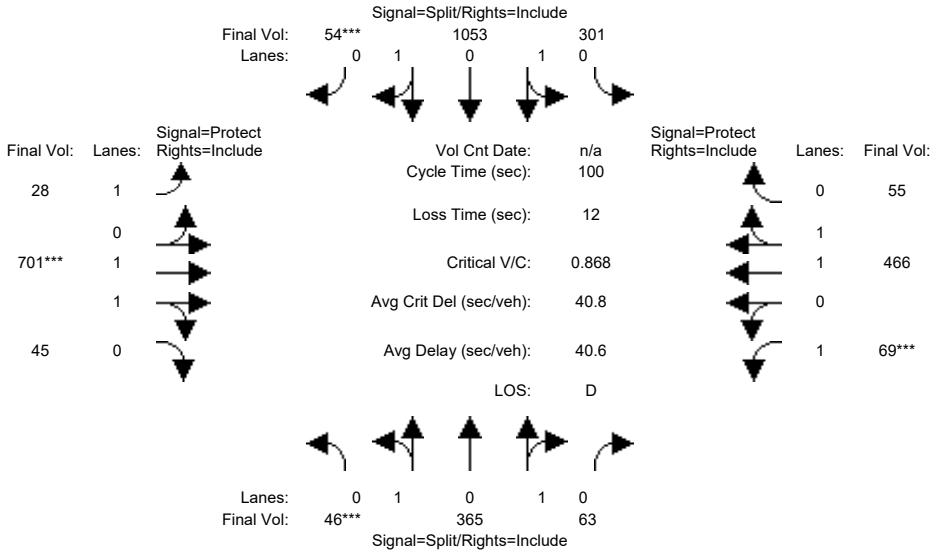
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #62: (33) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	44	350	60	289	1011	52	27	673	43	66	447	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	350	60	289	1011	52	27	673	43	66	447	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	350	60	289	1011	52	27	673	43	66	447	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	46	365	63	301	1053	54	28	701	45	69	466	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	365	63	301	1053	54	28	701	45	69	466	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	365	63	301	1053	54	28	701	45	69	466	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.19	1.55	0.26	0.43	1.49	0.08	1.00	1.88	0.12	1.00	1.78	0.22
Final Sat.:	349	2775	476	770	2692	138	1750	3478	222	1750	3308	392
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.39	0.39	0.39	0.02	0.20	0.20	0.04	0.14	0.14
Crit Moves:	****					****		****		****		
Green Time:	15.1	15.1	15.1	44.8	44.8	44.8	7.4	23.1	23.1	5.0	20.7	20.7
Volume/Cap:	0.87	0.87	0.87	0.87	0.87	0.87	0.22	0.87	0.87	0.79	0.68	0.68
Delay/Veh:	56.0	56.0	56.0	30.5	30.5	30.5	44.5	46.8	46.8	83.2	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	56.0	56.0	30.5	30.5	30.5	44.5	46.8	46.8	83.2	39.0	39.0
LOS by Move:	E	E	E	C	C	C	D	D	D	F	D	D
HCM2k95thQ:	16	16	16	35	35	35	2	26	26	8	16	16

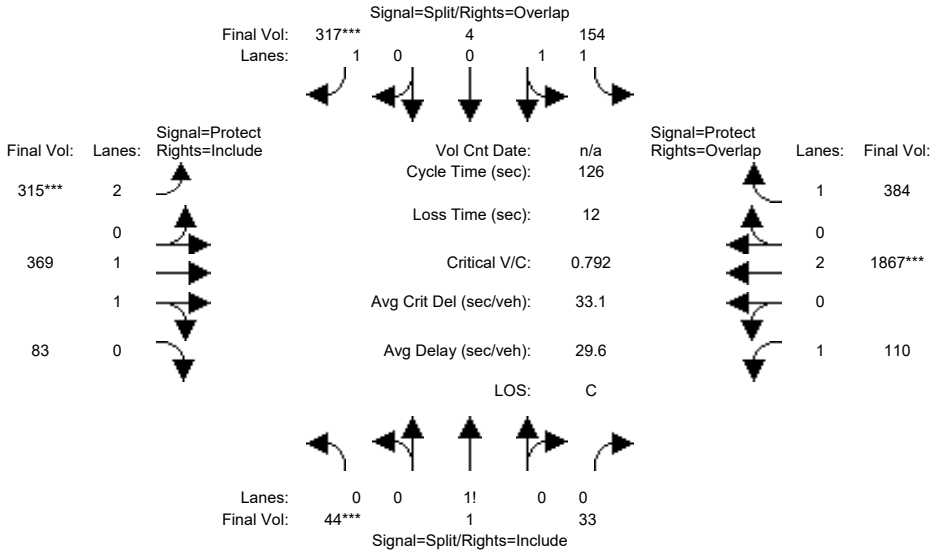
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #71: (49) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	41	1	31	145	4	298	296	347	78	103	1755	361
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1	31	145	4	298	296	347	78	103	1755	361
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1	31	145	4	298	296	347	78	103	1755	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	44	1	33	154	4	317	315	369	83	110	1867	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1	33	154	4	317	315	369	83	110	1867	384
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1	33	154	4	317	315	369	83	110	1867	384
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.57	0.01	0.42	1.95	0.05	1.00	2.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	983	24	743	3455	95	1750	3150	3020	679	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.04	0.04	0.18	0.10	0.12	0.12	0.06	0.49	0.22
Crit Moves:	****					****	****				****	
Green Time:	10.0	10.0	10.0	12.6	12.6	28.0	15.5	65.6	65.6	25.9	76.0	88.5
Volume/Cap:	0.56	0.56	0.56	0.45	0.45	0.81	0.81	0.23	0.23	0.30	0.81	0.31
Delay/Veh:	60.9	60.9	60.9	54.4	54.4	59.0	66.4	16.6	16.6	42.9	21.9	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	60.9	60.9	54.4	54.4	59.0	66.4	16.6	16.6	42.9	21.9	7.3
LOS by Move:	E	E	E	D	D	E	E	B	B	D	C	A
HCM2k95thQ:	8	8	8	7	7	26	15	9	9	7	47	12

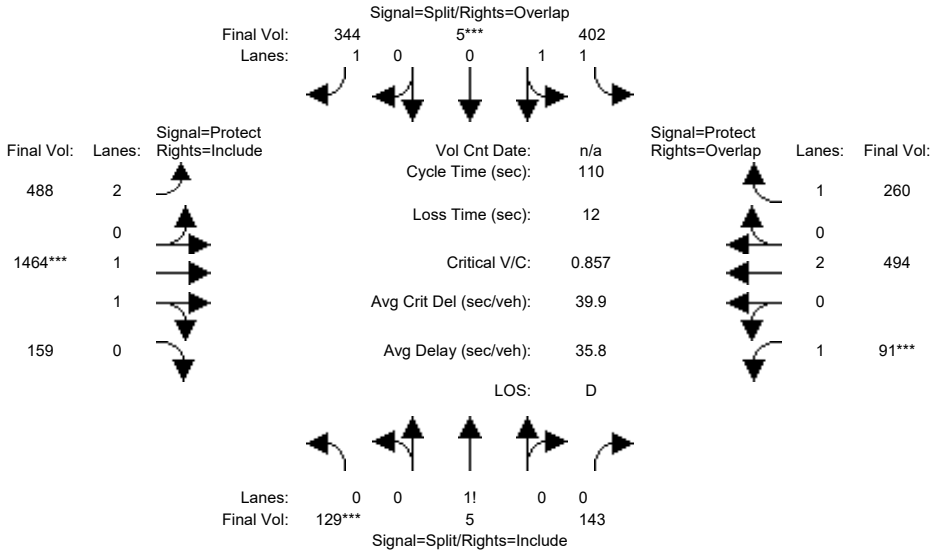
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #71: (49) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	124	5	137	386	5	330	468	1405	153	87	474	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:	124	5	137	386	5	330	468	1405	153	87	474	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	5	137	386	5	330	468	1405	153	87	474	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	129	5	143	402	5	344	488	1464	159	91	494	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	5	143	402	5	344	488	1464	159	91	494	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	5	143	402	5	344	488	1464	159	91	494	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.47	0.02	0.51	1.97	0.03	1.00	2.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	816	33	901	3505	45	1750	3150	3336	363	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.11	0.11	0.20	0.15	0.44	0.44	0.05	0.13	0.15
Crit Moves:	****				****			****			****	
Green Time:	20.3	20.3	20.3	14.7	14.7	43.7	28.9	56.3	56.3	6.6	34.0	48.7
Volume/Cap:	0.86	0.86	0.86	0.86	0.86	0.49	0.59	0.86	0.86	0.86	0.42	0.34
Delay/Veh:	63.1	63.1	63.1	60.9	60.9	25.4	36.4	27.5	27.5	97.1	30.4	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	63.1	63.1	60.9	60.9	25.4	36.4	27.5	27.5	97.1	30.4	20.3
LOS by Move:	E	E	E	E	E	C	D	C	C	F	C	C
HCM2k95thQ:	23	23	23	18	18	18	16	43	43	8	12	12

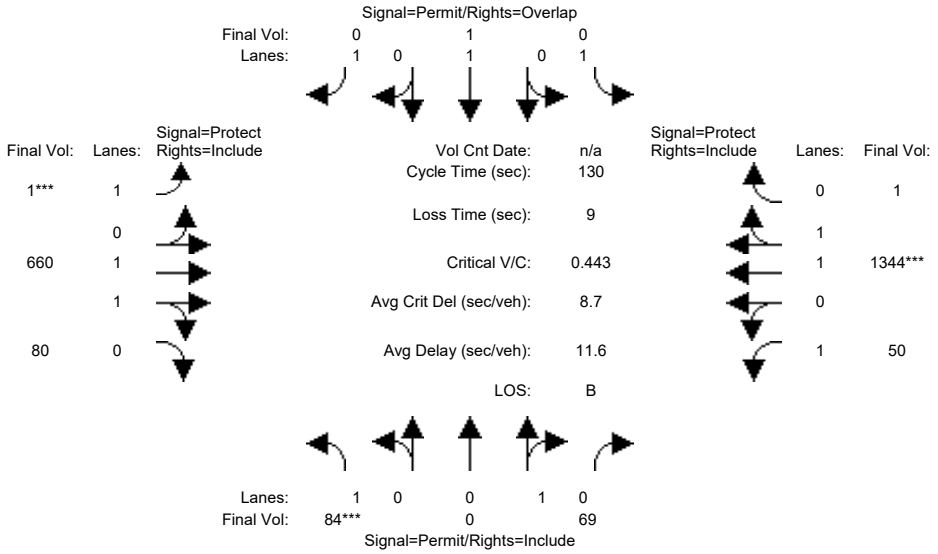
Note: Queue reported is the number of cars per lane.

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Intersection #73: (36) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	76	0	62	0	1	0	1	594	72	45	1210	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	0	62	0	1	0	1	594	72	45	1210	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	0	62	0	1	0	1	594	72	45	1210	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	84	0	69	0	1	0	1	660	80	50	1344	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	0	69	0	1	0	1	660	80	50	1344	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	0	69	0	1	0	1	660	80	50	1344	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.78	0.22	1.00	1.99	0.01
Final Sat.:	1750	0	1800	1750	1900	1750	1750	3300	400	1750	3697	3
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.20	0.20	0.03	0.36	0.36
Crit Moves:	****						****				****	
Green Time:	13.2	0.0	13.2	0.0	13.2	0.0	8.0	82.4	82.4	25.4	99.8	99.8
Volume/Cap:	0.47	0.00	0.38	0.00	0.01	0.00	0.01	0.32	0.32	0.15	0.47	0.47
Delay/Veh:	57.1	0.0	55.8	0.0	52.5	0.0	57.3	11.0	11.0	43.6	5.7	5.7
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:	57.1	0.0	55.8	0.0	52.5	0.0	57.3	11.0	11.0	43.6	5.7	5.7
LOS by Move:	E	A	E	A	D	A	E	B	B	D	A	A
HCM2k95thQ:	8	0	6	0	0	0	0	13	13	3	19	19

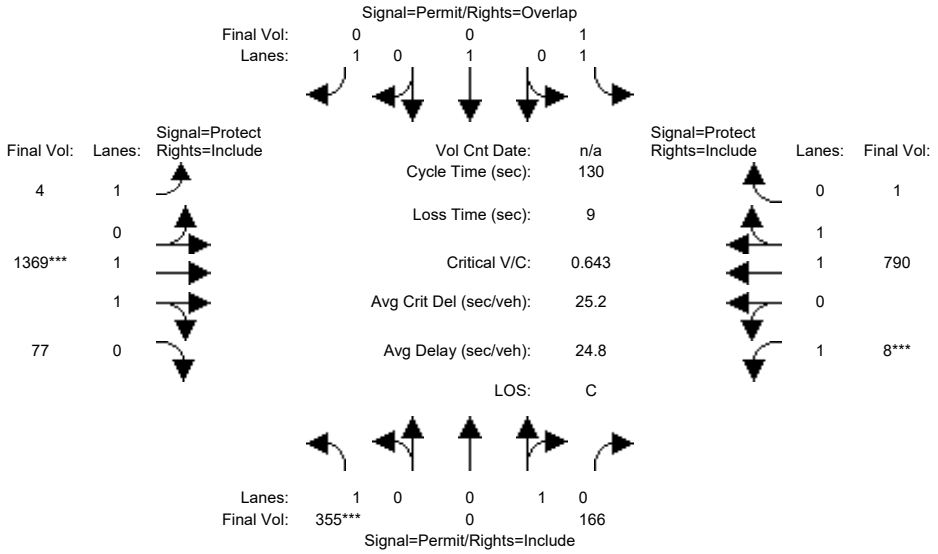
Note: Queue reported is the number of cars per lane.

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Intersection #73: (36) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	344	0	161	1	0	0	4	1328	75	8	766	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	0	161	1	0	0	4	1328	75	8	766	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	0	161	1	0	0	4	1328	75	8	766	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	355	0	166	1	0	0	4	1369	77	8	790	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	0	166	1	0	0	4	1369	77	8	790	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	0	166	1	0	0	4	1369	77	8	790	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.99	0.01
Final Sat.:	1750	0	1800	1750	1900	1750	1750	3502	198	1750	3695	5
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.09	0.00	0.00	0.00	0.00	0.39	0.39	0.00	0.21	0.21
Crit Moves:	****							****		****		
Green Time:	38.6	0.0	38.6	38.6	0.0	0.0	18.4	74.4	74.4	8.0	64.0	64.0
Volume/Cap:	0.68	0.00	0.31	0.00	0.00	0.00	0.02	0.68	0.68	0.08	0.43	0.43
Delay/Veh:	44.0	0.0	35.7	32.2	0.0	0.0	48.0	20.4	20.4	57.8	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:	44.0	0.0	35.7	32.2	0.0	0.0	48.0	20.4	20.4	57.8	21.5	21.5
LOS by Move:	D	A	D	C	A	A	D	C	C	E	C	C
HCM2k95thQ:	25	0	10	0	0	0	0	34	34	1	19	19

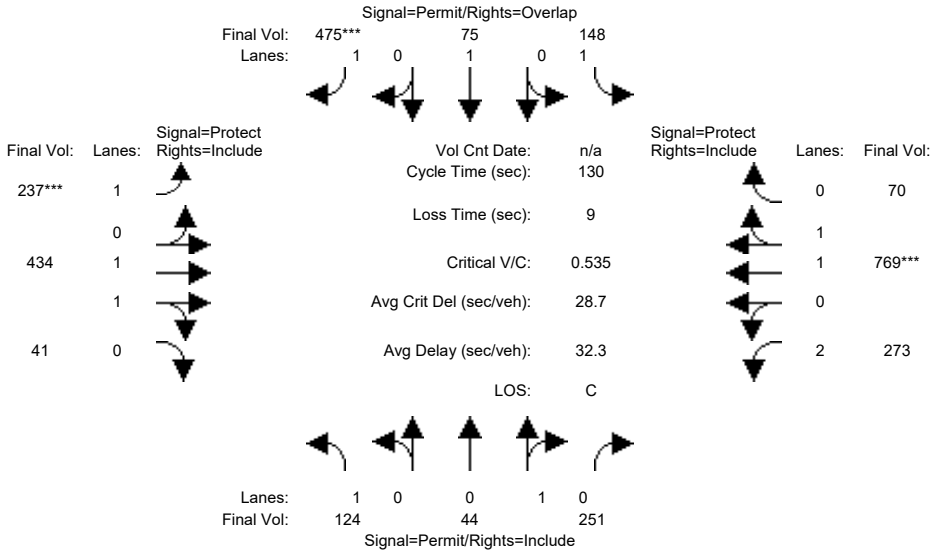
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
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Intersection #74: (37) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	113	40	228	135	68	432	216	395	37	248	700	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	40	228	135	68	432	216	395	37	248	700	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	40	228	135	68	432	216	395	37	248	700	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	124	44	251	148	75	475	237	434	41	273	769	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	44	251	148	75	475	237	434	41	273	769	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	44	251	148	75	475	237	434	41	273	769	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	0.15	0.85	1.00	1.00	1.00	1.00	1.82	0.18	2.00	1.83	0.17
Final Sat.:	1750	269	1531	1750	1900	1750	1750	3383	317	3150	3390	310
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.08	0.04	0.27	0.14	0.13	0.13	0.09	0.23	0.23
Crit Moves:						****	****				****	
Green Time:	32.9	32.9	32.9	32.9	32.9	65.9	32.9	52.6	52.6	35.5	55.1	55.1
Volume/Cap:	0.28	0.65	0.65	0.33	0.16	0.54	0.54	0.32	0.32	0.32	0.54	0.54
Delay/Veh:	39.3	46.5	46.5	40.0	37.9	22.3	43.2	26.6	26.6	37.8	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	46.5	46.5	40.0	37.9	22.3	43.2	26.6	26.6	37.8	28.3	28.3
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	C
HCM2k95thQ:	8	21	21	10	4	24	16	12	12	10	22	22

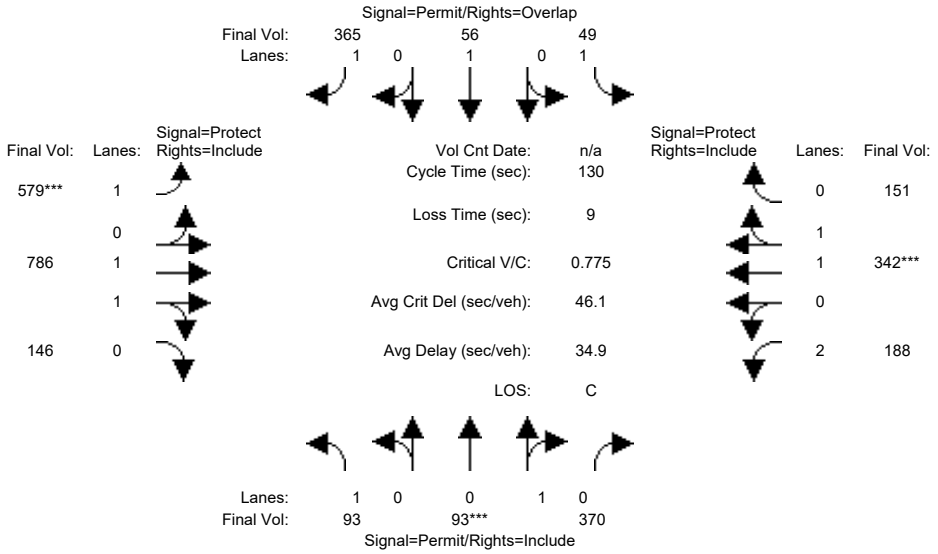
Note: Queue reported is the number of cars per lane.

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Intersection #74: (37) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	90	90	359	48	54	354	562	762	142	182	332	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:	90	90	359	48	54	354	562	762	142	182	332	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	90	359	48	54	354	562	762	142	182	332	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	93	93	370	49	56	365	579	786	146	188	342	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	93	370	49	56	365	579	786	146	188	342	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	93	370	49	56	365	579	786	146	188	342	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	0.20	0.80	1.00	1.00	1.00	1.00	1.68	0.32	2.00	1.37	0.63
Final Sat.:	1750	361	1439	1750	1900	1750	1750	3118	581	3150	2569	1130
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.03	0.03	0.21	0.33	0.25	0.25	0.06	0.13	0.13
Crit Moves:		****					****				****	
Green Time:	43.1	43.1	43.1	43.1	43.1	98.7	55.5	59.7	59.7	18.2	22.3	22.3
Volume/Cap:	0.16	0.78	0.78	0.09	0.09	0.27	0.78	0.55	0.55	0.43	0.78	0.78
Delay/Veh:	30.8	45.4	45.4	29.9	30.0	4.9	37.0	25.8	25.8	51.8	57.4	57.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	45.4	45.4	29.9	30.0	4.9	37.0	25.8	25.8	51.8	57.4	57.4
LOS by Move:	C	D	D	C	C	A	D	C	C	D	E	E
HCM2k95thQ:	6	32	32	3	3	9	37	24	24	8	19	19

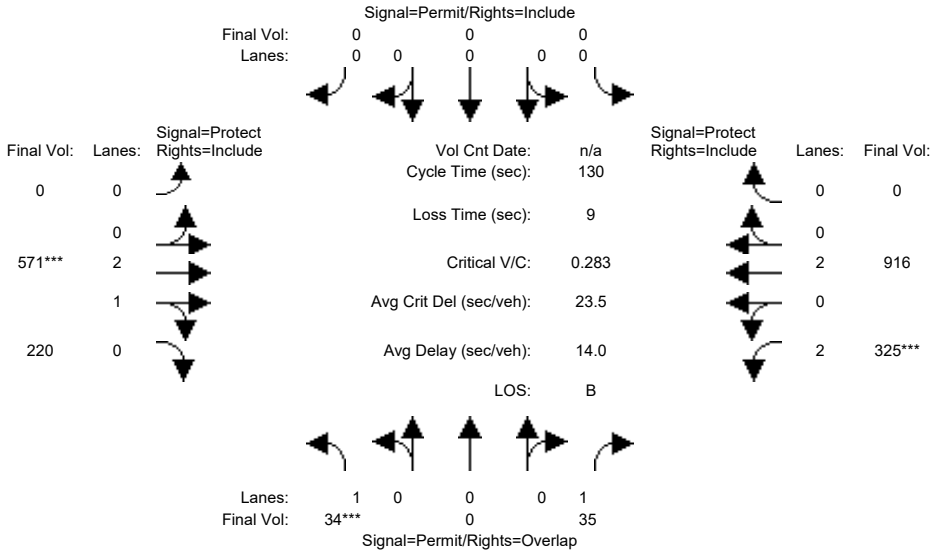
Note: Queue reported is the number of cars per lane.

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Intersection #75: (38) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0
Volume Module:												
Base Vol:	31	0	32	0	0	0	0	525	202	299	843	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	0	32	0	0	0	0	525	202	299	843	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	0	32	0	0	0	0	525	202	299	843	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	0	35	0	0	0	0	571	220	325	916	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	35	0	0	0	0	571	220	325	916	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	35	0	0	0	0	571	220	325	916	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.14	0.86	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	4042	1555	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.14	0.14	0.10	0.24	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	56.9	0.0	0.0	0.0	0.0	64.1	64.1	46.9	111	0.0
Volume/Cap:	0.25	0.00	0.05	0.00	0.00	0.00	0.00	0.29	0.29	0.29	0.28	0.00
Delay/Veh:	57.5	0.0	21.0	0.0	0.0	0.0	0.0	19.5	19.5	29.8	1.9	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:	57.5	0.0	21.0	0.0	0.0	0.0	0.0	19.5	19.5	29.8	1.9	0.0
LOS by Move:	E	A	C	A	A	A	A	B	B	C	A	A
HCM2k95thQ:	3	0	2	0	0	0	0	12	12	10	7	0

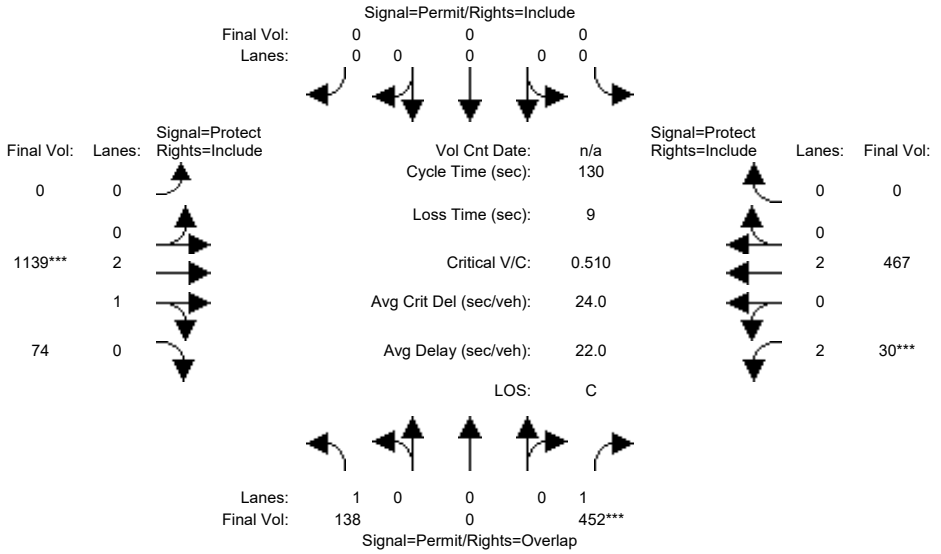
Note: Queue reported is the number of cars per lane.

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City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #75: (38) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0
Volume Module:												
Base Vol:	134	0	438	0	0	0	0	1105	72	29	453	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	0	438	0	0	0	0	1105	72	29	453	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	0	438	0	0	0	0	1105	72	29	453	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	138	0	452	0	0	0	0	1139	74	30	467	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	0	452	0	0	0	0	1139	74	30	467	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	0	452	0	0	0	0	1139	74	30	467	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.81	0.19	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	5257	343	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.26	0.00	0.00	0.00	0.00	0.22	0.22	0.01	0.12	0.00
Crit Moves:			****					****		****		
Green Time:	42.1	0.0	57.1	0.0	0.0	0.0	0.0	63.9	63.9	15.0	78.9	0.0
Volume/Cap:	0.24	0.00	0.59	0.00	0.00	0.00	0.00	0.44	0.44	0.08	0.20	0.00
Delay/Veh:	32.5	0.0	28.8	0.0	0.0	0.0	0.0	21.6	21.6	51.5	11.5	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:	32.5	0.0	28.8	0.0	0.0	0.0	0.0	21.6	21.6	51.5	11.5	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2k95thQ:	8	0	26	0	0	0	0	19	19	1	8	0

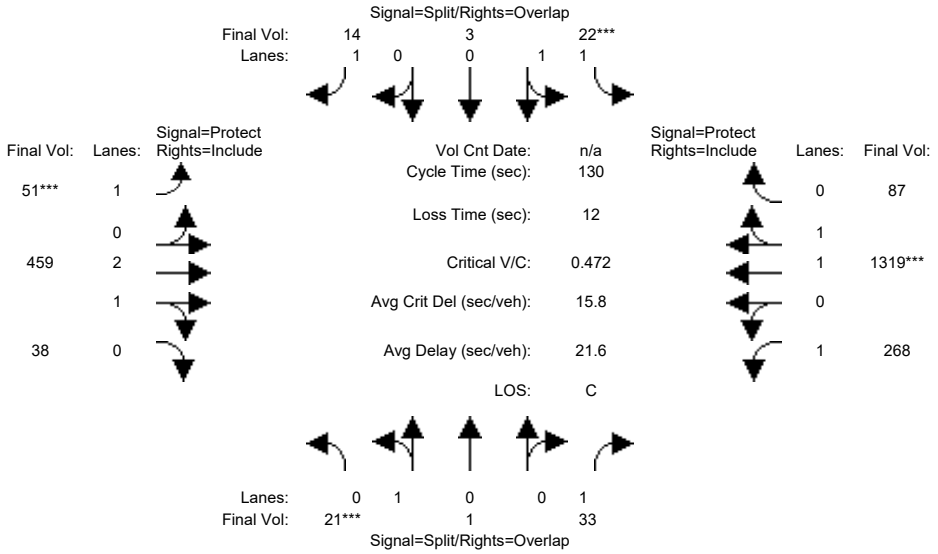
Note: Queue reported is the number of cars per lane.

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City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #76: (39) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module:												
Base Vol:	19	1	30	20	3	13	46	413	34	241	1187	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	30	20	3	13	46	413	34	241	1187	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1	30	20	3	13	46	413	34	241	1187	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	21	1	33	22	3	14	51	459	38	268	1319	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1	33	22	3	14	51	459	38	268	1319	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1	33	22	3	14	51	459	38	268	1319	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.95	0.05	1.00	1.74	0.26	1.00	1.00	2.76	0.24	1.00	1.87	0.13
Final Sat.:	1710	90	1750	3087	463	1750	1750	5173	426	1750	3472	228
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.03	0.09	0.09	0.15	0.38	0.38
Crit Moves:	****			****			****				****	
Green Time:	12.0	12.0	72.1	11.0	11.0	21.0	10.0	34.9	34.9	60.1	85.0	85.0
Volume/Cap:	0.13	0.13	0.03	0.09	0.09	0.05	0.38	0.33	0.33	0.33	0.58	0.58
Delay/Veh:	54.6	54.6	13.1	55.0	55.0	46.2	58.8	38.3	38.3	22.4	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	54.6	13.1	55.0	55.0	46.2	58.8	38.3	38.3	22.4	12.9	12.9
LOS by Move:	D	D	B	D	D	D	E	D	D	C	B	B
HCM2k95thQ:	2	2	1	1	1	1	4	10	10	14	28	28

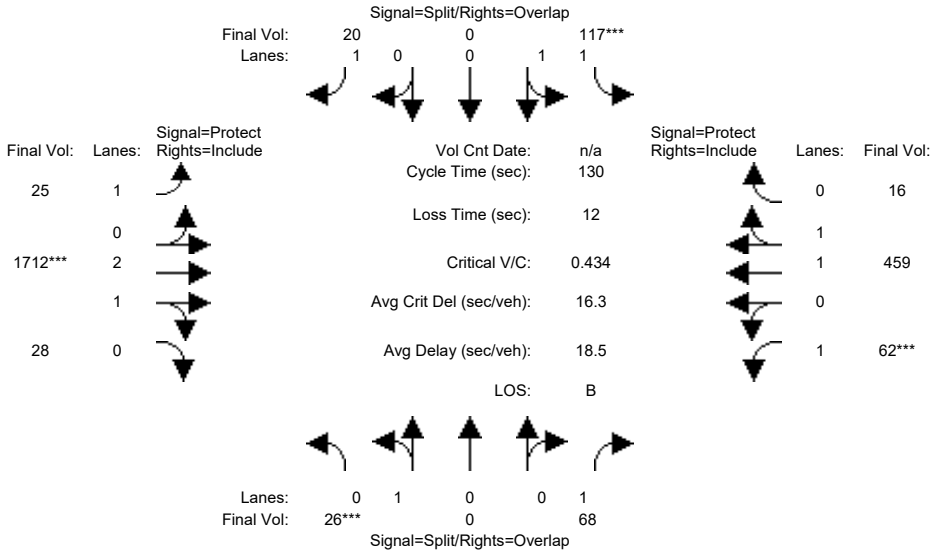
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
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Intersection #76: (39) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module:												
Base Vol:	25	0	65	111	0	19	24	1626	27	59	436	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	65	111	0	19	24	1626	27	59	436	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	65	111	0	19	24	1626	27	59	436	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	0	68	117	0	20	25	1712	28	62	459	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	68	117	0	20	25	1712	28	62	459	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:	26	0	68	117	0	20	25	1712	28	62	459	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.95	0.05	1.00	1.93	0.07
Final Sat.:	1800	0	1750	3550	0	1750	1750	5508	91	1750	3577	123
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.03	0.00	0.01	0.01	0.31	0.31	0.04	0.13	0.13
Crit Moves:	****			****				****		****		
Green Time:	12.0	0.0	22.0	11.0	0.0	46.6	35.6	85.0	85.0	10.0	59.4	59.4
Volume/Cap:	0.16	0.00	0.23	0.39	0.00	0.03	0.05	0.48	0.48	0.46	0.28	0.28
Delay/Veh:	54.8	0.0	47.1	57.2	0.0	27.1	34.8	11.4	11.4	59.9	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	0.0	47.1	57.2	0.0	27.1	34.8	11.4	11.4	59.9	22.1	22.1
LOS by Move:	D	A	D	E	A	C	C	B	B	E	C	C
HCM2k95thQ:	2	0	5	6	0	1	2	21	21	6	11	11

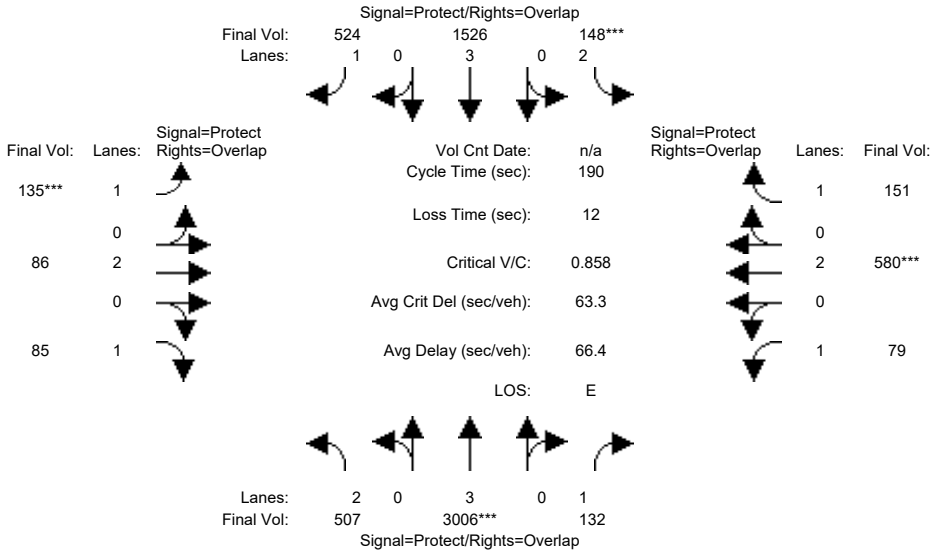
Note: Queue reported is the number of cars per lane.

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City of Santa Clara

Level Of Service Computation Report
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Intersection #80: (42) SAN TOMAS EXP / WALSH AV



Street Name:	SAN TOMAS EX						WALSH AV					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	482	3360	125	141	1705	498	128	82	81	75	551	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	3360	125	141	1705	498	128	82	81	75	551	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	3360	125	141	1705	498	128	82	81	75	551	143
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	507	3006	132	148	1526	524	135	86	85	79	580	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	507	3006	132	148	1526	524	135	86	85	79	580	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	507	3006	132	148	1526	524	135	86	85	79	580	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.53	0.08	0.05	0.27	0.30	0.08	0.02	0.05	0.05	0.15	0.09
Crit Moves:		****			****			****			****	
Green Time:	23.1	103	114.0	15.1	95.1	108.5	13.4	38.8	61.9	11.0	36.0	51.1
Volume/Cap:	1.32	0.97	0.13	0.59	0.53	0.52	1.09	0.11	0.15	0.78	0.81	0.32
Delay/Veh:	246.7	52.8	16.5	88.2	32.6	25.5	196.2	61.6	45.5	119.4	80.3	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	246.7	52.8	16.5	88.2	32.6	25.5	196.2	61.6	45.5	119.4	80.3	55.9
LOS by Move:	F	D	B	F	C	C	F	E	D	F	F	E
HCM2k95thQ:	42	83	7	11	33	33	23	4	7	10	28	14

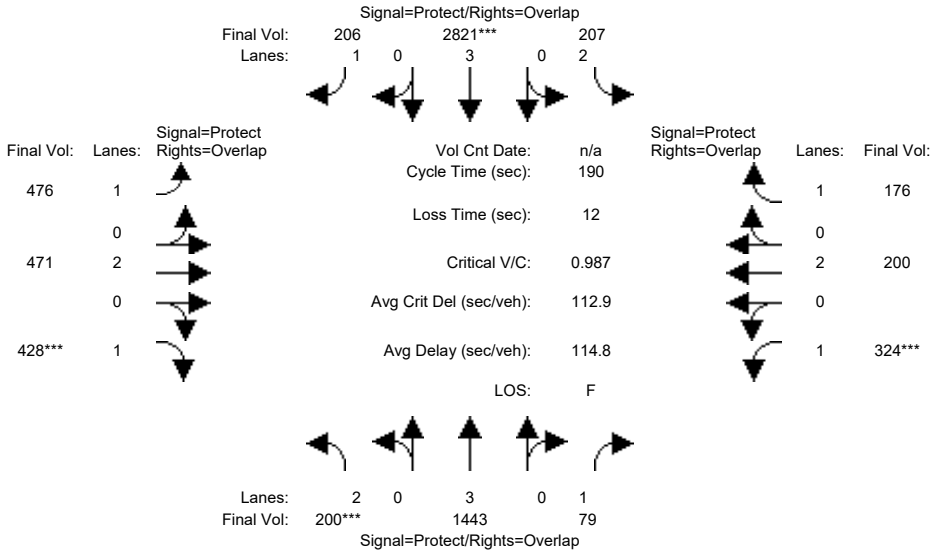
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
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Intersection #80: (42) SAN TOMAS EXP / WALSH AV



Street Name:	SAN TOMAS EX						WALSH AV					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	211	2052	83	218	3621	217	501	496	450	341	211	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	2052	83	218	3621	217	501	496	450	341	211	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	2052	83	218	3621	217	501	496	450	341	211	185
User Adj:	0.95	0.70	0.95	0.95	0.78	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1443	79	207	2821	206	476	471	428	324	200	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1443	79	207	2821	206	476	471	428	324	200	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1443	79	207	2821	206	476	471	428	324	200	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.05	0.07	0.49	0.12	0.27	0.12	0.24	0.19	0.05	0.10
Crit Moves:	****				****				****	****		
Green Time:	11.9	91.6	111.5	10.9	90.7	118.3	27.6	45.4	57.3	19.9	37.3	48.2
Volume/Cap:	1.02	0.52	0.08	1.15	1.04	0.19	1.87	0.52	0.81	1.77	0.27	0.40
Delay/Veh:	157.5	34.3	17.0	201.0	77.3	15.4	488.2	63.4	70.5	452.0	65.0	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:	157.5	34.3	17.0	201.0	77.3	15.4	488.2	63.4	70.5	452.0	65.0	59.4
LOS by Move:	F	C	B	F	E	B	F	E	E	F	E	E
HCM2k95thQ:	16	32	4	21	95	10	90	21	43	61	9	16

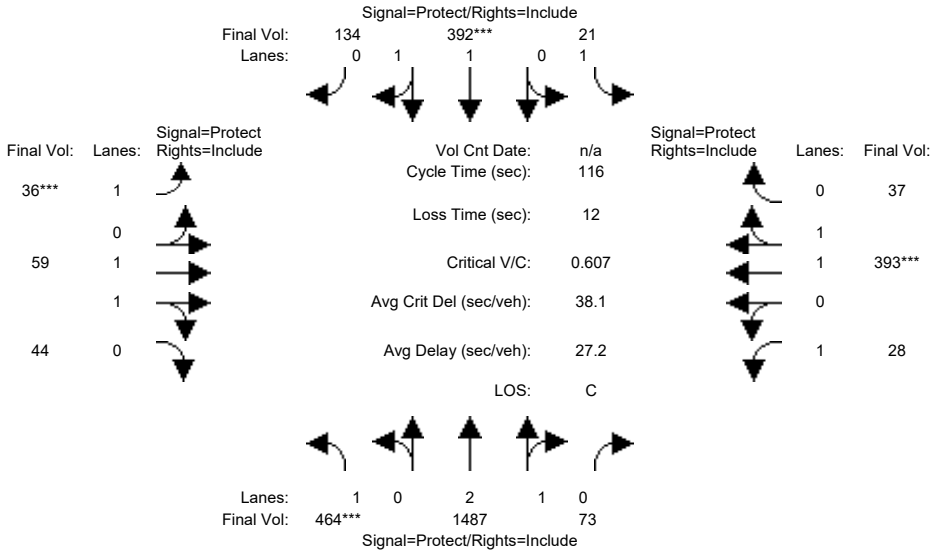
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #90: (46) Scott Boulevard and Walsh Ave



Street Name:	Scott Boulevard						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	418	1338	66	19	353	121	32	53	40	25	354	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1338	66	19	353	121	32	53	40	25	354	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	1338	66	19	353	121	32	53	40	25	354	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	464	1487	73	21	392	134	36	59	44	28	393	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	1487	73	21	392	134	36	59	44	28	393	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	1487	73	21	392	134	36	59	44	28	393	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.85	0.15	1.00	1.48	0.52	1.00	1.12	0.88	1.00	1.82	0.18
Final Sat.:	1750	5336	263	1750	2755	944	1750	2107	1591	1750	3384	315
Capacity Analysis Module:												
Vol/Sat:	0.27	0.28	0.28	0.01	0.14	0.14	0.02	0.03	0.03	0.02	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	50.6	65.6	65.6	12.2	27.2	27.2	4.0	14.5	14.5	11.6	22.2	22.2
Volume/Cap:	0.61	0.49	0.49	0.11	0.61	0.61	0.59	0.22	0.22	0.16	0.61	0.61
Delay/Veh:	26.5	15.3	15.3	47.3	40.9	40.9	69.6	45.9	45.9	48.1	44.5	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	15.3	15.3	47.3	40.9	40.9	69.6	45.9	45.9	48.1	44.5	44.5
LOS by Move:	C	B	B	D	D	D	E	D	D	D	D	D
HCM2k95thQ:	24	20	20	1	16	16	3	3	3	2	14	14

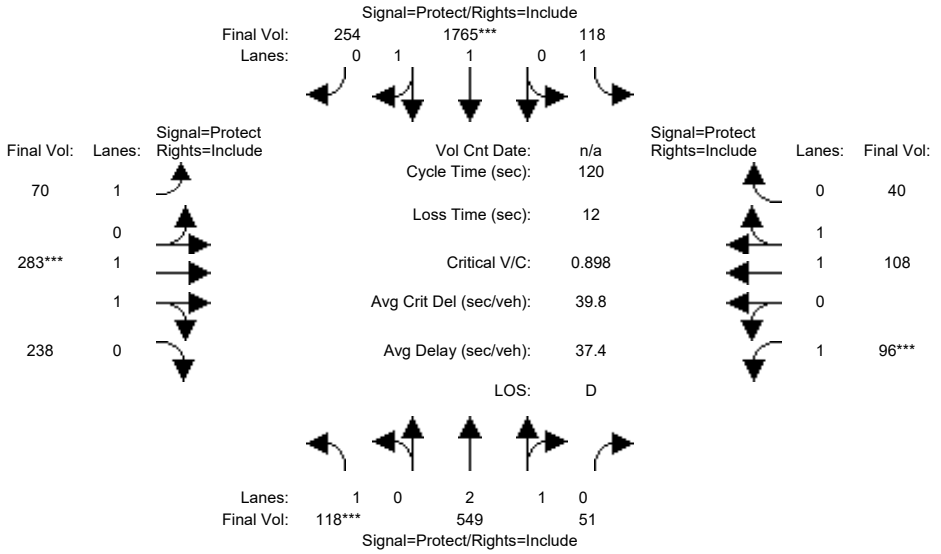
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #90: (46) Scott Boulevard and Walsh Ave



Street Name:	Scott Boulevard						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	110	511	47	110	1641	236	65	263	221	89	100	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	511	47	110	1641	236	65	263	221	89	100	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	511	47	110	1641	236	65	263	221	89	100	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	118	549	51	118	1765	254	70	283	238	96	108	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	549	51	118	1765	254	70	283	238	96	108	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	549	51	118	1765	254	70	283	238	96	108	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.95	0.92	0.98	0.95
Lanes:	1.00	2.74	0.26	1.00	1.74	0.26	1.00	1.06	0.94	1.00	1.45	0.55
Final Sat.:	1750	5128	472	1750	3234	465	1750	2009	1688	1750	2700	999
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.07	0.55	0.55	0.04	0.14	0.14	0.05	0.04	0.04
Crit Moves:	****				****			****			****	
Green Time:	9.0	50.2	50.2	31.7	72.9	72.9	9.8	18.8	18.8	7.3	16.3	16.3
Volume/Cap:	0.90	0.26	0.26	0.26	0.90	0.90	0.49	0.90	0.90	0.90	0.29	0.29
Delay/Veh:	103.9	22.8	22.8	35.2	25.7	25.7	55.4	66.5	66.5	112.1	47.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	22.8	22.8	35.2	25.7	25.7	55.4	66.5	66.5	112.1	47.0	47.0
LOS by Move:	F	C	C	D	C	C	E	E	E	F	D	D
HCM2k95thQ:	11	9	9	7	49	49	5	20	20	9	5	5

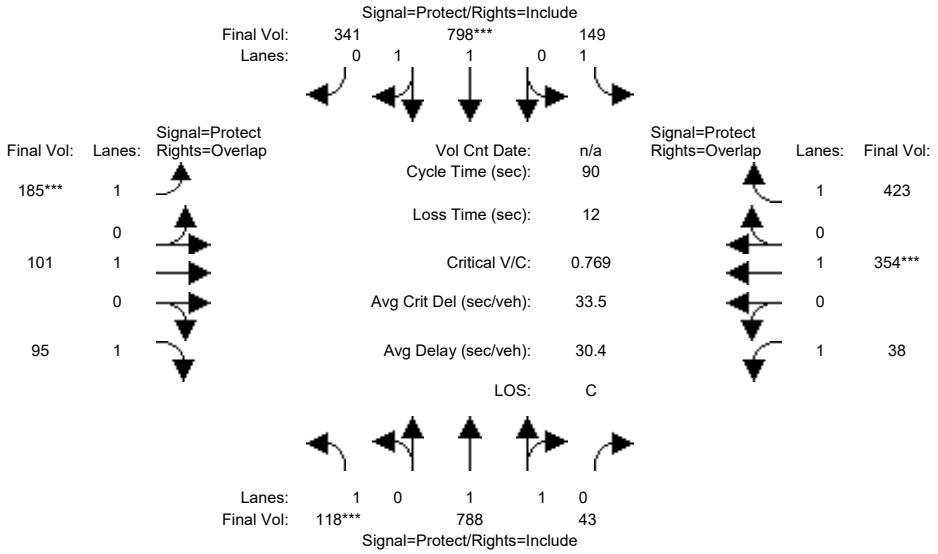
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #106: (51) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	107	717	39	136	726	310	168	92	86	35	322	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	717	39	136	726	310	168	92	86	35	322	385
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	717	39	136	726	310	168	92	86	35	322	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	118	788	43	149	798	341	185	101	95	38	354	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	788	43	149	798	341	185	101	95	38	354	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	788	43	149	798	341	185	101	95	38	354	423
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.39	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3509	191	1750	2592	1107	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.09	0.31	0.31	0.11	0.05	0.05	0.02	0.19	0.24
Crit Moves:	****				****		****				****	
Green Time:	8.0	31.8	31.8	12.1	35.9	35.9	12.3	22.7	30.7	11.4	21.7	33.9
Volume/Cap:	0.76	0.63	0.63	0.63	0.77	0.77	0.77	0.21	0.16	0.17	0.77	0.64
Delay/Veh:	58.9	25.3	25.3	42.5	26.0	26.0	51.7	26.8	20.8	35.5	39.6	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	25.3	25.3	42.5	26.0	26.0	51.7	26.8	20.8	35.5	39.6	25.3
LOS by Move:	E	C	C	D	C	C	D	C	C	D	D	C
HCM2k95thQ:	7	18	18	9	26	26	11	4	4	2	20	20

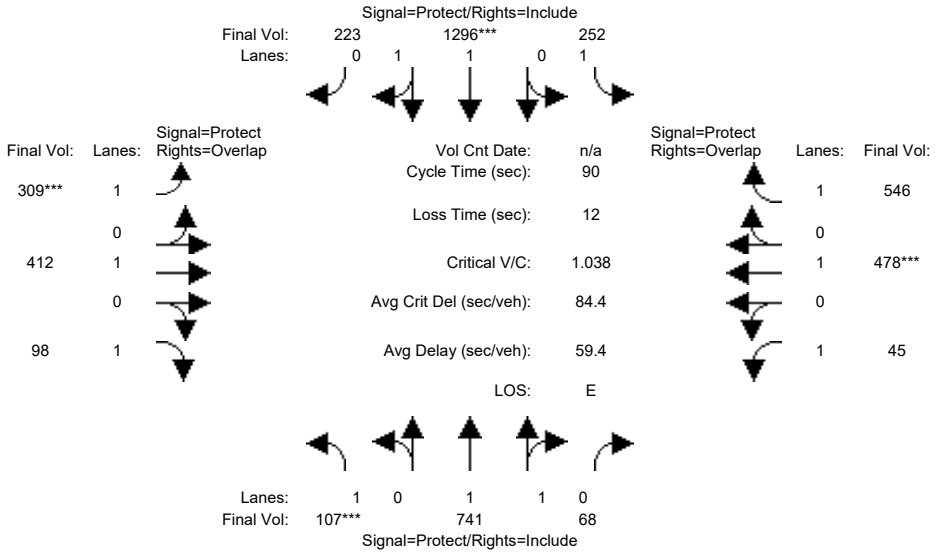
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #106: (51) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	105	726	67	247	1270	219	303	404	96	44	468	535
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	726	67	247	1270	219	303	404	96	44	468	535
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	726	67	247	1270	219	303	404	96	44	468	535
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	741	68	252	1296	223	309	412	98	45	478	546
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	741	68	252	1296	223	309	412	98	45	478	546
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	741	68	252	1296	223	309	412	98	45	478	546
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.83	0.17	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3387	313	1750	3155	544	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.14	0.41	0.41	0.18	0.22	0.06	0.03	0.25	0.31
Crit Moves:	****				****		****				****	
Green Time:	8.0	25.7	25.7	16.6	34.3	34.3	14.7	29.6	37.6	6.1	21.0	37.6
Volume/Cap:	0.69	0.77	0.77	0.78	1.08	1.08	1.08	0.66	0.13	0.38	1.08	0.75
Delay/Veh:	52.1	32.9	32.9	46.4	76.0	76.0	113.2	28.4	16.2	42.2	99.9	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:	52.1	32.9	32.9	46.4	76.0	76.0	113.2	28.4	16.2	42.2	99.9	26.4
LOS by Move:	D	C	C	D	E	E	F	C	B	D	F	C
HCM2k95thQ:	7	20	20	15	50	50	24	18	4	4	37	27

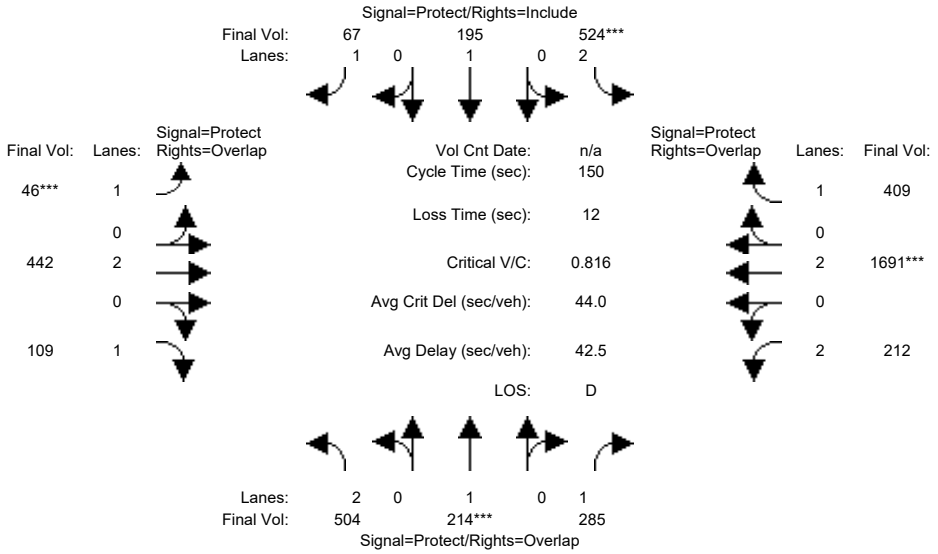
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #123: (50) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	469	199	265	487	181	62	43	411	101	197	1573	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	469	199	265	487	181	62	43	411	101	197	1573	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	469	199	265	487	181	62	43	411	101	197	1573	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	504	214	285	524	195	67	46	442	109	212	1691	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	214	285	524	195	67	46	442	109	212	1691	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	504	214	285	524	195	67	46	442	109	212	1691	409
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.16	0.17	0.10	0.04	0.03	0.12	0.06	0.07	0.45	0.23
Crit Moves:		****			****			****			****	
Green Time:	31.2	20.7	52.5	30.5	20.0	20.0	5.0	55.0	86.2	31.8	81.8	112.3
Volume/Cap:	0.77	0.82	0.47	0.82	0.77	0.29	0.79	0.32	0.11	0.32	0.82	0.31
Delay/Veh:	61.5	80.6	38.4	65.1	76.1	59.3	123.0	34.2	14.5	50.2	30.6	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	80.6	38.4	65.1	76.1	59.3	123.0	34.2	14.5	50.2	30.6	6.3
LOS by Move:	E	F	D	E	E	E	F	C	B	D	C	A
HCM2k95thQ:	24	19	19	28	19	6	5	13	5	9	51	12

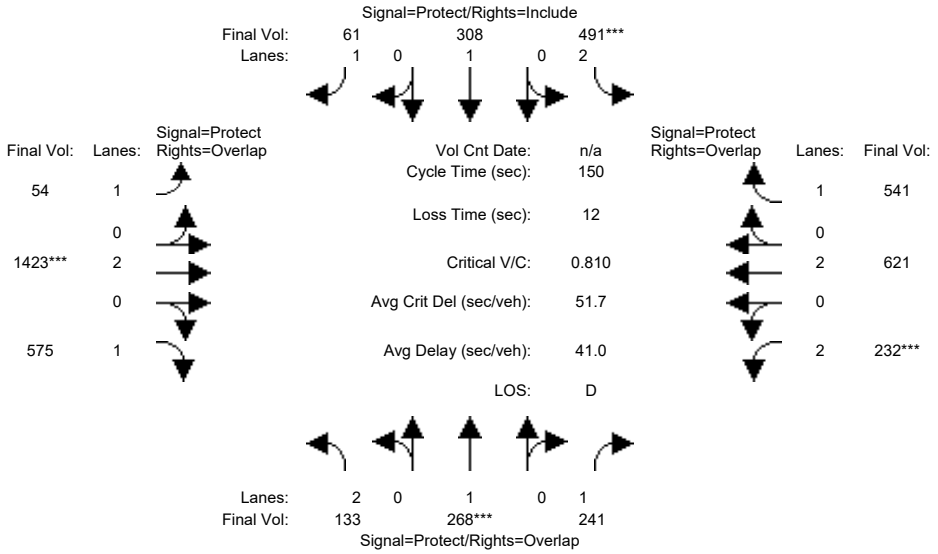
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #123: (50) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	122	247	222	452	283	56	50	1309	529	213	571	498
Growth Adj:	1.00	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	247	222	452	283	56	50	1309	529	213	571	498
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	247	222	452	283	56	50	1309	529	213	571	498
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	133	268	241	491	308	61	54	1423	575	232	621	541
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	268	241	491	308	61	54	1423	575	232	621	541
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	268	241	491	308	61	54	1423	575	232	621	541
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.16	0.16	0.03	0.03	0.37	0.33	0.07	0.16	0.31
Crit Moves:		****		****				****		****		
Green Time:	16.1	26.2	39.8	28.9	39.0	39.0	14.1	69.3	85.4	13.6	68.9	97.8
Volume/Cap:	0.39	0.81	0.52	0.81	0.62	0.13	0.33	0.81	0.58	0.81	0.36	0.47
Delay/Veh:	63.2	73.4	48.0	66.0	51.5	42.7	64.8	37.6	21.6	82.7	26.3	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	73.4	48.0	66.0	51.5	42.7	64.8	37.6	21.6	82.7	26.3	13.5
LOS by Move:	E	E	D	E	D	D	E	D	C	F	C	B
HCM2k95thQ:	7	22	18	26	23	5	5	46	31	13	16	24

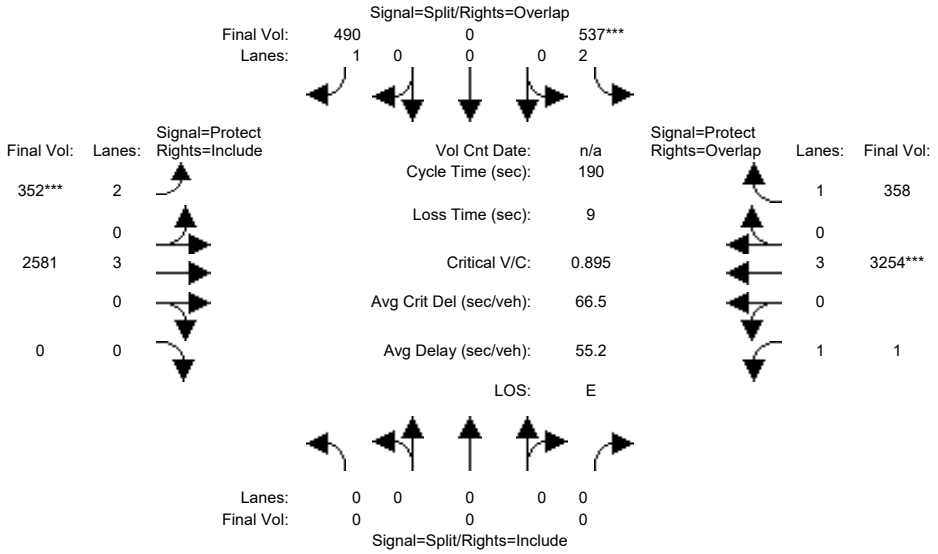
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #125: (53) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	5.9	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	537	0	490	352	2967	0	1	3740	358
Growth Adj:	1.00	1.00	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	537	0	490	352	2967	0	1	3740	358
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	537	0	490	352	2967	0	1	3740	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	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	537	0	490	352	2581	0	1	3254	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	537	0	490	352	2581	0	1	3254	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	537	0	490	352	2581	0	1	3254	358
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.28	0.11	0.45	0.00	0.00	0.57	0.20
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	1.28	0.00	1.26	1.26	0.64	0.00	0.01	0.83	0.25
Delay/Veh:	0.0	0.0	0.0	223.5	0.0	209.2	227.9	14.8	0.0	84.8	23.2	3.9
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	223.5	0.0	209.2	227.9	14.8	0.0	84.8	23.2	3.9
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C	A
HCM2k95thQ:	0	0	0	47	0	70	34	42	0	0	66	9

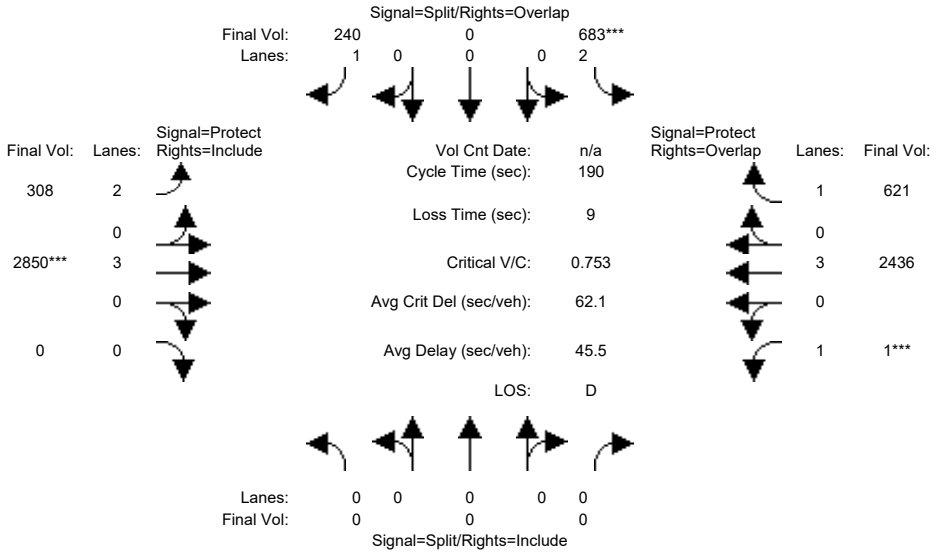
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #125: (53) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	683	0	240	308	3563	0	1	3583	621
Growth Adj:	1.00	1.00	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	683	0	240	308	3563	0	1	3583	621
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	683	0	240	308	3563	0	1	3583	621
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	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	683	0	240	308	2850	0	1	2436	621
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	683	0	240	308	2850	0	1	2436	621
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	683	0	240	308	2850	0	1	2436	621
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.14	0.10	0.50	0.00	0.00	0.43	0.35
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	30.9	0.0	52.0	21.1	131	0.0	10.6	121	151.8
Volume/Cap:	0.00	0.00	0.00	1.33	0.00	0.50	0.88	0.72	0.00	0.01	0.67	0.44
Delay/Veh:	0.0	0.0	0.0	242.6	0.0	58.9	104.9	18.9	0.0	84.8	22.4	6.2
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	242.6	0.0	58.9	104.9	18.9	0.0	84.8	22.4	6.2
LOS by Move:	A	A	A	F	A	E	F	B	A	F	C	A
HCM2k95thQ:	0	0	0	60	0	23	24	53	0	0	45	20

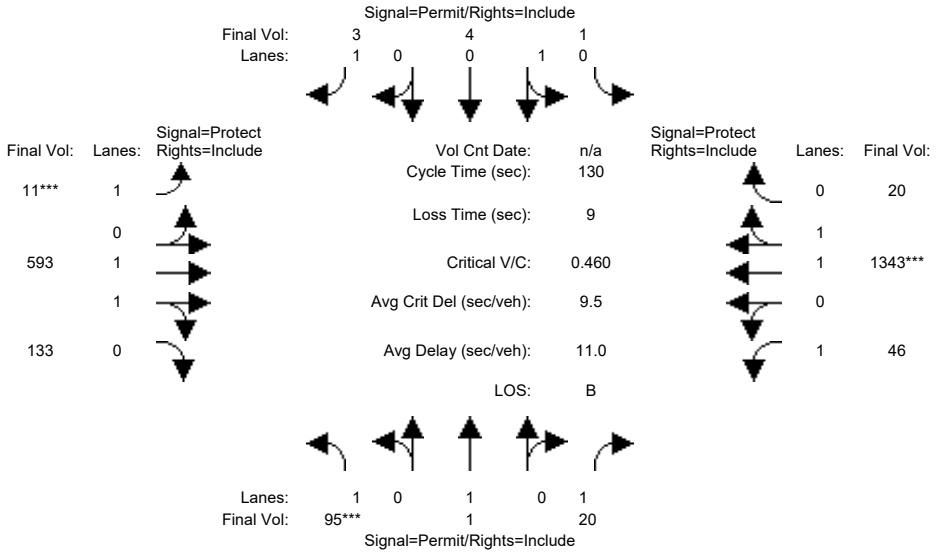
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #139: (35) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College 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:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9
Volume Module:												
Base Vol:	89	1	19	1	4	3	10	557	125	43	1262	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1	19	1	4	3	10	557	125	43	1262	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1	19	1	4	3	10	557	125	43	1262	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	95	1	20	1	4	3	11	593	133	46	1343	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1	20	1	4	3	11	593	133	46	1343	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1	20	1	4	3	11	593	133	46	1343	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.20	0.80	1.00	1.00	1.62	0.38	1.00	1.97	0.03
Final Sat.:	1750	1900	1750	360	1440	1750	1750	3021	678	1750	3645	55
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.00	0.00	0.00	0.01	0.20	0.20	0.03	0.37	0.37
Crit Moves:	****						****				****	
Green Time:	14.6	14.6	14.6	14.6	14.6	14.6	7.0	83.5	83.5	22.9	99.4	99.4
Volume/Cap:	0.48	0.00	0.10	0.03	0.03	0.02	0.11	0.31	0.31	0.15	0.48	0.48
Delay/Veh:	56.0	51.3	52.0	51.4	51.4	51.3	59.1	10.4	10.4	45.5	5.8	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	51.3	52.0	51.4	51.4	51.3	59.1	10.4	10.4	45.5	5.8	5.8
LOS by Move:	E	D	D	D	D	D	E	B	B	D	A	A
HCM2k95thQ:	9	0	2	0	0	0	1	12	12	3	19	19

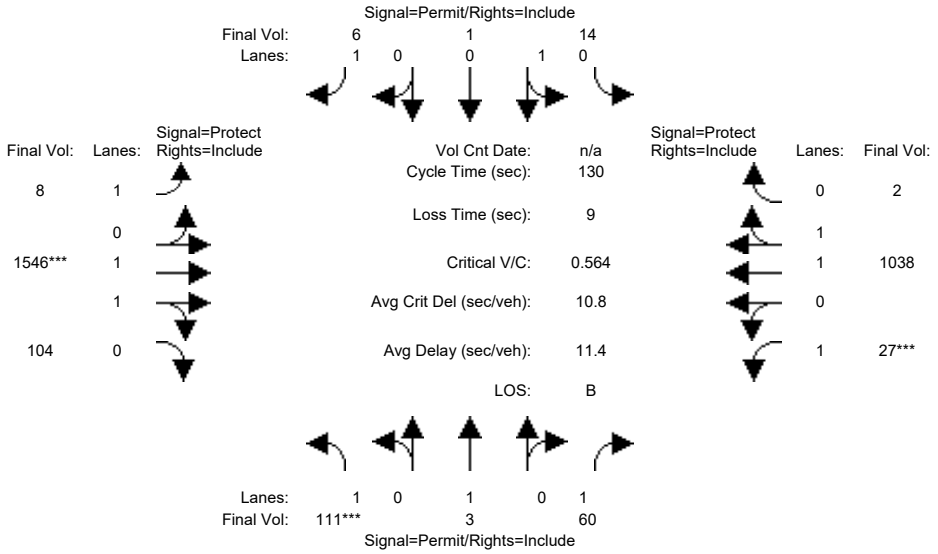
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #139: (35) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College 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:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9
Volume Module:												
Base Vol:	108	3	58	14	1	6	8	1500	101	26	1007	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	3	58	14	1	6	8	1500	101	26	1007	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	3	58	14	1	6	8	1500	101	26	1007	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	111	3	60	14	1	6	8	1546	104	27	1038	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	3	60	14	1	6	8	1546	104	27	1038	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	3	60	14	1	6	8	1546	104	27	1038	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.93	0.07	1.00	1.00	1.87	0.13	1.00	1.99	0.01
Final Sat.:	1750	1900	1750	1680	120	1750	1750	3466	233	1750	3693	7
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.01	0.01	0.00	0.00	0.45	0.45	0.02	0.28	0.28
Crit Moves:	****							****		****		
Green Time:	14.2	14.2	14.2	14.2	14.2	14.2	17.2	99.8	99.8	7.0	89.6	89.6
Volume/Cap:	0.58	0.01	0.31	0.08	0.08	0.03	0.04	0.58	0.58	0.28	0.41	0.41
Delay/Veh:	59.5	51.7	54.3	52.2	52.2	51.8	49.3	6.7	6.7	60.8	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	51.7	54.3	52.2	52.2	51.8	49.3	6.7	6.7	60.8	8.8	8.8
LOS by Move:	E	D	D	D	D	D	D	A	A	E	A	A
HCM2k95thQ:	10	0	5	1	1	1	1	24	24	2	17	17

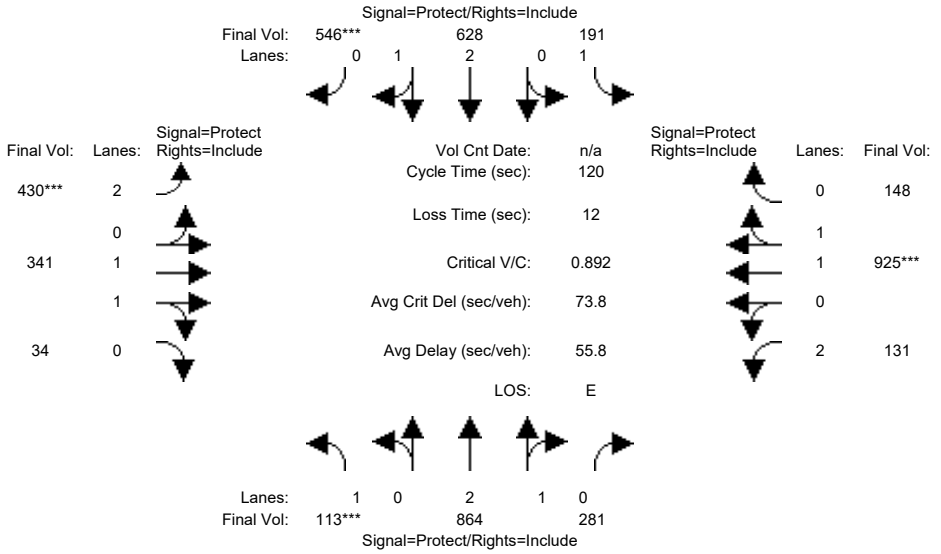
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #1200: (30) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module:												
Base Vol:	113	864	281	191	628	546	430	341	34	131	925	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	864	281	191	628	546	430	341	34	131	925	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	864	281	191	628	546	430	341	34	131	925	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	864	281	191	628	546	430	341	34	131	925	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	864	281	191	628	546	430	341	34	131	925	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	864	281	191	628	546	430	341	34	131	925	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.24	0.76	1.00	2.00	1.00	2.00	1.81	0.19	2.00	1.72	0.28
Final Sat.:	1750	4224	1374	1750	3800	1750	3150	3364	335	3150	3189	510
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.11	0.17	0.31	0.14	0.10	0.10	0.04	0.29	0.29
Crit Moves:	****					****	****				****	
Green Time:	20.0	34.3	34.3	22.9	37.2	37.2	16.3	29.0	29.0	21.8	34.6	34.6
Volume/Cap:	0.39	0.72	0.72	0.57	0.53	1.01	1.01	0.42	0.42	0.23	1.01	1.01
Delay/Veh:	45.4	40.0	40.0	46.5	34.5	69.5	97.2	38.7	38.7	42.1	72.0	72.0
User DelAdj:	1.00	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	40.0	40.0	46.5	34.5	69.5	97.2	38.7	38.7	42.1	72.0	72.0
LOS by Move:	D	D	D	D	C	E	F	D	D	D	E	E
HCM2k95thQ:	8	23	23	13	17	43	22	11	11	5	40	40

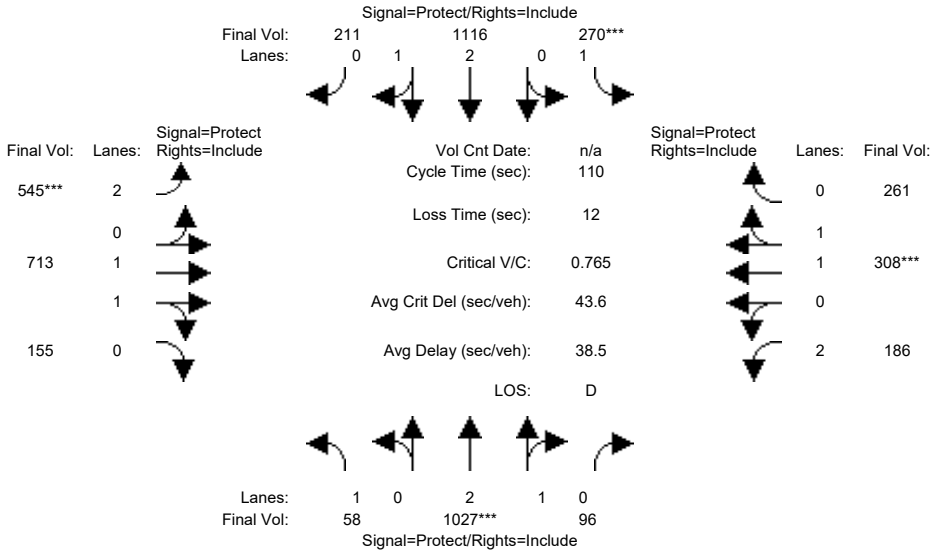
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #1200: (30) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	1027	96	270	1116	211	545	713	155	186	308	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1027	96	270	1116	211	545	713	155	186	308	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1027	96	270	1116	211	545	713	155	186	308	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1027	96	270	1116	211	545	713	155	186	308	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1027	96	270	1116	211	545	713	155	186	308	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1027	96	270	1116	211	545	713	155	186	308	261
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	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	1.00	2.73	0.27	1.00	2.51	0.49	2.00	1.63	0.37	2.00	1.06	0.94
Final Sat.:	1750	5121	479	1750	4708	890	3150	3039	661	3150	2002	1696
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.15	0.24	0.24	0.17	0.23	0.23	0.06	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	10.8	28.8	28.8	22.2	40.2	40.2	24.9	37.0	37.0	10.0	22.1	22.1
Volume/Cap:	0.34	0.77	0.77	0.77	0.65	0.65	0.77	0.70	0.70	0.65	0.77	0.77
Delay/Veh:	47.4	39.9	39.9	51.1	29.8	29.8	44.8	33.5	33.5	53.4	46.3	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	39.9	39.9	51.1	29.8	29.8	44.8	33.5	33.5	53.4	46.3	46.3
LOS by Move:	D	D	D	D	C	C	D	C	C	D	D	D
HCM2k95thQ:	4	22	22	17	22	22	19	23	23	7	18	18

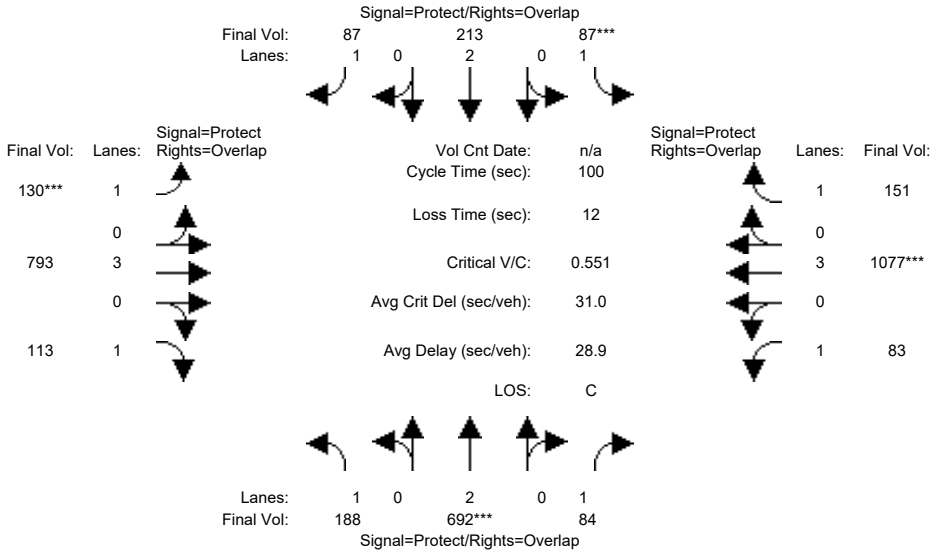
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #1201: (34) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5
Volume Module:												
Base Vol:	188	692	84	87	213	87	130	793	113	83	1077	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:	188	692	84	87	213	87	130	793	113	83	1077	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	692	84	87	213	87	130	793	113	83	1077	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	692	84	87	213	87	130	793	113	83	1077	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	692	84	87	213	87	130	793	113	83	1077	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	692	84	87	213	87	130	793	113	83	1077	151
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	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	5700	1900	1900	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.04	0.05	0.06	0.05	0.07	0.14	0.06	0.04	0.19	0.08
Crit Moves:		****			****			****			****	
Green Time:	26.4	33.0	43.6	8.3	14.9	27.4	12.4	36.1	62.5	10.5	34.3	42.6
Volume/Cap:	0.38	0.55	0.10	0.55	0.38	0.17	0.55	0.38	0.10	0.41	0.55	0.19
Delay/Veh:	32.2	29.2	16.9	57.2	40.2	28.3	50.2	24.2	7.6	48.1	27.8	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	29.2	16.9	57.2	40.2	28.3	50.2	24.2	7.6	48.1	27.8	18.4
LOS by Move:	C	C	B	E	D	C	D	C	A	D	C	B
HCM2k95thQ:	9	15	3	6	6	4	8	11	3	5	15	6

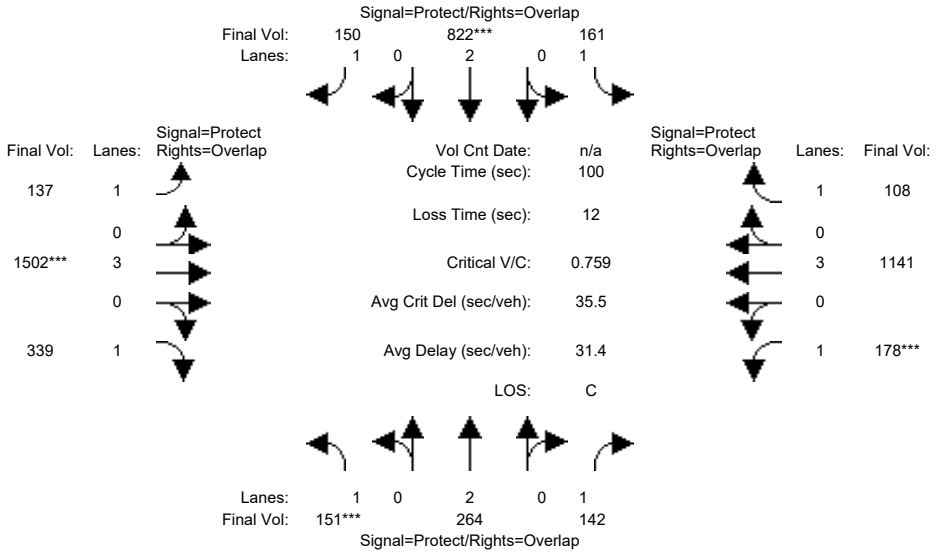
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #1201: (34) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15 - 6:15 PM												
Base Vol:	151	264	142	161	822	150	137	1502	339	178	1141	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:	151	264	142	161	822	150	137	1502	339	178	1141	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	264	142	161	822	150	137	1502	339	178	1141	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:	151	264	142	161	822	150	137	1502	339	178	1141	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	264	142	161	822	150	137	1502	339	178	1141	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:	151	264	142	161	822	150	137	1502	339	178	1141	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.08	0.09	0.22	0.09	0.08	0.26	0.19	0.10	0.20	0.06
Crit Moves:	****				****			****			****	
Green Time:	11.4	20.8	34.2	19.1	28.5	42.0	13.5	34.7	46.1	13.4	34.6	53.7
Volume/Cap:	0.76	0.33	0.24	0.48	0.76	0.20	0.58	0.76	0.42	0.76	0.58	0.11
Delay/Veh:	58.5	34.0	23.8	37.1	35.8	18.5	44.1	30.7	18.4	55.1	27.2	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	34.0	23.8	37.1	35.8	18.5	44.1	30.7	18.4	55.1	27.2	11.5
LOS by Move:	E	C	C	D	D	B	D	C	B	E	C	B
HCM2k95thQ:	10	7	6	9	20	6	8	23	13	11	17	3

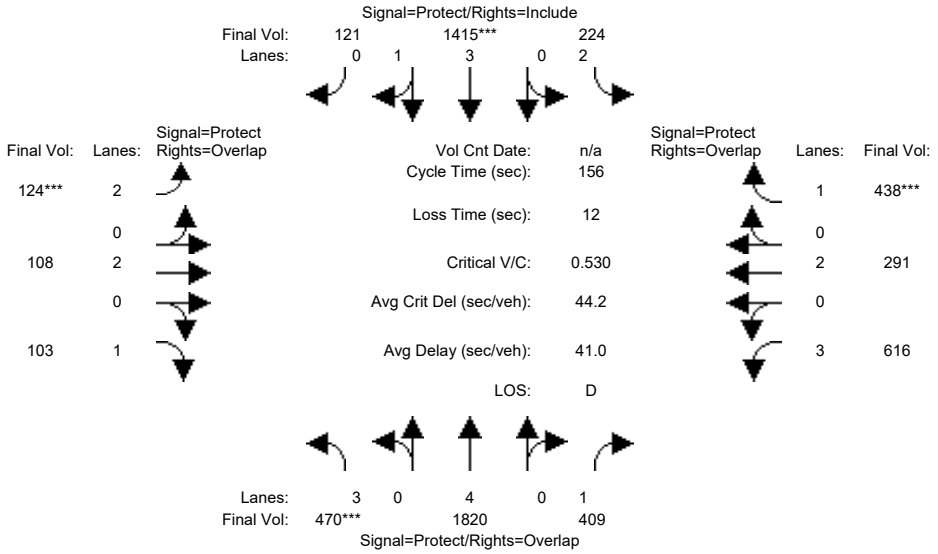
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #1206: (26) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	37	37	10	37	37	4	10	10	5	10	10
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	470	1820	409	224	1415	121	124	108	103	616	291	438
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	1820	409	224	1415	121	124	108	103	616	291	438
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	1820	409	224	1415	121	124	108	103	616	291	438
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	1820	409	224	1415	121	124	108	103	616	291	438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1820	409	224	1415	121	124	108	103	616	291	438
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	470	1820	409	224	1415	121	124	108	103	616	291	438
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:	3.00	4.00	1.00	2.00	3.68	0.32	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	5700	7600	1900	3800	7001	599	3800	3800	1900	5700	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.22	0.06	0.20	0.20	0.03	0.03	0.05	0.11	0.08	0.23
Crit Moves:	****				****		****					****
Green Time:	24.3	66.1	102.9	17.7	59.5	59.5	9.6	21.8	46.1	36.8	49.0	66.7
Volume/Cap:	0.53	0.56	0.33	0.52	0.53	0.53	0.53	0.20	0.18	0.46	0.24	0.54
Delay/Veh:	62.9	34.8	12.2	69.6	38.1	38.1	79.3	60.2	41.6	52.2	40.2	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	34.8	12.2	69.6	38.1	38.1	79.3	60.2	41.6	52.2	40.2	35.7
LOS by Move:	E	C	B	E	D	D	E	E	D	D	D	D
HCM2k95thQ:	13	27	15	10	23	23	6	5	7	15	10	26

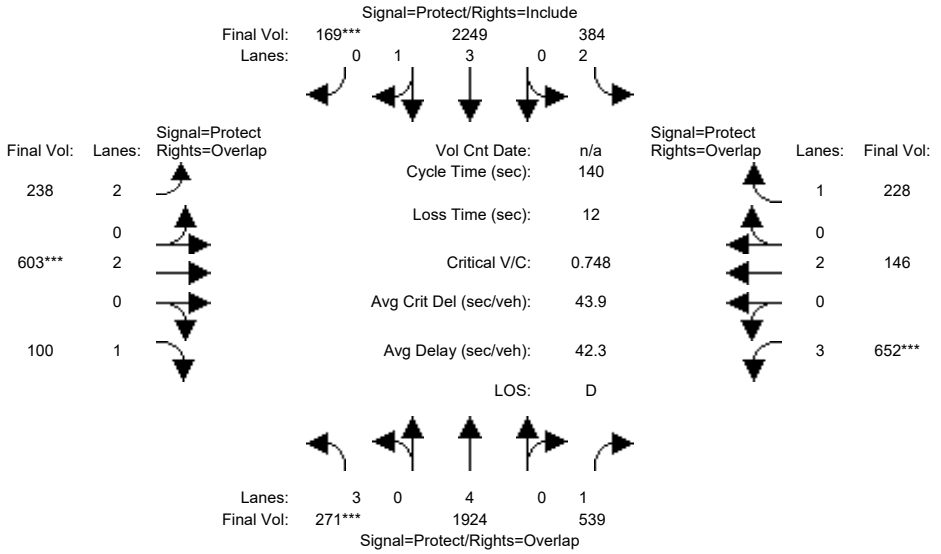
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #1206: (26) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	37	37	7	37	37	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	271	1924	539	384	2249	169	238	603	100	652	146	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	1924	539	384	2249	169	238	603	100	652	146	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	1924	539	384	2249	169	238	603	100	652	146	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	1924	539	384	2249	169	238	603	100	652	146	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	1924	539	384	2249	169	238	603	100	652	146	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	1924	539	384	2249	169	238	603	100	652	146	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.71	0.29	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6975	524	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.31	0.12	0.32	0.32	0.08	0.16	0.06	0.14	0.04	0.13
Crit Moves:	****					****		****		****		
Green Time:	11.1	48.9	75.7	22.6	60.3	60.3	29.0	29.7	40.8	26.8	27.5	50.0
Volume/Cap:	0.75	0.72	0.57	0.76	0.75	0.75	0.36	0.75	0.20	0.75	0.20	0.36
Delay/Veh:	71.4	40.7	22.1	62.5	34.4	34.4	47.9	55.5	37.4	57.0	47.2	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	40.7	22.1	62.5	34.4	34.4	47.9	55.5	37.4	57.0	47.2	33.6
LOS by Move:	E	D	C	E	C	C	D	E	D	E	D	C
HCM2k95thQ:	10	31	28	16	34	34	10	22	7	20	5	14

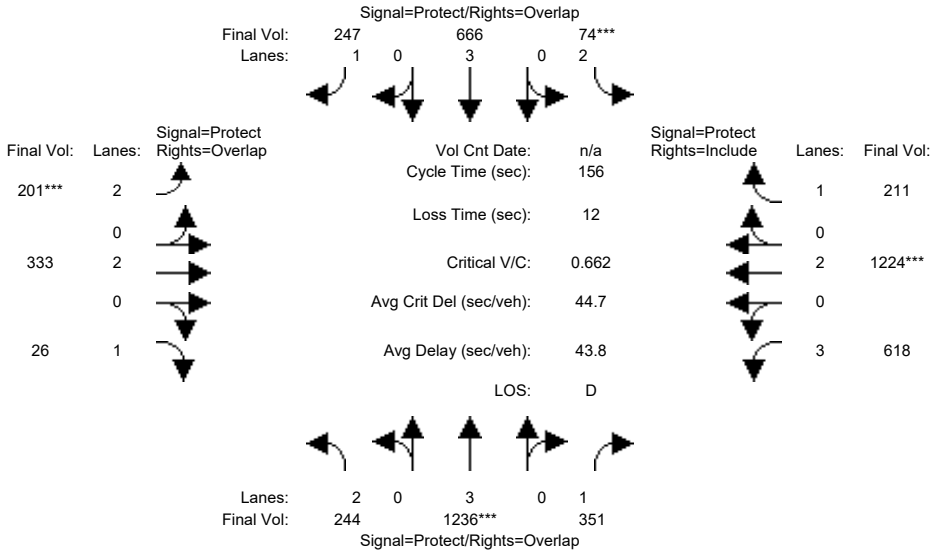
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #1207: (23) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	244	1236	351	74	666	247	201	333	26	618	1224	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	1236	351	74	666	247	201	333	26	618	1224	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	1236	351	74	666	247	201	333	26	618	1224	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	1236	351	74	666	247	201	333	26	618	1224	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	1236	351	74	666	247	201	333	26	618	1224	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	1236	351	74	666	247	201	333	26	618	1224	211
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3800	5700	1900	3800	5700	1900	3800	3800	1900	5700	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.18	0.02	0.12	0.13	0.05	0.09	0.01	0.11	0.32	0.11
Crit Moves:		****		****			****				****	
Green Time:	20.3	50.2	98.2	7.0	36.9	49.2	12.2	38.8	59.1	48.0	74.6	74.6
Volume/Cap:	0.49	0.67	0.29	0.43	0.49	0.41	0.67	0.35	0.04	0.35	0.67	0.23
Delay/Veh:	66.6	47.8	13.8	80.4	52.8	44.2	81.5	49.3	30.6	42.5	33.4	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.6	47.8	13.8	80.4	52.8	44.2	81.5	49.3	30.6	42.5	33.4	24.5
LOS by Move:	E	D	B	F	D	D	F	D	C	D	C	C
HCM2k95thQ:	11	29	14	4	16	16	10	12	2	13	36	11

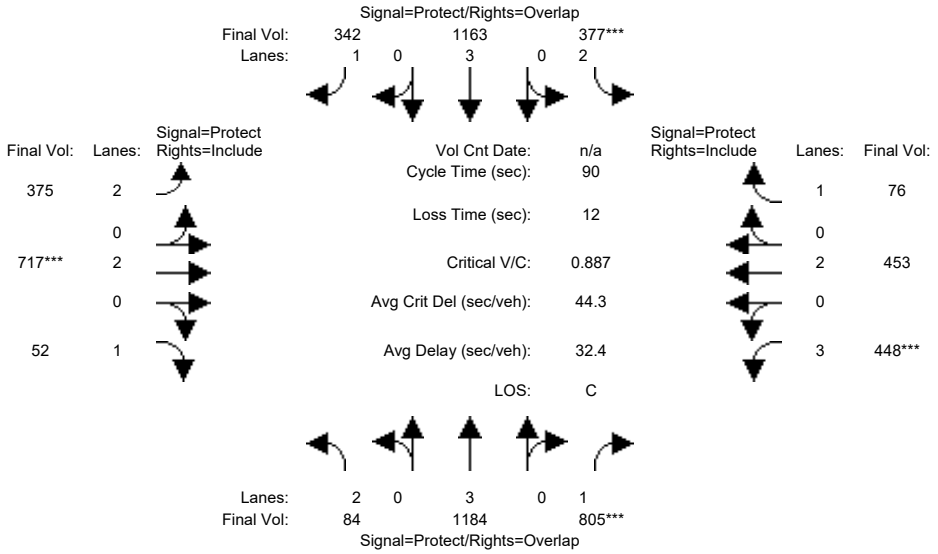
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #1207: (23) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	1184	805	377	1163	342	375	717	52	448	453	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1184	805	377	1163	342	375	717	52	448	453	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1184	805	377	1163	342	375	717	52	448	453	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:	84	1184	805	377	1163	342	375	717	52	448	453	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1184	805	377	1163	342	375	717	52	448	453	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:	84	1184	805	377	1163	342	375	717	52	448	453	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.46	0.12	0.20	0.20	0.12	0.19	0.03	0.10	0.12	0.04
Crit Moves:			****	****				****		****		
Green Time:	13.5	36.7	46.7	12.1	35.4	49.9	14.6	19.2	19.2	10.0	14.6	14.6
Volume/Cap:	0.18	0.51	0.89	0.89	0.52	0.35	0.74	0.89	0.14	0.89	0.74	0.27
Delay/Veh:	33.6	20.1	29.8	57.8	21.0	11.3	41.4	46.0	28.9	56.5	40.5	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	20.1	29.8	57.8	21.0	11.3	41.4	46.0	28.9	56.5	40.5	33.5
LOS by Move:	C	C	C	E	C	B	D	D	C	E	D	C
HCM2k95thQ:	2	15	39	13	15	11	12	20	2	12	12	4

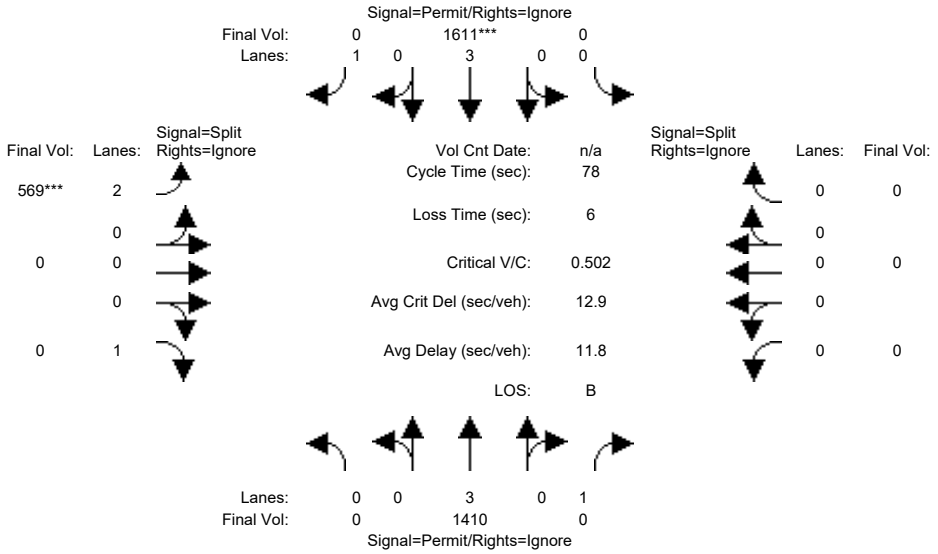
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #1208: (28) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	12	0	12	0	0	0
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	5.2	4.0	5.2	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1410	248	0	1611	464	569	0	572	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	1410	248	0	1611	464	569	0	572	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1410	248	0	1611	464	569	0	572	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1410	0	0	1611	0	569	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1410	0	0	1611	0	569	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1410	0	0	1611	0	569	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.28	0.00	0.18	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	43.9	0.0	0.0	43.9	0.0	28.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.0	0.0	0.0	10.5	0.0	19.9	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.0	0.0	0.0	10.5	0.0	19.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	B	A	A	A	A	A
HCM2k95thQ:	0	12	0	0	14	0	13	0	0	0	0	0

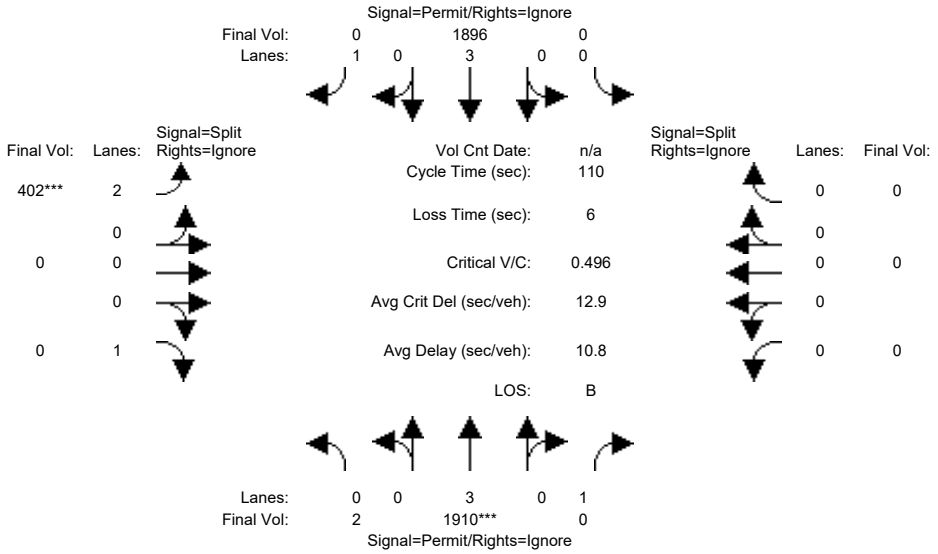
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #1208: (28) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	1910	789	0	1896	748	402	0	295	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:	2	1910	789	0	1896	748	402	0	295	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1910	789	0	1896	748	402	0	295	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2	1910	0	0	1896	0	402	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1910	0	0	1896	0	402	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	2	1910	0	0	1896	0	402	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	2.99	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	6	5594	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.00	0.00	0.33	0.00	0.13	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	75.7	75.7	0.0	0.0	75.7	0.0	28.3	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.50	0.50	0.00	0.00	0.48	0.00	0.50	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	8.2	8.2	0.0	0.0	8.1	0.0	35.3	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	0.0	0.0	8.1	0.0	35.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	18	18	0	0	18	0	14	0	0	0	0	0

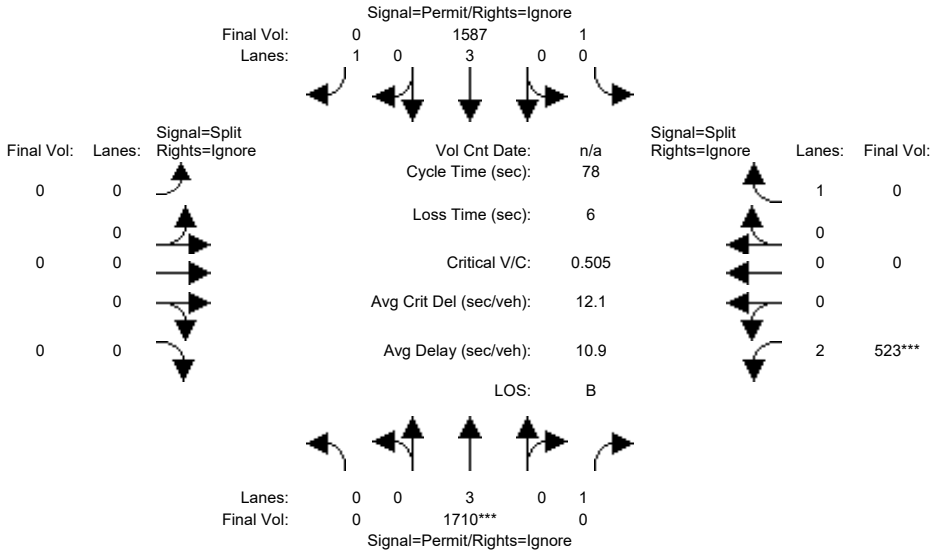
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #1209: (27) GREAT AMERICA/101 NB



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	20	20	0	20	20	0	0	0	6	0	6
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	4.0	4.0	4.0	5.5	4.0	5.5
Volume Module:												
Base Vol:	0	1710	247	1	1587	451	0	0	0	523	0	1153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1710	247	1	1587	451	0	0	0	523	0	1153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1710	247	1	1587	451	0	0	0	523	0	1153
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1710	0	1	1587	0	0	0	0	523	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1710	0	1	1587	0	0	0	0	523	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1710	0	1	1587	0	0	0	0	523	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.01	2.99	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	4	5596	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.28	0.28	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	46.3	0.0	46.3	46.3	0.0	0.0	0.0	0.0	25.7	0.0	0.0
Volume/Cap:	0.00	0.50	0.00	0.48	0.48	0.00	0.00	0.00	0.00	0.50	0.00	0.00
Delay/Veh:	0.0	9.3	0.0	9.1	9.1	0.0	0.0	0.0	0.0	21.5	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	0.0	9.1	9.1	0.0	0.0	0.0	0.0	21.5	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	0	15	0	14	14	0	0	0	0	12	0	0

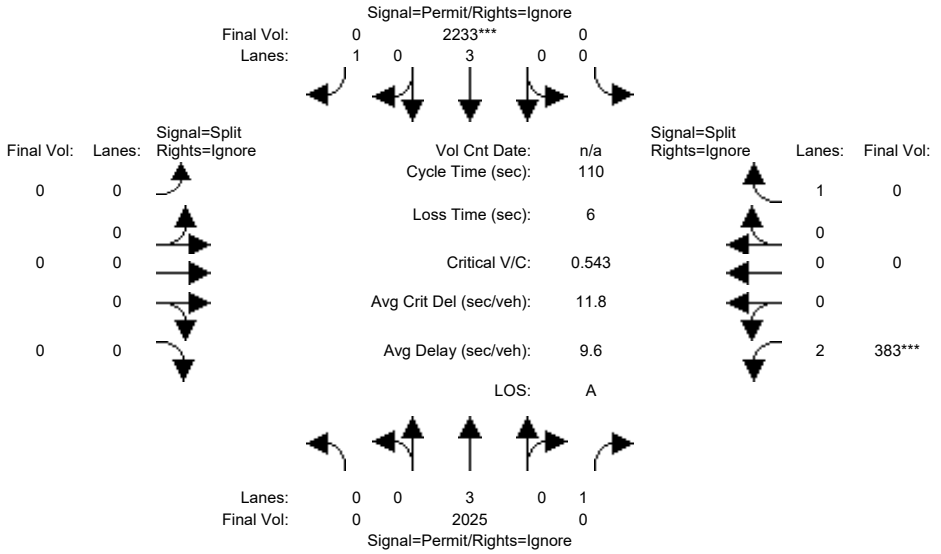
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #1209: (27) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00 - 6:00 PM												
Base Vol:	0	2025	329	0	2233	674	0	0	0	383	0	746
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2025	329	0	2233	674	0	0	0	383	0	746
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2025	329	0	2233	674	0	0	0	383	0	746
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2025	0	0	2233	0	0	0	0	383	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2025	0	0	2233	0	0	0	0	383	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2025	0	0	2233	0	0	0	0	383	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	79.4	0.0	0.0	79.4	0.0	0.0	0.0	0.0	24.6	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.00
Delay/Veh:	0.0	6.7	0.0	0.0	7.2	0.0	0.0	0.0	0.0	38.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.7	0.0	0.0	7.2	0.0	0.0	0.0	0.0	38.6	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	18	0	0	21	0	0	0	0	14	0	0

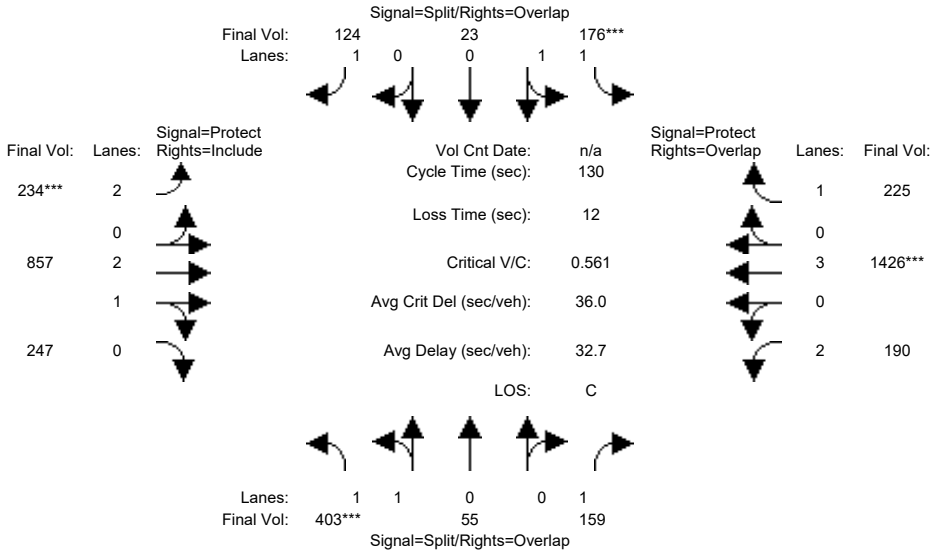
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #1214: (9) LAWRENCE RAMPS / EL CAMINO REAL



Street Name:	LAWRENCE RAMPS						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	403	55	159	176	23	124	234	857	247	190	1426	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	403	55	159	176	23	124	234	857	247	190	1426	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	55	159	176	23	124	234	857	247	190	1426	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	55	159	176	23	124	234	857	247	190	1426	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	55	159	176	23	124	234	857	247	190	1426	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	55	159	176	23	124	234	857	247	190	1426	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.76	0.24	1.00	1.77	0.23	1.00	2.00	2.30	0.70	2.00	3.00	1.00
Final Sat.:	3124	426	1750	3140	410	1750	3150	4345	1252	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.09	0.06	0.06	0.07	0.07	0.20	0.20	0.06	0.25	0.13
Crit Moves:	****			****			****				****	
Green Time:	29.9	29.9	47.5	13.0	13.0	30.2	17.2	57.5	57.5	17.6	57.9	70.9
Volume/Cap:	0.56	0.56	0.25	0.56	0.56	0.31	0.56	0.45	0.45	0.45	0.56	0.24
Delay/Veh:	45.2	45.2	29.0	57.8	57.8	41.7	54.6	25.3	25.3	52.5	26.9	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	45.2	29.0	57.8	57.8	41.7	54.6	25.3	25.3	52.5	26.9	15.5
LOS by Move:	D	D	C	E	E	D	D	C	C	D	C	B
HCM2k95thQ:	16	16	9	8	8	8	10	18	18	8	24	9

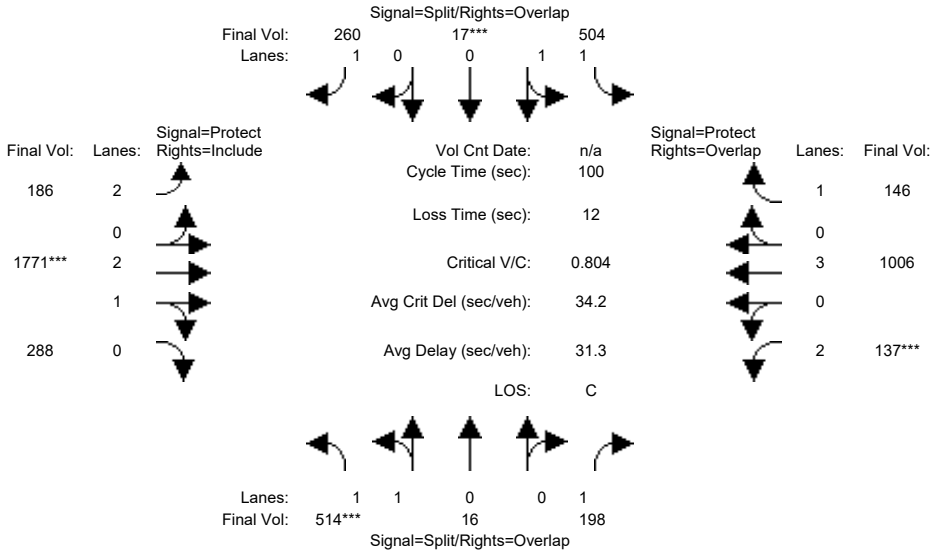
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #1214: (9) LAWRENCE RAMPS / EL CAMINO REAL



Street Name:	LAWRENCE RAMPS						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	514	16	198	504	17	260	186	1771	288	137	1006	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:	514	16	198	504	17	260	186	1771	288	137	1006	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	514	16	198	504	17	260	186	1771	288	137	1006	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:	514	16	198	504	17	260	186	1771	288	137	1006	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	514	16	198	504	17	260	186	1771	288	137	1006	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:	514	16	198	504	17	260	186	1771	288	137	1006	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.94	0.06	1.00	1.94	0.06	1.00	2.00	2.56	0.44	2.00	3.00	1.00
Final Sat.:	3443	107	1750	3434	116	1750	3150	4816	783	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.11	0.15	0.15	0.15	0.06	0.37	0.37	0.04	0.18	0.08
Crit Moves:	****				****			****			****	
Green Time:	18.2	18.2	25.2	17.9	17.9	32.6	14.7	44.9	44.9	7.0	37.1	55.1
Volume/Cap:	0.82	0.82	0.45	0.82	0.82	0.46	0.40	0.82	0.82	0.62	0.48	0.15
Delay/Veh:	47.5	47.5	32.3	47.8	47.8	27.2	39.2	26.3	26.3	50.6	24.2	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	47.5	32.3	47.8	47.8	27.2	39.2	26.3	26.3	50.6	24.2	11.1
LOS by Move:	D	D	C	D	D	C	D	C	C	D	C	B
HCM2k95thQ:	17	17	11	17	17	13	6	33	33	5	14	5

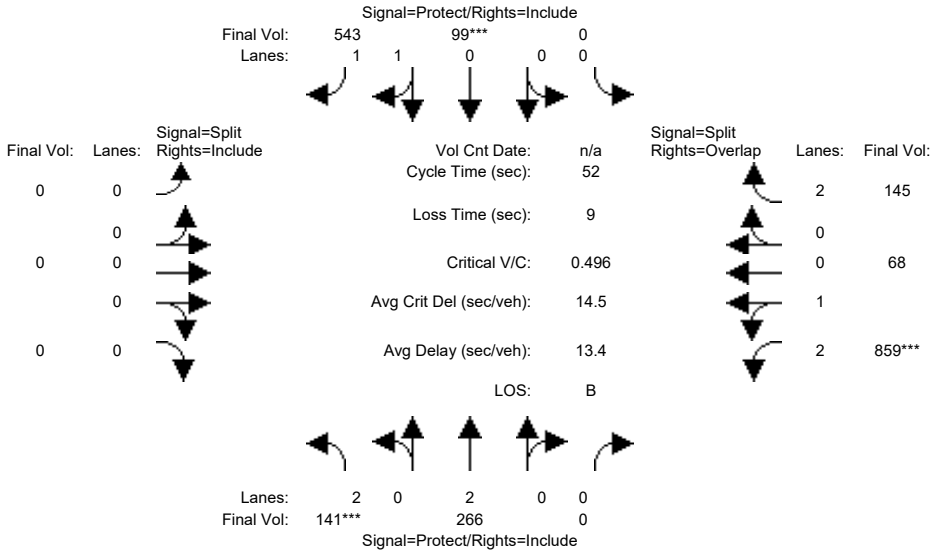
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #3028: (18) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	266	0	0	99	543	0	0	0	859	68	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:	141	266	0	0	99	543	0	0	0	859	68	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	266	0	0	99	543	0	0	0	859	68	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:	141	266	0	0	99	543	0	0	0	859	68	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	266	0	0	99	543	0	0	0	859	68	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:	141	266	0	0	99	543	0	0	0	859	68	145
Saturation 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	0.95	0.95	0.92	1.00	0.92	0.86	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.31	1.69	0.00	0.00	0.00	2.80	0.20	2.00
Final Sat.:	3150	3800	0	0	555	3045	0	0	0	4584	363	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.19	0.19	0.05
Crit Moves:	****				****					****		
Green Time:	7.0	24.6	0.0	0.0	17.6	17.6	0.0	0.0	0.0	18.4	18.4	18.4
Volume/Cap:	0.33	0.15	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.53	0.53	0.13
Delay/Veh:	20.8	7.8	0.0	0.0	14.3	14.3	0.0	0.0	0.0	13.6	13.6	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	7.8	0.0	0.0	14.3	14.3	0.0	0.0	0.0	13.6	13.6	11.4
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2k95thQ:	3	2	0	0	9	9	0	0	0	10	10	2

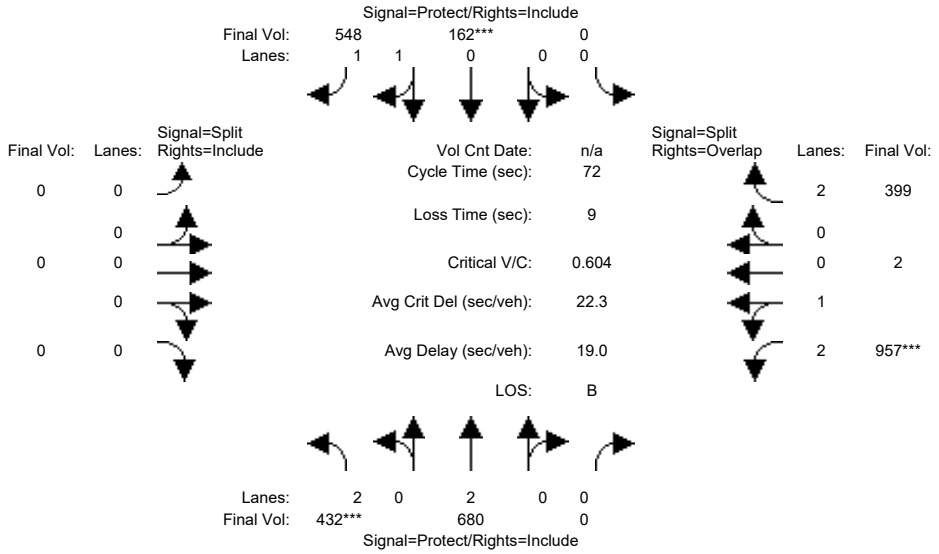
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #3028: (18) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	432	680	0	0	162	548	0	0	0	957	2	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	432	680	0	0	162	548	0	0	0	957	2	399
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	432	680	0	0	162	548	0	0	0	957	2	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	432	680	0	0	162	548	0	0	0	957	2	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	680	0	0	162	548	0	0	0	957	2	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	432	680	0	0	162	548	0	0	0	957	2	399
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.46	1.54	0.00	0.00	0.00	2.99	0.01	2.00
Final Sat.:	3150	3800	0	0	821	2779	0	0	0	4940	10	3150
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.19	0.19	0.13
Crit Moves:	****				****					****		
Green Time:	16.4	39.9	0.0	0.0	23.5	23.5	0.0	0.0	0.0	23.1	23.1	23.1
Volume/Cap:	0.60	0.32	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.60	0.60	0.39
Delay/Veh:	26.4	8.8	0.0	0.0	21.2	21.2	0.0	0.0	0.0	21.2	21.2	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	8.8	0.0	0.0	21.2	21.2	0.0	0.0	0.0	21.2	21.2	19.3
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	B
HCM2k95thQ:	10	8	0	0	13	13	0	0	0	14	14	9

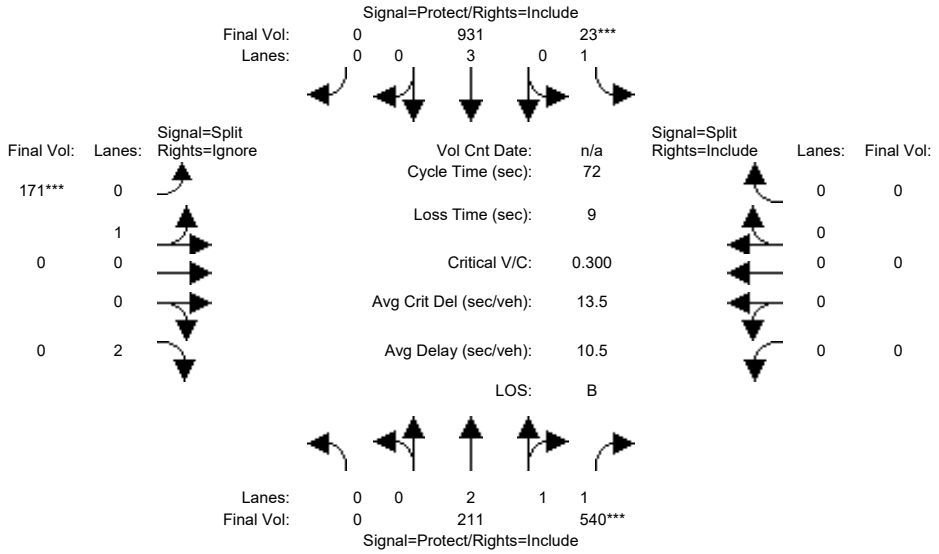
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #3029: (19) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	211	540	23	931	0	171	0	906	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	211	540	23	931	0	171	0	906	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	211	540	23	931	0	171	0	906	0	0	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	211	540	23	931	0	171	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	211	540	23	931	0	171	0	0	0	0	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	211	540	23	931	0	171	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.15	0.01	0.16	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	34.7	34.7	7.0	41.7	0.0	21.3	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.32	0.14	0.28	0.00	0.32	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.3	11.5	30.1	7.7	0.0	20.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.3	11.5	30.1	7.7	0.0	20.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	3	8	1	7	0	7	0	0	0	0	0

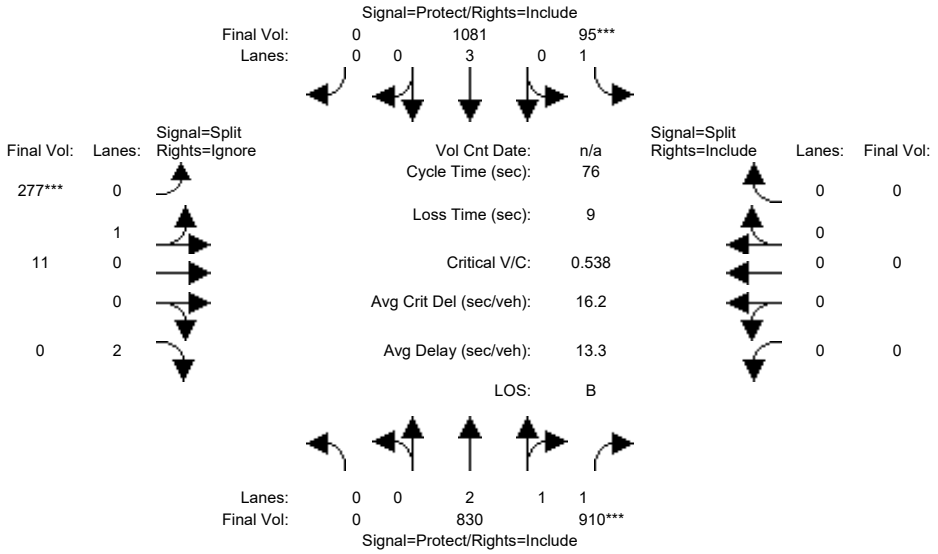
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #3029: (19) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	830	910	95	1081	0	277	11	271	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	830	910	95	1081	0	277	11	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	830	910	95	1081	0	277	11	271	0	0	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	830	910	95	1081	0	277	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	830	910	95	1081	0	277	11	0	0	0	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	830	910	95	1081	0	277	11	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	0.96	0.04	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1731	69	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.26	0.05	0.19	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	36.7	36.7	7.7	44.4	0.0	22.6	22.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.45	0.54	0.54	0.32	0.00	0.54	0.54	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.1	13.9	35.8	8.2	0.0	23.4	23.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	13.9	35.8	8.2	0.0	23.4	23.4	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	12	15	5	8	0	12	12	0	0	0	0

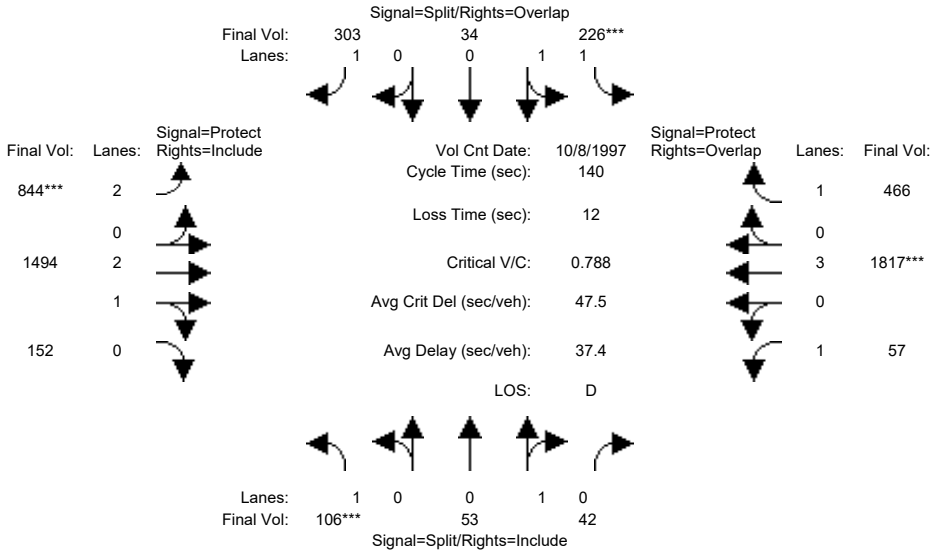
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #3096: (56) DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 1997 << 0.760												
Base Vol:	106	53	42	226	34	303	844	1494	152	57	1817	466
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	53	42	226	34	303	844	1494	152	57	1817	466
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	53	42	226	34	303	844	1494	152	57	1817	466
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	53	42	226	34	303	844	1494	152	57	1817	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	53	42	226	34	303	844	1494	152	57	1817	466
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	53	42	226	34	303	844	1494	152	57	1817	466
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.56	0.44	1.74	0.26	1.00	2.00	2.71	0.29	1.00	3.00	1.00
Final Sat.:	1750	1004	796	3086	464	1750	3150	5082	517	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.07	0.07	0.17	0.27	0.29	0.29	0.03	0.32	0.27
Crit Moves:	****			****			****				****	
Green Time:	11.0	11.0	11.0	13.7	13.7	61.7	48.0	84.1	84.1	19.1	55.2	55.2
Volume/Cap:	0.77	0.67	0.67	0.75	0.75	0.39	0.78	0.49	0.49	0.24	0.81	0.68
Delay/Veh:	96.5	85.3	85.3	75.2	75.2	28.0	46.9	16.3	16.3	56.3	41.0	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	85.3	85.3	75.2	75.2	28.0	46.9	16.3	16.3	56.3	41.0	40.2
LOS by Move:	F	F	F	E	E	C	D	B	B	E	D	D
HCM2k95thQ:	12	10	10	12	12	17	34	23	23	5	37	28

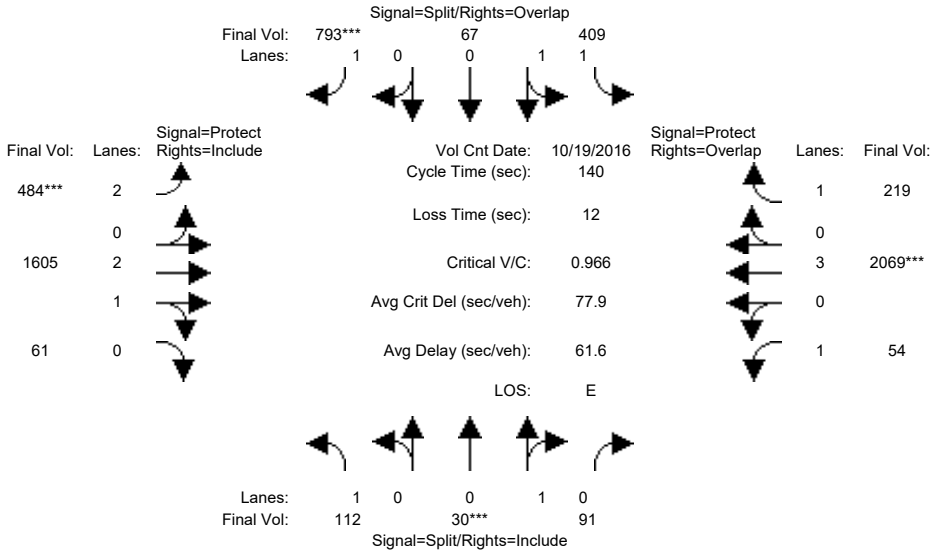
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #3096: (56) DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Oct 2016 << 5:15 - 6:15 PM												
Base Vol:	112	30	91	409	67	793	484	1605	61	54	2069	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	30	91	409	67	793	484	1605	61	54	2069	219
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	30	91	409	67	793	484	1605	61	54	2069	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	30	91	409	67	793	484	1605	61	54	2069	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	30	91	409	67	793	484	1605	61	54	2069	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	30	91	409	67	793	484	1605	61	54	2069	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.25	0.75	1.72	0.28	1.00	2.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1750	446	1354	3050	500	1750	3150	5395	205	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.13	0.13	0.45	0.15	0.30	0.30	0.03	0.36	0.13
Crit Moves:		****				****	****				****	
Green Time:	10.4	10.4	10.4	46.3	46.3	70.2	23.8	58.1	58.1	13.1	47.4	47.4
Volume/Cap:	0.86	0.90	0.90	0.41	0.41	0.90	0.90	0.72	0.72	0.33	1.07	0.37
Delay/Veh:	104.6	114	114.3	36.4	36.4	44.4	75.7	35.2	35.2	60.5	89.2	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.6	114	114.3	36.4	36.4	44.4	75.7	35.2	35.2	60.5	89.2	35.4
LOS by Move:	F	F	F	D	D	D	E	D	D	E	F	D
HCM2k95thQ:	14	15	15	15	15	57	24	34	34	5	57	14

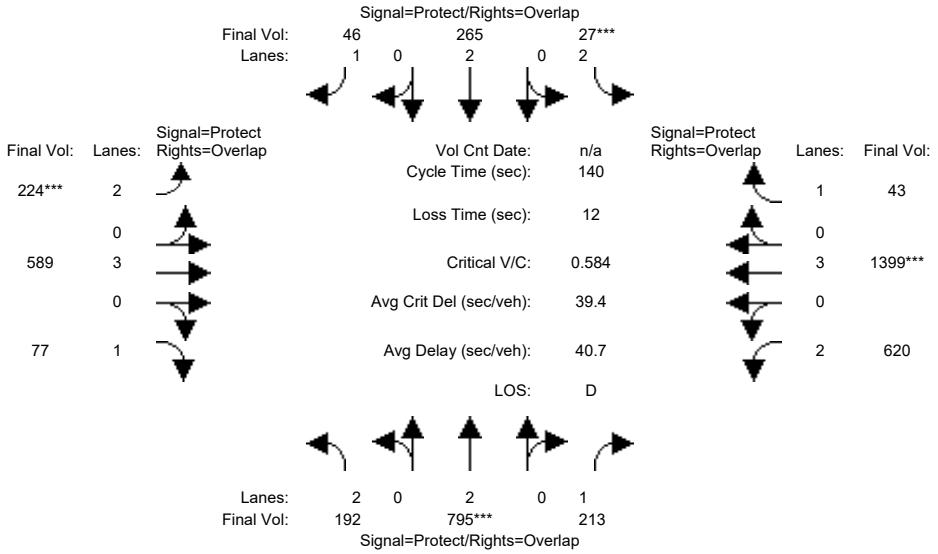
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #3098: (58) FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:0.791												
Base Vol:	192	795	213	27	265	46	224	589	77	620	1399	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	795	213	27	265	46	224	589	77	620	1399	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	795	213	27	265	46	224	589	77	620	1399	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	795	213	27	265	46	224	589	77	620	1399	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	795	213	27	265	46	224	589	77	620	1399	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	795	213	27	265	46	224	589	77	620	1399	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.12	0.01	0.07	0.03	0.07	0.10	0.04	0.20	0.25	0.02
Crit Moves:		****		****			****				****	
Green Time:	25.4	48.1	95.9	7.0	29.8	46.1	16.4	25.1	50.5	47.8	56.5	63.5
Volume/Cap:	0.34	0.61	0.18	0.17	0.33	0.08	0.61	0.58	0.12	0.58	0.61	0.05
Delay/Veh:	51.5	40.2	8.2	66.1	47.7	32.6	66.1	55.0	30.3	40.1	34.2	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	40.2	8.2	66.1	47.7	32.6	66.1	55.0	30.3	40.1	34.2	21.6
LOS by Move:	D	D	A	E	D	C	E	D	C	D	C	C
HCM2k95thQ:	9	24	7	2	9	3	11	14	5	22	27	3

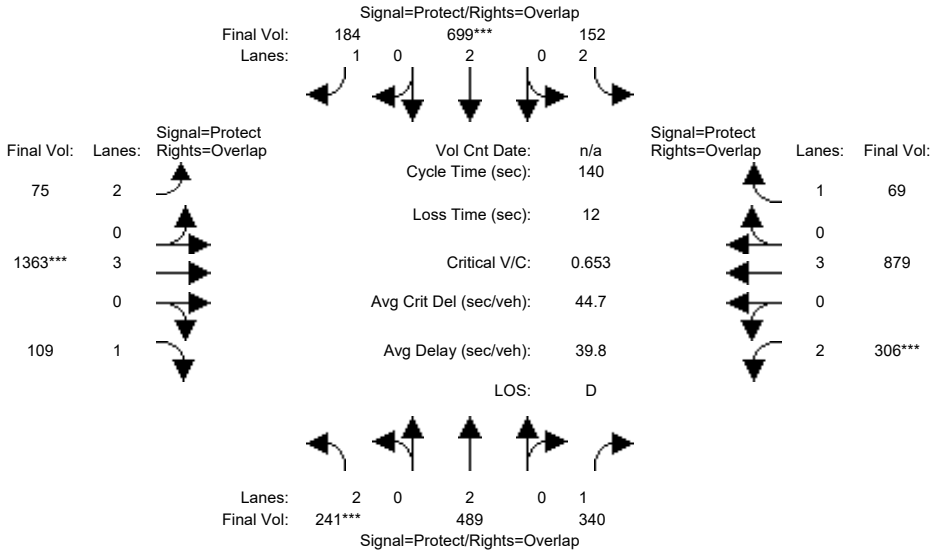
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #3098: (58) FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45 - 5:45 PM												
Base Vol:	241	489	340	152	699	184	75	1363	109	306	879	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:	241	489	340	152	699	184	75	1363	109	306	879	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	489	340	152	699	184	75	1363	109	306	879	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	489	340	152	699	184	75	1363	109	306	879	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	489	340	152	699	184	75	1363	109	306	879	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	489	340	152	699	184	75	1363	109	306	879	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.19	0.05	0.18	0.11	0.02	0.24	0.06	0.10	0.15	0.04
Crit Moves:	****				****			****			****	
Green Time:	16.4	40.2	61.1	15.6	39.5	57.1	17.7	51.3	67.7	20.8	54.5	70.1
Volume/Cap:	0.65	0.45	0.45	0.43	0.65	0.26	0.19	0.65	0.13	0.65	0.40	0.08
Delay/Veh:	63.2	41.1	28.0	58.9	45.7	27.6	55.0	37.7	20.0	59.4	31.0	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	41.1	28.0	58.9	45.7	27.6	55.0	37.7	20.0	59.4	31.0	18.2
LOS by Move:	E	D	C	E	D	C	D	D	B	E	C	B
HCM2k95thQ:	13	16	20	7	23	10	3	27	5	14	16	3

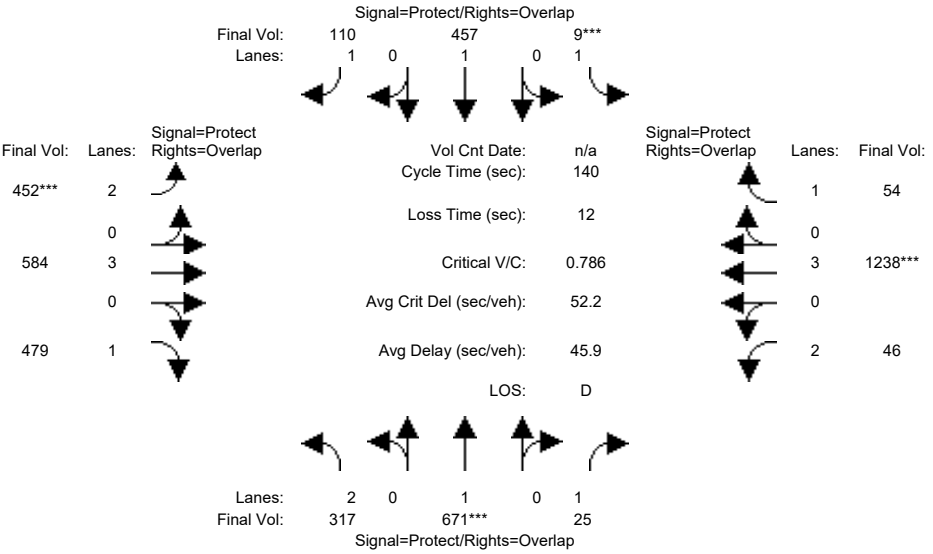
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #3728: (57) Orchard Pkwy & Trimble Rd



Street Name:	Orchard Pkwy						Trimble Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	317	671	25	9	457	110	452	584	479	46	1238	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	671	25	9	457	110	452	584	479	46	1238	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	317	671	25	9	457	110	452	584	479	46	1238	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	671	25	9	457	110	452	584	479	46	1238	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	671	25	9	457	110	452	584	479	46	1238	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	671	25	9	457	110	452	584	479	46	1238	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.35	0.01	0.01	0.24	0.06	0.14	0.10	0.27	0.01	0.22	0.03
Crit Moves:		****		****			****				****	
Green Time:	19.7	59.9	73.6	7.0	47.1	71.5	24.3	47.4	67.2	13.7	36.8	43.8
Volume/Cap:	0.71	0.83	0.03	0.10	0.71	0.12	0.83	0.30	0.57	0.15	0.83	0.10
Delay/Veh:	62.9	42.4	16.0	64.0	44.4	18.0	65.8	34.2	27.0	58.0	52.5	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:	62.9	42.4	16.0	64.0	44.4	18.0	65.8	34.2	27.0	58.0	52.5	34.2
LOS by Move:	E	D	B	E	D	B	E	C	C	E	D	C
HCM2k95thQ:	17	44	1	1	31	5	21	11	27	2	29	3

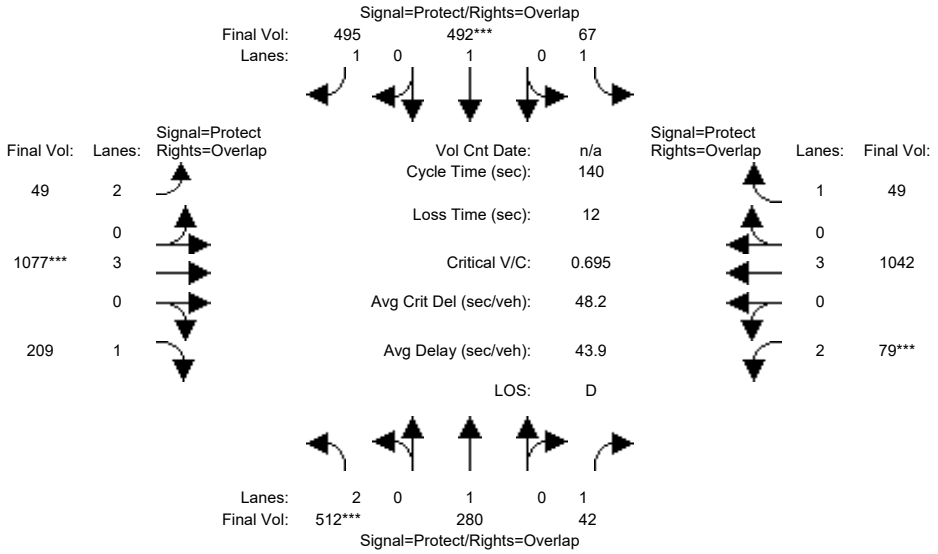
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #3728: (57) Orchard Pkwy & Trimble Rd



Street Name:	Orchard Pkwy						Trimble Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	512	280	42	67	492	495	49	1077	209	79	1042	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	512	280	42	67	492	495	49	1077	209	79	1042	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	512	280	42	67	492	495	49	1077	209	79	1042	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	512	280	42	67	492	495	49	1077	209	79	1042	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	280	42	67	492	495	49	1077	209	79	1042	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	512	280	42	67	492	495	49	1077	209	79	1042	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.15	0.02	0.04	0.26	0.28	0.02	0.19	0.12	0.03	0.18	0.03
Crit Moves:	****				****			****			****	
Green Time:	32.2	62.4	69.4	21.2	51.3	60.9	9.5	37.5	69.7	7.0	34.9	56.1
Volume/Cap:	0.71	0.33	0.05	0.25	0.71	0.65	0.23	0.71	0.24	0.50	0.73	0.07
Delay/Veh:	52.7	25.5	18.3	52.9	41.2	33.2	62.3	47.8	20.2	67.3	50.3	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	25.5	18.3	52.9	41.2	33.2	62.3	47.8	20.2	67.3	50.3	25.9
LOS by Move:	D	C	B	D	D	C	E	D	C	E	D	C
HCM2k95thQ:	24	14	2	6	32	31	2	24	10	4	24	3

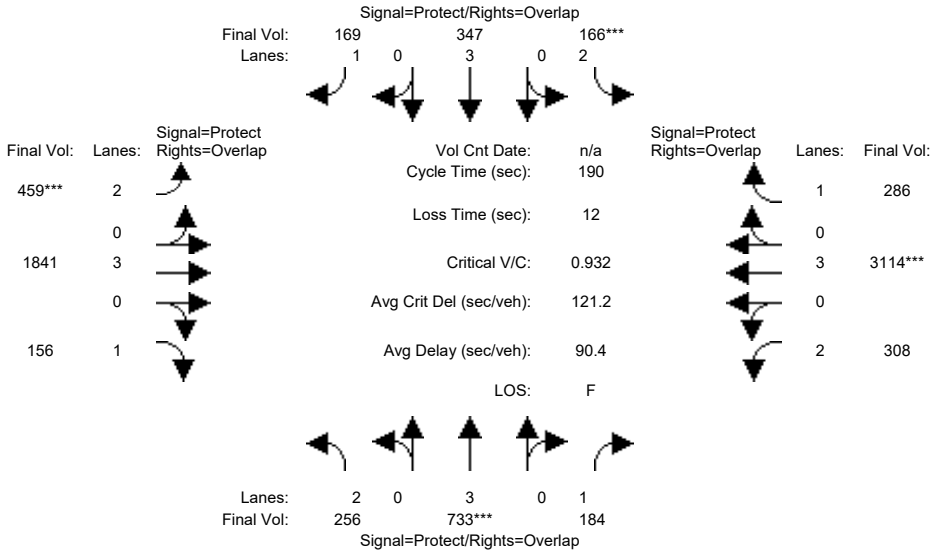
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5329: (31) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	256	733	184	166	347	169	459	1841	156	308	3114	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	733	184	166	347	169	459	1841	156	308	3114	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	733	184	166	347	169	459	1841	156	308	3114	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	733	184	166	347	169	459	1841	156	308	3114	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	733	184	166	347	169	459	1841	156	308	3114	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	733	184	166	347	169	459	1841	156	308	3114	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.11	0.05	0.06	0.10	0.15	0.32	0.09	0.10	0.55	0.16
Crit Moves:		****		****			****				****	
Green Time:	22.0	42.0	62.0	15.0	35.0	67.0	32.0	101	123.0	20.0	89.0	104.0
Volume/Cap:	0.70	0.58	0.32	0.67	0.33	0.27	0.87	0.61	0.14	0.93	1.17	0.30
Delay/Veh:	86.9	66.8	48.5	91.9	67.5	44.3	90.8	39.8	19.5	115.9	140	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	66.8	48.5	91.9	67.5	44.3	90.8	39.8	19.5	115.9	140	30.5
LOS by Move:	F	E	D	F	E	D	F	D	B	F	F	C
HCM2k95thQ:	16	22	15	11	11	14	31	46	11	24	119	22

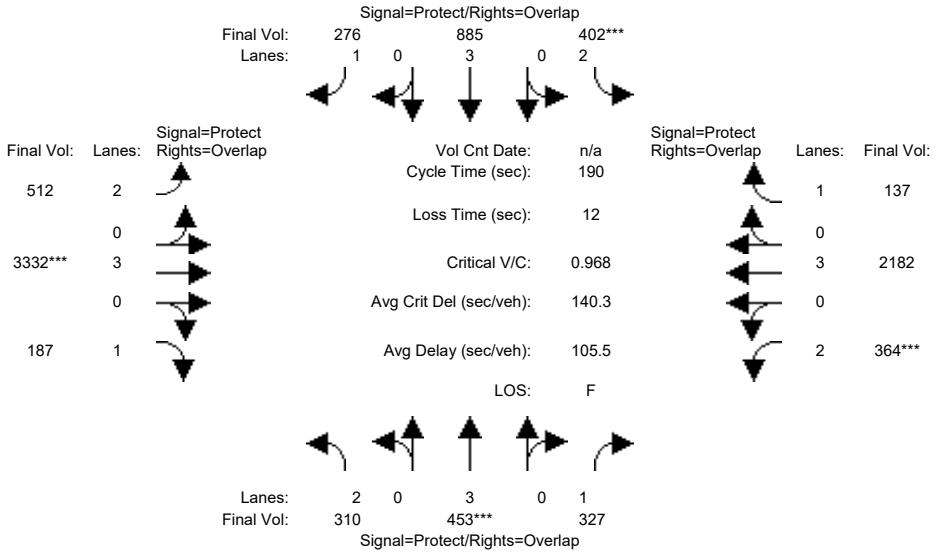
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5329: (31) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	310	453	327	402	885	276	512	3332	187	364	2182	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:	310	453	327	402	885	276	512	3332	187	364	2182	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	453	327	402	885	276	512	3332	187	364	2182	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	453	327	402	885	276	512	3332	187	364	2182	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	453	327	402	885	276	512	3332	187	364	2182	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	453	327	402	885	276	512	3332	187	364	2182	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.19	0.13	0.16	0.16	0.16	0.58	0.11	0.12	0.38	0.08
Crit Moves:		****		****				****		****		
Green Time:	19.3	39.0	58.4	21.4	41.2	63.7	22.6	98.2	117.4	19.4	95.0	116.4
Volume/Cap:	0.97	0.39	0.61	1.13	0.72	0.47	1.37	1.13	0.17	1.13	0.77	0.13
Delay/Veh:	127.6	65.4	58.1	172.6	71.0	50.4	273.3	143	32.3	175.9	30.8	8.5
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:	127.6	65.4	58.1	172.6	71.0	50.4	273.3	143	32.3	175.9	30.8	8.5
LOS by Move:	F	E	E	F	E	D	F	F	C	F	C	A
HCM2k95thQ:	22	14	29	31	27	23	48	122	17	32	47	4

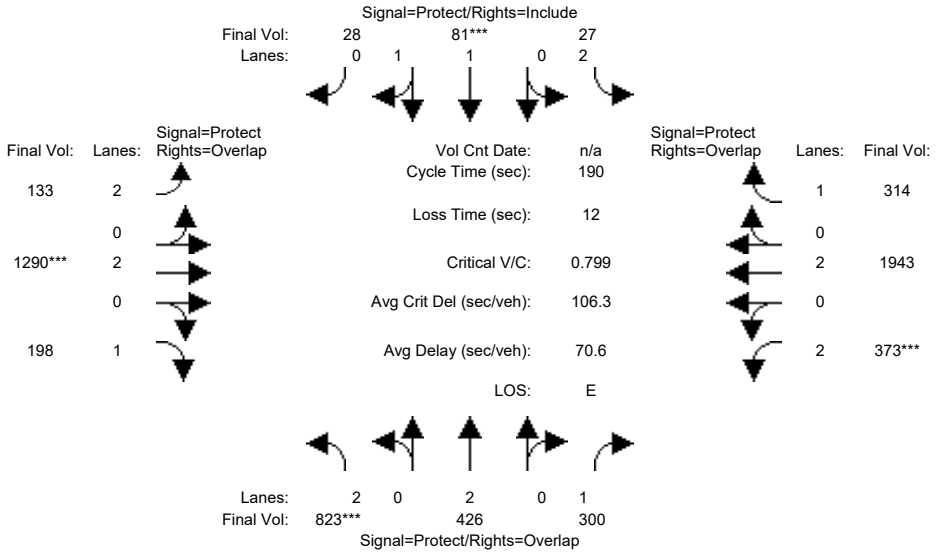
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5332: (45) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	823	426	300	27	81	28	133	1500	198	373	2259	314
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	823	426	300	27	81	28	133	1500	198	373	2259	314
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	823	426	300	27	81	28	133	1500	198	373	2259	314
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	823	426	300	27	81	28	133	1290	198	373	1943	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	823	426	300	27	81	28	133	1290	198	373	1943	314
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	823	426	300	27	81	28	133	1290	198	373	1943	314
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.47	0.53	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2749	950	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.11	0.17	0.01	0.03	0.03	0.04	0.34	0.11	0.12	0.51	0.18
Crit Moves:	****				****			****			****	
Green Time:	38.0	52.0	76.0	10.0	24.0	24.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	1.31	0.41	0.43	0.16	0.23	0.23	0.50	0.70	0.17	0.94	0.97	0.31
Delay/Veh:	225.1	56.7	41.7	86.5	75.0	75.0	84.7	31.5	3.5	111.9	45.6	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	225.1	56.7	41.7	86.5	75.0	75.0	84.7	31.5	3.5	111.9	45.6	13.0
LOS by Move:	F	E	D	F	E	E	F	C	A	F	D	B
HCM2k95thQ:	66	18	23	2	6	6	10	40	3	22	77	11

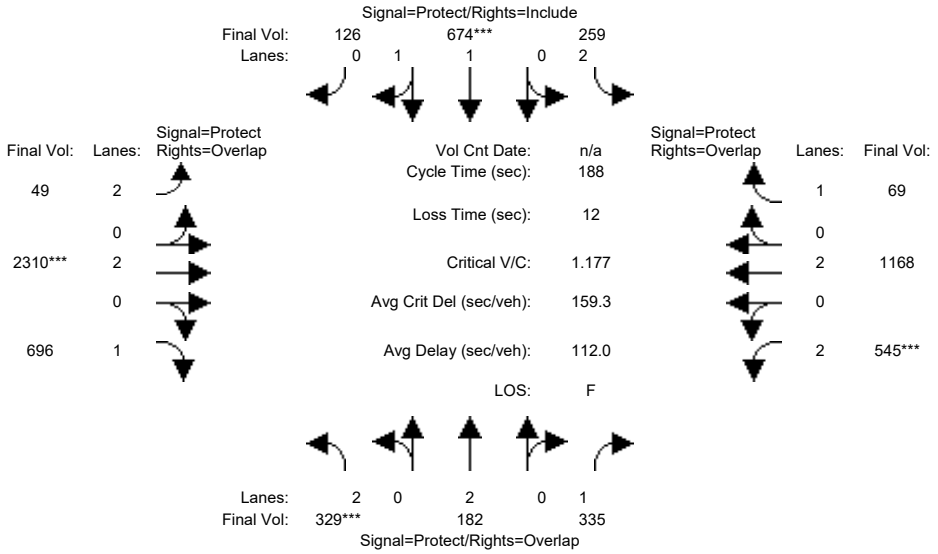
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5332: (45) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	329	182	335	259	674	126	49	2962	696	545	1270	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:	329	182	335	259	674	126	49	2962	696	545	1270	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	182	335	259	674	126	49	2962	696	545	1270	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	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	182	335	259	674	126	49	2310	696	545	1168	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	182	335	259	674	126	49	2310	696	545	1168	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	182	335	259	674	126	49	2310	696	545	1168	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.68	0.32	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3117	583	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.19	0.08	0.22	0.22	0.02	0.61	0.40	0.17	0.31	0.04
Crit Moves:	****				****			****			****	
Green Time:	18.0	39.0	66.2	14.0	35.0	35.0	13.2	95.8	113.8	27.2	110	123.8
Volume/Cap:	1.09	0.23	0.54	1.10	1.16	1.16	0.22	1.19	0.66	1.19	0.53	0.06
Delay/Veh:	163.3	62.2	49.8	176.5	165	164.7	83.1	150	35.7	187.4	14.6	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	163.3	62.2	49.8	176.5	165	164.7	83.1	150	35.7	187.4	14.6	4.7
LOS by Move:	F	E	D	F	F	F	F	F	D	F	B	A
HCM2k95thQ:	26	8	28	20	48	48	4	134	54	42	22	1

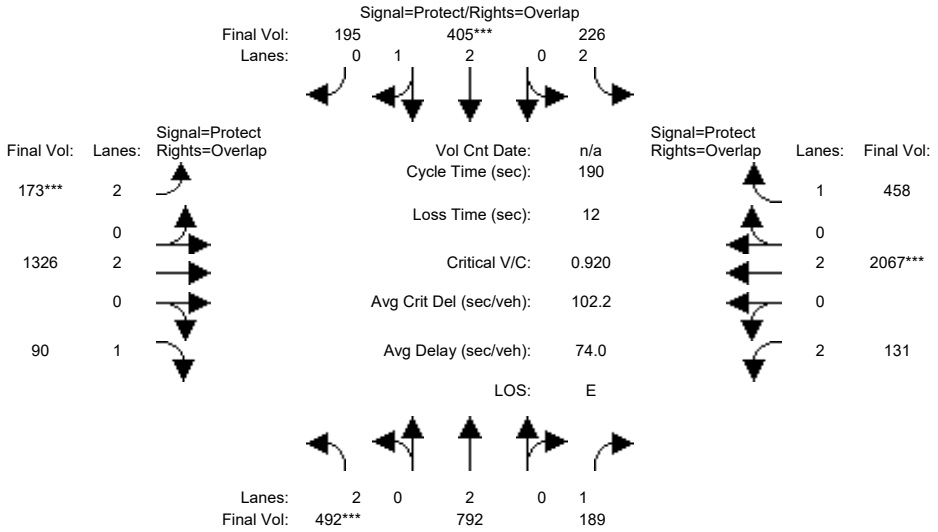
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5334: (47) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	51	51	17	41	41	18	91	91	19	92	92
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	492	792	189	226	405	195	173	1542	90	131	2403	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	792	189	226	405	195	173	1542	90	131	2403	458
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	792	189	226	405	195	173	1542	90	131	2403	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	792	189	226	405	195	173	1326	90	131	2067	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	792	189	226	405	195	173	1326	90	131	2067	458
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	792	189	226	405	195	173	1326	90	131	2067	458
Saturation Flow Module:												
Sat/Lane:	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	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3798	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.11	0.07	0.11	0.11	0.05	0.35	0.05	0.04	0.54	0.26
Crit Moves:	****				****		****				****	
Green Time:	27.0	51.0	70.0	17.0	41.0	59.0	18.0	91.0	118.0	19.0	92.0	109.0
Volume/Cap:	1.10	0.78	0.29	0.80	0.49	0.35	0.58	0.73	0.08	0.42	1.12	0.46
Delay/Veh:	153.7	68.1	42.7	99.9	65.7	50.8	85.2	33.1	7.5	81.2	102	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	153.7	68.1	42.7	99.9	65.7	50.8	85.2	33.1	7.5	81.2	102	15.2
LOS by Move:	F	E	D	F	E	D	F	C	A	F	F	B
HCM2k95thQ:	37	36	15	15	18	16	11	42	2	8	113	19

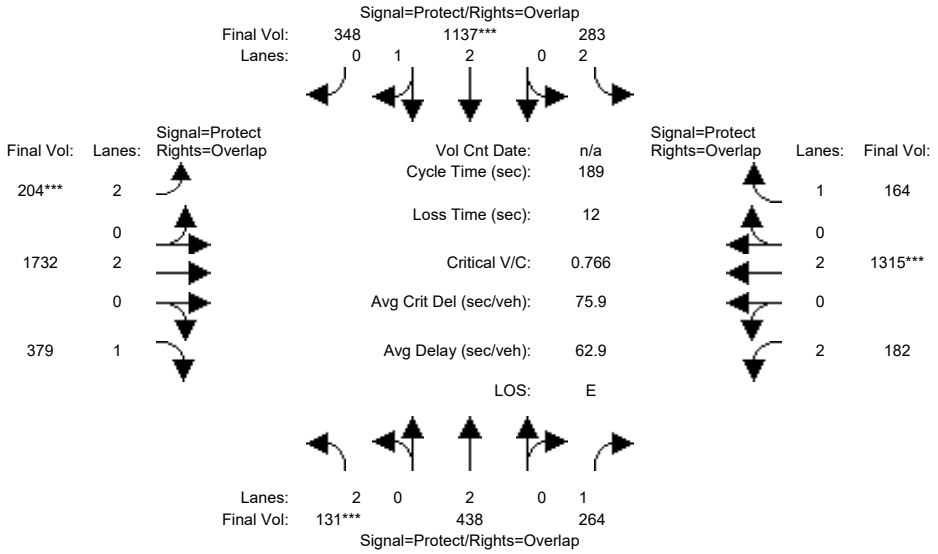
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5334: (47) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	30	30	20	38	38	13	100	100	16	103	103
Y+R:	5.8	5.6	5.6	5.6	5.4	5.4	5.3	6.2	6.2	5.4	6.2	6.2
Volume Module:												
Base Vol:	131	438	264	283	1137	348	204	2793	379	182	1429	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	438	264	283	1137	348	204	2793	379	182	1429	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	438	264	283	1137	348	204	2793	379	182	1429	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	438	264	283	1137	348	204	1732	379	182	1315	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	438	264	283	1137	348	204	1732	379	182	1315	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	438	264	283	1137	348	204	1732	379	182	1315	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.27	0.73	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4286	1312	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.15	0.09	0.27	0.27	0.06	0.46	0.22	0.06	0.35	0.09
Crit Moves:	****				****		****				****	
Green Time:	13.0	36.6	52.6	24.4	48.0	61.0	13.0	100	113.0	16.0	103	127.4
Volume/Cap:	0.60	0.60	0.54	0.70	1.04	0.82	0.94	0.86	0.36	0.68	0.63	0.14
Delay/Veh:	90.3	70.8	59.2	84.0	107	62.2	132.5	53.3	27.3	91.1	30.6	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.3	70.8	59.2	84.0	107	62.2	132.5	53.3	27.3	91.1	30.6	11.1
LOS by Move:	F	E	E	F	F	E	F	D	C	F	C	B
HCM2k95thQ:	9	21	24	18	55	45	13	67	27	12	42	7

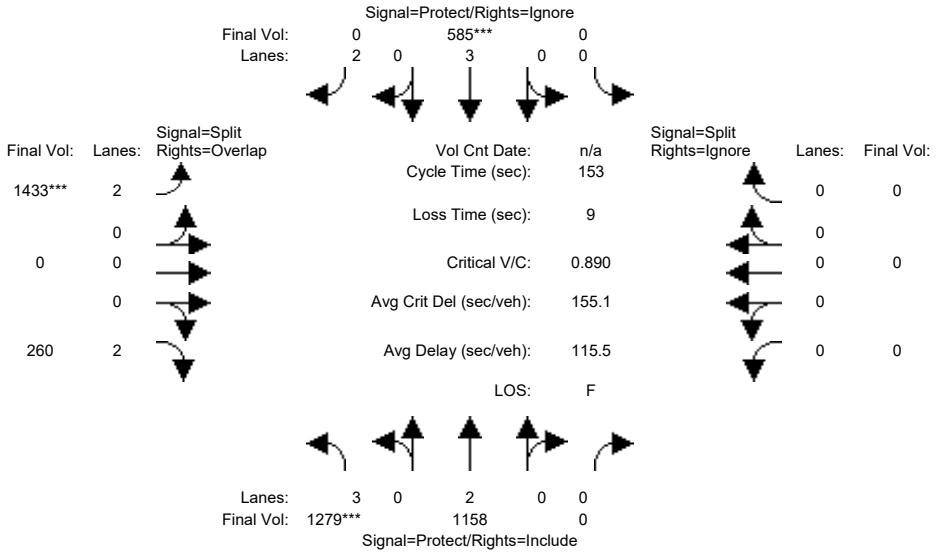
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5335: (48) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	27	79	0		0	50	50		67	0	67		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	1279	1158	0		0	585	1826		1666	0	260		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:	1279	1158	0		0	585	1826		1666	0	260		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1279	1158	0		0	585	1826		1666	0	260		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		0.86	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	1279	1158	0		0	585	0		1433	0	260		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1279	1158	0		0	585	0		1433	0	260		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	1279	1158	0		0	585	0		1433	0	260		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.80	1.00	0.92		0.92	1.00	0.83		0.83	1.00	0.83		0.92	1.00	0.92	
Lanes:	3.00	2.00	0.00		0.00	3.00	2.00		2.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	4551	3800	0		0	5700	3150		3150	0	3150		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.30	0.00		0.00	0.10	0.00		0.45	0.00	0.08		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	28.6	78.0	0.0		0.0	49.4	0.0		66.1	0.0	94.8		0.0	0.0	0.0	
Volume/Cap:	1.50	0.60	0.00		0.00	0.32	0.00		1.05	0.00	0.13		0.00	0.00	0.00	
Delay/Veh:	295.1	27.3	0.0		0.0	39.7	0.0		77.2	0.0	6.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	295.1	27.3	0.0		0.0	39.7	0.0		77.2	0.0	6.5		0.0	0.0	0.0	
LOS by Move:	F	C	A		A	D	A		E	A	A		A	A	A	
HCM2k95thQ:	74	33	0		0	13	0		74	0	3		0	0	0	

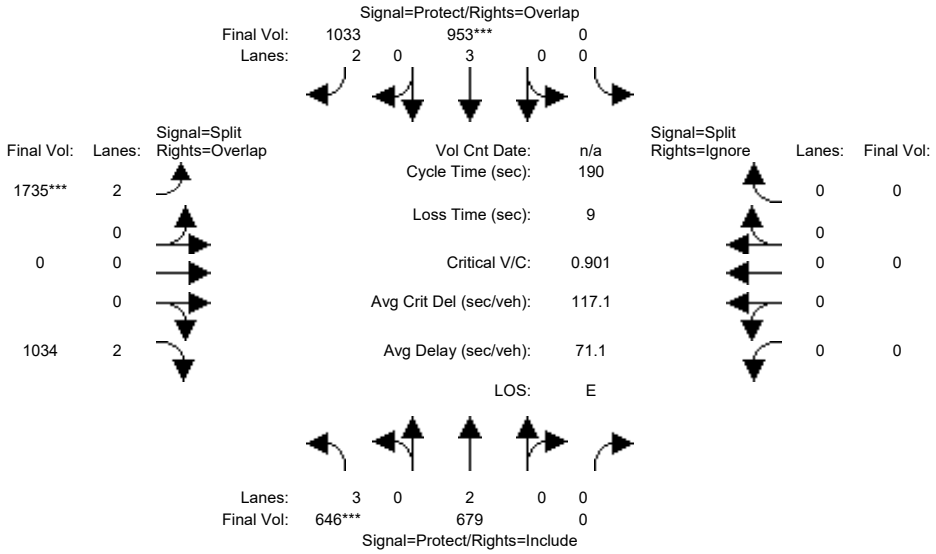
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5335: (48) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	77	0	0	61	61	112	0	112	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	646	679	0	0	953	1033	2478	0	1034	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:	646	679	0	0	953	1033	2478	0	1034	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	646	679	0	0	953	1033	2478	0	1034	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	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:	646	679	0	0	953	1033	1735	0	1034	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	646	679	0	0	953	1033	1735	0	1034	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	646	679	0	0	953	1033	1735	0	1034	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.00	0.00	0.17	0.33	0.55	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	16.2	74.5	0.0	0.0	58.2	165.2	106.9	0.0	123.2	0.0	0.0	0.0
Volume/Cap:	1.66	0.46	0.00	0.00	0.55	0.38	0.98	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	399.9	45.0	0.0	0.0	57.8	2.6	44.3	0.0	8.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	399.9	45.0	0.0	0.0	57.8	2.6	44.3	0.0	8.3	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E	A	D	A	A	A	A	A
HCM2k95thQ:	49	26	0	0	27	14	92	0	16	0	0	0

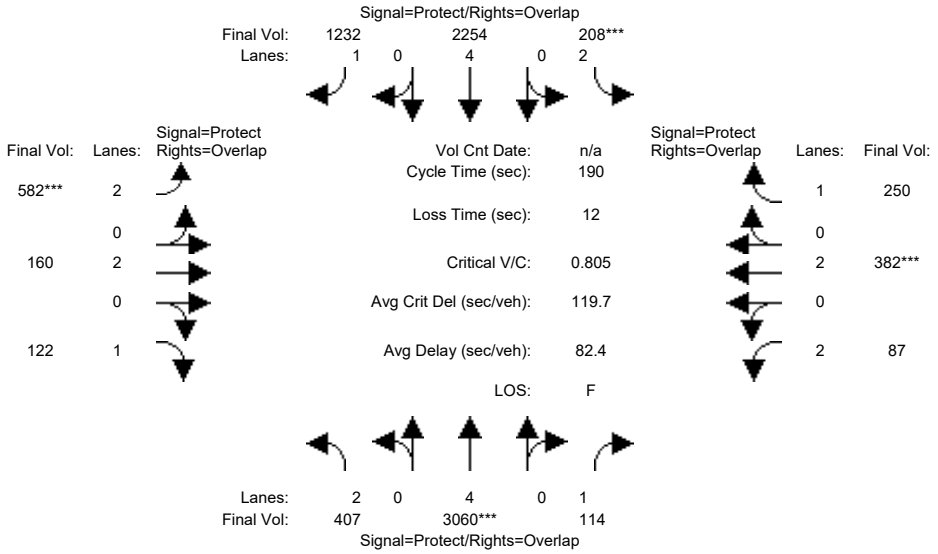
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5408: (41) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	112	112	20	105	105	15	33	33	13	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	407	3060	114	208	2254	1232	582	160	122	87	382	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:	407	3060	114	208	2254	1232	582	160	122	87	382	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	3060	114	208	2254	1232	582	160	122	87	382	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:	407	3060	114	208	2254	1232	582	160	122	87	382	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	3060	114	208	2254	1232	582	160	122	87	382	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:	407	3060	114	208	2254	1232	582	160	122	87	382	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.40	0.07	0.07	0.30	0.70	0.18	0.04	0.07	0.03	0.10	0.14
Crit Moves:		****		****			****				****	
Green Time:	27.0	112	125.0	20.0	105	120.0	15.0	33.0	60.0	13.0	31.0	51.0
Volume/Cap:	0.91	0.68	0.10	0.63	0.54	1.11	2.34	0.24	0.22	0.40	0.62	0.53
Delay/Veh:	102.6	16.5	4.9	85.2	18.4	81.6	703.0	67.9	48.0	86.0	75.8	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.6	16.5	4.9	85.2	18.4	81.6	703.0	67.9	48.0	86.0	75.8	60.5
LOS by Move:	F	B	A	F	B	F	F	E	D	F	E	E
HCM2k95thQ:	29	35	2	15	25	142	69	8	10	5	18	22

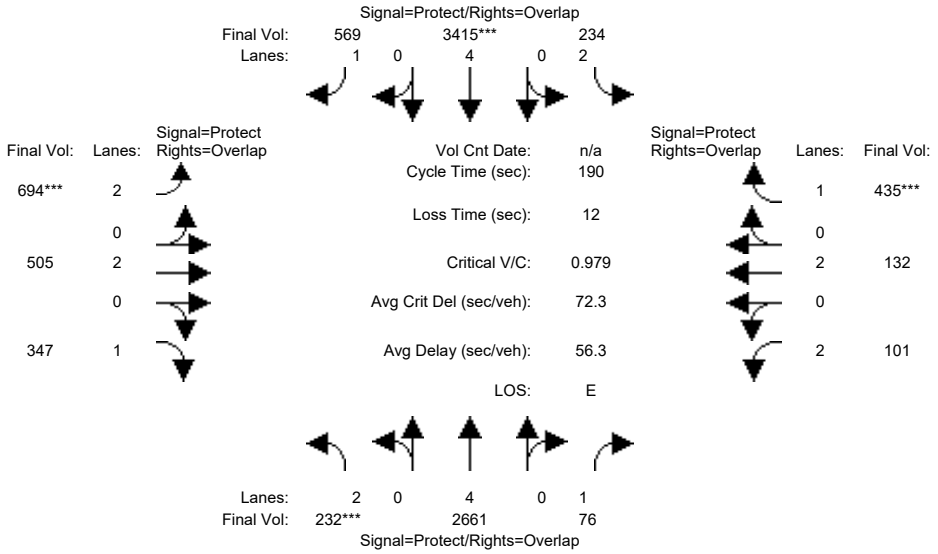
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5408: (41) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	232	2661	76	234	3415	569	694	505	347	101	132	435
Growth Adj:	1.00	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	2661	76	234	3415	569	694	505	347	101	132	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	2661	76	234	3415	569	694	505	347	101	132	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	2661	76	234	3415	569	694	505	347	101	132	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	2661	76	234	3415	569	694	505	347	101	132	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	2661	76	234	3415	569	694	505	347	101	132	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.04	0.07	0.45	0.33	0.22	0.13	0.20	0.03	0.03	0.25
Crit Moves:	****				****		****					****
Green Time:	13.6	90.3	103.4	21.3	98.0	138.8	40.8	53.3	67.0	13.0	27.0	48.3
Volume/Cap:	1.03	0.74	0.08	0.66	0.87	0.45	1.03	0.47	0.56	0.47	0.24	0.98
Delay/Veh:	154.9	33.1	14.3	85.5	53.3	18.3	116.0	57.0	50.9	86.7	72.7	107.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	154.9	33.1	14.3	85.5	53.3	18.3	116.0	57.0	50.9	86.7	72.7	107.0
LOS by Move:	F	C	B	F	D	B	F	E	D	F	E	F
HCM2k95thQ:	21	44	3	17	73	37	45	21	29	7	6	48

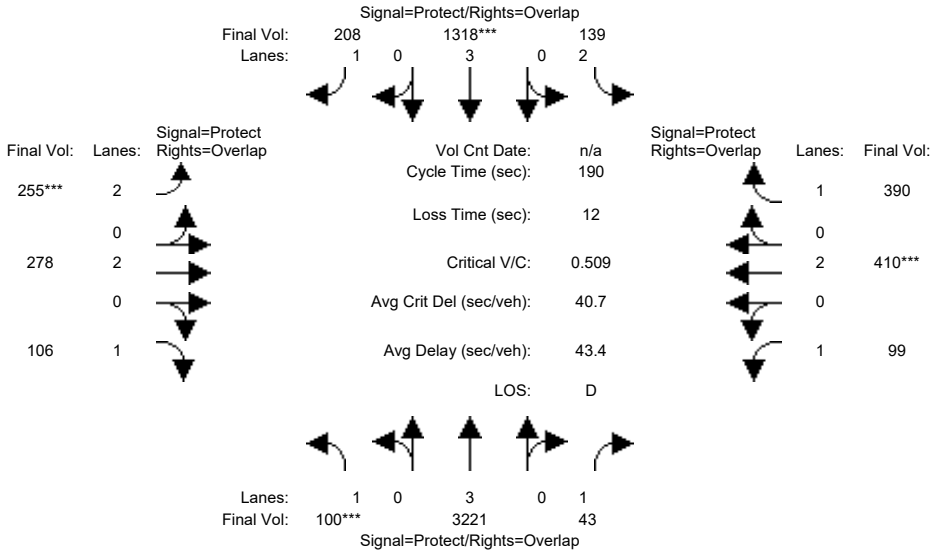
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5414: (43) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	109	109	12	104	104	20	39	39	18	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	3789	43	139	1551	208	255	278	106	99	410	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	3789	43	139	1551	208	255	278	106	99	410	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	3789	43	139	1551	208	255	278	106	99	410	390
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	3221	43	139	1318	208	255	278	106	99	410	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	3221	43	139	1318	208	255	278	106	99	410	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	3221	43	139	1318	208	255	278	106	99	410	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.57	0.02	0.04	0.23	0.12	0.08	0.07	0.06	0.06	0.11	0.22
Crit Moves:	****				****		****				****	
Green Time:	17.0	109	127.0	12.0	104	124.0	20.0	39.0	56.0	18.0	37.0	49.0
Volume/Cap:	0.64	0.98	0.04	0.70	0.42	0.18	0.77	0.36	0.21	0.60	0.55	0.86
Delay/Veh:	92.1	37.6	4.1	97.7	17.5	5.7	93.2	65.0	50.5	88.4	70.0	83.1
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:	92.1	37.6	4.1	97.7	17.5	5.7	93.2	65.0	50.5	88.4	70.0	83.1
LOS by Move:	F	D	A	F	B	A	F	E	D	F	E	F
HCM2k95thQ:	11	88	1	9	18	4	19	13	9	13	20	42

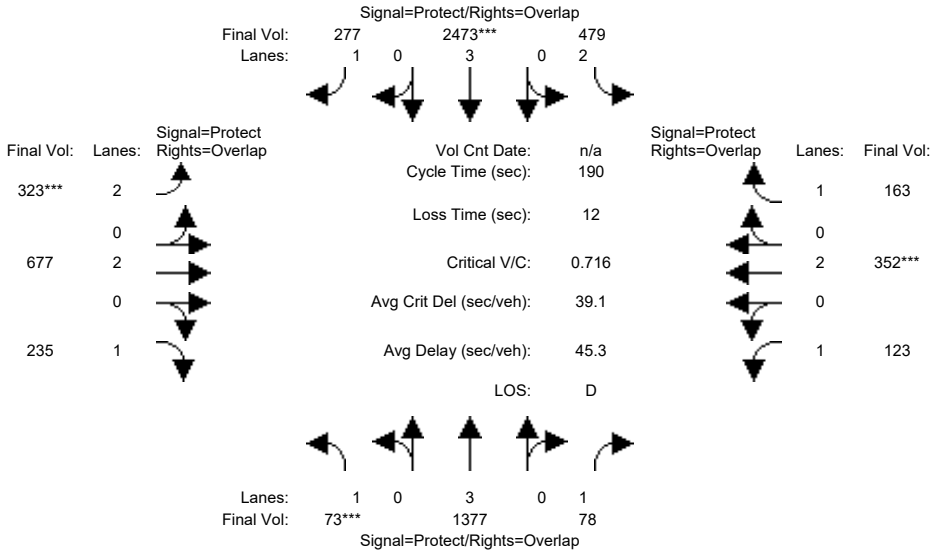
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5414: (43) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	73	1913	78	479	3387	277	323	677	235	123	352	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:	73	1913	78	479	3387	277	323	677	235	123	352	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1913	78	479	3387	277	323	677	235	123	352	163
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1377	78	479	2473	277	323	677	235	123	352	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1377	78	479	2473	277	323	677	235	123	352	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:	73	1377	78	479	2473	277	323	677	235	123	352	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.04	0.15	0.43	0.16	0.10	0.18	0.13	0.07	0.09	0.09
Crit Moves:	****				****		****				****	
Green Time:	11.0	79.2	94.7	34.5	103	127.0	24.3	48.8	59.8	15.5	40.0	74.5
Volume/Cap:	0.72	0.58	0.09	0.84	0.80	0.24	0.80	0.69	0.43	0.86	0.44	0.24
Delay/Veh:	110.1	37.7	19.3	85.5	26.3	4.8	91.6	66.0	52.1	124.0	65.6	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	37.7	19.3	85.5	26.3	4.8	91.6	66.0	52.1	124.0	65.6	38.9
LOS by Move:	F	D	B	F	C	A	F	E	D	F	E	D
HCM2k95thQ:	9	29	3	26	47	5	23	31	21	18	17	13

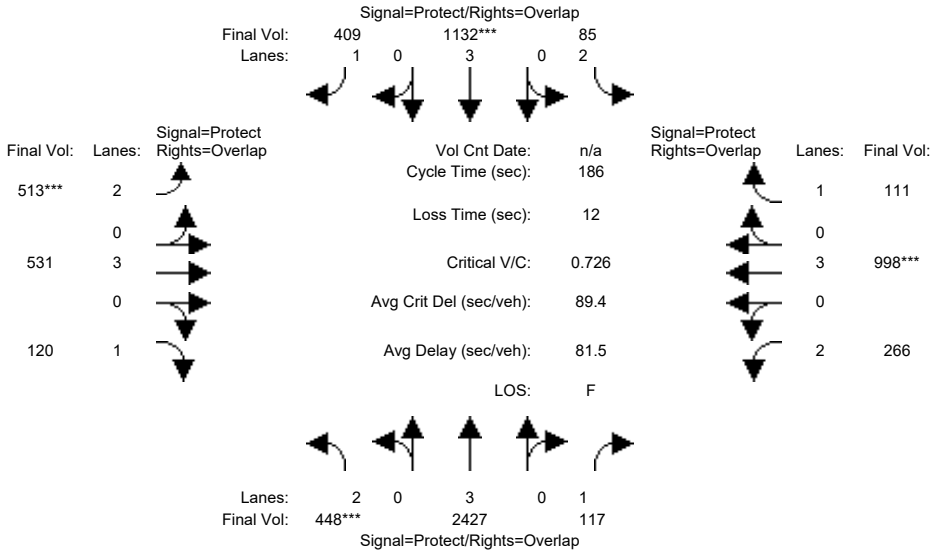
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5416: (44) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	448	2855	117	85	1332	409	513	531	120	266	998	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	2855	117	85	1332	409	513	531	120	266	998	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	448	2855	117	85	1332	409	513	531	120	266	998	111
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	448	2427	117	85	1132	409	513	531	120	266	998	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	2427	117	85	1132	409	513	531	120	266	998	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	448	2427	117	85	1132	409	513	531	120	266	998	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.51	0.07	0.03	0.20	0.23	0.16	0.09	0.07	0.08	0.18	0.06
Crit Moves:	****				****		****				****	
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	0.98	0.98	0.10	0.33	0.43	0.39	1.17	0.48	0.20	0.60	0.90	0.23
Delay/Veh:	124.9	89.9	26.4	81.6	40.9	27.6	176.5	67.0	43.8	77.5	83.9	52.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.9	89.9	26.4	81.6	40.9	27.6	176.5	67.0	43.8	77.5	83.9	52.6
LOS by Move:	F	F	C	F	D	C	F	E	D	E	F	D
HCM2k95thQ:	31	78	10	5	28	30	39	16	10	16	34	10

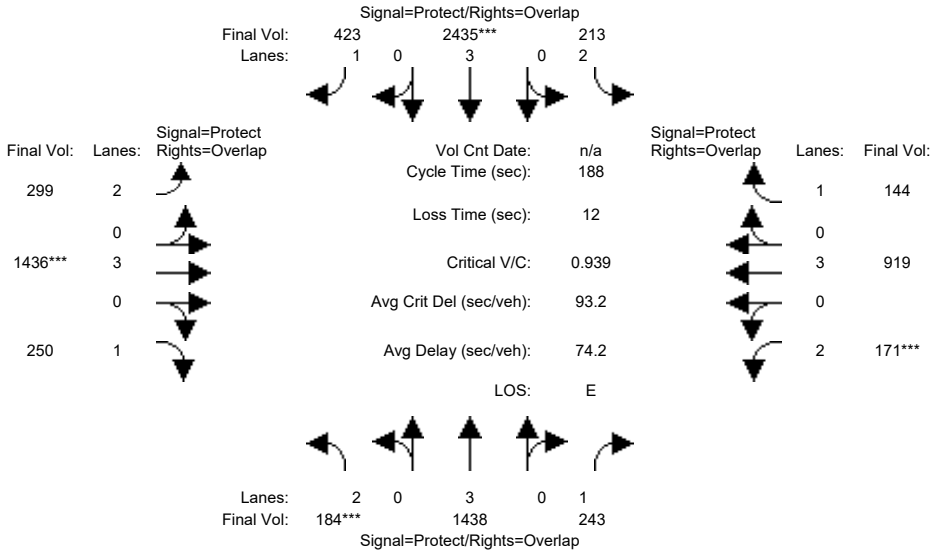
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5416: (44) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	184	1712	243	213	2970	423	299	1436	250	171	919	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	1712	243	213	2970	423	299	1436	250	171	919	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	1712	243	213	2970	423	299	1436	250	171	919	144
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	1438	243	213	2435	423	299	1436	250	171	919	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1438	243	213	2435	423	299	1436	250	171	919	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	1438	243	213	2435	423	299	1436	250	171	919	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.14	0.07	0.51	0.24	0.09	0.25	0.14	0.05	0.16	0.08
Crit Moves:	****				****			****		****		
Green Time:	13.0	84.5	100.5	22.5	94.0	117.0	23.0	53.0	66.0	16.0	46.0	68.5
Volume/Cap:	0.84	0.56	0.26	0.56	1.03	0.39	0.78	0.89	0.41	0.64	0.66	0.23
Delay/Veh:	111.4	45.4	30.6	87.2	105	37.3	89.5	71.6	46.6	88.3	65.1	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.4	45.4	30.6	87.2	105	37.3	89.5	71.6	46.6	88.3	65.1	41.5
LOS by Move:	F	D	C	F	F	D	F	E	D	F	E	D
HCM2k95thQ:	13	37	19	13	78	35	18	43	20	11	27	11

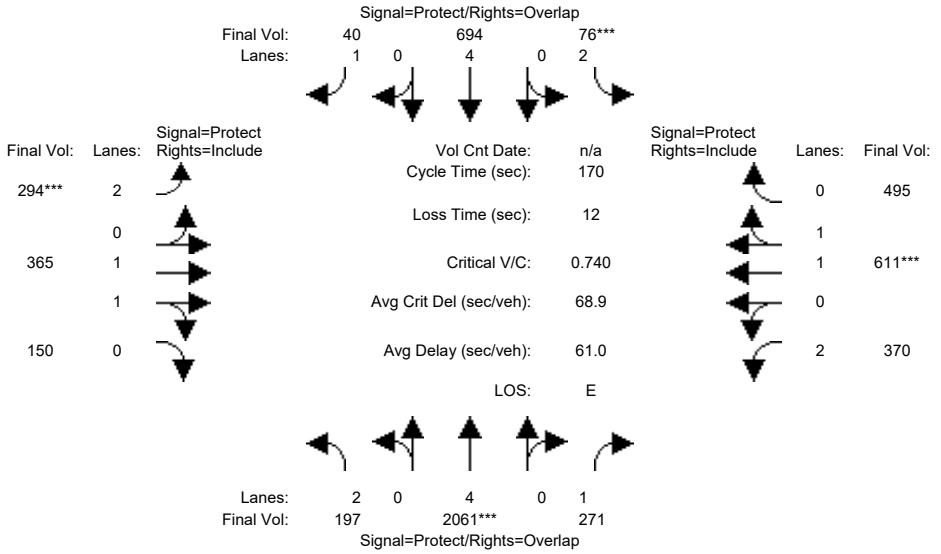
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5603: (2) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module:												
Base Vol:	197	2061	271	76	694	40	294	365	150	370	611	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:	197	2061	271	76	694	40	294	365	150	370	611	495
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	2061	271	76	694	40	294	365	150	370	611	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	2061	271	76	694	40	294	365	150	370	611	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	2061	271	76	694	40	294	365	150	370	611	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	2061	271	76	694	40	294	365	150	370	611	495
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.40	0.60	2.00	1.08	0.92
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2622	1077	3150	2043	1655
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.15	0.02	0.09	0.02	0.09	0.14	0.14	0.12	0.30	0.30
Crit Moves:		****			****			****			****	
Green Time:	18.4	73.0	99.0	16.0	70.6	93.6	23.0	43.0	43.0	26.0	46.0	46.0
Volume/Cap:	0.58	0.63	0.27	0.26	0.22	0.04	0.69	0.55	0.55	0.77	1.11	1.11
Delay/Veh:	74.5	38.4	17.7	71.9	32.0	17.6	74.9	55.8	55.8	76.4	124	123.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	38.4	17.7	71.9	32.0	17.6	74.9	55.8	55.8	76.4	124	123.9
LOS by Move:	E	D	B	E	C	B	E	E	E	E	F	F
HCM2k95thQ:	11	37	18	4	13	3	17	21	21	21	60	60

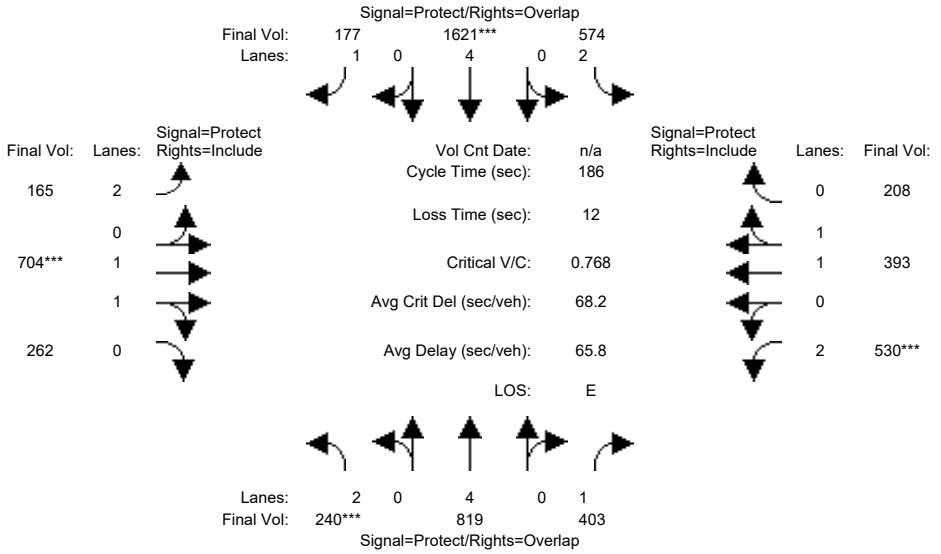
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5603: (2) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module:												
Base Vol:	240	819	403	574	1621	177	165	704	262	530	393	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	819	403	574	1621	177	165	704	262	530	393	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	819	403	574	1621	177	165	704	262	530	393	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	819	403	574	1621	177	165	704	262	530	393	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	819	403	574	1621	177	165	704	262	530	393	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	819	403	574	1621	177	165	704	262	530	393	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.44	0.56	2.00	1.29	0.71
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2696	1003	3150	2419	1280
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.23	0.18	0.21	0.10	0.05	0.26	0.26	0.17	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	19.0	52.7	89.7	34.3	68.0	108.9	40.9	50.0	50.0	37.0	46.1	46.1
Volume/Cap:	0.75	0.38	0.48	0.99	0.58	0.17	0.24	0.97	0.97	0.85	0.66	0.66
Delay/Veh:	90.3	53.7	32.8	109.6	47.9	17.9	59.9	89.1	89.1	82.1	64.5	64.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.3	53.7	32.8	109.6	47.9	17.9	59.9	89.1	89.1	82.1	64.5	64.5
LOS by Move:	F	D	C	F	D	B	E	F	F	F	E	E
HCM2k95thQ:	15	18	32	38	33	13	9	50	50	31	27	27

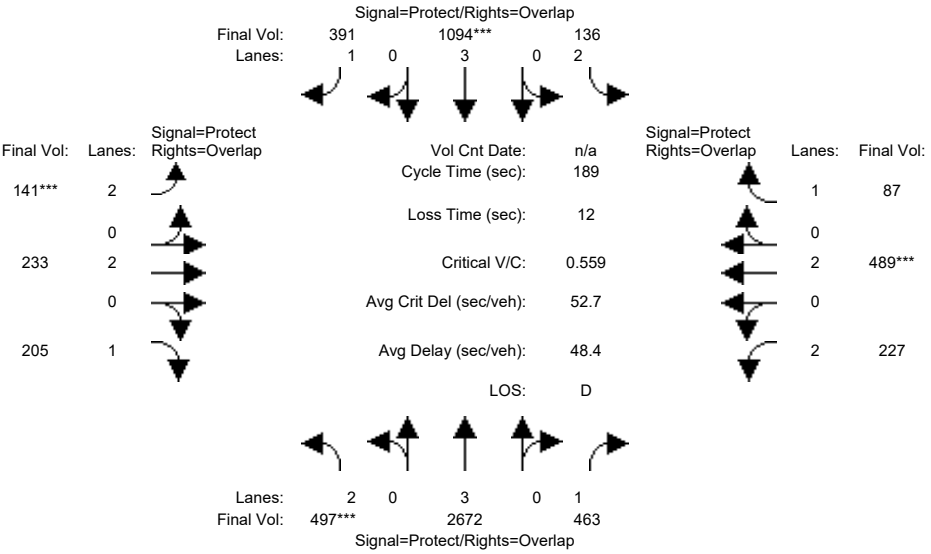
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5611: (6) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	100	100	17	92	92	15	34	34	14	32	32
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	497	3071	463	136	1257	391	141	233	205	227	489	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	497	3071	463	136	1257	391	141	233	205	227	489	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	497	3071	463	136	1257	391	141	233	205	227	489	87
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	497	2672	463	136	1094	391	141	233	205	227	489	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	2672	463	136	1094	391	141	233	205	227	489	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	497	2672	463	136	1094	391	141	233	205	227	489	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.47	0.26	0.04	0.19	0.22	0.04	0.06	0.13	0.07	0.13	0.05
Crit Moves:	****				****		****				****	
Green Time:	38.0	111	124.8	18.9	92.0	107.0	15.0	33.3	71.3	13.7	32.0	50.9
Volume/Cap:	0.78	0.80	0.40	0.43	0.39	0.39	0.56	0.35	0.34	0.99	0.76	0.18
Delay/Veh:	78.6	42.9	22.9	81.0	24.3	15.1	86.8	68.6	42.4	145.2	80.1	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.6	42.9	22.9	81.0	24.3	15.1	86.8	68.6	42.4	145.2	80.1	53.3
LOS by Move:	E	D	C	F	C	B	F	E	D	F	F	D
HCM2k95thQ:	31	70	32	8	18	16	9	11	16	15	22	8

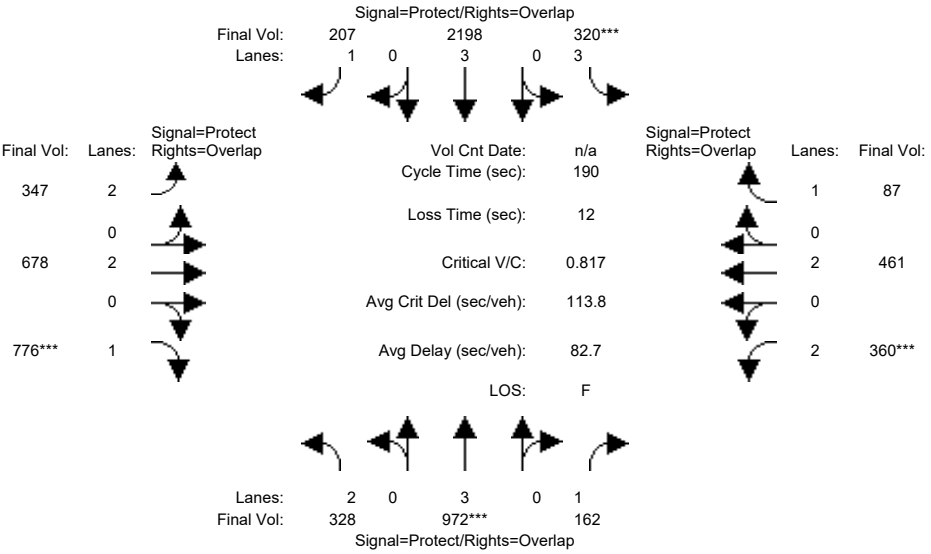
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5611: (6) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	328	1451	162	320	2748	207	347	678	776	360	461	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	1451	162	320	2748	207	347	678	776	360	461	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	1451	162	320	2748	207	347	678	776	360	461	87
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	972	162	320	2198	207	347	678	776	360	461	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	972	162	320	2198	207	347	678	776	360	461	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	328	972	162	320	2198	207	347	678	776	360	461	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.56	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3186	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.09	0.10	0.39	0.12	0.11	0.18	0.48	0.11	0.12	0.05
Crit Moves:		****		****					****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.90	0.38	0.16	1.27	0.93	0.21	0.74	0.64	1.23	0.90	0.47	0.15
Delay/Veh:	107.0	28.7	11.6	237.4	67.8	27.2	83.2	61.4	173.5	105.4	60.3	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:	107.0	28.7	11.6	237.4	67.8	27.2	83.2	61.4	173.5	105.4	60.3	44.4
LOS by Move:	F	C	B	F	E	C	F	E	F	F	E	D
HCM2k95thQ:	25	17	5	21	68	16	21	29	102	23	20	7

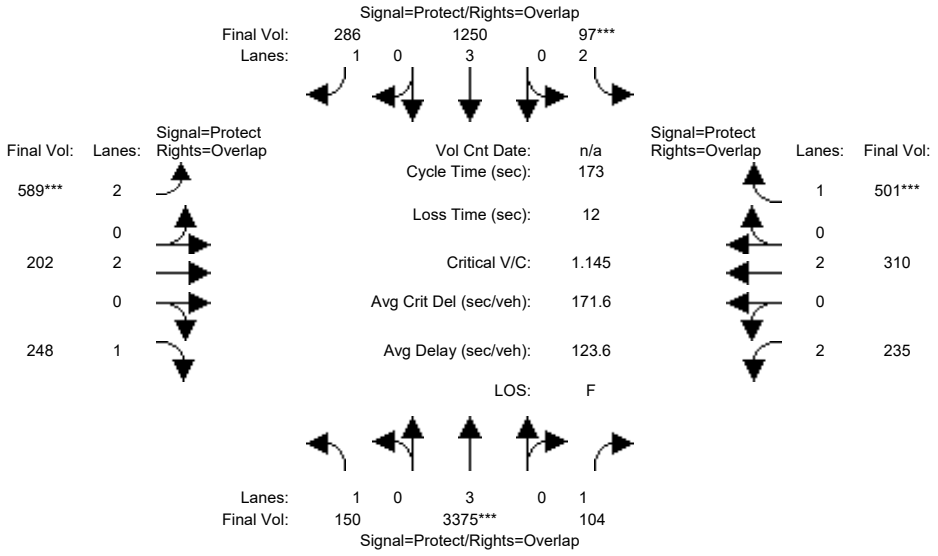
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5613: (8) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:8:00 AM - 9:00 AM												
Base Vol:	150	3879	104	97	1437	286	589	202	248	235	310	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	3879	104	97	1437	286	589	202	248	235	310	501
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	3879	104	97	1437	286	589	202	248	235	310	501
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	3375	104	97	1250	286	589	202	248	235	310	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	3375	104	97	1250	286	589	202	248	235	310	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	3375	104	97	1250	286	589	202	248	235	310	501
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.59	0.06	0.03	0.22	0.16	0.19	0.05	0.14	0.07	0.08	0.29
Crit Moves:		****		****			****					****
Green Time:	14.1	80.5	97.8	13.2	79.7	102.8	23.1	38.5	52.6	17.3	32.5	45.7
Volume/Cap:	1.05	1.27	0.11	0.40	0.48	0.28	1.40	0.24	0.47	0.75	0.43	1.08
Delay/Veh:	169.2	163	11.4	77.3	26.6	10.2	269.1	55.4	49.5	85.1	62.5	129.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	169.2	163	11.4	77.3	26.6	10.2	269.1	55.4	49.5	85.1	62.5	129.9
LOS by Move:	F	F	B	E	C	B	F	E	D	F	E	F
HCM2k95thQ:	20	133	3	6	21	9	52	8	21	16	14	59

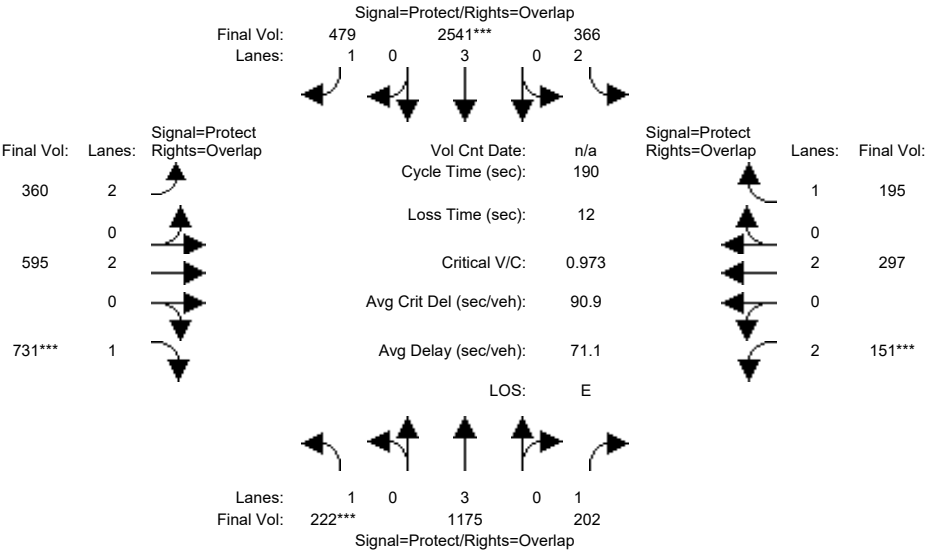
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5613: (8) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00 PM - 6:00 PM												
Base Vol:	222	1469	202	366	3216	479	360	595	731	151	297	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	1469	202	366	3216	479	360	595	731	151	297	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	1469	202	366	3216	479	360	595	731	151	297	195
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	1175	202	366	2541	479	360	595	731	151	297	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1175	202	366	2541	479	360	595	731	151	297	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	1175	202	366	2541	479	360	595	731	151	297	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.12	0.12	0.45	0.27	0.11	0.16	0.42	0.05	0.08	0.11
Crit Moves:	****				****				****	****		
Green Time:	19.4	91.9	105.9	27.6	100	122.8	22.8	44.6	64.0	14.0	35.7	63.3
Volume/Cap:	1.24	0.43	0.21	0.80	0.85	0.42	0.95	0.67	1.24	0.65	0.42	0.33
Delay/Veh:	231.7	25.4	14.2	88.3	51.4	24.7	116.8	68.0	185.0	92.0	68.3	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	231.7	25.4	14.2	88.3	51.4	24.7	116.8	68.0	185.0	92.0	68.3	47.9
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	34	20	8	22	67	33	28	28	99	12	14	17

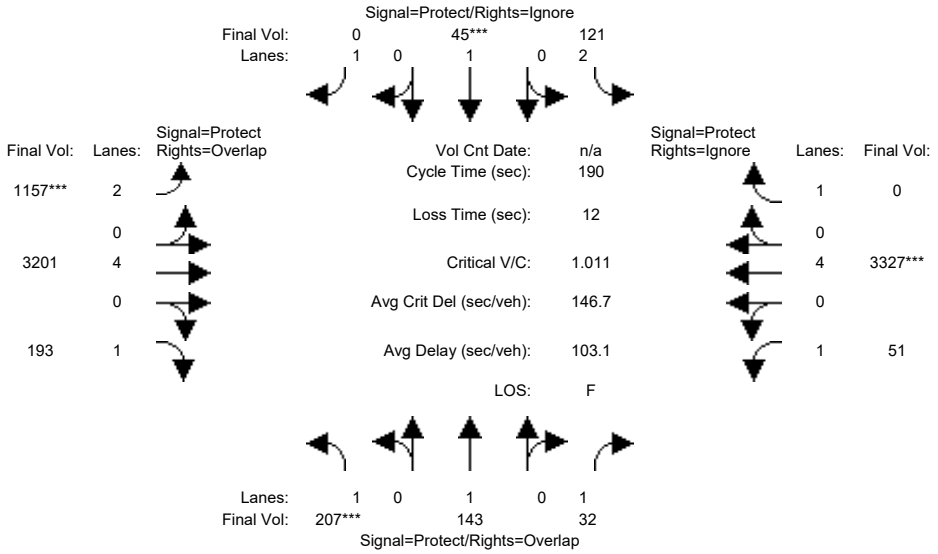
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #5805: (40) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	12	12	12	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	207	143	32	121	45	371	1157	3201	193	51	3327	633
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	143	32	121	45	371	1157	3201	193	51	3327	633
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	143	32	121	45	371	1157	3201	193	51	3327	633
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	207	143	32	121	45	0	1157	3201	193	51	3327	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	143	32	121	45	0	1157	3201	193	51	3327	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	207	143	32	121	45	0	1157	3201	193	51	3327	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.02	0.04	0.02	0.00	0.37	0.42	0.11	0.03	0.44	0.00
Crit Moves:	****				****		****				****	
Green Time:	32.0	32.0	44.0	12.0	12.0	0.0	60.0	122	154.0	12.0	74.0	0.0
Volume/Cap:	0.70	0.45	0.08	0.61	0.38	0.00	1.16	0.66	0.14	0.46	1.12	0.00
Delay/Veh:	81.9	72.0	57.2	92.1	87.4	0.0	169.6	46.5	14.8	92.8	144	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.9	72.0	57.2	92.1	87.4	0.0	169.6	46.5	14.8	92.8	144	0.0
LOS by Move:	F	E	E	F	F	A	F	D	B	F	F	A
HCM2k95thQ:	24	14	3	10	6	0	83	63	16	7	93	0

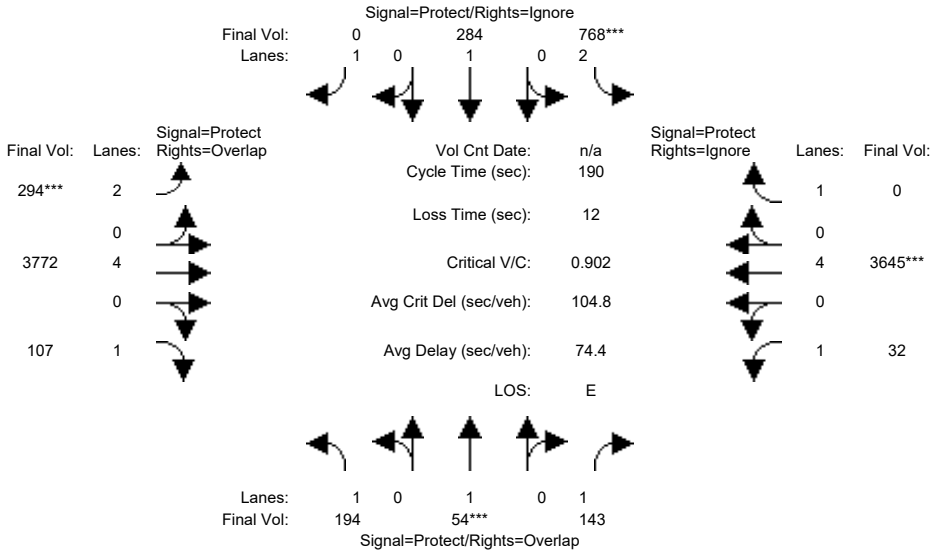
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5805: (40) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:4:45 - 5:45 PM												
Base Vol:	194	54	143	768	284	851	294	3772	107	32	3645	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	54	143	768	284	851	294	3772	107	32	3645	214
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	54	143	768	284	851	294	3772	107	32	3645	214
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	194	54	143	768	284	0	294	3772	107	32	3645	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	54	143	768	284	0	294	3772	107	32	3645	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	194	54	143	768	284	0	294	3772	107	32	3645	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.03	0.08	0.24	0.15	0.00	0.09	0.50	0.06	0.02	0.48	0.00
Crit Moves:		****		****			****				****	
Green Time:	27.7	26.0	35.4	43.1	41.5	0.0	24.0	99.4	127.1	9.4	84.9	0.0
Volume/Cap:	0.76	0.21	0.44	1.07	0.68	0.00	0.74	0.95	0.09	0.37	1.07	0.00
Delay/Veh:	90.7	73.2	69.4	128.7	72.9	0.0	87.2	37.3	4.2	90.1	102	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.7	73.2	69.4	128.7	72.9	0.0	87.2	37.3	4.2	90.1	102	0.0
LOS by Move:	F	E	E	F	E	A	F	D	A	F	F	A
HCM2k95thQ:	24	6	15	55	28	0	20	81	2	5	96	0

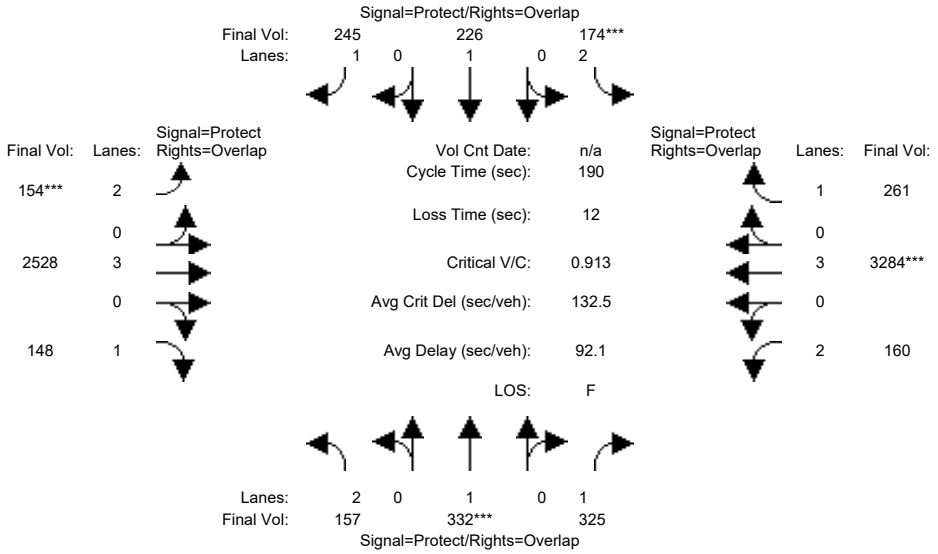
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5806: (52) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	157	332	325	174	226	245	154	2906	148	160	3775	261
Growth Adj:	1.00	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	332	325	174	226	245	154	2906	148	160	3775	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	332	325	174	226	245	154	2906	148	160	3775	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	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	332	325	174	226	245	154	2528	148	160	3284	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	332	325	174	226	245	154	2528	148	160	3284	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	332	325	174	226	245	154	2528	148	160	3284	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.19	0.06	0.12	0.14	0.05	0.44	0.08	0.05	0.58	0.15
Crit Moves:		****		****			****				****	
Green Time:	24.5	49.2	64.0	13.1	37.4	53.4	16.0	91.0	115.5	14.8	89.8	102.9
Volume/Cap:	0.39	0.67	0.55	0.80	0.60	0.50	0.58	0.93	0.14	0.65	1.22	0.28
Delay/Veh:	76.5	66.9	52.4	106.1	72.4	57.9	87.0	52.5	16.0	91.2	143	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	66.9	52.4	106.1	72.4	57.9	87.0	52.5	16.0	91.2	143	16.5
LOS by Move:	E	E	D	F	E	E	F	D	B	F	F	B
HCM2k95thQ:	10	32	32	15	23	25	11	75	8	12	131	11

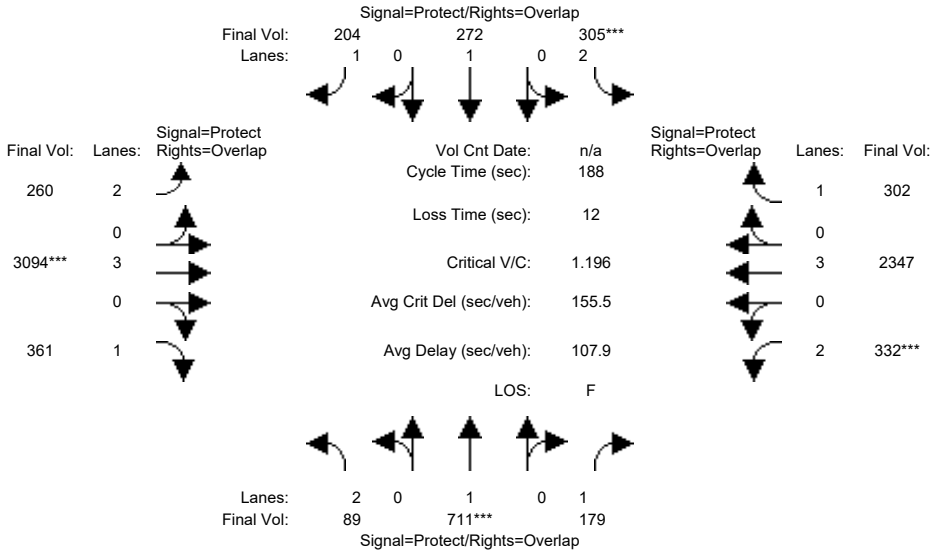
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5806: (52) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	39	39	20	46	46	22	85	85	22	85	85
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	89	711	179	305	272	204	260	3868	361	332	3452	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:	89	711	179	305	272	204	260	3868	361	332	3452	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	711	179	305	272	204	260	3868	361	332	3452	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	711	179	305	272	204	260	3094	361	332	2347	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	711	179	305	272	204	260	3094	361	332	2347	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	711	179	305	272	204	260	3094	361	332	2347	302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.10	0.10	0.14	0.12	0.08	0.54	0.21	0.11	0.41	0.17
Crit Moves:		****		****				****		****		
Green Time:	14.3	49.0	71.0	20.0	54.7	76.7	22.0	85.0	99.3	22.0	85.0	105.0
Volume/Cap:	0.37	1.44	0.27	0.91	0.49	0.29	0.71	1.20	0.39	0.90	0.91	0.31
Delay/Veh:	83.6	277	40.8	110.8	55.8	37.5	86.0	137	19.3	106.1	62.3	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	277	40.8	110.8	55.8	37.5	86.0	137	19.3	106.1	62.3	29.5
LOS by Move:	F	F	D	F	E	D	F	F	B	F	E	C
HCM2k95thQ:	6	100	14	24	23	15	18	121	17	25	70	23

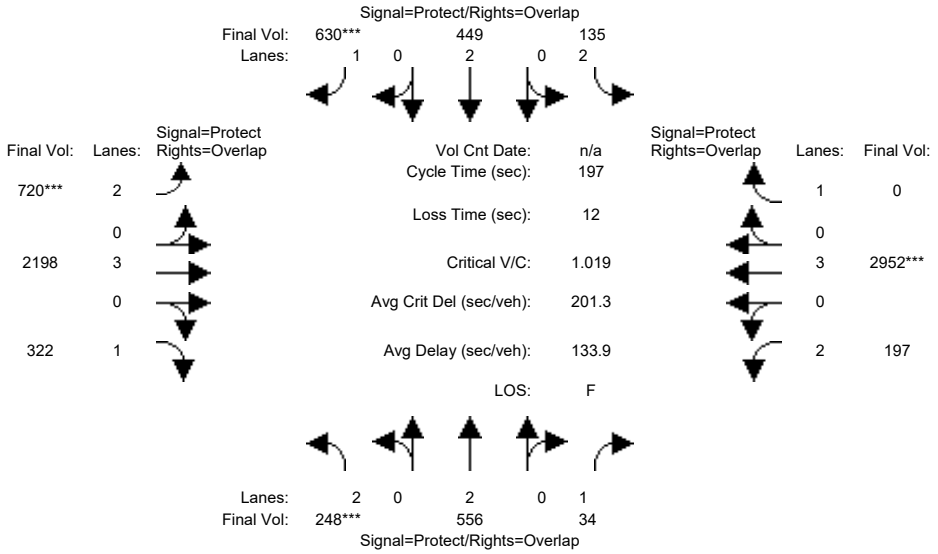
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5807: (54) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8
Volume Module:												
Base Vol:	248	556	34	135	449	630	720	2527	322	197	3393	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	556	34	135	449	630	720	2527	322	197	3393	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	556	34	135	449	630	720	2527	322	197	3393	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	556	34	135	449	630	720	2198	322	197	2952	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	556	34	135	449	630	720	2198	322	197	2952	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	556	34	135	449	630	720	2198	322	197	2952	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	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.02	0.04	0.12	0.36	0.23	0.39	0.18	0.06	0.52	0.00
Crit Moves:	****					****	****				****	
Green Time:	16.1	42.1	54.8	22.4	48.3	82.3	34.0	96.2	112.3	12.7	74.9	0.0
Volume/Cap:	0.96	0.68	0.07	0.38	0.48	0.86	1.32	0.79	0.32	0.97	1.36	0.00
Delay/Veh:	136.1	73.8	52.4	81.5	64.0	62.4	239.9	43.6	22.5	146.1	227	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.1	73.8	52.4	81.5	64.0	62.4	239.9	43.6	22.5	146.1	227	0.0
LOS by Move:	F	E	D	F	E	E	F	D	C	F	F	A
HCM2k95thQ:	19	26	3	9	21	61	61	57	19	14	131	0

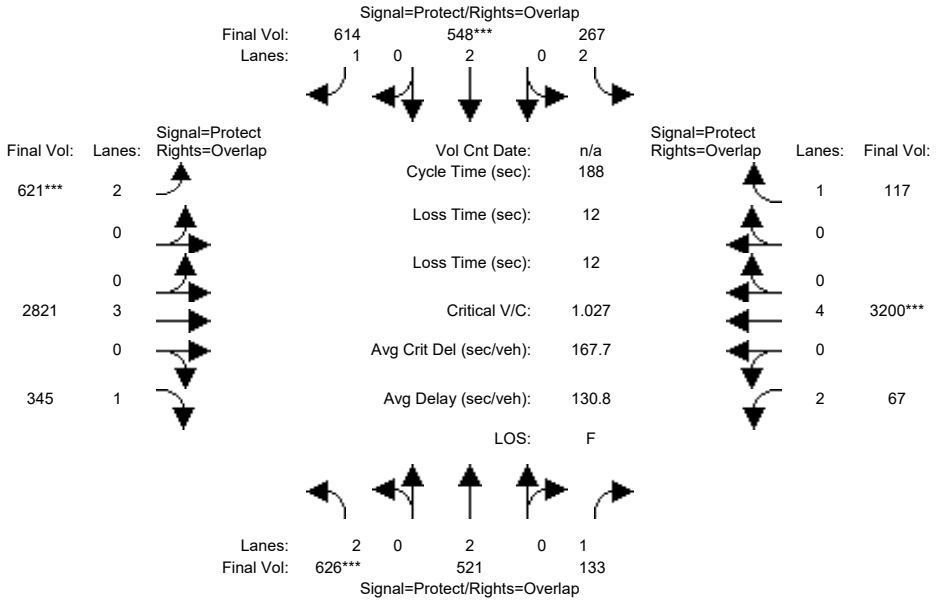
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5807: (54) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	38	38	32	48	48	29	84	84	10	65	65
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8
Volume Module:												
Base Vol:	626	521	133	267	548	614	621	3664	345	67	3200	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	626	521	133	267	548	614	621	3664	345	67	3200	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	626	521	133	267	548	614	621	3664	345	67	3200	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	626	521	133	267	548	614	621	2821	345	67	3200	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	626	521	133	267	548	614	621	2821	345	67	3200	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	626	521	133	267	548	614	621	2821	345	67	3200	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.14	0.08	0.08	0.14	0.35	0.20	0.49	0.20	0.02	0.42	0.07
Crit Moves:	****				****		****				****	
Green Time:	31.1	43.0	53.0	36.2	48.0	78.9	30.9	86.9	118.0	10.0	66.0	102.2
Volume/Cap:	1.20	0.60	0.27	0.44	0.56	0.84	1.20	1.07	0.31	0.40	1.20	0.12
Delay/Veh:	185.7	66.0	52.8	67.5	61.7	57.1	196.3	120	34.6	90.9	177	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	185.7	66.0	52.8	67.5	61.7	57.1	196.3	120	34.6	90.9	177	37.7
LOS by Move:	F	E	D	E	E	E	F	F	C	F	F	D
HCM2k95thQ:	48	23	12	15	24	56	47	95	29	4	92	11

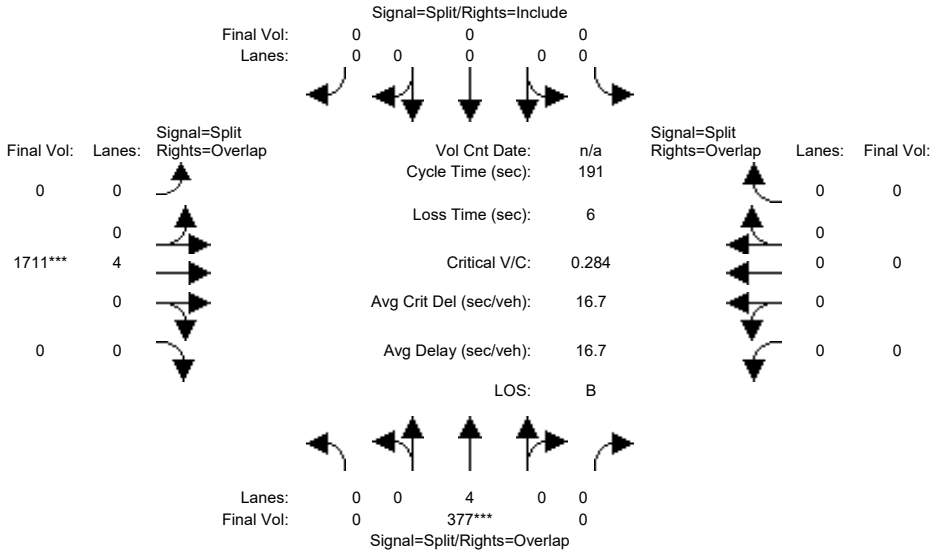
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5808: (59) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	0	0	0	0	0	94	0	0	0	0
Y+R:	5.8	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8
Volume Module:												
Base Vol:	0	377	0	0	0	0	0	1711	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	377	0	0	0	0	0	1711	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	377	0	0	0	0	0	1711	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	377	0	0	0	0	0	1711	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	377	0	0	0	0	0	1711	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	377	0	0	0	0	0	1711	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	0.00	0.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	7600	0	0	0	0	0	7600	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	33.4	0.0	0.0	0.0	0.0	0.0	152	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	68.5	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	68.5	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0
LOS by Move:	A	E	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	9	0	0	0	0	0	13	0	0	0	0

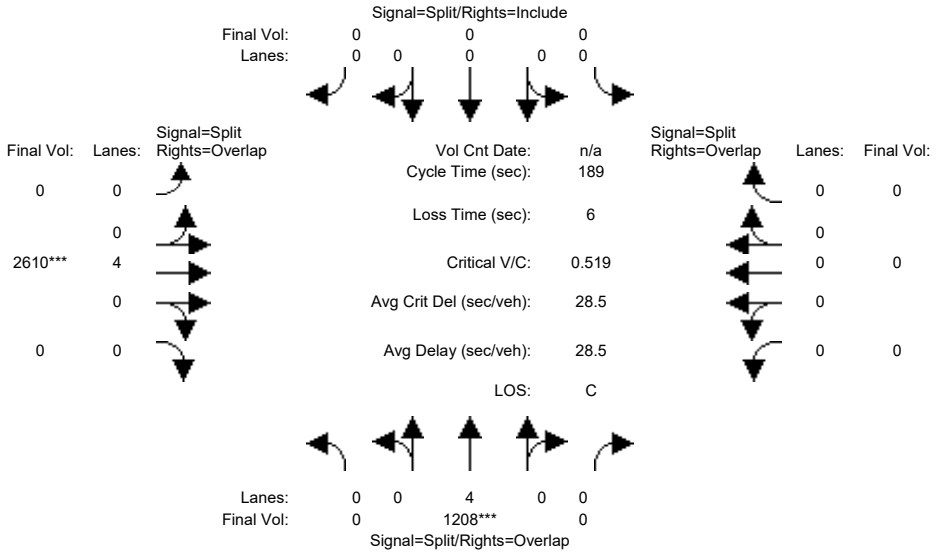
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5808: (59) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
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	22	0	0	0	0	0	77	0	0	0	0
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8
Volume Module:												
Base Vol:	0	1208	0	0	0	0	0	2610	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	1208	0	0	0	0	0	2610	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1208	0	0	0	0	0	2610	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1208	0	0	0	0	0	2610	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1208	0	0	0	0	0	2610	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1208	0	0	0	0	0	2610	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	0.00	0.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	7600	0	0	0	0	0	7600	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	57.9	0.0	0.0	0.0	0.0	0.0	125	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.00	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	54.3	0.0	0.0	0.0	0.0	0.0	16.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	54.3	0.0	0.0	0.0	0.0	0.0	16.5	0.0	0.0	0.0	0.0
LOS by Move:	A	D	A	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	0	25	0	0	0	0	0	32	0	0	0	0

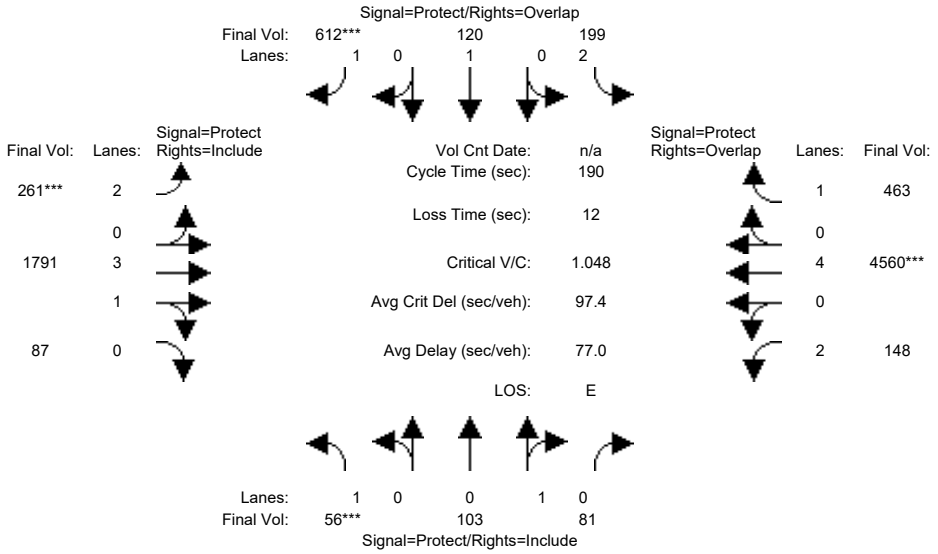
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5809: (60) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	102	10	7	104	10
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module:7:00-9:00												
Base Vol:	56	103	81	199	120	612	261	1791	87	148	4560	463
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	103	81	199	120	612	261	1791	87	148	4560	463
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	103	81	199	120	612	261	1791	87	148	4560	463
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	103	81	199	120	612	261	1791	87	148	4560	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	103	81	199	120	612	261	1791	87	148	4560	463
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	103	81	199	120	612	261	1791	87	148	4560	463
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.56	0.44	2.00	1.00	1.00	2.00	3.81	0.19	2.00	4.00	1.00
Final Sat.:	1750	1008	792	3150	1900	1750	3150	7152	347	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.06	0.06	0.35	0.08	0.25	0.25	0.05	0.60	0.26
Crit Moves:	****					****	****				****	
Green Time:	13.3	28.8	28.8	11.9	27.6	47.1	19.5	111	110.5	16.2	108	119.4
Volume/Cap:	0.46	0.67	0.67	1.01	0.43	1.41	0.81	0.43	0.43	0.55	1.06	0.42
Delay/Veh:	87.6	82.7	82.7	155.5	75.2	269.6	97.4	22.3	22.3	85.8	74.5	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	82.7	82.7	155.5	75.2	269.6	97.4	22.3	22.3	85.8	74.5	18.1
LOS by Move:	F	F	F	F	E	F	F	C	C	F	E	B
HCM2k95thQ:	8	21	21	16	12	93	17	26	26	11	116	25

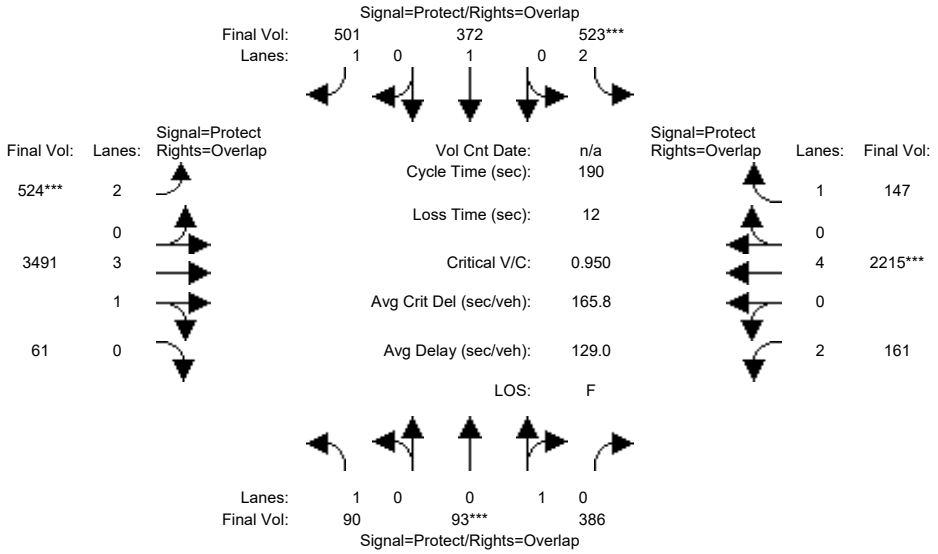
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5809: (60) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module:												
Base Vol:	90	93	386	523	372	501	524	3491	61	161	2215	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:	90	93	386	523	372	501	524	3491	61	161	2215	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	93	386	523	372	501	524	3491	61	161	2215	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:	90	93	386	523	372	501	524	3491	61	161	2215	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	93	386	523	372	501	524	3491	61	161	2215	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:	90	93	386	523	372	501	524	3491	61	161	2215	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.19	0.81	2.00	1.00	1.00	2.00	3.95	0.05	2.00	4.00	1.00
Final Sat.:	1750	349	1451	3150	1900	1750	3150	5553	97	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.17	0.20	0.29	0.17	0.63	0.63	0.05	0.29	0.08
Crit Moves:		****		****			****				****	
Green Time:	12.4	29.5	43.5	28.0	45.1	63.6	18.5	106	118.9	14.0	102	130.0
Volume/Cap:	0.79	1.71	1.16	1.13	0.82	0.86	1.71	1.12	1.00	0.69	0.54	0.12
Delay/Veh:	117.0	415	169.5	162.2	80.4	70.7	425.8	137	91.5	99.2	51.1	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.0	415	169.5	162.2	80.4	70.7	425.8	137	91.5	99.2	51.1	25.3
LOS by Move:	F	F	F	F	F	E	F	F	F	F	D	C
HCM2k95thQ:	14	84	63	40	36	49	54	98	114	13	45	13

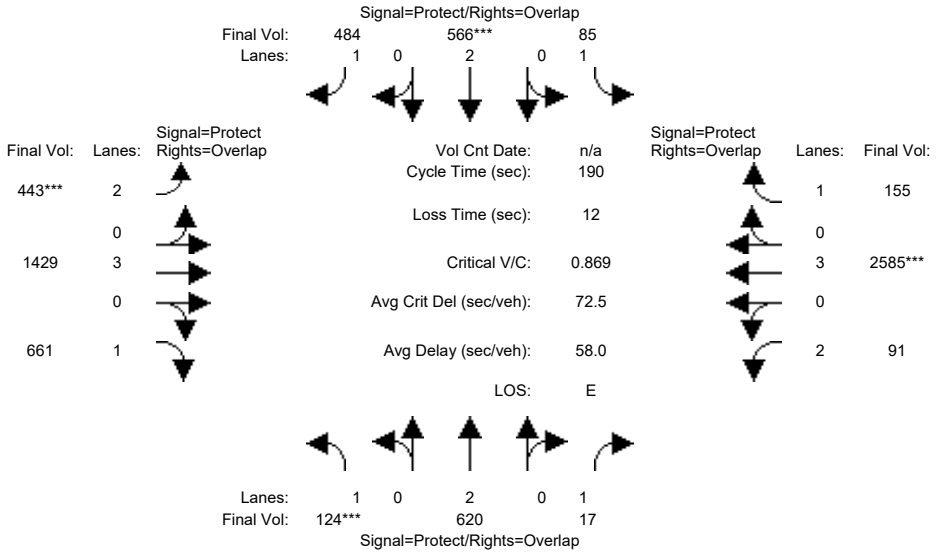
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5812: (55) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	100	10	7	100	10
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	124	620	17	85	566	484	443	1642	661	91	2971	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	620	17	85	566	484	443	1642	661	91	2971	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	620	17	85	566	484	443	1642	661	91	2971	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	620	17	85	566	484	443	1429	661	91	2585	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	620	17	85	566	484	443	1429	661	91	2585	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	620	17	85	566	484	443	1429	661	91	2585	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.01	0.05	0.15	0.28	0.14	0.25	0.38	0.03	0.45	0.09
Crit Moves:	****				****		****				****	
Green Time:	15.6	38.0	48.8	12.8	35.2	64.5	29.3	106	121.8	10.8	87.9	100.7
Volume/Cap:	0.86	0.82	0.04	0.72	0.80	0.81	0.91	0.45	0.59	0.51	0.98	0.17
Delay/Veh:	124.2	79.5	53.0	106.2	80.8	65.8	100.5	24.8	20.5	89.4	63.4	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.2	79.5	53.0	106.2	80.8	65.8	100.5	24.8	20.5	89.4	63.4	23.1
LOS by Move:	F	E	D	F	F	E	F	C	C	F	E	C
HCM2k95thQ:	16	31	2	11	28	46	27	27	38	7	83	9

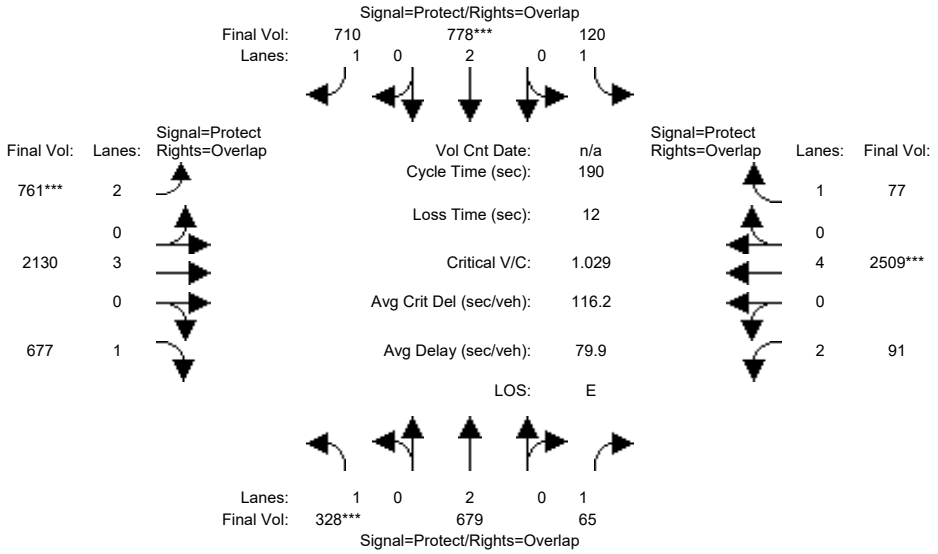
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5812: (55) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	328	679	65	120	778	710	761	2630	677	91	2509	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:	328	679	65	120	778	710	761	2630	677	91	2509	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	679	65	120	778	710	761	2630	677	91	2509	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	679	65	120	778	710	761	2130	677	91	2509	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	679	65	120	778	710	761	2130	677	91	2509	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	328	679	65	120	778	710	761	2130	677	91	2509	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.18	0.04	0.07	0.20	0.41	0.24	0.37	0.39	0.03	0.33	0.04
Crit Moves:	****				****		****				****	
Green Time:	25.8	52.5	64.0	14.3	41.0	74.2	33.2	99.8	125.6	11.4	78.0	92.3
Volume/Cap:	1.38	0.65	0.11	0.91	0.95	1.04	1.38	0.71	0.59	0.48	0.80	0.09
Delay/Veh:	277.9	62.0	43.5	140.3	93.5	102.7	261.2	25.6	8.0	88.3	58.1	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	277.9	62.0	43.5	140.3	93.5	102.7	261.2	25.6	8.0	88.3	58.1	32.2
LOS by Move:	F	E	D	F	F	F	F	C	A	F	E	C
HCM2k95thQ:	52	30	5	16	41	80	63	38	18	7	55	6

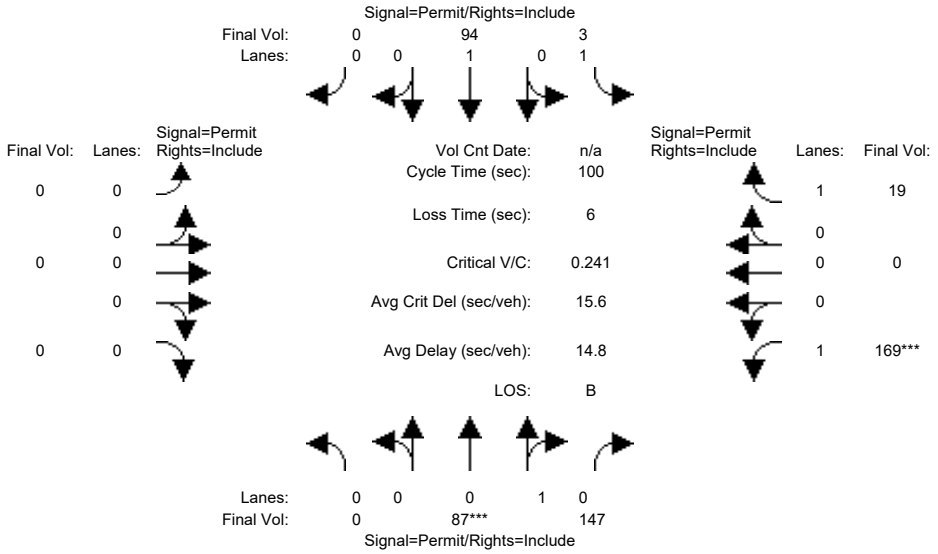
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #9284: (#16) Old Ironside Dr & Old Glory Ln (signal)



Street Name:	Old Ironside Dr						Old Glory Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	78	132	3	85	0	0	0	0	152	0	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:	0	78	132	3	85	0	0	0	0	152	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	78	132	3	85	0	0	0	0	152	0	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	87	147	3	94	0	0	0	0	169	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	87	147	3	94	0	0	0	0	169	0	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	87	147	3	94	0	0	0	0	169	0	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.37	0.63	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	669	1131	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.00	0.05	0.00	0.00	0.00	0.00	0.10	0.00	0.01
Crit Moves:		****								****		
Green Time:	0.0	53.9	53.9	53.9	53.9	0.0	0.0	0.0	0.0	40.1	0.0	40.1
Volume/Cap:	0.00	0.24	0.24	0.00	0.09	0.00	0.00	0.00	0.00	0.24	0.00	0.03
Delay/Veh:	0.0	12.3	12.3	10.7	11.2	0.0	0.0	0.0	0.0	20.0	0.0	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.3	12.3	10.7	11.2	0.0	0.0	0.0	0.0	20.0	0.0	18.1
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	B
HCM2k95thQ:	0	8	8	0	3	0	0	0	0	7	0	1

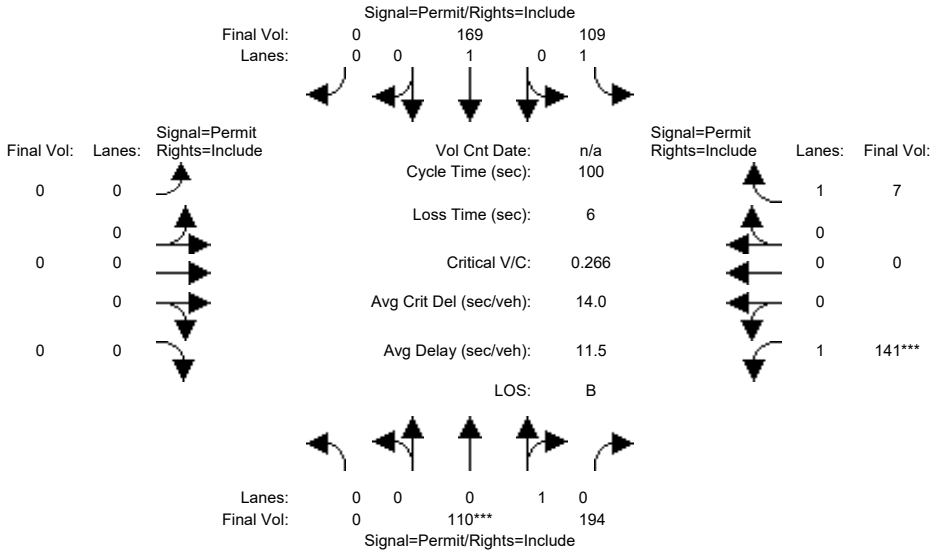
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #9284: (#16) Old Ironside Dr & Old Glory Ln (signal)



Street Name:	Old Ironside Dr						Old Glory Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	99	175	98	152	0	0	0	0	127	0	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	99	175	98	152	0	0	0	0	127	0	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	99	175	98	152	0	0	0	0	127	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	110	194	109	169	0	0	0	0	141	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	110	194	109	169	0	0	0	0	141	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	110	194	109	169	0	0	0	0	141	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.36	0.64	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	650	1150	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.06	0.09	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	63.7	63.7	63.7	63.7	0.0	0.0	0.0	0.0	30.3	0.0	30.3
Volume/Cap:	0.00	0.27	0.27	0.10	0.14	0.00	0.00	0.00	0.00	0.27	0.00	0.01
Delay/Veh:	0.0	8.1	8.1	7.1	7.3	0.0	0.0	0.0	0.0	26.7	0.0	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	8.1	8.1	7.1	7.3	0.0	0.0	0.0	0.0	26.7	0.0	24.4
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	8	8	3	4	0	0	0	0	7	0	0

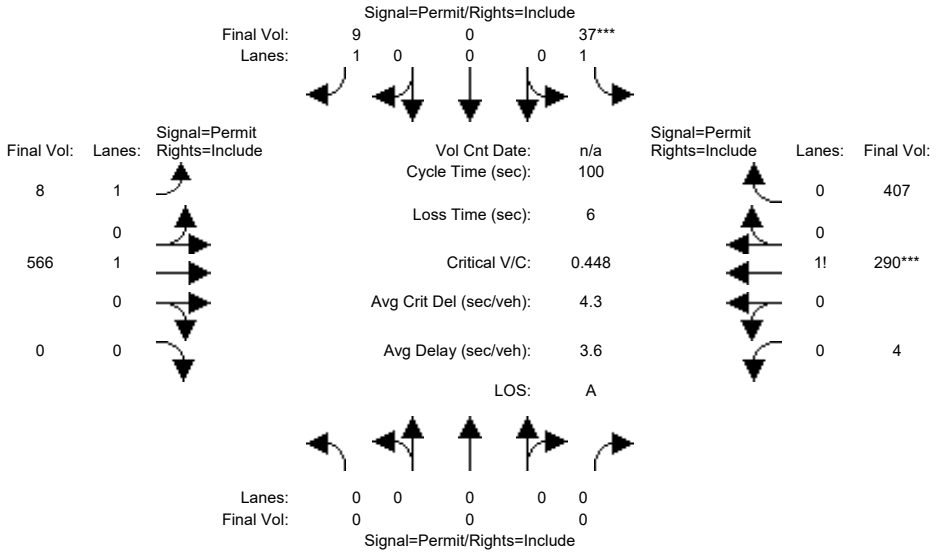
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #9285: (#17) Old Ironsides Dr & Patrick Henry Dr (signal)



Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	33	0	8	7	509	0	4	261	366
Growth Adj:	1.00	1.00	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	33	0	8	7	509	0	4	261	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	8	7	509	0	4	261	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	37	0	9	8	566	0	4	290	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	37	0	9	8	566	0	4	290	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	9	8	566	0	4	290	407
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.01	0.41	0.58
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	11	724	1015
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.00	0.30	0.00	0.40	0.40	0.40
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	84.0	84.0	0.0	84.0	84.0	84.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.05	0.01	0.35	0.00	0.48	0.48	0.48
Delay/Veh:	0.0	0.0	0.0	42.0	0.0	40.8	1.3	2.0	0.0	2.4	2.4	2.4
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	42.0	0.0	40.8	1.3	2.0	0.0	2.4	2.4	2.4
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	3	0	1	0	8	0	13	13	13

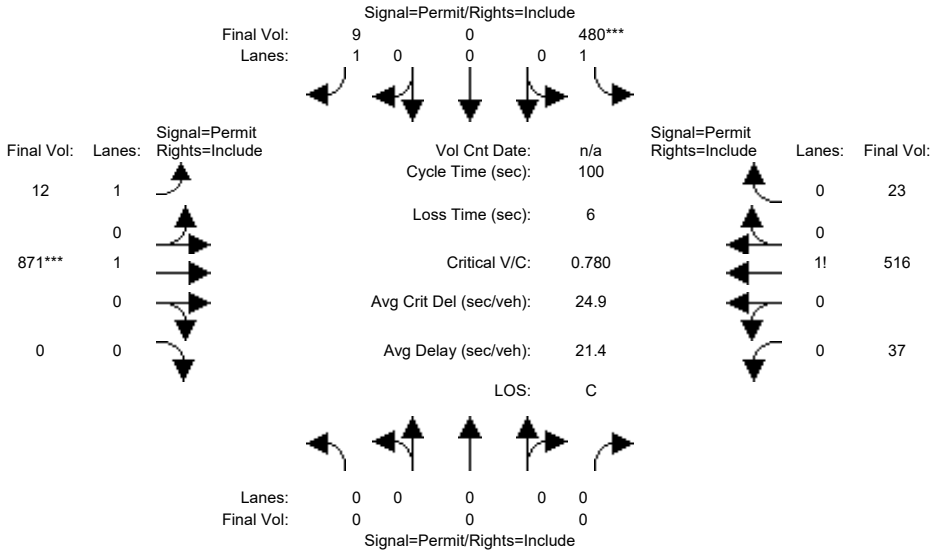
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #9285: (#17) Old Ironsides Dr & Patrick Henry Dr (signal)



Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	442	0	8	11	801	0	34	475	21
Growth Adj:	1.00	1.00	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	442	0	8	11	801	0	34	475	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	442	0	8	11	801	0	34	475	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	480	0	9	12	871	0	37	516	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	480	0	9	12	871	0	37	516	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	480	0	9	12	871	0	37	516	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.06	0.90	0.04
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	112	1568	69
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.00	0.01	0.46	0.00	0.33	0.33	0.33
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	35.2	0.0	35.2	58.8	58.8	0.0	58.8	58.8	58.8
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.01	0.01	0.78	0.00	0.56	0.56	0.56
Delay/Veh:	0.0	0.0	0.0	35.2	0.0	21.1	8.6	19.3	0.0	13.4	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.2	0.0	21.1	8.6	19.3	0.0	13.4	13.4	13.4
LOS by Move:	A	A	A	D	A	C	A	B	A	B	B	B
HCM2k95thQ:	0	0	0	28	0	0	0	36	0	22	22	22

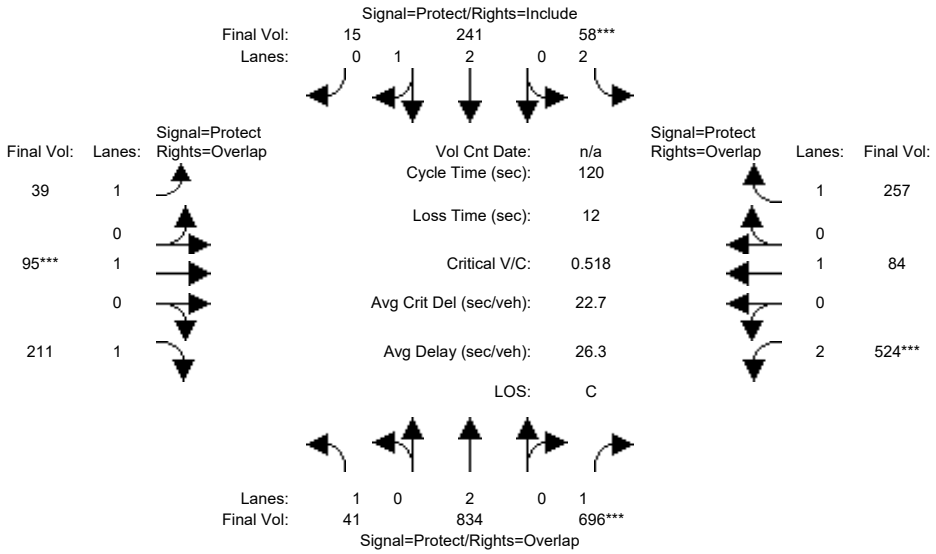
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #8: (1) Fair Oaks Ave & Tasman Dr



Street Name:	Fair Oaks Ave						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	41	834	696	58	241	15	39	95	211	524	84	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:	41	834	696	58	241	15	39	95	211	524	84	257
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	834	696	58	241	15	39	95	211	524	84	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	834	696	58	241	15	39	95	211	524	84	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	834	696	58	241	15	39	95	211	524	84	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	834	696	58	241	15	39	95	211	524	84	257
Saturation 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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5271	328	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.40	0.02	0.05	0.05	0.02	0.05	0.12	0.17	0.04	0.15
Crit Moves:			****	****				****		****		
Green Time:	24.4	52.2	89.7	7.0	34.8	34.8	15.2	11.3	35.7	37.5	33.6	40.6
Volume/Cap:	0.12	0.50	0.53	0.32	0.16	0.16	0.18	0.53	0.41	0.53	0.16	0.43
Delay/Veh:	39.2	24.8	6.8	55.2	31.7	31.7	47.1	54.9	34.2	34.6	32.7	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	24.8	6.8	55.2	31.7	31.7	47.1	54.9	34.2	34.6	32.7	31.3
LOS by Move:	D	C	A	E	C	C	D	D	C	C	C	C
HCM2k95thQ:	3	20	21	3	5	5	3	8	13	17	4	15

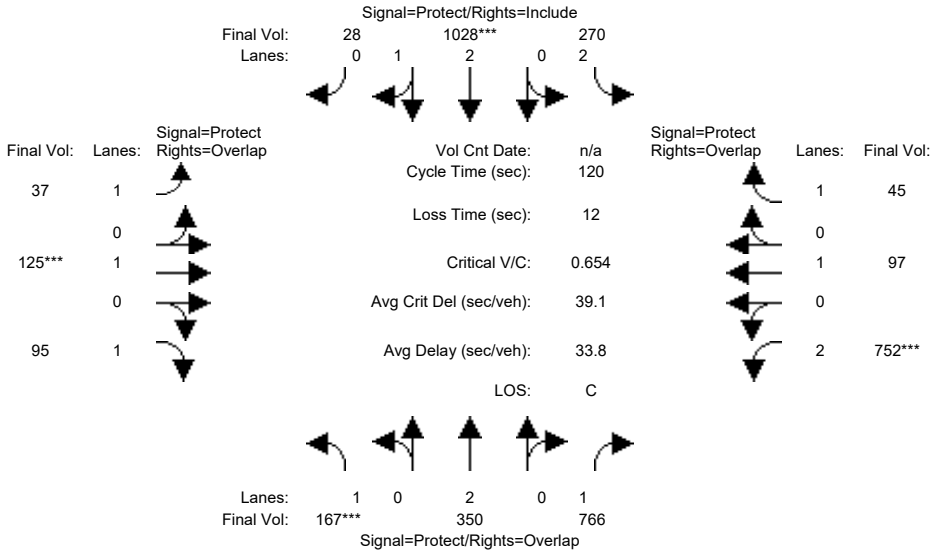
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #8: (1) Fair Oaks Ave & Tasman Dr



Street Name:	Fair Oaks Ave						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00 PM - 6:00 PM												
Base Vol:	167	350	766	270	1028	28	37	125	95	752	97	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	350	766	270	1028	28	37	125	95	752	97	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	350	766	270	1028	28	37	125	95	752	97	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	350	766	270	1028	28	37	125	95	752	97	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	350	766	270	1028	28	37	125	95	752	97	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	350	766	270	1028	28	37	125	95	752	97	45
Saturation 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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.92	0.08	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5451	148	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.44	0.09	0.19	0.19	0.02	0.07	0.05	0.24	0.05	0.03
Crit Moves:	****				****			****			****	
Green Time:	17.5	36.4	80.2	15.7	34.6	34.6	23.0	12.1	29.6	43.8	32.9	48.6
Volume/Cap:	0.65	0.30	0.65	0.66	0.65	0.65	0.11	0.65	0.22	0.65	0.19	0.06
Delay/Veh:	54.4	32.2	13.1	53.4	38.4	38.4	40.2	59.8	36.3	33.1	33.5	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:	54.4	32.2	13.1	53.4	38.4	38.4	40.2	59.8	36.3	33.1	33.5	21.9
LOS by Move:	D	C	B	D	D	D	D	E	D	C	C	C
HCM2k95thQ:	12	9	31	11	21	21	3	11	6	25	5	2

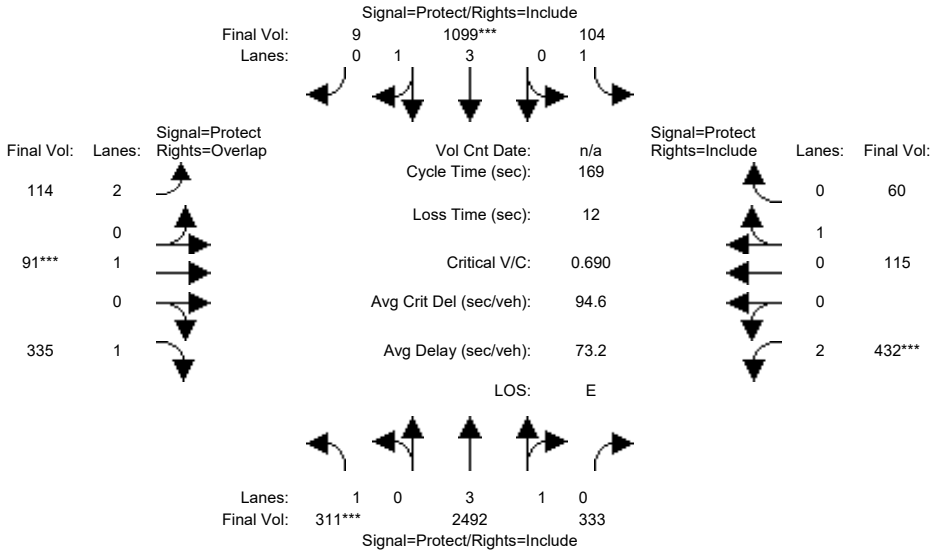
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #25: (3) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	311	2492	333	104	1099	9	114	91	335	432	115	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:	311	2492	333	104	1099	9	114	91	335	432	115	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	2492	333	104	1099	9	114	91	335	432	115	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:	311	2492	333	104	1099	9	114	91	335	432	115	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	2492	333	104	1099	9	114	91	335	432	115	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:	311	2492	333	104	1099	9	114	91	335	432	115	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.51	0.49	1.00	3.97	0.03	2.00	1.00	1.00	2.00	0.66	0.34
Final Sat.:	1750	6614	884	1750	7439	61	1575	760	1225	2205	473	247
Capacity Analysis Module:												
Vol/Sat:	0.18	0.38	0.38	0.06	0.15	0.15	0.07	0.12	0.27	0.20	0.24	0.24
Crit Moves:	****				****			****		****		
Green Time:	33.1	71.4	71.4	11.7	49.5	49.5	11.5	36.7	69.8	26.3	51.5	51.5
Volume/Cap:	0.91	0.89	0.89	0.86	0.50	0.50	1.06	0.55	0.66	1.26	0.80	0.80
Delay/Veh:	93.5	55.9	55.9	119.9	52.7	52.7	184.1	62.8	43.3	209.5	72.2	72.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.5	55.9	55.9	119.9	52.7	52.7	184.1	62.8	43.3	209.5	72.2	72.2
LOS by Move:	F	E	E	F	D	D	F	E	D	F	E	E
HCM2k95thQ:	31	57	57	12	22	22	12	10	27	37	20	20

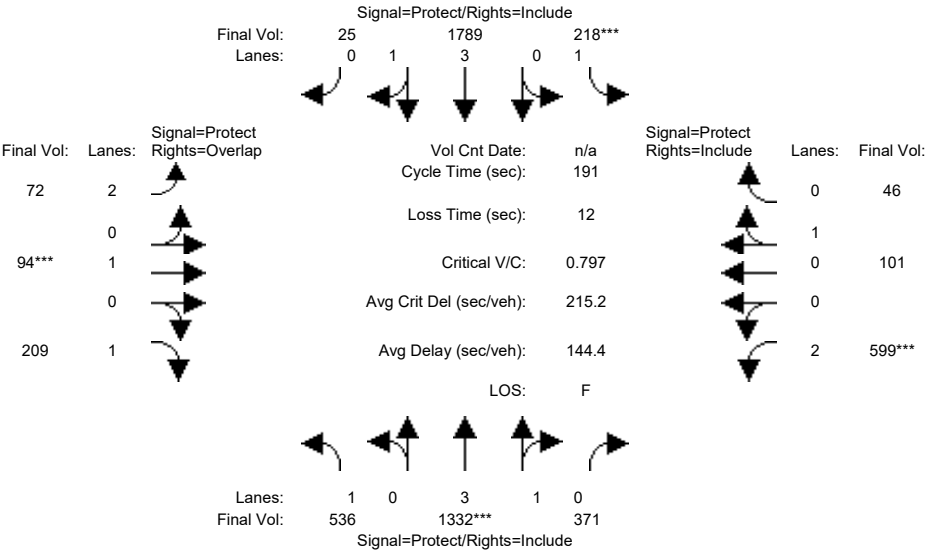
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #25: (3) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	536	1332	371	218	1789	25	72	94	209	599	101	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	536	1332	371	218	1789	25	72	94	209	599	101	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	536	1332	371	218	1789	25	72	94	209	599	101	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	536	1332	371	218	1789	25	72	94	209	599	101	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	536	1332	371	218	1789	25	72	94	209	599	101	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	536	1332	371	218	1789	25	72	94	209	599	101	46
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	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.09	0.91	1.00	3.94	0.06	2.00	1.00	1.00	2.00	0.69	0.31
Final Sat.:	1750	5863	1633	1750	7396	103	1575	760	1225	2205	495	225
Capacity Analysis Module:												
Vol/Sat:	0.31	0.23	0.23	0.12	0.24	0.24	0.05	0.12	0.17	0.27	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	58.6	89.1	89.1	27.7	57.6	57.6	12.9	30.3	88.9	20.2	37.6	37.6
Volume/Cap:	1.00	0.49	0.49	0.86	0.80	0.80	0.68	0.78	0.37	2.57	1.04	1.04
Delay/Veh:	103.2	28.8	28.8	104.0	67.5	67.5	103.1	104	33.3	803.2	162	162.4
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:	103.2	28.8	28.8	104.0	67.5	67.5	103.1	104	33.3	803.2	162	162.4
LOS by Move:	F	C	C	F	E	E	F	F	C	F	F	F
HCM2k95thQ:	59	24	24	25	42	42	7	13	16	74	23	23

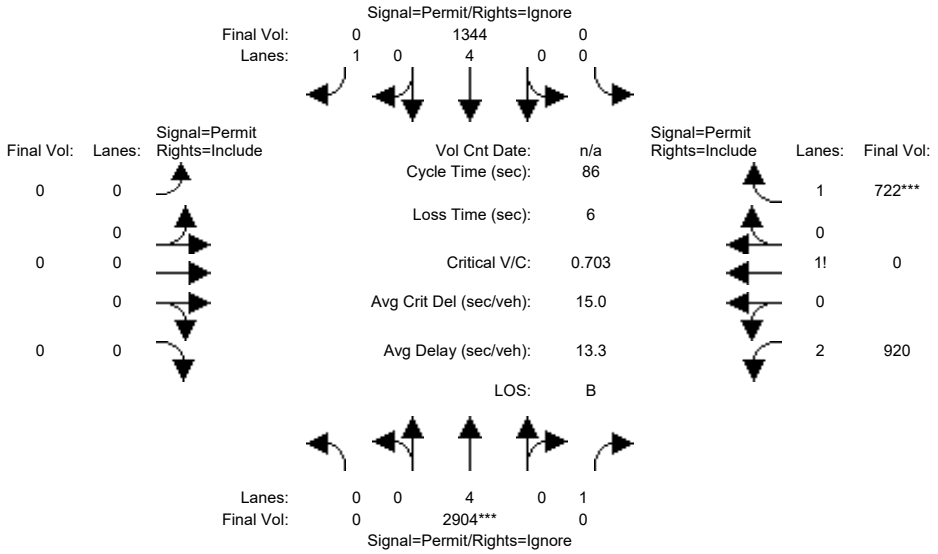
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #26: (4) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module:												
Base Vol:	0	2904	0	0	1344	238	0	0	0	920	0	722
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2904	0	0	1344	238	0	0	0	920	0	722
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2904	0	0	1344	238	0	0	0	920	0	722
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2904	0	0	1344	0	0	0	0	920	0	722
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2904	0	0	1344	0	0	0	0	920	0	722
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2904	0	0	1344	0	0	0	0	920	0	722
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.48	0.00	1.52
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3957	0	2655
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.23	0.00	0.27
Crit Moves:		****										****
Green Time:	0.0	52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	23.0	23.0	27.9
Volume/Cap:	0.00	0.63	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.87	0.00	0.84
Delay/Veh:	0.0	6.4	0.0	0.0	4.6	0.0	0.0	0.0	0.0	34.7	0.0	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:	0.0	6.4	0.0	0.0	4.6	0.0	0.0	0.0	0.0	34.7	0.0	30.3
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	15	0	0	5	0	0	0	0	26	0	27

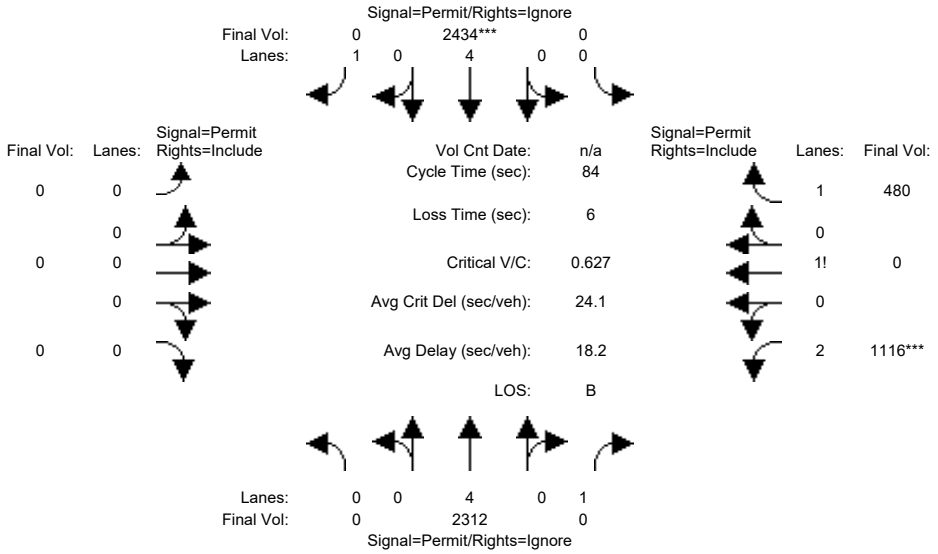
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #26: (4) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module:												
Base Vol:	0	2312	0	0	2434	392	0	0	0	1116	0	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2312	0	0	2434	392	0	0	0	1116	0	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2312	0	0	2434	392	0	0	0	1116	0	480
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2312	0	0	2434	0	0	0	0	1116	0	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2312	0	0	2434	0	0	0	0	1116	0	480
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2312	0	0	2434	0	0	0	0	1116	0	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.86	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.63	0.00	1.37
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4266	0	2406
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.26	0.00	0.20
Crit Moves:					****					****		
Green Time:	0.0	51.8	0.0	0.0	51.8	0.0	0.0	0.0	0.0	22.0	22.0	22.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.52	0.00	0.00	0.00	0.00	1.00	0.00	0.76
Delay/Veh:	0.0	12.8	0.0	0.0	4.9	0.0	0.0	0.0	0.0	53.2	0.0	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:	0.0	12.8	0.0	0.0	4.9	0.0	0.0	0.0	0.0	53.2	0.0	30.3
LOS by Move:	A	B	A	A	A	A	A	A	A	D	A	C
HCM2k95thQ:	0	19	0	0	9	0	0	0	0	33	0	20

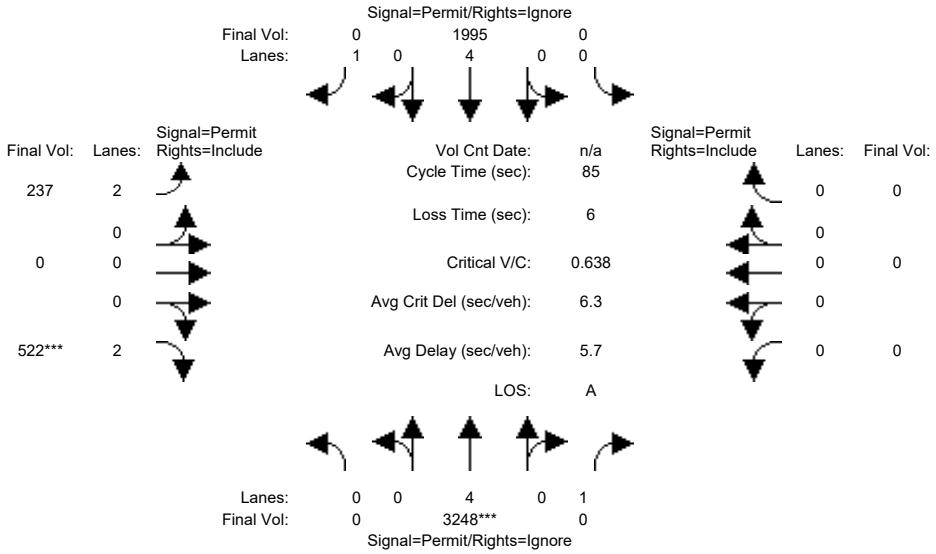
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
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2030 Kylli AM - Rev.Retail

Intersection #27: (5) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	3248	880	0	1995	0	237	0	522	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	3248	880	0	1995	0	237	0	522	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3248	880	0	1995	0	237	0	522	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3248	0	0	1995	0	237	0	522	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3248	0	0	1995	0	237	0	522	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3248	0	0	1995	0	237	0	522	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.26	0.00	0.08	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	60.2	0.0	0.0	59.8	0.0	13.5	13.5	18.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.60	0.00	0.00	0.37	0.00	0.47	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	0.0	1.6	0.0	0.0	1.3	0.0	33.2	0.0	35.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	0.0	0.0	1.3	0.0	33.2	0.0	35.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	D	A	A	A
HCM2k95thQ:	0	7	0	0	3	0	8	0	18	0	0	0

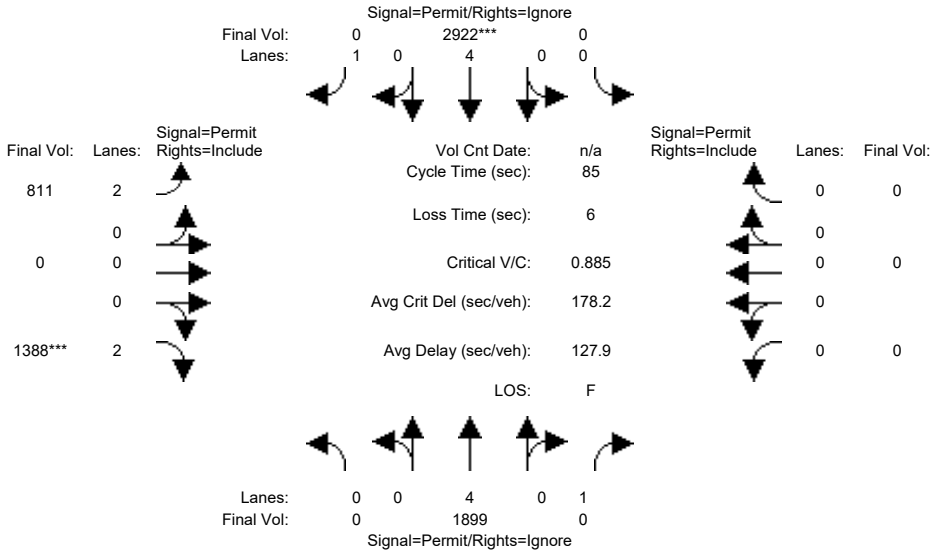
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #27: (5) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	1899	447	0	2922	84	811	0	1388	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	1899	447	0	2922	84	811	0	1388	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1899	447	0	2922	84	811	0	1388	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1899	0	0	2922	0	811	0	1388	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1899	0	0	2922	0	811	0	1388	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1899	0	0	2922	0	811	0	1388	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.38	0.00	0.26	0.00	0.44	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	63.4	0.0	0.0	63.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.33	0.00	0.00	0.51	0.00	1.25	0.00	2.14	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	160.1	0.0	553.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	160.1	0.0	553.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	2	0	46	0	118	0	0	0

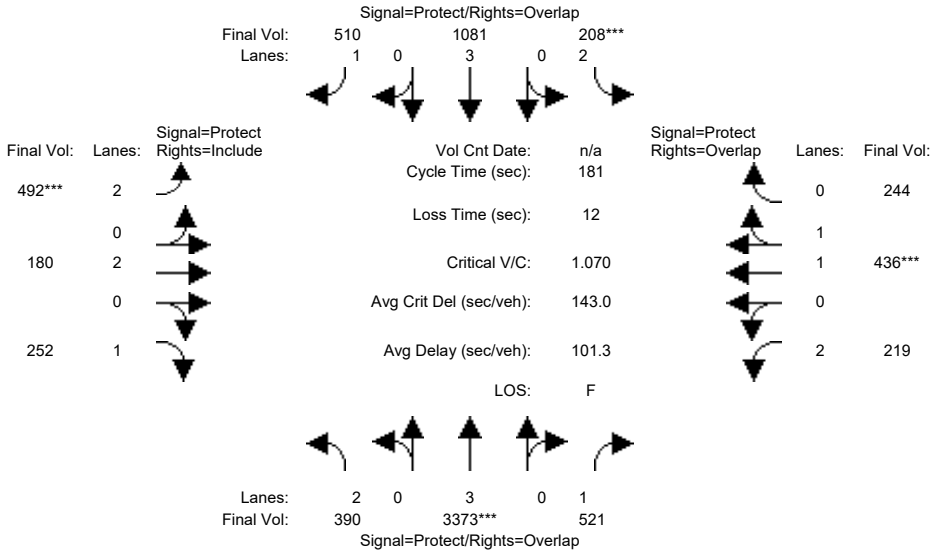
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Kylli Mission Point Mixed-Use Development
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #30: (7) Lawrence Expwy & Kifer Rd



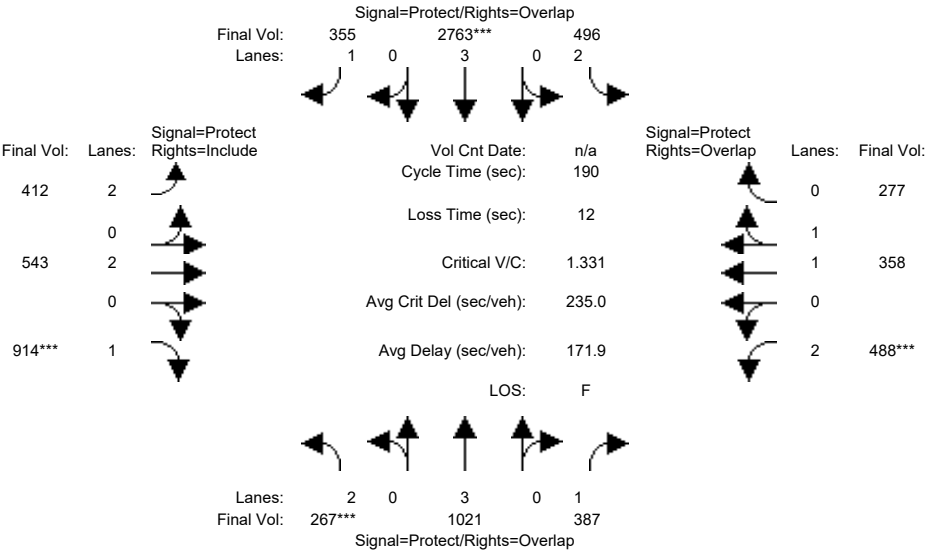

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Street Name:          Lawrence Expwy                    Kifer Rd
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    25  101   101    17   93    93    13   29    29    11   27    27
Y+R:          5.9  6.2   6.2   6.1  6.2   6.2   5.8  5.5   5.5   5.9  5.5   5.5
------------|---------------||---------------||---------------||---------------|
Volume Module:8:00 AM - 9:00 AM
Base Vol:     390 3877   521   208 1243   510   492  180   252   219  436   244
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  390 3877   521   208 1243   510   492  180   252   219  436   244
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  390 3877   521   208 1243   510   492  180   252   219  436   244
User Adj:    1.00 0.87  1.00  1.00 0.87  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   390 3373   521   208 1081   510   492  180   252   219  436   244
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  390 3373   521   208 1081   510   492  180   252   219  436   244
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  390 3373   521   208 1081   510   492  180   252   219  436   244
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  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  0.94
Lanes:       2.00 3.00  1.00  2.00 3.00  1.00  2.00 2.00  1.00  2.00 1.26  0.74
Final Sat.:  3150 5700  1750  3150 5700  1750  3150 3800  1750  3150 2355  1318
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.59  0.30  0.07 0.19  0.29  0.16 0.05  0.14  0.07 0.19  0.19
Crit Moves:       ****        ****              ****                    ****
Green Time:  25.2  101 111.8  17.1 93.1 105.9  12.8 28.8  28.8  10.8 26.9  44.0
Volume/Cap:  0.89 1.06  0.48  0.70 0.37  0.50  2.21 0.30  0.91  1.16 1.25  0.76
Delay/Veh:   96.1 61.6  10.3  86.6 19.7  13.8 642.6 67.5 105.3 202.0  203  67.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  96.1 61.6  10.3  86.6 19.7  13.8 642.6 67.5 105.3 202.0  203  67.5
LOS by Move:    F    E     B     F    B     B     F    E     F     F    F     E
HCM2k95thQ:    21  100    16    15   15    20    57    8    28    18   44    30
Note: Queue reported is the number of cars per lane.
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Kylli Mission Point Mixed-Use Development
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Level Of Service Computation Report
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2030 Kylli PM - Rev.Retail

Intersection #30: (7) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	80	85	32	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:4:15 PM - 5:15 PM												
Base Vol:	267	1276	387	496	3497	355	412	543	914	488	358	277
Growth Adj:	1.00	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	1276	387	496	3497	355	412	543	914	488	358	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	1276	387	496	3497	355	412	543	914	488	358	277
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	1021	387	496	2763	355	412	543	914	488	358	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	1021	387	496	2763	355	412	543	914	488	358	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	1021	387	496	2763	355	412	543	914	488	358	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.10	0.90
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2085	1613
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.22	0.16	0.48	0.20	0.13	0.14	0.52	0.15	0.17	0.17
Crit Moves:	****				****				****	****		
Green Time:	8.9	79.9	101.6	31.9	103	118.9	15.8	33.0	44.3	21.7	38.9	70.8
Volume/Cap:	1.81	0.43	0.41	0.94	0.89	0.32	1.57	0.82	2.24	1.36	0.84	0.46
Delay/Veh:	484.0	57.8	46.9	113.2	72.8	35.5	362.2	83.9	638.4	261.8	80.8	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	484.0	57.8	46.9	113.2	72.8	35.5	362.2	83.9	638.4	261.8	80.8	45.4
LOS by Move:	F	E	D	F	E	D	F	F	F	F	F	D
HCM2k95thQ:	31	30	34	35	82	31	42	28	183	44	32	24

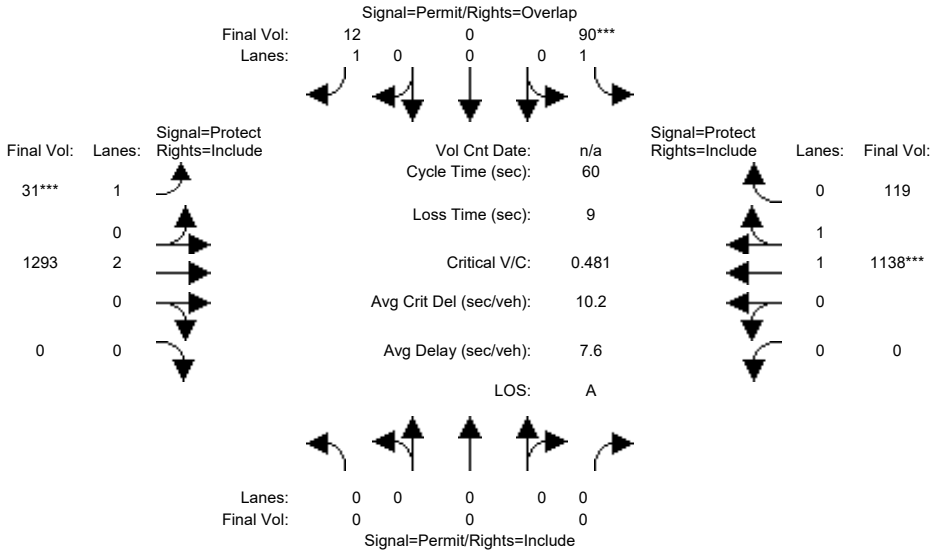
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #39: (10) Reamwood Ave & TasmanDr



Street Name:	Reamwood Av						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	90	0	12	31	1293	0	0	1138	119
Growth Adj:	1.00	1.00	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	90	0	12	31	1293	0	0	1138	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	12	31	1293	0	0	1138	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	12	31	1293	0	0	1138	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	12	31	1293	0	0	1138	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	90	0	12	31	1293	0	0	1138	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.81	0.19
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3349	350
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.01	0.02	0.34	0.00	0.00	0.34	0.34
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.02	0.15	0.50	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	22.6	0.0	15.5	24.2	4.7	0.0	0.0	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.6	0.0	15.5	24.2	4.7	0.0	0.0	9.0	9.0
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	4	0	0	1	11	0	0	14	14

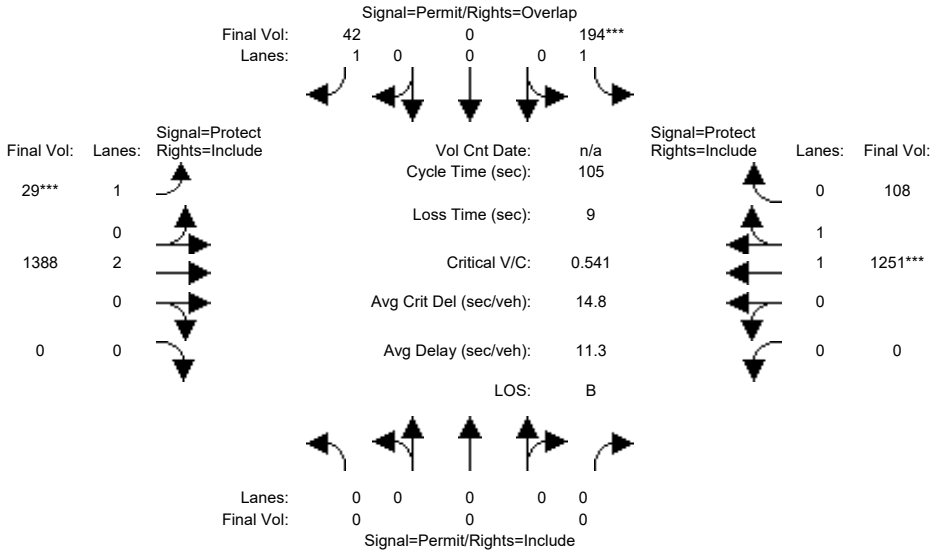
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #39: (10) Reamwood Ave & TasmanDr



Street Name:	Reamwood Av						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	194	0	42	29	1388	0	0	1251	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:	0	0	0	194	0	42	29	1388	0	0	1251	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	194	0	42	29	1388	0	0	1251	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:	0	0	0	194	0	42	29	1388	0	0	1251	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	194	0	42	29	1388	0	0	1251	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:	0	0	0	194	0	42	29	1388	0	0	1251	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.84	0.16
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3406	294
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.02	0.02	0.37	0.00	0.00	0.37	0.37
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	20.6	0.0	27.6	7.0	75.4	0.0	0.0	68.4	68.4
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.09	0.25	0.51	0.00	0.00	0.56	0.56
Delay/Veh:	0.0	0.0	0.0	40.3	0.0	29.3	47.6	6.7	0.0	0.0	10.4	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.3	0.0	29.3	47.6	6.7	0.0	0.0	10.4	10.4
LOS by Move:	A	A	A	D	A	C	D	A	A	A	B	B
HCM2k95thQ:	0	0	0	13	0	2	2	18	0	0	22	22

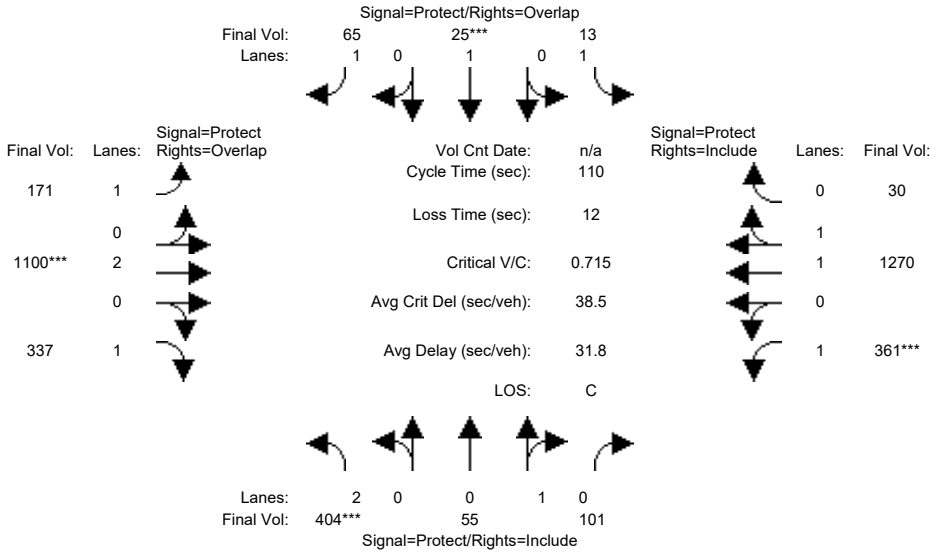
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #40: (11) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	392	53	98	13	24	63	166	1067	327	350	1232	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	53	98	13	24	63	166	1067	327	350	1232	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	53	98	13	24	63	166	1067	327	350	1232	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	404	55	101	13	25	65	171	1100	337	361	1270	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	55	101	13	25	65	171	1100	337	361	1270	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	55	101	13	25	65	171	1100	337	361	1270	30
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	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.35	0.65	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	3150	632	1168	1750	1900	1750	1750	3800	1750	1750	3615	85
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.01	0.01	0.04	0.10	0.29	0.19	0.21	0.35	0.35
Crit Moves:	****				****			****		****		
Green Time:	18.5	16.3	16.3	10.3	8.0	23.6	15.6	41.8	60.3	29.7	55.9	55.9
Volume/Cap:	0.76	0.59	0.59	0.08	0.18	0.17	0.69	0.76	0.35	0.76	0.69	0.69
Delay/Veh:	50.1	47.1	47.1	45.8	48.5	35.5	53.0	32.3	14.2	44.1	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	47.1	47.1	45.8	48.5	35.5	53.0	32.3	14.2	44.1	21.6	21.6
LOS by Move:	D	D	D	D	D	D	D	C	B	D	C	C
HCM2k95thQ:	18	12	12	1	2	4	12	28	13	22	29	29

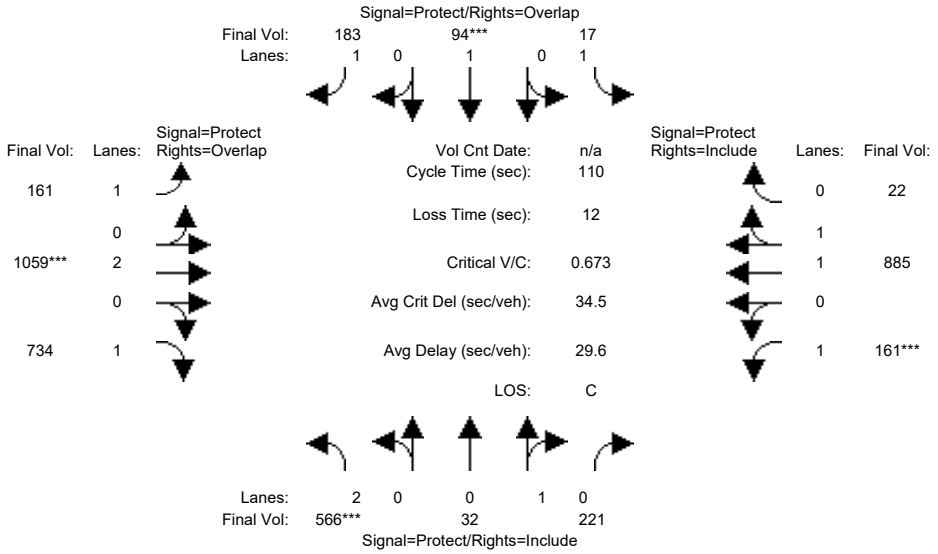
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #40: (11) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	543	31	212	16	90	176	155	1017	705	155	850	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	543	31	212	16	90	176	155	1017	705	155	850	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	543	31	212	16	90	176	155	1017	705	155	850	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	566	32	221	17	94	183	161	1059	734	161	885	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	32	221	17	94	183	161	1059	734	161	885	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	566	32	221	17	94	183	161	1059	734	161	885	22
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	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.13	0.87	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	3150	230	1570	1750	1900	1750	1750	3800	1750	1750	3611	89
Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.14	0.01	0.05	0.10	0.09	0.28	0.42	0.09	0.25	0.25
Crit Moves:	****				****			****		****		
Green Time:	29.3	26.9	26.9	10.4	8.1	24.6	16.6	45.5	74.9	15.1	44.0	44.0
Volume/Cap:	0.67	0.57	0.57	0.10	0.67	0.47	0.61	0.67	0.62	0.67	0.61	0.61
Delay/Veh:	38.2	38.3	38.3	45.7	61.9	37.9	47.9	27.4	10.6	52.5	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	38.3	38.3	45.7	61.9	37.9	47.9	27.4	10.6	52.5	27.0	27.0
LOS by Move:	D	D	D	D	E	D	D	C	B	D	C	C
HCM2k95thQ:	20	16	16	1	9	12	11	25	26	11	22	22

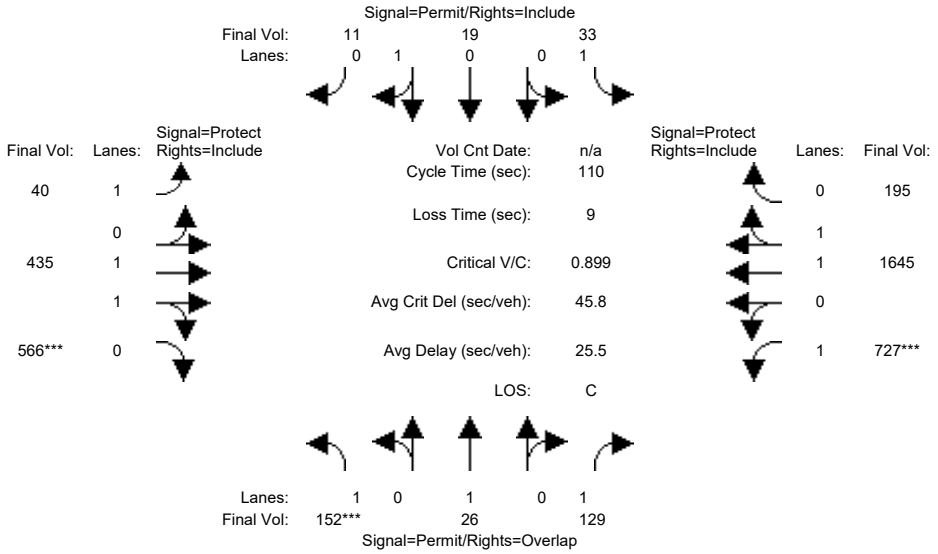
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #41: (14) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	141	24	120	31	18	10	37	405	526	676	1530	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:	141	24	120	31	18	10	37	405	526	676	1530	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	24	120	31	18	10	37	405	526	676	1530	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	152	26	129	33	19	11	40	435	566	727	1645	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	26	129	33	19	11	40	435	566	727	1645	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	26	129	33	19	11	40	435	566	727	1645	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.64	0.36	1.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1750	1900	1750	1750	1157	643	1750	1900	1750	1750	3308	391
Capacity Analysis Module:												
Vol/Sat:	0.09	0.01	0.07	0.02	0.02	0.02	0.02	0.23	0.32	0.42	0.50	0.50
Crit Moves:	****								****	****		
Green Time:	10.6	10.6	61.4	10.6	10.6	10.6	7.6	39.6	39.6	50.8	82.8	82.8
Volume/Cap:	0.90	0.14	0.13	0.20	0.17	0.17	0.33	0.64	0.90	0.90	0.66	0.66
Delay/Veh:	90.7	45.9	11.6	46.4	46.1	46.1	50.4	30.1	43.2	40.1	7.3	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.7	45.9	11.6	46.4	46.1	46.1	50.4	30.1	43.2	40.1	7.3	7.3
LOS by Move:	F	D	B	D	D	D	D	C	D	D	A	A
HCM2k95thQ:	16	2	4	3	2	2	3	21	34	40	26	26

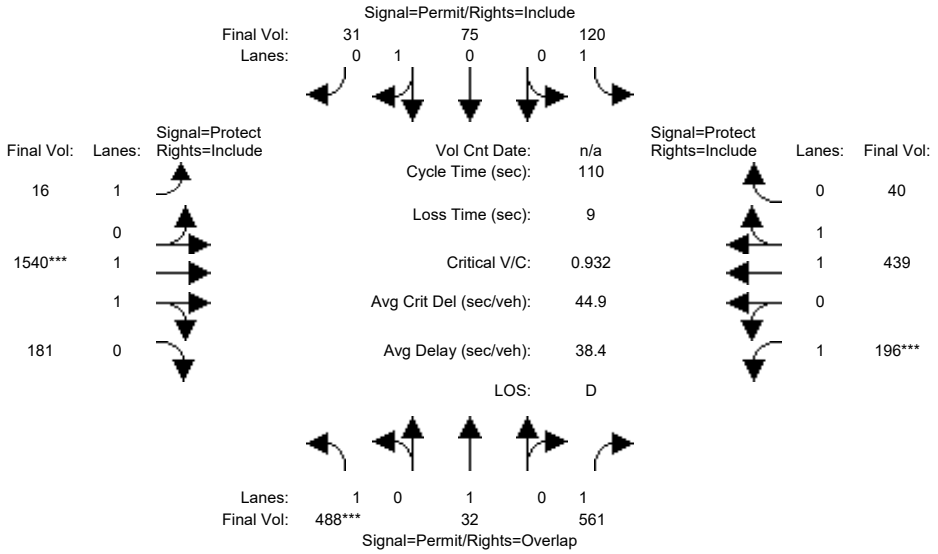
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #41: (14) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	473	31	544	116	73	30	16	1494	176	190	426	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	473	31	544	116	73	30	16	1494	176	190	426	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	31	544	116	73	30	16	1494	176	190	426	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	488	32	561	120	75	31	16	1540	181	196	439	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	32	561	120	75	31	16	1540	181	196	439	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	488	32	561	120	75	31	16	1540	181	196	439	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.71	0.29	1.00	1.78	0.22	1.00	1.83	0.17
Final Sat.:	1750	1900	1750	1750	1276	524	1750	3310	390	1750	3389	310
Capacity Analysis Module:												
Vol/Sat:	0.28	0.02	0.32	0.07	0.06	0.06	0.01	0.47	0.47	0.11	0.13	0.13
Crit Moves:	****							****		****		
Green Time:	32.9	32.9	46.1	32.9	32.9	32.9	17.7	54.9	54.9	13.2	50.4	50.4
Volume/Cap:	0.93	0.06	0.76	0.23	0.20	0.20	0.06	0.93	0.93	0.93	0.28	0.28
Delay/Veh:	61.2	27.5	32.1	29.2	28.9	28.9	39.2	35.0	35.0	91.3	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	27.5	32.1	29.2	28.9	28.9	39.2	35.0	35.0	91.3	18.6	18.6
LOS by Move:	E	C	C	C	C	C	D	C	C	F	B	B
HCM2k95thQ:	37	2	32	7	6	6	1	48	48	15	9	9

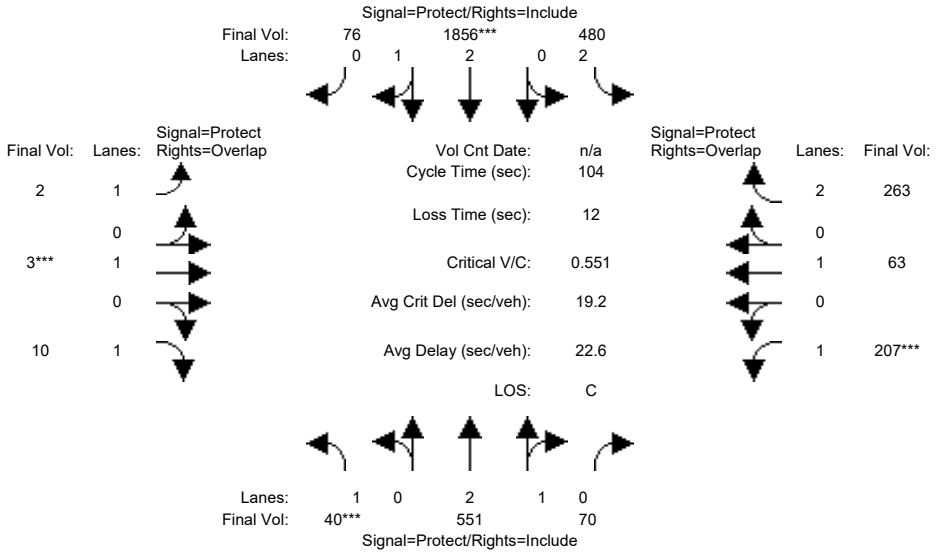
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #47: (20) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	36	496	63	432	1670	68	2	3	9	186	57	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	496	63	432	1670	68	2	3	9	186	57	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	496	63	432	1670	68	2	3	9	186	57	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	40	551	70	480	1856	76	2	3	10	207	63	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	551	70	480	1856	76	2	3	10	207	63	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	551	70	480	1856	76	2	3	10	207	63	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.65	0.35	2.00	2.88	0.12	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4968	631	3150	5381	219	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.15	0.34	0.34	0.00	0.00	0.01	0.12	0.03	0.08
Crit Moves:	****				****			****		****		
Green Time:	4.0	26.2	26.2	35.9	58.1	58.1	13.3	10.0	14.0	19.9	16.6	52.5
Volume/Cap:	0.59	0.44	0.44	0.44	0.62	0.62	0.01	0.02	0.04	0.62	0.21	0.17
Delay/Veh:	62.7	33.0	33.0	26.6	15.8	15.8	39.6	42.6	39.2	42.0	38.3	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	33.0	33.0	26.6	15.8	15.8	39.6	42.6	39.2	42.0	38.3	13.9
LOS by Move:	E	C	C	C	B	B	D	D	D	D	D	B
HCM2k95thQ:	3	11	11	13	25	25	0	0	1	14	4	5

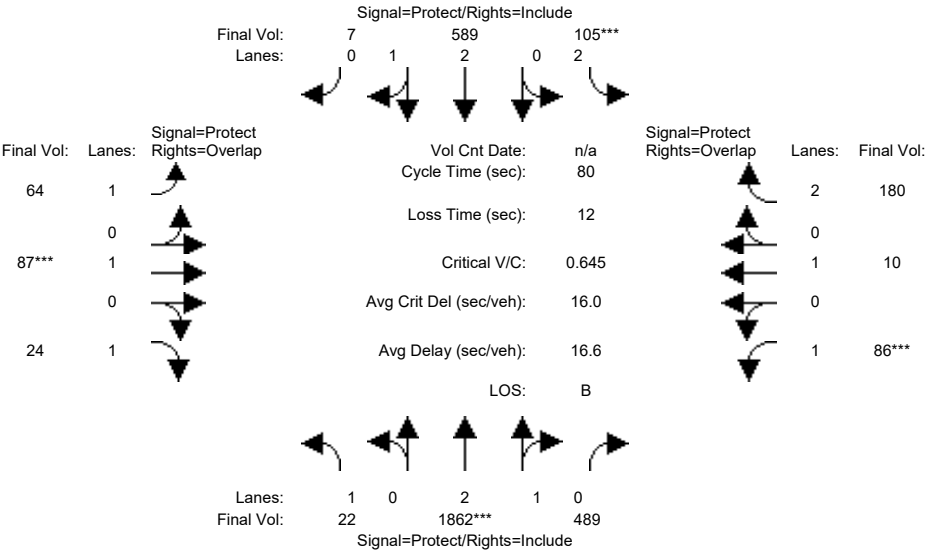
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #47: (20) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	21	1750	460	99	554	7	60	82	23	81	9	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1750	460	99	554	7	60	82	23	81	9	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1750	460	99	554	7	60	82	23	81	9	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	1862	489	105	589	7	64	87	24	86	10	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1862	489	105	589	7	64	87	24	86	10	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1862	489	105	589	7	64	87	24	86	10	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.35	0.65	2.00	2.96	0.04	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4433	1165	3150	5530	70	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.03	0.11	0.11	0.04	0.05	0.01	0.05	0.01	0.06
Crit Moves:		****		****				****		****		
Green Time:	14.9	46.0	46.0	6.0	37.1	37.1	7.1	10.0	24.9	6.0	8.9	14.9
Volume/Cap:	0.07	0.73	0.73	0.45	0.23	0.23	0.41	0.37	0.04	0.66	0.05	0.31
Delay/Veh:	27.0	13.3	13.3	36.7	12.9	12.9	36.2	33.1	19.3	47.5	31.9	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	13.3	13.3	36.7	12.9	12.9	36.2	33.1	19.3	47.5	31.9	28.4
LOS by Move:	C	B	B	D	B	B	D	C	B	D	C	C
HCM2k95thQ:	1	25	25	3	6	6	4	5	1	7	0	5

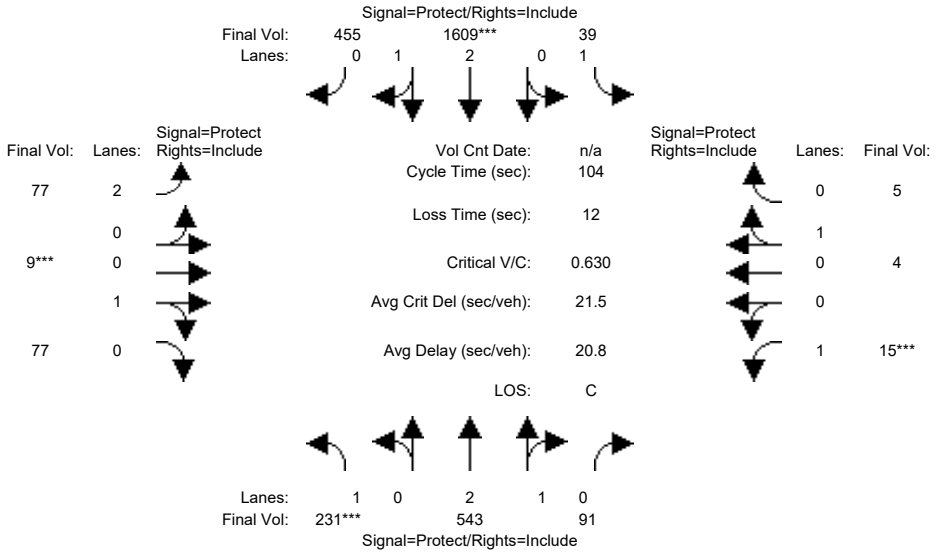
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #48: (21) GREAT AMERICA / ALVISO



Street Name:	GREAT AMERICA Pkwy						ALVISO					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	215	505	85	36	1496	423	72	8	72	14	4	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	505	85	36	1496	423	72	8	72	14	4	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	505	85	36	1496	423	72	8	72	14	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	231	543	91	39	1609	455	77	9	77	15	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	543	91	39	1609	455	77	9	77	15	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	543	91	39	1609	455	77	9	77	15	4	5
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	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.55	0.45	1.00	2.31	0.69	2.00	0.10	0.90	1.00	0.44	0.56
Final Sat.:	1750	4792	807	1750	4364	1234	3150	180	1620	1750	800	1000
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.11	0.02	0.37	0.37	0.02	0.05	0.05	0.01	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	20.3	54.1	54.1	22.9	56.7	56.7	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.68	0.22	0.22	0.10	0.68	0.68	0.48	0.50	0.50	0.18	0.06	0.06
Delay/Veh:	44.1	13.6	13.6	32.4	17.7	17.7	50.2	46.9	46.9	48.6	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	13.6	13.6	32.4	17.7	17.7	50.2	46.9	46.9	48.6	43.2	43.2
LOS by Move:	D	B	B	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	14	7	7	2	28	28	4	7	7	1	1	1

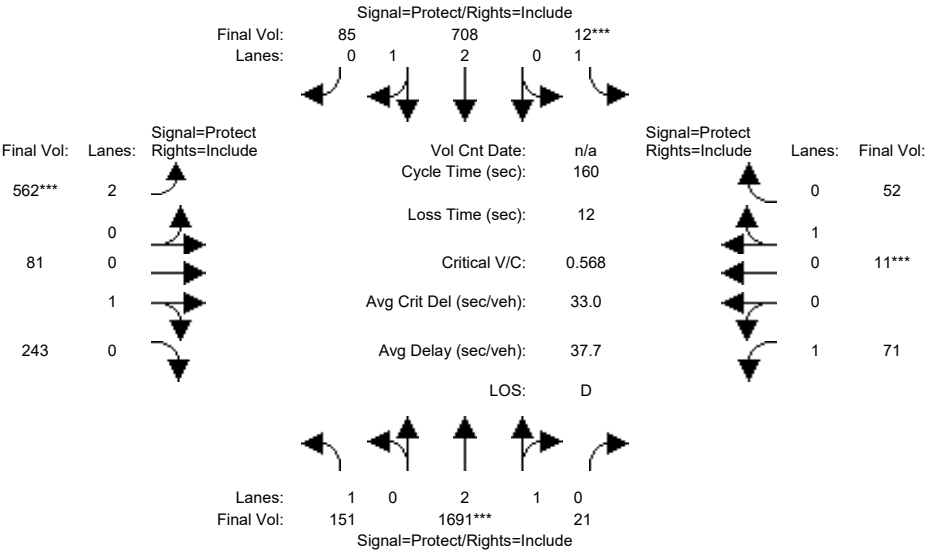
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #48: (21) GREAT AMERICA / ALVISO



Street Name:	GREAT AMERICA Pkwy						ALVISO					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	143	1606	20	11	673	81	534	77	231	67	10	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1606	20	11	673	81	534	77	231	67	10	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	1606	20	11	673	81	534	77	231	67	10	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	151	1691	21	12	708	85	562	81	243	71	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	1691	21	12	708	85	562	81	243	71	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	1691	21	12	708	85	562	81	243	71	11	52
Saturation Flow 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	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.67	0.33	2.00	0.25	0.75	1.00	0.17	0.83
Final Sat.:	1750	5531	69	1750	4998	601	3150	450	1350	1750	305	1495
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.31	0.01	0.14	0.14	0.18	0.18	0.18	0.04	0.03	0.03
Crit Moves:		****			****			****			****	
Green Time:	33.7	84.3	84.3	5.0	55.6	55.6	49.2	48.0	48.0	10.7	9.5	9.5
Volume/Cap:	0.41	0.58	0.58	0.21	0.41	0.41	0.58	0.60	0.60	0.60	0.58	0.58
Delay/Veh:	55.3	26.1	26.1	77.5	39.9	39.9	47.6	49.7	49.7	80.9	81.1	81.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	26.1	26.1	77.5	39.9	39.9	47.6	49.7	49.7	80.9	81.1	81.1
LOS by Move:	E	C	C	E	D	D	D	D	D	F	F	F
HCM2k95thQ:	13	32	32	1	18	18	25	26	26	9	8	8

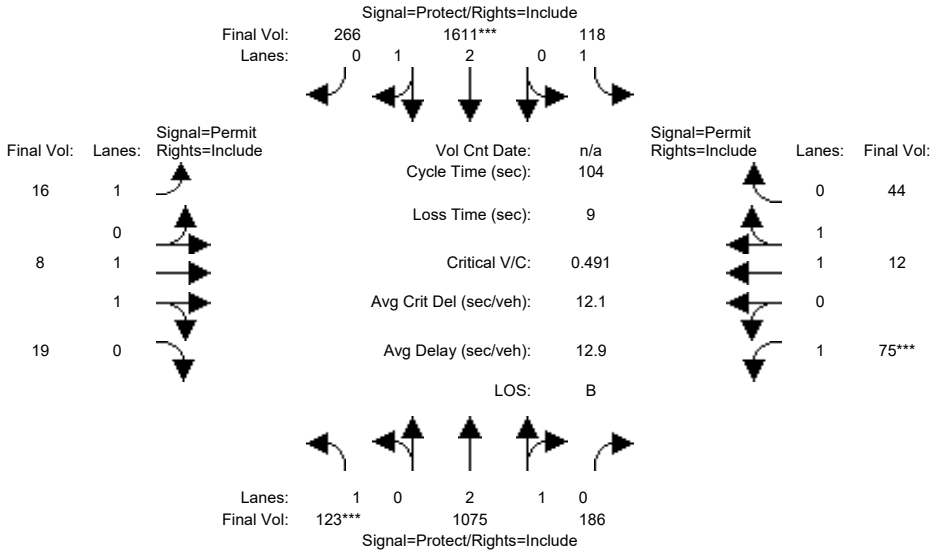
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #51: (22) GREAT AMERICA / BUNKER HILL



Street Name:	GREAT AMERIC Pkwy						BUNKER HILL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	112	978	169	107	1466	242	15	7	17	68	11	40
Growth Adj:	1.00	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	978	169	107	1466	242	15	7	17	68	11	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	978	169	107	1466	242	15	7	17	68	11	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	123	1075	186	118	1611	266	16	8	19	75	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1075	186	118	1611	266	16	8	19	75	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	1075	186	118	1611	266	16	8	19	75	12	44
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	0.92	0.92	1.00	0.92
Lanes:	1.00	2.54	0.46	1.00	2.56	0.44	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4774	825	1750	4806	793	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.07	0.34	0.34	0.01	0.00	0.01	0.04	0.01	0.03
Crit Moves:	****				****					****		
Green Time:	14.6	64.7	64.7	19.3	69.4	69.4	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.50	0.36	0.36	0.36	0.50	0.50	0.09	0.04	0.10	0.40	0.06	0.24
Delay/Veh:	43.0	9.7	9.7	37.7	8.7	8.7	42.2	41.8	42.2	44.9	41.9	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:	43.0	9.7	9.7	37.7	8.7	8.7	42.2	41.8	42.2	44.9	41.9	43.2
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	8	12	12	7	19	19	1	1	1	6	1	3

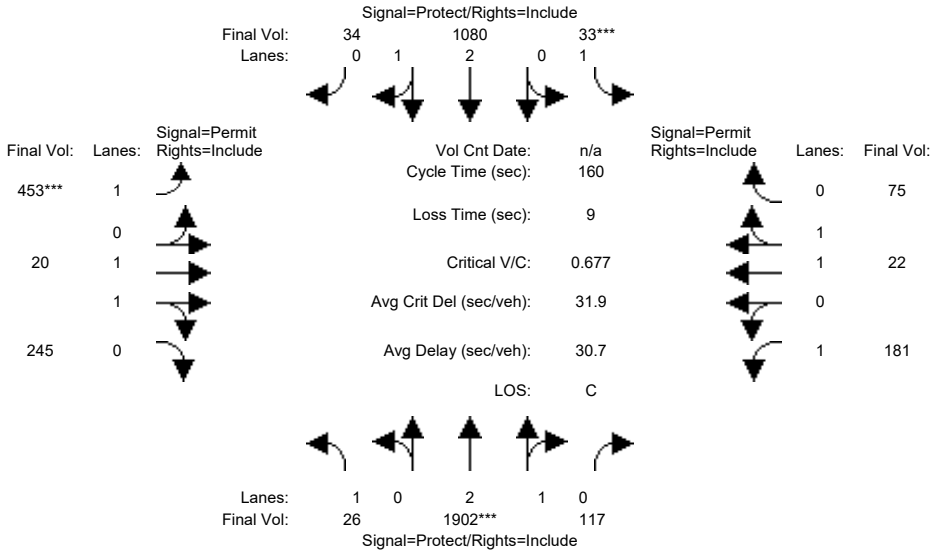
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #51: (22) GREAT AMERICA / BUNKER HILL



Street Name: GREAT AMERIC Pkwy BUNKER HILL

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	25	1826	112	32	1037	33	435	19	235	174	21	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:	25	1826	112	32	1037	33	435	19	235	174	21	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1826	112	32	1037	33	435	19	235	174	21	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	26	1902	117	33	1080	34	453	20	245	181	22	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1902	117	33	1080	34	453	20	245	181	22	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:	26	1902	117	33	1080	34	453	20	245	181	22	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.82	0.18	1.00	2.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5276	324	1750	5427	173	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.02	0.20	0.20	0.26	0.01	0.14	0.10	0.01	0.04
Crit Moves:		****			****			****				
Green Time:	10.0	85.3	85.3	4.5	79.7	79.7	61.2	61.2	61.2	61.2	61.2	61.2
Volume/Cap:	0.24	0.68	0.68	0.68	0.40	0.40	0.68	0.03	0.37	0.27	0.03	0.11
Delay/Veh:	72.5	27.9	27.9	108.6	25.2	25.2	43.9	30.8	35.8	34.2	30.8	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	27.9	27.9	108.6	25.2	25.2	43.9	30.8	35.8	34.2	30.8	31.9
LOS by Move:	E	C	C	F	C	C	D	C	D	C	C	C
HCM2k95thQ:	3	40	40	4	20	20	34	1	17	12	1	5

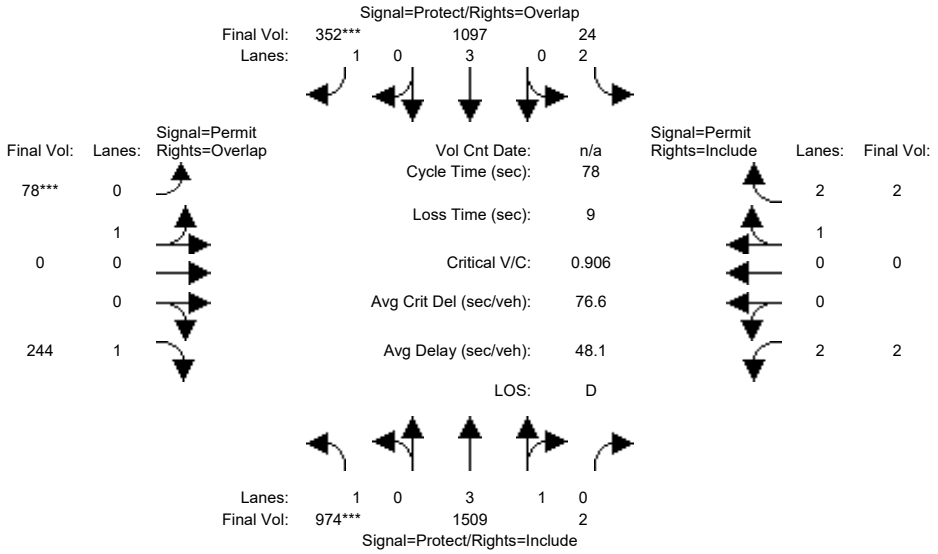
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #53: (24) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	877	1358	2	22	987	317	70	0	220	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	877	1358	2	22	987	317	70	0	220	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	877	1358	2	22	987	317	70	0	220	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	974	1509	2	24	1097	352	78	0	244	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	974	1509	2	24	1097	352	78	0	244	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	974	1509	2	24	1097	352	78	0	244	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7489	11	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.56	0.20	0.20	0.01	0.19	0.20	0.04	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	40.4	33.6	33.6	21.4	14.6	14.6	14.0	0.0	54.4	14.0	0.0	14.0
Volume/Cap:	1.08	0.47	0.47	0.03	1.03	1.08	0.24	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	71.0	15.9	15.9	20.7	66.6	102.9	27.8	0.0	4.2	26.3	0.0	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:	71.0	15.9	15.9	20.7	66.6	102.9	27.8	0.0	4.2	26.3	0.0	26.3
LOS by Move:	E	B	B	C	E	F	C	A	A	C	A	C
HCM2k95thQ:	59	12	12	1	23	25	4	0	5	0	0	0

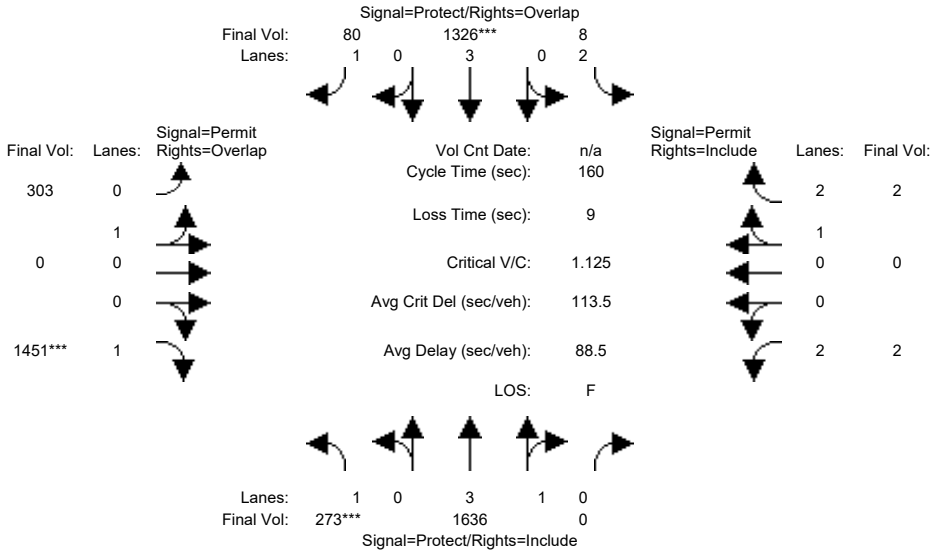
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #53: (24) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	259	1554	0	8	1260	76	288	0	1378	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	1554	0	8	1260	76	288	0	1378	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	1554	0	8	1260	76	288	0	1378	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	1636	0	8	1326	80	303	0	1451	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1636	0	8	1326	80	303	0	1451	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	1636	0	8	1326	80	303	0	1451	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	4.00	0.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7500	0	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.16	0.22	0.00	0.00	0.23	0.05	0.17	0.00	0.83	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	22.2	43.0	0.0	12.3	33.1	33.1	95.7	0.0	117.9	95.7	0.0	95.7
Volume/Cap:	1.12	0.81	0.00	0.03	1.12	0.22	0.28	0.00	1.12	0.00	0.00	0.00
Delay/Veh:	164.4	57.4	0.0	68.4	131	53.0	15.7	0.0	87.8	12.9	0.0	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	164.4	57.4	0.0	68.4	131	53.0	15.7	0.0	87.8	12.9	0.0	12.9
LOS by Move:	F	E	A	E	F	D	B	A	F	B	A	B
HCM2k95thQ:	34	33	0	0	47	7	14	0	148	0	0	0

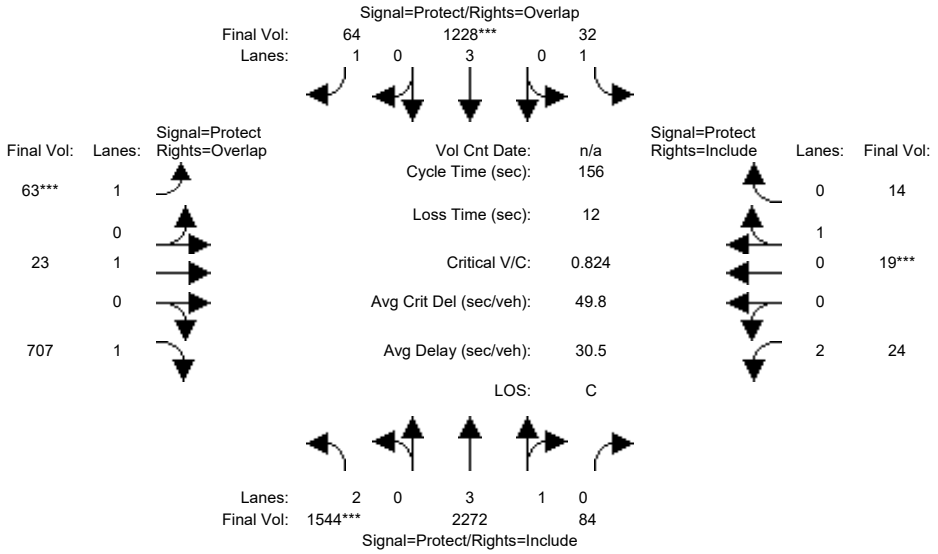
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #54: (25) GREAT AMERICA / PATRICK HENRY



Street Name:	GREAT AMERICA Pkwy						PATRICK HENRY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	1390	2045	76	29	1105	58	57	21	636	22	17	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1390	2045	76	29	1105	58	57	21	636	22	17	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1390	2045	76	29	1105	58	57	21	636	22	17	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1544	2272	84	32	1228	64	63	23	707	24	19	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1544	2272	84	32	1228	64	63	23	707	24	19	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1544	2272	84	32	1228	64	63	23	707	24	19	14
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	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	3.85	0.15	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.57	0.43
Final Sat.:	3150	7231	269	1750	5700	1750	1750	1900	1750	3150	1020	780
Capacity Analysis Module:												
Vol/Sat:	0.49	0.31	0.31	0.02	0.22	0.04	0.04	0.01	0.40	0.01	0.02	0.02
Crit Moves:	****				****		****				****	
Green Time:	87.2	112	111.9	13.7	38.3	44.8	6.4	12.3	99.5	6.1	12.0	12.0
Volume/Cap:	0.88	0.44	0.44	0.21	0.88	0.13	0.88	0.16	0.63	0.20	0.24	0.24
Delay/Veh:	35.1	9.2	9.2	66.8	63.1	41.3	139.7	67.5	18.3	73.3	68.6	68.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	9.2	9.2	66.8	63.1	41.3	139.7	67.5	18.3	73.3	68.6	68.6
LOS by Move:	D	A	A	E	E	D	F	E	B	E	E	E
HCM2k95thQ:	59	20	20	3	34	5	10	2	37	2	4	4

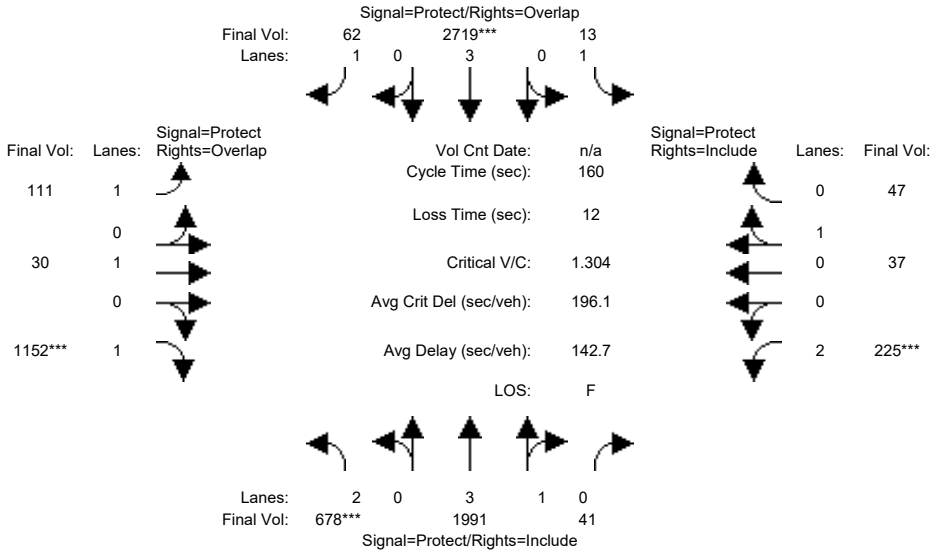
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #54: (25) GREAT AMERICA / PATRICK HENRY



Street Name:	GREAT AMERICA Pkwy						PATRICK HENRY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	631	1852	38	12	2529	58	103	28	1071	209	34	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	631	1852	38	12	2529	58	103	28	1071	209	34	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	631	1852	38	12	2529	58	103	28	1071	209	34	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	678	1991	41	13	2719	62	111	30	1152	225	37	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	678	1991	41	13	2719	62	111	30	1152	225	37	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	678	1991	41	13	2719	62	111	30	1152	225	37	47
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	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	3.92	0.08	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.44	0.56
Final Sat.:	3150	7349	151	1750	5700	1750	1750	1900	1750	3150	785	1015
Capacity Analysis Module:												
Vol/Sat:	0.22	0.27	0.27	0.01	0.48	0.04	0.06	0.02	0.66	0.07	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	26.4	74.6	74.6	10.3	58.5	87.4	28.9	54.3	80.7	8.8	34.2	34.2
Volume/Cap:	1.30	0.58	0.58	0.11	1.30	0.07	0.35	0.05	1.30	1.30	0.22	0.22
Delay/Veh:	217.2	31.5	31.5	71.0	191	17.1	58.1	35.5	184.8	248.1	52.2	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	217.2	31.5	31.5	71.0	191	17.1	58.1	35.5	184.8	248.1	52.2	52.2
LOS by Move:	F	C	C	E	F	B	E	D	F	F	D	D
HCM2k95thQ:	50	30	30	1	105	3	10	2	144	23	7	7

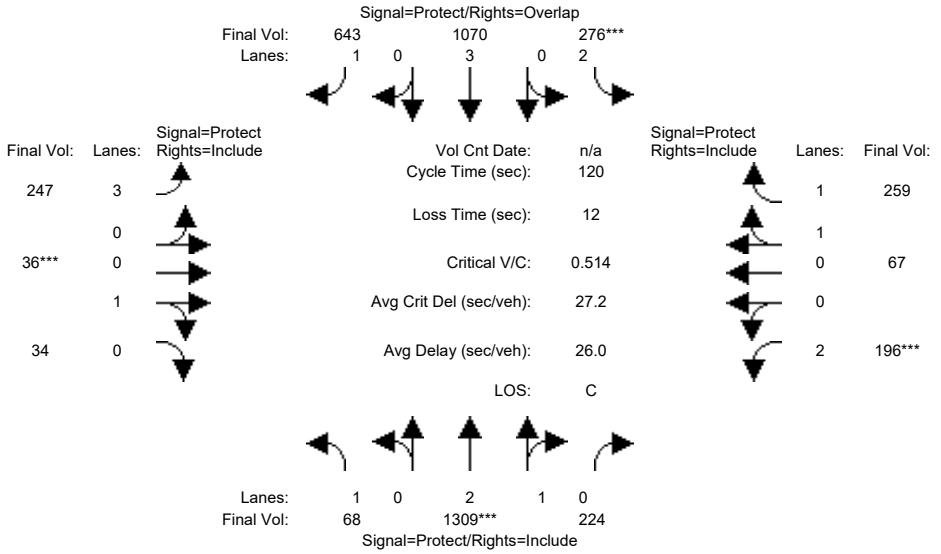
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #58: (29) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	62	1191	204	251	974	585	225	33	31	178	61	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1191	204	251	974	585	225	33	31	178	61	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1191	204	251	974	585	225	33	31	178	61	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	68	1309	224	276	1070	643	247	36	34	196	67	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1309	224	276	1070	643	247	36	34	196	67	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1309	224	276	1070	643	247	36	34	196	67	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.55	0.45	2.00	3.00	1.00	3.00	0.52	0.48	2.00	0.41	1.59
Final Sat.:	1750	4780	819	3150	5700	1750	4551	928	872	3150	739	2861
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.09	0.19	0.37	0.05	0.04	0.04	0.06	0.09	0.09
Crit Moves:		****		****				****		****		
Green Time:	14.4	62.1	62.1	19.9	67.5	80.0	12.5	12.0	12.0	14.1	13.6	13.6
Volume/Cap:	0.32	0.53	0.53	0.53	0.33	0.55	0.52	0.39	0.39	0.53	0.80	0.80
Delay/Veh:	49.3	19.4	19.4	46.8	14.2	11.1	52.0	52.0	52.0	51.3	62.7	62.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	19.4	19.4	46.8	14.2	11.1	52.0	52.0	52.0	51.3	62.7	62.7
LOS by Move:	D	B	B	D	B	B	D	D	D	D	E	E
HCM2k95thQ:	5	22	22	11	13	24	8	6	6	9	16	16

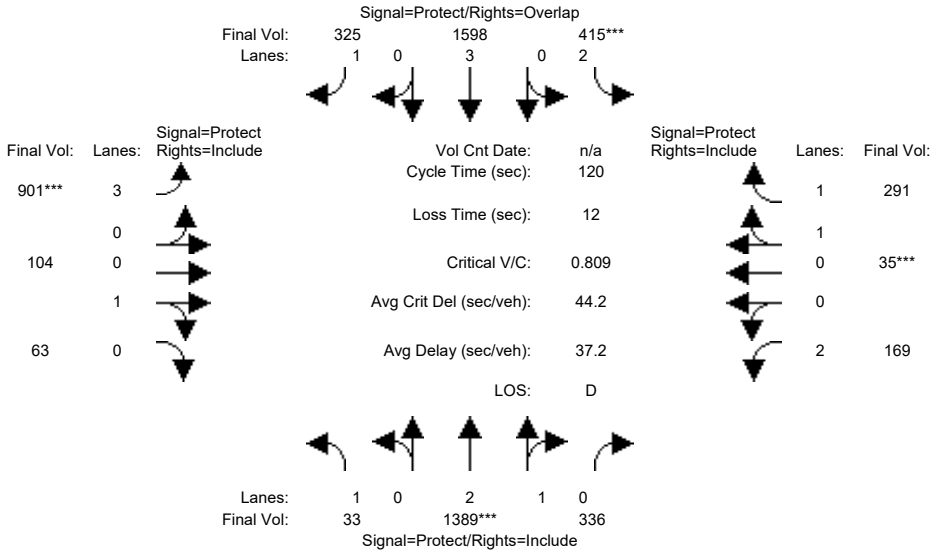
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #58: (29) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	31	1320	319	394	1518	309	856	99	60	161	33	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:	31	1320	319	394	1518	309	856	99	60	161	33	276
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	1320	319	394	1518	309	856	99	60	161	33	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	1389	336	415	1598	325	901	104	63	169	35	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1389	336	415	1598	325	901	104	63	169	35	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	1389	336	415	1598	325	901	104	63	169	35	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.39	0.61	2.00	3.00	1.00	3.00	0.62	0.38	2.00	0.21	1.79
Final Sat.:	1750	4509	1090	3150	5700	1750	4551	1121	679	3150	384	3216
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.13	0.28	0.19	0.20	0.09	0.09	0.05	0.09	0.09
Crit Moves:		****		****			****				****	
Green Time:	12.5	45.7	45.7	19.5	52.7	82.1	29.4	23.3	23.3	19.4	13.4	13.4
Volume/Cap:	0.18	0.81	0.81	0.81	0.64	0.27	0.81	0.48	0.48	0.33	0.81	0.81
Delay/Veh:	49.5	35.7	35.7	57.8	26.8	7.5	47.2	44.0	44.0	44.9	63.7	63.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	35.7	35.7	57.8	26.8	7.5	47.2	44.0	44.0	44.9	63.7	63.7
LOS by Move:	D	D	D	E	C	A	D	D	D	D	E	E
HCM2k95thQ:	2	32	32	17	26	10	27	12	12	7	16	16

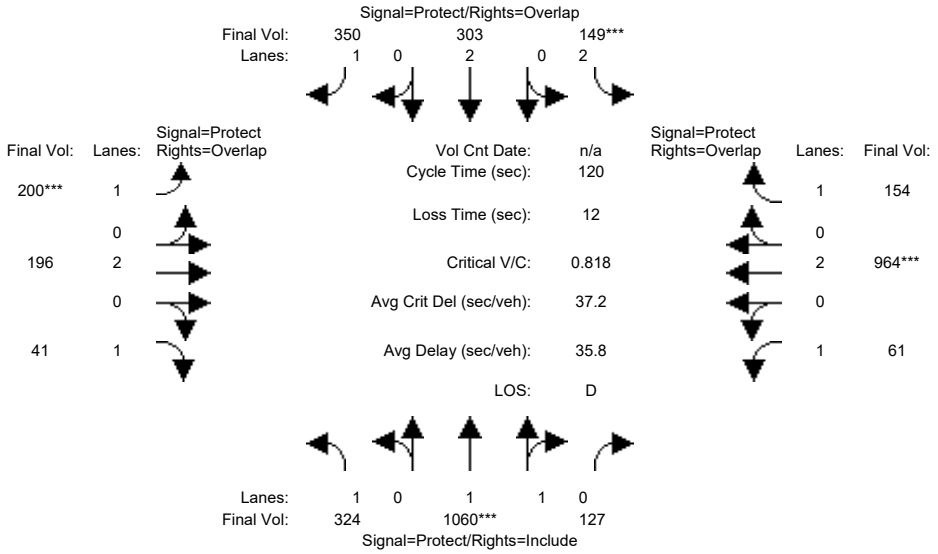
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #61: (32) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	292	954	114	134	273	315	180	176	37	55	868	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:	292	954	114	134	273	315	180	176	37	55	868	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	954	114	134	273	315	180	176	37	55	868	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	324	1060	127	149	303	350	200	196	41	61	964	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1060	127	149	303	350	200	196	41	61	964	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:	324	1060	127	149	303	350	200	196	41	61	964	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	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3305	395	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.32	0.32	0.05	0.08	0.20	0.11	0.05	0.02	0.03	0.25	0.09
Crit Moves:		****		****			****				****	
Green Time:	37.3	46.6	46.6	8.0	17.3	33.8	16.6	29.5	66.8	23.9	36.8	44.8
Volume/Cap:	0.60	0.83	0.83	0.71	0.56	0.71	0.83	0.21	0.04	0.18	0.83	0.24
Delay/Veh:	26.3	23.2	23.2	62.9	43.7	33.3	70.6	36.1	12.1	40.1	43.6	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	23.2	23.2	62.9	43.7	33.3	70.6	36.1	12.1	40.1	43.6	26.0
LOS by Move:	C	C	C	E	D	C	E	D	B	D	D	C
HCM2k95thQ:	16	30	30	7	10	21	16	5	1	4	32	8

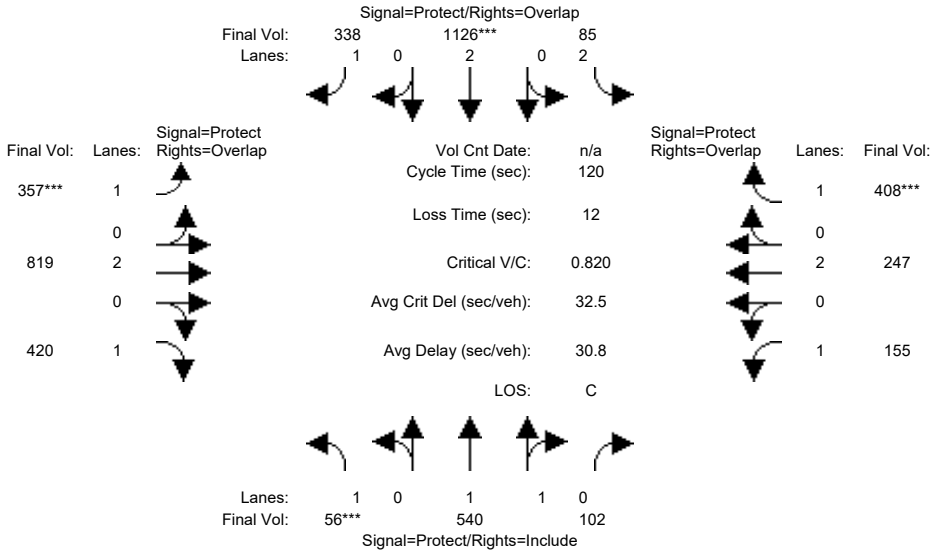
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #61: (32) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	55	535	101	84	1115	335	353	811	416	153	245	404
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	535	101	84	1115	335	353	811	416	153	245	404
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	535	101	84	1115	335	353	811	416	153	245	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	56	540	102	85	1126	338	357	819	420	155	247	408
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	540	102	85	1126	338	357	819	420	155	247	408
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	540	102	85	1126	338	357	819	420	155	247	408
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3112	587	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.03	0.30	0.19	0.20	0.22	0.24	0.09	0.07	0.23
Crit Moves:	****				****		****					****
Green Time:	5.0	36.7	36.7	14.1	45.8	77.3	31.5	40.6	45.6	16.6	25.7	39.8
Volume/Cap:	0.76	0.57	0.57	0.23	0.78	0.30	0.78	0.64	0.63	0.64	0.30	0.70
Delay/Veh:	92.1	25.4	25.4	44.1	21.9	0.2	49.2	34.6	32.3	54.4	39.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.1	25.4	25.4	44.1	21.9	0.2	49.2	34.6	32.3	54.4	39.8	38.8
LOS by Move:	F	C	C	D	C	A	D	C	C	D	D	D
HCM2k95thQ:	4	15	15	3	26	1	23	22	23	13	8	26

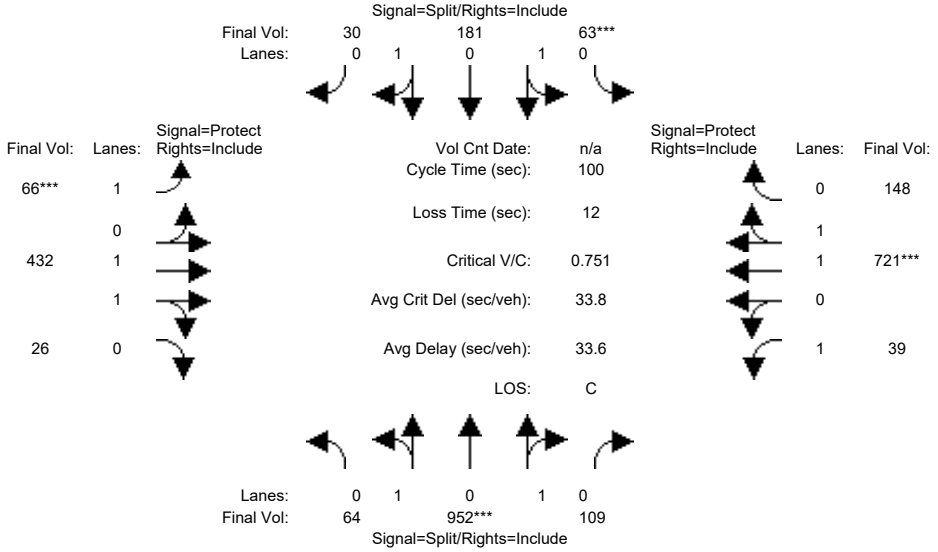
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #62: (33) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	58	857	98	57	163	27	59	389	23	35	649	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	857	98	57	163	27	59	389	23	35	649	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	857	98	57	163	27	59	389	23	35	649	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	64	952	109	63	181	30	66	432	26	39	721	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	952	109	63	181	30	66	432	26	39	721	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	952	109	63	181	30	66	432	26	39	721	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.11	1.70	0.19	0.46	1.32	0.22	1.00	1.89	0.11	1.00	1.65	0.35
Final Sat.:	206	3046	348	831	2376	394	1750	3493	207	1750	3070	629
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.08	0.08	0.08	0.04	0.12	0.12	0.02	0.23	0.23
Crit Moves:		****			****			****			****	
Green Time:	41.6	41.6	41.6	10.1	10.1	10.1	5.0	25.8	25.8	10.4	31.3	31.3
Volume/Cap:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.48	0.48	0.21	0.75	0.75
Delay/Veh:	27.0	27.0	27.0	52.2	52.2	52.2	76.5	31.8	31.8	41.6	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	27.0	27.0	52.2	52.2	52.2	76.5	31.8	31.8	41.6	33.7	33.7
LOS by Move:	C	C	C	D	D	D	E	C	C	D	C	C
HCM2k95thQ:	27	27	27	9	9	9	8	12	12	3	25	25

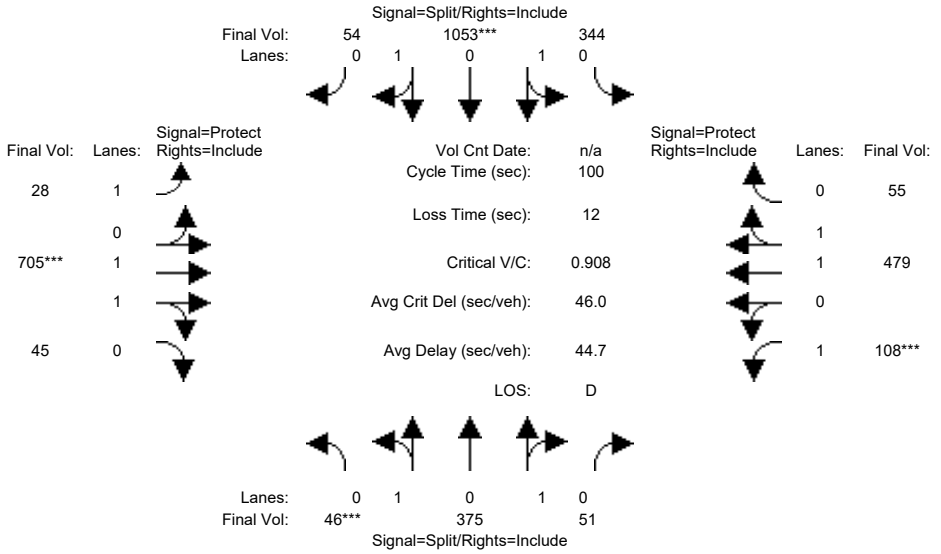
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #62: (33) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	44	360	49	330	1011	52	27	677	43	104	460	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	360	49	330	1011	52	27	677	43	104	460	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	360	49	330	1011	52	27	677	43	104	460	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	46	375	51	344	1053	54	28	705	45	108	479	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	375	51	344	1053	54	28	705	45	108	479	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	375	51	344	1053	54	28	705	45	108	479	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.19	1.59	0.22	0.47	1.46	0.07	1.00	1.88	0.12	1.00	1.79	0.21
Final Sat.:	350	2861	389	853	2613	134	1750	3479	221	1750	3317	382
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.40	0.40	0.40	0.02	0.20	0.20	0.06	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	14.4	14.4	14.4	44.4	44.4	44.4	7.5	22.3	22.3	6.8	21.7	21.7
Volume/Cap:	0.91	0.91	0.91	0.91	0.91	0.91	0.21	0.91	0.91	0.91	0.67	0.67
Delay/Veh:	61.8	61.8	61.8	33.8	33.8	33.8	44.3	51.6	51.6	100.9	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	61.8	61.8	33.8	33.8	33.8	44.3	51.6	51.6	100.9	38.0	38.0
LOS by Move:	E	E	E	C	C	C	D	D	D	F	D	D
HCM2k95thQ:	16	16	16	38	38	38	2	27	27	12	16	16

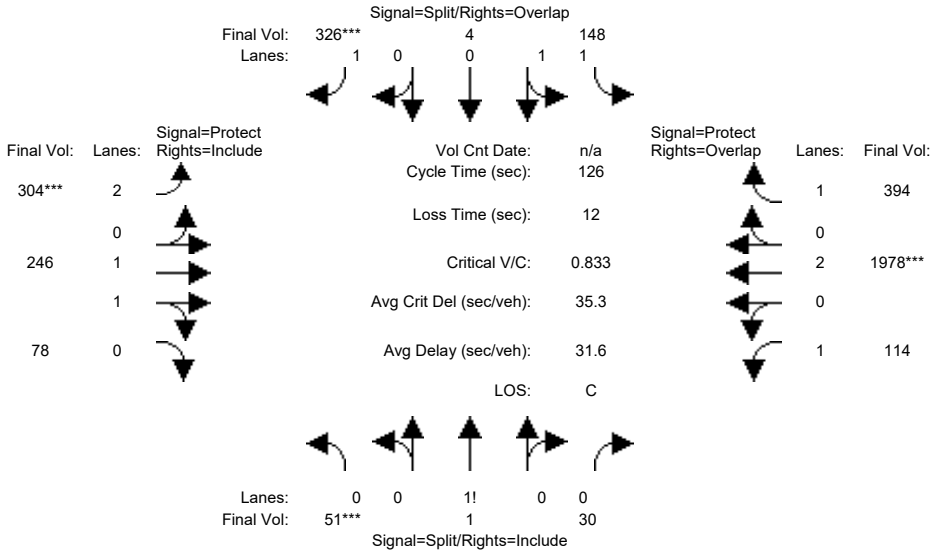
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #71: (49) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	48	1	28	139	4	306	286	231	73	107	1859	370
Growth Adj:	1.00	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	1	28	139	4	306	286	231	73	107	1859	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1	28	139	4	306	286	231	73	107	1859	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	51	1	30	148	4	326	304	246	78	114	1978	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1	30	148	4	326	304	246	78	114	1978	394
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1	30	148	4	326	304	246	78	114	1978	394
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.63	0.01	0.36	1.94	0.06	1.00	2.00	1.51	0.49	1.00	2.00	1.00
Final Sat.:	1091	23	636	3451	99	1750	3150	2811	888	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.04	0.04	0.19	0.10	0.09	0.09	0.07	0.52	0.22
Crit Moves:	****					****	****				****	
Green Time:	10.0	10.0	10.0	13.2	13.2	27.4	14.2	64.4	64.4	26.4	76.6	89.8
Volume/Cap:	0.59	0.59	0.59	0.41	0.41	0.86	0.86	0.17	0.17	0.31	0.86	0.32
Delay/Veh:	62.6	62.6	62.6	53.5	53.5	64.5	73.0	16.5	16.5	42.6	23.6	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	62.6	62.6	53.5	53.5	64.5	73.0	16.5	16.5	42.6	23.6	6.9
LOS by Move:	E	E	E	D	D	E	E	B	B	D	C	A
HCM2k95thQ:	8	8	8	7	7	28	15	7	7	8	52	12

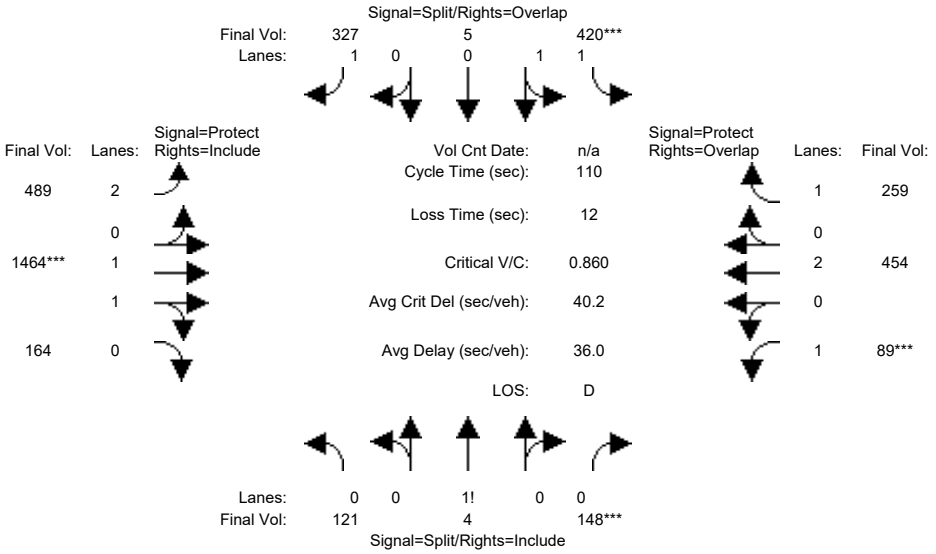
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #71: (49) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	116	4	142	403	5	314	469	1405	157	85	436	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:	116	4	142	403	5	314	469	1405	157	85	436	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	4	142	403	5	314	469	1405	157	85	436	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	121	4	148	420	5	327	489	1464	164	89	454	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	4	148	420	5	327	489	1464	164	89	454	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	4	148	420	5	327	489	1464	164	89	454	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.44	0.02	0.54	1.98	0.02	1.00	2.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	775	27	948	3506	44	1750	3150	3328	372	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.12	0.12	0.19	0.16	0.44	0.44	0.05	0.12	0.15
Crit Moves:			****	****				****		****		
Green Time:	20.0	20.0	20.0	15.3	15.3	44.2	28.9	56.3	56.3	6.5	33.9	49.2
Volume/Cap:	0.86	0.86	0.86	0.86	0.86	0.47	0.59	0.86	0.86	0.86	0.39	0.33
Delay/Veh:	64.1	64.1	64.1	60.4	60.4	24.7	36.5	27.7	27.7	98.8	30.1	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	64.1	64.1	60.4	60.4	24.7	36.5	27.7	27.7	98.8	30.1	20.0
LOS by Move:	E	E	E	E	E	C	D	C	C	F	C	B
HCM2k95thQ:	23	23	23	19	19	17	16	43	43	8	11	11

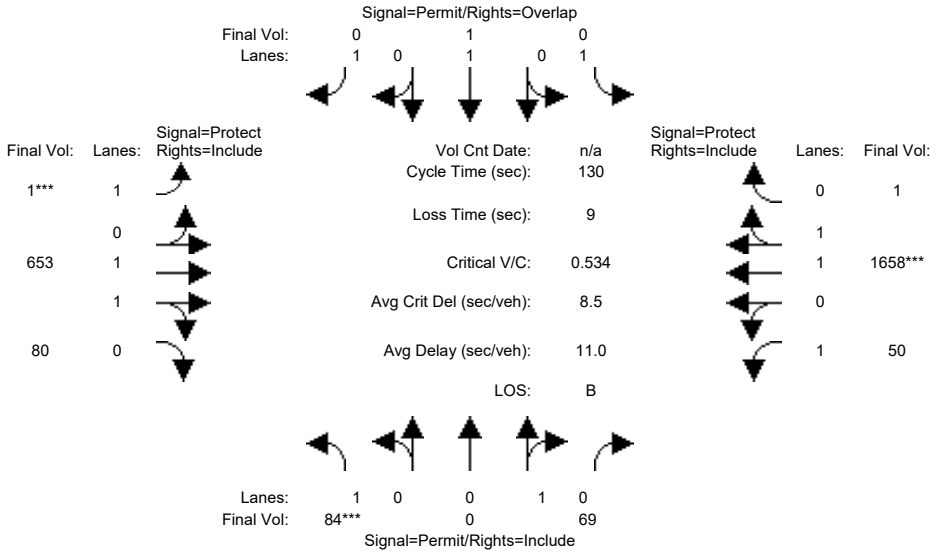
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #73: (36) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	76	0	62	0	1	0	1	588	72	45	1492	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	0	62	0	1	0	1	588	72	45	1492	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	0	62	0	1	0	1	588	72	45	1492	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	84	0	69	0	1	0	1	653	80	50	1658	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	0	69	0	1	0	1	653	80	50	1658	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	0	69	0	1	0	1	653	80	50	1658	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.78	0.22	1.00	1.99	0.01
Final Sat.:	1750	0	1800	1750	1900	1750	1750	3296	404	1750	3698	2
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.20	0.20	0.03	0.45	0.45
Crit Moves:	****						****				****	
Green Time:	11.0	0.0	11.0	0.0	11.0	0.0	8.0	84.0	84.0	26.1	102	102.0
Volume/Cap:	0.57	0.00	0.45	0.00	0.01	0.00	0.01	0.31	0.31	0.14	0.57	0.57
Delay/Veh:	62.5	0.0	58.8	0.0	54.5	0.0	57.3	10.2	10.2	43.0	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	0.0	58.8	0.0	54.5	0.0	57.3	10.2	10.2	43.0	5.7	5.7
LOS by Move:	E	A	E	A	D	A	E	B	B	D	A	A
HCM2k95thQ:	9	0	7	0	0	0	0	12	12	3	24	24

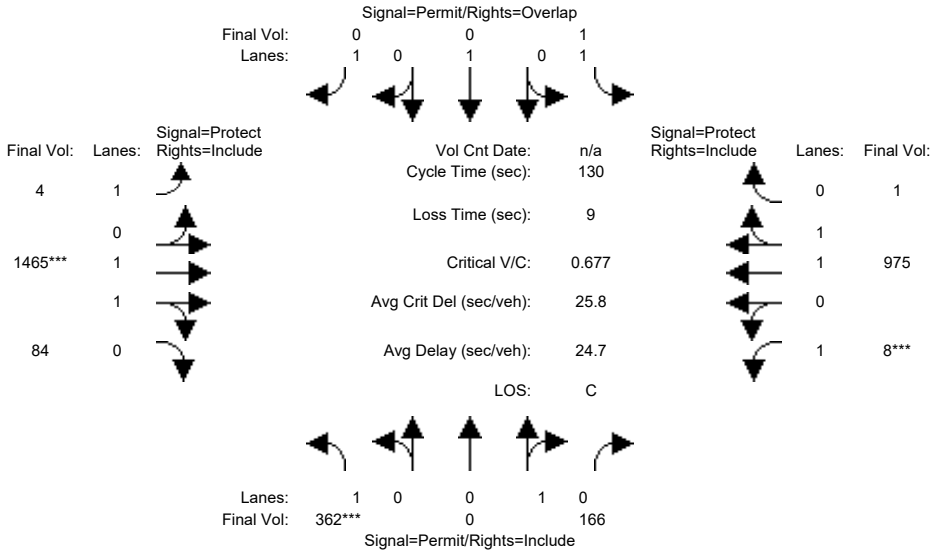
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Kylli Mission Point Mixed-Use Development
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Level Of Service Computation Report
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2030 Kylli PM - Rev.Retail

Intersection #73: (36) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	351	0	161	1	0	0	4	1421	81	8	946	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	0	161	1	0	0	4	1421	81	8	946	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	0	161	1	0	0	4	1421	81	8	946	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	362	0	166	1	0	0	4	1465	84	8	975	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	0	166	1	0	0	4	1465	84	8	975	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	0	166	1	0	0	4	1465	84	8	975	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.99	0.01
Final Sat.:	1750	0	1800	1750	1900	1750	1750	3500	200	1750	3696	4
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.09	0.00	0.00	0.00	0.00	0.42	0.42	0.00	0.26	0.26
Crit Moves:	****							****		****		
Green Time:	37.4	0.0	37.4	37.4	0.0	0.0	15.8	75.6	75.6	8.0	67.8	67.8
Volume/Cap:	0.72	0.00	0.32	0.00	0.00	0.00	0.02	0.72	0.72	0.08	0.51	0.51
Delay/Veh:	46.6	0.0	36.7	33.0	0.0	0.0	50.3	20.8	20.8	57.8	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	0.0	36.7	33.0	0.0	0.0	50.3	20.8	20.8	57.8	20.4	20.4
LOS by Move:	D	A	D	C	A	A	D	C	C	E	C	C
HCM2k95thQ:	26	0	11	0	0	0	0	37	37	1	23	23

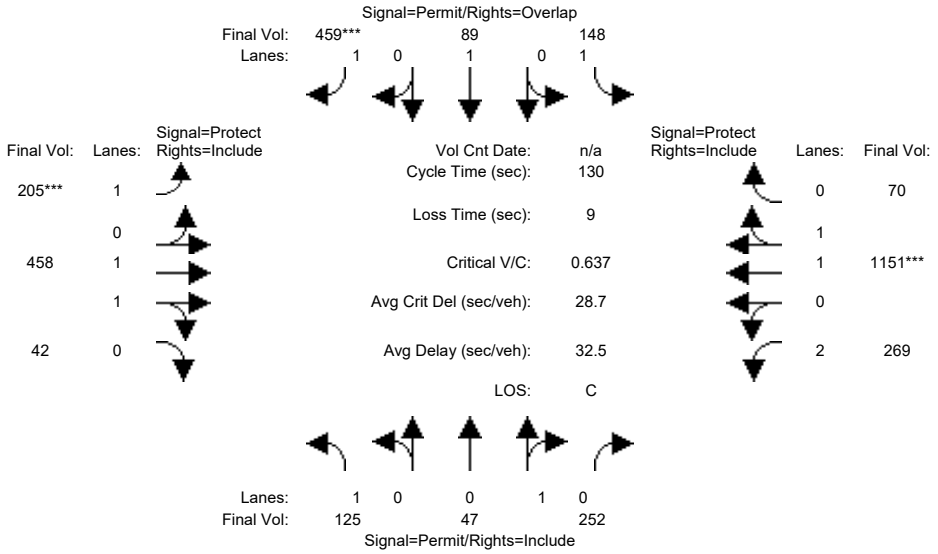
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #74: (37) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	114	43	229	135	81	418	187	417	38	245	1047	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	43	229	135	81	418	187	417	38	245	1047	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	43	229	135	81	418	187	417	38	245	1047	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	125	47	252	148	89	459	205	458	42	269	1151	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	47	252	148	89	459	205	458	42	269	1151	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	47	252	148	89	459	205	458	42	269	1151	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	0.16	0.84	1.00	1.00	1.00	1.00	1.83	0.17	2.00	1.88	0.12
Final Sat.:	1750	285	1515	1750	1900	1750	1750	3391	309	3150	3487	213
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.08	0.05	0.26	0.12	0.14	0.14	0.09	0.33	0.33
Crit Moves:						****	****				****	
Green Time:	29.6	29.6	29.6	29.6	29.6	53.6	24.0	56.0	56.0	35.4	67.4	67.4
Volume/Cap:	0.31	0.73	0.73	0.37	0.21	0.64	0.64	0.31	0.31	0.31	0.64	0.64
Delay/Veh:	42.2	53.0	53.0	42.9	40.9	32.3	53.2	24.5	24.5	37.8	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	53.0	53.0	42.9	40.9	32.3	53.2	24.5	24.5	37.8	23.2	23.2
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	C
HCM2k95thQ:	9	23	23	10	6	27	15	12	12	10	30	30

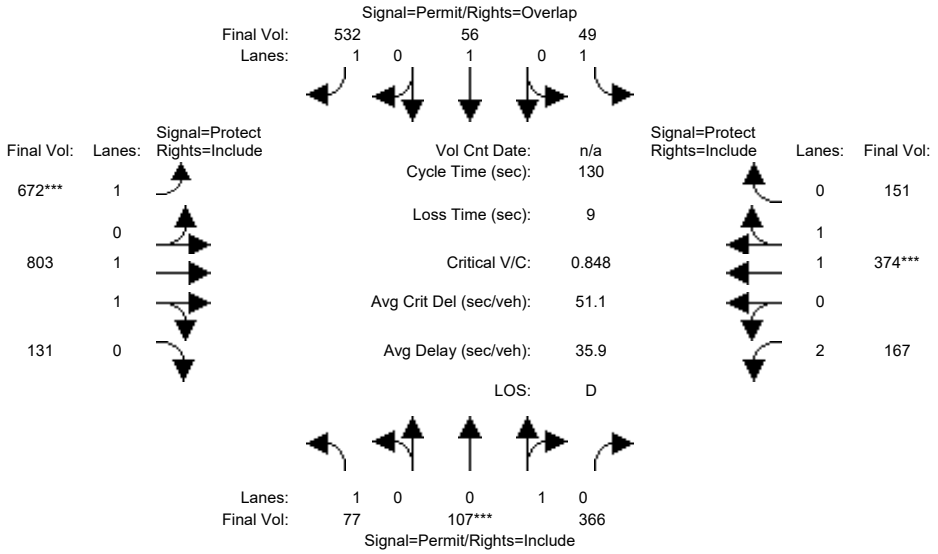
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #74: (37) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	75	104	355	48	54	516	652	779	127	162	363	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:	75	104	355	48	54	516	652	779	127	162	363	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	104	355	48	54	516	652	779	127	162	363	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	77	107	366	49	56	532	672	803	131	167	374	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	107	366	49	56	532	672	803	131	167	374	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	107	366	49	56	532	672	803	131	167	374	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	0.23	0.77	1.00	1.00	1.00	1.00	1.71	0.29	2.00	1.41	0.59
Final Sat.:	1750	408	1392	1750	1900	1750	1750	3181	519	3150	2638	1061
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.03	0.03	0.30	0.38	0.25	0.25	0.05	0.14	0.14
Crit Moves:		****					****				****	
Green Time:	40.3	40.3	40.3	40.3	40.3	99.2	58.9	61.8	61.8	18.8	21.8	21.8
Volume/Cap:	0.14	0.85	0.85	0.09	0.09	0.40	0.85	0.53	0.53	0.37	0.85	0.85
Delay/Veh:	32.5	53.6	53.6	31.9	31.9	5.4	40.0	24.2	24.2	50.7	63.1	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	53.6	53.6	31.9	31.9	5.4	40.0	24.2	24.2	50.7	63.1	63.1
LOS by Move:	C	D	D	C	C	A	D	C	C	D	E	E
HCM2k95thQ:	5	35	35	3	3	15	44	23	23	7	21	21

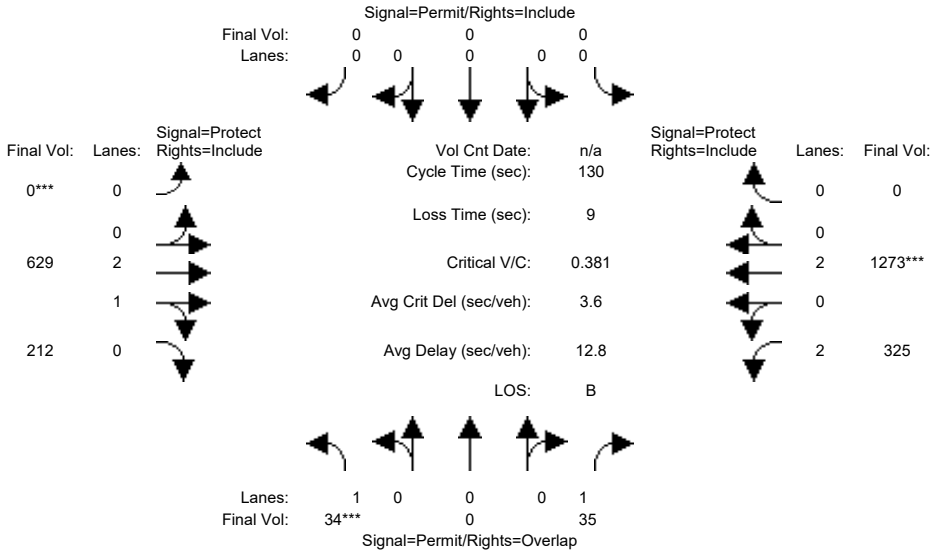
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #75: (38) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0
Volume Module:												
Base Vol:	31	0	32	0	0	0	0	579	195	299	1171	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	0	32	0	0	0	0	579	195	299	1171	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	0	32	0	0	0	0	579	195	299	1171	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	0	35	0	0	0	0	629	212	325	1273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	35	0	0	0	0	629	212	325	1273	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	35	0	0	0	0	629	212	325	1273	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.22	0.78	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	4187	1410	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.15	0.15	0.10	0.33	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	58.2	0.0	0.0	0.0	0.0	62.8	62.8	48.2	111	0.0
Volume/Cap:	0.25	0.00	0.04	0.00	0.00	0.00	0.00	0.31	0.31	0.28	0.39	0.00
Delay/Veh:	57.5	0.0	20.2	0.0	0.0	0.0	0.0	20.5	20.5	28.8	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:	57.5	0.0	20.2	0.0	0.0	0.0	0.0	20.5	20.5	28.8	2.2	0.0
LOS by Move:	E	A	C	A	A	A	A	C	C	C	A	A
HCM2k95thQ:	3	0	2	0	0	0	0	13	13	10	11	0

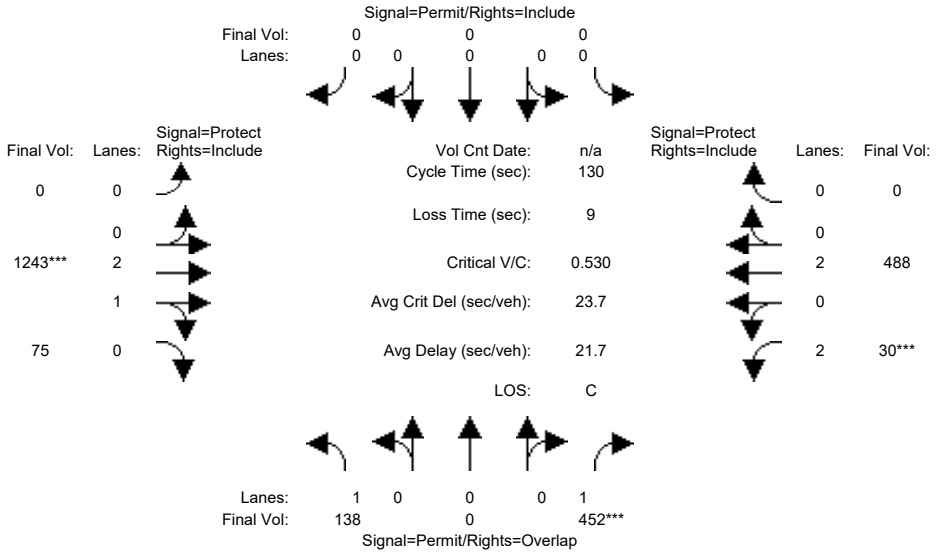
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #75: (38) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0
Volume Module:												
Base Vol:	134	0	438	0	0	0	0	1206	73	29	473	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	0	438	0	0	0	0	1206	73	29	473	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	0	438	0	0	0	0	1206	73	29	473	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	138	0	452	0	0	0	0	1243	75	30	488	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	0	452	0	0	0	0	1243	75	30	488	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	0	452	0	0	0	0	1243	75	30	488	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.82	0.18	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	5280	320	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.26	0.00	0.00	0.00	0.00	0.24	0.24	0.01	0.13	0.00
Crit Moves:			****					****		****		
Green Time:	40.0	0.0	55.0	0.0	0.0	0.0	0.0	66.0	66.0	15.0	81.0	0.0
Volume/Cap:	0.26	0.00	0.61	0.00	0.00	0.00	0.00	0.46	0.46	0.08	0.21	0.00
Delay/Veh:	34.1	0.0	30.7	0.0	0.0	0.0	0.0	20.7	20.7	51.5	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:	34.1	0.0	30.7	0.0	0.0	0.0	0.0	20.7	20.7	51.5	10.6	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2k95thQ:	9	0	27	0	0	0	0	20	20	1	8	0

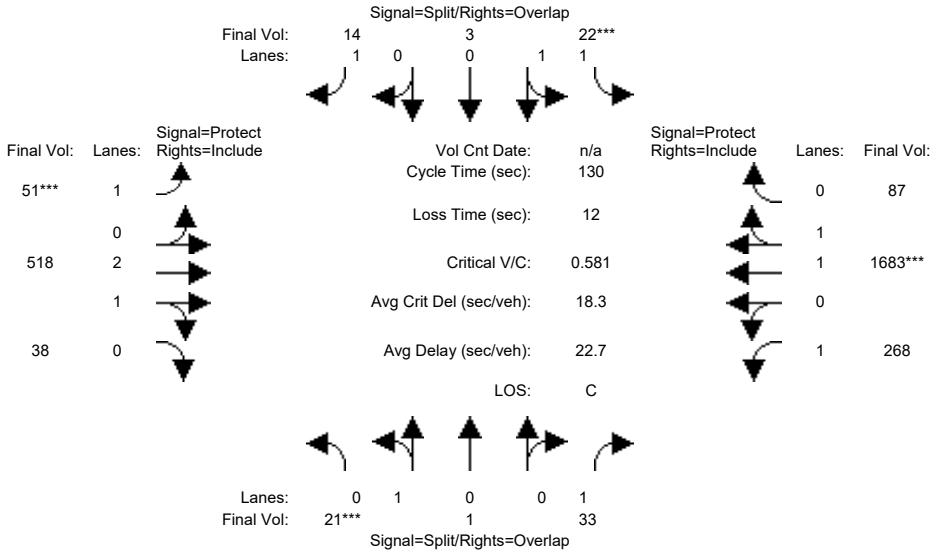
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #76: (39) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module:												
Base Vol:	19	1	30	20	3	13	46	466	34	241	1515	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	30	20	3	13	46	466	34	241	1515	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1	30	20	3	13	46	466	34	241	1515	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	21	1	33	22	3	14	51	518	38	268	1683	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1	33	22	3	14	51	518	38	268	1683	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1	33	22	3	14	51	518	38	268	1683	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.95	0.05	1.00	1.74	0.26	1.00	1.00	2.79	0.21	1.00	1.90	0.10
Final Sat.:	1710	90	1750	3087	463	1750	1750	5219	381	1750	3519	181
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.03	0.10	0.10	0.15	0.48	0.48
Crit Moves:	****			****			****				****	
Green Time:	12.0	12.0	69.6	11.0	11.0	21.0	10.0	37.4	37.4	57.6	85.0	85.0
Volume/Cap:	0.13	0.13	0.04	0.09	0.09	0.05	0.38	0.35	0.35	0.35	0.73	0.73
Delay/Veh:	54.6	54.6	14.3	55.0	55.0	46.2	58.8	36.8	36.8	24.1	16.1	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	54.6	14.3	55.0	55.0	46.2	58.8	36.8	36.8	24.1	16.1	16.1
LOS by Move:	D	D	B	D	D	D	E	D	D	C	B	B
HCM2k95thQ:	2	2	1	1	1	1	4	11	11	14	40	40

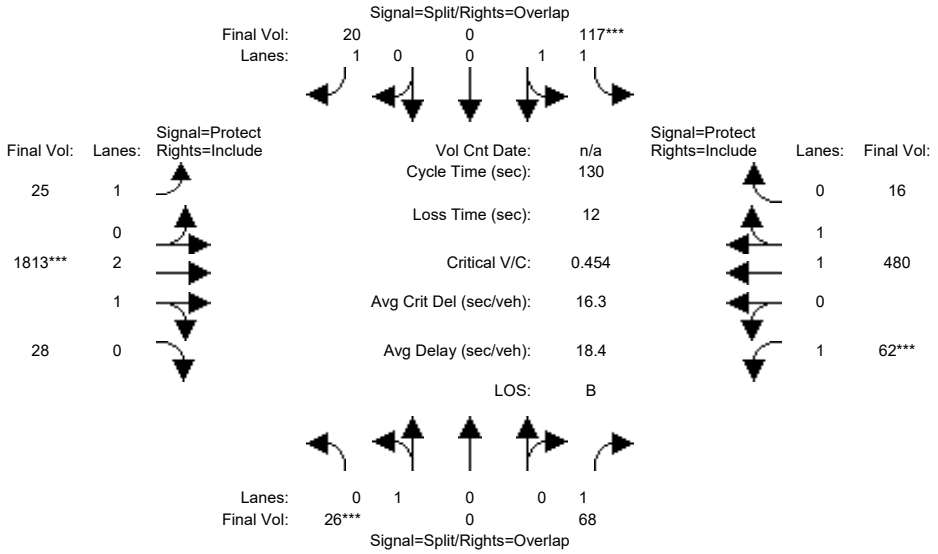
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #76: (39) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module:												
Base Vol:	25	0	65	111	0	19	24	1722	27	59	456	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	65	111	0	19	24	1722	27	59	456	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	65	111	0	19	24	1722	27	59	456	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	0	68	117	0	20	25	1813	28	62	480	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	68	117	0	20	25	1813	28	62	480	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:	26	0	68	117	0	20	25	1813	28	62	480	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.95	0.05	1.00	1.93	0.07
Final Sat.:	1800	0	1750	3550	0	1750	1750	5513	86	1750	3582	118
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.03	0.00	0.01	0.01	0.33	0.33	0.04	0.13	0.13
Crit Moves:	****			****				****		****		
Green Time:	12.0	0.0	22.0	11.0	0.0	45.6	34.6	85.0	85.0	10.0	60.4	60.4
Volume/Cap:	0.16	0.00	0.23	0.39	0.00	0.03	0.05	0.50	0.50	0.46	0.29	0.29
Delay/Veh:	54.8	0.0	47.1	57.2	0.0	27.7	35.5	11.7	11.7	59.9	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	0.0	47.1	57.2	0.0	27.7	35.5	11.7	11.7	59.9	21.6	21.6
LOS by Move:	D	A	D	E	A	C	D	B	B	E	C	C
HCM2k95thQ:	2	0	5	6	0	1	2	22	22	6	12	12

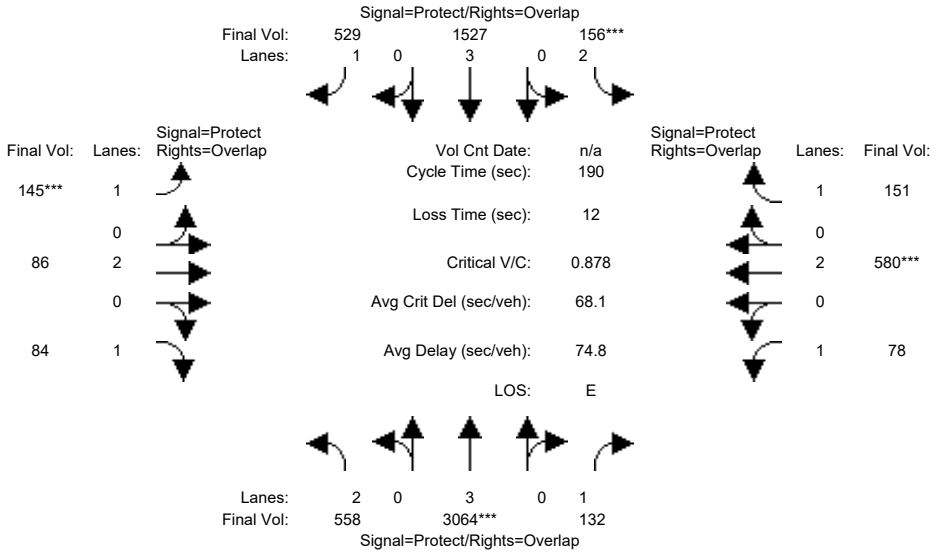
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #80: (42) SAN TOMAS EXP / WALSH AV



Street Name:	SAN TOMAS EX						WALSH AV					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	530	3425	125	148	1707	503	138	82	80	74	551	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	3425	125	148	1707	503	138	82	80	74	551	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	3425	125	148	1707	503	138	82	80	74	551	143
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	558	3064	132	156	1527	529	145	86	84	78	580	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	558	3064	132	156	1527	529	145	86	84	78	580	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	558	3064	132	156	1527	529	145	86	84	78	580	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.54	0.08	0.05	0.27	0.30	0.08	0.02	0.05	0.04	0.15	0.09
Crit Moves:		****			****			****			****	
Green Time:	23.1	103	114.0	15.1	95.1	108.5	13.4	38.8	61.9	11.0	36.0	51.1
Volume/Cap:	1.46	0.99	0.13	0.62	0.54	0.53	1.18	0.11	0.15	0.77	0.81	0.32
Delay/Veh:	302.9	57.3	16.5	89.5	32.6	25.6	224.8	61.6	45.5	117.6	80.3	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	302.9	57.3	16.5	89.5	32.6	25.6	224.8	61.6	45.5	117.6	80.3	55.9
LOS by Move:	F	E	B	F	C	C	F	E	D	F	F	E
HCM2k95thQ:	50	86	7	12	33	34	26	4	7	10	28	14

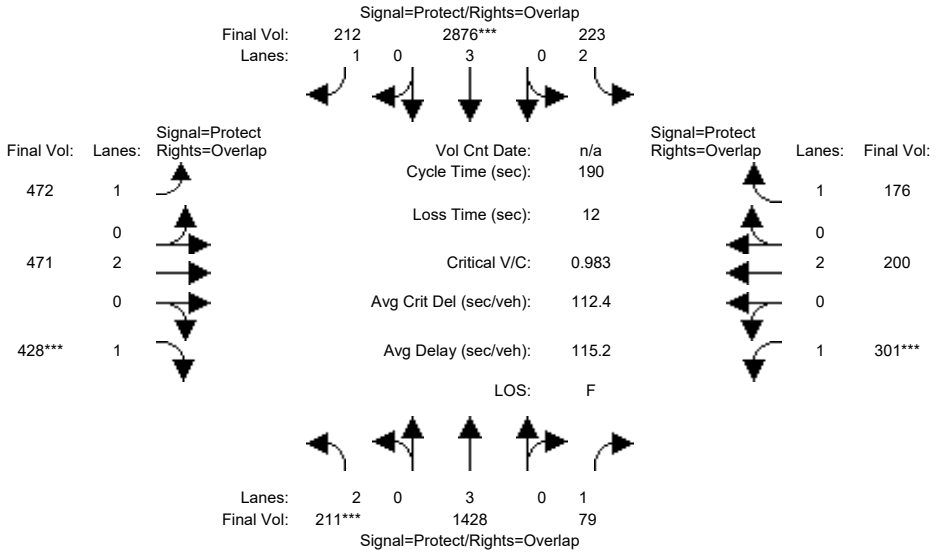
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #80: (42) SAN TOMAS EXP / WALSH AV



Street Name:	SAN TOMAS EX						WALSH AV					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	222	2031	83	235	3692	223	497	496	450	317	211	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	2031	83	235	3692	223	497	496	450	317	211	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	2031	83	235	3692	223	497	496	450	317	211	185
User Adj:	0.95	0.70	0.95	0.95	0.78	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	1428	79	223	2876	212	472	471	428	301	200	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1428	79	223	2876	212	472	471	428	301	200	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	1428	79	223	2876	212	472	471	428	301	200	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.05	0.07	0.50	0.12	0.27	0.12	0.24	0.17	0.05	0.10
Crit Moves:	****				****				****	****		
Green Time:	11.9	91.6	111.5	10.9	90.7	118.3	27.6	45.4	57.3	19.9	37.3	48.2
Volume/Cap:	1.07	0.52	0.08	1.23	1.06	0.19	1.86	0.52	0.81	1.64	0.27	0.40
Delay/Veh:	172.8	34.2	17.0	233.6	84.3	15.5	481.6	63.4	70.5	397.9	65.0	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:	172.8	34.2	17.0	233.6	84.3	15.5	481.6	63.4	70.5	397.9	65.0	59.4
LOS by Move:	F	C	B	F	F	B	F	E	E	F	E	E
HCM2k95thQ:	17	31	4	23	99	11	89	21	43	54	9	16

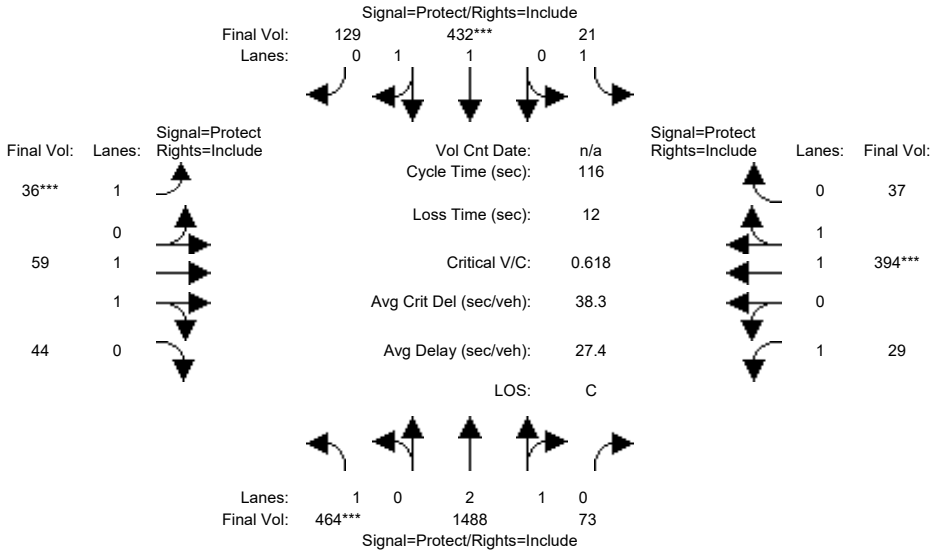
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #90: (46) Scott Boulevard and Walsh Ave



Street Name: Scott Boulevard Walsh Ave

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	418	1339	66	19	389	116	32	53	40	26	355	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1339	66	19	389	116	32	53	40	26	355	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	1339	66	19	389	116	32	53	40	26	355	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	464	1488	73	21	432	129	36	59	44	29	394	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	1488	73	21	432	129	36	59	44	29	394	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	1488	73	21	432	129	36	59	44	29	394	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.85	0.15	1.00	1.53	0.47	1.00	1.12	0.88	1.00	1.83	0.17
Final Sat.:	1750	5337	263	1750	2849	850	1750	2107	1591	1750	3385	315
Capacity Analysis Module:												
Vol/Sat:	0.27	0.28	0.28	0.01	0.15	0.15	0.02	0.03	0.03	0.02	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	49.7	65.9	65.9	12.2	28.4	28.4	4.0	14.4	14.4	11.5	21.8	21.8
Volume/Cap:	0.62	0.49	0.49	0.11	0.62	0.62	0.59	0.23	0.23	0.17	0.62	0.62
Delay/Veh:	27.3	15.1	15.1	47.3	40.3	40.3	69.6	46.1	46.1	48.3	45.0	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	15.1	15.1	47.3	40.3	40.3	69.6	46.1	46.1	48.3	45.0	45.0
LOS by Move:	C	B	B	D	D	D	E	D	D	D	D	D
HCM2k95thQ:	24	20	20	1	17	17	3	3	3	2	14	14

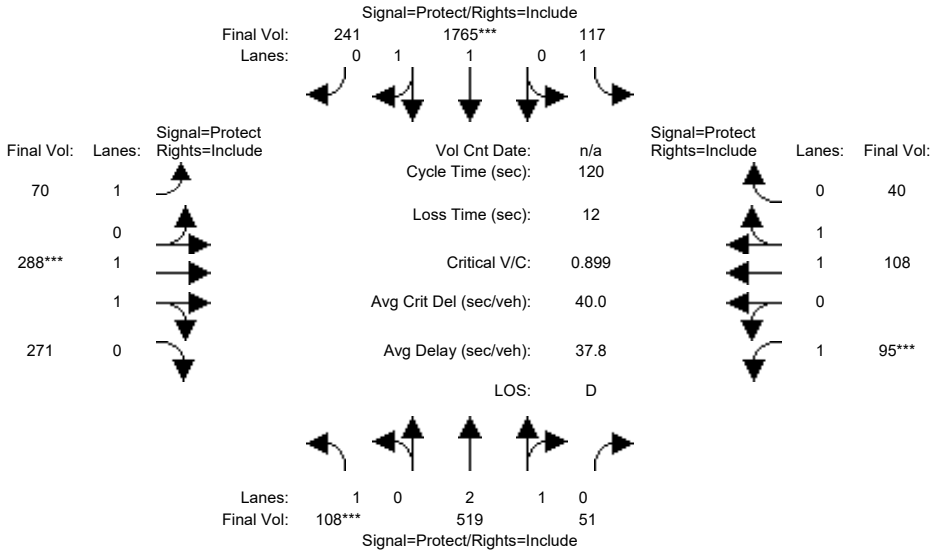
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #90: (46) Scott Boulevard and Walsh Ave



Street Name:	Scott Boulevard						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	100	483	47	109	1641	224	65	268	252	88	100	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	483	47	109	1641	224	65	268	252	88	100	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	483	47	109	1641	224	65	268	252	88	100	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	108	519	51	117	1765	241	70	288	271	95	108	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	519	51	117	1765	241	70	288	271	95	108	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	519	51	117	1765	241	70	288	271	95	108	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.95	0.92	0.98	0.95
Lanes:	1.00	2.72	0.28	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.45	0.55
Final Sat.:	1750	5103	497	1750	3255	444	1750	1906	1792	1750	2700	999
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.07	0.54	0.54	0.04	0.15	0.15	0.05	0.04	0.04
Crit Moves:	****				****			****			****	
Green Time:	8.2	48.6	48.6	32.0	72.4	72.4	10.3	20.2	20.2	7.2	17.1	17.1
Volume/Cap:	0.90	0.25	0.25	0.25	0.90	0.90	0.47	0.90	0.90	0.90	0.28	0.28
Delay/Veh:	107.6	23.7	23.7	34.9	26.0	26.0	54.5	64.8	64.8	112.7	46.2	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.6	23.7	23.7	34.9	26.0	26.0	54.5	64.8	64.8	112.7	46.2	46.2
LOS by Move:	F	C	C	C	C	C	D	E	E	F	D	D
HCM2k95thQ:	10	9	9	7	49	49	5	21	21	9	5	5

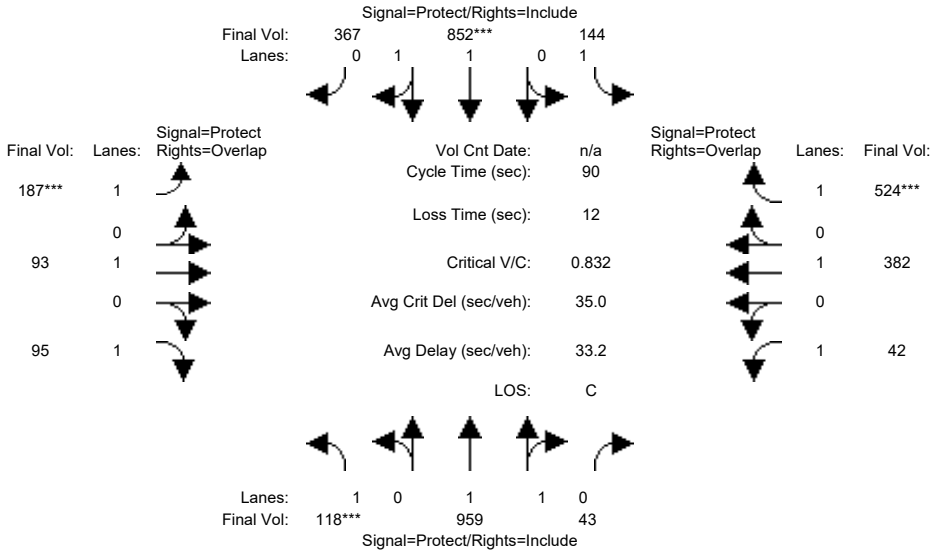
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #106: (51) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	107	873	39	131	775	334	170	85	86	38	348	477
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	873	39	131	775	334	170	85	86	38	348	477
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	873	39	131	775	334	170	85	86	38	348	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	118	959	43	144	852	367	187	93	95	42	382	524
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	959	43	144	852	367	187	93	95	42	382	524
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	959	43	144	852	367	187	93	95	42	382	524
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.38	0.62	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3542	158	1750	2585	1114	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.08	0.33	0.33	0.11	0.05	0.05	0.02	0.20	0.30
Crit Moves:	****				****		****					****
Green Time:	8.0	33.2	33.2	10.1	35.3	35.3	11.4	23.1	31.1	11.6	23.3	33.4
Volume/Cap:	0.76	0.73	0.73	0.73	0.84	0.84	0.84	0.19	0.16	0.19	0.78	0.81
Delay/Veh:	58.9	26.7	26.7	52.1	29.4	29.4	62.2	26.3	20.5	35.4	38.7	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:	58.9	26.7	26.7	52.1	29.4	29.4	62.2	26.3	20.5	35.4	38.7	32.9
LOS by Move:	E	C	C	D	C	C	E	C	C	D	D	C
HCM2k95thQ:	7	23	23	9	29	29	12	4	4	3	21	28

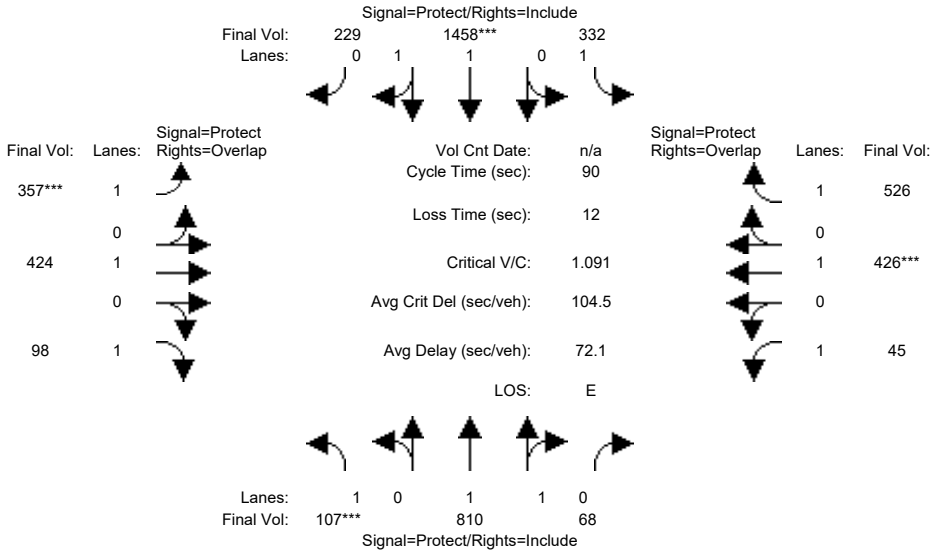
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #106: (51) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	105	794	67	325	1429	224	350	416	96	44	417	515
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	794	67	325	1429	224	350	416	96	44	417	515
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	794	67	325	1429	224	350	416	96	44	417	515
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	810	68	332	1458	229	357	424	98	45	426	526
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	810	68	332	1458	229	357	424	98	45	426	526
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	810	68	332	1458	229	357	424	98	45	426	526
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3412	288	1750	3198	501	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.19	0.46	0.46	0.20	0.22	0.06	0.03	0.22	0.30
Crit Moves:	****				****		****				****	
Green Time:	8.0	24.5	24.5	19.6	36.1	36.1	16.2	28.3	36.3	5.6	17.7	37.3
Volume/Cap:	0.69	0.87	0.87	0.87	1.14	1.14	1.14	0.71	0.14	0.41	1.14	0.72
Delay/Veh:	52.1	39.6	39.6	53.1	97.2	97.2	129.9	31.3	17.1	43.1	125	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	39.6	39.6	53.1	97.2	97.2	129.9	31.3	17.1	43.1	125	25.7
LOS by Move:	D	D	D	D	F	F	F	C	B	D	F	C
HCM2k95thQ:	7	24	24	20	60	60	30	19	4	4	37	25

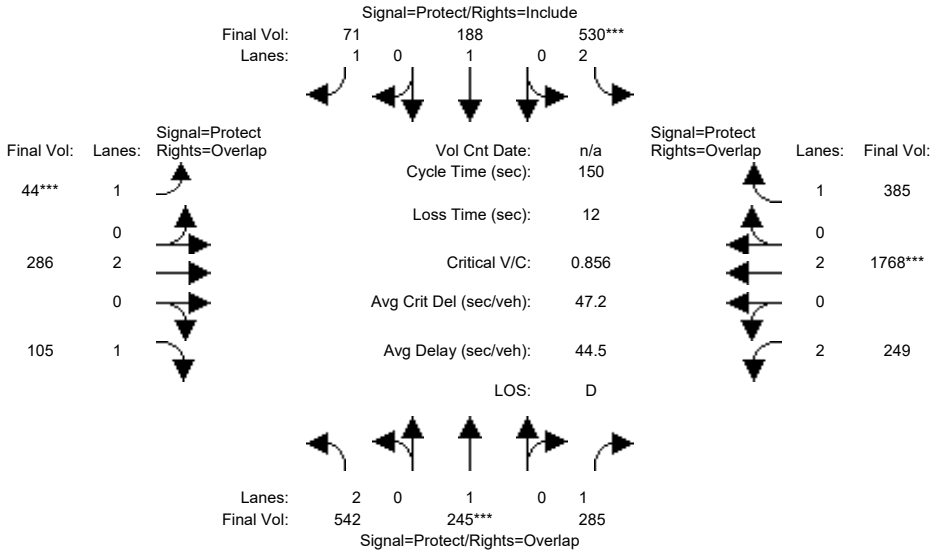
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #123: (50) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	504	228	265	493	175	66	41	266	98	232	1644	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	228	265	493	175	66	41	266	98	232	1644	358
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	504	228	265	493	175	66	41	266	98	232	1644	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	542	245	285	530	188	71	44	286	105	249	1768	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	542	245	285	530	188	71	44	286	105	249	1768	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	542	245	285	530	188	71	44	286	105	249	1768	385
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.13	0.16	0.17	0.10	0.04	0.03	0.08	0.06	0.08	0.47	0.22
Crit Moves:		****		****			****				****	
Green Time:	32.9	22.5	66.7	29.4	18.9	18.9	5.0	42.0	74.9	44.2	81.1	110.5
Volume/Cap:	0.78	0.86	0.37	0.86	0.78	0.32	0.76	0.27	0.12	0.27	0.86	0.30
Delay/Veh:	61.1	84.5	27.9	70.1	79.0	60.5	114.4	42.2	20.1	40.7	33.5	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	84.5	27.9	70.1	79.0	60.5	114.4	42.2	20.1	40.7	33.5	6.8
LOS by Move:	E	F	C	E	E	E	F	D	C	D	C	A
HCM2k95thQ:	26	22	17	29	19	7	5	10	5	10	56	12

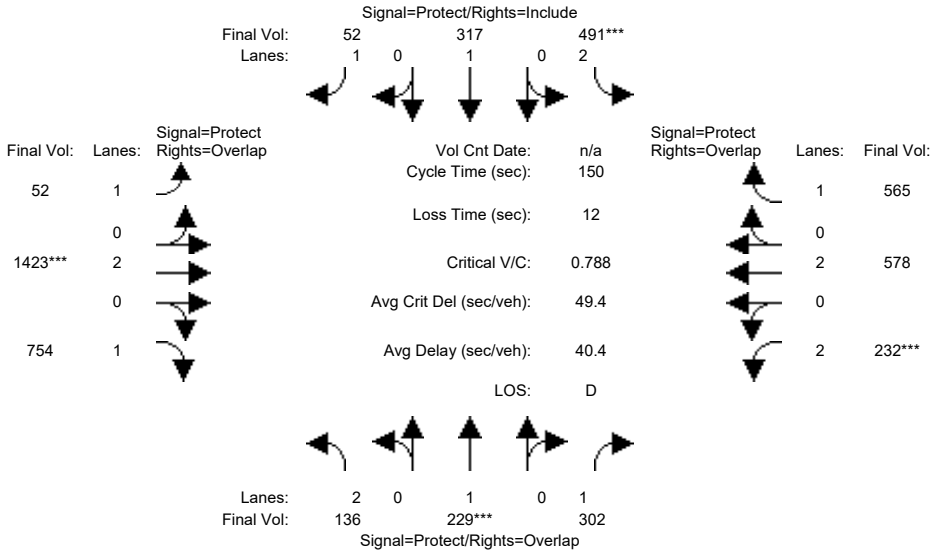
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #123: (50) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	125	211	278	452	292	48	48	1309	694	213	532	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	211	278	452	292	48	48	1309	694	213	532	520
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	211	278	452	292	48	48	1309	694	213	532	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	136	229	302	491	317	52	52	1423	754	232	578	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	229	302	491	317	52	52	1423	754	232	578	565
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	229	302	491	317	52	52	1423	754	232	578	565
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.17	0.16	0.17	0.03	0.03	0.37	0.43	0.07	0.15	0.32
Crit Moves:		****		****				****		****		
Green Time:	15.0	23.0	37.0	29.7	37.7	37.7	14.2	71.3	86.3	14.0	71.1	100.8
Volume/Cap:	0.43	0.79	0.70	0.79	0.67	0.12	0.32	0.79	0.75	0.79	0.32	0.48
Delay/Veh:	64.4	74.5	56.5	63.8	54.1	43.5	64.5	35.4	26.9	79.8	24.6	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	74.5	56.5	63.8	54.1	43.5	64.5	35.4	26.9	79.8	24.6	12.2
LOS by Move:	E	E	E	E	D	D	E	D	C	E	C	B
HCM2k95thQ:	7	19	24	26	24	4	5	45	45	13	15	24

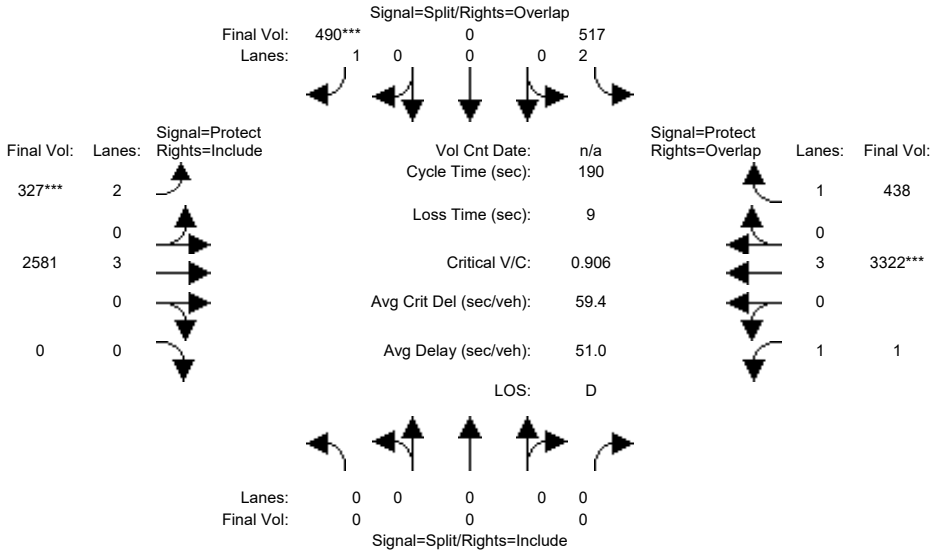
Note: Queue reported is the number of cars per lane.

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City of Santa Clara

Level Of Service Computation Report
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2030 Kylli AM - Rev.Retail

Intersection #125: (53) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	5.9	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	517	0	490	327	2967	0	1	3818	438
Growth Adj:	1.00	1.00	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	517	0	490	327	2967	0	1	3818	438
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	517	0	490	327	2967	0	1	3818	438
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	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	517	0	490	327	2581	0	1	3322	438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	517	0	490	327	2581	0	1	3322	438
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	517	0	490	327	2581	0	1	3322	438
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.28	0.10	0.45	0.00	0.00	0.58	0.25
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	1.23	0.00	1.26	1.17	0.64	0.00	0.01	0.85	0.30
Delay/Veh:	0.0	0.0	0.0	204.1	0.0	209.2	193.6	14.8	0.0	84.8	24.0	4.2
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	204.1	0.0	209.2	193.6	14.8	0.0	84.8	24.0	4.2
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C	A
HCM2k95thQ:	0	0	0	45	0	70	30	42	0	0	69	12

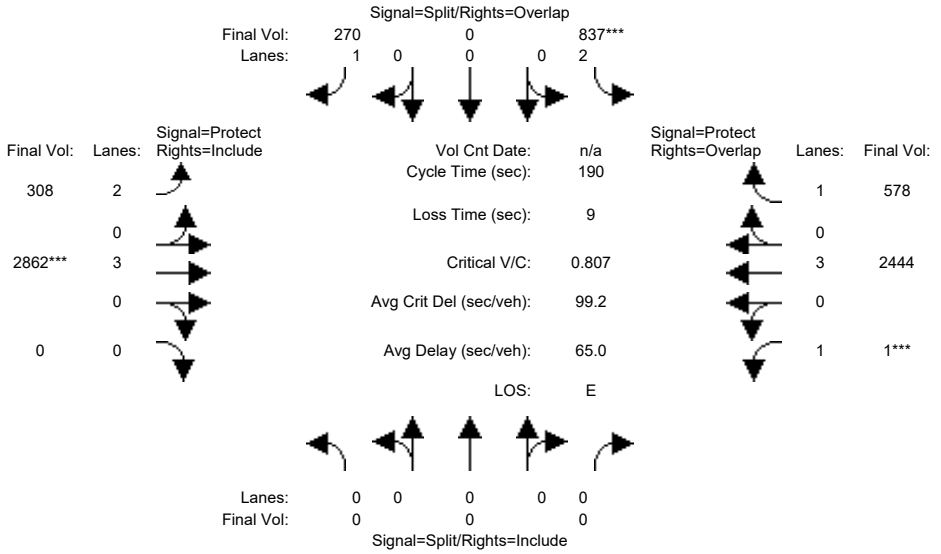
Note: Queue reported is the number of cars per lane.

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Intersection #125: (53) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	837	0	270	308	3578	0	1	3594	578
Growth Adj:	1.00	1.00	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	837	0	270	308	3578	0	1	3594	578
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	837	0	270	308	3578	0	1	3594	578
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	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	837	0	270	308	2862	0	1	2444	578
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	837	0	270	308	2862	0	1	2444	578
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	837	0	270	308	2862	0	1	2444	578
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.15	0.10	0.50	0.00	0.00	0.43	0.33
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	30.9	0.0	52.0	21.1	131	0.0	10.6	121	151.8
Volume/Cap:	0.00	0.00	0.00	1.63	0.00	0.56	0.88	0.73	0.00	0.01	0.67	0.41
Delay/Veh:	0.0	0.0	0.0	373.7	0.0	60.8	104.9	19.0	0.0	84.8	22.5	5.9
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	373.7	0.0	60.8	104.9	19.0	0.0	84.8	22.5	5.9
LOS by Move:	A	A	A	F	A	E	F	B	A	F	C	A
HCM2k95thQ:	0	0	0	82	0	26	24	54	0	0	45	18

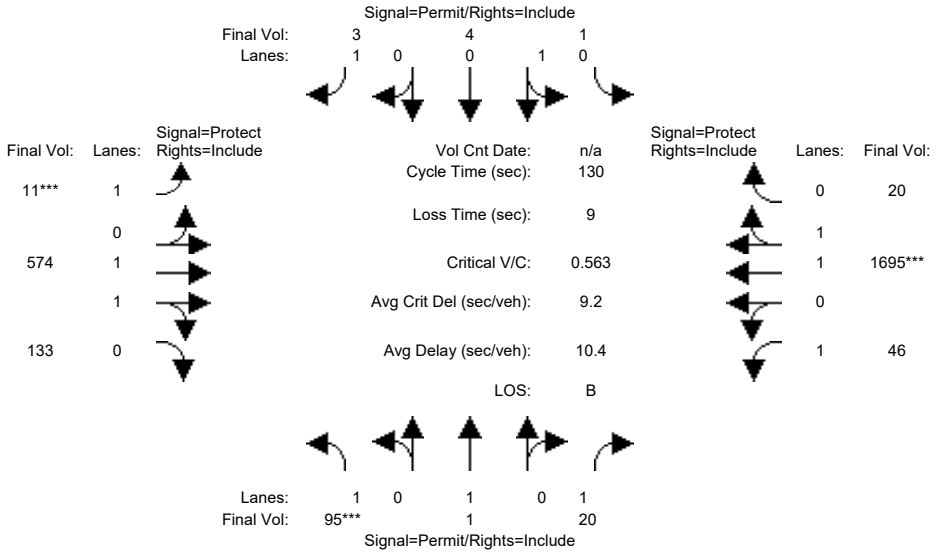
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #139: (35) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College 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:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9
Volume Module:												
Base Vol:	89	1	19	1	4	3	10	540	125	43	1593	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1	19	1	4	3	10	540	125	43	1593	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1	19	1	4	3	10	540	125	43	1593	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	95	1	20	1	4	3	11	574	133	46	1695	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1	20	1	4	3	11	574	133	46	1695	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1	20	1	4	3	11	574	133	46	1695	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.20	0.80	1.00	1.00	1.61	0.39	1.00	1.98	0.02
Final Sat.:	1750	1900	1750	360	1440	1750	1750	3004	695	1750	3656	44
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.00	0.00	0.00	0.01	0.19	0.19	0.03	0.46	0.46
Crit Moves:	****						****				****	
Green Time:	11.9	11.9	11.9	11.9	11.9	11.9	7.0	85.1	85.1	24.0	102	102.1
Volume/Cap:	0.59	0.01	0.13	0.03	0.03	0.02	0.11	0.29	0.29	0.14	0.59	0.59
Delay/Veh:	62.4	53.7	54.6	53.9	53.9	53.8	59.1	9.6	9.6	44.6	5.9	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	53.7	54.6	53.9	53.9	53.8	59.1	9.6	9.6	44.6	5.9	5.9
LOS by Move:	E	D	D	D	D	D	E	A	A	D	A	A
HCM2k95thQ:	9	0	2	0	0	0	1	12	12	3	25	25

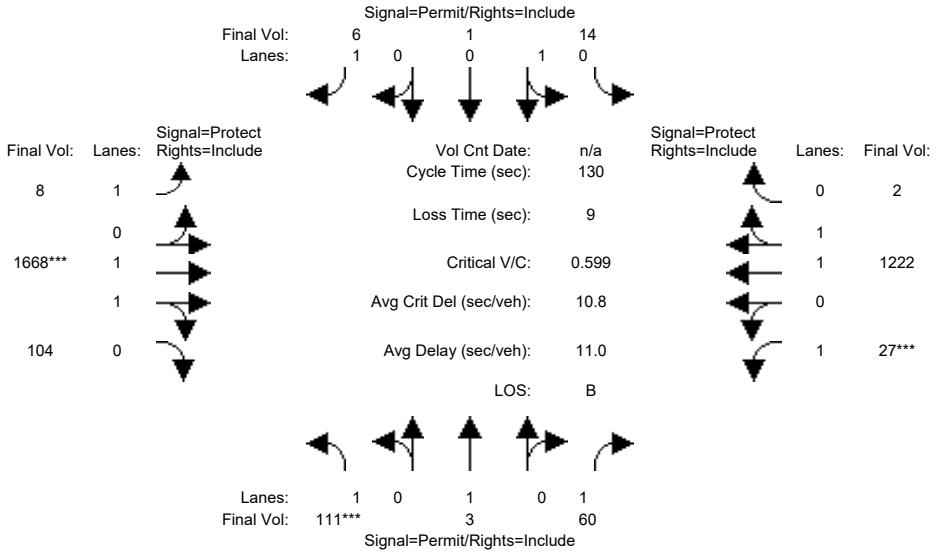
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #139: (35) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College 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:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9
Volume Module:												
Base Vol:	108	3	58	14	1	6	8	1618	101	26	1185	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	3	58	14	1	6	8	1618	101	26	1185	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	3	58	14	1	6	8	1618	101	26	1185	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	111	3	60	14	1	6	8	1668	104	27	1222	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	3	60	14	1	6	8	1668	104	27	1222	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	3	60	14	1	6	8	1668	104	27	1222	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.93	0.07	1.00	1.00	1.88	0.12	1.00	1.99	0.01
Final Sat.:	1750	1900	1750	1680	120	1750	1750	3482	217	1750	3694	6
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.01	0.01	0.00	0.00	0.48	0.48	0.02	0.33	0.33
Crit Moves:	****							****		****		
Green Time:	13.4	13.4	13.4	13.4	13.4	13.4	15.1	101	100.6	7.0	92.6	92.6
Volume/Cap:	0.62	0.02	0.33	0.08	0.08	0.03	0.04	0.62	0.62	0.28	0.46	0.46
Delay/Veh:	62.3	52.4	55.3	53.0	53.0	52.6	51.1	6.8	6.8	60.8	8.2	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	52.4	55.3	53.0	53.0	52.6	51.1	6.8	6.8	60.8	8.2	8.2
LOS by Move:	E	D	E	D	D	D	D	A	A	E	A	A
HCM2k95thQ:	11	0	5	1	1	1	1	26	26	2	19	19

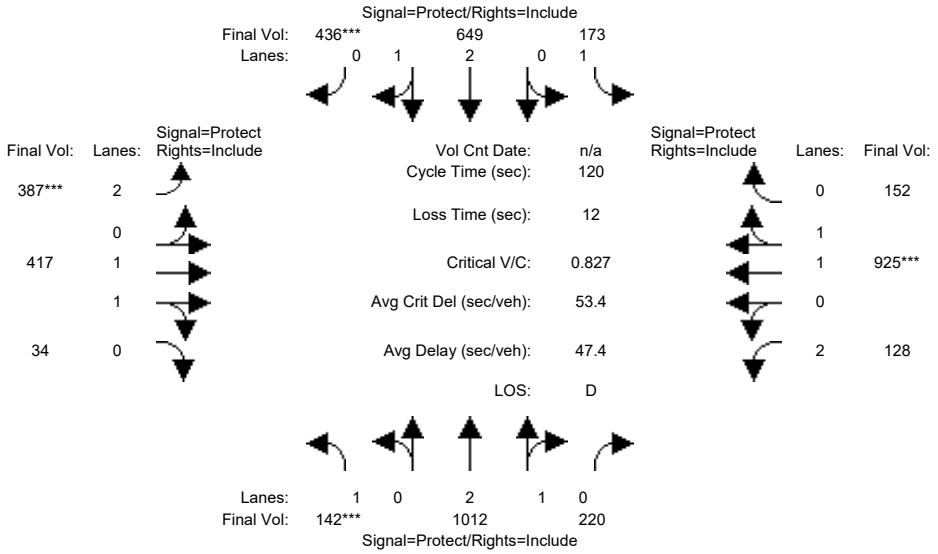
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #1200: (30) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module:												
Base Vol:	142	1012	220	173	649	436	387	417	34	128	925	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1012	220	173	649	436	387	417	34	128	925	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	1012	220	173	649	436	387	417	34	128	925	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	1012	220	173	649	436	387	417	34	128	925	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1012	220	173	649	436	387	417	34	128	925	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	1012	220	173	649	436	387	417	34	128	925	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.44	0.56	1.00	2.00	1.00	2.00	1.85	0.15	2.00	1.71	0.29
Final Sat.:	1750	4599	1000	1750	3800	1750	3150	3421	279	3150	3177	522
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.10	0.17	0.25	0.12	0.12	0.12	0.04	0.29	0.29
Crit Moves:	****					****	****				****	
Green Time:	20.0	31.8	31.8	21.2	33.1	33.1	16.3	31.4	31.4	23.5	38.6	38.6
Volume/Cap:	0.49	0.83	0.83	0.56	0.62	0.90	0.90	0.47	0.47	0.21	0.90	0.90
Delay/Veh:	46.6	45.6	45.6	47.4	38.7	51.7	73.3	37.6	37.6	40.6	48.8	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	45.6	45.6	47.4	38.7	51.7	73.3	37.6	37.6	40.6	48.8	48.8
LOS by Move:	D	D	D	D	D	D	E	D	D	D	D	D
HCM2k95thQ:	10	26	26	12	19	32	18	13	13	5	35	35

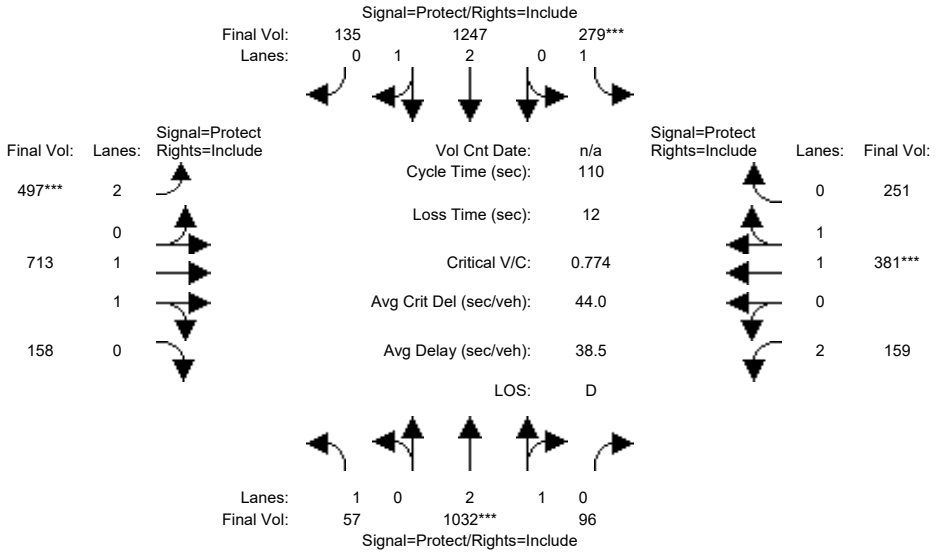
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #1200: (30) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	1032	96	279	1247	135	497	713	158	159	381	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1032	96	279	1247	135	497	713	158	159	381	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1032	96	279	1247	135	497	713	158	159	381	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1032	96	279	1247	135	497	713	158	159	381	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1032	96	279	1247	135	497	713	158	159	381	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1032	96	279	1247	135	497	713	158	159	381	251
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	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.74	0.26	1.00	2.70	0.30	2.00	1.63	0.37	2.00	1.18	0.82
Final Sat.:	1750	5123	477	1750	5052	547	3150	3028	671	3150	2229	1469
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.16	0.25	0.25	0.16	0.24	0.24	0.05	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	10.5	28.6	28.6	22.7	40.8	40.8	22.4	36.8	36.8	9.9	24.3	24.3
Volume/Cap:	0.34	0.77	0.77	0.77	0.67	0.67	0.77	0.70	0.70	0.56	0.77	0.77
Delay/Veh:	47.7	40.3	40.3	51.3	29.8	29.8	47.2	33.7	33.7	50.4	44.9	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	40.3	40.3	51.3	29.8	29.8	47.2	33.7	33.7	50.4	44.9	44.9
LOS by Move:	D	D	D	D	C	C	D	C	C	D	D	D
HCM2k95thQ:	4	22	22	18	23	23	18	23	23	6	20	20

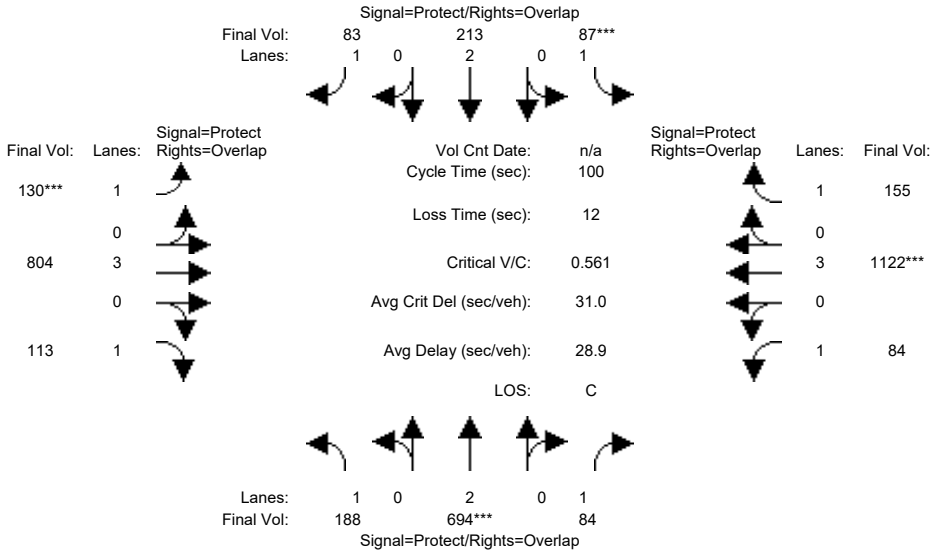
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #1201: (34) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5
Volume Module:												
Base Vol:	188	694	84	87	213	83	130	804	113	84	1122	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	694	84	87	213	83	130	804	113	84	1122	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	694	84	87	213	83	130	804	113	84	1122	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	694	84	87	213	83	130	804	113	84	1122	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	694	84	87	213	83	130	804	113	84	1122	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	694	84	87	213	83	130	804	113	84	1122	155
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	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	5700	1900	1900	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.04	0.05	0.06	0.04	0.07	0.14	0.06	0.04	0.20	0.08
Crit Moves:		****			****			****			****	
Green Time:	26.0	32.6	43.3	8.2	14.7	26.9	12.2	36.5	62.5	10.8	35.1	43.2
Volume/Cap:	0.38	0.56	0.10	0.56	0.38	0.16	0.56	0.39	0.10	0.41	0.56	0.19
Delay/Veh:	32.6	29.7	17.1	58.1	40.5	28.6	50.9	24.0	7.6	47.7	27.4	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	29.7	17.1	58.1	40.5	28.6	50.9	24.0	7.6	47.7	27.4	18.0
LOS by Move:	C	C	B	E	D	C	D	C	A	D	C	B
HCM2k95thQ:	9	15	3	6	6	4	8	11	3	5	15	6

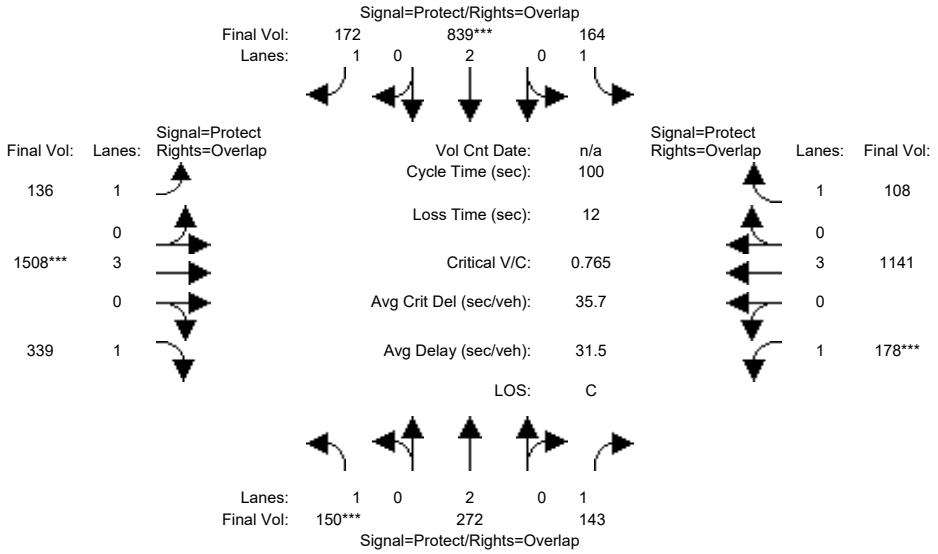
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #1201: (34) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15 - 6:15 PM												
Base Vol:	150	272	143	164	839	172	136	1508	339	178	1141	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:	150	272	143	164	839	172	136	1508	339	178	1141	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	272	143	164	839	172	136	1508	339	178	1141	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:	150	272	143	164	839	172	136	1508	339	178	1141	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	272	143	164	839	172	136	1508	339	178	1141	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:	150	272	143	164	839	172	136	1508	339	178	1141	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.08	0.09	0.22	0.10	0.08	0.26	0.19	0.10	0.20	0.06
Crit Moves:	****				****			****			****	
Green Time:	11.2	20.7	34.0	19.4	28.9	42.3	13.4	34.6	45.8	13.3	34.5	53.9
Volume/Cap:	0.76	0.35	0.24	0.48	0.76	0.23	0.58	0.76	0.42	0.76	0.58	0.11
Delay/Veh:	59.4	34.1	23.9	36.9	35.7	18.6	44.3	30.9	18.6	55.8	27.2	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	34.1	23.9	36.9	35.7	18.6	44.3	30.9	18.6	55.8	27.2	11.4
LOS by Move:	E	C	C	D	D	B	D	C	B	E	C	B
HCM2k95thQ:	10	7	6	9	20	7	8	24	14	11	17	3

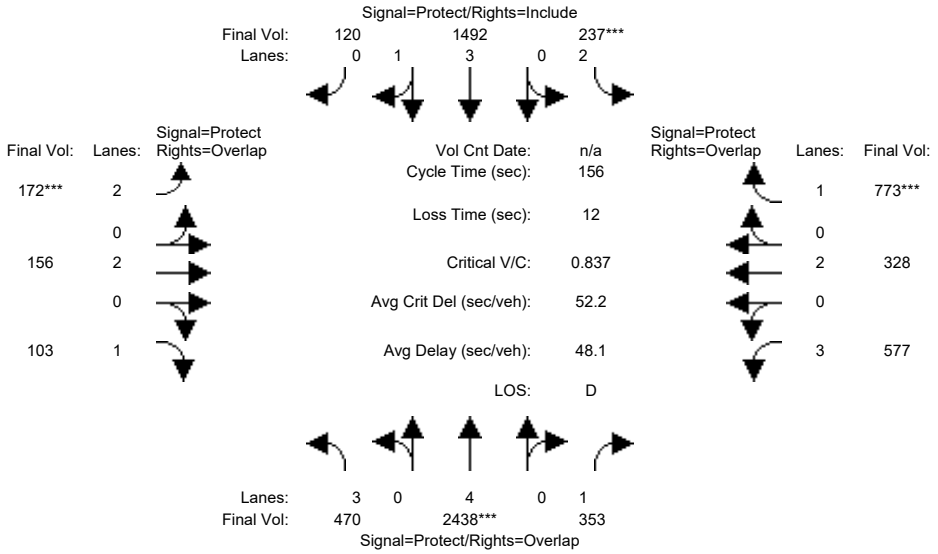
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #1206: (26) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	37	37	10	37	37	4	10	10	5	10	10
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	470	2438	353	237	1492	120	172	156	103	577	328	773
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	2438	353	237	1492	120	172	156	103	577	328	773
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	2438	353	237	1492	120	172	156	103	577	328	773
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	2438	353	237	1492	120	172	156	103	577	328	773
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	2438	353	237	1492	120	172	156	103	577	328	773
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	470	2438	353	237	1492	120	172	156	103	577	328	773
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:	3.00	4.00	1.00	2.00	3.70	0.30	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	5700	7600	1900	3800	7034	566	3800	3800	1900	5700	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.19	0.06	0.21	0.21	0.05	0.04	0.05	0.10	0.09	0.41
Crit Moves:		****		****			****					****
Green Time:	18.4	59.8	104.0	11.6	53.0	53.0	8.4	28.0	46.4	44.3	63.9	75.5
Volume/Cap:	0.70	0.84	0.28	0.84	0.62	0.62	0.84	0.23	0.18	0.36	0.21	0.84
Delay/Veh:	72.1	46.8	11.2	95.8	44.3	44.3	104.6	55.5	41.4	45.1	30.1	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.1	46.8	11.2	95.8	44.3	44.3	104.6	55.5	41.4	45.1	30.1	44.2
LOS by Move:	E	D	B	F	D	D	F	E	D	D	C	D
HCM2k95thQ:	14	47	13	11	25	25	10	7	7	13	10	55

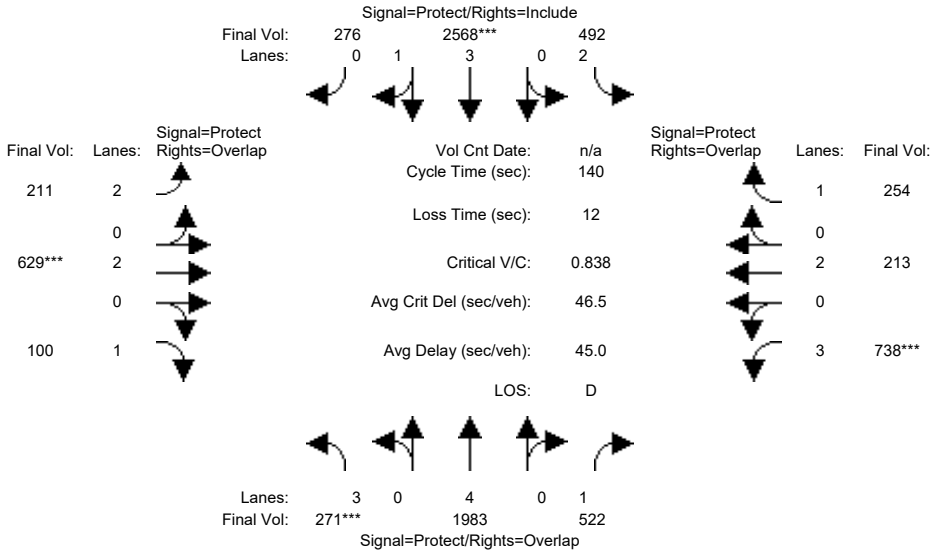
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #1206: (26) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	37	37	7	37	37	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	271	1983	522	492	2568	276	211	629	100	738	213	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	1983	522	492	2568	276	211	629	100	738	213	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	1983	522	492	2568	276	211	629	100	738	213	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	1983	522	492	2568	276	211	629	100	738	213	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	1983	522	492	2568	276	211	629	100	738	213	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	1983	522	492	2568	276	211	629	100	738	213	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.60	0.40	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6771	728	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.30	0.16	0.38	0.38	0.07	0.17	0.06	0.16	0.06	0.15
Crit Moves:	****				****			****		****		
Green Time:	9.9	46.1	73.1	27.2	63.3	63.3	26.5	27.6	37.6	27.1	28.2	55.5
Volume/Cap:	0.84	0.79	0.57	0.80	0.84	0.84	0.35	0.84	0.21	0.84	0.28	0.37
Delay/Veh:	81.5	44.5	23.6	61.4	35.8	35.8	49.7	62.3	40.0	61.5	47.5	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:	81.5	44.5	23.6	61.4	35.8	35.8	49.7	62.3	40.0	61.5	47.5	30.2
LOS by Move:	F	D	C	E	D	D	D	E	D	E	D	C
HCM2k95thQ:	10	34	28	20	41	41	9	24	7	24	7	15

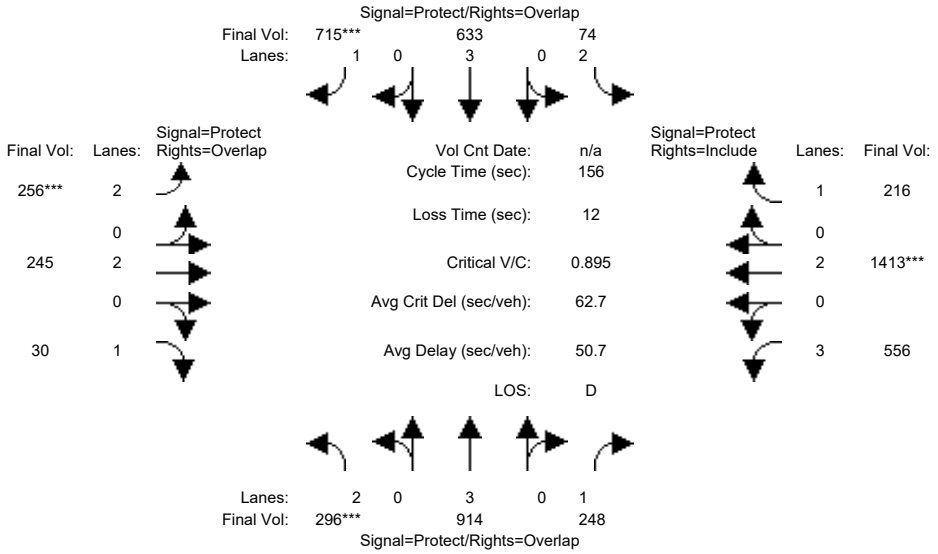
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #1207: (23) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	296	914	248	74	633	715	256	245	30	556	1413	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	914	248	74	633	715	256	245	30	556	1413	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	914	248	74	633	715	256	245	30	556	1413	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	914	248	74	633	715	256	245	30	556	1413	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	914	248	74	633	715	256	245	30	556	1413	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	914	248	74	633	715	256	245	30	556	1413	216
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3800	5700	1900	3800	5700	1900	3800	3800	1900	5700	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.13	0.02	0.11	0.38	0.07	0.06	0.02	0.10	0.37	0.11
Crit Moves:	****					****	****				****	
Green Time:	13.6	52.7	98.8	14.7	53.9	65.6	11.7	30.5	44.0	46.1	64.8	64.8
Volume/Cap:	0.89	0.47	0.21	0.21	0.32	0.89	0.89	0.33	0.06	0.33	0.89	0.27
Delay/Veh:	99.3	41.6	12.5	66.5	38.1	56.6	103.5	55.2	41.0	43.4	50.7	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.3	41.6	12.5	66.5	38.1	56.6	103.5	55.2	41.0	43.4	50.7	30.9
LOS by Move:	F	D	B	E	D	E	F	E	D	D	D	C
HCM2k95thQ:	15	20	10	4	13	56	13	10	2	12	54	12

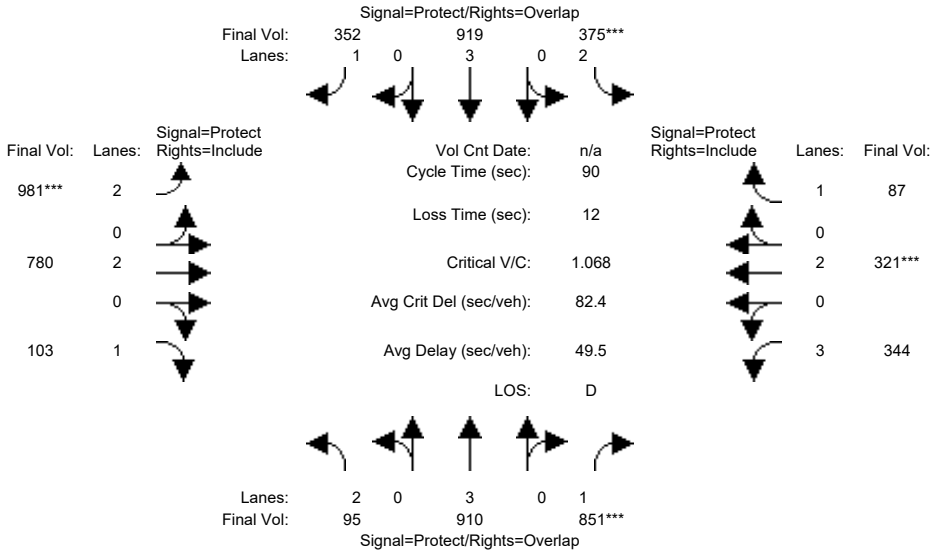
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #1207: (23) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	95	910	851	375	919	352	981	780	103	344	321	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	910	851	375	919	352	981	780	103	344	321	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	910	851	375	919	352	981	780	103	344	321	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	910	851	375	919	352	981	780	103	344	321	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	910	851	375	919	352	981	780	103	344	321	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	910	851	375	919	352	981	780	103	344	321	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.49	0.12	0.16	0.20	0.31	0.21	0.06	0.08	0.08	0.05
Crit Moves:			****	****			****				****	
Green Time:	13.9	33.1	42.8	9.6	28.8	54.1	25.2	25.6	25.6	9.7	10.0	10.0
Volume/Cap:	0.20	0.43	1.02	1.11	0.50	0.33	1.11	0.72	0.21	0.70	0.76	0.45
Delay/Veh:	33.4	21.5	60.7	122.3	25.0	9.2	97.7	31.5	24.7	43.3	46.7	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	21.5	60.7	122.3	25.0	9.2	97.7	31.5	24.7	43.3	46.7	39.1
LOS by Move:	C	C	E	F	C	A	F	C	C	D	D	D
HCM2k95thQ:	3	12	53	19	13	10	39	17	4	8	9	5

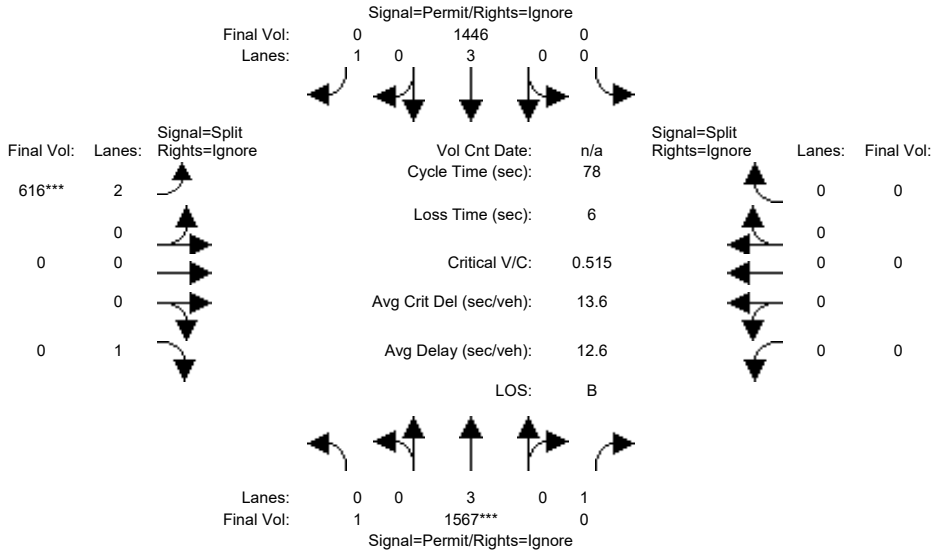
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #1208: (28) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	12	0	12	0	0	0
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	5.2	4.0	5.2	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	1567	248	0	1446	562	616	0	574	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:	1	1567	248	0	1446	562	616	0	574	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1567	248	0	1446	562	616	0	574	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	1567	0	0	1446	0	616	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1567	0	0	1446	0	616	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	1567	0	0	1446	0	616	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	2.99	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	4	5596	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.00	0.00	0.25	0.00	0.20	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	42.4	42.4	0.0	0.0	42.4	0.0	29.6	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.52	0.52	0.00	0.00	0.47	0.00	0.52	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	11.4	11.4	0.0	0.0	11.0	0.0	19.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.4	0.0	0.0	11.0	0.0	19.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	B	A	A	B	A	B	A	A	A	A	A
HCM2k95thQ:	15	15	0	0	13	0	14	0	0	0	0	0

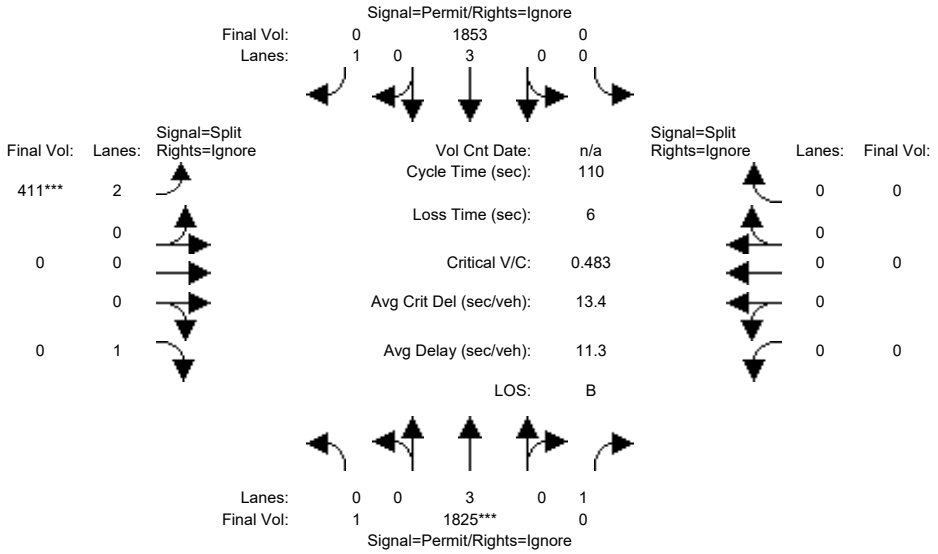
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #1208: (28) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	1825	789	0	1853	1003	411	0	307	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:	1	1825	789	0	1853	1003	411	0	307	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1825	789	0	1853	1003	411	0	307	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	1825	0	0	1853	0	411	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1825	0	0	1853	0	411	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	1825	0	0	1853	0	411	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	2.99	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3	5597	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.00	0.00	0.33	0.00	0.13	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	74.3	74.3	0.0	0.0	74.3	0.0	29.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.48	0.48	0.00	0.00	0.48	0.00	0.48	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	8.7	8.7	0.0	0.0	8.7	0.0	34.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	0.0	0.0	8.7	0.0	34.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	A	A	A	A
HCM2k95thQ:	18	18	0	0	18	0	14	0	0	0	0	0

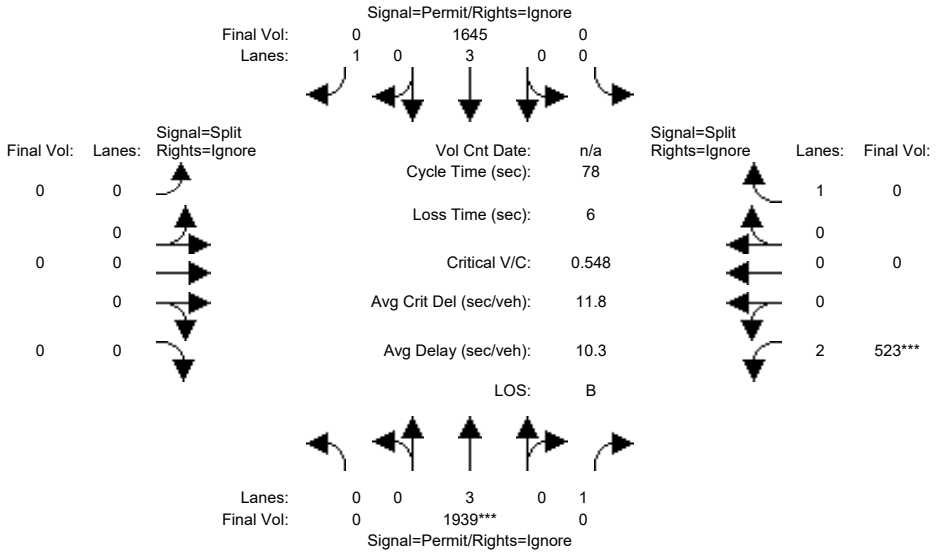
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
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2030 Kylli AM - Rev.Retail

Intersection #1209: (27) GREAT AMERICA/101 NB



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	20	20	0	20	20	0	0	0	6	0	6
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	4.0	4.0	4.0	5.5	4.0	5.5
Volume Module:												
Base Vol:	0	1939	237	0	1645	430	0	0	0	523	0	1413
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1939	237	0	1645	430	0	0	0	523	0	1413
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1939	237	0	1645	430	0	0	0	523	0	1413
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1939	0	0	1645	0	0	0	0	523	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1939	0	0	1645	0	0	0	0	523	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1939	0	0	1645	0	0	0	0	523	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	48.4	0.0	0.0	48.4	0.0	0.0	0.0	0.0	23.6	0.0	0.0
Volume/Cap:	0.00	0.55	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.55	0.00	0.00
Delay/Veh:	0.0	8.7	0.0	0.0	8.0	0.0	0.0	0.0	0.0	23.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	0.0	0.0	8.0	0.0	0.0	0.0	0.0	23.4	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	0	16	0	0	13	0	0	0	0	13	0	0

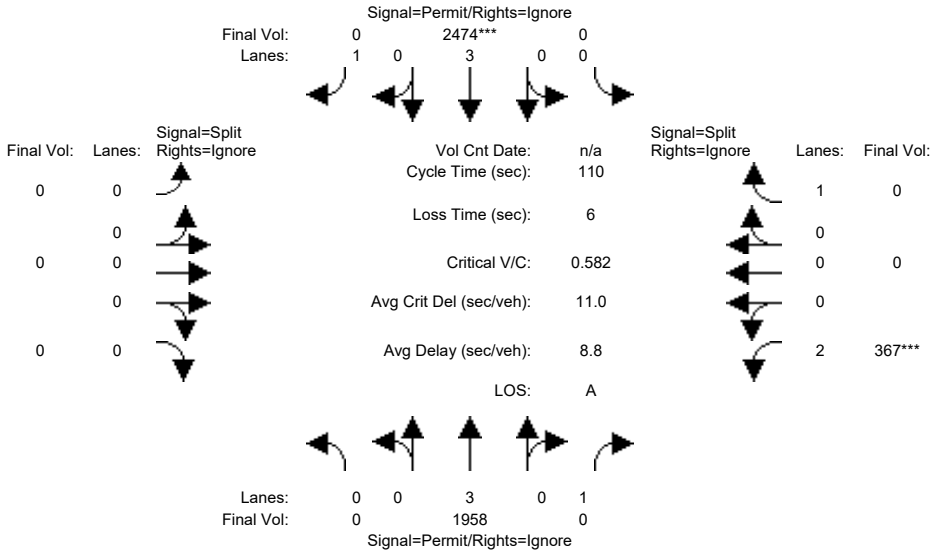
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #1209: (27) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00 - 6:00 PM												
Base Vol:	0	1958	315	0	2474	794	0	0	0	367	0	848
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1958	315	0	2474	794	0	0	0	367	0	848
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1958	315	0	2474	794	0	0	0	367	0	848
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1958	0	0	2474	0	0	0	0	367	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1958	0	0	2474	0	0	0	0	367	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1958	0	0	2474	0	0	0	0	367	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	82.0	0.0	0.0	82.0	0.0	0.0	0.0	0.0	22.0	0.0	0.0
Volume/Cap:	0.00	0.46	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.58	0.00	0.00
Delay/Veh:	0.0	5.5	0.0	0.0	6.5	0.0	0.0	0.0	0.0	41.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.5	0.0	0.0	6.5	0.0	0.0	0.0	0.0	41.2	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	16	0	0	23	0	0	0	0	14	0	0

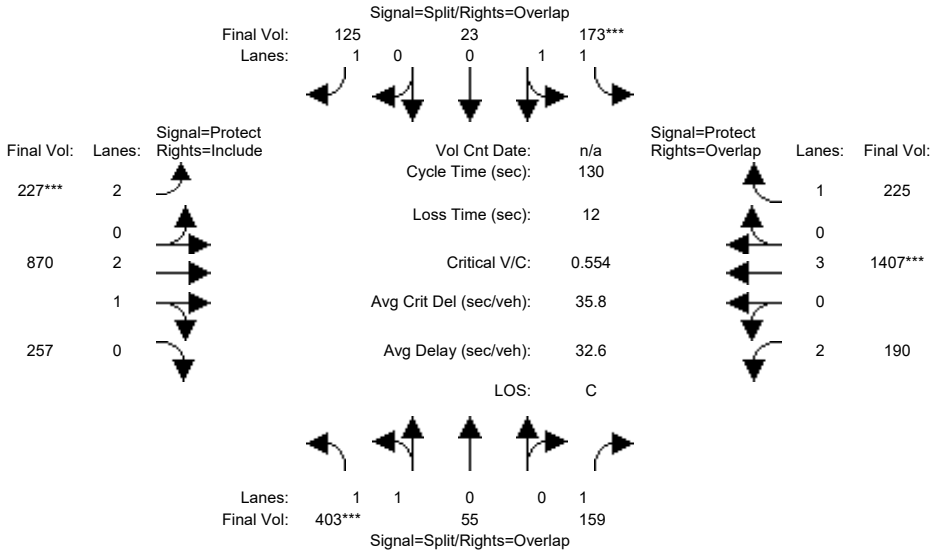
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #1214: (9) LAWRENCE RAMPS / EL CAMINO REAL



Street Name:	LAWRENCE RAMPS						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	403	55	159	173	23	125	227	870	257	190	1407	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	403	55	159	173	23	125	227	870	257	190	1407	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	55	159	173	23	125	227	870	257	190	1407	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	55	159	173	23	125	227	870	257	190	1407	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	55	159	173	23	125	227	870	257	190	1407	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	55	159	173	23	125	227	870	257	190	1407	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.76	0.24	1.00	1.77	0.23	1.00	2.00	2.29	0.71	2.00	3.00	1.00
Final Sat.:	3124	426	1750	3133	417	1750	3150	4321	1277	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.09	0.06	0.06	0.07	0.07	0.20	0.20	0.06	0.25	0.13
Crit Moves:	****			****			****				****	
Green Time:	30.3	30.3	47.5	12.9	12.9	29.8	16.9	57.6	57.6	17.2	57.9	70.8
Volume/Cap:	0.55	0.55	0.25	0.55	0.55	0.31	0.55	0.45	0.45	0.45	0.55	0.24
Delay/Veh:	44.8	44.8	29.0	57.7	57.7	42.0	54.7	25.4	25.4	52.8	26.8	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	44.8	29.0	57.7	57.7	42.0	54.7	25.4	25.4	52.8	26.8	15.6
LOS by Move:	D	D	C	E	E	D	D	C	C	D	C	B
HCM2k95thQ:	16	16	9	8	8	8	10	19	19	8	24	9

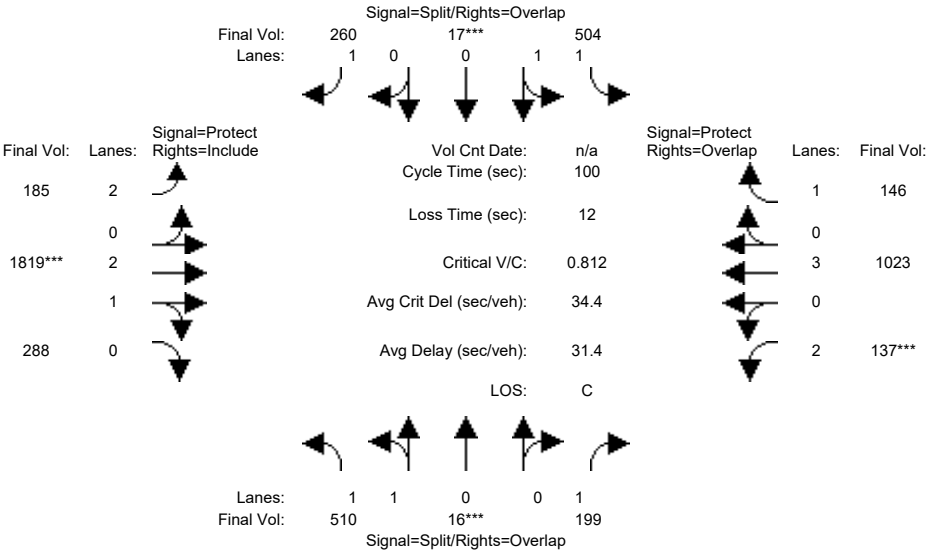
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #1214: (9) LAWRENCE RAMPS / EL CAMINO REAL



Street Name:	LAWRENCE RAMPS						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	510	16	199	504	17	260	185	1819	288	137	1023	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:	510	16	199	504	17	260	185	1819	288	137	1023	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	510	16	199	504	17	260	185	1819	288	137	1023	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:	510	16	199	504	17	260	185	1819	288	137	1023	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	16	199	504	17	260	185	1819	288	137	1023	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:	510	16	199	504	17	260	185	1819	288	137	1023	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.94	0.06	1.00	1.94	0.06	1.00	2.00	2.57	0.43	2.00	3.00	1.00
Final Sat.:	3442	108	1750	3434	116	1750	3150	4834	765	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.11	0.15	0.15	0.15	0.06	0.38	0.38	0.04	0.18	0.08
Crit Moves:		****			****			****			****	
Green Time:	17.9	17.9	24.9	17.7	17.7	32.4	14.7	45.4	45.4	7.0	37.7	55.4
Volume/Cap:	0.83	0.83	0.46	0.83	0.83	0.46	0.40	0.83	0.83	0.62	0.48	0.15
Delay/Veh:	48.5	48.5	32.6	48.7	48.7	27.4	39.2	26.3	26.3	50.6	23.8	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	48.5	32.6	48.7	48.7	27.4	39.2	26.3	26.3	50.6	23.8	10.9
LOS by Move:	D	D	C	D	D	C	D	C	C	D	C	B
HCM2k95thQ:	17	17	11	17	17	13	6	34	34	5	14	5

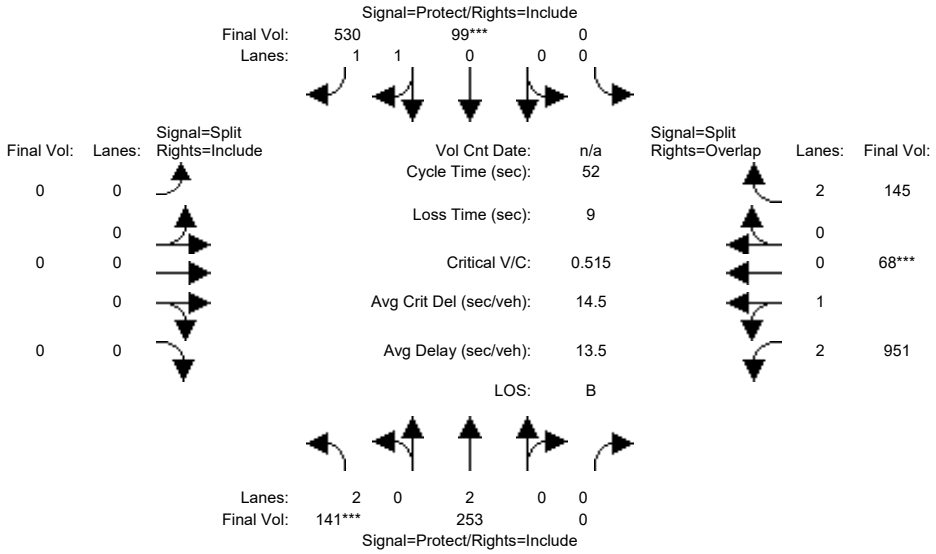
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #3028: (18) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	253	0	0	99	530	0	0	0	951	68	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:	141	253	0	0	99	530	0	0	0	951	68	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	253	0	0	99	530	0	0	0	951	68	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:	141	253	0	0	99	530	0	0	0	951	68	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	253	0	0	99	530	0	0	0	951	68	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:	141	253	0	0	99	530	0	0	0	951	68	145
Saturation 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	0.95	0.95	0.92	1.00	0.92	0.86	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.31	1.69	0.00	0.00	0.00	2.82	0.18	2.00
Final Sat.:	3150	3800	0	0	567	3033	0	0	0	4617	330	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.21	0.21	0.05
Crit Moves:	****				****						****	
Green Time:	7.0	23.5	0.0	0.0	16.5	16.5	0.0	0.0	0.0	19.5	19.5	19.5
Volume/Cap:	0.33	0.15	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.55	0.55	0.12
Delay/Veh:	20.8	8.4	0.0	0.0	15.2	15.2	0.0	0.0	0.0	13.2	13.2	10.7
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:	20.8	8.4	0.0	0.0	15.2	15.2	0.0	0.0	0.0	13.2	13.2	10.7
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2k95thQ:	3	2	0	0	9	9	0	0	0	11	11	2

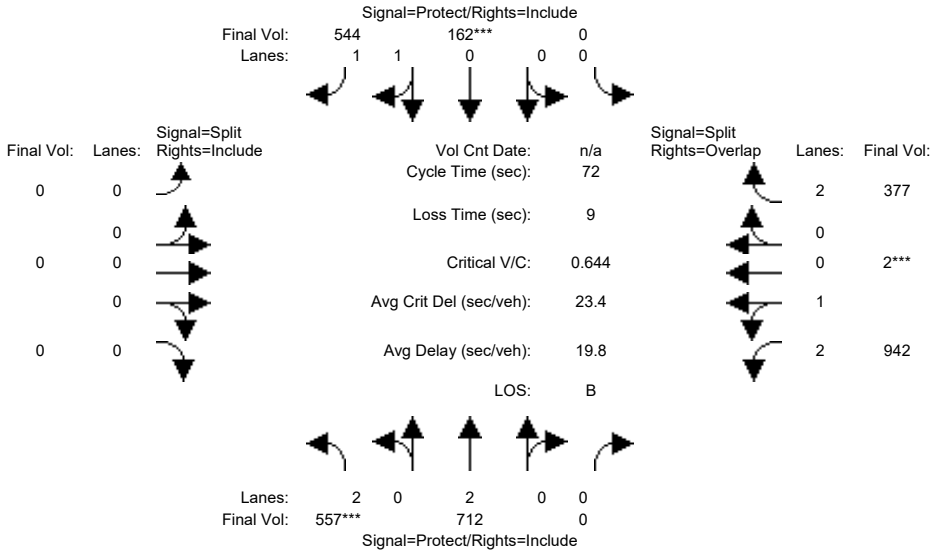
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #3028: (18) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	557	712	0	0	162	544	0	0	0	942	2	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	557	712	0	0	162	544	0	0	0	942	2	377
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	557	712	0	0	162	544	0	0	0	942	2	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	557	712	0	0	162	544	0	0	0	942	2	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	557	712	0	0	162	544	0	0	0	942	2	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	557	712	0	0	162	544	0	0	0	942	2	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.46	1.54	0.00	0.00	0.00	2.99	0.01	2.00
Final Sat.:	3150	3800	0	0	826	2774	0	0	0	4939	10	3150
Capacity Analysis Module:												
Vol/Sat:	0.18	0.19	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.19	0.19	0.12
Crit Moves:	****				****						****	
Green Time:	19.8	41.7	0.0	0.0	21.9	21.9	0.0	0.0	0.0	21.3	21.3	21.3
Volume/Cap:	0.64	0.32	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.64	0.64	0.40
Delay/Veh:	24.7	7.9	0.0	0.0	23.0	23.0	0.0	0.0	0.0	23.0	23.0	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	7.9	0.0	0.0	23.0	23.0	0.0	0.0	0.0	23.0	23.0	20.6
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	C
HCM2k95thQ:	13	8	0	0	14	14	0	0	0	15	15	8

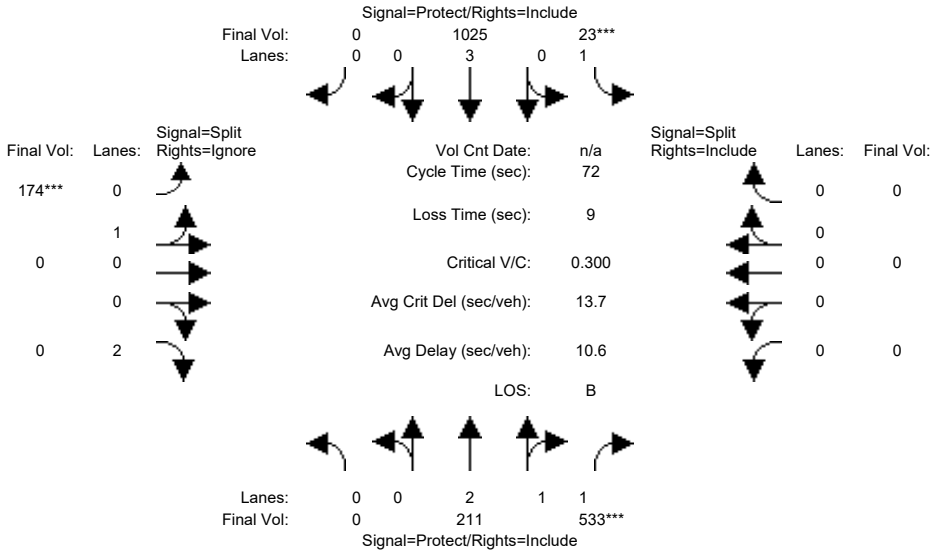
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #3029: (19) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	211	533	23	1025	0	174	0	1177	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	211	533	23	1025	0	174	0	1177	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	211	533	23	1025	0	174	0	1177	0	0	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	211	533	23	1025	0	174	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	211	533	23	1025	0	174	0	0	0	0	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	211	533	23	1025	0	174	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.15	0.01	0.18	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	34.3	34.3	7.0	41.3	0.0	21.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.32	0.14	0.31	0.00	0.32	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.5	11.8	30.1	8.1	0.0	19.8	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.5	11.8	30.1	8.1	0.0	19.8	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	A	A	A	A	A
HCM2k95thQ:	0	3	8	1	8	0	7	0	0	0	0	0

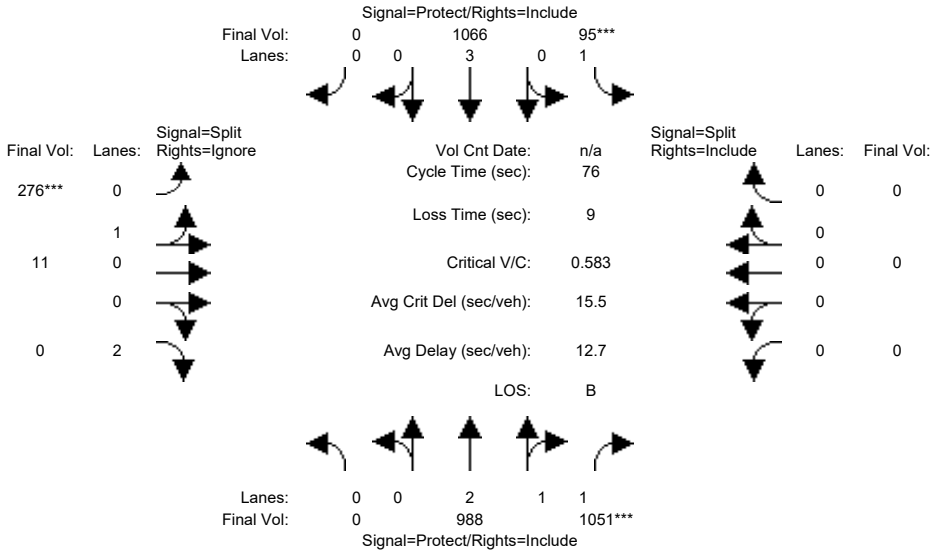
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #3029: (19) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	988	1051	95	1066	0	276	11	271	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	988	1051	95	1066	0	276	11	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	988	1051	95	1066	0	276	11	271	0	0	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	988	1051	95	1066	0	276	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	988	1051	95	1066	0	276	11	0	0	0	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	988	1051	95	1066	0	276	11	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	0.96	0.04	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1731	69	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.30	0.05	0.19	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	39.1	39.1	7.1	46.2	0.0	20.8	20.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.58	0.58	0.31	0.00	0.58	0.58	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.2	13.0	38.3	7.2	0.0	25.7	25.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	13.0	38.3	7.2	0.0	25.7	25.7	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	14	17	5	8	0	13	13	0	0	0	0

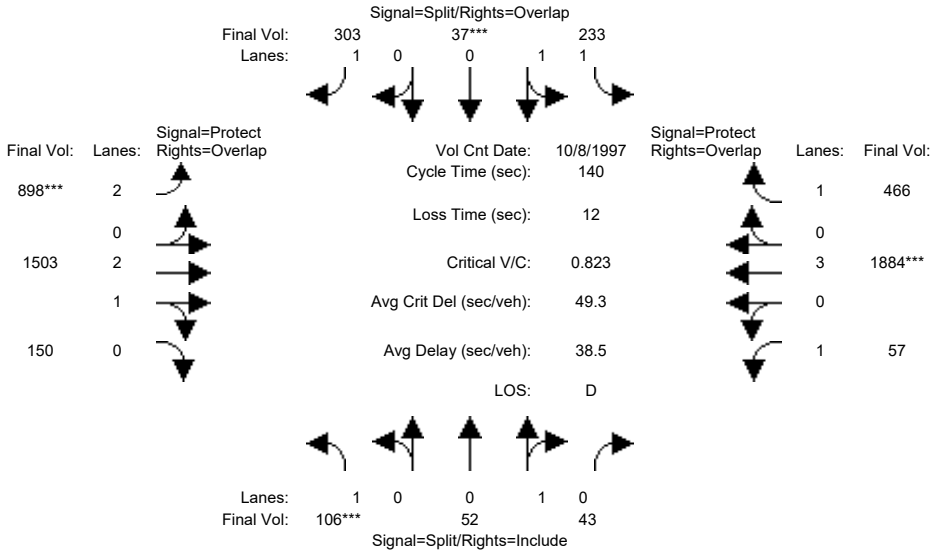
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #3096: (56) DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 1997 << 0.760												
Base Vol:	106	52	43	233	37	303	898	1503	150	57	1884	466
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	52	43	233	37	303	898	1503	150	57	1884	466
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	52	43	233	37	303	898	1503	150	57	1884	466
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	52	43	233	37	303	898	1503	150	57	1884	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	52	43	233	37	303	898	1503	150	57	1884	466
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	52	43	233	37	303	898	1503	150	57	1884	466
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.55	0.45	1.73	0.27	1.00	2.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1750	985	815	3063	486	1750	3150	5091	508	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.08	0.08	0.17	0.29	0.30	0.30	0.03	0.33	0.27
Crit Moves:	****				****		****				****	
Green Time:	10.7	10.7	10.7	13.4	13.4	62.6	49.2	84.7	84.7	19.3	54.8	54.8
Volume/Cap:	0.79	0.69	0.69	0.79	0.79	0.39	0.81	0.49	0.49	0.24	0.84	0.68
Delay/Veh:	100.5	87.9	87.9	79.2	79.2	27.3	47.7	16.0	16.0	56.1	42.9	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.5	87.9	87.9	79.2	79.2	27.3	47.7	16.0	16.0	56.1	42.9	40.7
LOS by Move:	F	F	F	E	E	C	D	B	B	E	D	D
HCM2k95thQ:	13	11	11	13	13	17	37	23	23	5	40	28

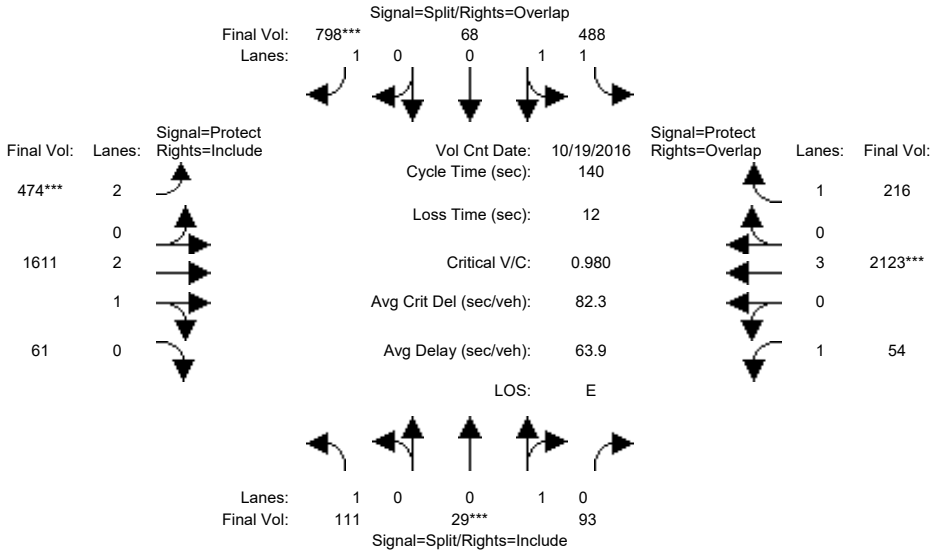
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #3096: (56) DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Oct 2016 << 5:15 - 6:15 PM												
Base Vol:	111	29	93	488	68	798	474	1611	61	54	2123	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	29	93	488	68	798	474	1611	61	54	2123	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	29	93	488	68	798	474	1611	61	54	2123	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	29	93	488	68	798	474	1611	61	54	2123	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	29	93	488	68	798	474	1611	61	54	2123	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	29	93	488	68	798	474	1611	61	54	2123	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.24	0.76	1.76	0.24	1.00	2.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1750	428	1372	3116	434	1750	3150	5395	204	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.16	0.16	0.46	0.15	0.30	0.30	0.03	0.37	0.12
Crit Moves:		****				****	****				****	
Green Time:	10.3	10.3	10.3	46.4	46.4	69.8	23.4	58.1	58.1	13.1	47.9	47.9
Volume/Cap:	0.86	0.92	0.92	0.47	0.47	0.91	0.90	0.72	0.72	0.33	1.09	0.36
Delay/Veh:	105.1	119	119.0	37.4	37.4	46.3	75.6	35.3	35.3	60.5	95.2	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.1	119	119.0	37.4	37.4	46.3	75.6	35.3	35.3	60.5	95.2	34.9
LOS by Move:	F	F	F	D	D	D	E	D	D	E	F	C
HCM2k95thQ:	14	16	16	18	18	58	24	34	34	5	60	13

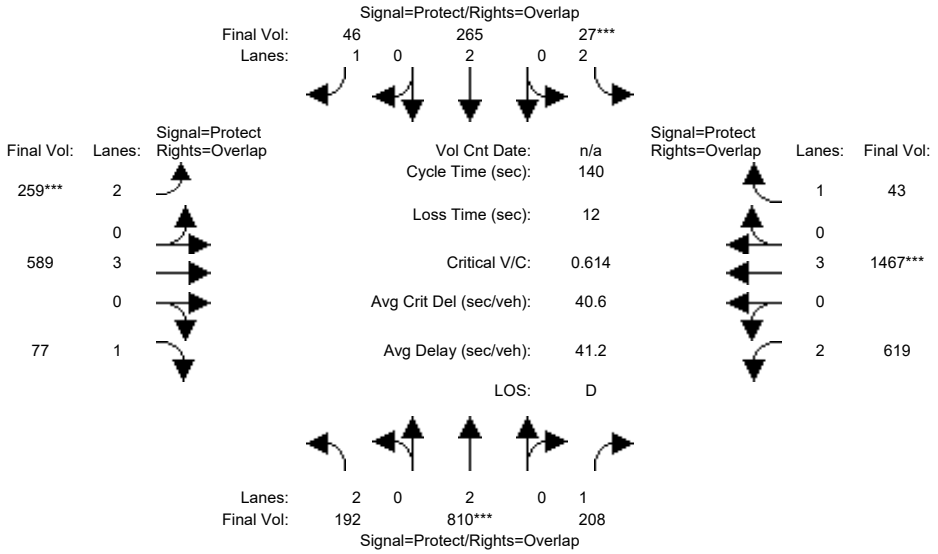
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #3098: (58) FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	0.791											
Base Vol:	192	810	208	27	265	46	259	589	77	619	1467	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	810	208	27	265	46	259	589	77	619	1467	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	810	208	27	265	46	259	589	77	619	1467	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	810	208	27	265	46	259	589	77	619	1467	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	810	208	27	265	46	259	589	77	619	1467	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	810	208	27	265	46	259	589	77	619	1467	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.12	0.01	0.07	0.03	0.08	0.10	0.04	0.20	0.26	0.02
Crit Moves:		****		****			****				****	
Green Time:	24.7	46.7	95.4	7.0	29.0	47.0	18.0	25.6	50.3	48.7	56.3	63.3
Volume/Cap:	0.35	0.64	0.17	0.17	0.34	0.08	0.64	0.56	0.12	0.56	0.64	0.05
Delay/Veh:	52.3	42.0	8.4	66.1	48.5	32.0	65.5	54.3	30.4	39.1	35.0	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	42.0	8.4	66.1	48.5	32.0	65.5	54.3	30.4	39.1	35.0	21.6
LOS by Move:	D	D	A	E	D	C	E	D	C	D	D	C
HCM2k95thQ:	9	25	7	2	9	3	12	14	5	22	28	3

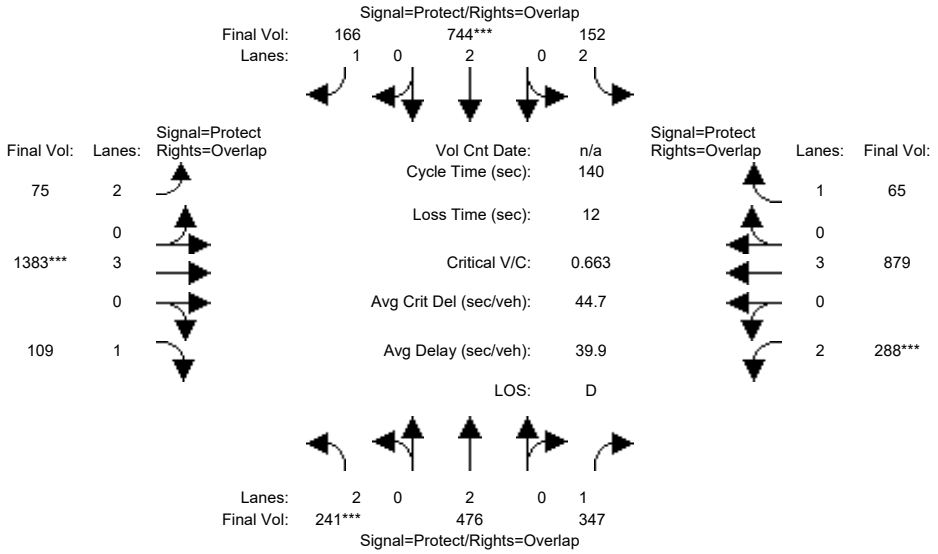
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #3098: (58) FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45 - 5:45 PM												
Base Vol:	241	476	347	152	744	166	75	1383	109	288	879	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:	241	476	347	152	744	166	75	1383	109	288	879	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	476	347	152	744	166	75	1383	109	288	879	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:	241	476	347	152	744	166	75	1383	109	288	879	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	476	347	152	744	166	75	1383	109	288	879	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:	241	476	347	152	744	166	75	1383	109	288	879	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.20	0.05	0.20	0.09	0.02	0.24	0.06	0.09	0.15	0.04
Crit Moves:	****				****			****			****	
Green Time:	16.2	41.1	60.4	16.4	41.3	58.6	17.3	51.2	67.4	19.3	53.3	69.7
Volume/Cap:	0.66	0.43	0.46	0.41	0.66	0.23	0.19	0.66	0.13	0.66	0.41	0.07
Delay/Veh:	63.9	40.2	28.7	58.1	44.7	26.3	55.4	38.0	20.2	61.1	31.9	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.9	40.2	28.7	58.1	44.7	26.3	55.4	38.0	20.2	61.1	31.9	18.4
LOS by Move:	E	D	C	E	D	C	E	D	C	E	C	B
HCM2k95thQ:	13	15	20	7	24	9	3	28	5	14	17	3

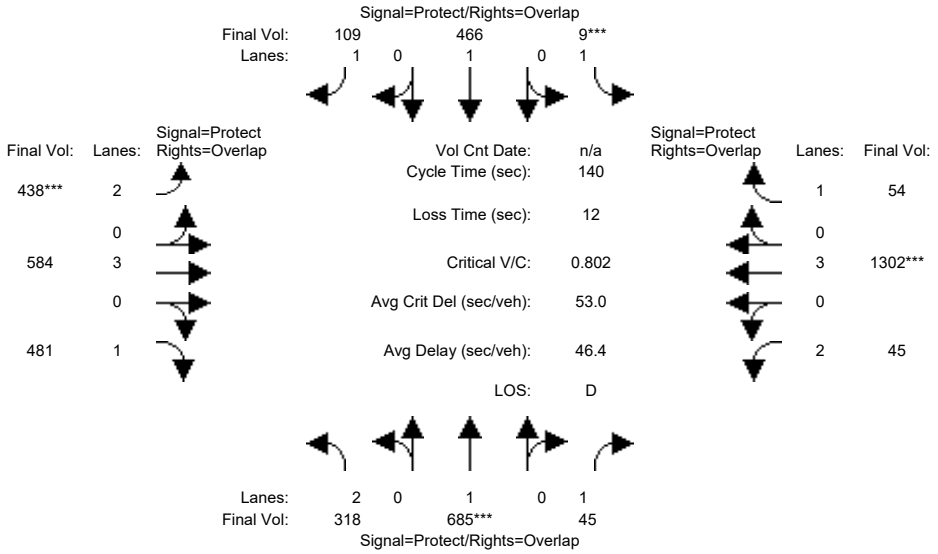
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #3728: (57) Orchard Pkwy & Trimble Rd



Street Name:	Orchard Pkwy						Trimble Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	318	685	45	9	466	109	438	584	481	45	1302	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	685	45	9	466	109	438	584	481	45	1302	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	685	45	9	466	109	438	584	481	45	1302	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	318	685	45	9	466	109	438	584	481	45	1302	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	685	45	9	466	109	438	584	481	45	1302	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	318	685	45	9	466	109	438	584	481	45	1302	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.03	0.01	0.25	0.06	0.14	0.10	0.27	0.01	0.23	0.03
Crit Moves:		****		****			****				****	
Green Time:	19.5	59.9	73.6	7.0	47.4	70.5	23.1	47.4	67.0	13.6	38.0	45.0
Volume/Cap:	0.72	0.84	0.05	0.10	0.72	0.12	0.84	0.30	0.57	0.15	0.84	0.10
Delay/Veh:	63.6	43.8	16.2	64.0	44.7	18.4	68.5	34.2	27.3	58.1	52.6	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.6	43.8	16.2	64.0	44.7	18.4	68.5	34.2	27.3	58.1	52.6	33.4
LOS by Move:	E	D	B	E	D	B	E	C	C	E	D	C
HCM2k95thQ:	17	46	2	1	31	5	21	11	27	2	31	3

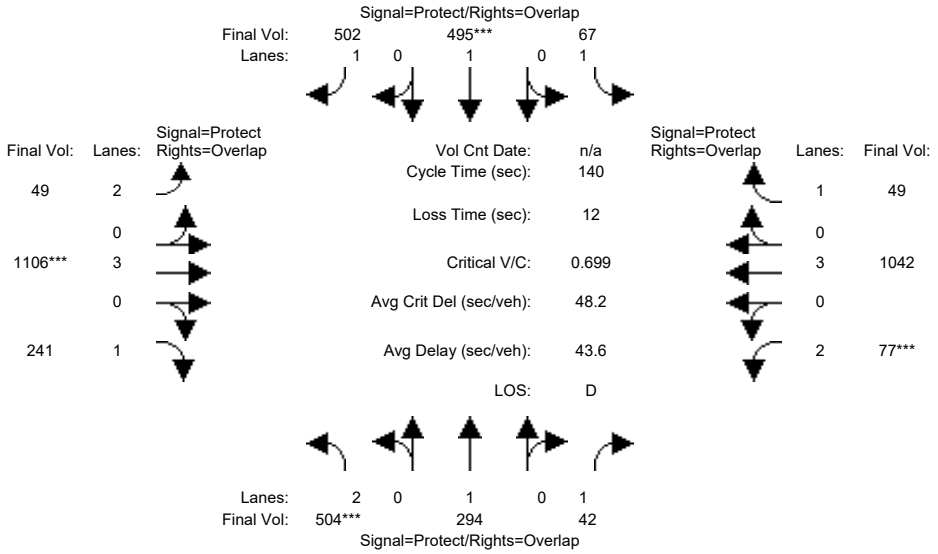
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #3728: (57) Orchard Pkwy & Trimble Rd



Street Name:	Orchard Pkwy						Trimble Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	504	294	42	67	495	502	49	1106	241	77	1042	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	294	42	67	495	502	49	1106	241	77	1042	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	504	294	42	67	495	502	49	1106	241	77	1042	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	504	294	42	67	495	502	49	1106	241	77	1042	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	294	42	67	495	502	49	1106	241	77	1042	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	504	294	42	67	495	502	49	1106	241	77	1042	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.15	0.02	0.04	0.26	0.29	0.02	0.19	0.14	0.02	0.18	0.03
Crit Moves:	****				****			****			****	
Green Time:	31.5	62.6	69.6	20.2	51.3	61.0	9.7	38.2	69.7	7.0	35.5	55.7
Volume/Cap:	0.71	0.35	0.05	0.27	0.71	0.66	0.22	0.71	0.28	0.49	0.72	0.07
Delay/Veh:	53.4	25.6	18.2	53.8	41.4	33.4	62.1	47.5	20.6	67.1	49.5	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	25.6	18.2	53.8	41.4	33.4	62.1	47.5	20.6	67.1	49.5	26.1
LOS by Move:	D	C	B	D	D	C	E	D	C	E	D	C
HCM2k95thQ:	23	15	2	6	32	32	2	25	12	4	24	3

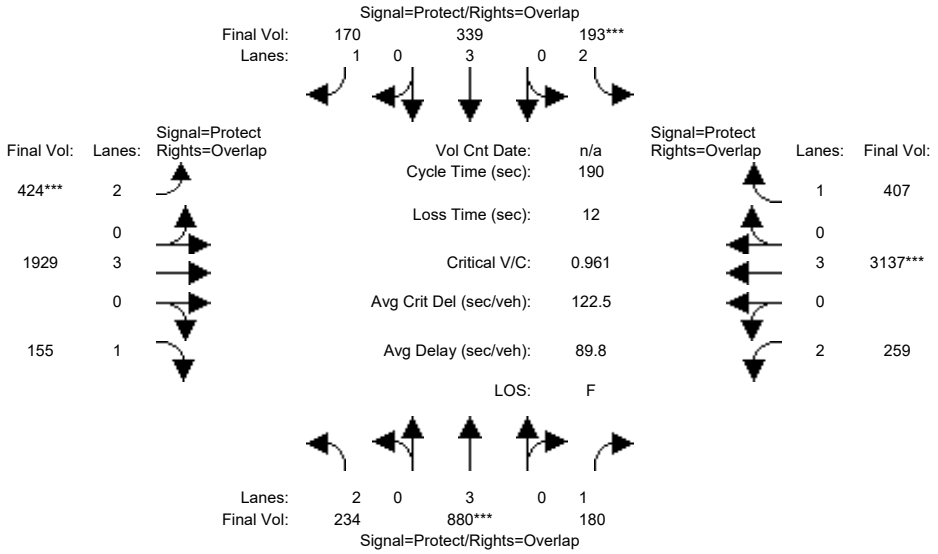
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5329: (31) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	234	880	180	193	339	170	424	1929	155	259	3137	407
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	880	180	193	339	170	424	1929	155	259	3137	407
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	880	180	193	339	170	424	1929	155	259	3137	407
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	880	180	193	339	170	424	1929	155	259	3137	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	880	180	193	339	170	424	1929	155	259	3137	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	880	180	193	339	170	424	1929	155	259	3137	407
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.10	0.06	0.06	0.10	0.13	0.34	0.09	0.08	0.55	0.23
Crit Moves:		****		****			****				****	
Green Time:	22.0	42.0	62.0	15.0	35.0	67.0	32.0	101	123.0	20.0	89.0	104.0
Volume/Cap:	0.64	0.70	0.32	0.78	0.32	0.28	0.80	0.64	0.14	0.78	1.17	0.42
Delay/Veh:	84.1	69.9	48.4	100.1	67.4	44.3	84.3	40.8	19.5	94.2	144	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	69.9	48.4	100.1	67.4	44.3	84.3	40.8	19.5	94.2	144	33.4
LOS by Move:	F	E	D	F	E	D	F	D	B	F	F	C
HCM2k95thQ:	14	26	15	13	10	14	28	48	11	19	120	31

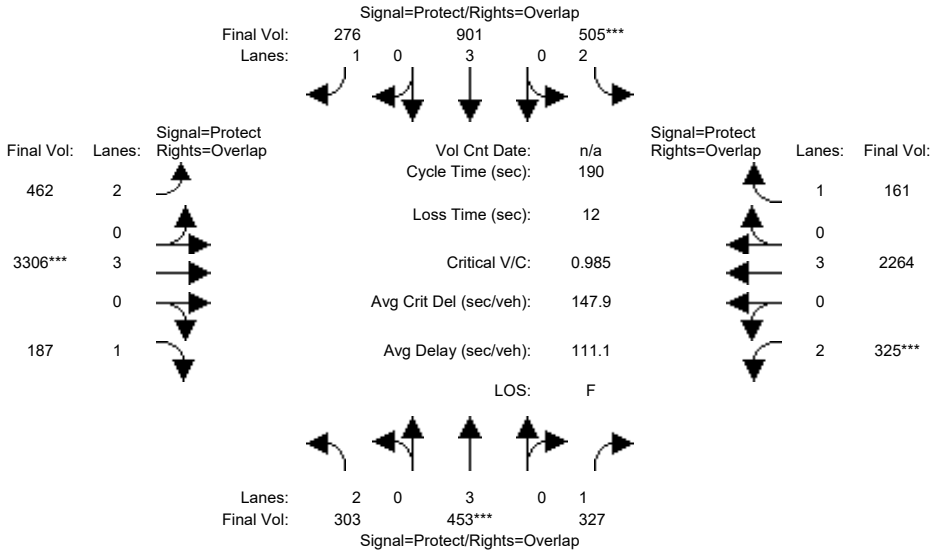
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5329: (31) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	303	453	327	505	901	276	462	3306	187	325	2264	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	453	327	505	901	276	462	3306	187	325	2264	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	453	327	505	901	276	462	3306	187	325	2264	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	453	327	505	901	276	462	3306	187	325	2264	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	453	327	505	901	276	462	3306	187	325	2264	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	453	327	505	901	276	462	3306	187	325	2264	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.19	0.16	0.16	0.16	0.15	0.58	0.11	0.10	0.40	0.09
Crit Moves:		****		****				****		****		
Green Time:	20.4	39.0	55.8	26.2	44.7	62.6	17.8	96.0	116.4	16.8	95.0	121.2
Volume/Cap:	0.89	0.39	0.64	1.16	0.67	0.48	1.56	1.15	0.17	1.16	0.79	0.14
Delay/Veh:	108.3	65.4	60.9	178.4	67.3	51.4	361.0	150	32.8	192.4	31.8	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.3	65.4	60.9	178.4	67.3	51.4	361.0	150	32.8	192.4	31.8	6.6
LOS by Move:	F	E	E	F	E	D	F	F	C	F	C	A
HCM2k95thQ:	20	14	30	39	27	23	48	123	17	30	51	4

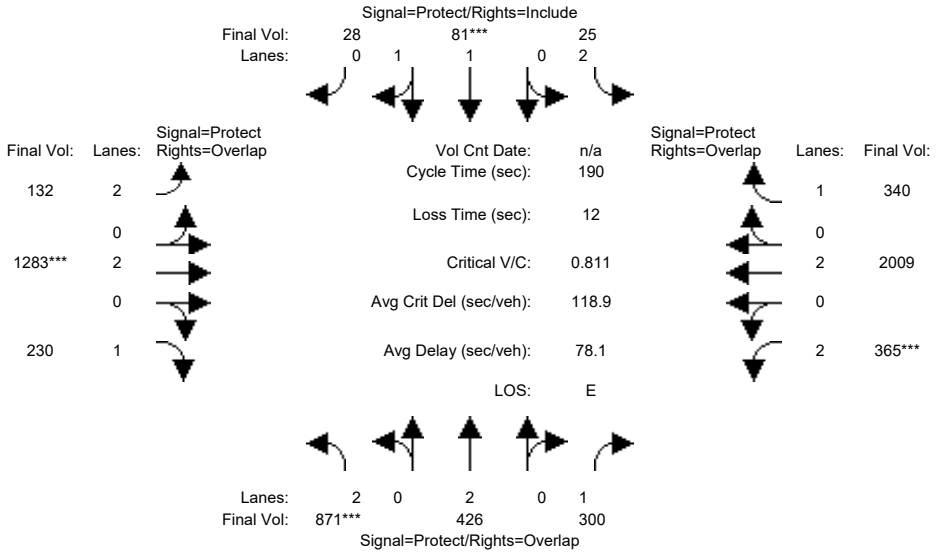
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5332: (45) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	871	426	300	25	81	28	132	1492	230	365	2336	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	871	426	300	25	81	28	132	1492	230	365	2336	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	871	426	300	25	81	28	132	1492	230	365	2336	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	871	426	300	25	81	28	132	1283	230	365	2009	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	871	426	300	25	81	28	132	1283	230	365	2009	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	871	426	300	25	81	28	132	1283	230	365	2009	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.47	0.53	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2749	950	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.11	0.17	0.01	0.03	0.03	0.04	0.34	0.13	0.12	0.53	0.19
Crit Moves:	****				****			****			****	
Green Time:	38.0	52.0	76.0	10.0	24.0	24.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	1.38	0.41	0.43	0.15	0.23	0.23	0.50	0.70	0.19	0.92	1.00	0.34
Delay/Veh:	257.9	56.7	41.7	86.4	75.0	75.0	84.6	31.3	3.6	107.8	53.8	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	257.9	56.7	41.7	86.4	75.0	75.0	84.6	31.3	3.6	107.8	53.8	13.2
LOS by Move:	F	E	D	F	E	E	F	C	A	F	D	B
HCM2k95thQ:	73	18	23	2	6	6	10	40	3	21	87	12

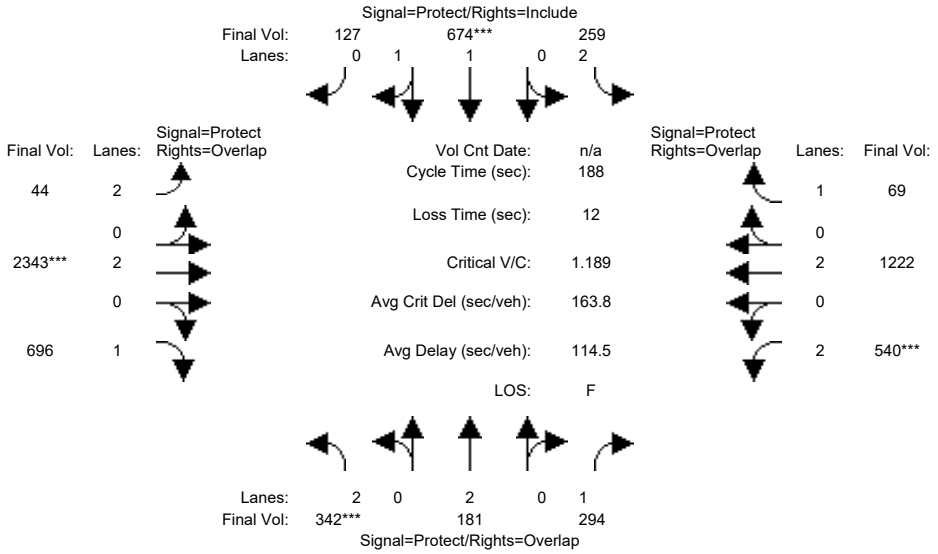
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5332: (45) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	342	181	294	259	674	127	44	3004	696	540	1328	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:	342	181	294	259	674	127	44	3004	696	540	1328	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	181	294	259	674	127	44	3004	696	540	1328	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	181	294	259	674	127	44	2343	696	540	1222	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	181	294	259	674	127	44	2343	696	540	1222	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	181	294	259	674	127	44	2343	696	540	1222	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.67	0.33	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3113	587	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.17	0.08	0.22	0.22	0.01	0.62	0.40	0.17	0.32	0.04
Crit Moves:	****				****			****			****	
Green Time:	18.0	39.0	65.8	14.0	35.0	35.0	13.2	96.2	114.2	26.8	110	123.8
Volume/Cap:	1.13	0.23	0.48	1.10	1.16	1.16	0.20	1.20	0.65	1.20	0.55	0.06
Delay/Veh:	178.0	62.1	48.4	176.5	165	165.3	82.9	155	35.4	192.2	14.9	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	178.0	62.1	48.4	176.5	165	165.3	82.9	155	35.4	192.2	14.9	4.7
LOS by Move:	F	E	D	F	F	F	F	F	D	F	B	A
HCM2k95thQ:	28	8	25	20	48	48	3	137	54	42	24	1

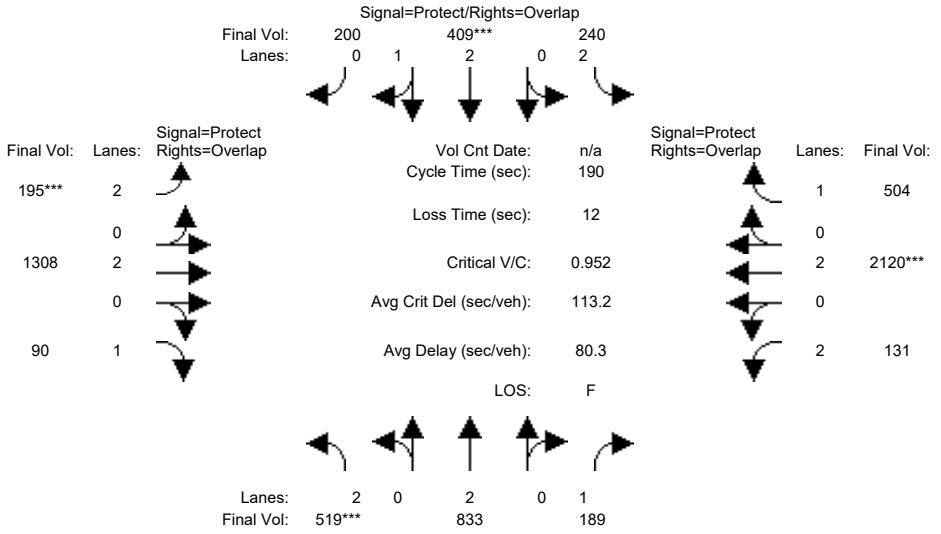
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5334: (47) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	27	51	51	17	41	41	18	91	91	19	92	92
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	519	833	189	240	409	200	195	1521	90	131	2465	504
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	519	833	189	240	409	200	195	1521	90	131	2465	504
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	519	833	189	240	409	200	195	1521	90	131	2465	504
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	519	833	189	240	409	200	195	1308	90	131	2120	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	519	833	189	240	409	200	195	1308	90	131	2120	504
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	519	833	189	240	409	200	195	1308	90	131	2120	504
Saturation Flow Module:												
Sat/Lane:	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	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3799	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.22	0.11	0.08	0.11	0.11	0.06	0.34	0.05	0.04	0.56	0.29
Crit Moves:	****				****		****				****	
Green Time:	27.0	51.0	70.0	17.0	41.0	59.0	18.0	91.0	118.0	19.0	92.0	109.0
Volume/Cap:	1.16	0.82	0.29	0.85	0.50	0.36	0.65	0.72	0.08	0.42	1.15	0.50
Delay/Veh:	175.6	70.3	42.7	106.5	65.8	50.9	88.1	32.8	7.5	81.2	114	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:	175.6	70.3	42.7	106.5	65.8	50.9	88.1	32.8	7.5	81.2	114	15.8
LOS by Move:	F	E	D	F	E	D	F	C	A	F	F	B
HCM2k95thQ:	40	39	15	17	19	17	12	41	2	8	119	22

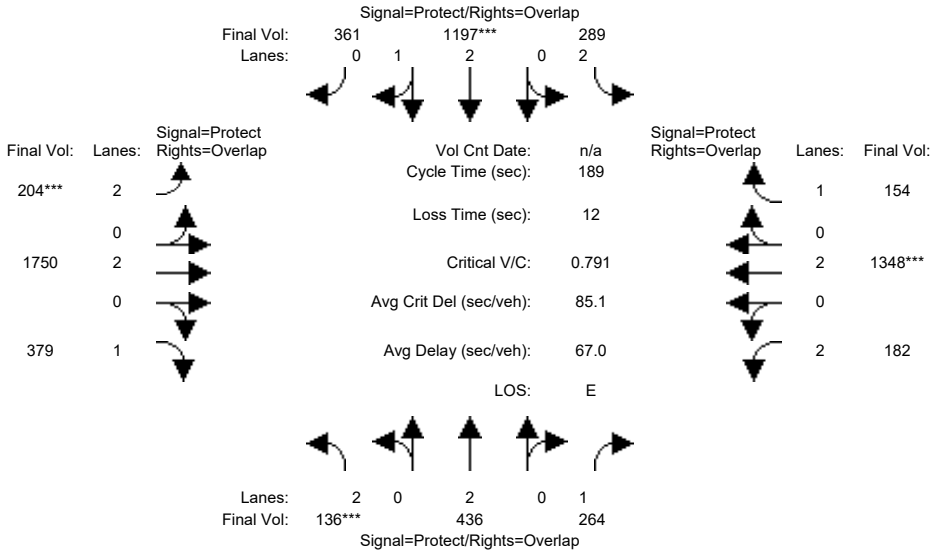
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5334: (47) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	30	30	20	38	38	13	100	100	16	103	103
Y+R:	5.8	5.6	5.6	5.6	5.4	5.4	5.3	6.2	6.2	5.4	6.2	6.2
Volume Module:												
Base Vol:	136	436	264	289	1197	361	204	2823	379	182	1465	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:	136	436	264	289	1197	361	204	2823	379	182	1465	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	436	264	289	1197	361	204	2823	379	182	1465	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	436	264	289	1197	361	204	1750	379	182	1348	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	436	264	289	1197	361	204	1750	379	182	1348	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:	136	436	264	289	1197	361	204	1750	379	182	1348	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.28	0.72	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4301	1297	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.15	0.09	0.28	0.28	0.06	0.46	0.22	0.06	0.35	0.09
Crit Moves:	****				****		****				****	
Green Time:	13.0	36.6	52.6	24.4	48.0	61.0	13.0	100	113.0	16.0	103	127.4
Volume/Cap:	0.63	0.59	0.54	0.71	1.10	0.86	0.94	0.87	0.36	0.68	0.65	0.13
Delay/Veh:	91.4	70.7	59.2	84.7	125	64.6	132.5	54.1	27.3	91.1	31.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.4	70.7	59.2	84.7	125	64.6	132.5	54.1	27.3	91.1	31.1	11.1
LOS by Move:	F	E	E	F	F	E	F	D	C	F	C	B
HCM2k95thQ:	9	20	24	18	60	48	13	68	27	12	44	7

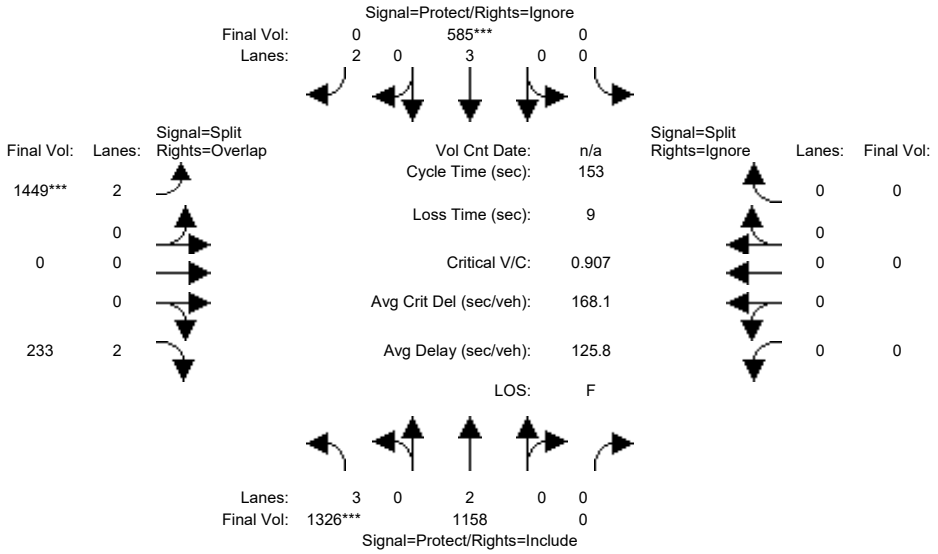
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5335: (48) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	27	79	0		0	50	50		67	0	67		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	1326	1158	0		0	585	1874		1685	0	233		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1326	1158	0		0	585	1874		1685	0	233		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1326	1158	0		0	585	1874		1685	0	233		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		0.86	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	1326	1158	0		0	585	0		1449	0	233		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1326	1158	0		0	585	0		1449	0	233		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	1326	1158	0		0	585	0		1449	0	233		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.80	1.00	0.92		0.92	1.00	0.83		0.83	1.00	0.83		0.92	1.00	0.92	
Lanes:	3.00	2.00	0.00		0.00	3.00	2.00		2.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	4551	3800	0		0	5700	3150		3150	0	3150		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.30	0.00		0.00	0.10	0.00		0.46	0.00	0.07		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	28.6	78.0	0.0		0.0	49.4	0.0		66.1	0.0	94.8		0.0	0.0	0.0	
Volume/Cap:	1.56	0.60	0.00		0.00	0.32	0.00		1.06	0.00	0.12		0.00	0.00	0.00	
Delay/Veh:	319.6	27.3	0.0		0.0	39.7	0.0		81.2	0.0	6.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	319.6	27.3	0.0		0.0	39.7	0.0		81.2	0.0	6.4		0.0	0.0	0.0	
LOS by Move:	F	C	A		A	D	A		F	A	A		A	A	A	
HCM2k95thQ:	78	33	0		0	12	0		76	0	3		0	0	0	

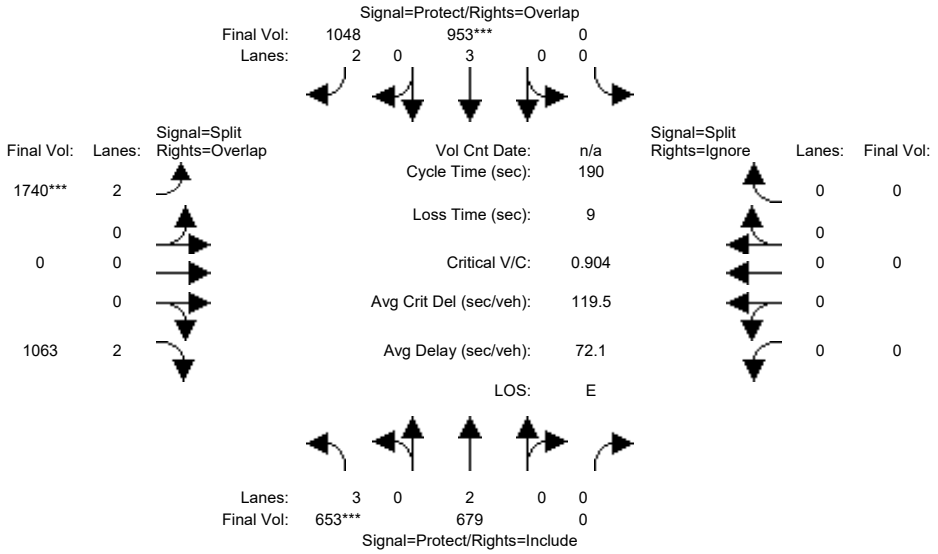
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5335: (48) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	77	0	0	61	61	112	0	112	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	653	679	0	0	953	1048	2486	0	1063	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:	653	679	0	0	953	1048	2486	0	1063	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	653	679	0	0	953	1048	2486	0	1063	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	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:	653	679	0	0	953	1048	1740	0	1063	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	653	679	0	0	953	1048	1740	0	1063	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	653	679	0	0	953	1048	1740	0	1063	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.00	0.00	0.17	0.33	0.55	0.00	0.34	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	16.2	74.5	0.0	0.0	58.2	165.2	106.9	0.0	123.2	0.0	0.0	0.0
Volume/Cap:	1.68	0.46	0.00	0.00	0.55	0.38	0.98	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	407.9	45.0	0.0	0.0	57.8	2.6	45.0	0.0	8.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	407.9	45.0	0.0	0.0	57.8	2.6	45.0	0.0	8.5	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E	A	D	A	A	A	A	A
HCM2k95thQ:	50	26	0	0	27	14	93	0	17	0	0	0

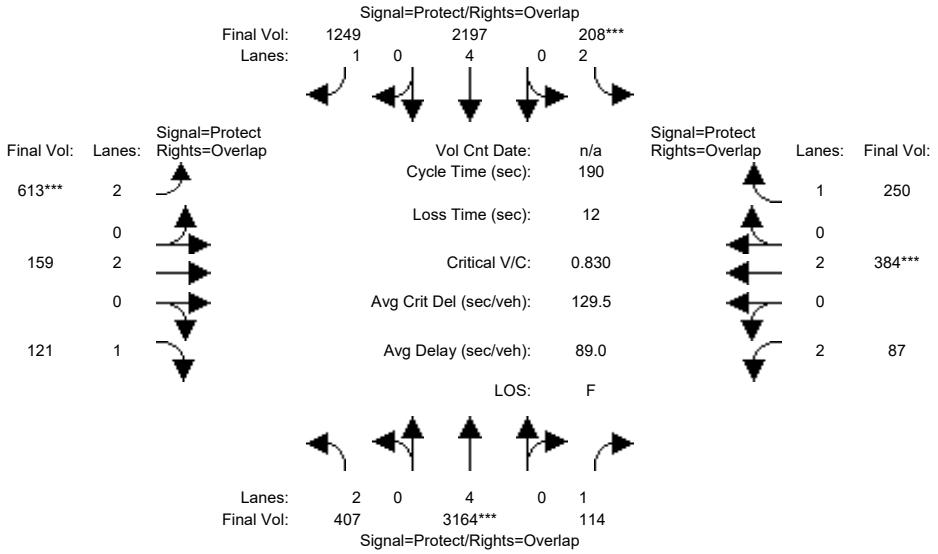
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5408: (41) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	112	112	20	105	105	15	33	33	13	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	407	3164	114	208	2197	1249	613	159	121	87	384	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:	407	3164	114	208	2197	1249	613	159	121	87	384	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	3164	114	208	2197	1249	613	159	121	87	384	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:	407	3164	114	208	2197	1249	613	159	121	87	384	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	3164	114	208	2197	1249	613	159	121	87	384	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:	407	3164	114	208	2197	1249	613	159	121	87	384	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.42	0.07	0.07	0.29	0.71	0.19	0.04	0.07	0.03	0.10	0.14
Crit Moves:		****			****			****			****	
Green Time:	27.0	112	125.0	20.0	105	120.0	15.0	33.0	60.0	13.0	31.0	51.0
Volume/Cap:	0.91	0.71	0.10	0.63	0.52	1.13	2.46	0.24	0.22	0.40	0.62	0.53
Delay/Veh:	102.6	17.0	4.9	85.2	18.2	87.6	758.7	67.9	48.0	86.0	75.9	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.6	17.0	4.9	85.2	18.2	87.6	758.7	67.9	48.0	86.0	75.9	60.5
LOS by Move:	F	B	A	F	B	F	F	E	D	F	E	E
HCM2k95thQ:	29	37	2	15	24	147	73	7	10	5	18	22

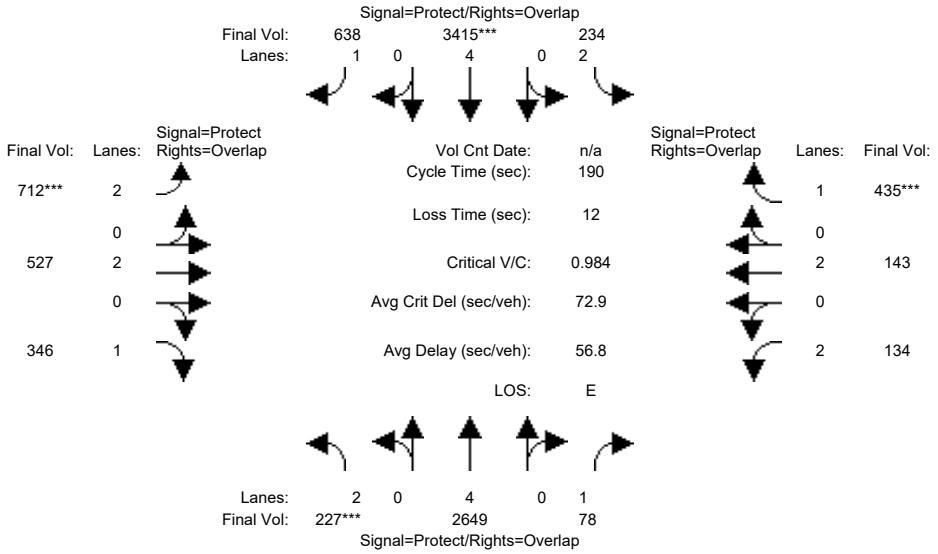
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5408: (41) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	227	2649	78	234	3415	638	712	527	346	134	143	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	2649	78	234	3415	638	712	527	346	134	143	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	2649	78	234	3415	638	712	527	346	134	143	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	2649	78	234	3415	638	712	527	346	134	143	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	2649	78	234	3415	638	712	527	346	134	143	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	2649	78	234	3415	638	712	527	346	134	143	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.04	0.07	0.45	0.36	0.23	0.14	0.20	0.04	0.04	0.25
Crit Moves:	****				****		****					****
Green Time:	13.2	90.0	103.1	21.2	98.0	139.5	41.5	53.7	66.9	13.1	27.0	48.2
Volume/Cap:	1.04	0.74	0.08	0.66	0.87	0.50	1.04	0.49	0.56	0.62	0.26	0.98
Delay/Veh:	158.9	33.3	14.5	85.7	53.3	19.2	118.2	57.1	50.9	91.2	72.9	107.5
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:	158.9	33.3	14.5	85.7	53.3	19.2	118.2	57.1	50.9	91.2	72.9	107.5
LOS by Move:	F	C	B	F	D	B	F	E	D	F	E	F
HCM2k95thQ:	21	44	3	17	73	42	46	22	29	9	7	48

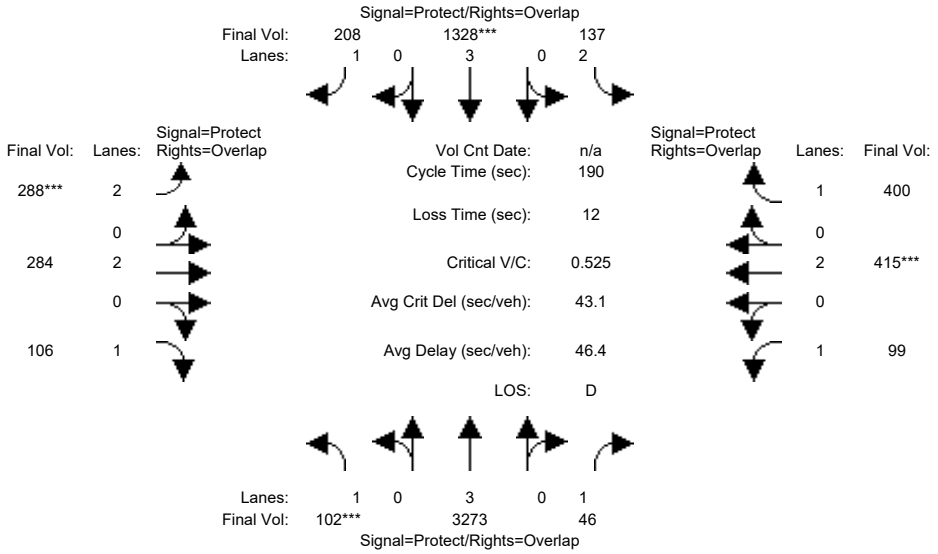
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5414: (43) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	109	109	12	104	104	20	39	39	18	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	102	3851	46	137	1562	208	288	284	106	99	415	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	3851	46	137	1562	208	288	284	106	99	415	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	3851	46	137	1562	208	288	284	106	99	415	400
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3273	46	137	1328	208	288	284	106	99	415	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	3273	46	137	1328	208	288	284	106	99	415	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	3273	46	137	1328	208	288	284	106	99	415	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.57	0.03	0.04	0.23	0.12	0.09	0.07	0.06	0.06	0.11	0.23
Crit Moves:	****				****		****				****	
Green Time:	17.0	109	127.0	12.0	104	124.0	20.0	39.0	56.0	18.0	37.0	49.0
Volume/Cap:	0.65	1.00	0.04	0.69	0.43	0.18	0.87	0.36	0.21	0.60	0.56	0.89
Delay/Veh:	93.0	41.7	4.1	96.9	17.5	5.7	104.6	65.1	50.5	88.4	70.1	86.5
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:	93.0	41.7	4.1	96.9	17.5	5.7	104.6	65.1	50.5	88.4	70.1	86.5
LOS by Move:	F	D	A	F	B	A	F	E	D	F	E	F
HCM2k95thQ:	11	93	1	9	18	4	22	13	9	13	20	44

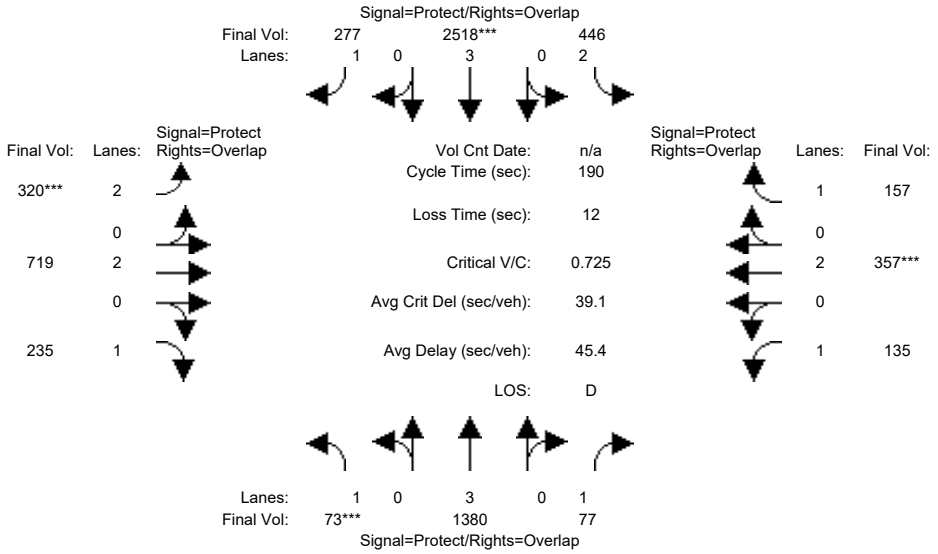
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5414: (43) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	73	1917	77	446	3449	277	320	719	235	135	357	157
Growth Adj:	1.00	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	1917	77	446	3449	277	320	719	235	135	357	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1917	77	446	3449	277	320	719	235	135	357	157
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1380	77	446	2518	277	320	719	235	135	357	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1380	77	446	2518	277	320	719	235	135	357	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1380	77	446	2518	277	320	719	235	135	357	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.04	0.14	0.44	0.16	0.10	0.19	0.13	0.08	0.09	0.09
Crit Moves:	****				****		****				****	
Green Time:	11.0	79.6	96.1	34.7	103	127.0	23.7	47.3	58.3	16.5	40.0	74.7
Volume/Cap:	0.72	0.58	0.09	0.78	0.81	0.24	0.81	0.76	0.44	0.89	0.45	0.23
Delay/Veh:	110.1	37.4	18.5	80.5	26.3	4.8	93.1	69.8	53.3	128.1	65.7	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	37.4	18.5	80.5	26.3	4.8	93.1	69.8	53.3	128.1	65.7	38.6
LOS by Move:	F	D	B	F	C	A	F	E	D	F	E	D
HCM2k95thQ:	9	29	3	24	49	5	23	34	21	20	17	12

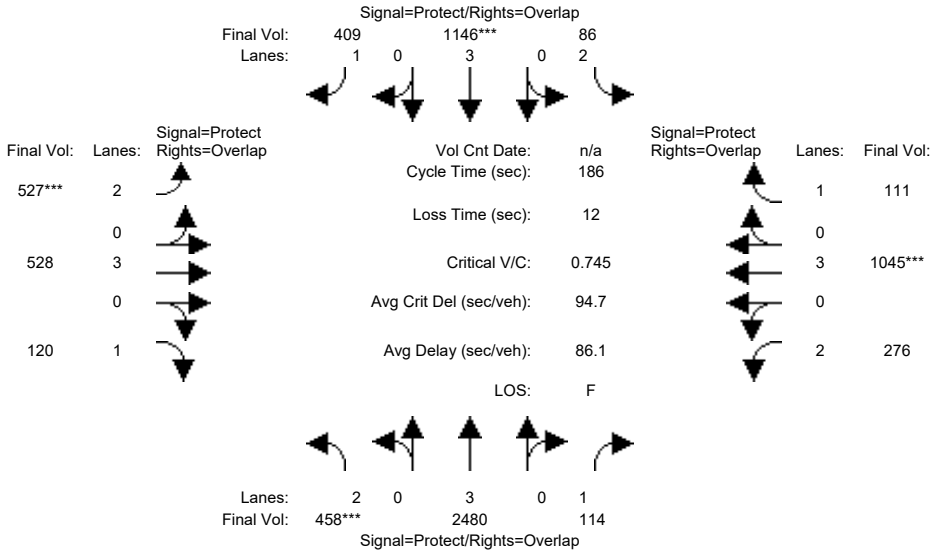
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5416: (44) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	458	2918	114	86	1348	409	527	528	120	276	1045	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	458	2918	114	86	1348	409	527	528	120	276	1045	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	2918	114	86	1348	409	527	528	120	276	1045	111
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	458	2480	114	86	1146	409	527	528	120	276	1045	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	2480	114	86	1146	409	527	528	120	276	1045	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	458	2480	114	86	1146	409	527	528	120	276	1045	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.52	0.07	0.03	0.20	0.23	0.17	0.09	0.07	0.09	0.18	0.06
Crit Moves:	****				****		****				****	
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	1.00	1.01	0.10	0.34	0.44	0.39	1.20	0.48	0.20	0.63	0.95	0.23
Delay/Veh:	131.0	96.2	26.3	81.6	41.0	27.6	188.8	67.0	43.8	78.3	90.1	52.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.0	96.2	26.3	81.6	41.0	27.6	188.8	67.0	43.8	78.3	90.1	52.6
LOS by Move:	F	F	C	F	D	C	F	E	D	E	F	D
HCM2k95thQ:	32	81	10	6	29	30	41	16	10	17	37	10

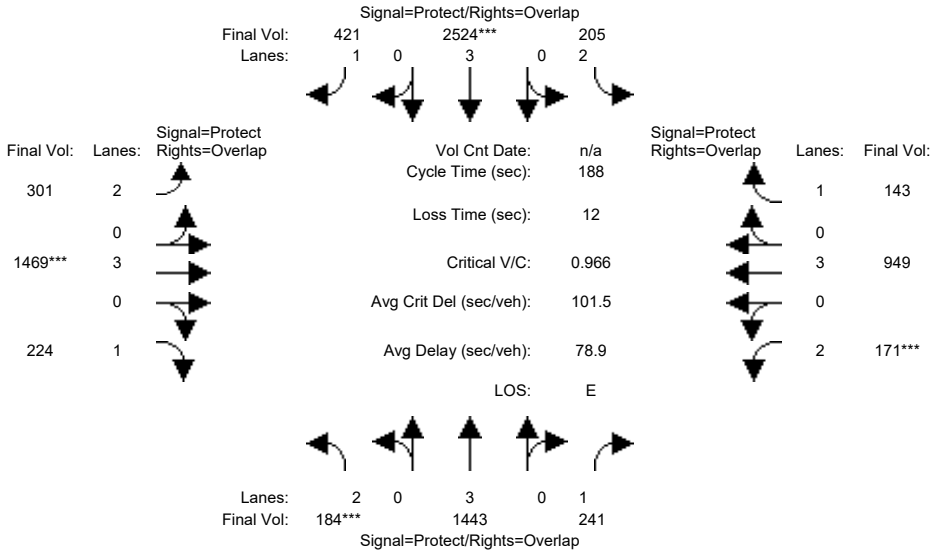
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5416: (44) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	184	1718	241	205	3078	421	301	1469	224	171	949	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	1718	241	205	3078	421	301	1469	224	171	949	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	1718	241	205	3078	421	301	1469	224	171	949	143
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	1443	241	205	2524	421	301	1469	224	171	949	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1443	241	205	2524	421	301	1469	224	171	949	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	1443	241	205	2524	421	301	1469	224	171	949	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.14	0.07	0.53	0.24	0.10	0.26	0.13	0.05	0.17	0.08
Crit Moves:	****				****			****			****	
Green Time:	13.0	84.5	100.5	22.5	94.0	117.0	23.0	53.0	66.0	16.0	46.0	68.5
Volume/Cap:	0.84	0.56	0.26	0.54	1.07	0.39	0.78	0.91	0.36	0.64	0.68	0.22
Delay/Veh:	111.4	45.4	30.5	86.6	118	37.3	90.0	73.7	45.8	88.3	65.7	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.4	45.4	30.5	86.6	118	37.3	90.0	73.7	45.8	88.3	65.7	41.5
LOS by Move:	F	D	C	F	F	D	F	E	D	F	E	D
HCM2k95thQ:	13	37	19	13	84	35	18	45	18	11	28	11

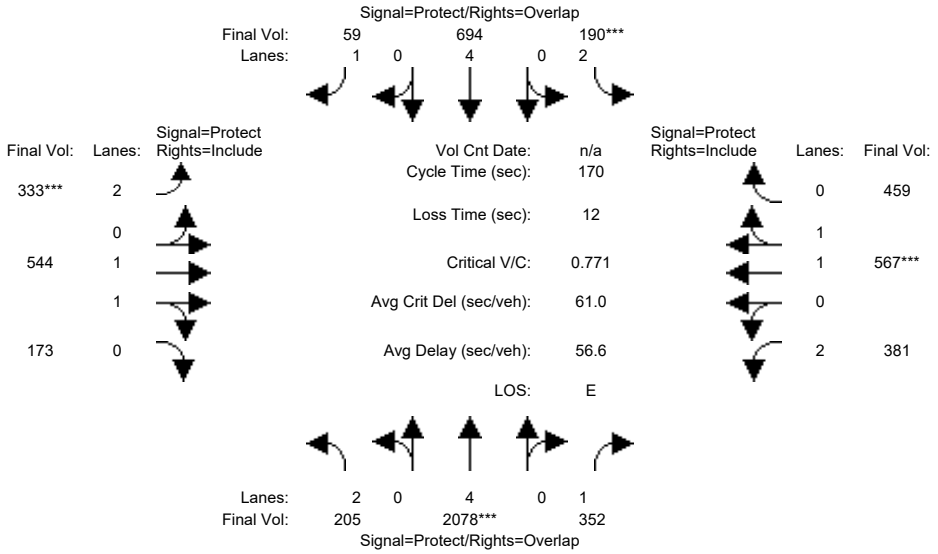
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5603: (2) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module:												
Base Vol:	205	2078	352	190	694	59	333	544	173	381	567	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	2078	352	190	694	59	333	544	173	381	567	459
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	2078	352	190	694	59	333	544	173	381	567	459
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	2078	352	190	694	59	333	544	173	381	567	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	2078	352	190	694	59	333	544	173	381	567	459
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	2078	352	190	694	59	333	544	173	381	567	459
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.50	0.50	2.00	1.08	0.92
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2807	893	3150	2044	1654
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.20	0.06	0.09	0.03	0.11	0.19	0.19	0.12	0.28	0.28
Crit Moves:		****			****			****			****	
Green Time:	18.4	73.0	99.0	16.0	70.6	93.6	23.0	43.0	43.0	26.0	46.0	46.0
Volume/Cap:	0.60	0.64	0.35	0.64	0.22	0.06	0.78	0.77	0.77	0.79	1.03	1.03
Delay/Veh:	75.3	38.5	18.8	78.9	32.0	17.8	80.1	62.7	62.7	78.0	97.1	97.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.3	38.5	18.8	78.9	32.0	17.8	80.1	62.7	62.7	78.0	97.1	97.1
LOS by Move:	E	D	B	E	C	B	F	E	E	E	F	F
HCM2k95thQ:	11	37	23	11	13	4	19	31	31	22	52	52

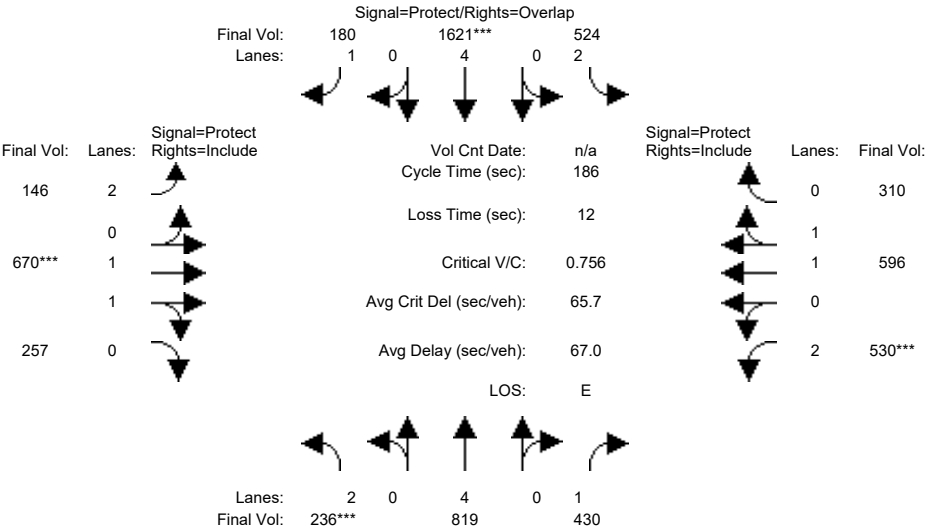
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5603: (2) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module:												
Base Vol:	236	819	430	524	1621	180	146	670	257	530	596	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	819	430	524	1621	180	146	670	257	530	596	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	819	430	524	1621	180	146	670	257	530	596	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	819	430	524	1621	180	146	670	257	530	596	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	819	430	524	1621	180	146	670	257	530	596	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	819	430	524	1621	180	146	670	257	530	596	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.43	0.57	2.00	1.30	0.70
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2673	1025	3150	2433	1266
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.25	0.17	0.21	0.10	0.05	0.25	0.25	0.17	0.24	0.24
Crit Moves:	****				****			****			****	
Green Time:	19.0	54.5	91.5	32.5	68.0	108.1	40.1	50.0	50.0	37.0	46.9	46.9
Volume/Cap:	0.73	0.37	0.50	0.95	0.58	0.18	0.21	0.93	0.93	0.85	0.97	0.97
Delay/Veh:	89.5	52.2	32.3	103.1	47.9	18.3	60.1	81.3	81.3	82.1	91.7	91.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	52.2	32.3	103.1	47.9	18.3	60.1	81.3	81.3	82.1	91.7	91.7
LOS by Move:	F	D	C	F	D	B	E	F	F	F	F	F
HCM2k95thQ:	15	18	34	34	33	13	8	47	47	31	47	47

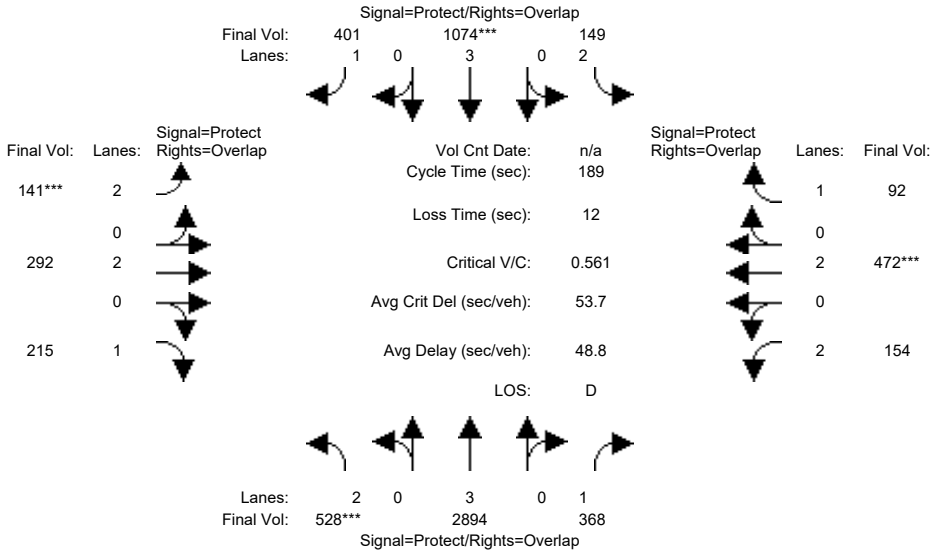
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5611: (6) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	25	100	100	17	92	92	15	34	34	14	32	32
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	528	3326	368	149	1235	401	141	292	215	154	472	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	3326	368	149	1235	401	141	292	215	154	472	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	528	3326	368	149	1235	401	141	292	215	154	472	92
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	528	2894	368	149	1074	401	141	292	215	154	472	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	2894	368	149	1074	401	141	292	215	154	472	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	528	2894	368	149	1074	401	141	292	215	154	472	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.51	0.21	0.05	0.19	0.23	0.04	0.08	0.13	0.05	0.12	0.05
Crit Moves:	****				****		****				****	
Green Time:	38.0	111	124.8	18.9	92.0	107.0	15.0	33.3	71.3	13.7	32.0	50.9
Volume/Cap:	0.83	0.86	0.32	0.47	0.39	0.40	0.56	0.44	0.36	0.67	0.73	0.20
Delay/Veh:	82.3	47.3	21.3	81.5	24.2	15.3	86.8	69.9	42.7	93.2	78.8	53.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.3	47.3	21.3	81.5	24.2	15.3	86.8	69.9	42.7	93.2	78.8	53.5
LOS by Move:	F	D	C	F	C	B	F	E	D	F	E	D
HCM2k95thQ:	34	79	25	9	18	16	9	14	17	10	22	8

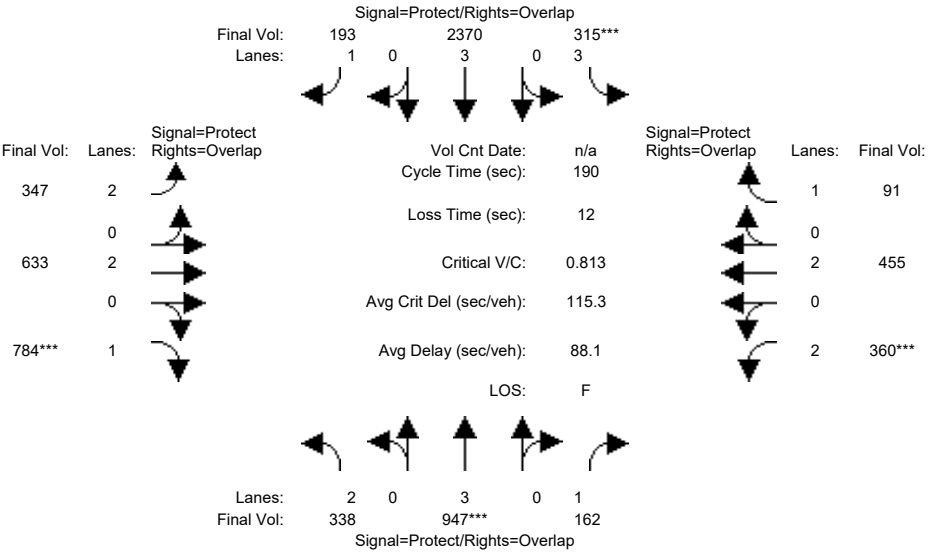
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5611: (6) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	338	1414	162	315	2962	193	347	633	784	360	455	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:	338	1414	162	315	2962	193	347	633	784	360	455	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	338	1414	162	315	2962	193	347	633	784	360	455	91
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	947	162	315	2370	193	347	633	784	360	455	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	947	162	315	2370	193	347	633	784	360	455	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	338	947	162	315	2370	193	347	633	784	360	455	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.56	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3186	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.09	0.10	0.42	0.11	0.11	0.17	0.49	0.11	0.12	0.05
Crit Moves:		****		****					****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.93	0.37	0.16	1.25	1.00	0.20	0.74	0.60	1.24	0.90	0.47	0.16
Delay/Veh:	112.4	28.5	11.6	229.5	82.3	27.0	83.2	60.2	178.8	105.4	60.2	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.4	28.5	11.6	229.5	82.3	27.0	83.2	60.2	178.8	105.4	60.2	44.5
LOS by Move:	F	C	B	F	F	C	F	E	F	F	E	D
HCM2k95thQ:	26	17	5	21	79	15	21	27	104	23	19	7

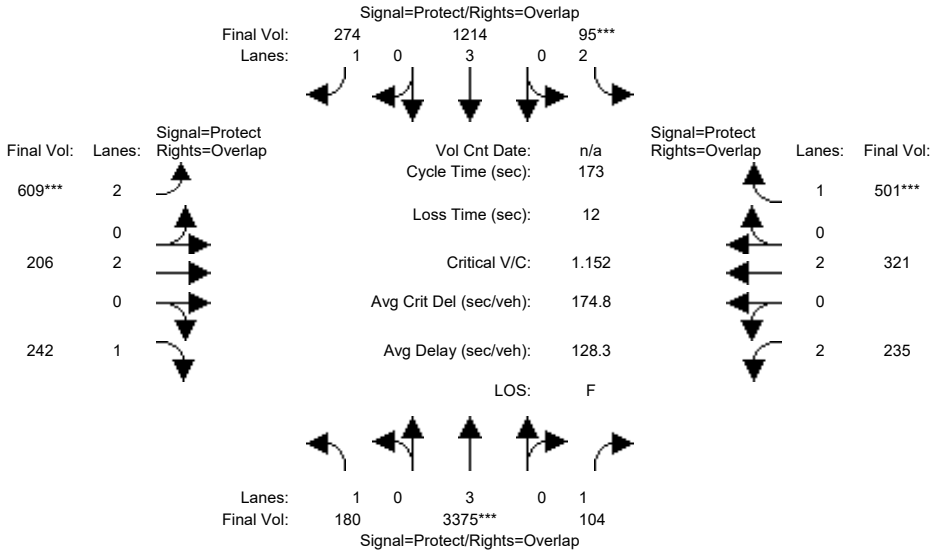
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5613: (8) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:8:00 AM - 9:00 AM												
Base Vol:	180	3879	104	95	1395	274	609	206	242	235	321	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	3879	104	95	1395	274	609	206	242	235	321	501
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	3879	104	95	1395	274	609	206	242	235	321	501
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	3375	104	95	1214	274	609	206	242	235	321	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	3375	104	95	1214	274	609	206	242	235	321	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	3375	104	95	1214	274	609	206	242	235	321	501
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.59	0.06	0.03	0.21	0.16	0.19	0.05	0.14	0.07	0.08	0.29
Crit Moves:		****		****			****					****
Green Time:	14.1	80.5	97.8	13.2	79.7	102.8	23.1	38.5	52.6	17.3	32.5	45.7
Volume/Cap:	1.26	1.27	0.11	0.40	0.46	0.26	1.45	0.24	0.45	0.75	0.45	1.08
Delay/Veh:	241.6	163	11.4	77.2	26.4	10.1	289.6	55.4	49.2	85.1	62.8	129.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	241.6	163	11.4	77.2	26.4	10.1	289.6	55.4	49.2	85.1	62.8	129.9
LOS by Move:	F	F	B	E	C	B	F	E	D	F	E	F
HCM2k95thQ:	28	133	3	6	20	8	55	9	20	16	14	59

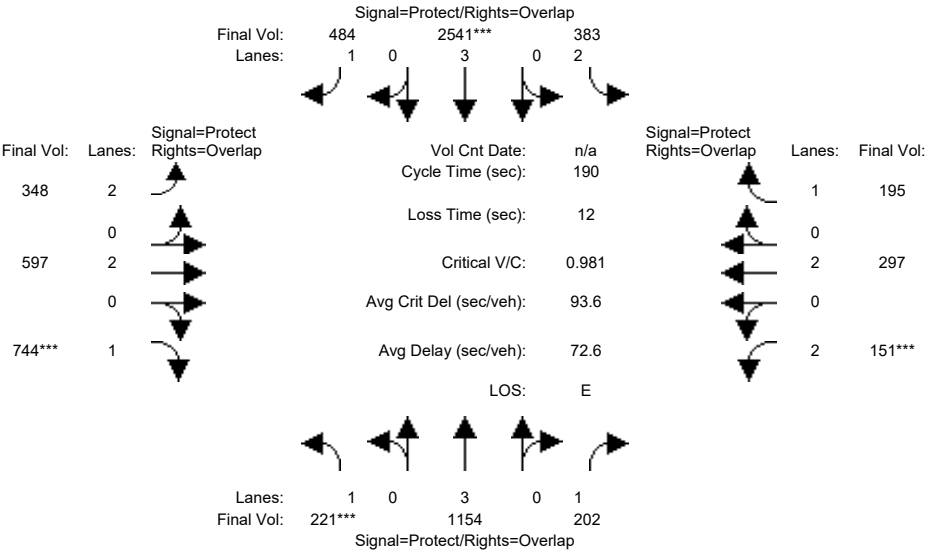
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5613: (8) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	221	1443	202	383	3216	484	348	597	744	151	297	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1443	202	383	3216	484	348	597	744	151	297	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1443	202	383	3216	484	348	597	744	151	297	195
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1154	202	383	2541	484	348	597	744	151	297	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1154	202	383	2541	484	348	597	744	151	297	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1154	202	383	2541	484	348	597	744	151	297	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.12	0.12	0.45	0.28	0.11	0.16	0.43	0.05	0.08	0.11
Crit Moves:	****				****				****	****		
Green Time:	19.0	91.5	105.5	27.5	100	122.5	22.5	45.0	64.0	14.0	36.5	63.9
Volume/Cap:	1.26	0.42	0.21	0.84	0.85	0.43	0.93	0.66	1.26	0.65	0.41	0.33
Delay/Veh:	241.0	25.5	14.3	92.3	51.4	25.0	112.9	67.5	194.2	92.0	67.7	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	241.0	25.5	14.3	92.3	51.4	25.0	112.9	67.5	194.2	92.0	67.7	47.4
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	35	20	8	23	67	33	27	28	102	12	14	16

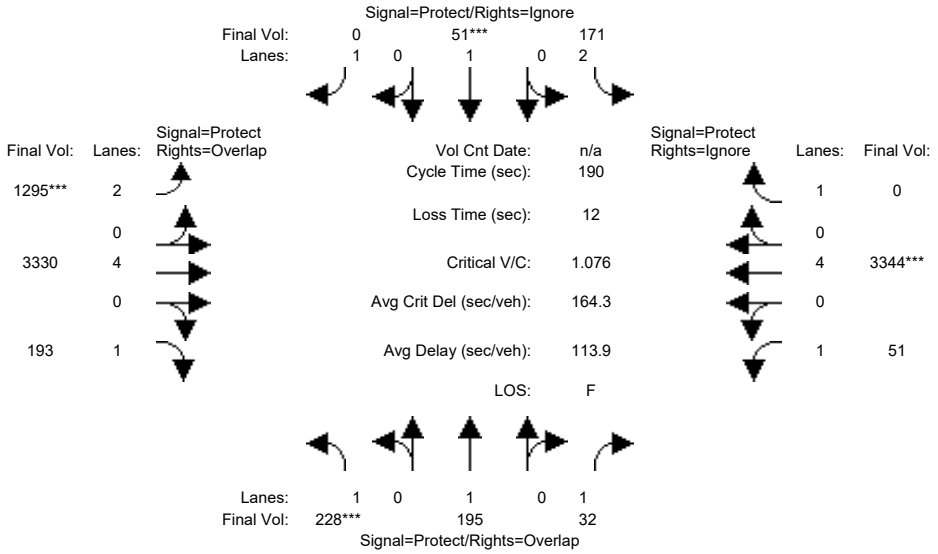
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5805: (40) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	32	32	12	12	12	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	228	195	32	171	51	368	1295	3330	193	51	3344	648
Growth Adj:	1.00	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	195	32	171	51	368	1295	3330	193	51	3344	648
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	195	32	171	51	368	1295	3330	193	51	3344	648
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	228	195	32	171	51	0	1295	3330	193	51	3344	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	195	32	171	51	0	1295	3330	193	51	3344	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	228	195	32	171	51	0	1295	3330	193	51	3344	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.02	0.05	0.03	0.00	0.41	0.44	0.11	0.03	0.44	0.00
Crit Moves:	****				****		****				****	
Green Time:	32.0	32.0	44.0	12.0	12.0	0.0	60.0	122	154.0	12.0	74.0	0.0
Volume/Cap:	0.77	0.61	0.08	0.86	0.43	0.00	1.30	0.68	0.14	0.46	1.13	0.00
Delay/Veh:	87.5	76.6	57.2	117.5	88.1	0.0	228.2	48.0	14.8	92.8	146	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.5	76.6	57.2	117.5	88.1	0.0	228.2	48.0	14.8	92.8	146	0.0
LOS by Move:	F	E	E	F	F	A	F	D	B	F	F	A
HCM2k95thQ:	27	20	3	15	7	0	102	66	16	7	94	0

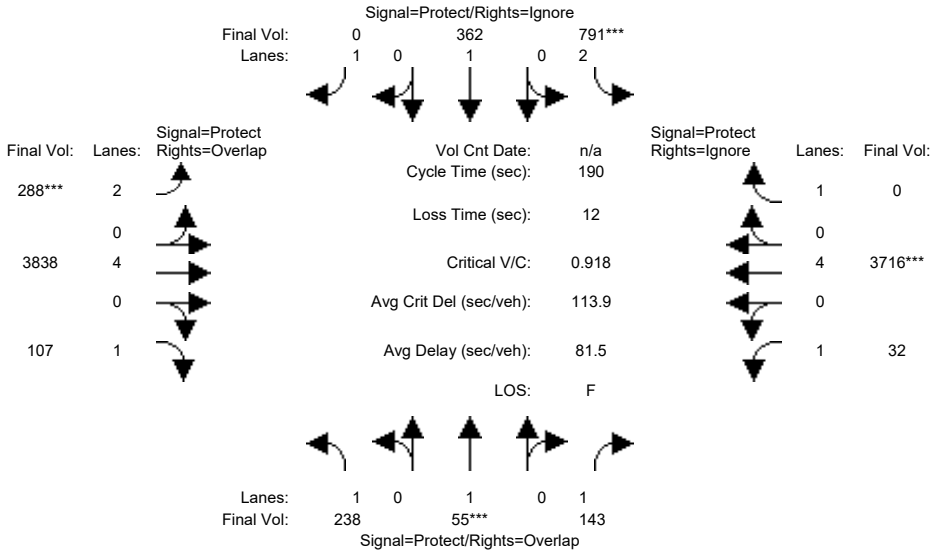
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5805: (40) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:4:45 - 5:45 PM												
Base Vol:	238	55	143	791	362	892	288	3838	107	32	3716	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:	238	55	143	791	362	892	288	3838	107	32	3716	243
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	55	143	791	362	892	288	3838	107	32	3716	243
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	238	55	143	791	362	0	288	3838	107	32	3716	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	55	143	791	362	0	288	3838	107	32	3716	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	238	55	143	791	362	0	288	3838	107	32	3716	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.03	0.08	0.25	0.19	0.00	0.09	0.51	0.06	0.02	0.49	0.00
Crit Moves:		****		****			****				****	
Green Time:	27.8	26.0	35.3	43.4	41.7	0.0	24.0	99.3	127.0	9.3	84.6	0.0
Volume/Cap:	0.93	0.21	0.44	1.10	0.87	0.00	0.72	0.97	0.09	0.37	1.10	0.00
Delay/Veh:	118.0	73.3	69.5	137.0	89.0	0.0	86.3	40.1	4.2	90.2	112	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.0	73.3	69.5	137.0	89.0	0.0	86.3	40.1	4.2	90.2	112	0.0
LOS by Move:	F	E	E	F	F	A	F	D	A	F	F	A
HCM2k95thQ:	31	6	15	57	38	0	20	86	2	5	100	0

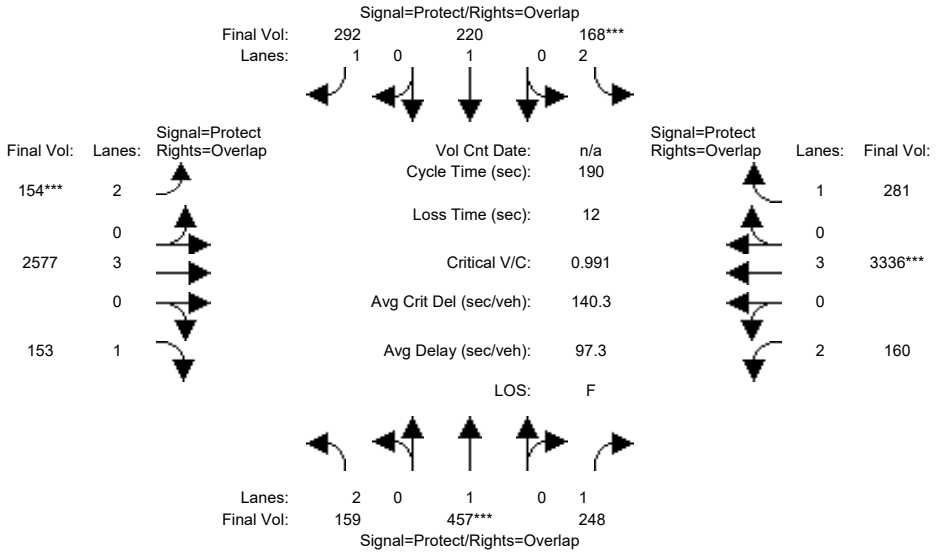
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5806: (52) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	159	457	248	168	220	292	154	2962	153	160	3835	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	457	248	168	220	292	154	2962	153	160	3835	281
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	457	248	168	220	292	154	2962	153	160	3835	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	457	248	168	220	292	154	2577	153	160	3336	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	457	248	168	220	292	154	2577	153	160	3336	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	457	248	168	220	292	154	2577	153	160	3336	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.14	0.05	0.12	0.17	0.05	0.45	0.09	0.05	0.59	0.16
Crit Moves:		****		****			****				****	
Green Time:	24.5	49.2	64.0	13.1	37.4	53.4	16.0	91.0	115.5	14.8	89.8	102.9
Volume/Cap:	0.39	0.93	0.42	0.77	0.59	0.59	0.58	0.94	0.14	0.65	1.24	0.30
Delay/Veh:	76.5	92.9	49.2	102.8	71.8	60.9	87.0	54.8	16.1	91.2	151	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	92.9	49.2	102.8	71.8	60.9	87.0	54.8	16.1	91.2	151	16.8
LOS by Move:	E	F	D	F	E	E	F	D	B	F	F	B
HCM2k95thQ:	10	46	25	14	23	30	11	78	8	12	135	12

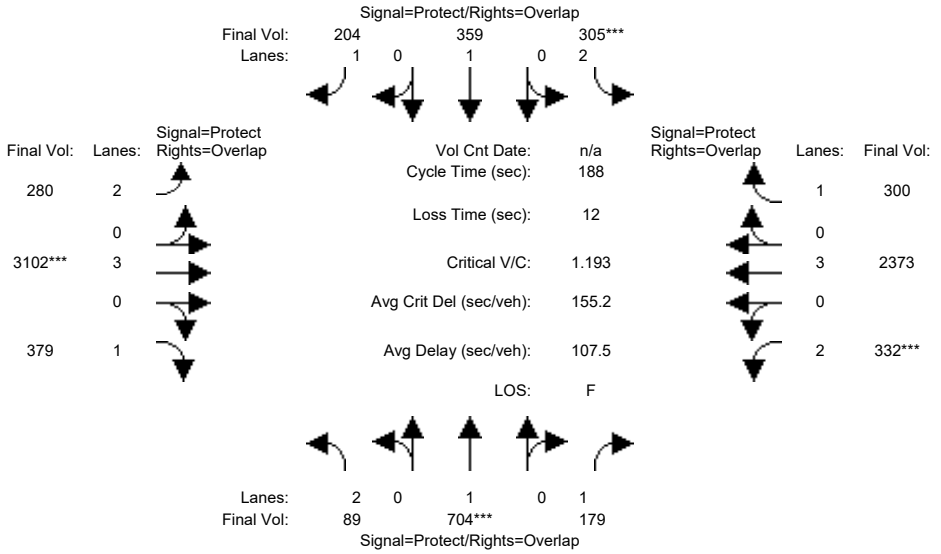
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5806: (52) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	39	39	20	46	46	22	85	85	22	85	85
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	89	704	179	305	359	204	280	3878	379	332	3489	300
Growth Adj:	1.00	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	704	179	305	359	204	280	3878	379	332	3489	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	704	179	305	359	204	280	3878	379	332	3489	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	704	179	305	359	204	280	3102	379	332	2373	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	704	179	305	359	204	280	3102	379	332	2373	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	704	179	305	359	204	280	3102	379	332	2373	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.10	0.10	0.19	0.12	0.09	0.54	0.22	0.11	0.42	0.17
Crit Moves:		****		****				****		****		
Green Time:	14.3	49.0	71.0	20.0	54.7	76.7	22.0	85.0	99.3	22.0	85.0	105.0
Volume/Cap:	0.37	1.42	0.27	0.91	0.65	0.29	0.76	1.20	0.41	0.90	0.92	0.31
Delay/Veh:	83.6	271	40.8	110.8	61.0	37.5	89.3	139	19.6	106.1	63.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	271	40.8	110.8	61.0	37.5	89.3	139	19.6	106.1	63.4	29.4
LOS by Move:	F	F	D	F	E	D	F	F	B	F	E	C
HCM2k95thQ:	6	99	14	24	31	15	20	122	18	25	72	22

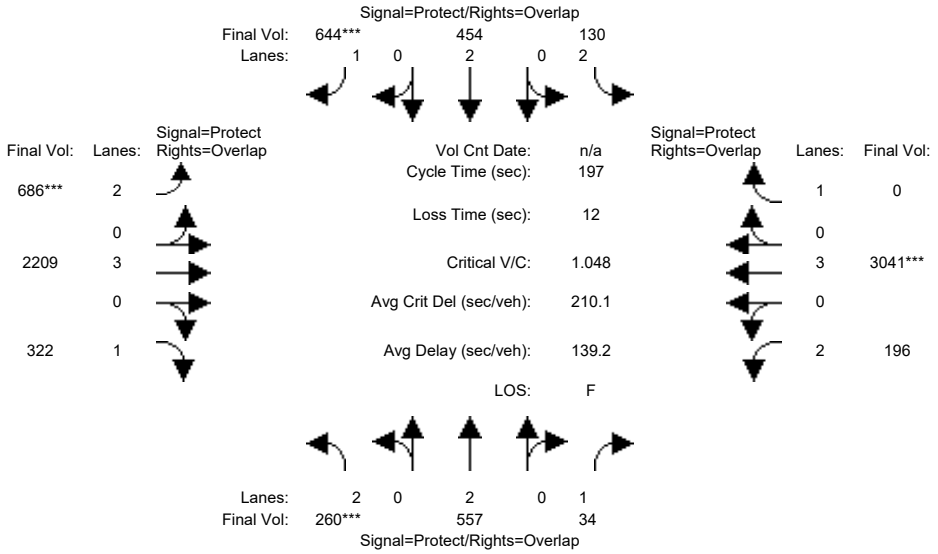
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5807: (54) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8
Volume Module:												
Base Vol:	260	557	34	130	454	644	686	2539	322	196	3495	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	557	34	130	454	644	686	2539	322	196	3495	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	557	34	130	454	644	686	2539	322	196	3495	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	557	34	130	454	644	686	2209	322	196	3041	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	557	34	130	454	644	686	2209	322	196	3041	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	557	34	130	454	644	686	2209	322	196	3041	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	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.02	0.04	0.12	0.37	0.22	0.39	0.18	0.06	0.53	0.00
Crit Moves:	****					****	****				****	
Green Time:	16.1	42.1	54.8	22.4	48.3	82.3	34.0	96.2	112.3	12.7	74.9	0.0
Volume/Cap:	1.01	0.69	0.07	0.36	0.49	0.88	1.26	0.79	0.32	0.96	1.40	0.00
Delay/Veh:	149.2	73.8	52.4	81.3	64.1	64.9	213.5	43.7	22.5	144.7	245	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	149.2	73.8	52.4	81.3	64.1	64.9	213.5	43.7	22.5	144.7	245	0.0
LOS by Move:	F	E	D	F	E	E	F	D	C	F	F	A
HCM2k95thQ:	20	26	3	9	21	63	56	57	19	13	139	0

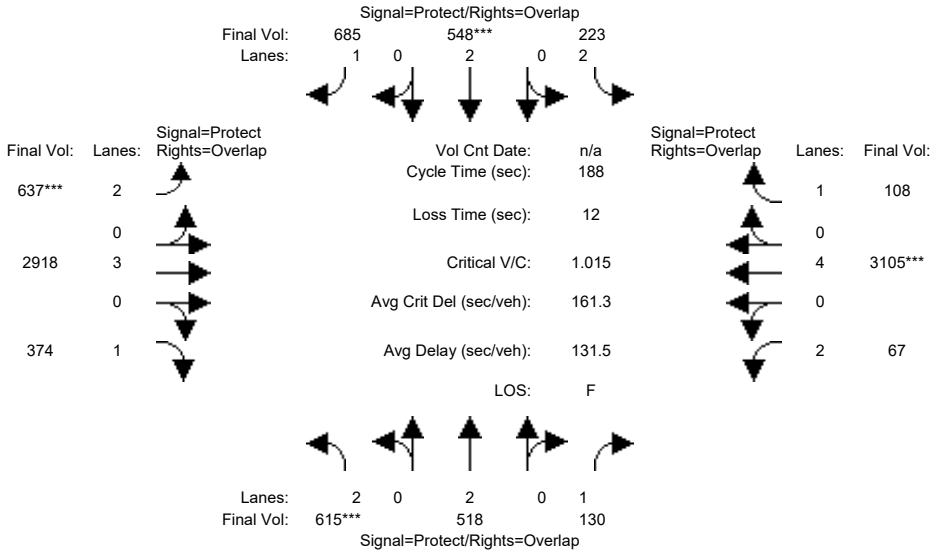
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5807: (54) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	38	38	32	48	48	29	84	84	10	65	65
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8
Volume Module:												
Base Vol:	615	518	130	223	548	685	637	3789	374	67	3105	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:	615	518	130	223	548	685	637	3789	374	67	3105	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	615	518	130	223	548	685	637	3789	374	67	3105	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	615	518	130	223	548	685	637	2918	374	67	3105	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	518	130	223	548	685	637	2918	374	67	3105	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:	615	518	130	223	548	685	637	2918	374	67	3105	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.14	0.07	0.07	0.14	0.39	0.20	0.51	0.21	0.02	0.41	0.06
Crit Moves:	****				****		****				****	
Green Time:	30.9	42.9	52.9	36.1	48.0	80.1	32.1	87.1	118.0	10.0	65.0	101.1
Volume/Cap:	1.19	0.60	0.26	0.37	0.56	0.92	1.19	1.11	0.34	0.40	1.18	0.11
Delay/Veh:	180.4	66.0	52.8	66.4	61.7	67.4	190.0	133	35.4	90.9	169	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	180.4	66.0	52.8	66.4	61.7	67.4	190.0	133	35.4	90.9	169	38.1
LOS by Move:	F	E	D	E	E	E	F	F	D	F	F	D
HCM2k95thQ:	47	23	12	13	24	67	47	101	32	4	88	10

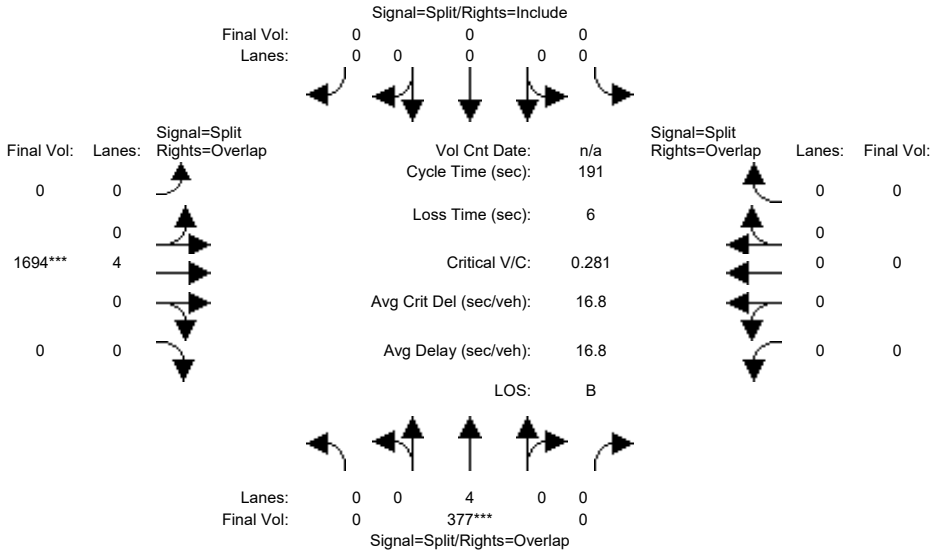
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5808: (59) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	0	0	0	94	0	0	0	0
Y+R:	5.8	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8
Volume Module:												
Base Vol:	0	377	0	0	0	0	0	1694	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	377	0	0	0	0	0	1694	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	377	0	0	0	0	0	1694	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	377	0	0	0	0	0	1694	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	377	0	0	0	0	0	1694	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	377	0	0	0	0	0	1694	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	0.00	0.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	7600	0	0	0	0	0	7600	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	33.7	0.0	0.0	0.0	0.0	0.0	151	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	68.3	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	68.3	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0
LOS by Move:	A	E	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	9	0	0	0	0	0	12	0	0	0	0

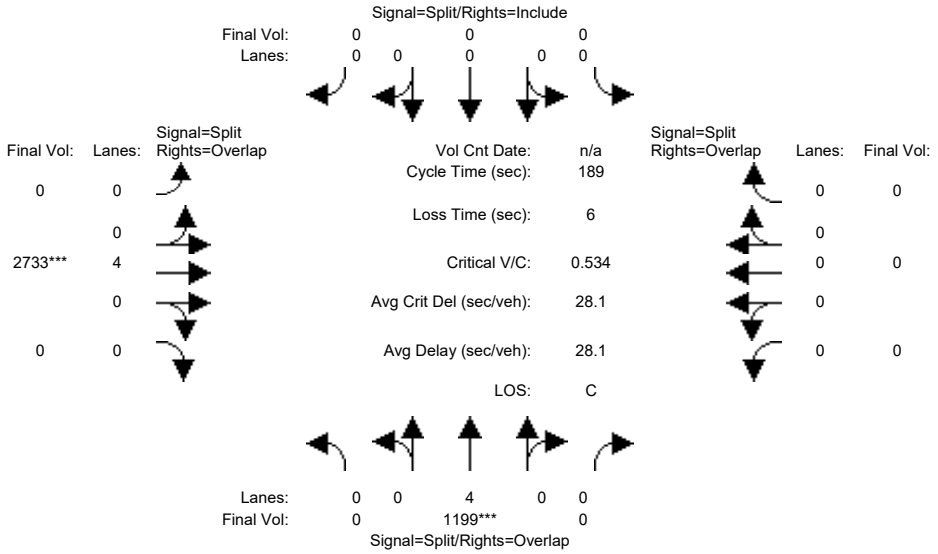
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5808: (59) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
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	22	0	0	0	0	0	77	0	0	0	0
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8
Volume Module:												
Base Vol:	0	1199	0	0	0	0	0	2733	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	1199	0	0	0	0	0	2733	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1199	0	0	0	0	0	2733	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	1199	0	0	0	0	0	2733	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1199	0	0	0	0	0	2733	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1199	0	0	0	0	0	2733	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	0.00	0.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	7600	0	0	0	0	0	7600	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	55.8	0.0	0.0	0.0	0.0	0.0	127	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	56.0	0.0	0.0	0.0	0.0	0.0	15.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	56.0	0.0	0.0	0.0	0.0	0.0	15.9	0.0	0.0	0.0	0.0
LOS by Move:	A	E	A	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	0	25	0	0	0	0	0	33	0	0	0	0

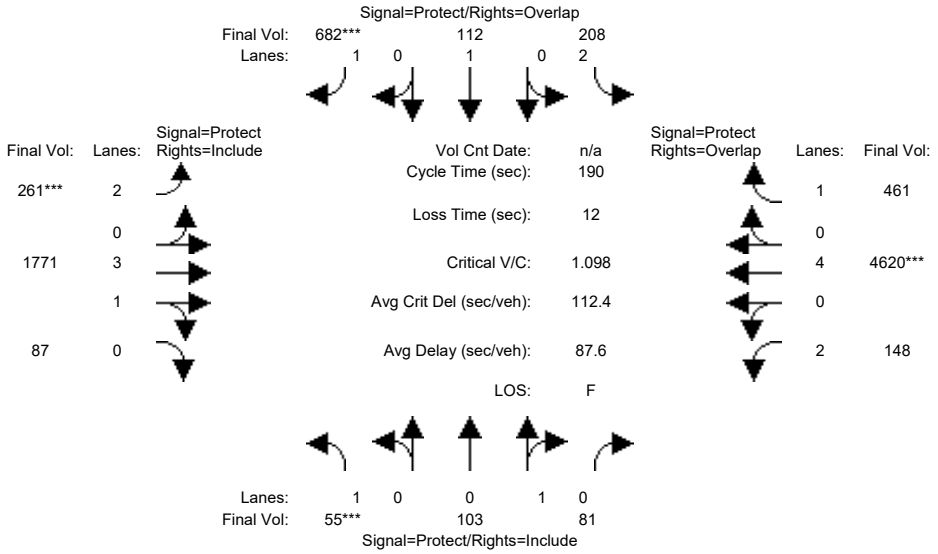
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5809: (60) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	102	10	7	104	10
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module:7:00-9:00												
Base Vol:	55	103	81	208	112	682	261	1771	87	148	4620	461
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	103	81	208	112	682	261	1771	87	148	4620	461
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	103	81	208	112	682	261	1771	87	148	4620	461
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	103	81	208	112	682	261	1771	87	148	4620	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	103	81	208	112	682	261	1771	87	148	4620	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	103	81	208	112	682	261	1771	87	148	4620	461
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.56	0.44	2.00	1.00	1.00	2.00	3.80	0.20	2.00	4.00	1.00
Final Sat.:	1750	1008	792	3150	1900	1750	3150	7148	351	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.07	0.06	0.39	0.08	0.25	0.25	0.05	0.61	0.26
Crit Moves:	****					****	****				****	
Green Time:	13.3	28.8	28.8	11.9	27.6	47.1	19.5	111	110.5	16.2	108	119.4
Volume/Cap:	0.45	0.67	0.67	1.05	0.41	1.57	0.81	0.43	0.43	0.55	1.07	0.42
Delay/Veh:	87.4	82.7	82.7	168.4	74.7	339.8	97.4	22.2	22.2	85.8	80.0	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.4	82.7	82.7	168.4	74.7	339.8	97.4	22.2	22.2	85.8	80.0	18.1
LOS by Move:	F	F	F	F	E	F	F	C	C	F	E	B
HCM2k95thQ:	8	21	21	17	11	113	17	26	26	11	119	25

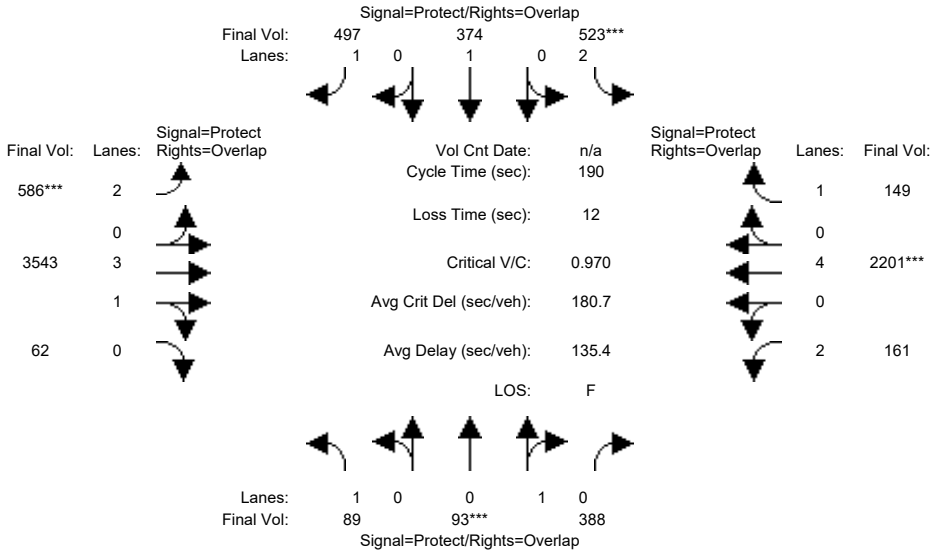
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5809: (60) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module:												
Base Vol:	89	93	388	523	374	497	586	3543	62	161	2201	149
Growth Adj:	1.00	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	93	388	523	374	497	586	3543	62	161	2201	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	93	388	523	374	497	586	3543	62	161	2201	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	93	388	523	374	497	586	3543	62	161	2201	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	93	388	523	374	497	586	3543	62	161	2201	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	93	388	523	374	497	586	3543	62	161	2201	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.19	0.81	2.00	1.00	1.00	2.00	3.95	0.05	2.00	4.00	1.00
Final Sat.:	1750	348	1452	3150	1900	1750	3150	5553	97	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.17	0.20	0.28	0.19	0.64	0.64	0.05	0.29	0.09
Crit Moves:		****		****			****				****	
Green Time:	12.1	28.3	42.3	28.0	44.2	63.9	19.7	108	119.8	14.0	102	130.0
Volume/Cap:	0.80	1.79	1.20	1.13	0.85	0.85	1.79	1.13	1.01	0.69	0.54	0.12
Delay/Veh:	119.2	453	185.7	162.2	83.8	69.3	461.1	138	93.0	99.2	51.0	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.2	453	185.7	162.2	83.8	69.3	461.1	138	93.0	99.2	51.0	25.4
LOS by Move:	F	F	F	F	F	E	F	F	F	F	D	C
HCM2k95thQ:	14	87	65	40	36	48	61	100	116	13	45	13

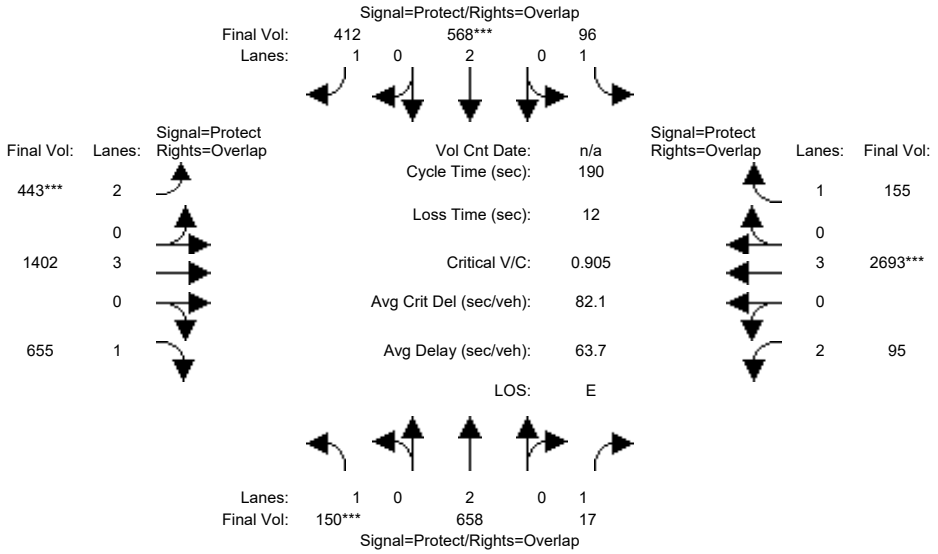
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #5812: (55) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	100	10	7	100	10
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	150	658	17	96	568	412	443	1612	655	95	3095	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	658	17	96	568	412	443	1612	655	95	3095	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	658	17	96	568	412	443	1612	655	95	3095	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	658	17	96	568	412	443	1402	655	95	2693	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	658	17	96	568	412	443	1402	655	95	2693	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	658	17	96	568	412	443	1402	655	95	2693	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.01	0.05	0.15	0.24	0.14	0.25	0.37	0.03	0.47	0.09
Crit Moves:	****				****		****				****	
Green Time:	15.6	38.0	48.8	12.8	35.2	64.5	29.3	106	121.8	10.8	87.9	100.7
Volume/Cap:	1.04	0.87	0.04	0.81	0.81	0.69	0.91	0.44	0.58	0.53	1.02	0.17
Delay/Veh:	174.5	83.8	53.0	120.9	81.0	57.7	100.5	24.6	20.4	90.2	74.2	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	174.5	83.8	53.0	120.9	81.0	57.7	100.5	24.6	20.4	90.2	74.2	23.1
LOS by Move:	F	F	D	F	F	E	F	C	C	F	E	C
HCM2k95thQ:	21	33	2	12	28	37	27	26	37	8	90	9

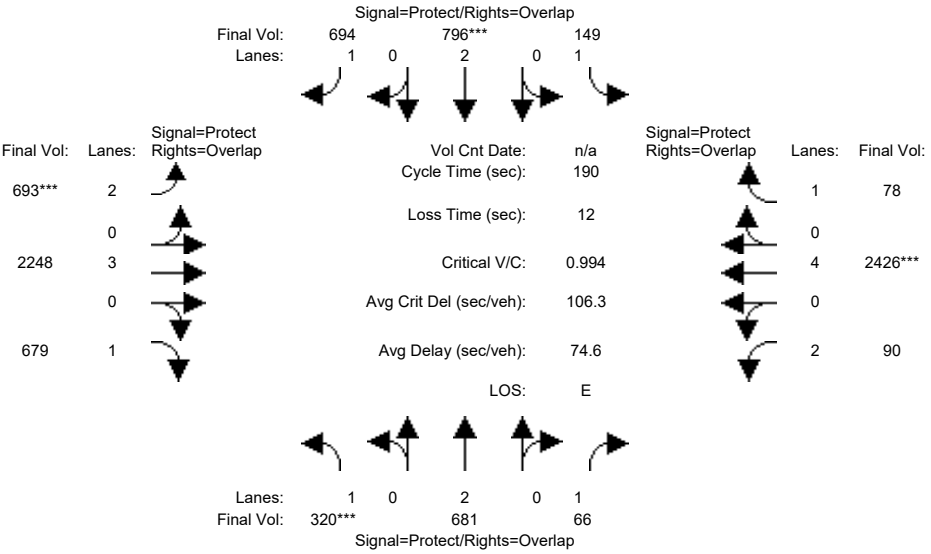
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #5812: (55) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	320	681	66	149	796	694	693	2775	679	90	2426	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	681	66	149	796	694	693	2775	679	90	2426	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	681	66	149	796	694	693	2775	679	90	2426	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	681	66	149	796	694	693	2248	679	90	2426	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	681	66	149	796	694	693	2248	679	90	2426	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	681	66	149	796	694	693	2248	679	90	2426	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.04	0.09	0.21	0.40	0.22	0.39	0.39	0.03	0.32	0.04
Crit Moves:	****				****		****				****	
Green Time:	26.8	50.7	62.0	17.1	41.0	73.2	32.2	98.9	125.7	11.3	78.0	95.1
Volume/Cap:	1.30	0.67	0.12	0.95	0.97	1.03	1.30	0.76	0.59	0.48	0.78	0.09
Delay/Veh:	242.0	64.0	44.9	141.9	98.3	100.7	226.1	27.6	7.9	88.4	56.9	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:	242.0	64.0	44.9	141.9	98.3	100.7	226.1	27.6	7.9	88.4	56.9	30.8
LOS by Move:	F	E	D	F	F	F	F	C	A	F	E	C
HCM2k95thQ:	49	30	6	20	42	77	54	42	18	7	52	6

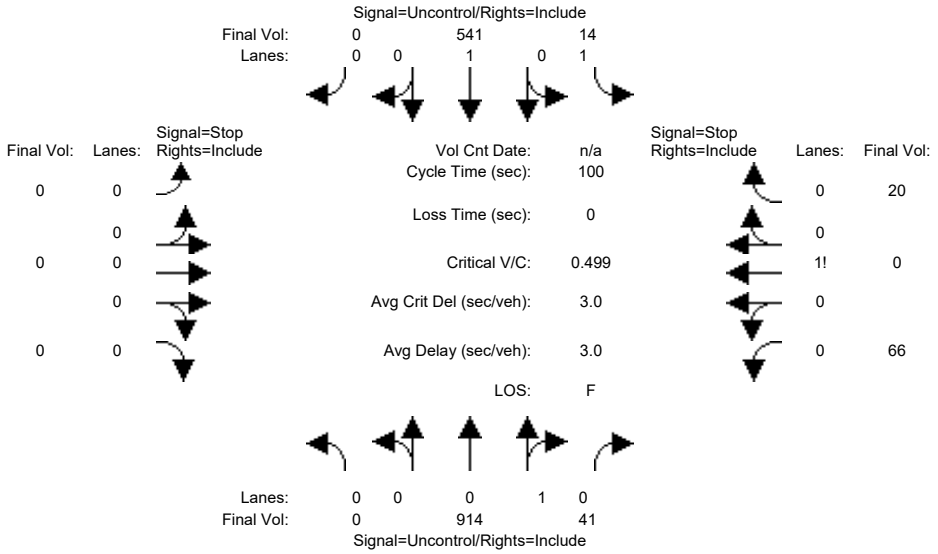
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #9234: (13) Patrick Henry Dr & Mission Way (Future)



Street Name:	Patrick Henry Dr						Kylli Dr South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	841	38	13	498	0	0	0	0	61	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	841	38	13	498	0	0	0	0	61	0	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	841	38	13	498	0	0	0	0	61	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	914	41	14	541	0	0	0	0	66	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	914	41	14	541	0	0	0	0	66	0	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	955	xxxx	xxxxx	xxxx	xxxx	xxxxx	1504	1504	935
Potent Cap.:	xxxx	xxxx	xxxxx	728	xxxx	xxxxx	xxxx	xxxx	xxxxx	135	123	325
Move Cap.:	xxxx	xxxx	xxxxx	728	xxxx	xxxxx	xxxx	xxxx	xxxxx	133	120	325
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.50	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.0	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	154	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	54.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			54.6		
ApproachLOS:	*			*			*			F		

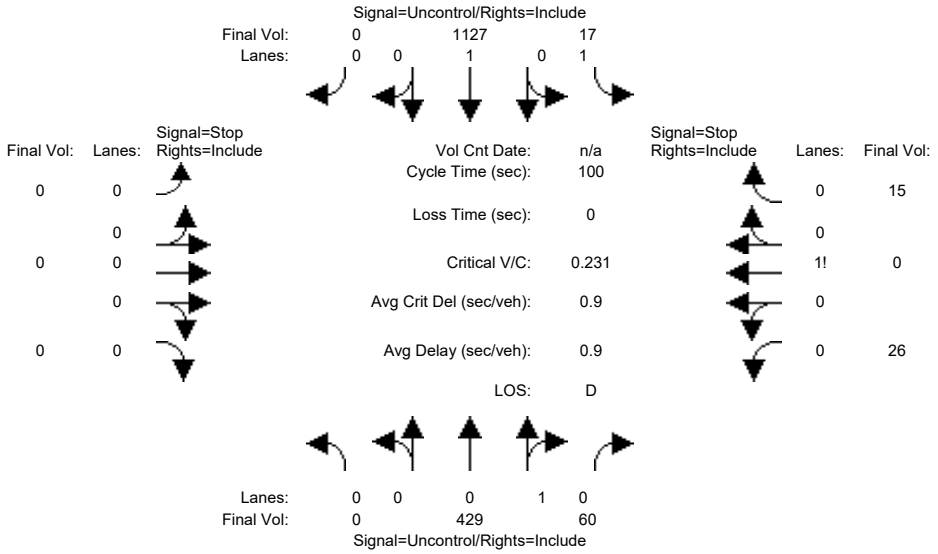
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #9234: (13) Patrick Henry Dr & Mission Way (Future)



Street Name:	Patrick Henry Dr						Kylli Dr South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	395	55	16	1037	0	0	0	0	24	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	395	55	16	1037	0	0	0	0	24	0	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	395	55	16	1037	0	0	0	0	24	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	429	60	17	1127	0	0	0	0	26	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	429	60	17	1127	0	0	0	0	26	0	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	489	xxxx	xxxxx	xxxx	xxxx	xxxxx	1621	1621	459
Potent Cap.:	xxxx	xxxx	xxxxx	1085	xxxx	xxxxx	xxxx	xxxx	xxxxx	114	104	606
Move Cap.:	xxxx	xxxx	xxxxx	1085	xxxx	xxxxx	xxxx	xxxx	xxxxx	113	102	606
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	161	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	34.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			34.8		
ApproachLOS:	*			*			*			D		

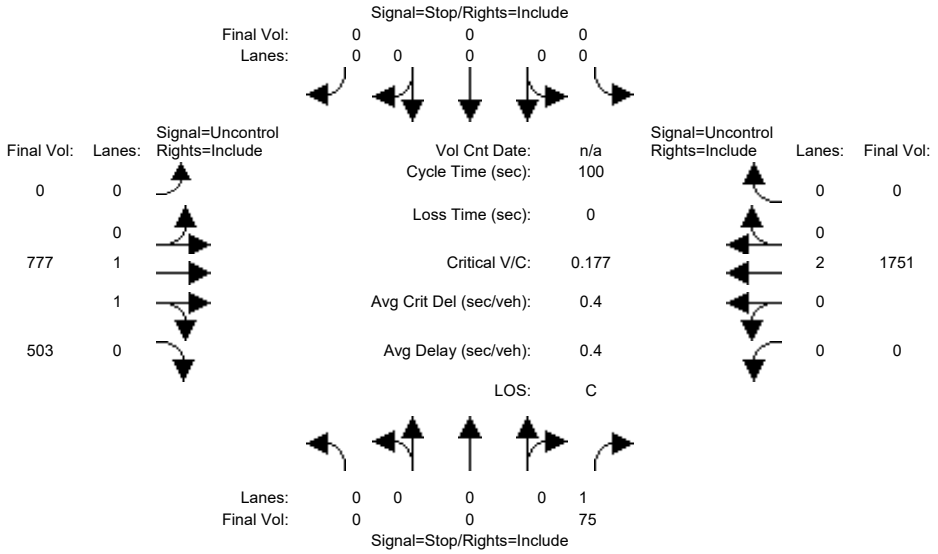
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #9244: (61) Kylli Dwy A & Tasman Dr



Street Name:	Kylli Dwy A						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	69	0	0	0	0	715	463	0	1611	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	69	0	0	0	0	715	463	0	1611	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	69	0	0	0	0	715	463	0	1611	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	75	0	0	0	0	777	503	0	1751	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	75	0	0	0	0	777	503	0	1751	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	640	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	423	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	423	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	15.3	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:	15.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

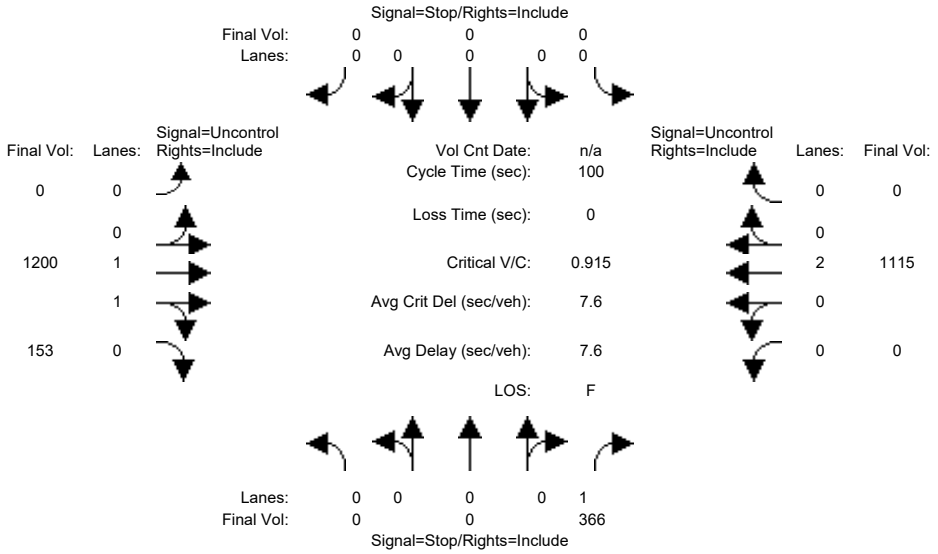
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #9244: (61) Kylli Dwy A & Tasman Dr



Street Name:	Kylli Dwy A						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	337	0	0	0	0	1104	141	0	1026	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	337	0	0	0	0	1104	141	0	1026	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	337	0	0	0	0	1104	141	0	1026	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	366	0	0	0	0	1200	153	0	1115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	366	0	0	0	0	1200	153	0	1115	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	677	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.92	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	9.8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	58.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	F	*	*	*	*	*	*	*	*	*
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:	58.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

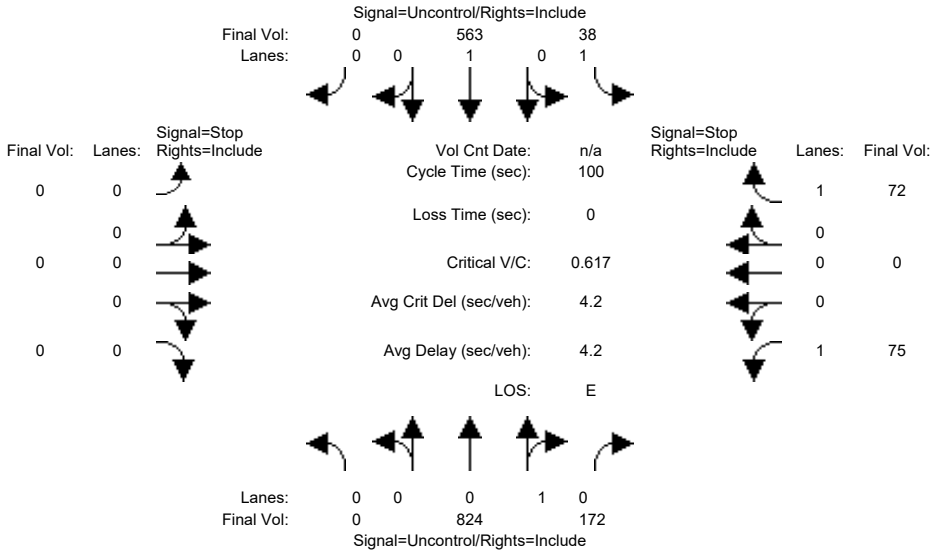
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #9245: (12) Patrick Henry Dr & Kylli Dr West



Street Name:	Patrick Henry Dr						Kylli Dr West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	758	158	35	518	0	0	0	0	69	0	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:	0	758	158	35	518	0	0	0	0	69	0	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	758	158	35	518	0	0	0	0	69	0	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	824	172	38	563	0	0	0	0	75	0	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	824	172	38	563	0	0	0	0	75	0	72
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	996	xxxx	xxxxx	xxxx	xxxx	xxxxx	1549	xxxx	910
Potent Cap.:	xxxx	xxxx	xxxxx	703	xxxx	xxxxx	xxxx	xxxx	xxxxx	127	xxxx	336
Move Cap.:	xxxx	xxxx	xxxxx	703	xxxx	xxxxx	xxxx	xxxx	xxxxx	122	xxxx	336
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.62	xxxx	0.21
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.1	xxxx	0.8
Control Del:	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	73.6	xxxx	18.6
LOS by Move:	*	*	*	B	*	*	*	*	*	F	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			46.7		
ApproachLOS:	*			*			*			E		

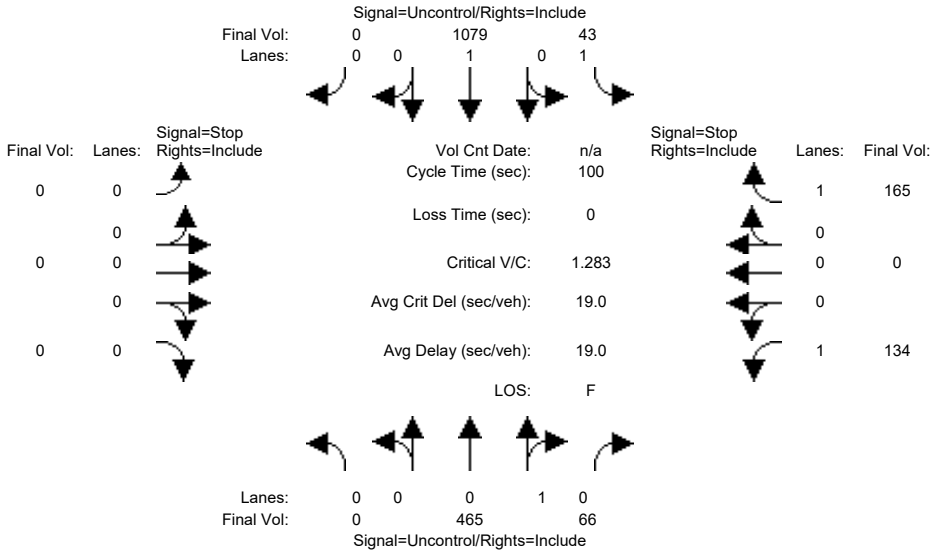
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #9245: (12) Patrick Henry Dr & Kylli Dr West



Street Name:	Patrick Henry Dr						Kylli Dr West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	428	61	40	993	0	0	0	0	123	0	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	428	61	40	993	0	0	0	0	123	0	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	428	61	40	993	0	0	0	0	123	0	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	465	66	43	1079	0	0	0	0	134	0	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	465	66	43	1079	0	0	0	0	134	0	165
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	532	xxxx	xxxxx	xxxx	xxxx	xxxxx	1665	xxxx	498
Potent Cap.:	xxxx	xxxx	xxxxx	1046	xxxx	xxxxx	xxxx	xxxx	xxxxx	108	xxxx	576
Move Cap.:	xxxx	xxxx	xxxxx	1046	xxxx	xxxxx	xxxx	xxxx	xxxxx	104	xxxx	576
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	1.28	xxxx	0.29
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	9.2	xxxx	1.2
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	258.0	xxxx	13.7
LOS by Move:	*	*	*	A	*	*	*	*	*	F	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			123.0		
ApproachLOS:	*			*			*			F		

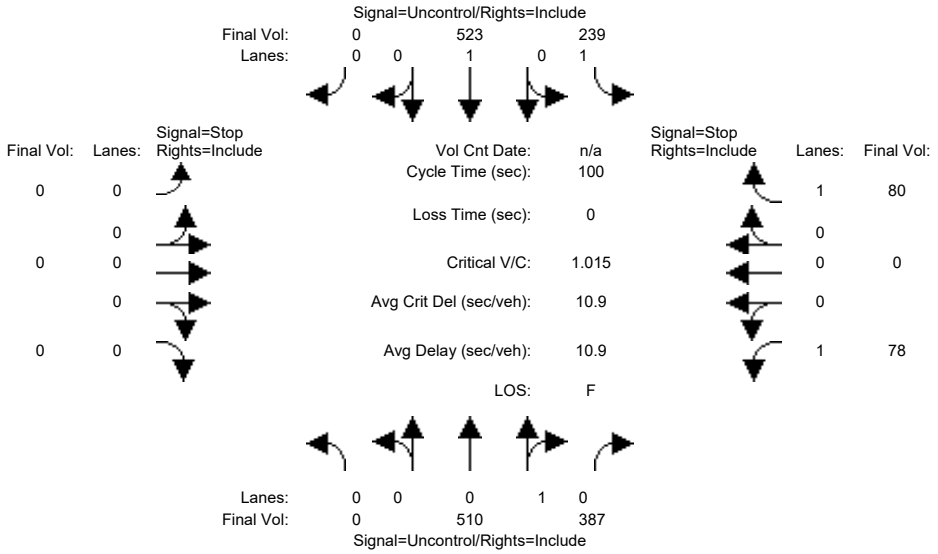
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #9246: (62) Patrick Henry Dr & Kylli Dwy A



Street Name:	Patrick Henry Dr						Kylli Dwy A					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	469	356	220	481	0	0	0	0	72	0	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	469	356	220	481	0	0	0	0	72	0	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	469	356	220	481	0	0	0	0	72	0	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	510	387	239	523	0	0	0	0	78	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	510	387	239	523	0	0	0	0	78	0	80
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	897	xxxx	xxxxx	xxxx	xxxx	xxxxx	1704	xxxx	703
Potent Cap.:	xxxx	xxxx	xxxxx	765	xxxx	xxxxx	xxxx	xxxx	xxxxx	102	xxxx	441
Move Cap.:	xxxx	xxxx	xxxxx	765	xxxx	xxxxx	xxxx	xxxx	xxxxx	77	xxxx	441
Volume/Cap:	xxxx	xxxx	xxxx	0.31	xxxx	xxxx	xxxx	xxxx	xxxx	1.01	xxxx	0.18
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	5.5	xxxx	0.7
Control Del:	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	201.0	xxxx	15.0
LOS by Move:	*	*	*	B	*	*	*	*	*	F	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			106.7		
ApproachLOS:	*			*			*			F		

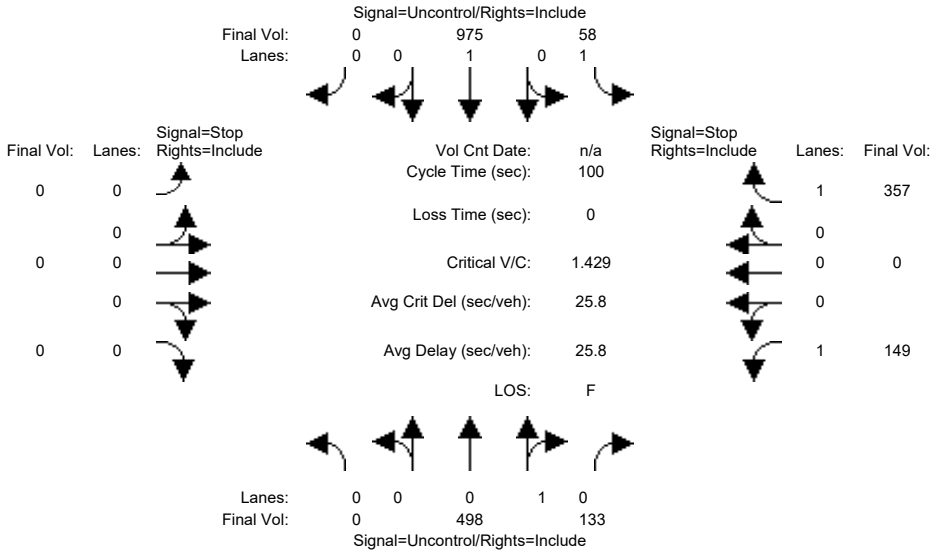
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #9246: (62) Patrick Henry Dr & Kylli Dwy A



Street Name:	Patrick Henry Dr						Kylli Dwy A					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	458	122	53	897	0	0	0	0	137	0	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	122	53	897	0	0	0	0	137	0	328
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	458	122	53	897	0	0	0	0	137	0	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	498	133	58	975	0	0	0	0	149	0	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	498	133	58	975	0	0	0	0	149	0	357
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	630	xxxx	xxxxx	xxxx	xxxx	xxxxx	1654	xxxx	564
Potent Cap.:	xxxx	xxxx	xxxxx	962	xxxx	xxxxx	xxxx	xxxx	xxxxx	109	xxxx	529
Move Cap.:	xxxx	xxxx	xxxxx	962	xxxx	xxxxx	xxxx	xxxx	xxxxx	104	xxxx	529
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	1.43	xxxx	0.67
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	10.8	xxxx	5.0
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	313.5	xxxx	24.8
LOS by Move:	*	*	*	A	*	*	*	*	*	F	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			109.8		
ApproachLOS:	*			*			*			F		

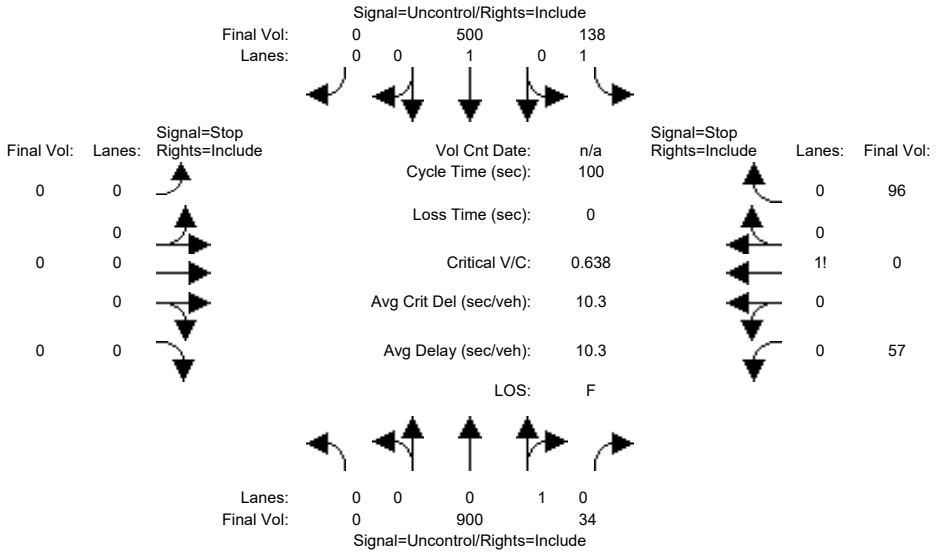
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #9247: (63) Patrick Henry Dr & Kylli Dwy D



Street Name:	Patrick Henry Dr						Kylli Dwy D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	828	31	127	460	0	0	0	0	52	0	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	828	31	127	460	0	0	0	0	52	0	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	828	31	127	460	0	0	0	0	52	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	900	34	138	500	0	0	0	0	57	0	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	900	34	138	500	0	0	0	0	57	0	96
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	934	xxxx	xxxxx	xxxx	xxxx	xxxxx	1693	1693	917
Potent Cap.:	xxxx	xxxx	xxxxx	741	xxxx	xxxxx	xxxx	xxxx	xxxxx	103	94	333
Move Cap.:	xxxx	xxxx	xxxxx	741	xxxx	xxxxx	xxxx	xxxx	xxxxx	89	76	333
Volume/Cap:	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	0.64	0.00	0.29
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.0	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	164	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	107	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			107.1		
ApproachLOS:	*			*			*			F		

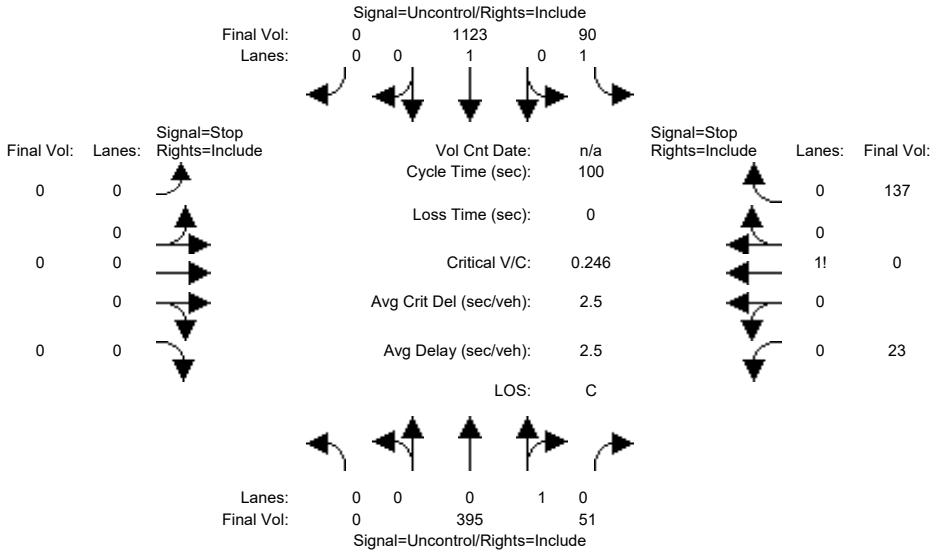
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #9247: (63) Patrick Henry Dr & Kylli Dwy D



Street Name:	Patrick Henry Dr						Kylli Dwy D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	363	47	83	1033	0	0	0	0	21	0	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:	0	363	47	83	1033	0	0	0	0	21	0	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	363	47	83	1033	0	0	0	0	21	0	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	395	51	90	1123	0	0	0	0	23	0	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	395	51	90	1123	0	0	0	0	23	0	137
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	446	xxxx	xxxxx	xxxx	xxxx	xxxxx	1723	1723	420
Potent Cap.:	xxxx	xxxx	xxxxx	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx	99	90	638
Move Cap.:	xxxx	xxxx	xxxxx	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx	93	83	638
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.21
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	347	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.9		
ApproachLOS:	*			*			*			C		

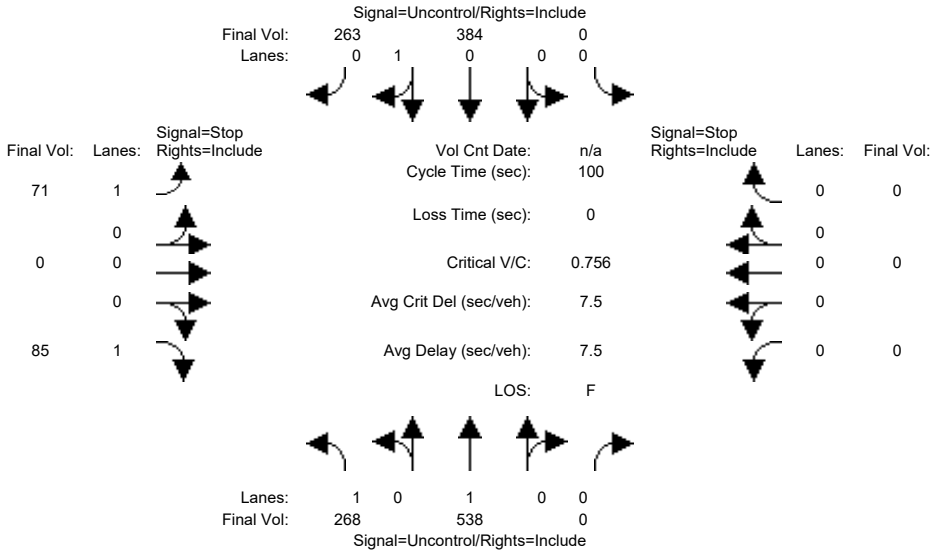
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #9248: (15) Old Ironside Dr & Kylli Dr East



Street Name:	Old Ironside Dr						Kylli Dr East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	247	495	0	0	353	242	65	0	78	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:	247	495	0	0	353	242	65	0	78	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	495	0	0	353	242	65	0	78	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	268	538	0	0	384	263	71	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	268	538	0	0	384	263	71	0	85	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	647	xxxx	xxxxx	xxxx	xxxx	xxxxx	1590	xxxx	515	xxxx	xxxx	xxxxx
Potent Cap.:	948	xxxx	xxxxx	xxxx	xxxx	xxxxx	120	xxxx	564	xxxx	xxxx	xxxxx
Move Cap.:	948	xxxx	xxxxx	xxxx	xxxx	xxxxx	93	xxxx	564	xxxx	xxxx	xxxxx
Volume/Cap:	0.28	xxxx	xxxx	xxxx	xxxx	xxxx	0.76	xxxx	0.15	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.9	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	115.6	xxxx	12.5	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			59.4			xxxxxx		
ApproachLOS:	*			*			F			*		

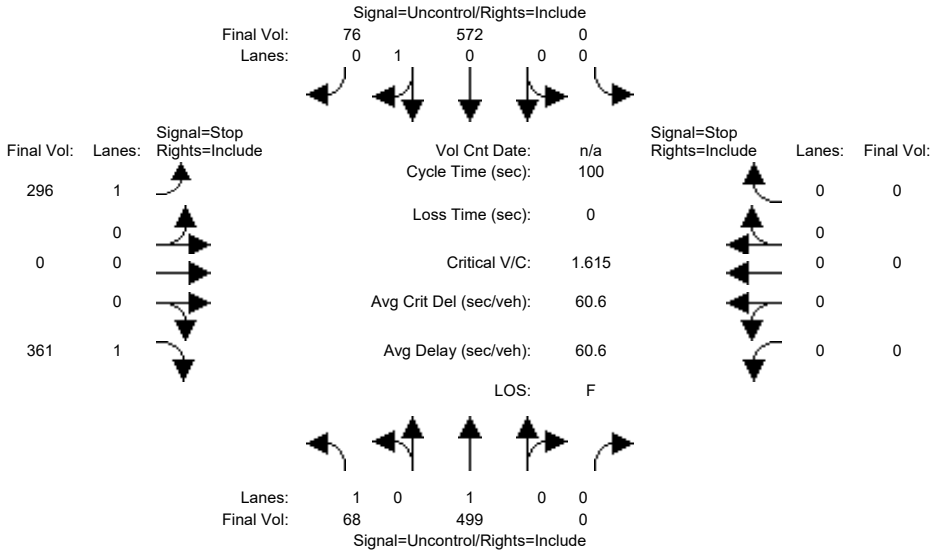
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #9248: (15) Old Ironside Dr & Kylli Dr East



Street Name:	Old Ironside Dr						Kylli Dr East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	63	459	0	0	526	70	272	0	332	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:	63	459	0	0	526	70	272	0	332	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	459	0	0	526	70	272	0	332	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	68	499	0	0	572	76	296	0	361	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	68	499	0	0	572	76	296	0	361	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	648	xxxx	xxxxx	xxxx	xxxx	xxxxx	1246	xxxx	610	xxxx	xxxx	xxxxx
Potent Cap.:	948	xxxx	xxxxx	xxxx	xxxx	xxxxx	194	xxxx	498	xxxx	xxxx	xxxxx
Move Cap.:	948	xxxx	xxxxx	xxxx	xxxx	xxxxx	183	xxxx	498	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	1.62	xxxx	0.72	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	19.7	xxxx	5.9	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	346.0	xxxx	29.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	F	*	D	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			171.7			xxxxxx		
ApproachLOS:	*			*			F			*		

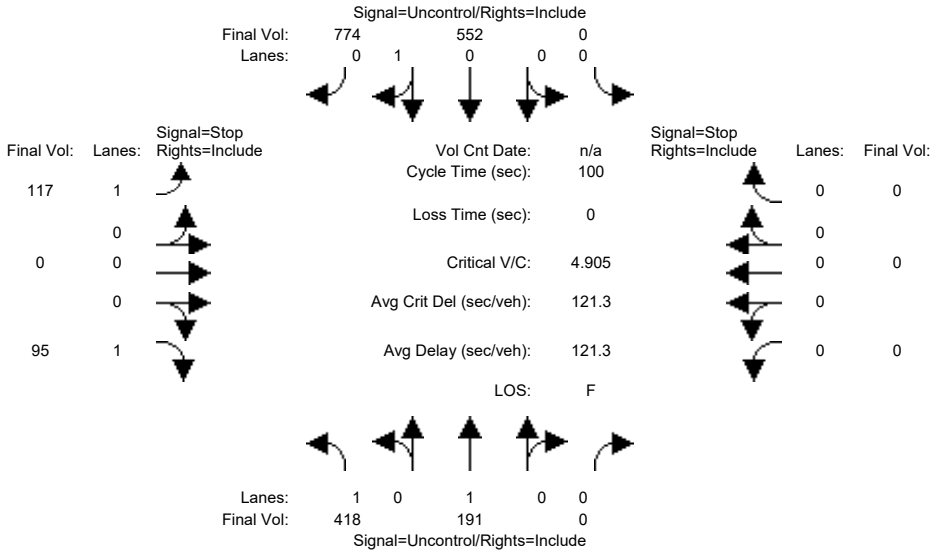
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #9249: (64) Old Ironsides Dr & Kylli Dwy B



Street Name:	Old Ironsides Dr						Kylli Dwy B					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	385	176	0	0	508	712	108	0	87	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:	385	176	0	0	508	712	108	0	87	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	176	0	0	508	712	108	0	87	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	418	191	0	0	552	774	117	0	95	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	418	191	0	0	552	774	117	0	95	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1326	xxxx	xxxxx	xxxx	xxxx	xxxxx	1967	xxxx	939	xxxx	xxxx	xxxxx
Potent Cap.:	527	xxxx	xxxxx	xxxx	xxxx	xxxxx	70	xxxx	323	xxxx	xxxx	xxxxx
Move Cap.:	527	xxxx	xxxxx	xxxx	xxxx	xxxxx	24	xxxx	323	xxxx	xxxx	xxxxx
Volume/Cap:	0.79	xxxx	xxxx	xxxx	xxxx	xxxx	4.91	xxxx	0.29	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	7.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	14.7	xxxx	1.2	xxxx	xxxx	xxxxx
Control Del:	33.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2085	xxxx	20.7	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1164.0			xxxxxx		
ApproachLOS:	*			*			F			*		

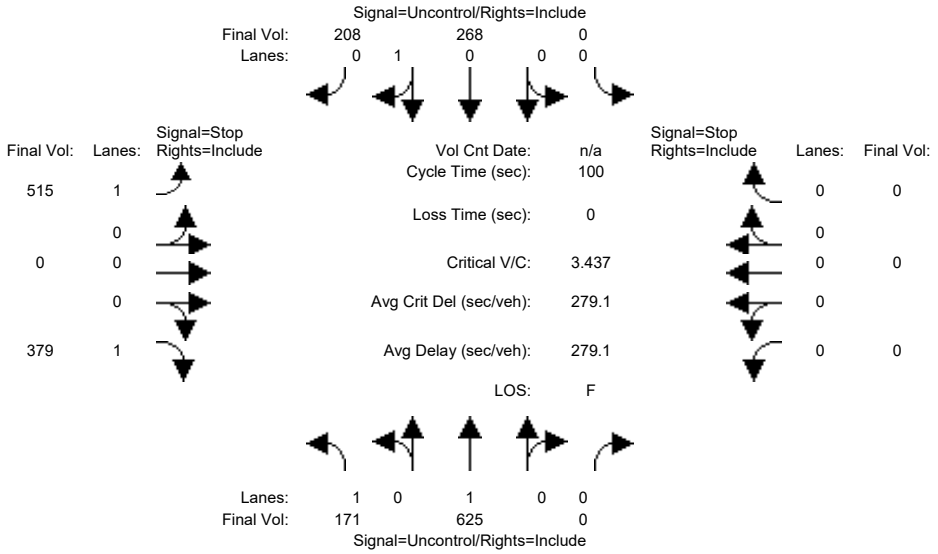
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #9249: (64) Old Ironsides Dr & Kylli Dwy B



Street Name:	Old Ironsides Dr						Kylli Dwy B					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	157	575	0	0	247	191	474	0	349	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:	157	575	0	0	247	191	474	0	349	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	575	0	0	247	191	474	0	349	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	171	625	0	0	268	208	515	0	379	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	171	625	0	0	268	208	515	0	379	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	476	xxxx	xxxxx	xxxx	xxxx	xxxxx	1339	xxxx	372	xxxx	xxxx	xxxxx
Potent Cap.:	1097	xxxx	xxxxx	xxxx	xxxx	xxxxx	170	xxxx	678	xxxx	xxxx	xxxxx
Move Cap.:	1097	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	xxxx	678	xxxx	xxxx	xxxxx
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	3.44	xxxx	0.56	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	49.6	xxxx	3.5	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1158	xxxx	16.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			674.3			xxxxxx		
ApproachLOS:	*			*			F			*		

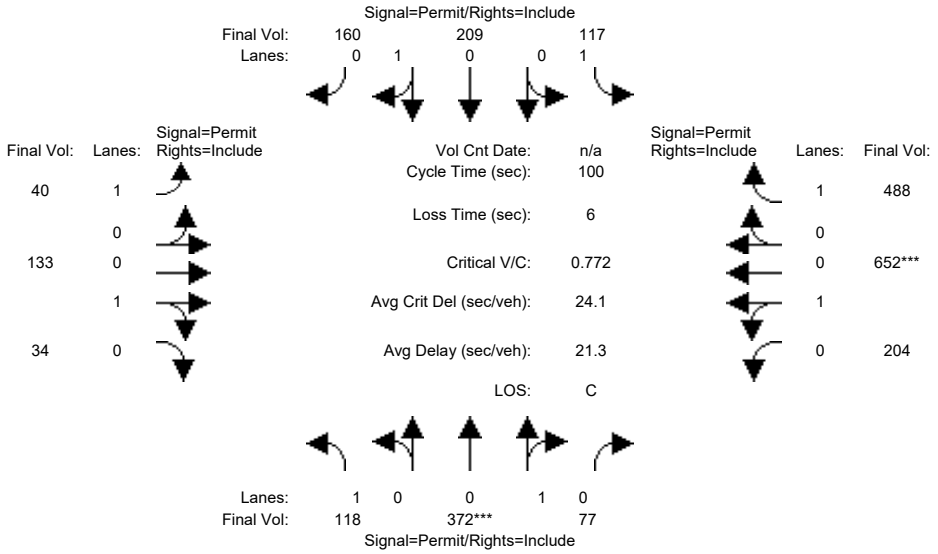
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #9284: (#16) Old Ironside Dr & Old Glory Ln (signal)



Street Name:	Old Ironside Dr						Old Glory Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	335	69	105	188	144	36	120	31	184	587	439
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	335	69	105	188	144	36	120	31	184	587	439
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	335	69	105	188	144	36	120	31	184	587	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	118	372	77	117	209	160	40	133	34	204	652	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	372	77	117	209	160	40	133	34	204	652	488
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	372	77	117	209	160	40	133	34	204	652	488
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	0.83	0.17	1.00	0.57	0.43	1.00	0.79	0.21	0.24	0.76	1.00
Final Sat.:	1750	1493	307	1750	1019	781	1750	1430	370	430	1370	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.07	0.20	0.20	0.02	0.09	0.09	0.48	0.48	0.28
Crit Moves:		****									****	
Green Time:	32.3	32.3	32.3	32.3	32.3	32.3	61.7	61.7	61.7	61.7	61.7	61.7
Volume/Cap:	0.21	0.77	0.77	0.21	0.63	0.63	0.04	0.15	0.15	0.77	0.77	0.45
Delay/Veh:	24.7	36.8	36.8	24.7	31.1	31.1	7.5	8.2	8.2	17.4	17.4	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	36.8	36.8	24.7	31.1	31.1	7.5	8.2	8.2	17.4	17.4	10.5
LOS by Move:	C	D	D	C	C	C	A	A	A	B	B	B
HCM2k95thQ:	6	26	26	6	20	20	1	5	5	36	36	16

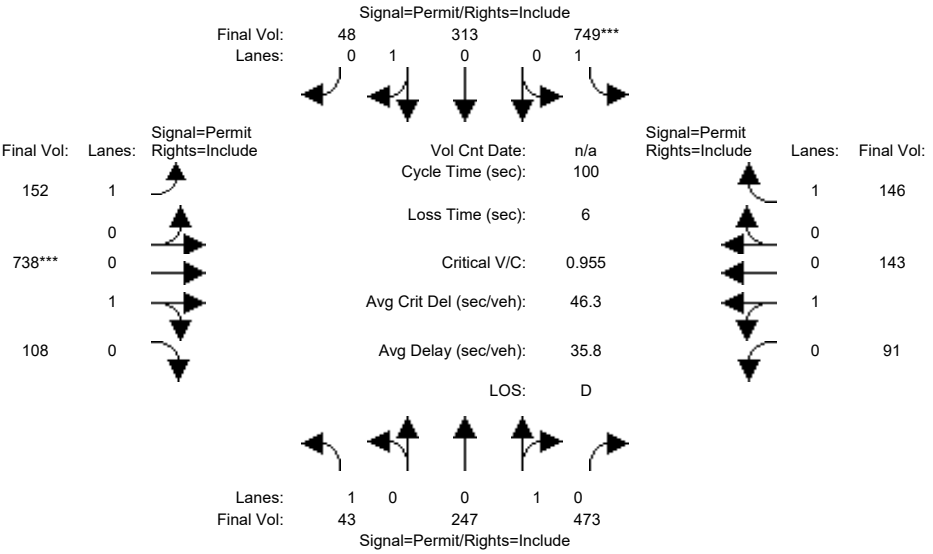
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #9284: (#16) Old Ironside Dr & Old Glory Ln (signal)



Street Name:	Old Ironside Dr						Old Glory Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	222	426	674	282	43	137	664	97	82	129	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	222	426	674	282	43	137	664	97	82	129	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	222	426	674	282	43	137	664	97	82	129	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	43	247	473	749	313	48	152	738	108	91	143	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	247	473	749	313	48	152	738	108	91	143	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:	43	247	473	749	313	48	152	738	108	91	143	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	0.34	0.66	1.00	0.87	0.13	1.00	0.87	0.13	0.39	0.61	1.00
Final Sat.:	1750	617	1183	1750	1562	238	1750	1571	229	700	1100	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.43	0.20	0.20	0.09	0.47	0.47	0.13	0.13	0.08
Crit Moves:				****				****				
Green Time:	44.8	44.8	44.8	44.8	44.8	44.8	49.2	49.2	49.2	49.2	49.2	49.2
Volume/Cap:	0.06	0.89	0.89	0.95	0.45	0.45	0.18	0.95	0.95	0.26	0.26	0.17
Delay/Veh:	15.6	37.6	37.6	48.4	19.4	19.4	14.2	44.4	44.4	15.0	15.0	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:	15.6	37.6	37.6	48.4	19.4	19.4	14.2	44.4	44.4	15.0	15.0	14.2
LOS by Move:	B	D	D	D	B	B	B	D	D	B	B	B
HCM2k95thQ:	2	41	41	48	15	15	6	51	51	9	9	5

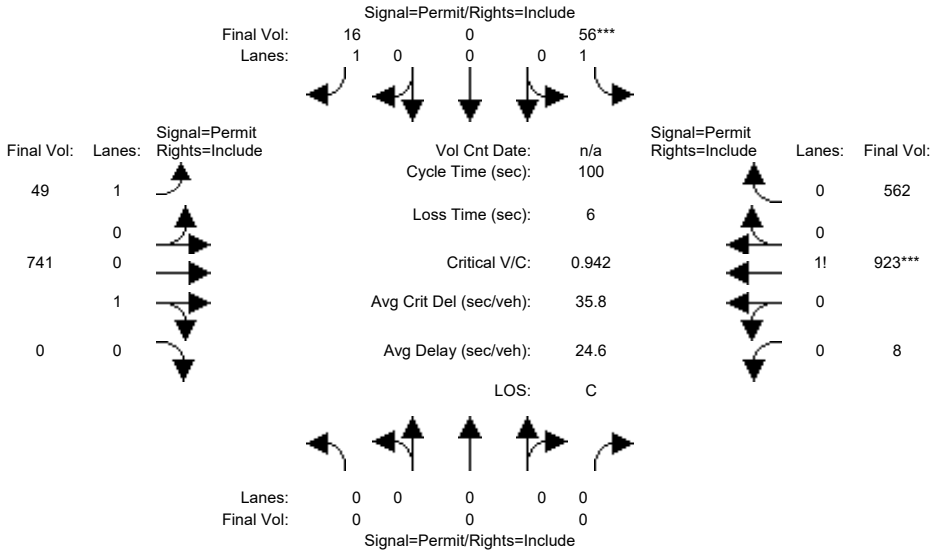
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli AM - Rev.Retail

Intersection #9285: (#17) Old Ironsides Dr & Patrick Henry Dr (signal)



Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	50	0	14	44	667	0	7	831	506
Growth Adj:	1.00	1.00	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	50	0	14	44	667	0	7	831	506
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	0	14	44	667	0	7	831	506
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	56	0	16	49	741	0	8	923	562
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	0	16	49	741	0	8	923	562
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	56	0	16	49	741	0	8	923	562
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.01	0.62	0.37
Final Sat.:	0	0	0	1750	0	1750	1750	1800	0	9	1082	659
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.01	0.03	0.41	0.00	0.85	0.85	0.85
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	84.0	84.0	0.0	84.0	84.0	84.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.09	0.03	0.49	0.00	1.02	1.02	1.02
Delay/Veh:	0.0	0.0	0.0	42.9	0.0	41.1	1.3	2.4	0.0	35.5	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.9	0.0	41.1	1.3	2.4	0.0	35.5	35.5	35.5
LOS by Move:	A	A	A	D	A	D	A	A	A	D	D	D
HCM2k95thQ:	0	0	0	4	0	1	1	13	0	93	93	93

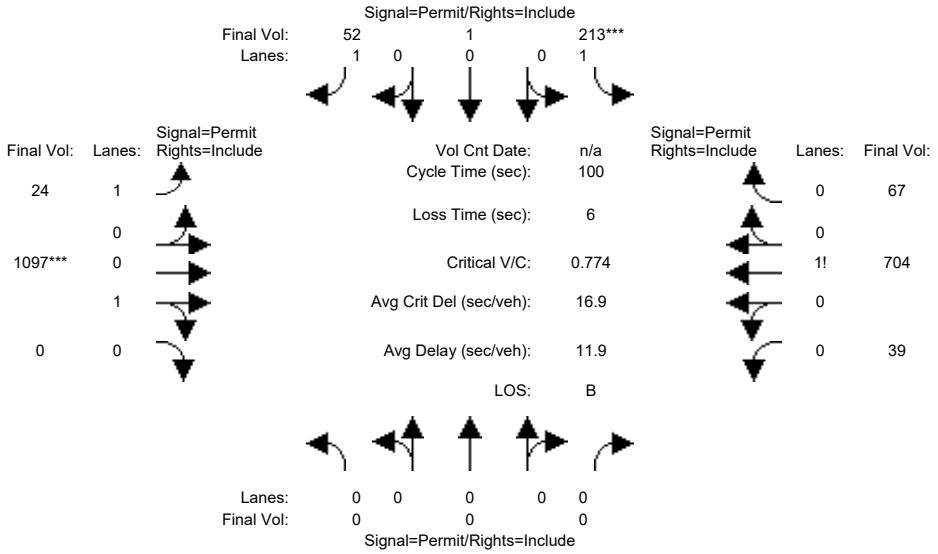
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli PM - Rev.Retail

Intersection #9285: (#17) Old Ironsides Dr & Patrick Henry Dr (signal)



Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	196	1	48	22	1009	0	36	648	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	196	1	48	22	1009	0	36	648	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	196	1	48	22	1009	0	36	648	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	213	1	52	24	1097	0	39	704	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	213	1	52	24	1097	0	39	704	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	213	1	52	24	1097	0	39	704	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.95	0.92	0.92	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.02	0.98	1.00	1.00	0.00	0.05	0.87	0.08
Final Sat.:	0	0	0	1800	37	1763	1750	1800	0	84	1520	145
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.03	0.03	0.01	0.61	0.00	0.46	0.46	0.46
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	15.3	15.3	15.3	78.7	78.7	0.0	78.7	78.7	78.7
Volume/Cap:	0.00	0.00	0.00	0.77	0.19	0.19	0.02	0.77	0.00	0.59	0.59	0.59
Delay/Veh:	0.0	0.0	0.0	51.2	37.0	37.0	2.3	8.5	0.0	4.9	4.9	4.9
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	51.2	37.0	37.0	2.3	8.5	0.0	4.9	4.9	4.9
LOS by Move:	A	A	A	D	D	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	16	3	3	0	35	0	20	20	20

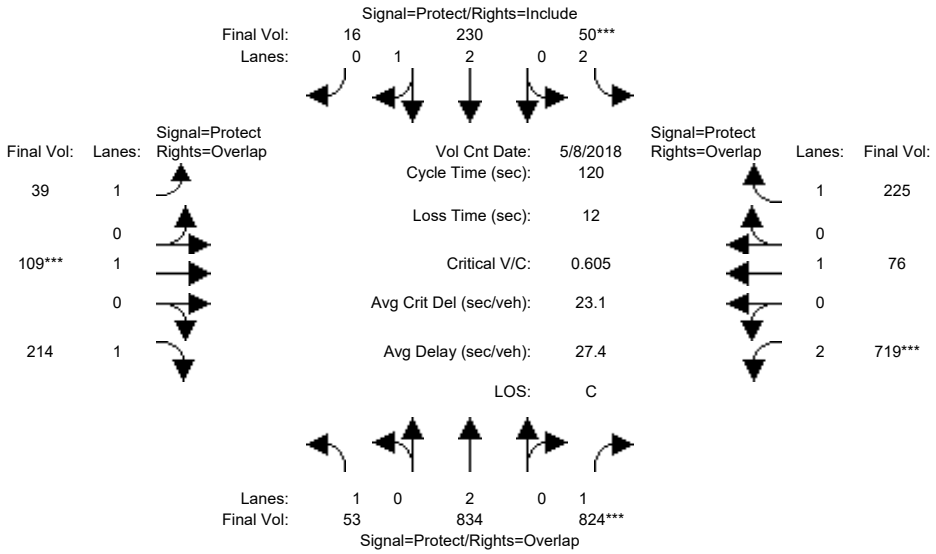
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #8: (1) Fair Oaks Ave & Tasman Dr



Street Name:	Fair Oaks Ave						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 << 8:00 AM - 9:00 AM												
Base Vol:	53	834	824	50	230	16	39	109	214	719	76	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	834	824	50	230	16	39	109	214	719	76	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	834	824	50	230	16	39	109	214	719	76	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	834	824	50	230	16	39	109	214	719	76	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	834	824	50	230	16	39	109	214	719	76	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	834	824	50	230	16	39	109	214	719	76	225
Saturation 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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.80	0.20	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5235	364	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.47	0.02	0.04	0.04	0.02	0.06	0.12	0.23	0.04	0.13
Crit Moves:			****	****				****		****		
Green Time:	22.0	46.4	90.0	7.0	31.4	31.4	18.6	11.0	33.0	43.6	36.0	43.0
Volume/Cap:	0.17	0.57	0.63	0.27	0.17	0.17	0.14	0.63	0.45	0.63	0.13	0.36
Delay/Veh:	41.5	29.5	8.0	54.9	34.3	34.3	44.0	59.7	36.6	32.6	30.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	29.5	8.0	54.9	34.3	34.3	44.0	59.7	36.6	32.6	30.7	28.7
LOS by Move:	D	C	A	D	C	C	D	E	D	C	C	C
HCM2k95thQ:	3	21	28	2	5	5	3	10	14	23	4	12

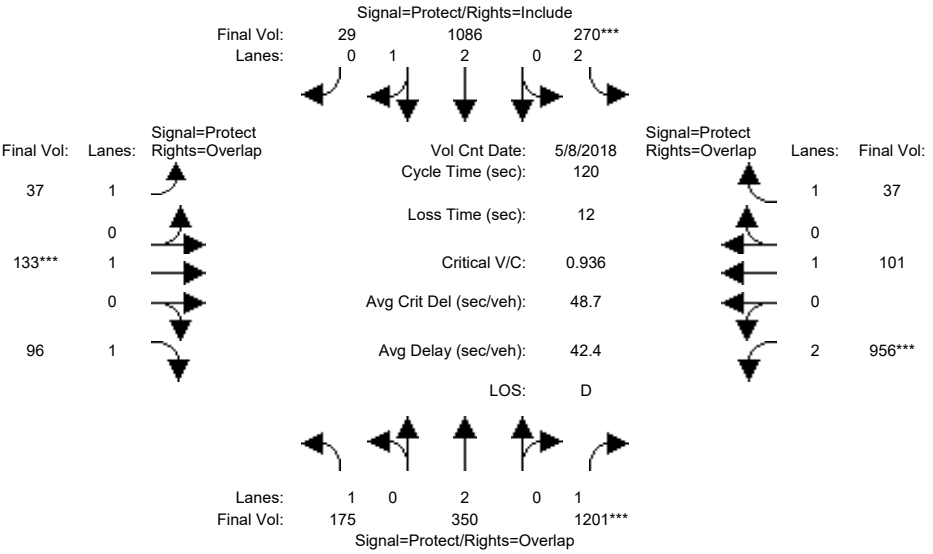
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #8: (1) Fair Oaks Ave & Tasman Dr



Street Name:	Fair Oaks Ave						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 << 5:00 PM - 6:00 PM												
Base Vol:	175	350	1201	270	1086	29	37	133	96	956	101	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	350	1201	270	1086	29	37	133	96	956	101	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	350	1201	270	1086	29	37	133	96	956	101	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	350	1201	270	1086	29	37	133	96	956	101	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	350	1201	270	1086	29	37	133	96	956	101	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	350	1201	270	1086	29	37	133	96	956	101	37
Saturation 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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.92	0.08	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5454	146	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.69	0.09	0.20	0.20	0.02	0.07	0.05	0.30	0.05	0.02
Crit Moves:			****	****				****		****		
Green Time:	19.9	48.6	87.1	10.9	39.6	39.6	20.0	10.0	29.9	38.5	28.5	39.4
Volume/Cap:	0.60	0.23	0.95	0.95	0.60	0.60	0.13	0.84	0.22	0.95	0.22	0.06
Delay/Veh:	50.0	23.5	28.5	92.9	34.2	34.2	42.8	85.2	36.1	56.4	37.1	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:	50.0	23.5	28.5	92.9	34.2	34.2	42.8	85.2	36.1	56.4	37.1	27.7
LOS by Move:	D	C	C	F	C	C	D	F	D	E	D	C
HCM2k95thQ:	12	8	72	14	21	21	3	14	6	39	6	2

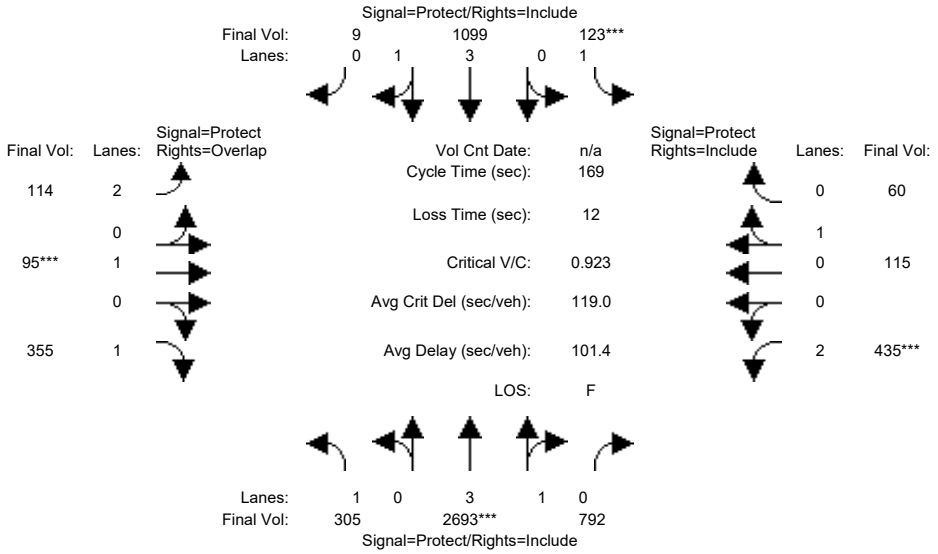
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #25: (3) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	305	2693	792	123	1099	9	114	95	355	435	115	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:	305	2693	792	123	1099	9	114	95	355	435	115	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	2693	792	123	1099	9	114	95	355	435	115	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:	305	2693	792	123	1099	9	114	95	355	435	115	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	2693	792	123	1099	9	114	95	355	435	115	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:	305	2693	792	123	1099	9	114	95	355	435	115	60
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	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.05	0.95	1.00	3.97	0.03	2.00	1.00	1.00	2.00	0.66	0.34
Final Sat.:	1750	5793	1704	1750	7439	61	1575	760	1225	2205	473	247
Capacity Analysis Module:												
Vol/Sat:	0.17	0.46	0.46	0.07	0.15	0.15	0.07	0.13	0.29	0.20	0.24	0.24
Crit Moves:		****		****				****		****		
Green Time:	33.1	71.4	71.4	11.7	49.5	49.5	11.5	36.7	69.8	26.3	51.5	51.5
Volume/Cap:	0.89	1.10	1.10	1.02	0.50	0.50	1.06	0.58	0.70	1.27	0.80	0.80
Delay/Veh:	90.2	107	107.2	164.7	52.7	52.7	184.1	64.1	45.4	213.0	72.2	72.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.2	107	107.2	164.7	52.7	52.7	184.1	64.1	45.4	213.0	72.2	72.2
LOS by Move:	F	F	F	F	D	D	F	E	D	F	E	E
HCM2k95thQ:	30	85	85	16	22	22	12	10	30	38	20	20

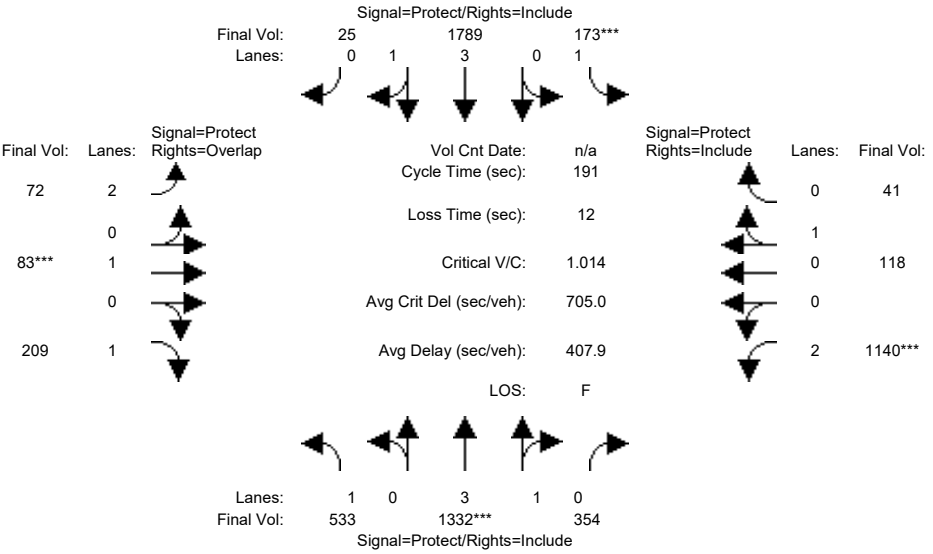
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #25: (3) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	533	1332	354	173	1789	25	72	83	209	1140	118	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	533	1332	354	173	1789	25	72	83	209	1140	118	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	533	1332	354	173	1789	25	72	83	209	1140	118	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	533	1332	354	173	1789	25	72	83	209	1140	118	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	1332	354	173	1789	25	72	83	209	1140	118	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	533	1332	354	173	1789	25	72	83	209	1140	118	41
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	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.13	0.87	1.00	3.94	0.06	2.00	1.00	1.00	2.00	0.74	0.26
Final Sat.:	1750	5923	1574	1750	7396	103	1575	760	1225	2205	534	186
Capacity Analysis Module:												
Vol/Sat:	0.30	0.22	0.22	0.10	0.24	0.24	0.05	0.11	0.17	0.52	0.22	0.22
Crit Moves:		****		****				****		****		
Green Time:	58.6	89.1	89.1	27.7	57.6	57.6	12.9	30.3	88.9	20.2	37.6	37.6
Volume/Cap:	0.99	0.48	0.48	0.68	0.80	0.80	0.68	0.69	0.37	4.89	1.12	1.12
Delay/Veh:	101.6	28.7	28.7	84.9	67.5	67.5	103.1	91.4	33.3	1844	189	188.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.6	28.7	28.7	84.9	67.5	67.5	103.1	91.4	33.3	1844	189	188.6
LOS by Move:	F	C	C	F	E	E	F	F	C	F	F	F
HCM2k95thQ:	59	23	23	19	42	42	7	11	16	159	26	26

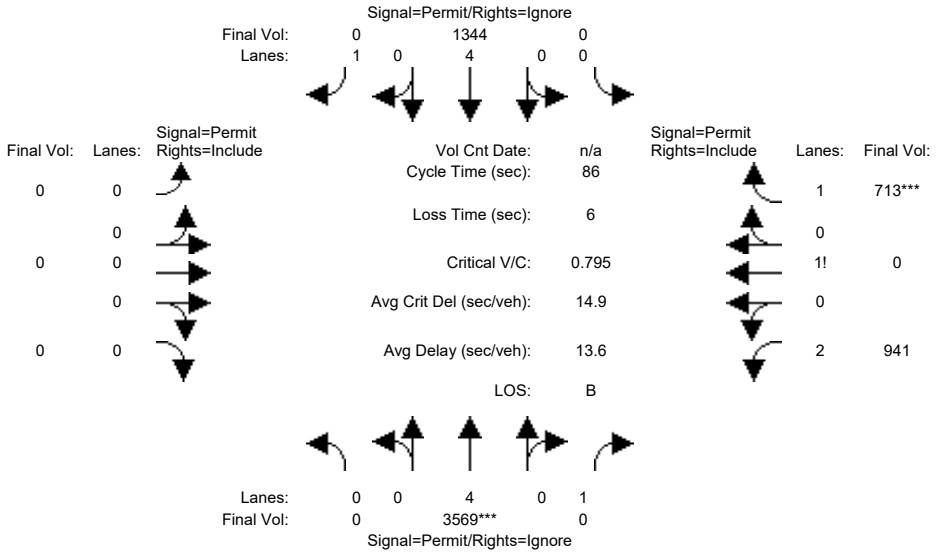
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #26: (4) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module:												
Base Vol:	0	3569	0	0	1344	264	0	0	0	941	0	713
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3569	0	0	1344	264	0	0	0	941	0	713
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3569	0	0	1344	264	0	0	0	941	0	713
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3569	0	0	1344	0	0	0	0	941	0	713
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3569	0	0	1344	0	0	0	0	941	0	713
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3569	0	0	1344	0	0	0	0	941	0	713
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.49	0.00	1.51
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3976	0	2641
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.24	0.00	0.27
Crit Moves:		****										****
Green Time:	0.0	52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	23.0	23.0	27.9
Volume/Cap:	0.00	0.78	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.89	0.00	0.83
Delay/Veh:	0.0	7.9	0.0	0.0	4.6	0.0	0.0	0.0	0.0	35.7	0.0	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:	0.0	7.9	0.0	0.0	4.6	0.0	0.0	0.0	0.0	35.7	0.0	30.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	C
HCM2k95thQ:	0	23	0	0	5	0	0	0	0	26	0	27

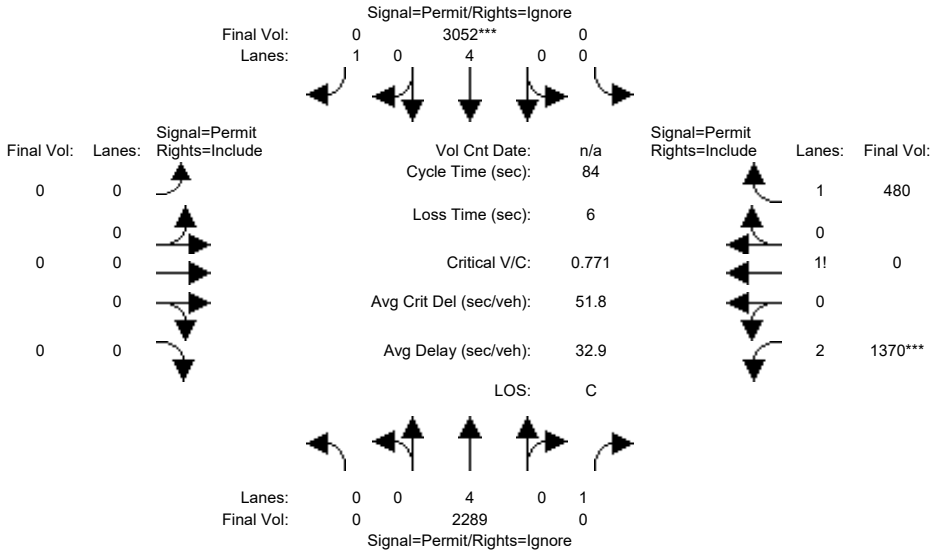
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #26: (4) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module:												
Base Vol:	0	2289	0	0	3052	385	0	0	0	1370	0	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2289	0	0	3052	385	0	0	0	1370	0	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2289	0	0	3052	385	0	0	0	1370	0	480
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2289	0	0	3052	0	0	0	0	1370	0	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2289	0	0	3052	0	0	0	0	1370	0	480
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2289	0	0	3052	0	0	0	0	1370	0	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.86	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.67	0.00	1.33
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4359	0	2326
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.31	0.00	0.21
Crit Moves:					****					****		
Green Time:	0.0	51.8	0.0	0.0	51.8	0.0	0.0	0.0	0.0	22.0	22.0	22.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.65	0.00	0.00	0.00	0.00	1.20	0.00	0.79
Delay/Veh:	0.0	12.7	0.0	0.0	5.8	0.0	0.0	0.0	0.0	127.6	0.0	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	0.0	0.0	5.8	0.0	0.0	0.0	0.0	127.6	0.0	30.7
LOS by Move:	A	B	A	A	A	A	A	A	A	F	A	C
HCM2k95thQ:	0	19	0	0	14	0	0	0	0	50	0	21

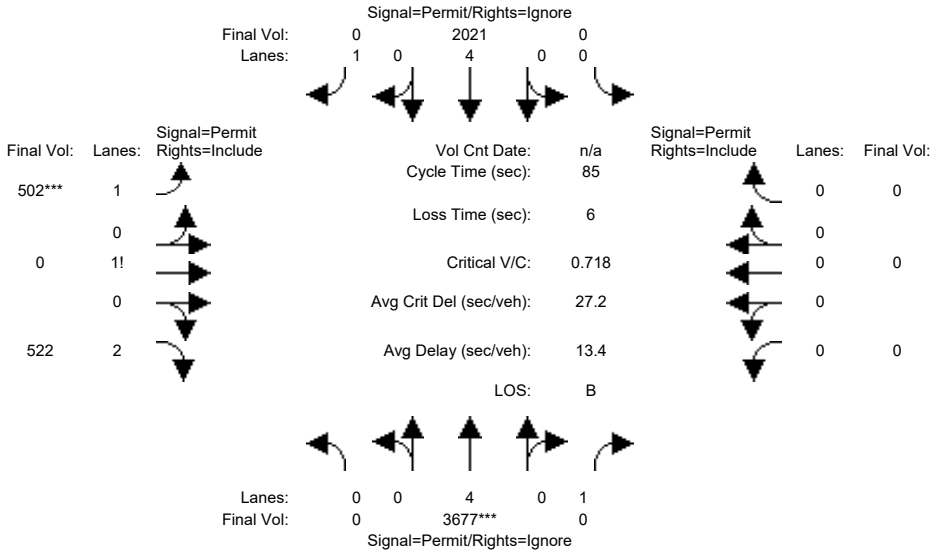
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #27: (5) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	3677	968	0	2021	0	502	0	522	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	3677	968	0	2021	0	502	0	522	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3677	968	0	2021	0	502	0	522	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3677	0	0	2021	0	502	0	522	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3677	0	0	2021	0	502	0	522	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3677	0	0	2021	0	502	0	522	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.57	0.00	2.43	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2739	0	3843	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.00	0.27	0.00	0.18	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	60.2	0.0	0.0	59.8	0.0	13.5	13.5	13.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.00	0.00	0.38	0.00	1.15	0.00	0.86	0.00	0.00	0.00
Delay/Veh:	0.0	1.9	0.0	0.0	1.3	0.0	117.9	0.0	41.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.9	0.0	0.0	1.3	0.0	117.9	0.0	41.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	D	A	A	A
HCM2k95thQ:	0	10	0	0	3	0	31	0	18	0	0	0

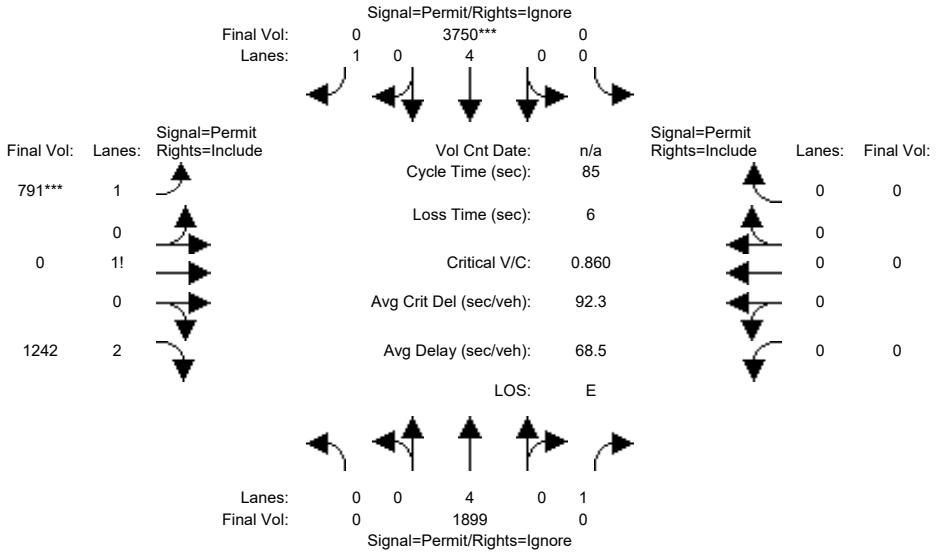
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #27: (5) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	1899	429	0	3750	127	791	0	1242	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	1899	429	0	3750	127	791	0	1242	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1899	429	0	3750	127	791	0	1242	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1899	0	0	3750	0	791	0	1242	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1899	0	0	3750	0	791	0	1242	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1899	0	0	3750	0	791	0	1242	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.85	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.47	0.00	2.53	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2568	0	4070	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.49	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	63.4	0.0	0.0	63.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.33	0.00	0.00	0.66	0.00	1.50	0.00	1.48	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.3	0.0	262.1	0.0	255.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.3	0.0	262.1	0.0	255.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	2	0	64	0	63	0	0	0

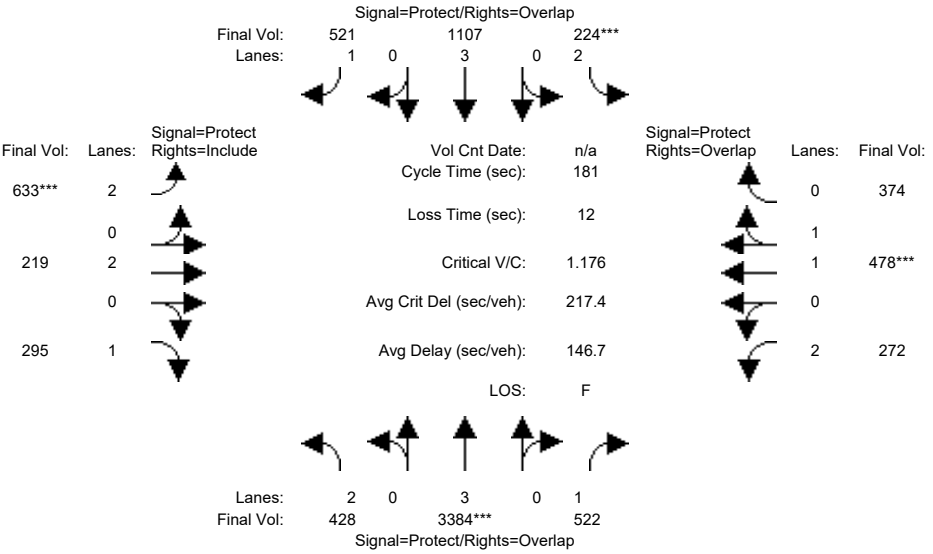
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #30: (7) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	428	3890	522	224	1272	521	633	219	295	272	478	374
Growth Adj:	1.00	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	3890	522	224	1272	521	633	219	295	272	478	374
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	428	3890	522	224	1272	521	633	219	295	272	478	374
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	428	3384	522	224	1107	521	633	219	295	272	478	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	3384	522	224	1107	521	633	219	295	272	478	374
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	428	3384	522	224	1107	521	633	219	295	272	478	374
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.94
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.10	0.90
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2060	1612
Capacity Analysis Module:												
Vol/Sat:	0.14	0.59	0.30	0.07	0.19	0.30	0.20	0.06	0.17	0.09	0.23	0.23
Crit Moves:		****			****			****			****	
Green Time:	25.2	101	111.8	17.1	93.1	105.9	12.8	28.8	28.8	10.8	26.9	44.0
Volume/Cap:	0.98	1.06	0.48	0.75	0.38	0.51	2.84	0.36	1.06	1.45	1.56	0.95
Delay/Veh:	114.2	62.9	10.3	90.2	19.8	13.9	925.4	68.3	146.6	313.3	339	87.4
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:	114.2	62.9	10.3	90.2	19.8	13.9	925.4	68.3	146.6	313.3	339	87.4
LOS by Move:	F	E	B	F	B	B	F	E	F	F	F	F
HCM2k95thQ:	24	101	16	16	16	21	78	10	37	26	66	40

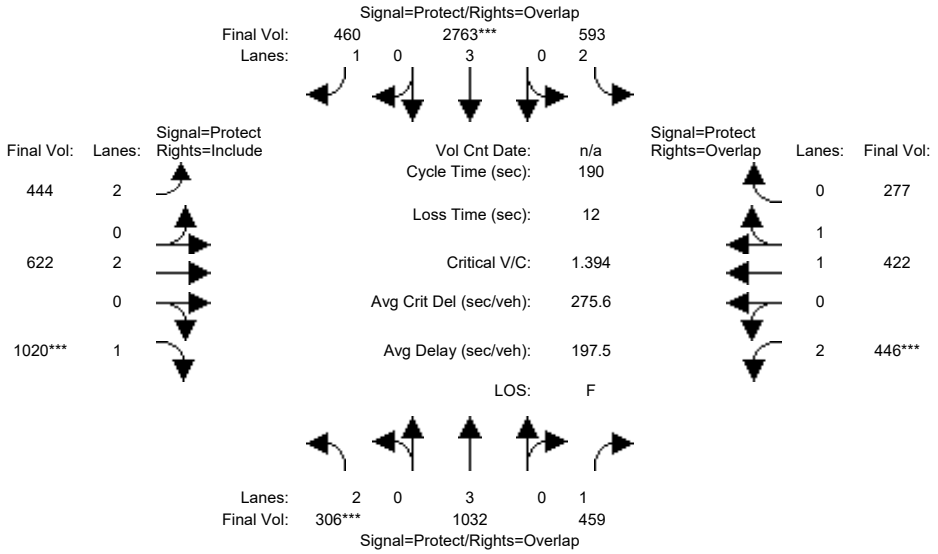
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #30: (7) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	80	85	32	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:4:15 PM - 5:15 PM												
Base Vol:	306	1290	459	593	3497	460	444	622	1020	446	422	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	1290	459	593	3497	460	444	622	1020	446	422	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	1290	459	593	3497	460	444	622	1020	446	422	277
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	1032	459	593	2763	460	444	622	1020	446	422	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	1032	459	593	2763	460	444	622	1020	446	422	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	1032	459	593	2763	460	444	622	1020	446	422	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.19	0.81
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2233	1466
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.26	0.19	0.48	0.26	0.14	0.16	0.58	0.14	0.19	0.19
Crit Moves:	****				****				****	****		
Green Time:	8.9	79.9	101.6	31.9	103	118.9	15.8	33.0	44.3	21.7	38.9	70.8
Volume/Cap:	2.08	0.43	0.49	1.12	0.89	0.42	1.69	0.94	2.50	1.24	0.92	0.51
Delay/Veh:	600.1	57.9	49.6	166.6	72.8	38.4	415.4	99.5	754.6	213.6	91.0	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	600.1	57.9	49.6	166.6	72.8	38.4	415.4	99.5	754.6	213.6	91.0	46.4
LOS by Move:	F	E	D	F	E	D	F	F	F	F	F	D
HCM2k95thQ:	37	30	41	46	82	39	47	34	214	37	37	27

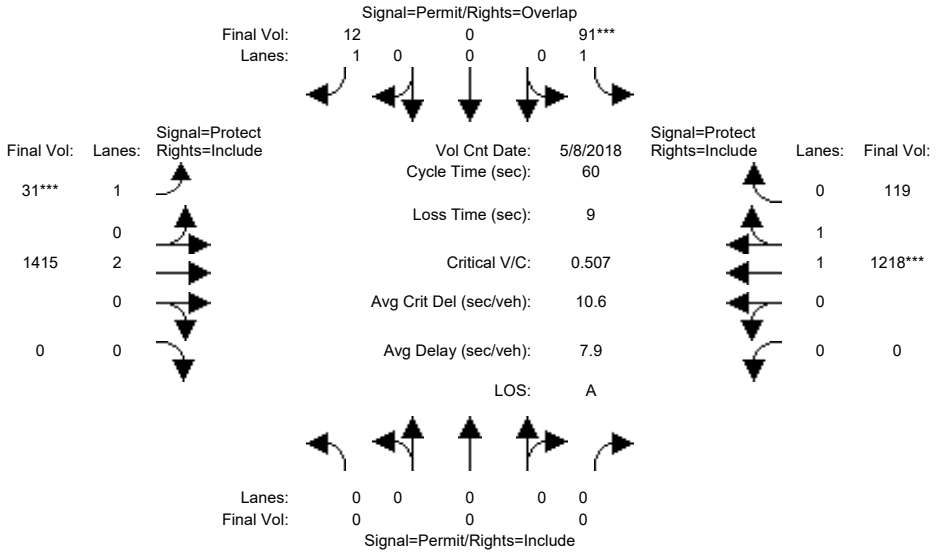
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #39: (10) Reamwood Ave & TasmanDr



Street Name:	Reamwood Av						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	91	0	12	31	1415	0	0	1218	119
Growth Adj:	1.00	1.00	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	91	0	12	31	1415	0	0	1218	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	91	0	12	31	1415	0	0	1218	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	91	0	12	31	1415	0	0	1218	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	91	0	12	31	1415	0	0	1218	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	91	0	12	31	1415	0	0	1218	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3370	329
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.01	0.02	0.37	0.00	0.00	0.36	0.36
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.02	0.15	0.54	0.00	0.00	0.64	0.64
Delay/Veh:	0.0	0.0	0.0	22.6	0.0	15.5	24.2	5.0	0.0	0.0	9.5	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.6	0.0	15.5	24.2	5.0	0.0	0.0	9.5	9.5
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	4	0	0	1	13	0	0	16	16

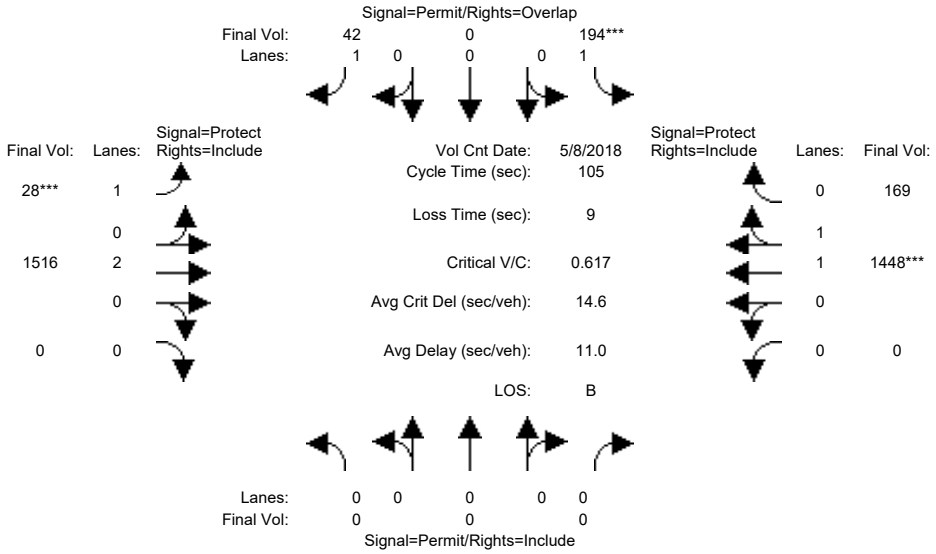
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #39: (10) Reamwood Ave & TasmanDr



Street Name:	Reamwood Av						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	194	0	42	28	1516	0	0	1448	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	194	0	42	28	1516	0	0	1448	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	194	0	42	28	1516	0	0	1448	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	194	0	42	28	1516	0	0	1448	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	194	0	42	28	1516	0	0	1448	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	194	0	42	28	1516	0	0	1448	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3313	387
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.02	0.02	0.40	0.00	0.00	0.44	0.44
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	18.0	0.0	25.0	7.0	78.0	0.0	0.0	71.0	71.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.10	0.24	0.54	0.00	0.00	0.65	0.65
Delay/Veh:	0.0	0.0	0.0	45.4	0.0	31.3	47.5	6.0	0.0	0.0	10.4	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.4	0.0	31.3	47.5	6.0	0.0	0.0	10.4	10.4
LOS by Move:	A	A	A	D	A	C	D	A	A	A	B	B
HCM2k95thQ:	0	0	0	14	0	2	2	19	0	0	27	27

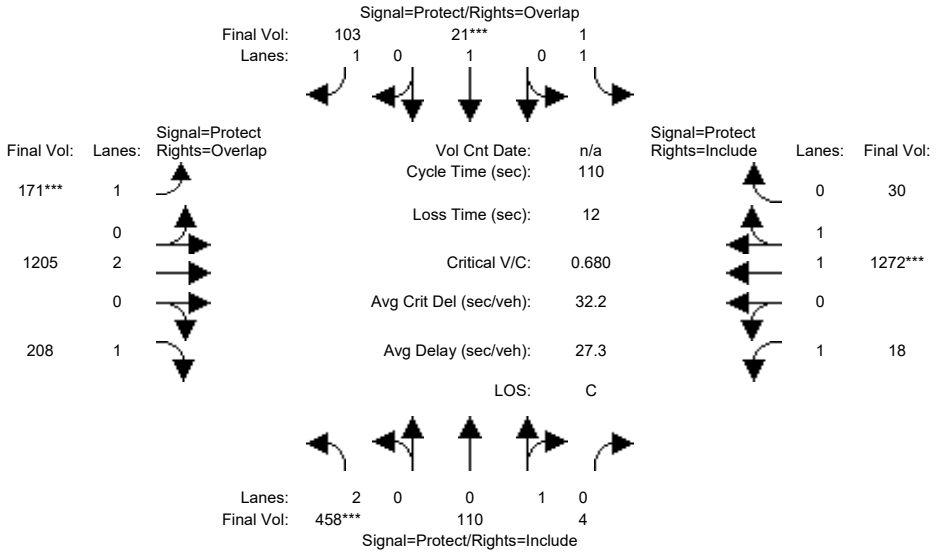
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #40: (11) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	444	107	4	1	20	100	166	1169	202	17	1234	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	444	107	4	1	20	100	166	1169	202	17	1234	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	444	107	4	1	20	100	166	1169	202	17	1234	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	458	110	4	1	21	103	171	1205	208	18	1272	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	110	4	1	21	103	171	1205	208	18	1272	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	458	110	4	1	21	103	171	1205	208	18	1272	30
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	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.96	0.04	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	3150	1735	65	1750	1900	1750	1750	3800	1750	1750	3615	85
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.06	0.00	0.01	0.06	0.10	0.32	0.12	0.01	0.35	0.35
Crit Moves:	****				****		****				****	
Green Time:	22.0	17.1	17.1	12.8	8.0	22.8	14.8	55.3	77.3	12.7	53.2	53.2
Volume/Cap:	0.73	0.41	0.41	0.01	0.15	0.28	0.73	0.63	0.17	0.09	0.73	0.73
Delay/Veh:	45.5	42.8	42.8	42.9	48.3	37.2	56.5	20.6	5.6	43.7	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	42.8	42.8	42.9	48.3	37.2	56.5	20.6	5.6	43.7	24.1	24.1
LOS by Move:	D	D	D	D	D	D	E	C	A	D	C	C
HCM2k95thQ:	19	8	8	0	2	7	12	26	5	1	30	30

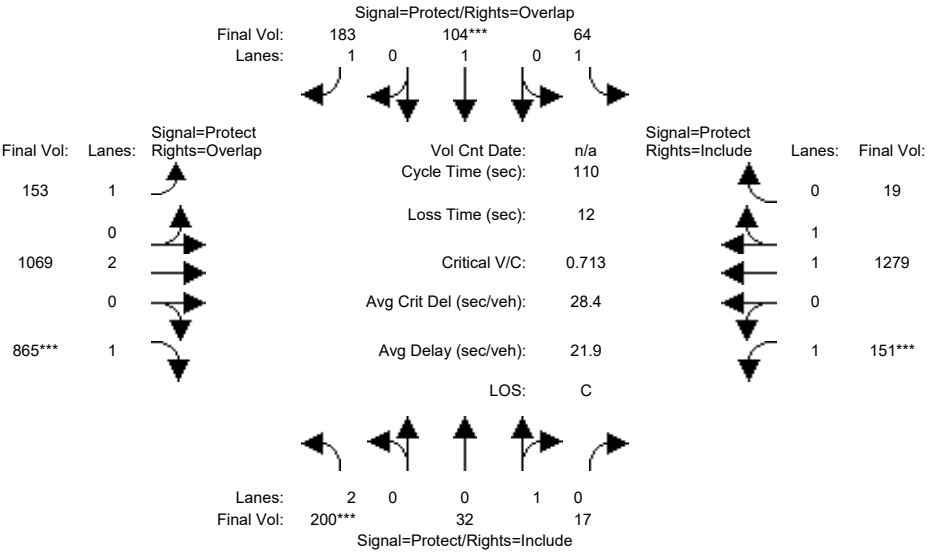
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #40: (11) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	192	31	16	61	100	176	147	1026	830	145	1228	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	31	16	61	100	176	147	1026	830	145	1228	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	31	16	61	100	176	147	1026	830	145	1228	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	200	32	17	64	104	183	153	1069	865	151	1279	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	32	17	64	104	183	153	1069	865	151	1279	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	32	17	64	104	183	153	1069	865	151	1279	19
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	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.66	0.34	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1187	613	1750	1900	1750	1750	3800	1750	1750	3647	53
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.03	0.04	0.05	0.10	0.09	0.28	0.49	0.09	0.35	0.35
Crit Moves:	****				****				****	****		
Green Time:	9.8	10.4	10.4	7.8	8.5	24.4	15.9	66.4	76.2	13.3	63.8	63.8
Volume/Cap:	0.71	0.29	0.29	0.51	0.71	0.47	0.60	0.47	0.71	0.71	0.60	0.60
Delay/Veh:	57.1	47.3	47.3	52.8	64.9	38.1	48.2	12.2	12.3	57.4	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	47.3	47.3	52.8	64.9	38.1	48.2	12.2	12.3	57.4	15.4	15.4
LOS by Move:	E	D	D	D	E	D	D	B	B	E	B	B
HCM2k95thQ:	11	4	4	6	10	12	10	18	33	10	25	25

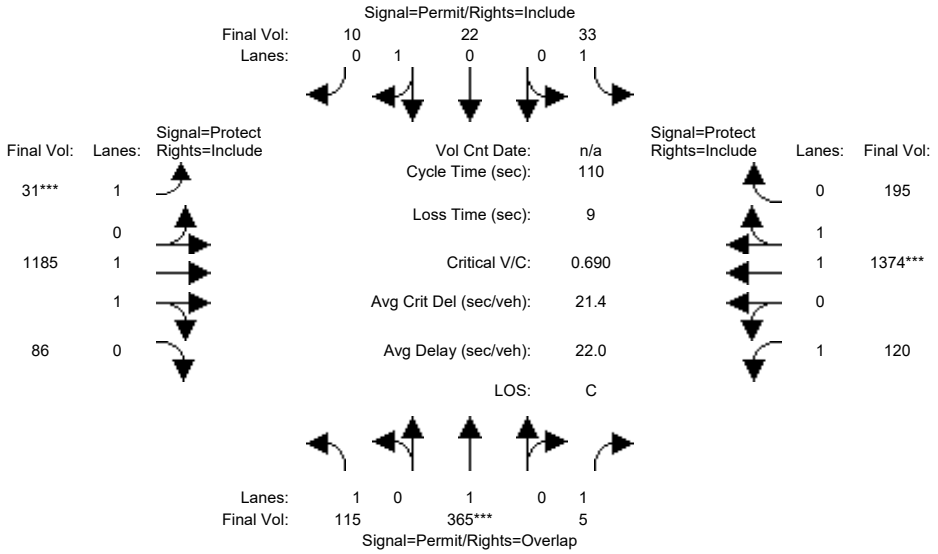
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #41: (14) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	107	339	5	31	20	9	29	1102	80	112	1278	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:	107	339	5	31	20	9	29	1102	80	112	1278	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	339	5	31	20	9	29	1102	80	112	1278	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	115	365	5	33	22	10	31	1185	86	120	1374	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	365	5	33	22	10	31	1185	86	120	1374	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	365	5	33	22	10	31	1185	86	120	1374	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.69	0.31	1.00	1.86	0.14	1.00	1.75	0.25
Final Sat.:	1750	1900	1750	1750	1241	559	1750	3449	250	1750	3241	459
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.00	0.02	0.02	0.02	0.02	0.34	0.34	0.07	0.42	0.42
Crit Moves:		****					****				****	
Green Time:	29.9	29.9	41.8	29.9	29.9	29.9	5.0	59.2	59.2	11.9	66.1	66.1
Volume/Cap:	0.24	0.71	0.01	0.07	0.06	0.06	0.39	0.64	0.64	0.64	0.71	0.71
Delay/Veh:	31.5	40.5	21.2	29.8	29.7	29.7	54.2	18.5	18.5	54.1	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	40.5	21.2	29.8	29.7	29.7	54.2	18.5	18.5	54.1	16.3	16.3
LOS by Move:	C	D	C	C	C	C	D	B	B	D	B	B
HCM2k95thQ:	7	22	0	2	2	2	2	26	26	8	31	31

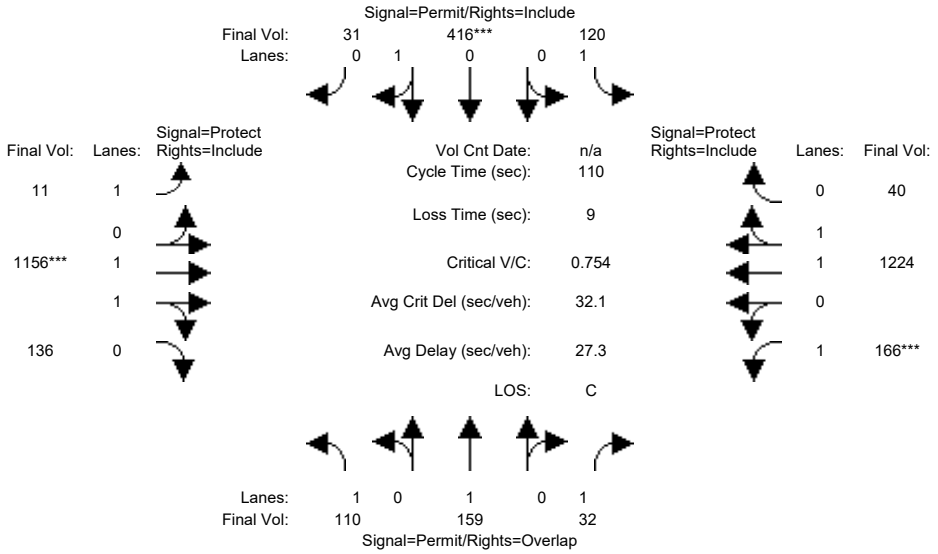
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #41: (14) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	107	154	31	116	404	30	11	1121	132	161	1187	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	154	31	116	404	30	11	1121	132	161	1187	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	154	31	116	404	30	11	1121	132	161	1187	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	110	159	32	120	416	31	11	1156	136	166	1224	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	159	32	120	416	31	11	1156	136	166	1224	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	159	32	120	416	31	11	1156	136	166	1224	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.93	0.07	1.00	1.78	0.22	1.00	1.93	0.07
Final Sat.:	1750	1900	1750	1750	1676	124	1750	3310	390	1750	3582	118
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.02	0.07	0.25	0.25	0.01	0.35	0.35	0.09	0.34	0.34
Crit Moves:					****			****		****		
Green Time:	36.2	36.2	50.1	36.2	36.2	36.2	7.6	50.9	50.9	13.8	57.1	57.1
Volume/Cap:	0.19	0.25	0.04	0.21	0.75	0.75	0.09	0.75	0.75	0.75	0.66	0.66
Delay/Veh:	26.5	27.2	16.6	26.7	38.4	38.4	48.3	26.3	26.3	60.2	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	27.2	16.6	26.7	38.4	38.4	48.3	26.3	26.3	60.2	20.1	20.1
LOS by Move:	C	C	B	C	D	D	D	C	C	E	C	C
HCM2k95thQ:	6	8	1	6	27	27	1	32	32	11	26	26

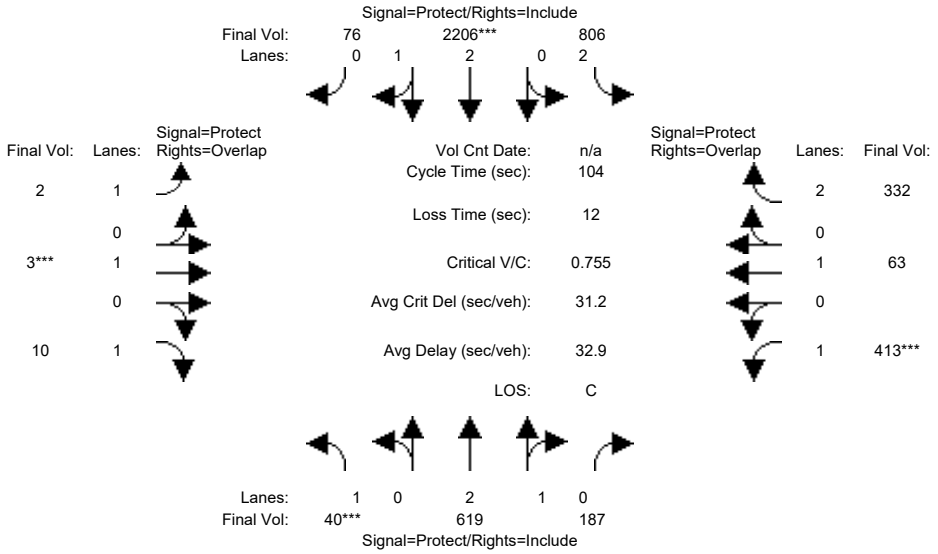
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #47: (20) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	36	557	168	725	1985	68	2	3	9	372	57	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	557	168	725	1985	68	2	3	9	372	57	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	557	168	725	1985	68	2	3	9	372	57	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	40	619	187	806	2206	76	2	3	10	413	63	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	619	187	806	2206	76	2	3	10	413	63	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	619	187	806	2206	76	2	3	10	413	63	332
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.28	0.72	2.00	2.90	0.10	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4301	1297	3150	5414	185	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.26	0.41	0.41	0.00	0.00	0.01	0.24	0.03	0.11
Crit Moves:	****				****			****		****		
Green Time:	4.0	19.2	19.2	34.2	49.4	49.4	17.2	10.0	14.0	28.6	21.5	55.6
Volume/Cap:	0.59	0.78	0.78	0.78	0.86	0.86	0.01	0.02	0.04	0.86	0.16	0.20
Delay/Veh:	62.7	44.2	44.2	35.3	27.2	27.2	36.3	42.6	39.2	50.0	34.1	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	44.2	44.2	35.3	27.2	27.2	36.3	42.6	39.2	50.0	34.1	12.6
LOS by Move:	E	D	D	D	C	C	D	D	D	D	C	B
HCM2k95thQ:	3	16	16	25	39	39	0	0	1	29	3	7

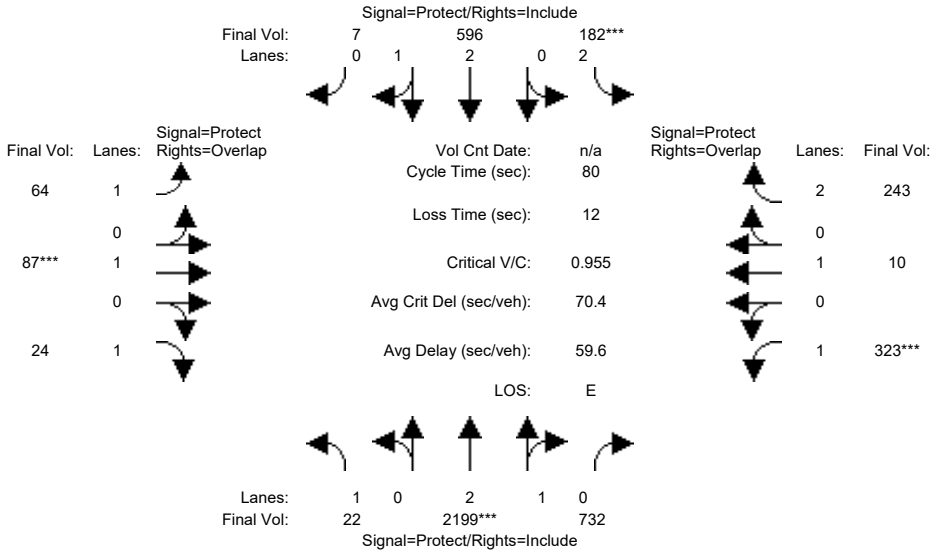
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #47: (20) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	21	2067	688	171	560	7	60	82	23	304	9	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	2067	688	171	560	7	60	82	23	304	9	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2067	688	171	560	7	60	82	23	304	9	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	2199	732	182	596	7	64	87	24	323	10	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	2199	732	182	596	7	64	87	24	323	10	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	2199	732	182	596	7	64	87	24	323	10	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.22	0.78	2.00	2.96	0.04	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4200	1398	3150	5531	69	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.52	0.06	0.11	0.11	0.04	0.05	0.01	0.18	0.01	0.08
Crit Moves:		****		****				****		****		
Green Time:	12.7	38.4	38.4	6.0	31.7	31.7	10.5	10.0	22.7	13.6	13.1	19.1
Volume/Cap:	0.08	1.09	1.09	0.77	0.27	0.27	0.28	0.37	0.05	1.09	0.03	0.32
Delay/Veh:	28.8	68.1	68.1	50.6	16.4	16.4	32.0	33.1	20.9	111.6	28.2	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	68.1	68.1	50.6	16.4	16.4	32.0	33.1	20.9	111.6	28.2	25.4
LOS by Move:	C	E	E	D	B	B	C	C	C	F	C	C
HCM2k95thQ:	1	56	56	6	7	7	4	5	1	29	0	6

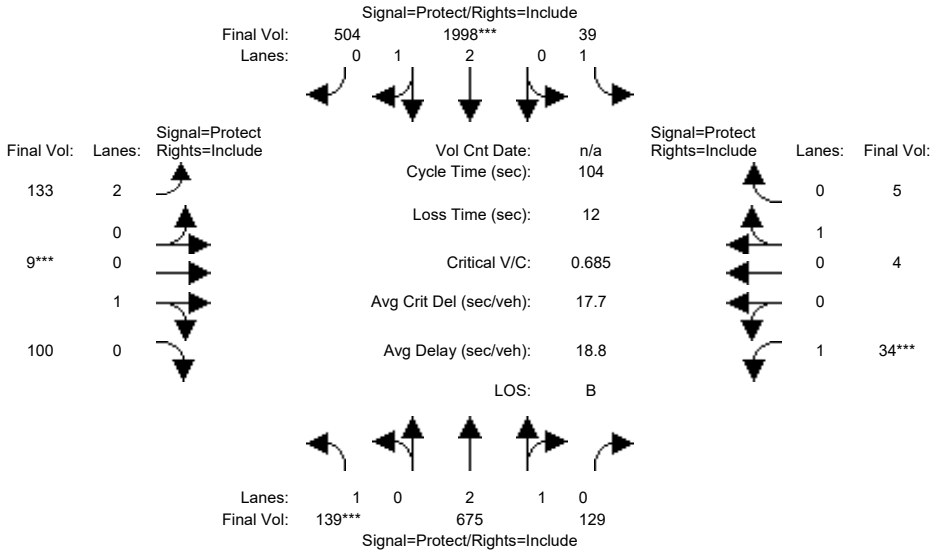
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #48: (21) GREAT AMERICA / ALVISO



Street Name:	GREAT AMERICA Pkwy						ALVISO					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	129	628	120	36	1858	469	124	8	93	32	4	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	628	120	36	1858	469	124	8	93	32	4	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	628	120	36	1858	469	124	8	93	32	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	139	675	129	39	1998	504	133	9	100	34	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	675	129	39	1998	504	133	9	100	34	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	675	129	39	1998	504	133	9	100	34	4	5
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	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.50	0.50	1.00	2.37	0.63	2.00	0.08	0.92	1.00	0.44	0.56
Final Sat.:	1750	4700	898	1750	4470	1128	3150	143	1657	1750	800	1000
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.02	0.45	0.45	0.04	0.06	0.06	0.02	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	11.6	57.7	57.7	19.3	65.4	65.4	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.71	0.26	0.26	0.12	0.71	0.71	0.82	0.63	0.63	0.41	0.06	0.06
Delay/Veh:	56.1	12.1	12.1	35.4	13.6	13.6	76.1	52.3	52.3	51.3	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	12.1	12.1	35.4	13.6	13.6	76.1	52.3	52.3	51.3	43.2	43.2
LOS by Move:	E	B	B	D	B	B	E	D	D	D	D	D
HCM2k95thQ:	10	9	9	2	30	30	9	9	9	3	1	1

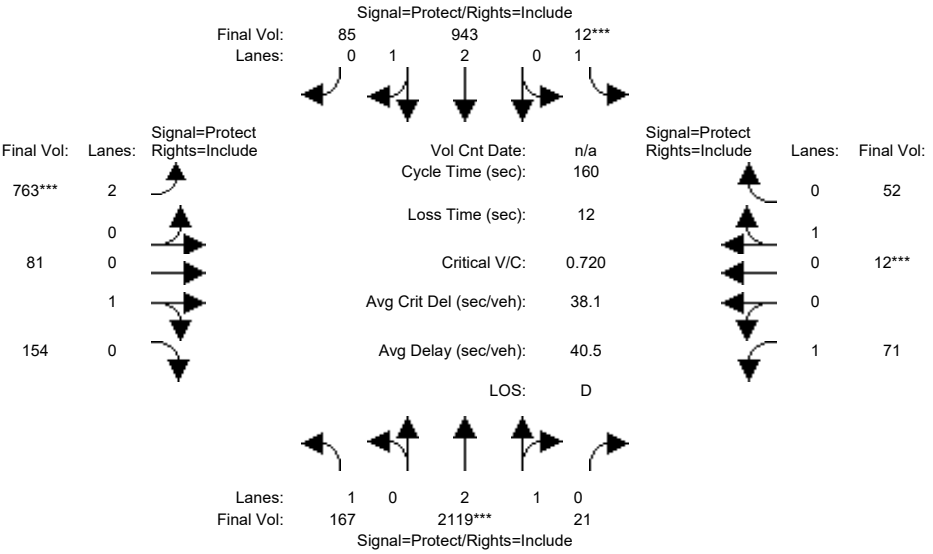
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #48: (21) GREAT AMERICA / ALVISO



Street Name:	GREAT AMERICA Pkwy						ALVISO					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	159	2013	20	11	896	81	725	77	146	67	11	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	2013	20	11	896	81	725	77	146	67	11	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	2013	20	11	896	81	725	77	146	67	11	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	167	2119	21	12	943	85	763	81	154	71	12	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	2119	21	12	943	85	763	81	154	71	12	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	2119	21	12	943	85	763	81	154	71	12	52
Saturation Flow 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	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.74	0.26	2.00	0.35	0.65	1.00	0.18	0.82
Final Sat.:	1750	5545	55	1750	5135	464	3150	622	1178	1750	330	1470
Capacity Analysis Module:												
Vol/Sat:	0.10	0.38	0.38	0.01	0.18	0.18	0.24	0.13	0.13	0.04	0.04	0.04
Crit Moves:		****		****			****				****	
Green Time:	29.8	82.0	82.0	5.0	57.2	57.2	52.0	46.6	46.6	14.4	9.0	9.0
Volume/Cap:	0.51	0.75	0.75	0.21	0.51	0.51	0.75	0.45	0.45	0.45	0.62	0.62
Delay/Veh:	60.0	31.9	31.9	77.5	40.7	40.7	51.1	46.8	46.8	71.1	85.4	85.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	31.9	31.9	77.5	40.7	40.7	51.1	46.8	46.8	71.1	85.4	85.4
LOS by Move:	E	C	C	E	D	D	D	D	D	E	F	F
HCM2k95thQ:	15	46	46	1	23	23	35	18	18	8	8	8

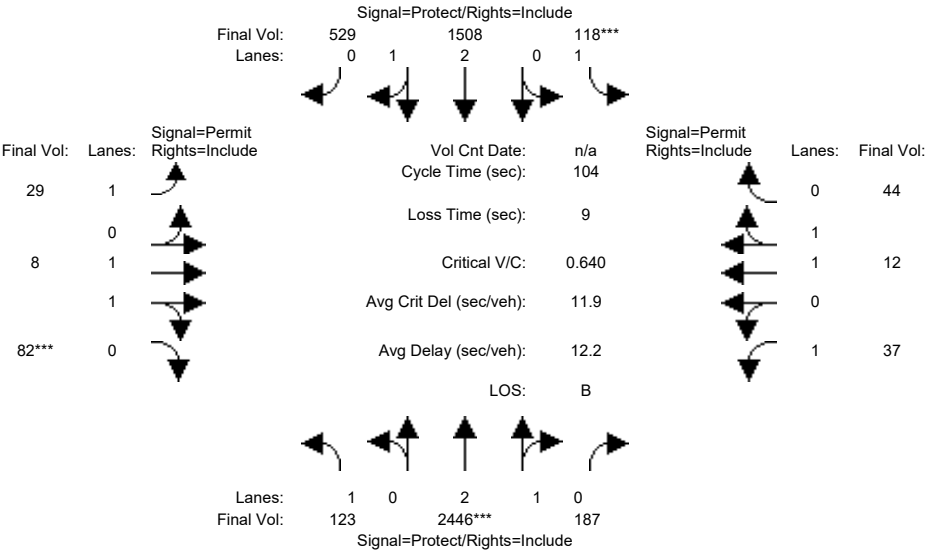
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #51: (22) GREAT AMERICA / BUNKER HILL



Street Name:	GREAT AMERIC Pkwy						BUNKER HILL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	112	2226	170	107	1372	481	26	7	75	34	11	40
Growth Adj:	1.00	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	2226	170	107	1372	481	26	7	75	34	11	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	2226	170	107	1372	481	26	7	75	34	11	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	123	2446	187	118	1508	529	29	8	82	37	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	2446	187	118	1508	529	29	8	82	37	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	2446	187	118	1508	529	29	8	82	37	12	44
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	0.92	0.92	1.00	0.92
Lanes:	1.00	2.78	0.22	1.00	2.19	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5202	397	1750	4144	1453	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.47	0.07	0.36	0.36	0.02	0.00	0.05	0.02	0.01	0.03
Crit Moves:		****		****					****			
Green Time:	13.6	73.5	73.5	10.5	70.4	70.4	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.54	0.67	0.67	0.67	0.54	0.54	0.15	0.04	0.45	0.20	0.06	0.24
Delay/Veh:	44.8	8.9	8.9	54.3	8.7	8.7	42.7	41.8	45.2	43.0	41.9	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:	44.8	8.9	8.9	54.3	8.7	8.7	42.7	41.8	45.2	43.0	41.9	43.2
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	7	26	26	8	20	20	2	1	6	3	1	3

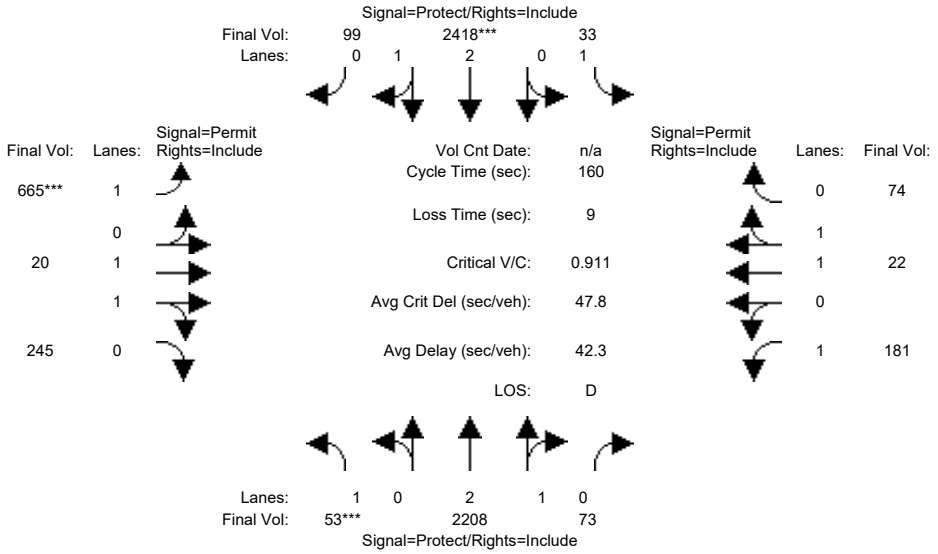
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #51: (22) GREAT AMERICA / BUNKER HILL



Street Name: GREAT AMERIC Pkwy BUNKER HILL

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	51	2120	70	32	2321	95	638	19	235	174	21	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:	51	2120	70	32	2321	95	638	19	235	174	21	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	2120	70	32	2321	95	638	19	235	174	21	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	53	2208	73	33	2418	99	665	20	245	181	22	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	2208	73	33	2418	99	665	20	245	181	22	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	2208	73	33	2418	99	665	20	245	181	22	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.90	0.10	1.00	2.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5421	179	1750	5380	220	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.41	0.02	0.45	0.45	0.38	0.01	0.14	0.10	0.01	0.04
Crit Moves:	****				****		****					
Green Time:	5.3	79.4	79.4	4.9	79.0	79.0	66.7	66.7	66.7	66.7	66.7	66.7
Volume/Cap:	0.91	0.82	0.82	0.63	0.91	0.91	0.91	0.02	0.34	0.25	0.03	0.10
Delay/Veh:	163.1	36.3	36.3	97.7	42.3	42.3	59.4	27.5	31.9	30.5	27.5	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	163.1	36.3	36.3	97.7	42.3	42.3	59.4	27.5	31.9	30.5	27.5	28.4
LOS by Move:	F	D	D	F	D	D	E	C	C	C	C	C
HCM2k95thQ:	7	51	51	4	64	64	57	1	16	12	1	5

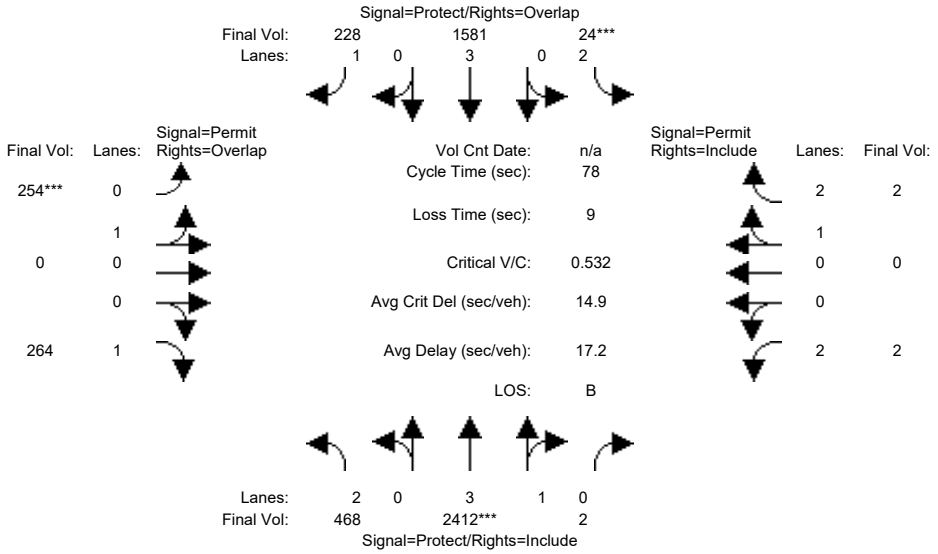
Note: Queue reported is the number of cars per lane.

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City of Santa Clara

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Intersection #53: (24) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	421	2171	2	22	1423	205	229	0	238	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	421	2171	2	22	1423	205	229	0	238	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	421	2171	2	22	1423	205	229	0	238	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	468	2412	2	24	1581	228	254	0	264	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	468	2412	2	24	1581	228	254	0	264	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	468	2412	2	24	1581	228	254	0	264	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.99	0.01	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7493	7	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.32	0.01	0.28	0.13	0.14	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	17.8	41.0	41.0	10.0	33.2	33.2	18.0	0.0	35.8	18.0	0.0	18.0
Volume/Cap:	0.65	0.61	0.61	0.06	0.65	0.31	0.61	0.00	0.33	0.00	0.00	0.00
Delay/Veh:	29.4	13.2	13.2	29.9	18.4	15.0	29.6	0.0	13.7	23.1	0.0	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	13.2	13.2	29.9	18.4	15.0	29.6	0.0	13.7	23.1	0.0	23.1
LOS by Move:	C	B	B	C	B	B	C	A	B	C	A	C
HCM2k95thQ:	12	19	19	1	19	8	13	0	9	0	0	0

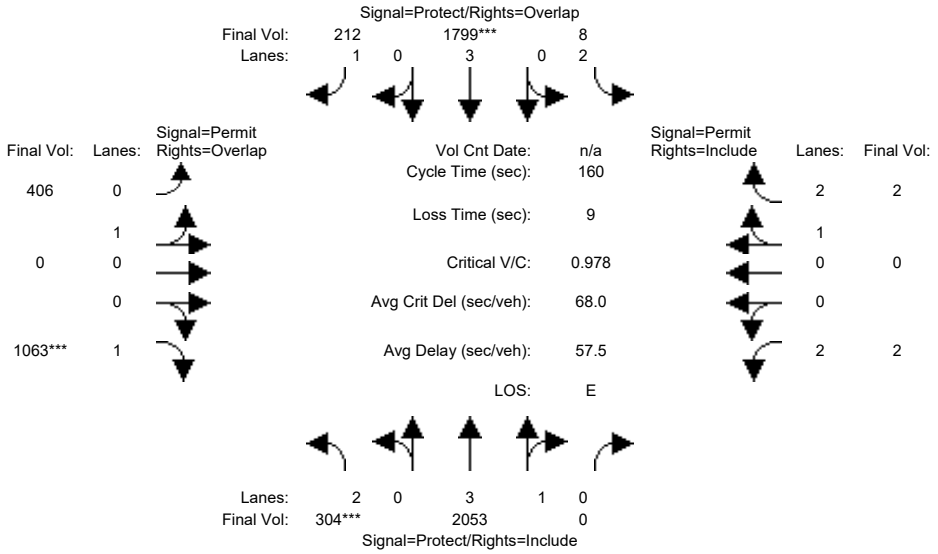
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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Intersection #53: (24) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	289	1950	0	8	1709	201	386	0	1010	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	1950	0	8	1709	201	386	0	1010	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	1950	0	8	1709	201	386	0	1010	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	304	2053	0	8	1799	212	406	0	1063	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	2053	0	8	1799	212	406	0	1063	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	2053	0	8	1799	212	406	0	1063	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7500	0	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.00	0.00	0.32	0.12	0.23	0.00	0.61	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	15.8	54.9	0.0	12.5	51.6	51.6	83.6	0.0	99.4	83.6	0.0	83.6
Volume/Cap:	0.98	0.80	0.00	0.03	0.98	0.37	0.43	0.00	0.98	0.00	0.00	0.00
Delay/Veh:	116.8	49.4	0.0	68.2	69.7	42.2	23.9	0.0	51.3	18.3	0.0	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	49.4	0.0	68.2	69.7	42.2	23.9	0.0	51.3	18.3	0.0	18.3
LOS by Move:	F	D	A	E	E	D	C	A	D	B	A	B
HCM2k95thQ:	20	39	0	0	53	16	23	0	91	0	0	0

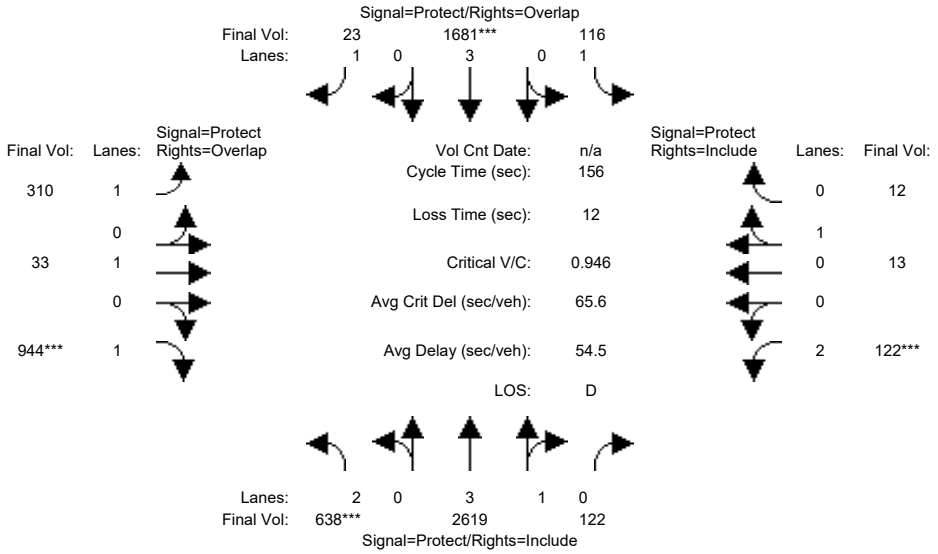
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
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Intersection #54: (25) GREAT AMERICA / PATRICK HENRY



Street Name:	GREAT AMERICA Pkwy						PATRICK HENRY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	574	2357	110	104	1513	21	279	30	850	110	12	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	574	2357	110	104	1513	21	279	30	850	110	12	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	574	2357	110	104	1513	21	279	30	850	110	12	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	638	2619	122	116	1681	23	310	33	944	122	13	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	638	2619	122	116	1681	23	310	33	944	122	13	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	638	2619	122	116	1681	23	310	33	944	122	13	12
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	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	3.81	0.19	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.52	0.48
Final Sat.:	3150	7165	334	1750	5700	1750	1750	1900	1750	3150	939	861
Capacity Analysis Module:												
Vol/Sat:	0.20	0.37	0.37	0.07	0.29	0.01	0.18	0.02	0.54	0.04	0.01	0.01
Crit Moves:	****				****				****	****		
Green Time:	33.4	69.5	69.5	12.5	48.6	91.8	43.2	55.6	89.0	6.4	18.8	18.8
Volume/Cap:	0.95	0.82	0.82	0.82	0.95	0.02	0.64	0.05	0.95	0.95	0.12	0.12
Delay/Veh:	82.8	39.6	39.6	101.0	63.6	13.4	52.4	32.9	48.3	137.2	61.5	61.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.8	39.6	39.6	101.0	63.6	13.4	52.4	32.9	48.3	137.2	61.5	61.5
LOS by Move:	F	D	D	F	E	B	D	C	D	F	E	E
HCM2k95thQ:	31	44	44	12	47	1	26	2	76	12	2	2

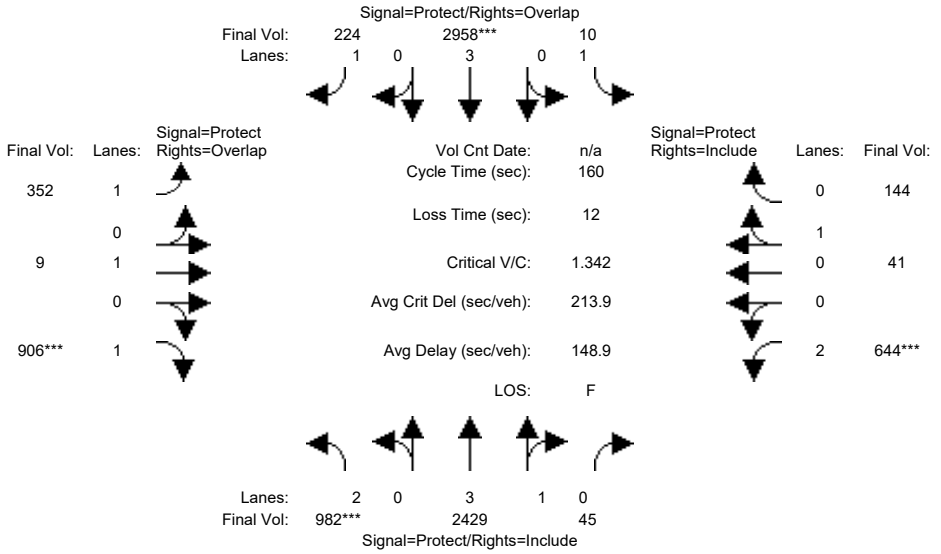
Note: Queue reported is the number of cars per lane.

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Intersection #54: (25) GREAT AMERICA / PATRICK HENRY



Street Name:	GREAT AMERICA Pkwy						PATRICK HENRY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	913	2259	42	9	2751	208	327	8	843	599	38	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:	913	2259	42	9	2751	208	327	8	843	599	38	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	913	2259	42	9	2751	208	327	8	843	599	38	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	982	2429	45	10	2958	224	352	9	906	644	41	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	982	2429	45	10	2958	224	352	9	906	644	41	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	982	2429	45	10	2958	224	352	9	906	644	41	144
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	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	3.92	0.08	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.22	0.78
Final Sat.:	3150	7363	137	1750	5700	1750	1750	1900	1750	3150	398	1402
Capacity Analysis Module:												
Vol/Sat:	0.31	0.33	0.33	0.01	0.52	0.13	0.20	0.00	0.52	0.20	0.10	0.10
Crit Moves:	****				****				****	****		
Green Time:	37.2	88.9	88.9	10.1	61.9	94.3	32.4	24.6	61.8	24.4	16.6	16.6
Volume/Cap:	1.34	0.59	0.59	0.09	1.34	0.22	0.99	0.03	1.34	1.34	0.99	0.99
Delay/Veh:	224.5	23.8	23.8	70.9	206	15.6	109.2	57.6	212.9	235.3	135	135.1
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:	224.5	23.8	23.8	70.9	206	15.6	109.2	57.6	212.9	235.3	135	135.1
LOS by Move:	F	C	C	E	F	B	F	E	F	F	F	F
HCM2k95thQ:	72	33	33	1	118	10	39	1	119	52	24	24

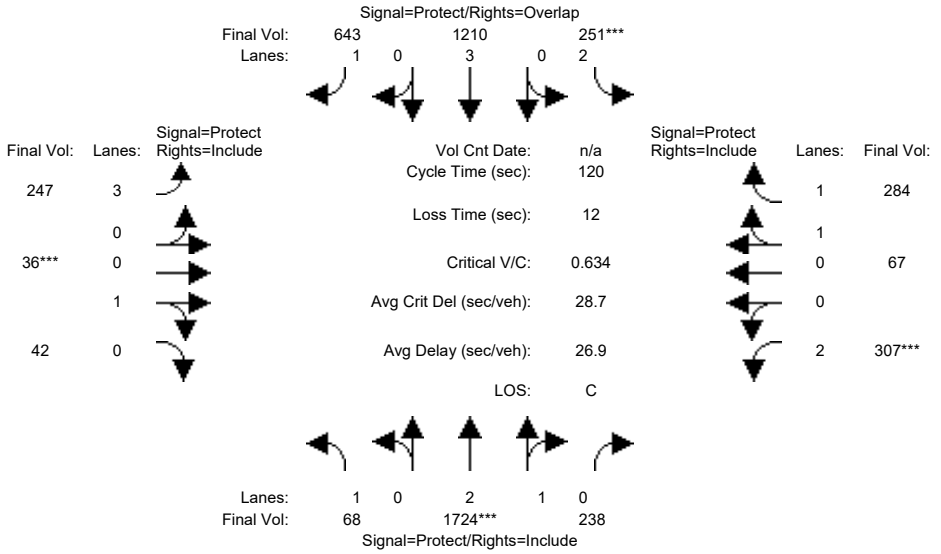
Note: Queue reported is the number of cars per lane.

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City of Santa Clara

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2000 HCM Operations (Future Volume Alternative)
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Intersection #58: (29) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	62	1569	217	228	1101	585	225	33	38	279	61	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1569	217	228	1101	585	225	33	38	279	61	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1569	217	228	1101	585	225	33	38	279	61	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	68	1724	238	251	1210	643	247	36	42	307	67	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1724	238	251	1210	643	247	36	42	307	67	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1724	238	251	1210	643	247	36	42	307	67	284
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.62	0.38	2.00	3.00	1.00	3.00	0.46	0.54	2.00	0.38	1.62
Final Sat.:	1750	4919	680	3150	5700	1750	4551	837	963	3150	688	2912
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.08	0.21	0.37	0.05	0.04	0.04	0.10	0.10	0.10
Crit Moves:		****		****				****		****		
Green Time:	13.7	63.8	63.8	14.5	64.5	78.2	13.7	12.0	12.0	17.7	16.0	16.0
Volume/Cap:	0.34	0.66	0.66	0.66	0.39	0.56	0.48	0.43	0.43	0.66	0.73	0.73
Delay/Veh:	50.0	20.8	20.8	54.6	16.4	12.1	50.5	52.5	52.5	51.8	55.5	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:	50.0	20.8	20.8	54.6	16.4	12.1	50.5	52.5	52.5	51.8	55.5	55.5
LOS by Move:	D	C	C	D	B	B	D	D	D	D	E	E
HCM2k95thQ:	5	29	29	10	16	25	8	7	7	14	15	15

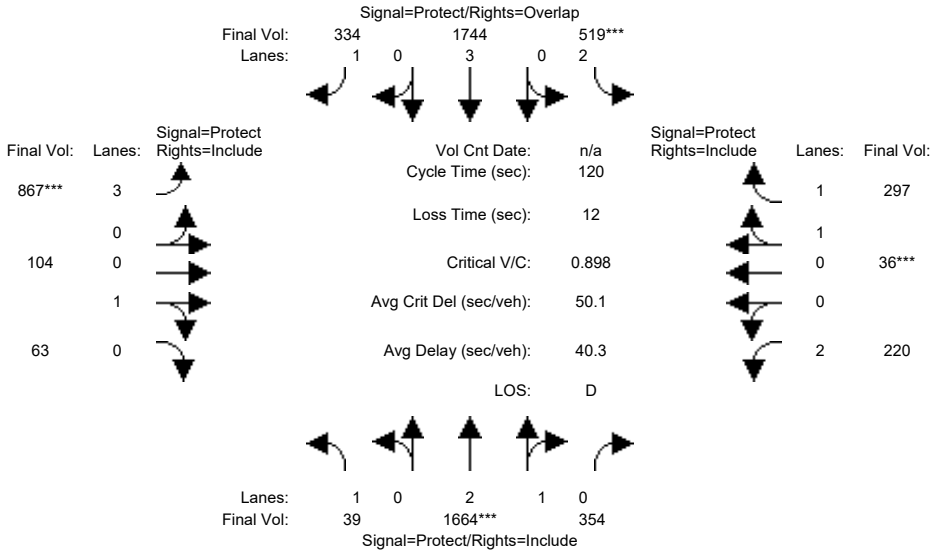
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #58: (29) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	37	1581	336	493	1657	317	824	99	60	209	34	282
Growth Adj:	1.00	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	1581	336	493	1657	317	824	99	60	209	34	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	1581	336	493	1657	317	824	99	60	209	34	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	1664	354	519	1744	334	867	104	63	220	36	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1664	354	519	1744	334	867	104	63	220	36	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1664	354	519	1744	334	867	104	63	220	36	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.45	0.55	2.00	3.00	1.00	3.00	0.62	0.38	2.00	0.22	1.78
Final Sat.:	1750	4617	981	3150	5700	1750	4551	1121	679	3150	387	3213
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.16	0.31	0.19	0.19	0.09	0.09	0.07	0.09	0.09
Crit Moves:		****		****			****				****	
Green Time:	12.6	48.2	48.2	22.0	57.6	83.1	25.5	20.6	20.6	17.2	12.3	12.3
Volume/Cap:	0.21	0.90	0.90	0.90	0.64	0.28	0.90	0.54	0.54	0.49	0.90	0.90
Delay/Veh:	49.8	38.9	38.9	64.7	23.9	7.1	57.1	47.3	47.3	48.2	76.8	76.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	38.9	38.9	64.7	23.9	7.1	57.1	47.3	47.3	48.2	76.8	76.8
LOS by Move:	D	D	D	E	C	A	E	D	D	D	E	E
HCM2k95thQ:	3	38	38	22	27	10	29	12	12	10	17	17

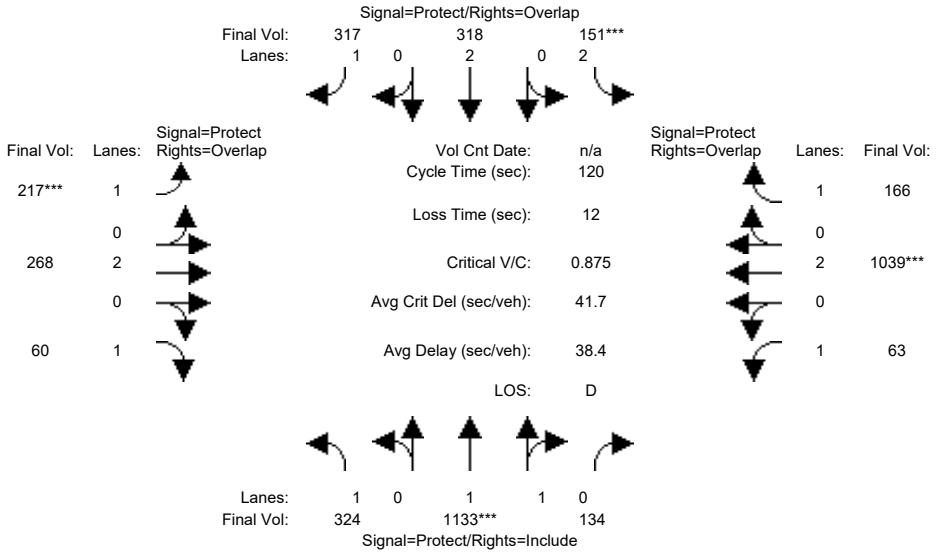
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #61: (32) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	292	1020	121	136	286	285	195	241	54	57	935	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	1020	121	136	286	285	195	241	54	57	935	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	1020	121	136	286	285	195	241	54	57	935	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	324	1133	134	151	318	317	217	268	60	63	1039	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1133	134	151	318	317	217	268	60	63	1039	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	1133	134	151	318	317	217	268	60	63	1039	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3307	392	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.34	0.34	0.05	0.08	0.18	0.12	0.07	0.03	0.04	0.27	0.09
Crit Moves:		****		****			****				****	
Green Time:	37.4	46.3	46.3	8.0	16.9	33.6	16.7	33.7	71.2	19.9	37.0	45.0
Volume/Cap:	0.59	0.89	0.89	0.72	0.59	0.65	0.89	0.25	0.06	0.22	0.89	0.25
Delay/Veh:	26.1	27.2	27.2	63.7	44.9	31.1	80.7	33.5	10.3	43.7	48.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	27.2	27.2	63.7	44.9	31.1	80.7	33.5	10.3	43.7	48.1	26.1
LOS by Move:	C	C	C	E	D	C	F	C	B	D	D	C
HCM2k95thQ:	16	35	35	7	10	18	18	7	2	5	36	9

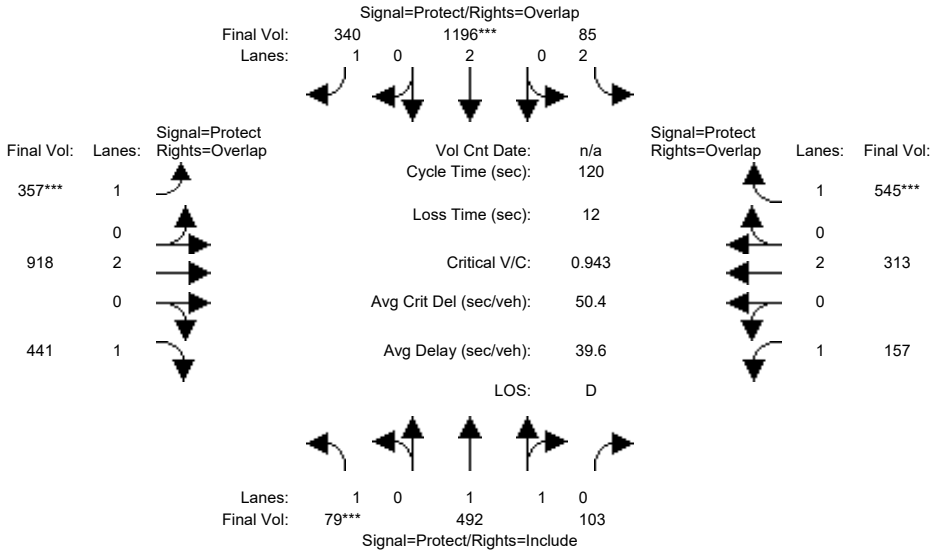
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #61: (32) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	78	487	102	84	1184	337	353	909	437	155	310	540
Growth Adj:	1.00	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	487	102	84	1184	337	353	909	437	155	310	540
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	487	102	84	1184	337	353	909	437	155	310	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	79	492	103	85	1196	340	357	918	441	157	313	545
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	492	103	85	1196	340	357	918	441	157	313	545
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	492	103	85	1196	340	357	918	441	157	313	545
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.64	0.36	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3059	641	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.03	0.31	0.19	0.20	0.24	0.25	0.09	0.08	0.31
Crit Moves:	****				****		****					****
Green Time:	5.7	32.4	32.4	13.4	40.1	66.0	25.9	41.7	47.4	15.4	31.2	44.6
Volume/Cap:	0.94	0.60	0.60	0.24	0.94	0.35	0.94	0.70	0.64	0.70	0.32	0.84
Delay/Veh:	134.1	29.7	29.7	44.9	39.6	3.0	78.1	35.3	31.3	59.1	36.0	43.8
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:	134.1	29.7	29.7	44.9	39.6	3.0	78.1	35.3	31.3	59.1	36.0	43.8
LOS by Move:	F	C	C	D	D	A	E	D	C	E	D	D
HCM2k95thQ:	7	15	15	3	37	4	25	24	24	14	9	37

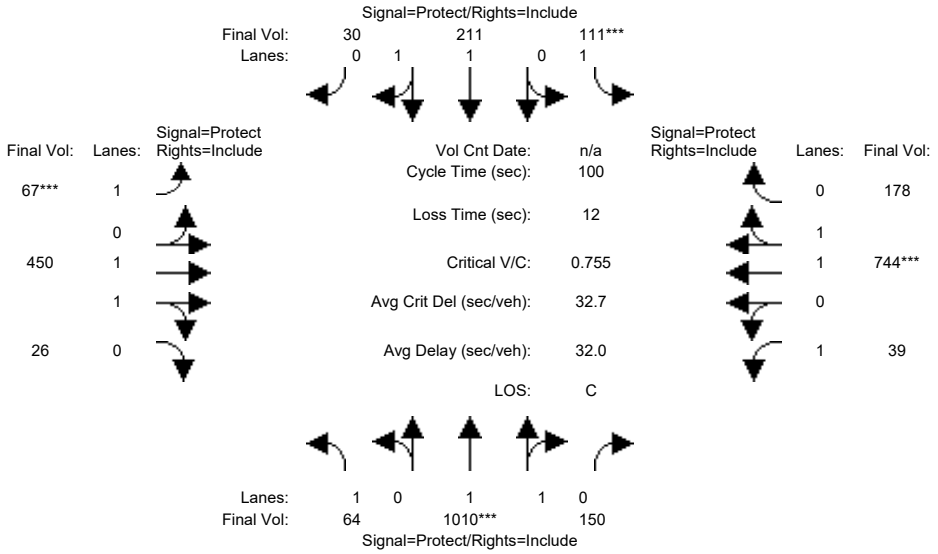
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #62: (33) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	58	909	135	100	190	27	60	405	23	35	670	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:	58	909	135	100	190	27	60	405	23	35	670	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	909	135	100	190	27	60	405	23	35	670	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	64	1010	150	111	211	30	67	450	26	39	744	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1010	150	111	211	30	67	450	26	39	744	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:	64	1010	150	111	211	30	67	450	26	39	744	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	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.73	0.27	1.00	1.74	0.26	1.00	1.89	0.11	1.00	1.60	0.40
Final Sat.:	1750	3221	478	1750	3239	460	1750	3501	199	1750	2986	713
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.06	0.07	0.07	0.04	0.13	0.13	0.02	0.25	0.25
Crit Moves:		****			****			****			****	
Green Time:	21.7	41.5	41.5	8.4	28.3	28.3	5.0	27.4	27.4	10.7	33.0	33.0
Volume/Cap:	0.17	0.76	0.76	0.76	0.23	0.23	0.76	0.47	0.47	0.21	0.76	0.76
Delay/Veh:	32.1	27.1	27.1	64.5	27.6	27.6	77.3	30.6	30.6	41.4	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	27.1	27.1	64.5	27.6	27.6	77.3	30.6	30.6	41.4	32.6	32.6
LOS by Move:	C	C	C	E	C	C	E	C	C	D	C	C
HCM2k95thQ:	3	27	27	8	6	6	8	12	12	3	26	26

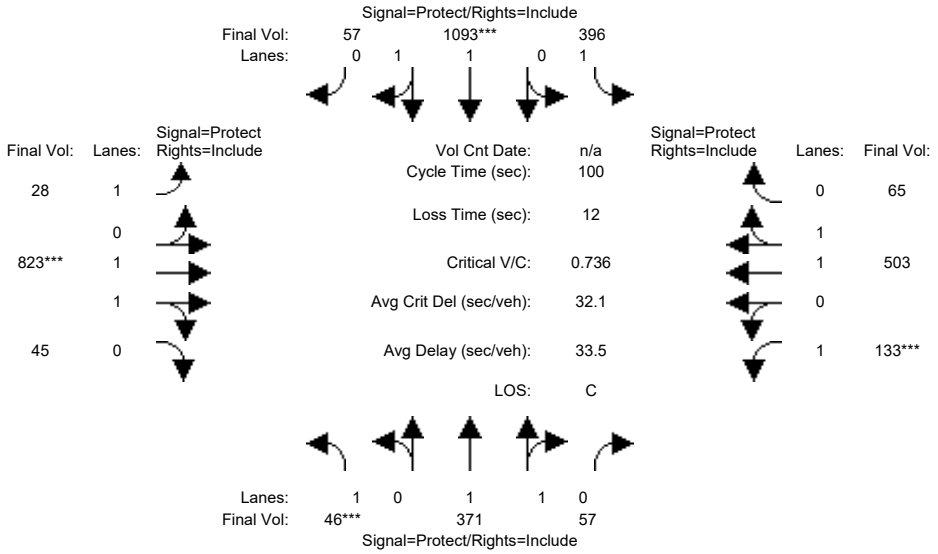
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #62: (33) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	44	356	55	380	1049	55	27	790	43	128	483	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:	44	356	55	380	1049	55	27	790	43	128	483	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	356	55	380	1049	55	27	790	43	128	483	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	46	371	57	396	1093	57	28	823	45	133	503	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	371	57	396	1093	57	28	823	45	133	503	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:	46	371	57	396	1093	57	28	823	45	133	503	65
Saturation Flow 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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.72	0.28	1.00	1.90	0.10	1.00	1.89	0.11	1.00	1.77	0.23
Final Sat.:	1750	3204	495	1750	3516	184	1750	3509	191	1750	3279	421
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.23	0.31	0.31	0.02	0.23	0.23	0.08	0.15	0.15
Crit Moves:	****				****			****			****	
Green Time:	5.0	15.7	15.7	30.8	41.5	41.5	10.2	31.3	31.3	10.2	31.3	31.3
Volume/Cap:	0.52	0.74	0.74	0.74	0.75	0.75	0.16	0.75	0.75	0.75	0.49	0.49
Delay/Veh:	52.0	45.0	45.0	36.2	26.9	26.9	41.4	33.6	33.6	59.7	28.2	28.2
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:	52.0	45.0	45.0	36.2	26.9	26.9	41.4	33.6	33.6	59.7	28.2	28.2
LOS by Move:	D	D	D	D	C	C	D	C	C	E	C	C
HCM2k95thQ:	3	13	13	20	25	25	2	24	24	12	14	14

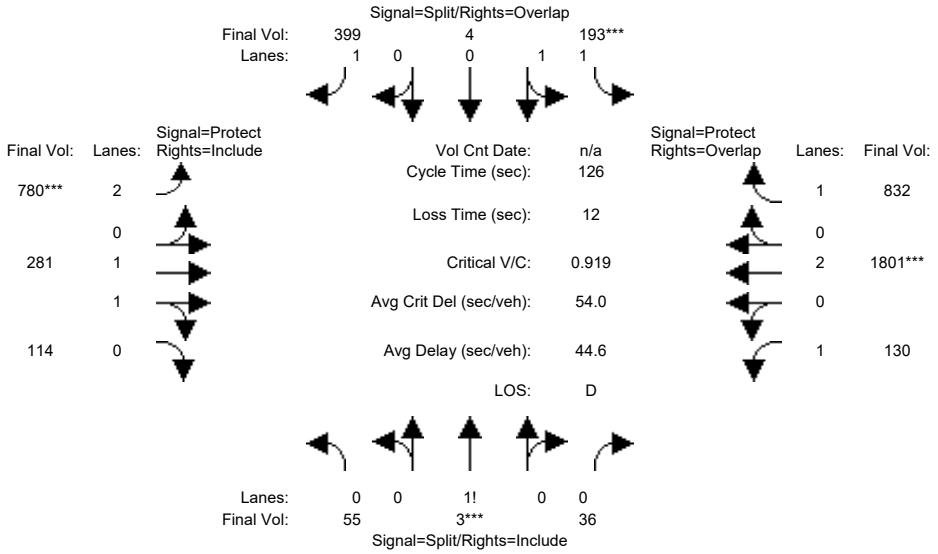
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #71: (49) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	52	3	34	181	4	375	733	264	107	122	1693	782
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	3	34	181	4	375	733	264	107	122	1693	782
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	3	34	181	4	375	733	264	107	122	1693	782
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	55	3	36	193	4	399	780	281	114	130	1801	832
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	3	36	193	4	399	780	281	114	130	1801	832
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	3	36	193	4	399	780	281	114	130	1801	832
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.59	0.03	0.38	1.96	0.04	1.00	2.00	1.41	0.59	1.00	2.00	1.00
Final Sat.:	1022	59	669	3473	77	1750	3150	2632	1067	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.06	0.06	0.23	0.25	0.11	0.11	0.07	0.47	0.48
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	42.3	32.3	64.1	64.1	29.9	61.7	71.7
Volume/Cap:	0.68	0.68	0.68	0.70	0.70	0.68	0.97	0.21	0.21	0.31	0.97	0.83
Delay/Veh:	69.4	69.4	69.4	64.1	64.1	39.3	70.2	17.1	17.1	40.0	45.0	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.4	69.4	69.4	64.1	64.1	39.3	70.2	17.1	17.1	40.0	45.0	28.5
LOS by Move:	E	E	E	E	E	D	E	B	B	D	D	C
HCM2k95thQ:	10	10	10	10	10	26	35	8	8	8	60	48

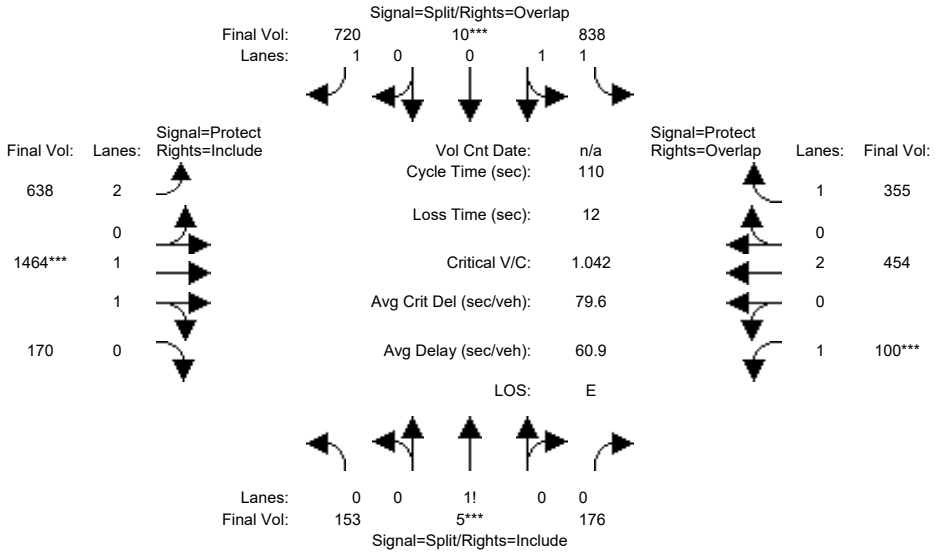
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #71: (49) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	147	5	169	804	10	691	612	1405	163	96	436	341
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	5	169	804	10	691	612	1405	163	96	436	341
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	5	169	804	10	691	612	1405	163	96	436	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	153	5	176	838	10	720	638	1464	170	100	454	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	5	176	838	10	720	638	1464	170	100	454	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	5	176	838	10	720	638	1464	170	100	454	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.46	0.01	0.53	1.98	0.02	1.00	2.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	801	27	921	3506	44	1750	3150	3315	385	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.24	0.24	0.41	0.20	0.44	0.44	0.06	0.12	0.20
Crit Moves:		****			****			****			****	
Green Time:	20.2	20.2	20.2	25.2	25.2	52.9	27.7	46.6	46.6	6.0	24.9	50.1
Volume/Cap:	1.04	1.04	1.04	1.04	1.04	0.85	0.80	1.04	1.04	1.04	0.53	0.45
Delay/Veh:	106.6	107	106.6	85.5	85.5	33.7	44.5	66.3	66.3	155.8	38.0	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.6	107	106.6	85.5	85.5	33.7	44.5	66.3	66.3	155.8	38.0	20.9
LOS by Move:	F	F	F	F	F	C	D	E	E	F	D	C
HCM2k95thQ:	32	32	32	38	38	42	23	58	58	10	13	16

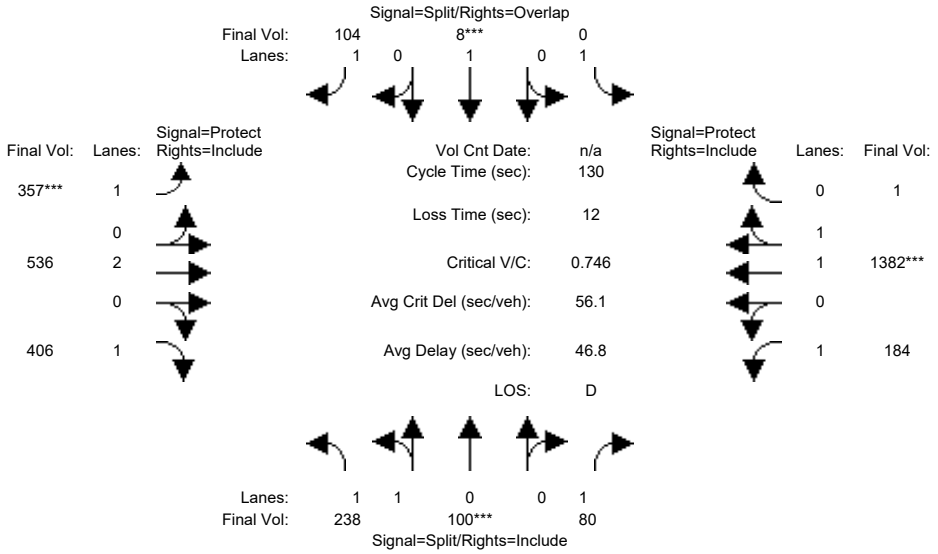
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #73: (36) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	214	90	72	0	7	94	321	482	365	166	1244	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	90	72	0	7	94	321	482	365	166	1244	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	90	72	0	7	94	321	482	365	166	1244	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	238	100	80	0	8	104	357	536	406	184	1382	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	100	80	0	8	104	357	536	406	184	1382	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	100	80	0	8	104	357	536	406	184	1382	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.42	0.58	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	2499	1051	1750	1750	1900	1750	1750	3800	1750	1750	3697	3
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.05	0.00	0.00	0.06	0.20	0.14	0.23	0.11	0.37	0.37
Crit Moves:		****			****		****				****	
Green Time:	29.0	29.0	29.0	0.0	10.0	37.9	27.9	54.3	54.3	24.7	51.1	51.1
Volume/Cap:	0.43	0.43	0.20	0.00	0.05	0.20	0.95	0.34	0.55	0.55	0.95	0.95
Delay/Veh:	43.7	43.7	41.4	0.0	55.8	34.9	84.1	25.8	29.6	49.7	51.8	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	43.7	41.4	0.0	55.8	34.9	84.1	25.8	29.6	49.7	51.8	51.8
LOS by Move:	D	D	D	A	E	C	F	C	C	D	D	D
HCM2k95thQ:	12	12	6	0	1	7	30	13	23	14	50	50

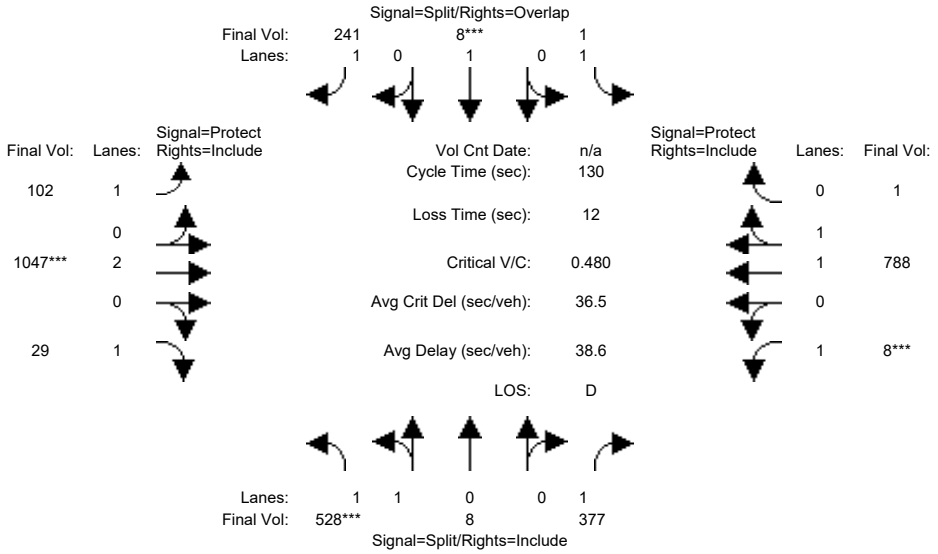
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #73: (36) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	29	29	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	512	8	366	1	8	234	99	1016	28	8	764	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	512	8	366	1	8	234	99	1016	28	8	764	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	512	8	366	1	8	234	99	1016	28	8	764	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	528	8	377	1	8	241	102	1047	29	8	788	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	8	377	1	8	241	102	1047	29	8	788	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	528	8	377	1	8	241	102	1047	29	8	788	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.97	0.03	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3495	55	1750	1750	1900	1750	1750	3800	1750	1750	3695	5
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.22	0.00	0.00	0.14	0.06	0.28	0.02	0.00	0.21	0.21
Crit Moves:	****				****			****			****	
Green Time:	39.2	39.2	39.2	20.7	20.7	33.7	13.0	50.1	50.1	8.0	45.1	45.1
Volume/Cap:	0.50	0.50	0.71	0.00	0.03	0.53	0.58	0.71	0.04	0.08	0.61	0.61
Delay/Veh:	37.7	37.7	45.0	46.0	46.2	42.6	60.8	35.6	25.0	57.8	36.1	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	37.7	45.0	46.0	46.2	42.6	60.8	35.6	25.0	57.8	36.1	36.1
LOS by Move:	D	D	D	D	D	D	E	D	C	E	D	D
HCM2k95thQ:	18	18	27	0	1	17	8	30	2	1	24	24

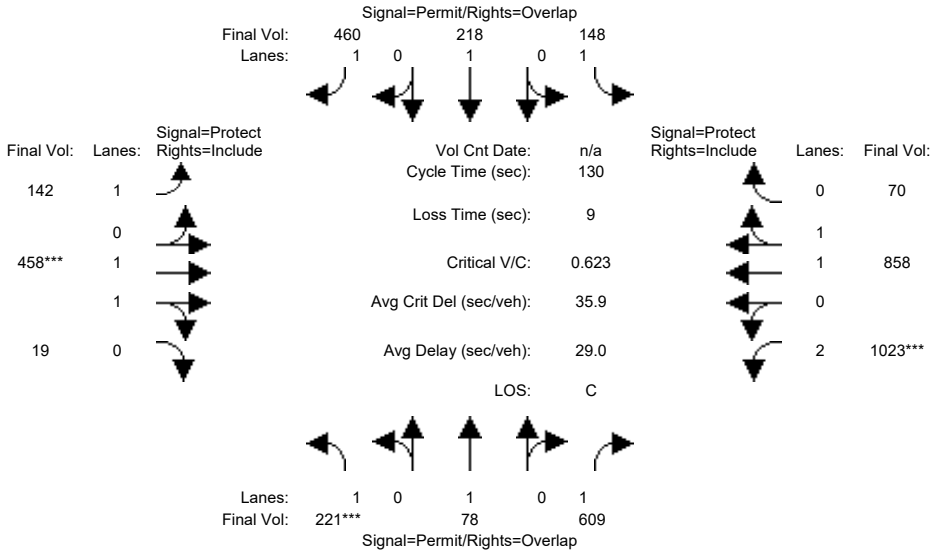
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #74: (37) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	201	71	554	135	198	419	129	417	17	931	781	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	71	554	135	198	419	129	417	17	931	781	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	71	554	135	198	419	129	417	17	931	781	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	221	78	609	148	218	460	142	458	19	1023	858	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	78	609	148	218	460	142	458	19	1023	858	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	78	609	148	218	460	142	458	19	1023	858	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.92	0.08	2.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3555	145	3150	3420	280
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.35	0.08	0.11	0.26	0.08	0.13	0.13	0.32	0.25	0.25
Crit Moves:	****							****		****		
Green Time:	34.0	34.0	96.3	34.0	34.0	55.2	21.2	24.7	24.7	62.3	65.8	65.8
Volume/Cap:	0.48	0.16	0.47	0.32	0.44	0.62	0.50	0.68	0.68	0.68	0.50	0.50
Delay/Veh:	41.4	37.1	7.0	39.1	40.6	30.8	50.9	51.6	51.6	27.4	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:	41.4	37.1	7.0	39.1	40.6	30.8	50.9	51.6	51.6	27.4	21.4	21.4
LOS by Move:	D	D	A	D	D	C	D	D	D	C	C	C
HCM2k95thQ:	15	5	19	10	13	27	11	17	17	32	22	22

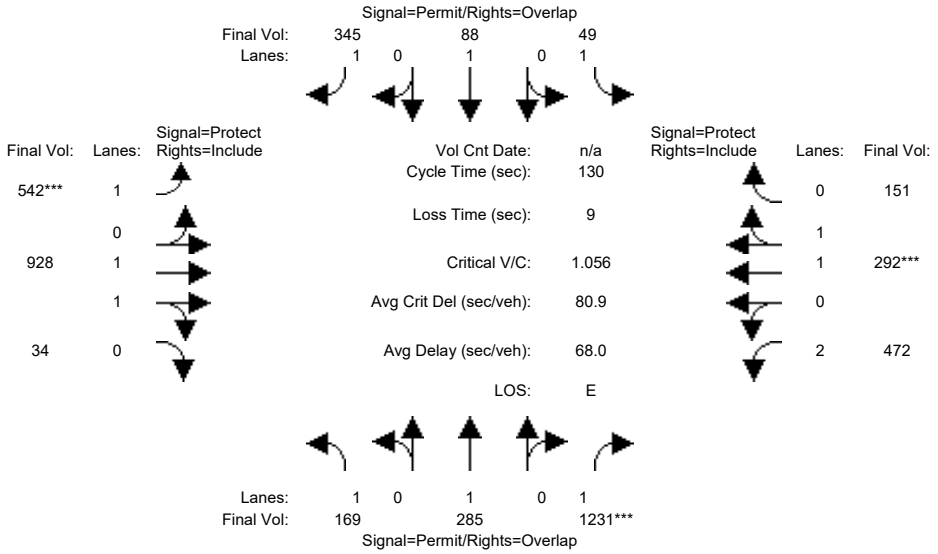
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #74: (37) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	164	276	1194	48	85	335	526	900	33	458	283	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:	164	276	1194	48	85	335	526	900	33	458	283	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	276	1194	48	85	335	526	900	33	458	283	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	169	285	1231	49	88	345	542	928	34	472	292	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	285	1231	49	88	345	542	928	34	472	292	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	285	1231	49	88	345	542	928	34	472	292	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.97	0.95	0.83	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.93	0.07	2.00	1.30	0.70
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3569	131	3150	2440	1259
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.70	0.03	0.05	0.20	0.31	0.26	0.26	0.15	0.12	0.12
Crit Moves:			****				****				****	
Green Time:	68.0	68.0	87.4	68.0	68.0	106.0	38.0	33.6	33.6	19.4	15.0	15.0
Volume/Cap:	0.18	0.29	1.05	0.05	0.09	0.24	1.06	1.00	1.00	1.00	1.04	1.04
Delay/Veh:	16.5	17.6	60.7	15.3	15.6	2.8	102.2	78.4	78.4	97.9	111	110.8
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:	16.5	17.6	60.7	15.3	15.6	2.8	102.2	78.4	78.4	97.9	111	110.8
LOS by Move:	B	B	E	B	B	A	F	E	E	F	F	F
HCM2k95thQ:	7	12	99	2	3	7	49	40	40	25	21	21

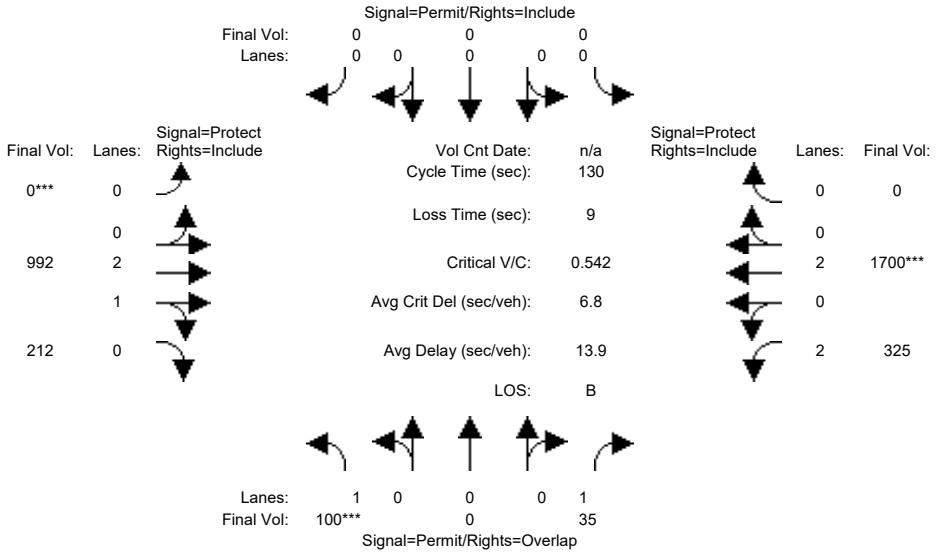
Note: Queue reported is the number of cars per lane.

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City of Santa Clara

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Intersection #75: (38) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0
Volume Module:												
Base Vol:	92	0	32	0	0	0	0	913	195	299	1564	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	0	32	0	0	0	0	913	195	299	1564	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	0	32	0	0	0	0	913	195	299	1564	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	100	0	35	0	0	0	0	992	212	325	1700	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	35	0	0	0	0	992	212	325	1700	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	35	0	0	0	0	992	212	325	1700	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.45	0.55	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	4613	985	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.02	0.00	0.00	0.00	0.00	0.22	0.22	0.10	0.45	0.00
Crit Moves:	****						****				****	
Green Time:	13.7	0.0	51.2	0.0	0.0	0.0	0.0	69.8	69.8	37.5	107	0.0
Volume/Cap:	0.54	0.00	0.05	0.00	0.00	0.00	0.00	0.40	0.40	0.36	0.54	0.00
Delay/Veh:	58.4	0.0	24.4	0.0	0.0	0.0	0.0	17.8	17.8	37.0	3.8	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:	58.4	0.0	24.4	0.0	0.0	0.0	0.0	17.8	17.8	37.0	3.8	0.0
LOS by Move:	E	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	9	0	2	0	0	0	0	17	17	11	19	0

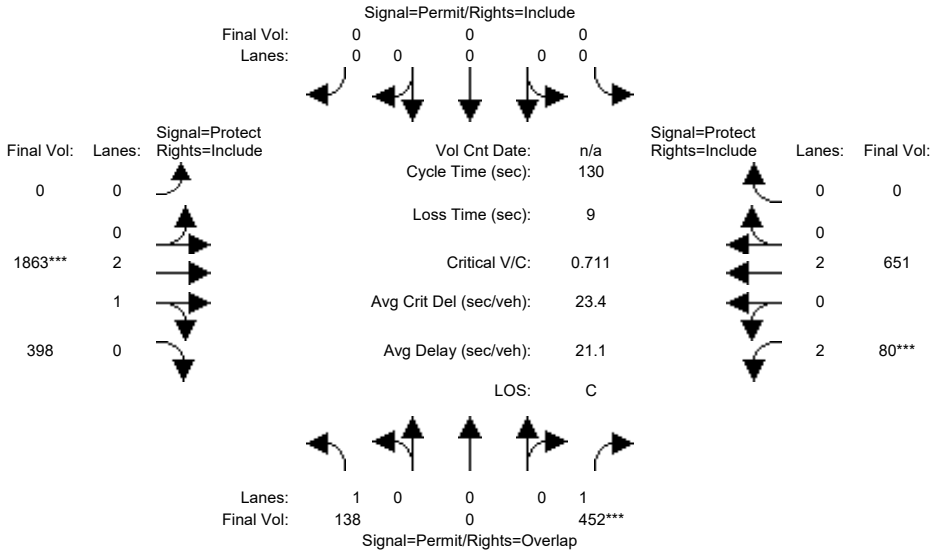
Note: Queue reported is the number of cars per lane.

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City of Santa Clara

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Intersection #75: (38) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0
Volume Module:												
Base Vol:	134	0	438	0	0	0	0	1807	386	78	631	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	0	438	0	0	0	0	1807	386	78	631	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	0	438	0	0	0	0	1807	386	78	631	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	138	0	452	0	0	0	0	1863	398	80	651	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	0	452	0	0	0	0	1863	398	80	651	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	0	452	0	0	0	0	1863	398	80	651	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.45	0.55	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	4613	985	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.26	0.00	0.00	0.00	0.00	0.40	0.40	0.03	0.17	0.00
Crit Moves:			****					****		****		
Green Time:	27.7	0.0	42.7	0.0	0.0	0.0	0.0	78.3	78.3	15.0	93.3	0.0
Volume/Cap:	0.37	0.00	0.79	0.00	0.00	0.00	0.00	0.67	0.67	0.22	0.24	0.00
Delay/Veh:	44.4	0.0	46.6	0.0	0.0	0.0	0.0	17.8	17.8	52.5	6.3	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:	44.4	0.0	46.6	0.0	0.0	0.0	0.0	17.8	17.8	52.5	6.3	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	10	0	33	0	0	0	0	32	32	3	8	0

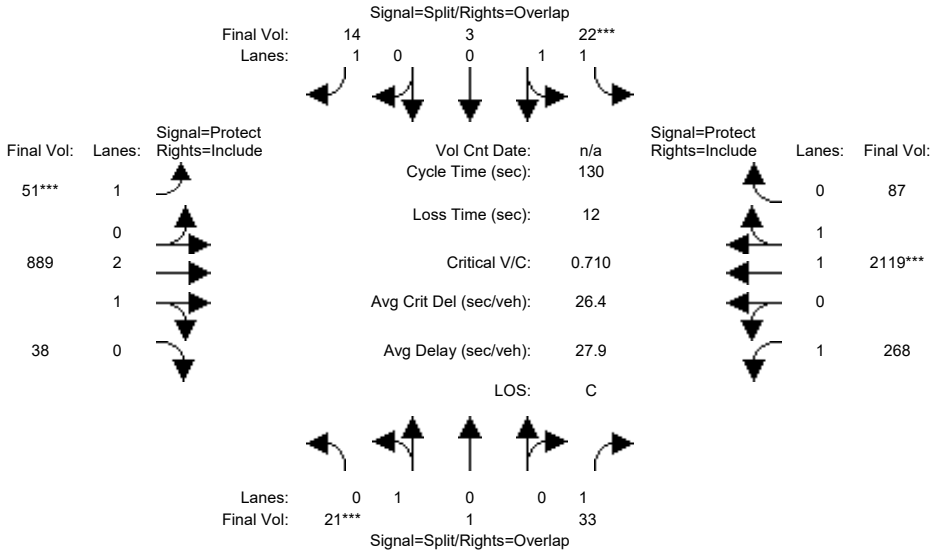
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #76: (39) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module:												
Base Vol:	19	1	30	20	3	13	46	800	34	241	1907	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	30	20	3	13	46	800	34	241	1907	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1	30	20	3	13	46	800	34	241	1907	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	21	1	33	22	3	14	51	889	38	268	2119	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1	33	22	3	14	51	889	38	268	2119	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1	33	22	3	14	51	889	38	268	2119	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.95	0.05	1.00	1.74	0.26	1.00	1.00	2.87	0.13	1.00	1.92	0.08
Final Sat.:	1710	90	1750	3087	463	1750	1750	5371	228	1750	3554	145
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.03	0.17	0.17	0.15	0.60	0.60
Crit Moves:	****			****			****				****	
Green Time:	12.0	12.0	57.6	11.0	11.0	21.0	10.0	49.4	49.4	45.6	85.0	85.0
Volume/Cap:	0.13	0.13	0.04	0.09	0.09	0.05	0.38	0.44	0.44	0.44	0.91	0.91
Delay/Veh:	54.6	54.6	20.6	55.0	55.0	46.2	58.8	30.1	30.1	32.8	25.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	54.6	20.6	55.0	55.0	46.2	58.8	30.1	30.1	32.8	25.0	25.0
LOS by Move:	D	D	C	D	D	D	E	C	C	C	C	C
HCM2k95thQ:	2	2	2	1	1	1	4	17	17	16	65	65

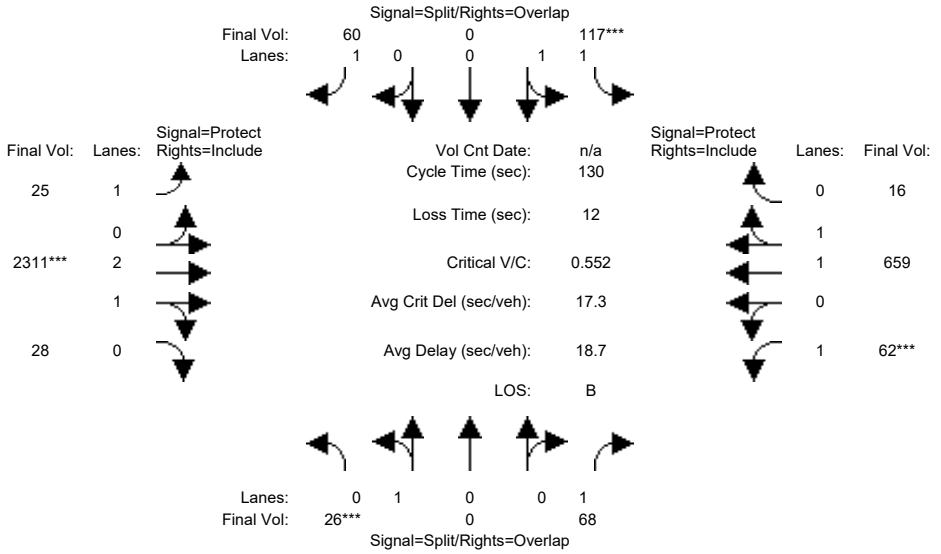
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #76: (39) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module:												
Base Vol:	25	0	65	111	0	57	24	2195	27	59	626	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	65	111	0	57	24	2195	27	59	626	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	65	111	0	57	24	2195	27	59	626	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	0	68	117	0	60	25	2311	28	62	659	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	68	117	0	60	25	2311	28	62	659	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:	26	0	68	117	0	60	25	2311	28	62	659	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.96	0.04	1.00	1.95	0.05
Final Sat.:	1800	0	1750	3550	0	1750	1750	5532	68	1750	3613	87
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.03	0.00	0.03	0.01	0.42	0.42	0.04	0.18	0.18
Crit Moves:	****			****				****		****		
Green Time:	12.0	0.0	22.0	11.0	0.0	39.2	28.2	85.0	85.0	10.0	66.8	66.8
Volume/Cap:	0.16	0.00	0.23	0.39	0.00	0.11	0.07	0.64	0.64	0.46	0.35	0.35
Delay/Veh:	54.8	0.0	47.1	57.2	0.0	32.9	40.5	13.8	13.8	59.9	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:	54.8	0.0	47.1	57.2	0.0	32.9	40.5	13.8	13.8	59.9	18.9	18.9
LOS by Move:	D	A	D	E	A	C	D	B	B	E	B	B
HCM2k95thQ:	2	0	5	6	0	4	2	31	31	6	15	15

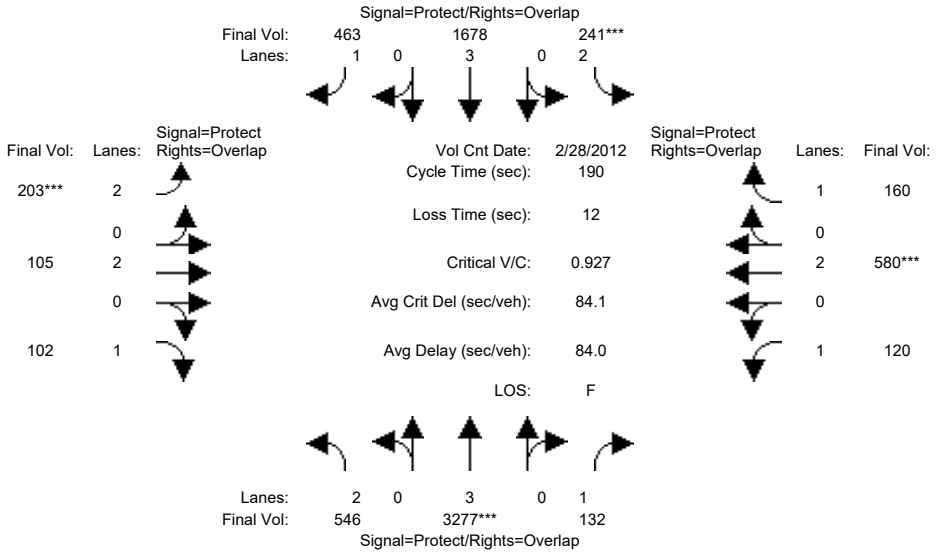
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #80: (42) SAN TOMAS EXP / WALSH AV



Street Name:	SAN TOMAS EX						WALSH AV					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module: >> Count Date: 28 Feb 2012 <<												
Base Vol:	519	3662	125	229	1875	440	193	100	97	114	551	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	519	3662	125	229	1875	440	193	100	97	114	551	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	519	3662	125	229	1875	440	193	100	97	114	551	152
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	546	3277	132	241	1678	463	203	105	102	120	580	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	546	3277	132	241	1678	463	203	105	102	120	580	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:	546	3277	132	241	1678	463	203	105	102	120	580	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.57	0.08	0.08	0.29	0.26	0.06	0.03	0.06	0.07	0.15	0.09
Crit Moves:		****			****			****			****	
Green Time:	23.1	103	114.0	15.1	95.1	108.5	13.4	38.8	61.9	11.0	36.0	51.1
Volume/Cap:	1.43	1.06	0.13	0.96	0.59	0.46	0.91	0.14	0.18	1.18	0.81	0.34
Delay/Veh:	289.9	78.6	16.5	133.5	33.9	24.1	125.6	62.0	46.0	236.7	80.3	56.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	289.9	78.6	16.5	133.5	33.9	24.1	125.6	62.0	46.0	236.7	80.3	56.3
LOS by Move:	F	E	B	F	C	C	F	E	D	F	F	E
HCM2k95thQ:	48	101	7	21	37	28	18	5	9	19	28	14

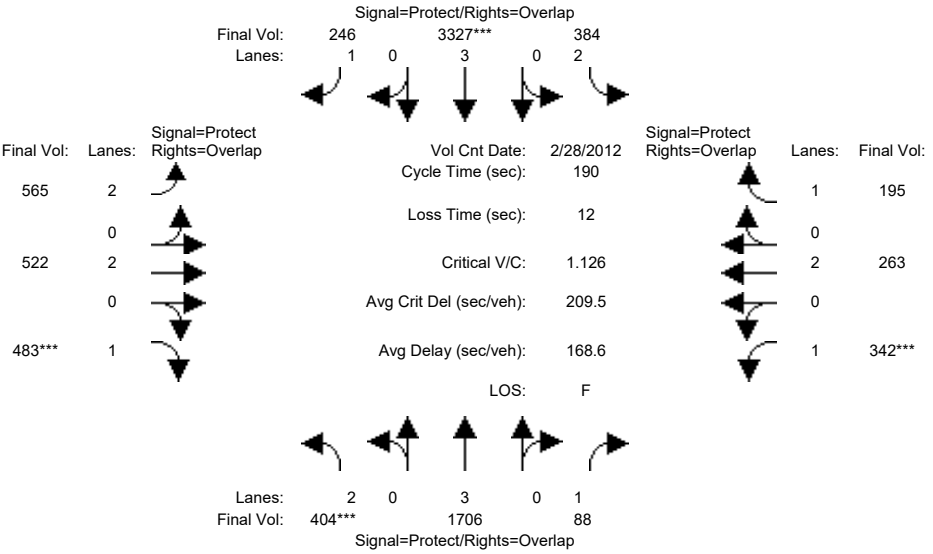
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #80: (42) SAN TOMAS EXP / WALSH AV



Street Name:	SAN TOMAS EX						WALSH AV					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module: >> Count Date: 28 Feb 2012 <<												
Base Vol:	384	2190	84	365	3855	234	537	496	459	325	250	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	2190	84	365	3855	234	537	496	459	325	250	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	2190	84	365	3855	234	537	496	459	325	250	185
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	404	1706	88	384	3327	246	565	522	483	342	263	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	1706	88	384	3327	246	565	522	483	342	263	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	1706	88	384	3327	246	565	522	483	342	263	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.30	0.05	0.12	0.58	0.14	0.18	0.14	0.28	0.20	0.07	0.11
Crit Moves:	****				****				****	****		
Green Time:	11.9	91.6	111.5	10.9	90.7	118.3	27.6	45.4	57.3	19.9	37.3	48.2
Volume/Cap:	2.05	0.62	0.09	2.12	1.22	0.23	1.24	0.58	0.92	1.87	0.35	0.44
Delay/Veh:	578.7	36.8	17.1	613.9	153	15.8	204.7	64.7	84.8	495.4	66.2	60.2
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:	578.7	36.8	17.1	613.9	153	15.8	204.7	64.7	84.8	495.4	66.2	60.2
LOS by Move:	F	D	B	F	F	B	F	E	F	F	E	E
HCM2k95thQ:	47	39	5	47	133	12	48	24	52	65	12	18

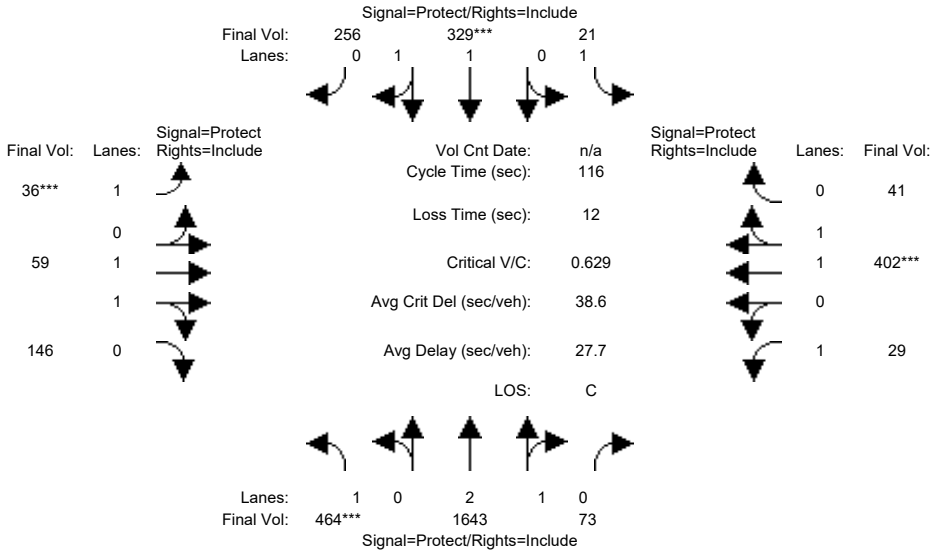
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #90: (46) Scott Boulevard and Walsh Ave



Street Name:	Scott Boulevard						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	418	1479	66	19	296	230	32	53	131	26	362	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1479	66	19	296	230	32	53	131	26	362	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	1479	66	19	296	230	32	53	131	26	362	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	464	1643	73	21	329	256	36	59	146	29	402	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	1643	73	21	329	256	36	59	146	29	402	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	1643	73	21	329	256	36	59	146	29	402	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.87	0.13	1.00	1.10	0.90	1.00	1.00	1.00	1.00	1.81	0.19
Final Sat.:	1750	5360	239	1750	2081	1617	1750	1900	1750	1750	3357	343
Capacity Analysis Module:												
Vol/Sat:	0.27	0.31	0.31	0.01	0.16	0.16	0.02	0.03	0.08	0.02	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	48.9	66.7	66.7	11.3	29.1	29.1	4.0	18.4	18.4	7.6	22.1	22.1
Volume/Cap:	0.63	0.53	0.53	0.12	0.63	0.63	0.59	0.20	0.52	0.25	0.63	0.63
Delay/Veh:	28.2	15.3	15.3	48.2	40.1	40.1	69.6	42.4	46.1	52.6	45.1	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	15.3	15.3	48.2	40.1	40.1	69.6	42.4	46.1	52.6	45.1	45.1
LOS by Move:	C	B	B	D	D	D	E	D	D	D	D	D
HCM2k95thQ:	25	22	22	1	18	18	3	4	10	2	14	14

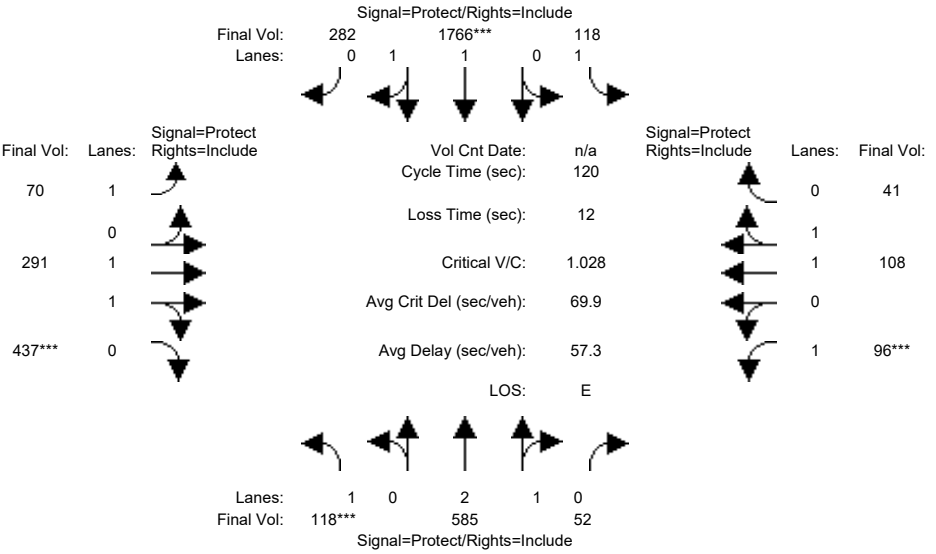
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #90: (46) Scott Boulevard and Walsh Ave



Street Name:	Scott Boulevard						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	110	544	48	110	1642	262	65	271	406	89	100	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	544	48	110	1642	262	65	271	406	89	100	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	544	48	110	1642	262	65	271	406	89	100	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	118	585	52	118	1766	282	70	291	437	96	108	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	585	52	118	1766	282	70	291	437	96	108	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	585	52	118	1766	282	70	291	437	96	108	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.75	0.25	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.43	0.57
Final Sat.:	1750	5145	454	1750	3190	509	1750	1900	1750	1750	2680	1019
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.07	0.55	0.55	0.04	0.15	0.25	0.05	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	7.9	45.5	45.5	27.0	64.6	64.6	13.3	29.1	29.1	6.4	22.2	22.2
Volume/Cap:	1.03	0.30	0.30	0.30	1.03	1.03	0.36	0.63	1.03	1.03	0.22	0.22
Delay/Veh:	147.6	26.2	26.2	39.1	55.4	55.4	50.6	41.8	86.6	157.9	41.7	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	147.6	26.2	26.2	39.1	55.4	55.4	50.6	41.8	86.6	157.9	41.7	41.7
LOS by Move:	F	C	C	D	E	E	D	D	F	F	D	D
HCM2k95thQ:	12	10	10	7	63	63	5	17	36	10	5	5

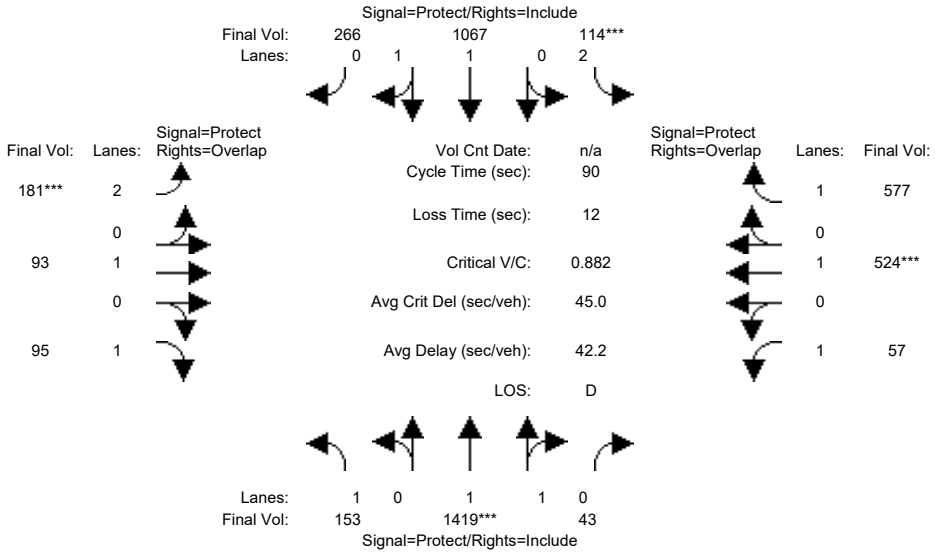
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #106: (51) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	139	1291	39	104	971	242	165	85	86	52	477	525
Growth Adj:	1.00	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	1291	39	104	971	242	165	85	86	52	477	525
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	1291	39	104	971	242	165	85	86	52	477	525
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	153	1419	43	114	1067	266	181	93	95	57	524	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1419	43	114	1067	266	181	93	95	57	524	577
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	1419	43	114	1067	266	181	93	95	57	524	577
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	2.00	1.59	0.41	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3591	108	3150	2961	738	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.04	0.36	0.36	0.06	0.05	0.05	0.03	0.28	0.33
Crit Moves:		****			****			****			****	
Green Time:	8.7	37.1	37.1	7.0	35.4	35.4	8.0	22.6	31.3	11.3	25.9	32.9
Volume/Cap:	0.90	0.96	0.96	0.47	0.92	0.92	0.65	0.20	0.16	0.26	0.96	0.90
Delay/Veh:	81.9	40.1	40.1	41.1	35.4	35.4	44.9	26.7	20.3	36.2	59.7	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.9	40.1	40.1	41.1	35.4	35.4	44.9	26.7	20.3	36.2	59.7	43.0
LOS by Move:	F	D	D	D	D	D	D	C	C	D	E	D
HCM2k95thQ:	11	40	40	4	35	35	6	4	4	4	33	35

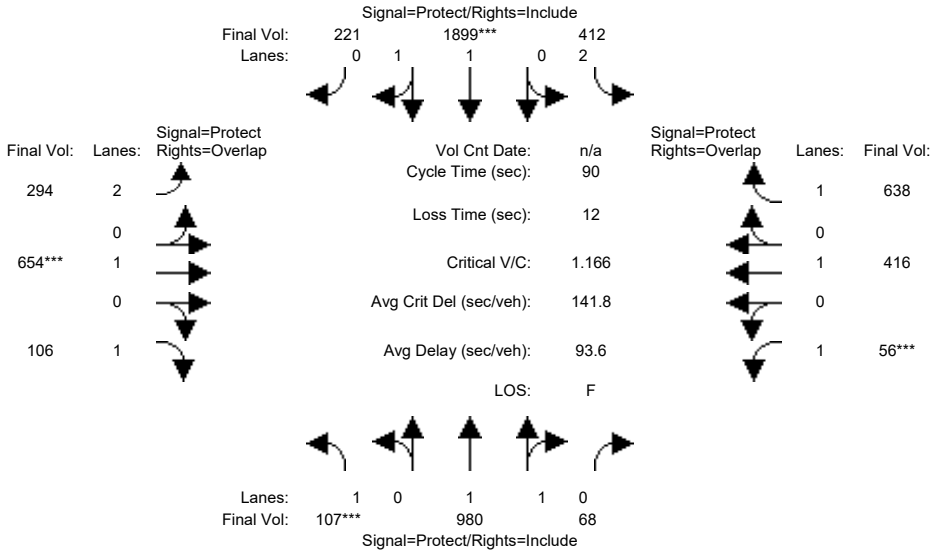
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #106: (51) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	105	960	67	404	1861	217	288	641	104	55	408	625
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	960	67	404	1861	217	288	641	104	55	408	625
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	960	67	404	1861	217	288	641	104	55	408	625
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	980	68	412	1899	221	294	654	106	56	416	638
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	980	68	412	1899	221	294	654	106	56	416	638
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	980	68	412	1899	221	294	654	106	56	416	638
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	2.00	1.79	0.21	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3458	241	3150	3313	386	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.13	0.57	0.57	0.09	0.34	0.06	0.03	0.22	0.36
Crit Moves:	****				****			****		****		
Green Time:	8.0	33.7	33.7	15.6	41.2	41.2	8.2	24.8	32.8	4.0	20.6	36.1
Volume/Cap:	0.69	0.76	0.76	0.76	1.25	1.25	1.02	1.25	0.17	0.72	0.96	0.91
Delay/Veh:	52.1	27.0	27.0	41.5	142	142.4	99.9	161	19.5	70.4	67.1	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	27.0	27.0	41.5	142	142.4	99.9	161	19.5	70.4	67.1	41.1
LOS by Move:	D	C	C	D	F	F	F	F	B	E	E	D
HCM2k95thQ:	7	24	24	13	88	88	13	55	4	6	29	37

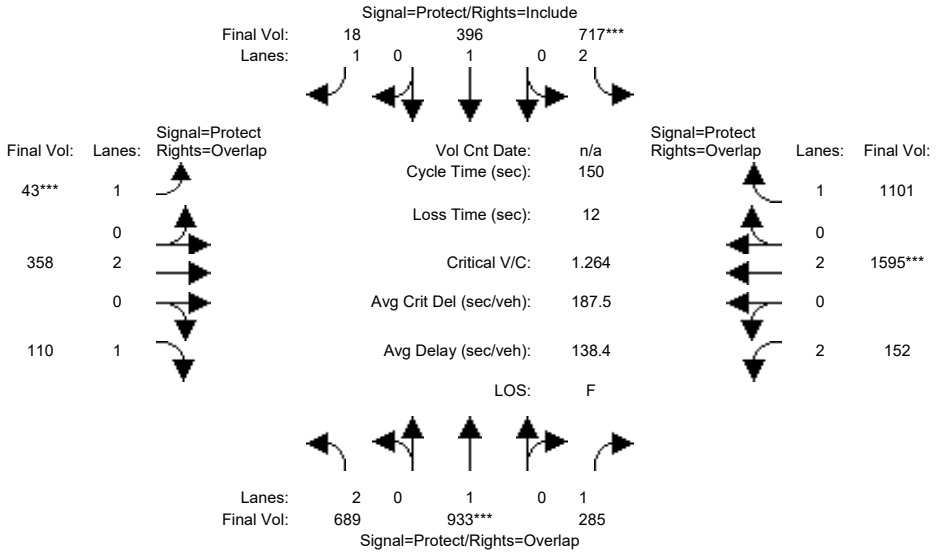
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #123: (50) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	641	868	265	667	368	17	40	333	102	141	1483	1024
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	641	868	265	667	368	17	40	333	102	141	1483	1024
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	641	868	265	667	368	17	40	333	102	141	1483	1024
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	689	933	285	717	396	18	43	358	110	152	1595	1101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	689	933	285	717	396	18	43	358	110	152	1595	1101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	689	933	285	717	396	18	43	358	110	152	1595	1101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.49	0.16	0.23	0.21	0.01	0.02	0.09	0.06	0.05	0.42	0.63
Crit Moves:		****			****			****			****	
Green Time:	43.0	57.4	75.6	26.6	41.0	41.0	5.0	35.8	78.8	18.3	49.0	75.6
Volume/Cap:	0.76	1.28	0.32	1.28	0.76	0.04	0.74	0.40	0.12	0.40	1.28	1.25
Delay/Veh:	52.7	184	22.2	202.7	56.7	40.1	110.5	48.3	18.1	61.4	185	158.3
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:	52.7	184	22.2	202.7	56.7	40.1	110.5	48.3	18.1	61.4	185	158.3
LOS by Move:	D	F	C	F	E	D	F	D	B	E	F	F
HCM2k95thQ:	31	103	15	53	31	1	5	13	5	7	87	123

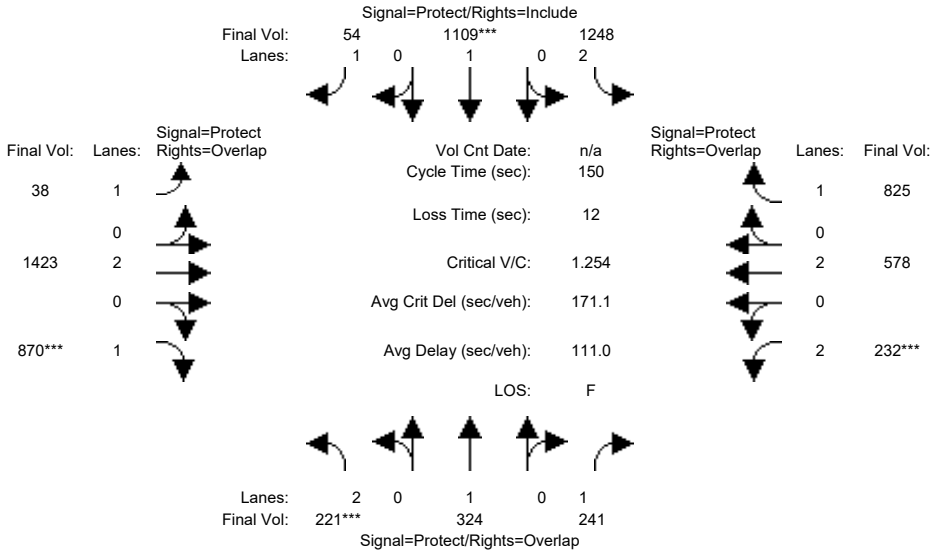
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #123: (50) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	203	298	222	1148	1020	50	35	1309	800	213	532	759
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	298	222	1148	1020	50	35	1309	800	213	532	759
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	298	222	1148	1020	50	35	1309	800	213	532	759
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	221	324	241	1248	1109	54	38	1423	870	232	578	825
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	324	241	1248	1109	54	38	1423	870	232	578	825
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	324	241	1248	1109	54	38	1423	870	232	578	825
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.14	0.40	0.58	0.03	0.02	0.37	0.50	0.07	0.15	0.47
Crit Moves:	****				****				****	****		
Green Time:	10.0	23.7	32.4	55.2	68.9	68.9	10.6	50.4	60.4	8.7	48.5	103.6
Volume/Cap:	1.05	1.08	0.64	1.08	1.27	0.07	0.31	1.11	1.23	1.27	0.47	0.68
Delay/Veh:	146.1	137	57.1	97.2	171	22.7	67.6	112	162.1	228.1	40.8	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	146.1	137	57.1	97.2	171	22.7	67.6	112	162.1	228.1	40.8	15.2
LOS by Move:	F	F	E	F	F	C	E	F	F	F	D	B
HCM2k95thQ:	15	33	20	70	120	3	4	66	98	19	19	39

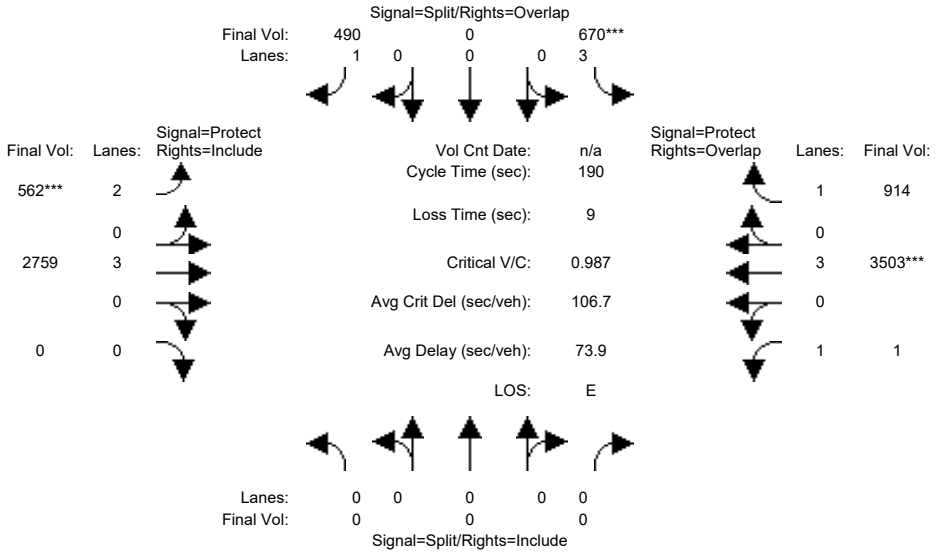
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #125: (53) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	5.9	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	670	0	490	562	3171	0	1	4027	914
Growth Adj:	1.00	1.00	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	670	0	490	562	3171	0	1	4027	914
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	670	0	490	562	3171	0	1	4027	914
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	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	670	0	490	562	2759	0	1	3503	914
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	670	0	490	562	2759	0	1	3503	914
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	670	0	490	562	2759	0	1	3503	914
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.28	0.18	0.48	0.00	0.00	0.61	0.52
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	1.10	0.00	1.26	2.01	0.68	0.00	0.01	0.89	0.64
Delay/Veh:	0.0	0.0	0.0	149.6	0.0	209.2	552.1	15.8	0.0	84.8	27.0	7.3
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	149.6	0.0	209.2	552.1	15.8	0.0	84.8	27.0	7.3
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C	A
HCM2k95thQ:	0	0	0	38	0	70	64	47	0	0	78	34

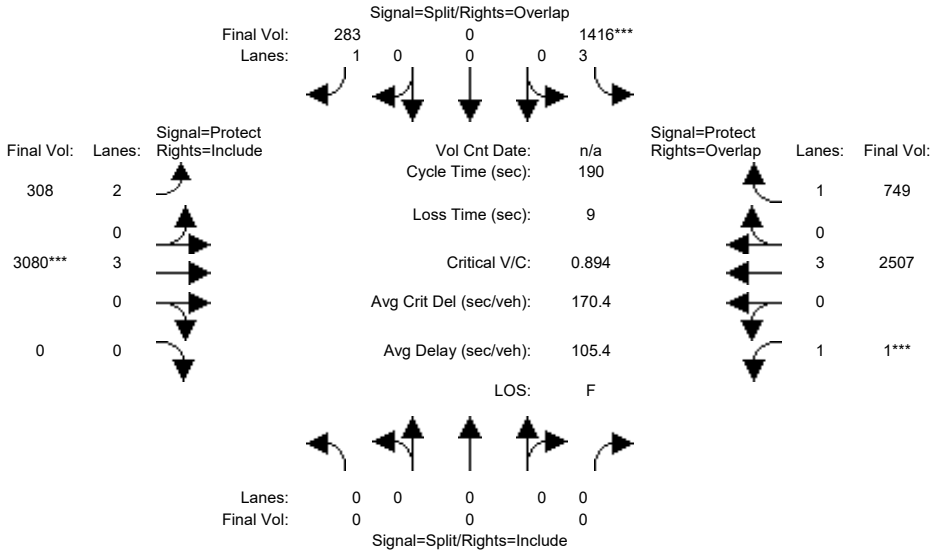
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #125: (53) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	5.9	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	1416	0	283	308	3850	0	1	3687	749
Growth Adj:	1.00	1.00	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	1416	0	283	308	3850	0	1	3687	749
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1416	0	283	308	3850	0	1	3687	749
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	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	1416	0	283	308	3080	0	1	2507	749
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1416	0	283	308	3080	0	1	2507	749
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1416	0	283	308	3080	0	1	2507	749
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.16	0.10	0.54	0.00	0.00	0.44	0.43
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	30.9	0.0	52.0	21.1	131	0.0	10.6	121	151.8
Volume/Cap:	0.00	0.00	0.00	1.91	0.00	0.59	0.88	0.78	0.00	0.01	0.69	0.54
Delay/Veh:	0.0	0.0	0.0	495.7	0.0	61.7	104.9	20.9	0.0	84.8	23.0	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	495.7	0.0	61.7	104.9	20.9	0.0	84.8	23.0	7.1
LOS by Move:	A	A	A	F	A	E	F	C	A	F	C	A
HCM2k95thQ:	0	0	0	104	0	27	24	62	0	0	47	27

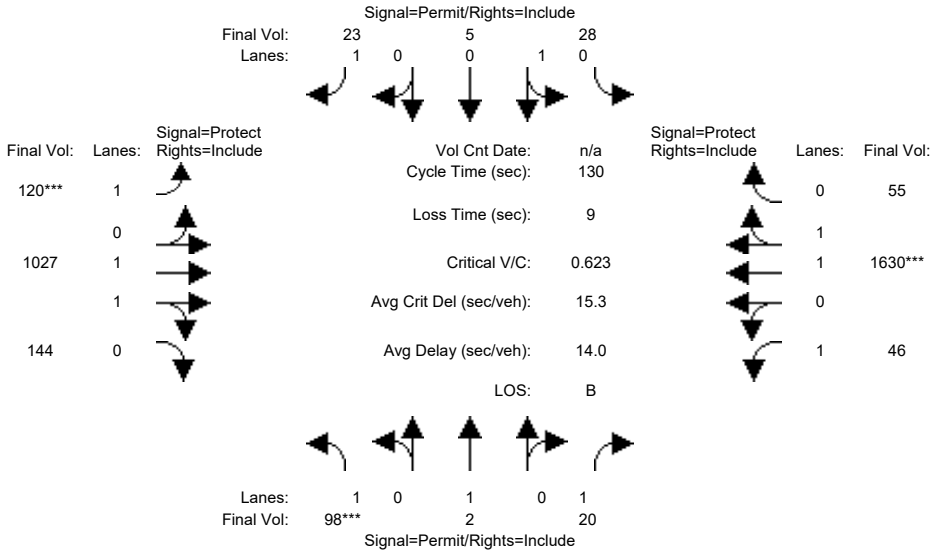
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #139: (35) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College 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:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9
Volume Module:												
Base Vol:	92	2	19	26	5	22	113	965	135	43	1532	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	2	19	26	5	22	113	965	135	43	1532	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	2	19	26	5	22	113	965	135	43	1532	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	98	2	20	28	5	23	120	1027	144	46	1630	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	2	20	28	5	23	120	1027	144	46	1630	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	2	20	28	5	23	120	1027	144	46	1630	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.84	0.16	1.00	1.00	1.75	0.25	1.00	1.93	0.07
Final Sat.:	1750	1900	1750	1510	290	1750	1750	3246	454	1750	3578	121
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.02	0.02	0.01	0.07	0.32	0.32	0.03	0.46	0.46
Crit Moves:	****						****				****	
Green Time:	11.7	11.7	11.7	11.7	11.7	11.7	14.3	93.4	93.4	15.9	95.0	95.0
Volume/Cap:	0.62	0.01	0.13	0.20	0.20	0.15	0.62	0.44	0.44	0.21	0.62	0.62
Delay/Veh:	64.6	53.9	54.9	55.5	55.5	55.0	61.5	7.6	7.6	51.9	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	53.9	54.9	55.5	55.5	55.0	61.5	7.6	7.6	51.9	9.1	9.1
LOS by Move:	E	D	D	E	E	E	E	A	A	D	A	A
HCM2k95thQ:	10	0	2	3	3	2	10	18	18	3	28	28

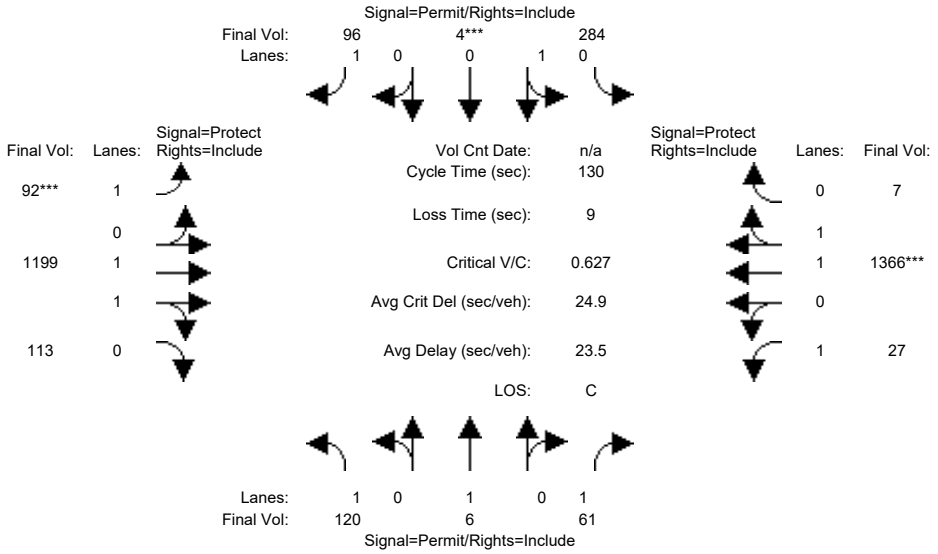
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #139: (35) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College 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:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9
Volume Module:												
Base Vol:	116	6	59	275	4	93	89	1163	110	26	1325	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	6	59	275	4	93	89	1163	110	26	1325	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	6	59	275	4	93	89	1163	110	26	1325	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	120	6	61	284	4	96	92	1199	113	27	1366	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	6	61	284	4	96	92	1199	113	27	1366	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	6	61	284	4	96	92	1199	113	27	1366	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.99	0.01	1.00	1.00	1.82	0.18	1.00	1.99	0.01
Final Sat.:	1750	1900	1750	1774	26	1750	1750	3380	320	1750	3681	19
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.03	0.16	0.16	0.05	0.05	0.35	0.35	0.02	0.37	0.37
Crit Moves:					****		****				****	
Green Time:	33.1	33.1	33.1	33.1	33.1	33.1	10.9	76.3	76.3	11.6	77.0	77.0
Volume/Cap:	0.27	0.01	0.14	0.63	0.63	0.21	0.63	0.60	0.60	0.17	0.63	0.63
Delay/Veh:	39.1	36.2	37.5	45.7	45.7	38.4	65.9	17.7	17.7	55.3	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	36.2	37.5	45.7	45.7	38.4	65.9	17.7	17.7	55.3	17.8	17.8
LOS by Move:	D	D	D	D	D	D	E	B	B	E	B	B
HCM2k95thQ:	8	0	4	21	21	6	8	29	29	2	30	30

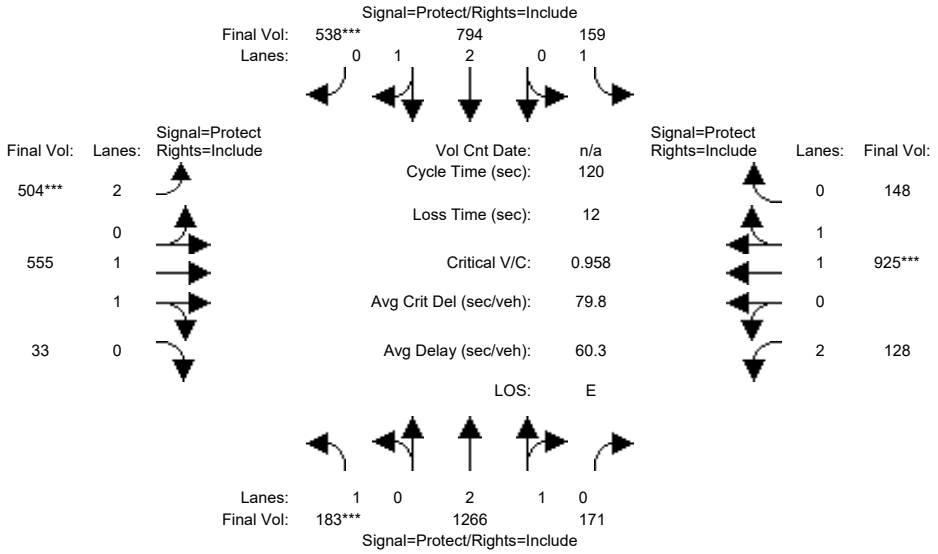
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #1200: (30) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module:												
Base Vol:	183	1266	171	159	794	538	504	555	33	128	925	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1266	171	159	794	538	504	555	33	128	925	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1266	171	159	794	538	504	555	33	128	925	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	1266	171	159	794	538	504	555	33	128	925	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1266	171	159	794	538	504	555	33	128	925	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	1266	171	159	794	538	504	555	33	128	925	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.63	0.37	1.00	2.00	1.00	2.00	1.88	0.12	2.00	1.72	0.28
Final Sat.:	1750	4933	666	1750	3800	1750	3150	3492	208	3150	3189	510
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.09	0.21	0.31	0.16	0.16	0.16	0.04	0.29	0.29
Crit Moves:	****					****	****				****	
Green Time:	20.0	33.8	33.8	21.9	35.7	35.7	18.6	29.9	29.9	22.4	33.7	33.7
Volume/Cap:	0.63	0.91	0.91	0.50	0.70	1.03	1.03	0.64	0.64	0.22	1.03	1.03
Delay/Veh:	50.8	50.0	50.0	45.3	38.6	76.1	100.2	41.7	41.7	41.6	79.9	79.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	50.0	50.0	45.3	38.6	76.1	100.2	41.7	41.7	41.6	79.9	79.9
LOS by Move:	D	D	D	D	D	E	F	D	D	D	E	E
HCM2k95thQ:	12	30	30	11	23	44	24	18	18	5	41	41

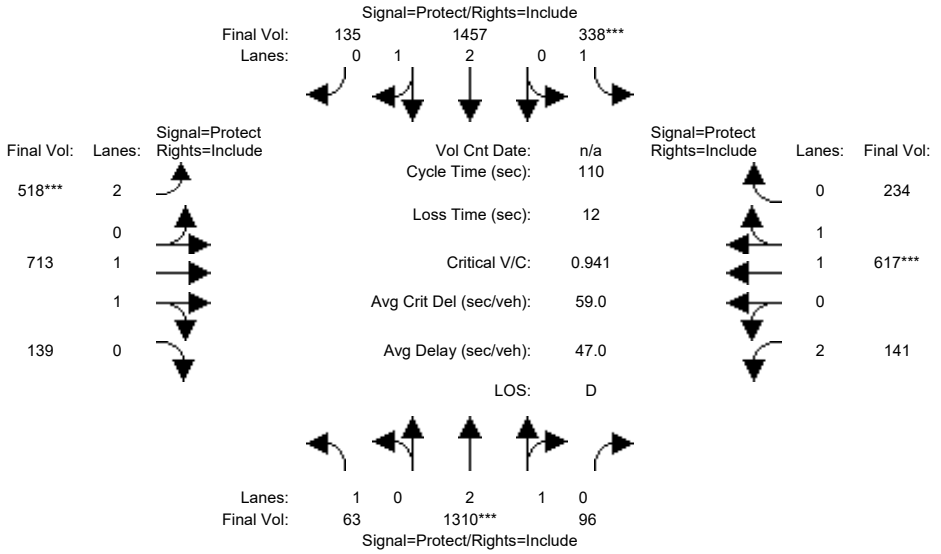
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #1200: (30) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	1310	96	338	1457	135	518	713	139	141	617	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1310	96	338	1457	135	518	713	139	141	617	234
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1310	96	338	1457	135	518	713	139	141	617	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1310	96	338	1457	135	518	713	139	141	617	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1310	96	338	1457	135	518	713	139	141	617	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1310	96	338	1457	135	518	713	139	141	617	234
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	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.79	0.21	1.00	2.74	0.26	2.00	1.66	0.34	2.00	1.43	0.57
Final Sat.:	1750	5217	382	1750	5124	475	3150	3096	604	3150	2682	1017
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.19	0.28	0.28	0.16	0.23	0.23	0.04	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	9.5	29.3	29.3	22.6	42.4	42.4	19.2	36.1	36.1	10.0	26.9	26.9
Volume/Cap:	0.42	0.94	0.94	0.94	0.74	0.74	0.94	0.70	0.70	0.49	0.94	0.94
Delay/Veh:	49.5	51.5	51.5	75.7	30.4	30.4	69.5	34.1	34.1	48.9	58.2	58.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	51.5	51.5	75.7	30.4	30.4	69.5	34.1	34.1	48.9	58.2	58.2
LOS by Move:	D	D	D	E	C	C	E	C	C	D	E	E
HCM2k95thQ:	4	31	31	24	27	27	21	22	22	5	29	29

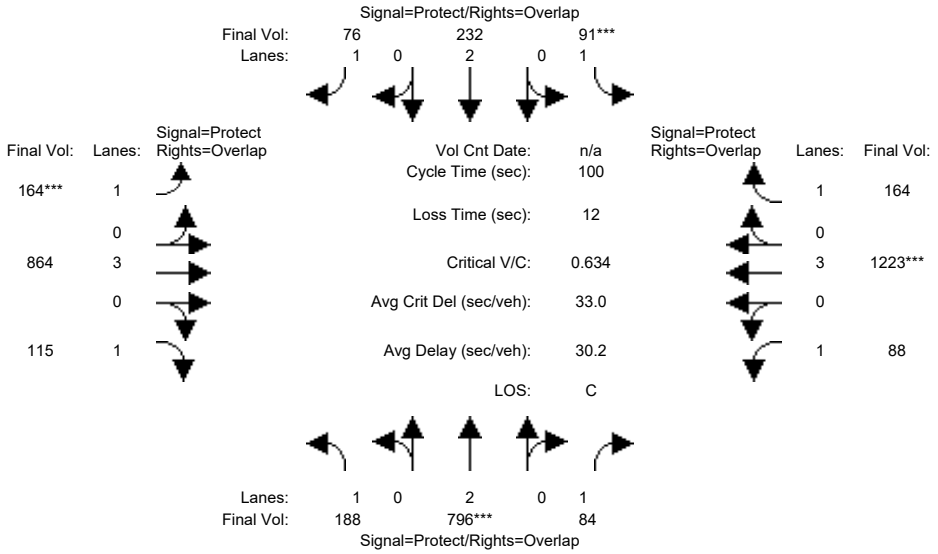
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #1201: (34) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5
Volume Module:												
Base Vol:	188	796	84	91	232	76	164	864	115	88	1223	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	796	84	91	232	76	164	864	115	88	1223	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	796	84	91	232	76	164	864	115	88	1223	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	796	84	91	232	76	164	864	115	88	1223	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	796	84	91	232	76	164	864	115	88	1223	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	796	84	91	232	76	164	864	115	88	1223	164
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	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	5700	1900	1900	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.04	0.05	0.06	0.04	0.09	0.15	0.06	0.05	0.21	0.09
Crit Moves:		****		****			****				****	
Green Time:	25.1	33.0	44.1	7.5	15.5	29.1	13.6	36.3	61.4	11.1	33.8	41.4
Volume/Cap:	0.39	0.63	0.10	0.63	0.39	0.14	0.63	0.42	0.10	0.42	0.63	0.21
Delay/Veh:	33.6	30.8	16.6	64.4	40.0	26.7	52.1	24.5	8.1	47.4	29.5	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	30.8	16.6	64.4	40.0	26.7	52.1	24.5	8.1	47.4	29.5	19.4
LOS by Move:	C	C	B	E	D	C	D	C	A	D	C	B
HCM2k95thQ:	9	17	3	6	7	4	10	12	3	5	17	6

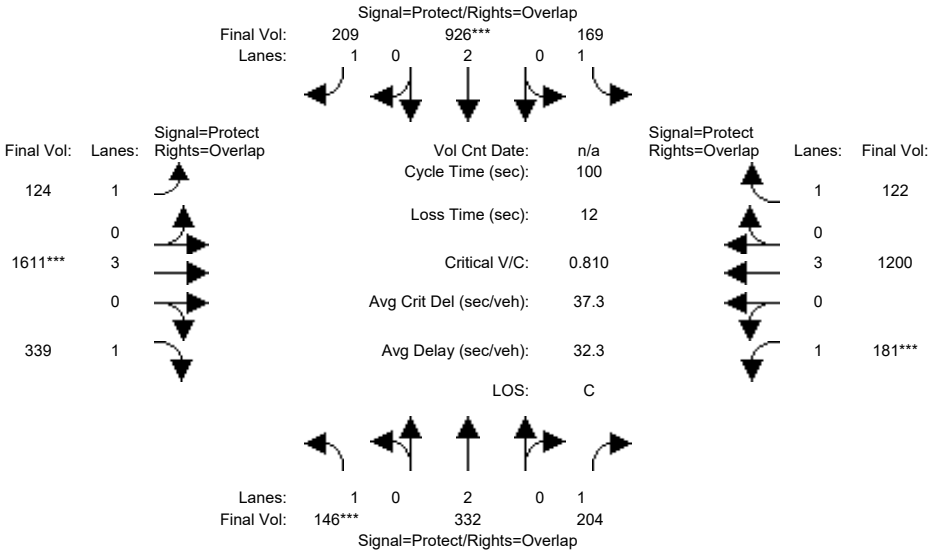
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #1201: (34) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15 - 6:15 PM												
Base Vol:	146	332	204	169	926	209	124	1611	339	181	1200	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:	146	332	204	169	926	209	124	1611	339	181	1200	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	332	204	169	926	209	124	1611	339	181	1200	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	332	204	169	926	209	124	1611	339	181	1200	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	332	204	169	926	209	124	1611	339	181	1200	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	332	204	169	926	209	124	1611	339	181	1200	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.12	0.10	0.24	0.12	0.07	0.28	0.19	0.10	0.21	0.07
Crit Moves:	****				****			****			****	
Green Time:	10.3	20.5	33.3	19.8	30.1	42.1	12.0	34.9	45.2	12.8	35.6	55.5
Volume/Cap:	0.81	0.43	0.35	0.49	0.81	0.28	0.59	0.81	0.43	0.81	0.59	0.13
Delay/Veh:	67.3	35.0	25.5	36.6	36.8	19.3	46.1	32.2	19.0	62.0	26.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	35.0	25.5	36.6	36.8	19.3	46.1	32.2	19.0	62.0	26.7	10.7
LOS by Move:	E	C	C	D	D	B	D	C	B	E	C	B
HCM2k95thQ:	10	8	10	9	23	8	7	26	14	11	18	4

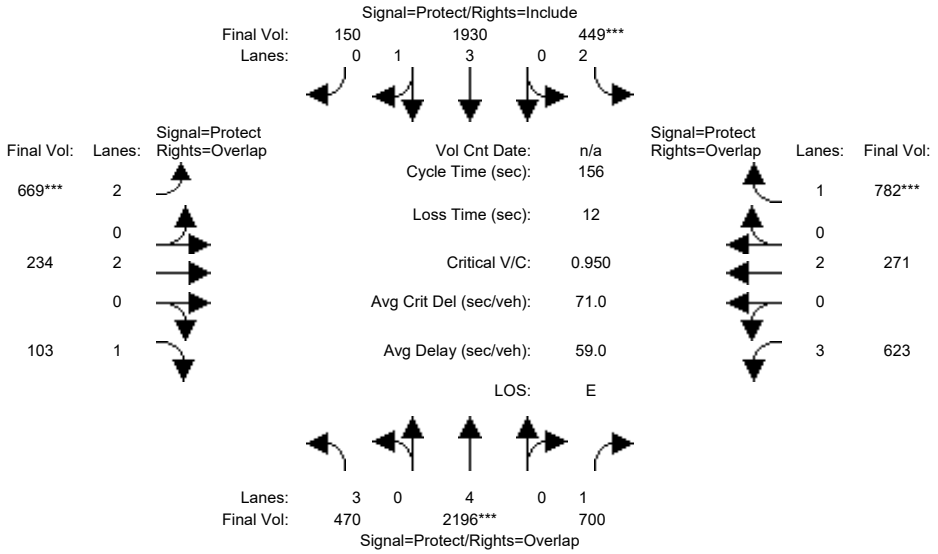
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #1206: (26) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	37	37	10	37	37	4	10	10	5	10	10
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	470	2196	700	449	1930	150	669	234	103	623	271	782
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	2196	700	449	1930	150	669	234	103	623	271	782
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	2196	700	449	1930	150	669	234	103	623	271	782
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	2196	700	449	1930	150	669	234	103	623	271	782
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	2196	700	449	1930	150	669	234	103	623	271	782
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	470	2196	700	449	1930	150	669	234	103	623	271	782
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:	3.00	4.00	1.00	2.00	3.71	0.29	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	5700	7600	1900	3800	7052	548	3800	3800	1900	5700	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.37	0.12	0.27	0.27	0.18	0.06	0.05	0.11	0.07	0.41
Crit Moves:		****		****			****					****
Green Time:	15.5	47.5	96.1	19.4	51.4	51.4	28.9	28.5	44.0	48.6	48.2	67.6
Volume/Cap:	0.83	0.95	0.60	0.95	0.83	0.83	0.95	0.34	0.19	0.35	0.23	0.95
Delay/Veh:	82.3	63.2	20.5	98.4	51.7	51.7	86.4	56.8	43.3	42.0	40.6	63.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.3	63.2	20.5	98.4	51.7	51.7	86.4	56.8	43.3	42.0	40.6	63.8
LOS by Move:	F	E	C	F	D	D	F	E	D	D	D	E
HCM2k95thQ:	15	49	34	19	35	35	31	10	8	14	9	65

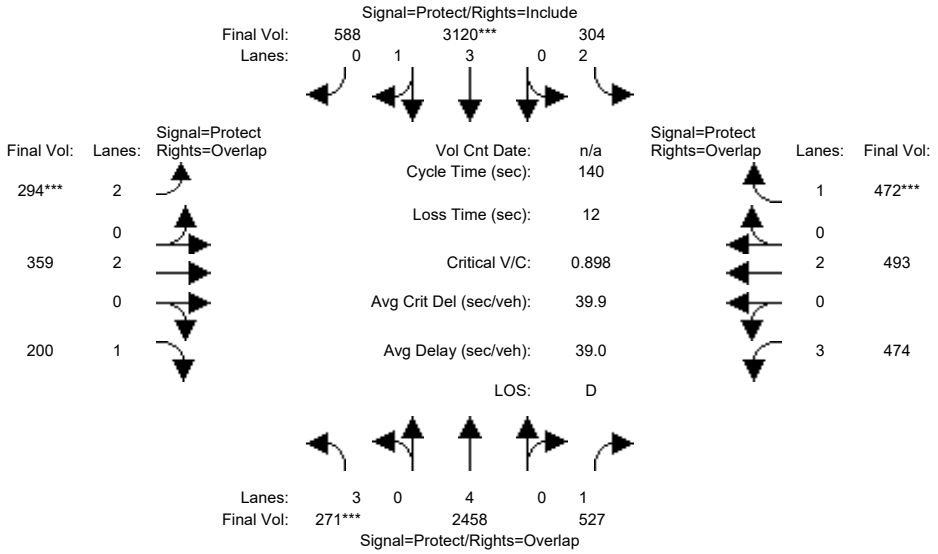
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #1206: (26) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	37	37	7	37	37	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	271	2458	527	304	3120	588	294	359	200	474	493	472
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	2458	527	304	3120	588	294	359	200	474	493	472
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	2458	527	304	3120	588	294	359	200	474	493	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	2458	527	304	3120	588	294	359	200	474	493	472
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	2458	527	304	3120	588	294	359	200	474	493	472
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	2458	527	304	3120	588	294	359	200	474	493	472
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.34	0.66	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6309	1189	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.30	0.10	0.49	0.49	0.09	0.09	0.11	0.10	0.13	0.27
Crit Moves:	****				****		****					****
Green Time:	9.3	66.6	88.4	19.9	77.1	77.1	14.6	19.8	29.1	21.8	27.0	46.9
Volume/Cap:	0.90	0.68	0.48	0.68	0.90	0.90	0.90	0.67	0.55	0.67	0.67	0.81
Delay/Veh:	92.3	29.0	14.0	61.3	30.9	30.9	87.8	60.3	51.4	58.2	54.8	50.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	29.0	14.0	61.3	30.9	30.9	87.8	60.3	51.4	58.2	54.8	50.4
LOS by Move:	F	C	B	E	C	C	F	E	D	E	D	D
HCM2k95thQ:	11	34	23	13	53	53	16	14	15	15	18	34

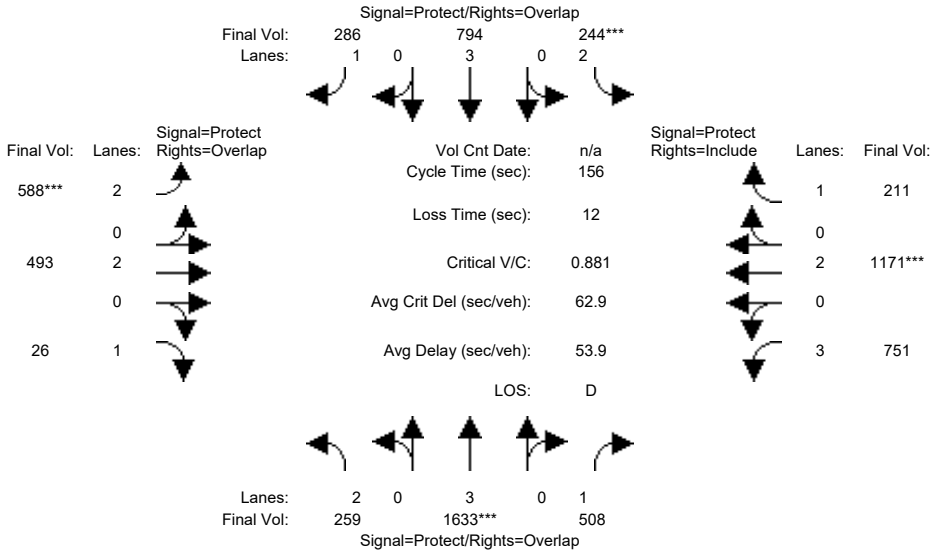
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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Intersection #1207: (23) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	259	1633	508	244	794	286	588	493	26	751	1171	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	1633	508	244	794	286	588	493	26	751	1171	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	1633	508	244	794	286	588	493	26	751	1171	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	1633	508	244	794	286	588	493	26	751	1171	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	1633	508	244	794	286	588	493	26	751	1171	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	1633	508	244	794	286	588	493	26	751	1171	211
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3800	5700	1900	3800	5700	1900	3800	3800	1900	5700	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.27	0.06	0.14	0.15	0.15	0.13	0.01	0.13	0.31	0.11
Crit Moves:		****		****			****				****	
Green Time:	20.4	50.7	92.0	11.4	41.7	69.1	27.4	40.6	61.0	41.3	54.5	54.5
Volume/Cap:	0.52	0.88	0.45	0.88	0.52	0.34	0.88	0.50	0.03	0.50	0.88	0.32
Delay/Veh:	67.1	56.2	19.3	102.3	49.9	29.6	78.3	50.8	29.4	49.8	56.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	56.2	19.3	102.3	49.9	29.6	78.3	50.8	29.4	49.8	56.4	38.4
LOS by Move:	E	E	B	F	D	C	E	D	C	D	E	D
HCM2k95thQ:	11	45	23	13	18	16	25	17	2	17	46	13

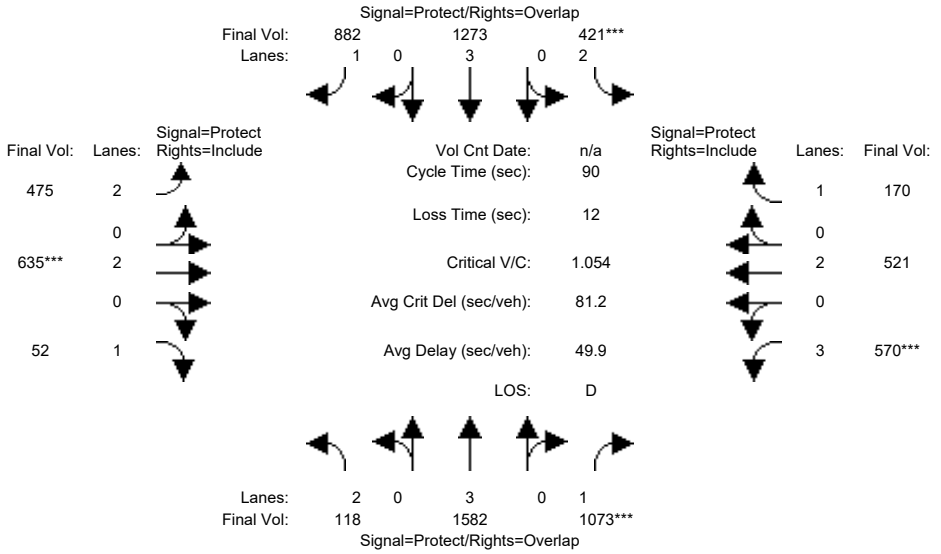
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #1207: (23) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	118	1582	1073	421	1273	882	475	635	52	570	521	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	1582	1073	421	1273	882	475	635	52	570	521	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1582	1073	421	1273	882	475	635	52	570	521	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1582	1073	421	1273	882	475	635	52	570	521	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1582	1073	421	1273	882	475	635	52	570	521	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	1582	1073	421	1273	882	475	635	52	570	521	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.61	0.13	0.22	0.50	0.15	0.17	0.03	0.13	0.14	0.10
Crit Moves:			****	****				****		****		
Green Time:	9.6	41.6	52.3	11.4	43.5	56.5	13.1	14.3	14.3	10.7	11.9	11.9
Volume/Cap:	0.35	0.60	1.05	1.05	0.46	0.80	1.04	1.05	0.19	1.05	1.04	0.74
Delay/Veh:	38.0	18.4	62.6	99.4	15.6	16.9	90.9	89.7	33.2	93.5	89.6	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	18.4	62.6	99.4	15.6	16.9	90.9	89.7	33.2	93.5	89.6	49.2
LOS by Move:	D	B	E	F	B	B	F	F	C	F	F	D
HCM2k95thQ:	4	20	68	17	14	32	19	22	3	18	19	10

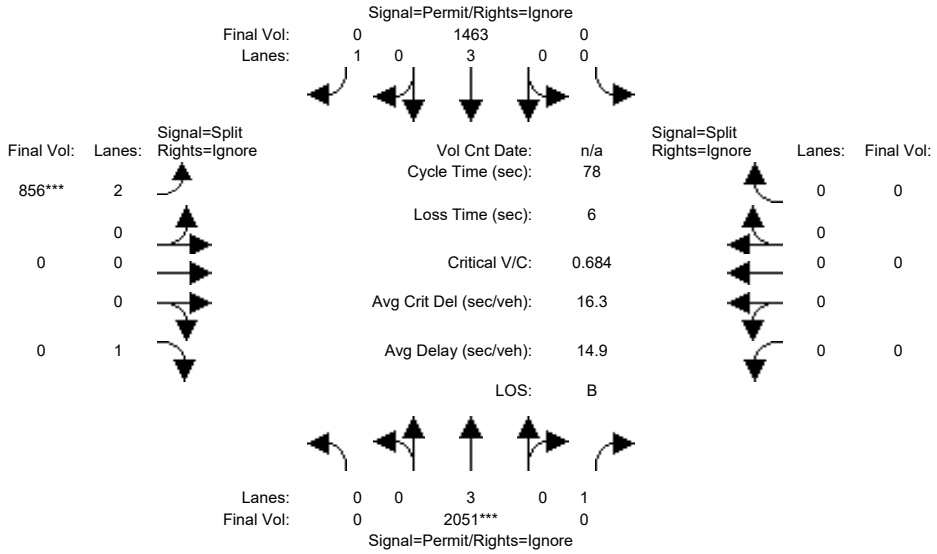
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
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Level Of Service Computation Report
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Intersection #1208: (28) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	12	0	12	0	0	0
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	5.2	4.0	5.2	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2051	248	0	1463	717	856	0	551	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	2051	248	0	1463	717	856	0	551	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2051	248	0	1463	717	856	0	551	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2051	0	0	1463	0	856	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2051	0	0	1463	0	856	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2051	0	0	1463	0	856	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.26	0.00	0.27	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	41.0	0.0	0.0	41.0	0.0	31.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.00	0.00	0.49	0.00	0.68	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.4	0.0	0.0	11.9	0.0	21.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.4	0.0	0.0	11.9	0.0	21.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	A	A	A	A
HCM2k95thQ:	0	22	0	0	14	0	21	0	0	0	0	0

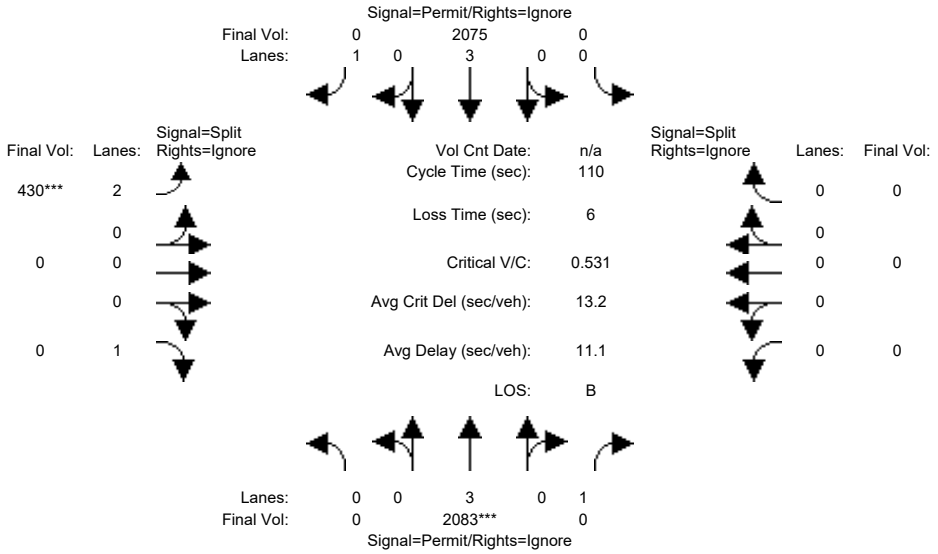
Note: Queue reported is the number of cars per lane.

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City of Santa Clara

Level Of Service Computation Report
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2035 NoProj PM

Intersection #1208: (28) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2083	789	0	2075	1223	430	0	331	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	2083	789	0	2075	1223	430	0	331	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2083	789	0	2075	1223	430	0	331	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2083	0	0	2075	0	430	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2083	0	0	2075	0	430	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2083	0	0	2075	0	430	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.36	0.00	0.14	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	75.7	0.0	0.0	75.7	0.0	28.3	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.53	0.00	0.53	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.6	0.0	0.0	8.5	0.0	35.8	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	0.0	0.0	8.5	0.0	35.8	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	20	0	0	20	0	15	0	0	0	0	0

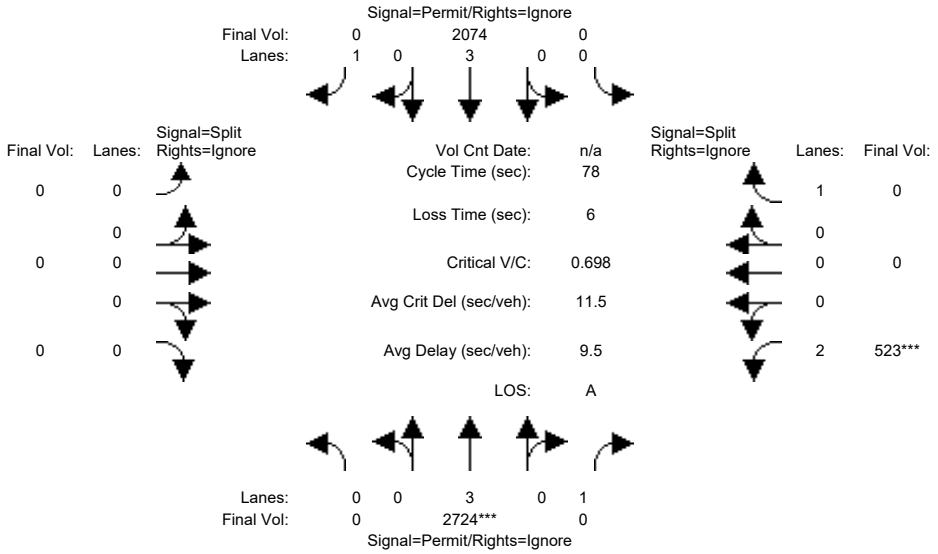
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #1209: (27) GREAT AMERICA/101 NB



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	20	20	0	20	20	0	0	0	6	0	6
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	4.0	4.0	4.0	5.5	4.0	5.5
Volume Module:												
Base Vol:	0	2724	176	0	2074	529	0	0	0	523	0	1855
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2724	176	0	2074	529	0	0	0	523	0	1855
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2724	176	0	2074	529	0	0	0	523	0	1855
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2724	0	0	2074	0	0	0	0	523	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2724	0	0	2074	0	0	0	0	523	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2724	0	0	2074	0	0	0	0	523	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	53.4	0.0	0.0	53.4	0.0	0.0	0.0	0.0	18.6	0.0	0.0
Volume/Cap:	0.00	0.70	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.70	0.00	0.00
Delay/Veh:	0.0	8.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0	30.1	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0	30.1	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	0	23	0	0	15	0	0	0	0	16	0	0

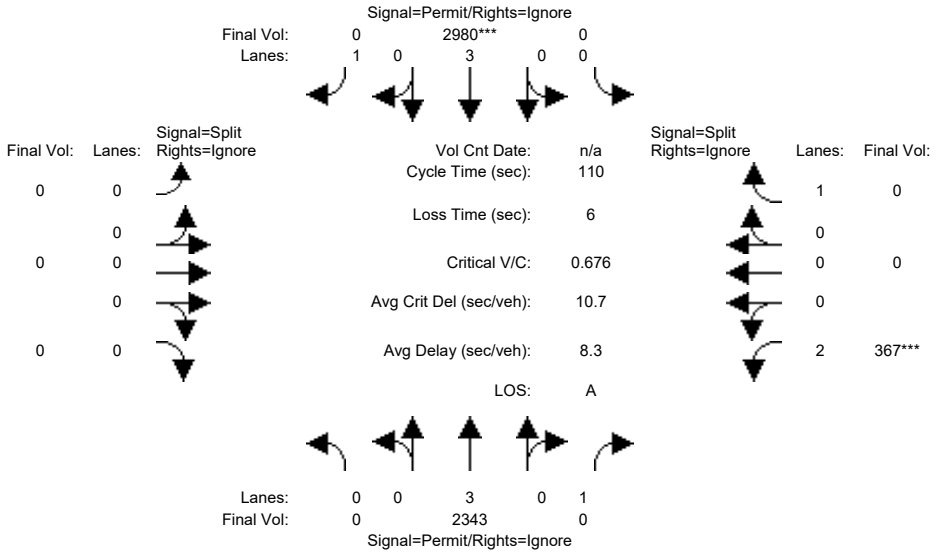
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #1209: (27) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00 - 6:00 PM												
Base Vol:	0	2343	298	0	2980	1191	0	0	0	367	0	1110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2343	298	0	2980	1191	0	0	0	367	0	1110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2343	298	0	2980	1191	0	0	0	367	0	1110
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2343	0	0	2980	0	0	0	0	367	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2343	0	0	2980	0	0	0	0	367	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2343	0	0	2980	0	0	0	0	367	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	85.0	0.0	0.0	85.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.68	0.00	0.00
Delay/Veh:	0.0	4.9	0.0	0.0	6.4	0.0	0.0	0.0	0.0	46.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.9	0.0	0.0	6.4	0.0	0.0	0.0	0.0	46.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	19	0	0	29	0	0	0	0	15	0	0

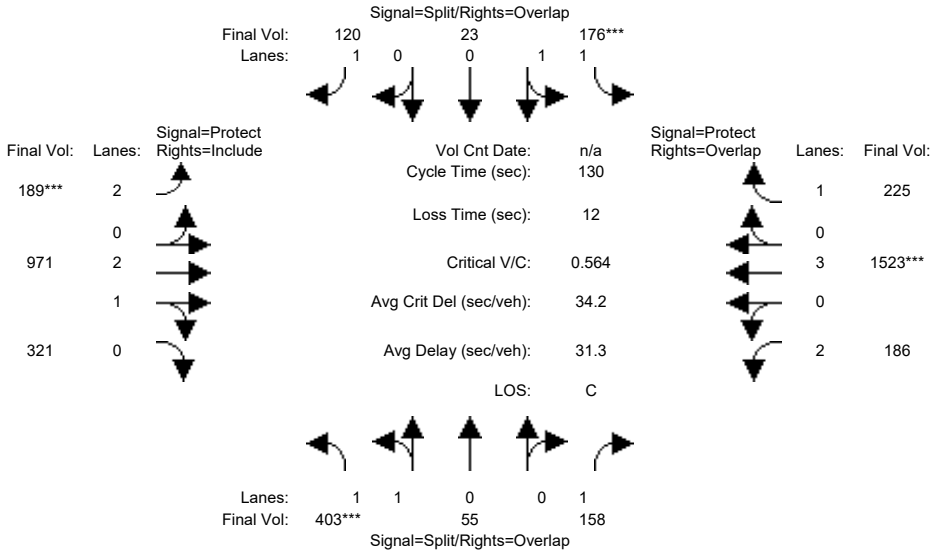
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #1214: (9) LAWRENCE RAMPS / EL CAMINO REAL



Street Name:	LAWRENCE RAMPS						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	403	55	158	176	23	120	189	971	321	186	1523	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	403	55	158	176	23	120	189	971	321	186	1523	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	55	158	176	23	120	189	971	321	186	1523	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	55	158	176	23	120	189	971	321	186	1523	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	55	158	176	23	120	189	971	321	186	1523	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	55	158	176	23	120	189	971	321	186	1523	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.76	0.24	1.00	1.77	0.23	1.00	2.00	2.23	0.77	2.00	3.00	1.00
Final Sat.:	3124	426	1750	3140	410	1750	3150	4207	1391	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.09	0.06	0.06	0.07	0.06	0.23	0.23	0.06	0.27	0.13
Crit Moves:	****			****			****				****	
Green Time:	29.7	29.7	45.1	12.9	12.9	26.7	13.8	60.0	60.0	15.4	61.5	74.5
Volume/Cap:	0.56	0.56	0.26	0.56	0.56	0.33	0.56	0.50	0.50	0.50	0.56	0.22
Delay/Veh:	45.3	45.3	30.7	58.0	58.0	44.6	57.5	24.6	24.6	54.8	24.9	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	45.3	30.7	58.0	58.0	44.6	57.5	24.6	24.6	54.8	24.9	13.7
LOS by Move:	D	D	C	E	E	D	E	C	C	D	C	B
HCM2k95thQ:	16	16	9	8	8	8	9	21	21	8	25	9

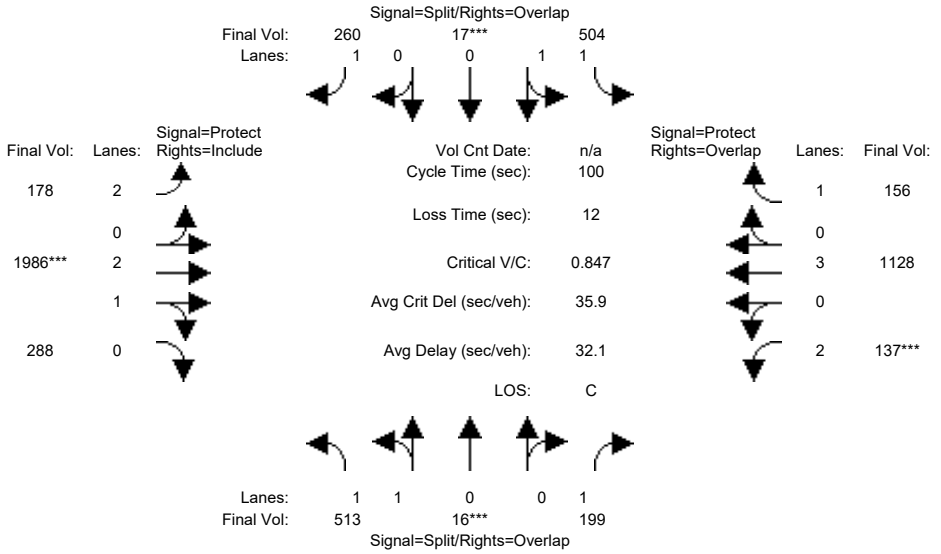
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #1214: (9) LAWRENCE RAMPS / EL CAMINO REAL



Street Name:	LAWRENCE RAMPS						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	513	16	199	504	17	260	178	1986	288	137	1128	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:	513	16	199	504	17	260	178	1986	288	137	1128	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	513	16	199	504	17	260	178	1986	288	137	1128	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:	513	16	199	504	17	260	178	1986	288	137	1128	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	513	16	199	504	17	260	178	1986	288	137	1128	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:	513	16	199	504	17	260	178	1986	288	137	1128	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.94	0.06	1.00	1.94	0.06	1.00	2.00	2.61	0.39	2.00	3.00	1.00
Final Sat.:	3443	107	1750	3434	116	1750	3150	4890	709	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.11	0.15	0.15	0.15	0.06	0.41	0.41	0.04	0.20	0.09
Crit Moves:		****			****			****			****	
Green Time:	17.2	17.2	24.2	16.9	16.9	31.0	14.1	46.9	46.9	7.0	39.8	56.7
Volume/Cap:	0.87	0.87	0.47	0.87	0.87	0.48	0.40	0.87	0.87	0.62	0.50	0.16
Delay/Veh:	52.8	52.8	33.2	53.1	53.1	28.6	39.7	27.1	27.1	50.6	22.8	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	52.8	33.2	53.1	53.1	28.6	39.7	27.1	27.1	50.6	22.8	10.4
LOS by Move:	D	D	C	D	D	C	D	C	C	D	C	B
HCM2k95thQ:	18	18	11	17	17	13	6	38	38	5	16	5

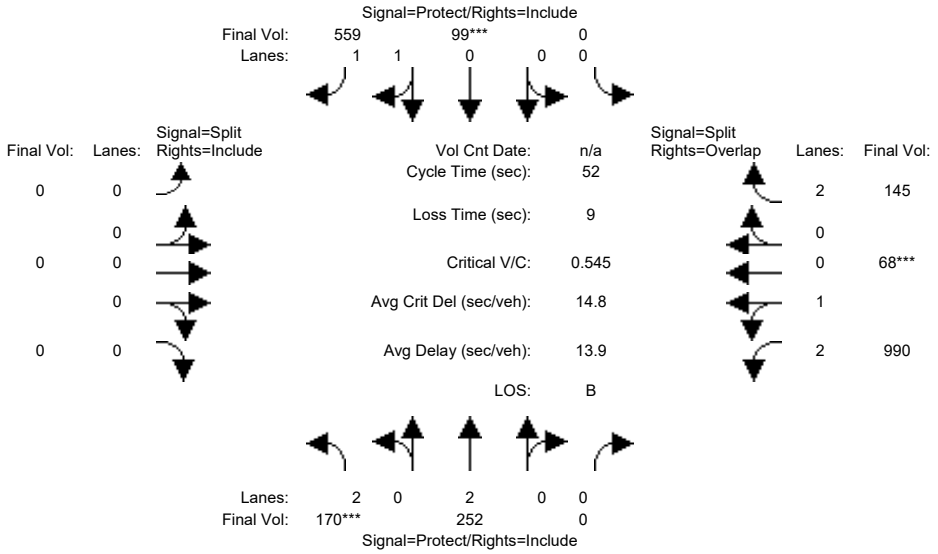
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #3028: (18) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	252	0	0	99	559	0	0	0	990	68	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:	170	252	0	0	99	559	0	0	0	990	68	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	252	0	0	99	559	0	0	0	990	68	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:	170	252	0	0	99	559	0	0	0	990	68	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	252	0	0	99	559	0	0	0	990	68	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:	170	252	0	0	99	559	0	0	0	990	68	145
Saturation 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	0.95	0.95	0.92	1.00	0.92	0.86	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.30	1.70	0.00	0.00	0.00	2.82	0.18	2.00
Final Sat.:	3150	3800	0	0	542	3058	0	0	0	4629	318	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.21	0.21	0.05
Crit Moves:	****				****						****	
Green Time:	7.0	23.6	0.0	0.0	16.6	16.6	0.0	0.0	0.0	19.4	19.4	19.4
Volume/Cap:	0.40	0.15	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.57	0.57	0.12
Delay/Veh:	21.2	8.4	0.0	0.0	15.5	15.5	0.0	0.0	0.0	13.4	13.4	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	8.4	0.0	0.0	15.5	15.5	0.0	0.0	0.0	13.4	13.4	10.8
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2k95thQ:	3	2	0	0	9	9	0	0	0	12	12	2

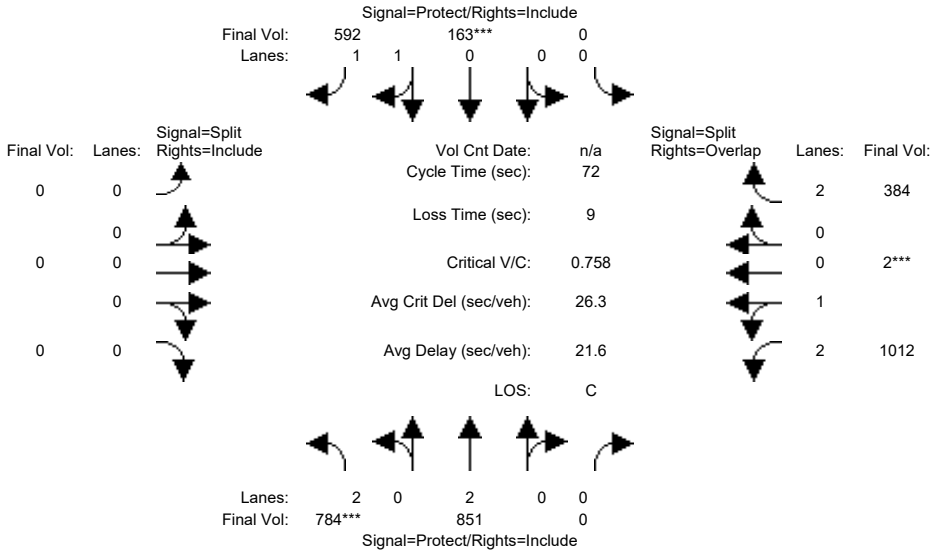
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #3028: (18) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	784	851	0	0	163	592	0	0	0	1012	2	384
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	784	851	0	0	163	592	0	0	0	1012	2	384
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	784	851	0	0	163	592	0	0	0	1012	2	384
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	784	851	0	0	163	592	0	0	0	1012	2	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	784	851	0	0	163	592	0	0	0	1012	2	384
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	784	851	0	0	163	592	0	0	0	1012	2	384
Saturation 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	0.95	0.95	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.43	1.57	0.00	0.00	0.00	2.99	0.01	2.00
Final Sat.:	3150	3800	0	0	777	2823	0	0	0	4940	10	3150
Capacity Analysis Module:												
Vol/Sat:	0.25	0.22	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.20	0.20	0.12
Crit Moves:	****				****						****	
Green Time:	23.6	43.5	0.0	0.0	19.9	19.9	0.0	0.0	0.0	19.5	19.5	19.5
Volume/Cap:	0.76	0.37	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.76	0.76	0.45
Delay/Veh:	24.9	7.3	0.0	0.0	27.3	27.3	0.0	0.0	0.0	26.7	26.7	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:	24.9	7.3	0.0	0.0	27.3	27.3	0.0	0.0	0.0	26.7	26.7	22.2
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	C
HCM2k95thQ:	18	9	0	0	16	16	0	0	0	18	18	9

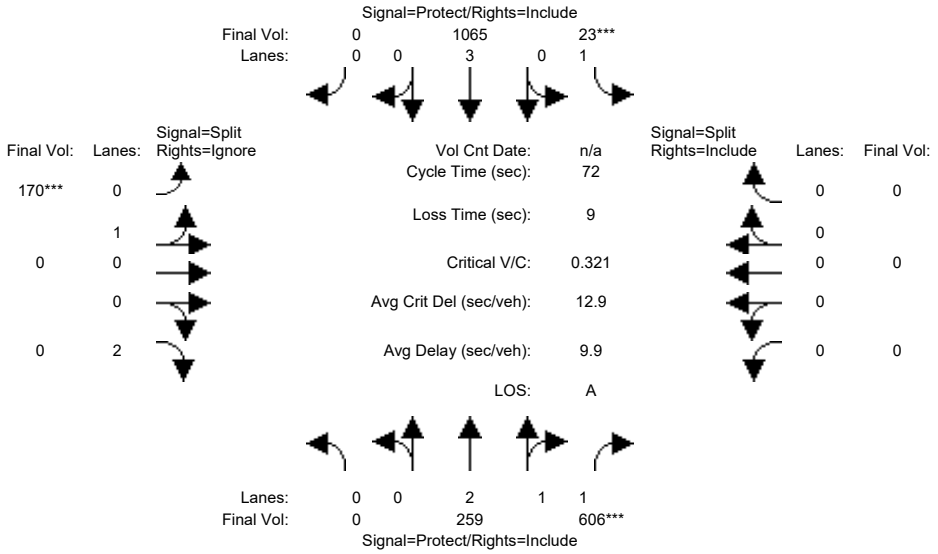
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #3029: (19) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	259	606	23	1065	0	170	0	1746	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	259	606	23	1065	0	170	0	1746	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	259	606	23	1065	0	170	0	1746	0	0	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	259	606	23	1065	0	170	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	259	606	23	1065	0	170	0	0	0	0	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	259	606	23	1065	0	170	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.17	0.01	0.19	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	36.2	36.2	7.0	43.2	0.0	19.8	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.14	0.34	0.14	0.31	0.00	0.34	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.5	10.8	30.1	7.1	0.0	21.3	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	10.8	30.1	7.1	0.0	21.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	B	C	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	3	8	1	7	0	7	0	0	0	0	0

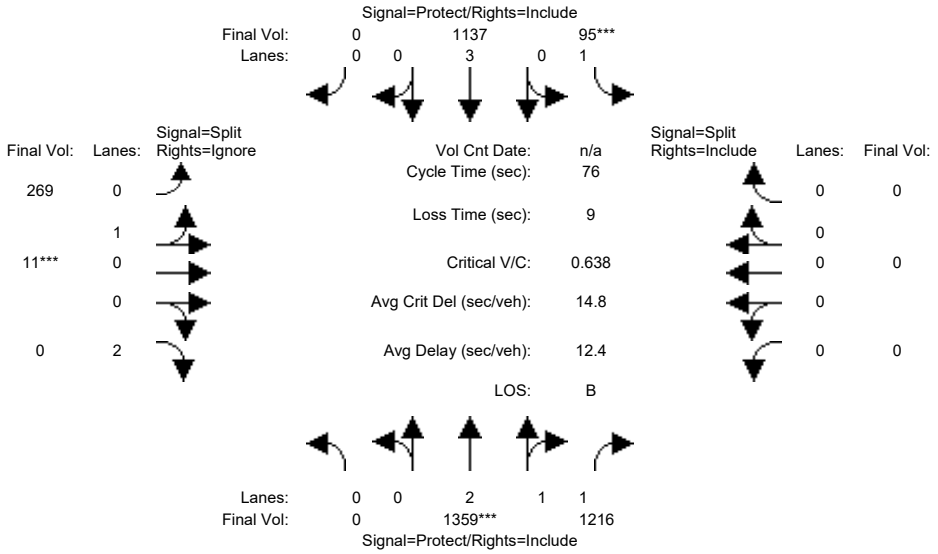
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #3029: (19) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1359	1216	95	1137	0	269	11	279	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	1359	1216	95	1137	0	269	11	279	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1359	1216	95	1137	0	269	11	279	0	0	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	1359	1216	95	1137	0	269	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1359	1216	95	1137	0	269	11	0	0	0	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	1359	1216	95	1137	0	269	11	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.03	1.97	1.00	3.00	0.00	0.96	0.04	2.00	0.00	0.00	0.00
Final Sat.:	0	3855	3449	1750	5700	0	1729	71	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.05	0.20	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	41.6	41.6	7.0	48.6	0.0	18.4	18.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.64	0.59	0.31	0.00	0.64	0.64	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.4	12.4	38.8	6.2	0.0	29.2	29.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.4	12.4	38.8	6.2	0.0	29.2	29.2	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	18	18	5	8	0	14	14	0	0	0	0

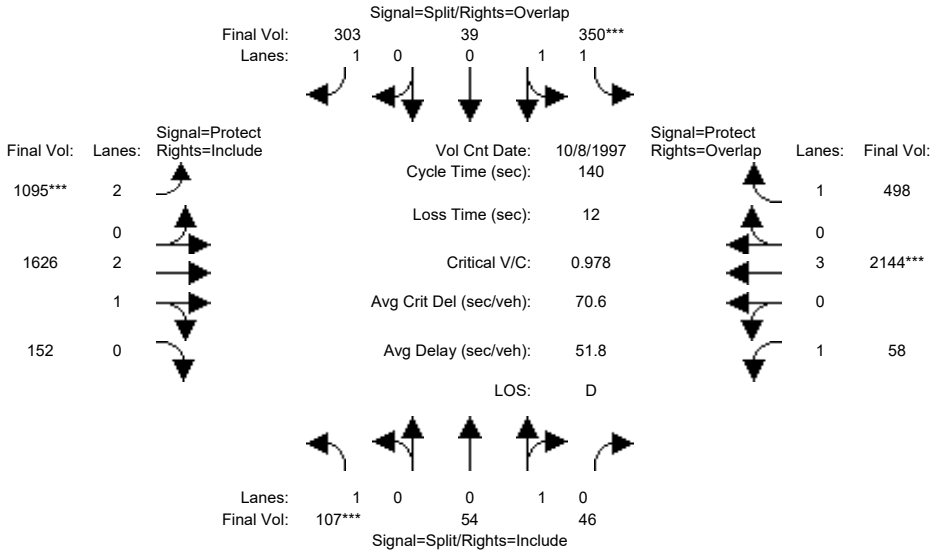
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #3096: (56) DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 1997 << 0.760												
Base Vol:	107	54	46	350	39	303	1095	1626	152	58	2144	498
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	54	46	350	39	303	1095	1626	152	58	2144	498
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	54	46	350	39	303	1095	1626	152	58	2144	498
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	54	46	350	39	303	1095	1626	152	58	2144	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	54	46	350	39	303	1095	1626	152	58	2144	498
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	54	46	350	39	303	1095	1626	152	58	2144	498
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.54	0.46	1.80	0.20	1.00	2.00	2.73	0.27	1.00	3.00	1.00
Final Sat.:	1750	972	828	3194	356	1750	3150	5121	479	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.17	0.35	0.32	0.32	0.03	0.38	0.28
Crit Moves:	****			****			****				****	
Green Time:	11.0	11.0	11.0	13.7	13.7	61.7	48.0	84.1	84.1	19.1	55.2	55.2
Volume/Cap:	0.78	0.71	0.71	1.12	1.12	0.39	1.01	0.53	0.53	0.24	0.95	0.72
Delay/Veh:	97.5	88.6	88.6	147.7	148	28.0	76.8	17.0	17.0	56.4	52.0	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.5	88.6	88.6	147.7	148	28.0	76.8	17.0	17.0	56.4	52.0	42.3
LOS by Move:	F	F	F	F	F	C	E	B	B	E	D	D
HCM2k95thQ:	12	11	11	22	22	17	58	26	26	5	49	30

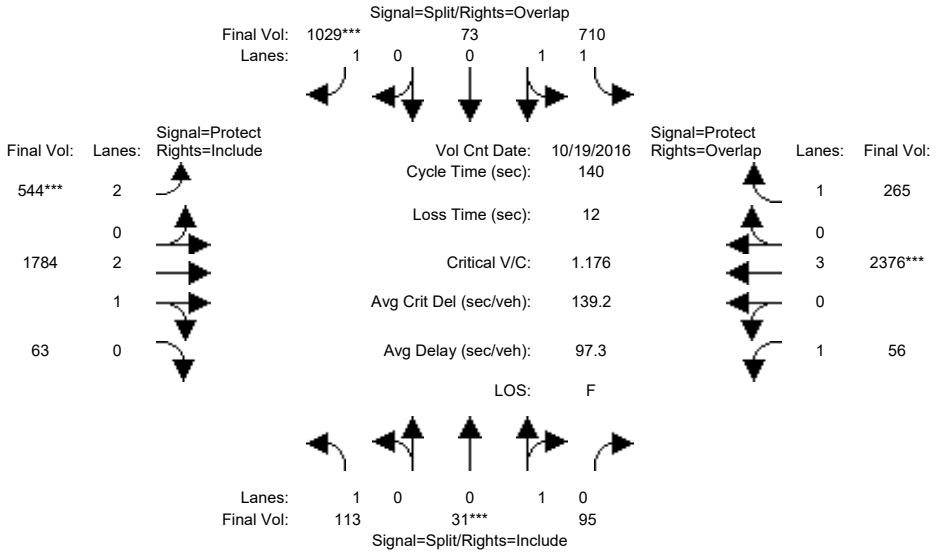
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #3096: (56) DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Oct 2016 << 5:15 - 6:15 PM												
Base Vol:	113	31	95	710	73	1029	544	1784	63	56	2376	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	31	95	710	73	1029	544	1784	63	56	2376	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	31	95	710	73	1029	544	1784	63	56	2376	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	31	95	710	73	1029	544	1784	63	56	2376	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	31	95	710	73	1029	544	1784	63	56	2376	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	31	95	710	73	1029	544	1784	63	56	2376	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.25	0.75	1.82	0.18	1.00	2.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1750	443	1357	3219	331	1750	3150	5409	191	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.22	0.22	0.59	0.17	0.33	0.33	0.03	0.42	0.15
Crit Moves:		****				****	****				****	
Green Time:	10.4	10.4	10.4	46.3	46.3	70.2	23.8	58.1	58.1	13.1	47.4	47.4
Volume/Cap:	0.87	0.94	0.94	0.67	0.67	1.17	1.02	0.79	0.79	0.34	1.23	0.45
Delay/Veh:	106.4	125	124.6	41.7	41.7	124.7	101.0	37.7	37.7	60.7	155	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.4	125	124.6	41.7	41.7	124.7	101.0	37.7	37.7	60.7	155	36.6
LOS by Move:	F	F	F	D	D	F	F	D	D	E	F	D
HCM2k95thQ:	14	16	16	27	27	104	30	40	40	5	79	17

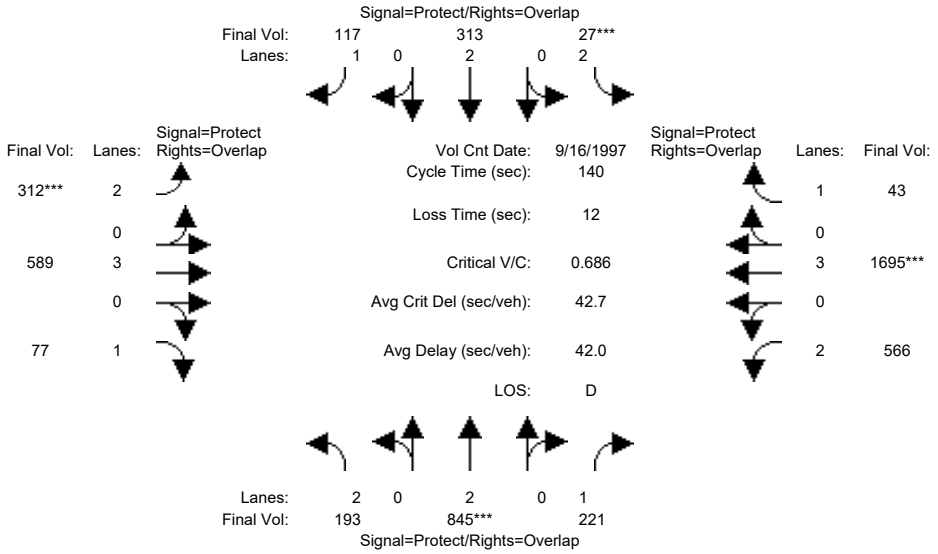
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #3098: (58) FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 1997 << 0.791												
Base Vol:	193	845	221	27	313	117	312	589	77	566	1695	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	845	221	27	313	117	312	589	77	566	1695	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	845	221	27	313	117	312	589	77	566	1695	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	845	221	27	313	117	312	589	77	566	1695	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	845	221	27	313	117	312	589	77	566	1695	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	845	221	27	313	117	312	589	77	566	1695	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.13	0.01	0.08	0.07	0.10	0.10	0.04	0.18	0.30	0.02
Crit Moves:		****		****			****				****	
Green Time:	21.5	43.5	92.7	7.0	28.9	48.3	19.4	28.3	49.8	49.2	58.1	65.1
Volume/Cap:	0.40	0.72	0.19	0.17	0.40	0.19	0.72	0.51	0.12	0.51	0.72	0.05
Delay/Veh:	55.8	46.5	9.5	66.1	49.5	32.9	67.4	51.3	30.8	37.6	35.9	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	46.5	9.5	66.1	49.5	32.9	67.4	51.3	30.8	37.6	35.9	20.6
LOS by Move:	E	D	A	E	D	C	E	D	C	D	D	C
HCM2k95thQ:	9	28	8	2	11	8	15	14	5	20	34	3

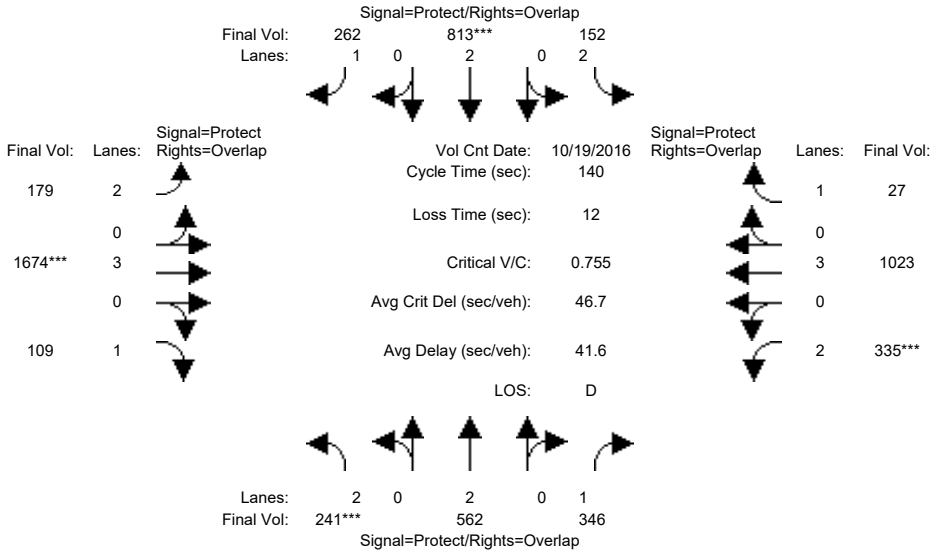
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #3098: (58) FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Oct 2016 << 4:45 - 5:45 PM												
Base Vol:	241	562	346	152	813	262	179	1674	109	335	1023	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	562	346	152	813	262	179	1674	109	335	1023	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	562	346	152	813	262	179	1674	109	335	1023	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	562	346	152	813	262	179	1674	109	335	1023	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	562	346	152	813	262	179	1674	109	335	1023	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	562	346	152	813	262	179	1674	109	335	1023	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.20	0.05	0.21	0.15	0.06	0.29	0.06	0.11	0.18	0.02
Crit Moves:	****				****			****			****	
Green Time:	14.2	40.2	60.0	13.6	39.7	57.5	17.8	54.4	68.6	19.7	56.3	69.9
Volume/Cap:	0.76	0.51	0.46	0.50	0.76	0.36	0.45	0.76	0.13	0.76	0.45	0.03
Delay/Veh:	71.1	42.1	29.0	61.2	48.8	28.9	57.3	38.5	19.5	65.1	30.6	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.1	42.1	29.0	61.2	48.8	28.9	57.3	38.5	19.5	65.1	30.6	17.8
LOS by Move:	E	D	C	E	D	C	E	D	B	E	C	B
HCM2k95thQ:	15	19	20	7	28	15	8	34	5	16	19	1

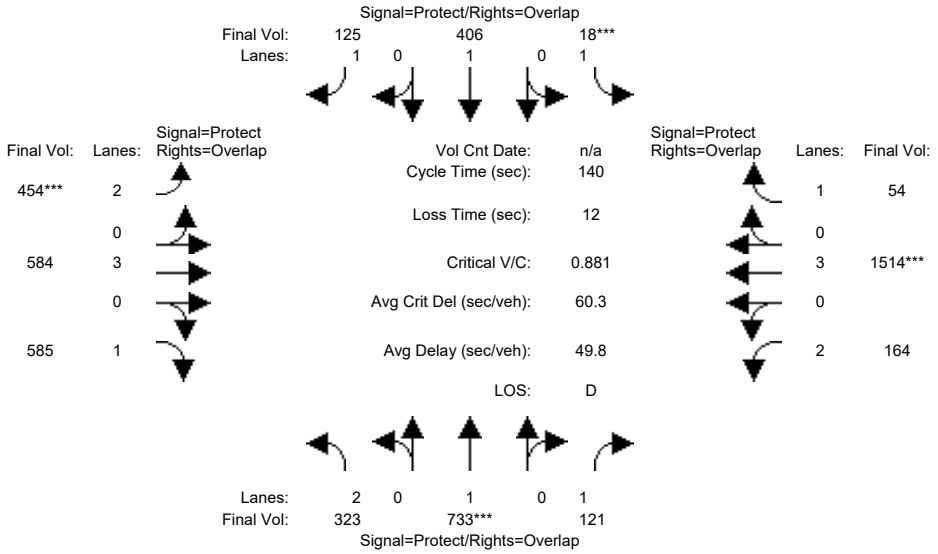
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #3728: (57) Orchard Pkwy & Trimble Rd



Street Name:	Orchard Pkwy						Trimble Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	323	733	121	18	406	125	454	584	585	164	1514	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	733	121	18	406	125	454	584	585	164	1514	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	323	733	121	18	406	125	454	584	585	164	1514	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	733	121	18	406	125	454	584	585	164	1514	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	733	121	18	406	125	454	584	585	164	1514	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	323	733	121	18	406	125	454	584	585	164	1514	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.07	0.01	0.21	0.07	0.14	0.10	0.33	0.05	0.27	0.03
Crit Moves:		****		****			****				****	
Green Time:	21.3	58.7	70.1	7.0	44.4	66.3	21.9	50.9	72.2	11.4	40.4	47.4
Volume/Cap:	0.67	0.92	0.14	0.21	0.67	0.15	0.92	0.28	0.65	0.64	0.92	0.09
Delay/Veh:	59.8	54.3	18.8	65.0	44.5	21.0	80.8	31.7	26.3	67.5	57.1	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:	59.8	54.3	18.8	65.0	44.5	21.0	80.8	31.7	26.3	67.5	57.1	31.7
LOS by Move:	E	D	B	E	D	C	F	C	C	E	E	C
HCM2k95thQ:	17	53	6	2	27	6	23	11	33	8	37	3

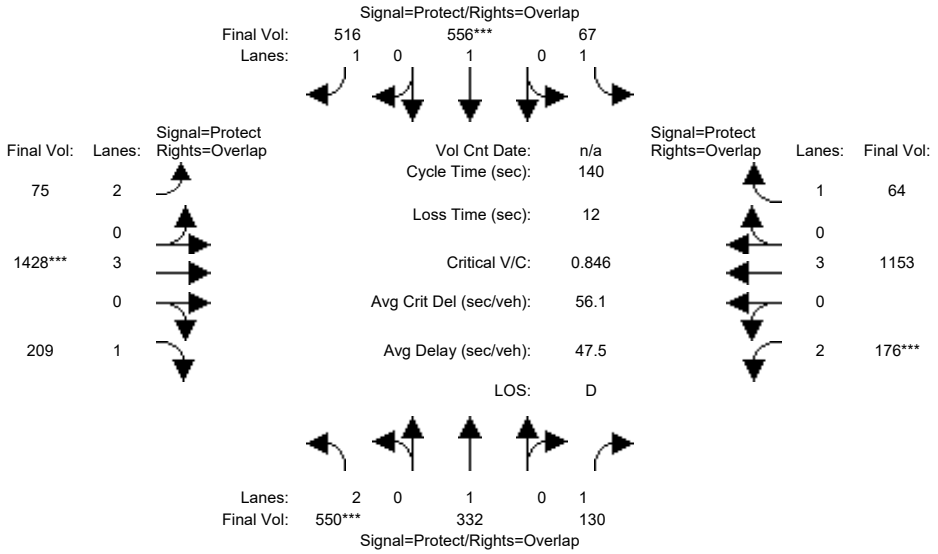
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #3728: (57) Orchard Pkwy & Trimble Rd



Street Name:	Orchard Pkwy						Trimble Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	332	130	67	556	516	75	1428	209	176	1153	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	332	130	67	556	516	75	1428	209	176	1153	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	332	130	67	556	516	75	1428	209	176	1153	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	550	332	130	67	556	516	75	1428	209	176	1153	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	332	130	67	556	516	75	1428	209	176	1153	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	550	332	130	67	556	516	75	1428	209	176	1153	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.07	0.04	0.29	0.29	0.02	0.25	0.12	0.06	0.20	0.04
Crit Moves:	****				****			****			****	
Green Time:	28.9	60.1	69.4	17.2	48.4	58.5	10.0	41.5	70.3	9.2	40.6	57.8
Volume/Cap:	0.85	0.41	0.15	0.31	0.85	0.71	0.33	0.85	0.24	0.85	0.70	0.09
Delay/Veh:	63.4	28.0	19.3	56.8	52.3	36.8	62.7	50.5	19.8	90.7	45.5	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	28.0	19.3	56.8	52.3	36.8	62.7	50.5	19.8	90.7	45.5	25.1
LOS by Move:	E	C	B	E	D	D	E	D	B	F	D	C
HCM2k95thQ:	28	18	6	6	40	34	4	32	10	10	26	4

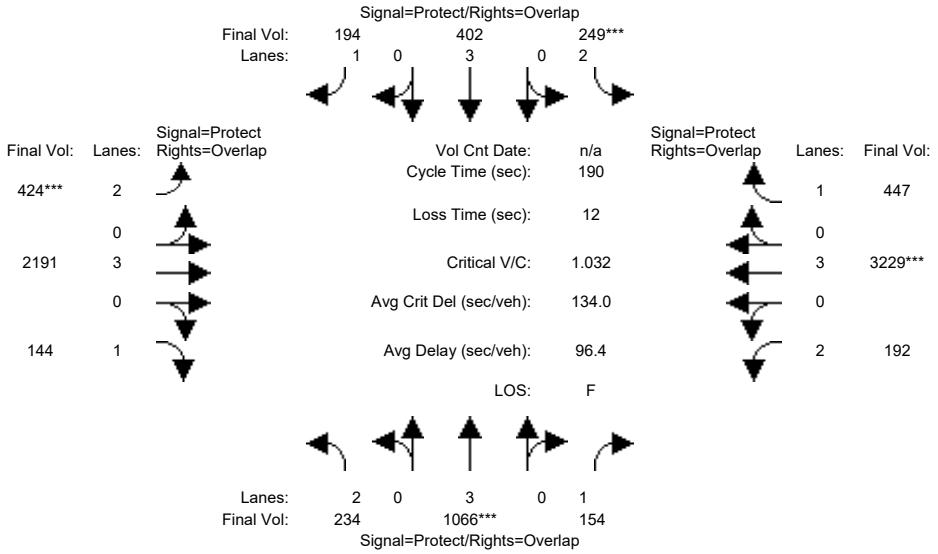
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #5329: (31) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	234	1066	154	249	402	194	424	2191	144	192	3229	447
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1066	154	249	402	194	424	2191	144	192	3229	447
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1066	154	249	402	194	424	2191	144	192	3229	447
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1066	154	249	402	194	424	2191	144	192	3229	447
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1066	154	249	402	194	424	2191	144	192	3229	447
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1066	154	249	402	194	424	2191	144	192	3229	447
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.09	0.08	0.07	0.11	0.13	0.38	0.08	0.06	0.57	0.26
Crit Moves:		****		****			****				****	
Green Time:	22.0	42.0	62.0	15.0	35.0	67.0	32.0	101	123.0	20.0	89.0	104.0
Volume/Cap:	0.64	0.85	0.27	1.00	0.38	0.31	0.80	0.72	0.13	0.58	1.21	0.47
Delay/Veh:	84.1	76.4	47.5	144.9	68.3	45.1	84.3	44.3	19.3	83.5	159	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	76.4	47.5	144.9	68.3	45.1	84.3	44.3	19.3	83.5	159	34.5
LOS by Move:	F	E	D	F	E	D	F	D	B	F	F	C
HCM2k95thQ:	14	33	13	18	12	16	28	57	10	14	128	35

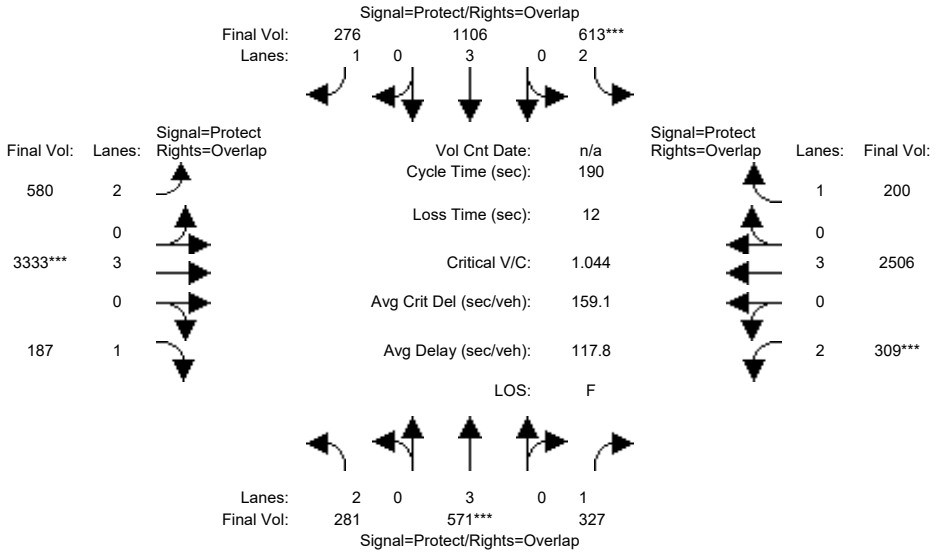
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #5329: (31) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	281	571	327	613	1106	276	580	3333	187	309	2506	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	571	327	613	1106	276	580	3333	187	309	2506	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	281	571	327	613	1106	276	580	3333	187	309	2506	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	571	327	613	1106	276	580	3333	187	309	2506	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	571	327	613	1106	276	580	3333	187	309	2506	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	571	327	613	1106	276	580	3333	187	309	2506	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.19	0.19	0.19	0.16	0.18	0.58	0.11	0.10	0.44	0.11
Crit Moves:		****		****				****		****		
Green Time:	20.1	39.0	53.4	28.6	47.5	77.2	29.7	96.0	116.1	14.4	80.7	109.3
Volume/Cap:	0.84	0.49	0.66	1.29	0.78	0.39	1.18	1.16	0.17	1.29	1.04	0.20
Delay/Veh:	100.7	67.0	63.8	227.7	69.1	40.1	189.3	154	33.0	247.3	75.5	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.7	67.0	63.8	227.7	69.1	40.1	189.3	154	33.0	247.3	75.5	12.3
LOS by Move:	F	E	E	F	E	D	F	F	C	F	E	B
HCM2k95thQ:	19	17	30	50	33	21	47	125	17	31	86	7

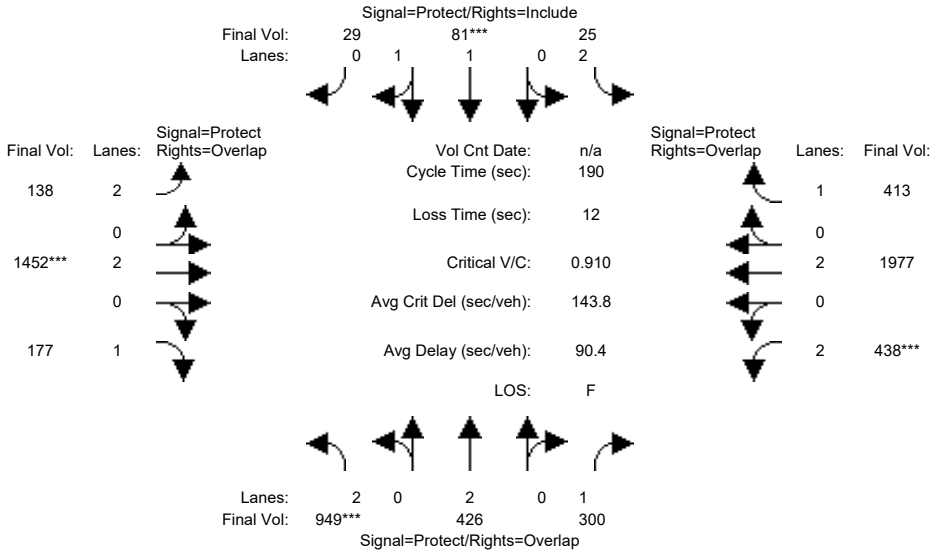
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #5332: (45) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	949	426	300	25	81	29	138	1688	177	438	2299	413
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	949	426	300	25	81	29	138	1688	177	438	2299	413
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	949	426	300	25	81	29	138	1688	177	438	2299	413
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	949	426	300	25	81	29	138	1452	177	438	1977	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	949	426	300	25	81	29	138	1452	177	438	1977	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	949	426	300	25	81	29	138	1452	177	438	1977	413
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.46	0.54	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2724	975	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.11	0.17	0.01	0.03	0.03	0.04	0.38	0.10	0.14	0.52	0.24
Crit Moves:	****				****			****			****	
Green Time:	38.0	52.0	76.0	10.0	24.0	24.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	1.51	0.41	0.43	0.15	0.24	0.24	0.52	0.79	0.15	1.10	0.99	0.41
Delay/Veh:	312.1	56.7	41.7	86.4	75.0	75.0	85.2	34.7	3.4	158.2	49.6	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	312.1	56.7	41.7	86.4	75.0	75.0	85.2	34.7	3.4	158.2	49.6	14.0
LOS by Move:	F	E	D	F	E	E	F	C	A	F	D	B
HCM2k95thQ:	85	18	23	2	6	6	10	50	2	30	82	15

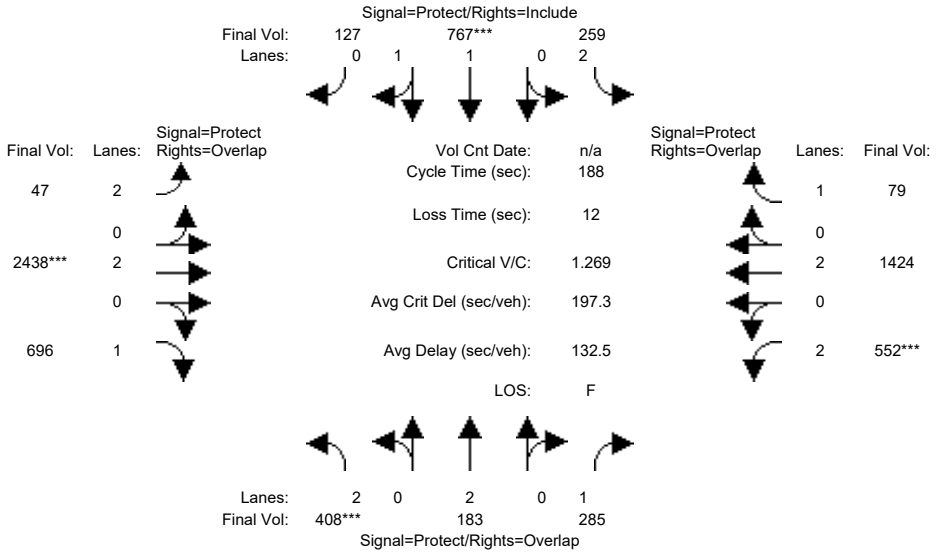
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #5332: (45) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	408	183	285	259	767	127	47	3126	696	552	1548	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:	408	183	285	259	767	127	47	3126	696	552	1548	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	408	183	285	259	767	127	47	3126	696	552	1548	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	408	183	285	259	767	127	47	2438	696	552	1424	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	183	285	259	767	127	47	2438	696	552	1424	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:	408	183	285	259	767	127	47	2438	696	552	1424	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.71	0.29	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3174	526	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.05	0.16	0.08	0.24	0.24	0.01	0.64	0.40	0.18	0.37	0.05
Crit Moves:	****				****			****		****		
Green Time:	19.2	39.4	65.3	15.6	35.8	35.8	13.0	95.1	114.2	26.0	108	123.7
Volume/Cap:	1.27	0.23	0.47	0.99	1.27	1.27	0.22	1.27	0.65	1.27	0.65	0.07
Delay/Veh:	227.8	61.9	48.4	139.0	208	208.2	83.2	183	35.4	219.2	17.9	4.8
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:	227.8	61.9	48.4	139.0	208	208.2	83.2	183	35.4	219.2	17.9	4.8
LOS by Move:	F	E	D	F	F	F	F	F	D	F	B	A
HCM2k95thQ:	35	8	24	17	58	58	3	150	54	45	32	1

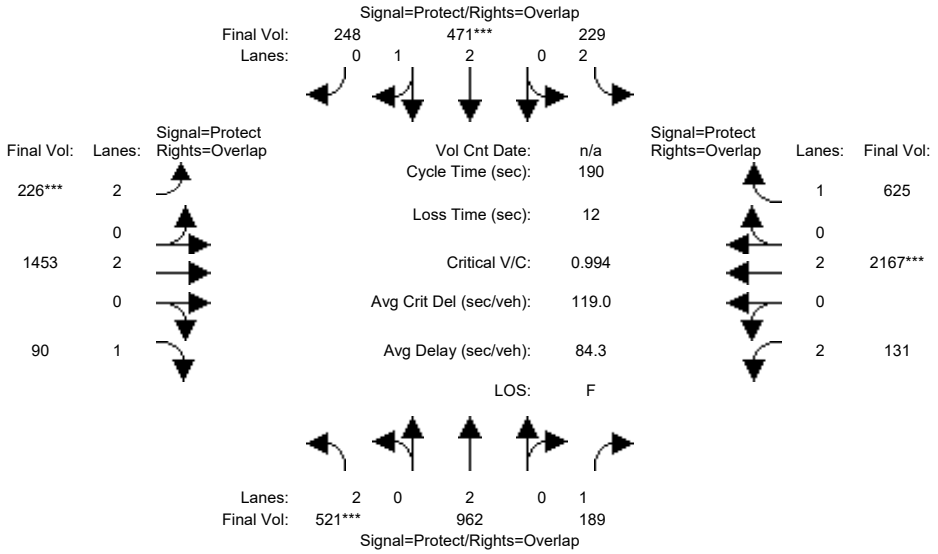
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #5334: (47) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	51	51	17	41	41	18	91	91	19	92	92
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	521	962	189	229	471	248	226	1689	90	131	2520	625
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	521	962	189	229	471	248	226	1689	90	131	2520	625
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	521	962	189	229	471	248	226	1689	90	131	2520	625
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	521	962	189	229	471	248	226	1453	90	131	2167	625
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	962	189	229	471	248	226	1453	90	131	2167	625
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	521	962	189	229	471	248	226	1453	90	131	2167	625
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.11	0.07	0.12	0.14	0.07	0.38	0.05	0.04	0.57	0.36
Crit Moves:	****				****		****				****	
Green Time:	27.0	51.0	70.0	17.0	41.0	59.0	18.0	91.0	118.0	19.0	92.0	109.0
Volume/Cap:	1.16	0.94	0.29	0.81	0.57	0.46	0.76	0.80	0.08	0.42	1.18	0.62
Delay/Veh:	177.3	84.3	42.7	101.2	67.3	52.8	94.5	35.9	7.5	81.2	125	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:	177.3	84.3	42.7	101.2	67.3	52.8	94.5	35.9	7.5	81.2	125	18.3
LOS by Move:	F	F	D	F	E	D	F	D	A	F	F	B
HCM2k95thQ:	41	48	15	16	22	22	14	49	2	8	125	31

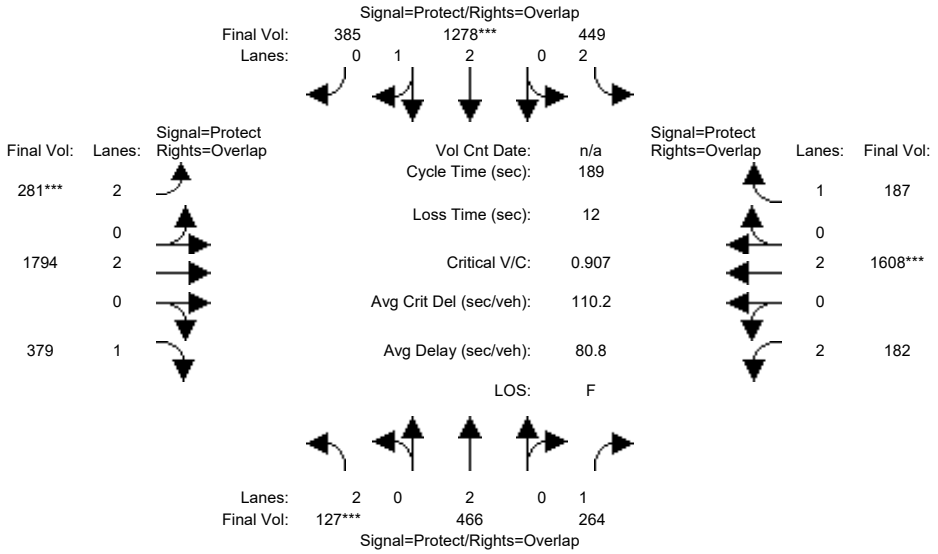
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #5334: (47) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	30	30	20	38	38	13	100	100	16	103	103
Y+R:	5.8	5.6	5.6	5.6	5.4	5.4	5.3	6.2	6.2	5.4	6.2	6.2
Volume Module:												
Base Vol:	127	466	264	449	1278	385	281	2893	379	182	1748	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	466	264	449	1278	385	281	2893	379	182	1748	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	466	264	449	1278	385	281	2893	379	182	1748	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	466	264	449	1278	385	281	1794	379	182	1608	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	466	264	449	1278	385	281	1794	379	182	1608	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	466	264	449	1278	385	281	1794	379	182	1608	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.28	0.72	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4302	1296	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.15	0.14	0.30	0.30	0.09	0.47	0.22	0.06	0.42	0.11
Crit Moves:	****				****		****				****	
Green Time:	13.0	31.6	47.7	28.3	46.9	61.0	14.1	101	113.9	16.1	103	131.3
Volume/Cap:	0.59	0.73	0.60	0.95	1.20	0.92	1.20	0.88	0.36	0.68	0.78	0.15
Delay/Veh:	89.5	79.2	64.4	108.8	167	69.9	209.8	55.0	26.9	90.6	35.8	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	79.2	64.4	108.8	167	69.9	209.8	55.0	26.9	90.6	35.8	9.9
LOS by Move:	F	E	E	F	F	E	F	D	C	F	D	A
HCM2k95thQ:	9	23	25	30	69	54	23	70	27	12	58	8

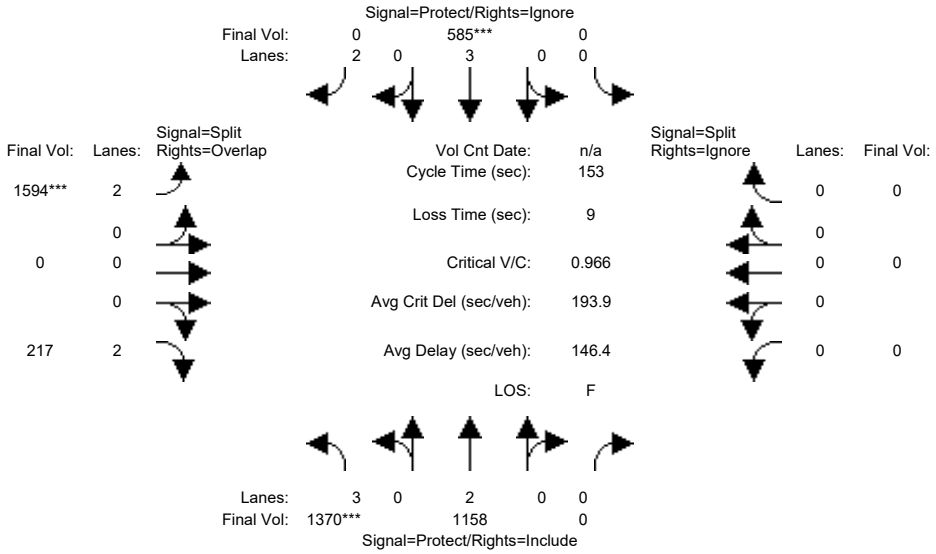
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #5335: (48) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	27	79	0		0	50	50		67	0	67		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	1370	1158	0		0	585	2007		1853	0	217		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:	1370	1158	0		0	585	2007		1853	0	217		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1370	1158	0		0	585	2007		1853	0	217		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		0.86	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	1370	1158	0		0	585	0		1594	0	217		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1370	1158	0		0	585	0		1594	0	217		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	1370	1158	0		0	585	0		1594	0	217		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.80	1.00	0.92		0.92	1.00	0.83		0.83	1.00	0.83		0.92	1.00	0.92	
Lanes:	3.00	2.00	0.00		0.00	3.00	2.00		2.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	4551	3800	0		0	5700	3150		3150	0	3150		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.30	0.00		0.00	0.10	0.00		0.51	0.00	0.07		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	28.6	78.0	0.0		0.0	49.4	0.0		66.1	0.0	94.8		0.0	0.0	0.0	
Volume/Cap:	1.61	0.60	0.00		0.00	0.32	0.00		1.17	0.00	0.11		0.00	0.00	0.00	
Delay/Veh:	342.5	27.3	0.0		0.0	39.7	0.0		122.6	0.0	6.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	342.5	27.3	0.0		0.0	39.7	0.0		122.6	0.0	6.4		0.0	0.0	0.0	
LOS by Move:	F	C	A		A	D	A		F	A	A		A	A	A	
HCM2k95thQ:	83	33	0		0	12	0		93	0	2		0	0	0	

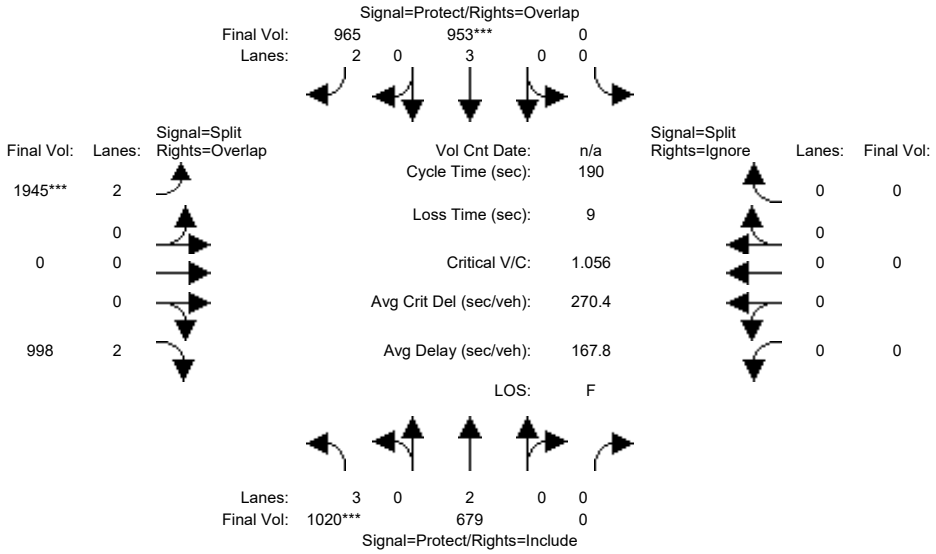
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #5335: (48) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	77	0	0	61	61	112	0	112	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1020	679	0	0	953	965	2778	0	998	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:	1020	679	0	0	953	965	2778	0	998	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1020	679	0	0	953	965	2778	0	998	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	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:	1020	679	0	0	953	965	1945	0	998	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1020	679	0	0	953	965	1945	0	998	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1020	679	0	0	953	965	1945	0	998	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.00	0.00	0.17	0.31	0.62	0.00	0.32	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	16.2	74.5	0.0	0.0	58.2	165.2	106.9	0.0	123.2	0.0	0.0	0.0
Volume/Cap:	2.62	0.46	0.00	0.00	0.55	0.35	1.10	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	829.0	45.0	0.0	0.0	57.8	2.5	81.6	0.0	8.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	829.0	45.0	0.0	0.0	57.8	2.5	81.6	0.0	8.2	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E	A	F	A	A	A	A	A
HCM2k95thQ:	88	26	0	0	27	13	123	0	15	0	0	0

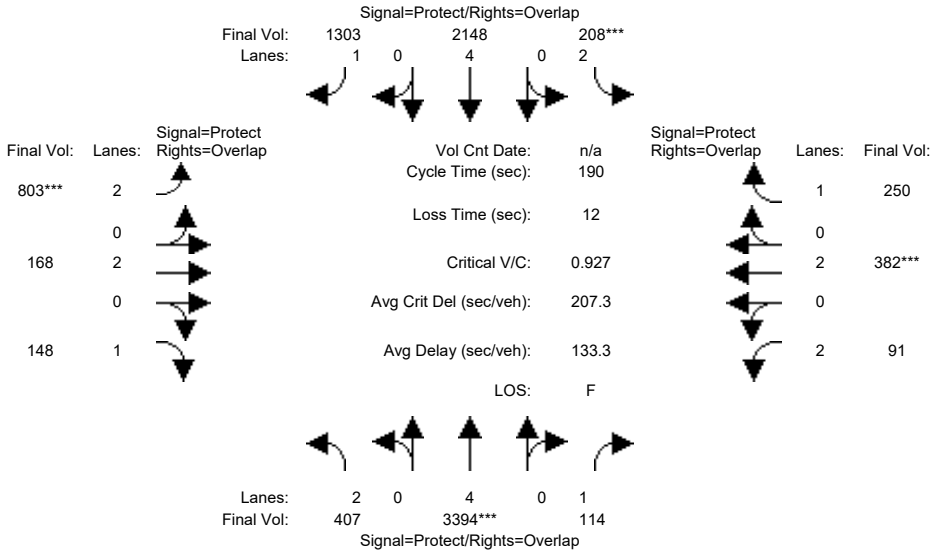
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #5408: (41) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	27	112	112	20	105	105	15	33	33	13	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	407	3394	114	208	2148	1303	803	168	148	91	382	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:	407	3394	114	208	2148	1303	803	168	148	91	382	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	3394	114	208	2148	1303	803	168	148	91	382	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:	407	3394	114	208	2148	1303	803	168	148	91	382	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	3394	114	208	2148	1303	803	168	148	91	382	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:	407	3394	114	208	2148	1303	803	168	148	91	382	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.07	0.07	0.28	0.74	0.25	0.04	0.08	0.03	0.10	0.14
Crit Moves:		****			****			****			****	
Green Time:	27.0	112	125.0	20.0	105	120.0	15.0	33.0	60.0	13.0	31.0	51.0
Volume/Cap:	0.91	0.76	0.10	0.63	0.51	1.18	3.23	0.25	0.27	0.42	0.62	0.53
Delay/Veh:	102.6	18.1	4.9	85.2	18.0	107.3	1101	68.1	48.8	86.2	75.8	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.6	18.1	4.9	85.2	18.0	107.3	1101	68.1	48.8	86.2	75.8	60.5
LOS by Move:	F	B	A	F	B	F	F	E	D	F	E	E
HCM2k95thQ:	29	44	2	15	23	161	103	8	13	6	18	22

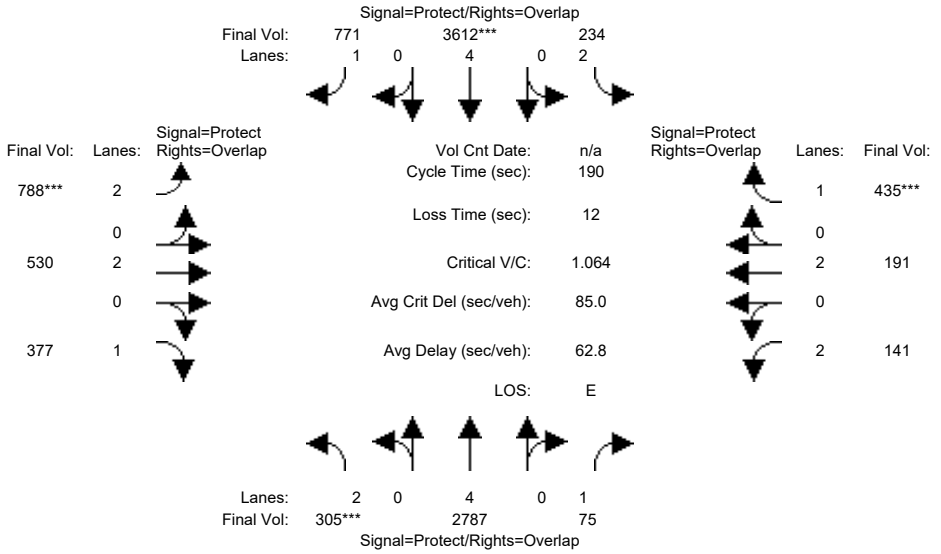
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #5408: (41) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	305	2787	75	234	3612	771	788	530	377	141	191	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	2787	75	234	3612	771	788	530	377	141	191	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	2787	75	234	3612	771	788	530	377	141	191	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	2787	75	234	3612	771	788	530	377	141	191	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	2787	75	234	3612	771	788	530	377	141	191	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	2787	75	234	3612	771	788	530	377	141	191	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.04	0.07	0.48	0.44	0.25	0.14	0.22	0.04	0.05	0.25
Crit Moves:	****				****		****					****
Green Time:	16.0	92.2	104.8	21.8	98.0	139.3	41.3	51.5	67.4	12.6	27.0	48.8
Volume/Cap:	1.15	0.76	0.08	0.65	0.92	0.60	1.15	0.52	0.61	0.68	0.35	0.97
Delay/Veh:	189.7	32.3	13.6	84.6	57.7	22.4	158.9	59.2	52.1	95.3	74.0	104.1
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:	189.7	32.3	13.6	84.6	57.7	22.4	158.9	59.2	52.1	95.3	74.0	104.1
LOS by Move:	F	C	B	F	E	C	F	E	D	F	E	F
HCM2k95thQ:	28	46	3	16	81	53	56	22	32	9	9	47

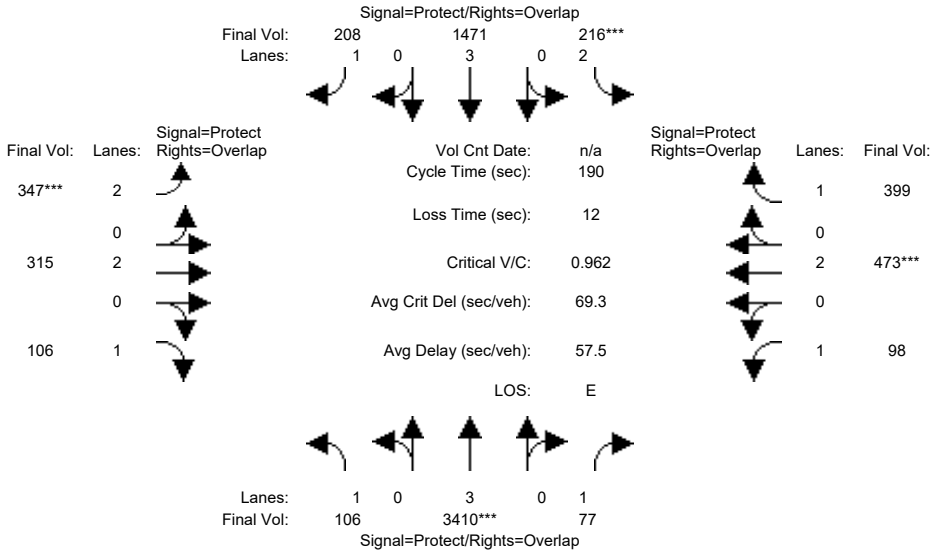
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #5414: (43) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	109	109	12	104	104	20	39	39	18	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	4012	77	216	1730	208	347	315	106	98	473	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	4012	77	216	1730	208	347	315	106	98	473	399
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	4012	77	216	1730	208	347	315	106	98	473	399
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	3410	77	216	1471	208	347	315	106	98	473	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	3410	77	216	1471	208	347	315	106	98	473	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	3410	77	216	1471	208	347	315	106	98	473	399
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.60	0.04	0.07	0.26	0.12	0.11	0.08	0.06	0.06	0.12	0.23
Crit Moves:		****			****			****			****	
Green Time:	17.0	109	127.0	12.0	104	124.0	20.0	39.0	56.0	18.0	37.0	49.0
Volume/Cap:	0.68	1.04	0.07	1.09	0.47	0.18	1.05	0.40	0.21	0.59	0.64	0.88
Delay/Veh:	95.1	54.1	4.1	177.5	18.1	5.7	147.1	65.8	50.5	88.0	72.2	86.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.1	54.1	4.1	177.5	18.1	5.7	147.1	65.8	50.5	88.0	72.2	86.1
LOS by Move:	F	D	A	F	B	A	F	E	D	F	E	F
HCM2k95thQ:	11	103	1	18	21	4	29	15	9	13	23	44

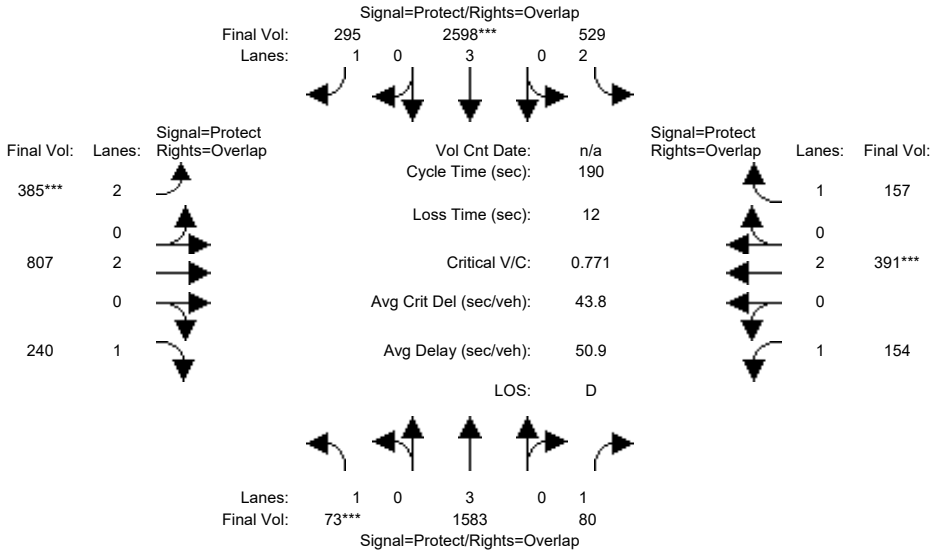
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #5414: (43) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	73	2198	80	529	3559	295	385	807	240	154	391	157
Growth Adj:	1.00	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	2198	80	529	3559	295	385	807	240	154	391	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	2198	80	529	3559	295	385	807	240	154	391	157
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1583	80	529	2598	295	385	807	240	154	391	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1583	80	529	2598	295	385	807	240	154	391	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1583	80	529	2598	295	385	807	240	154	391	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.05	0.17	0.46	0.17	0.12	0.21	0.14	0.09	0.10	0.09
Crit Moves:	****				****		****				****	
Green Time:	11.0	78.7	97.2	34.3	102	127.0	25.0	46.5	57.5	18.5	40.0	74.3
Volume/Cap:	0.72	0.67	0.09	0.93	0.85	0.25	0.93	0.87	0.45	0.90	0.49	0.23
Delay/Veh:	110.1	40.4	17.8	98.7	28.8	4.9	108.8	77.6	54.2	127.2	66.5	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	40.4	17.8	98.7	28.8	4.9	108.8	77.6	54.2	127.2	66.5	38.9
LOS by Move:	F	D	B	F	C	A	F	E	D	F	E	D
HCM2k95thQ:	9	36	3	30	54	5	29	41	22	22	18	12

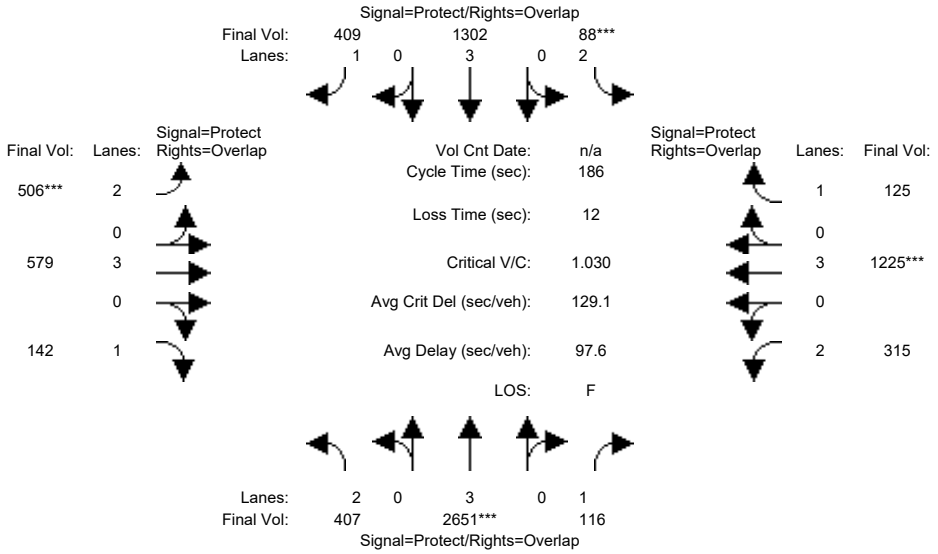
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #5416: (44) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	407	3119	116	88	1532	409	506	579	142	315	1225	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:	407	3119	116	88	1532	409	506	579	142	315	1225	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	3119	116	88	1532	409	506	579	142	315	1225	125
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	407	2651	116	88	1302	409	506	579	142	315	1225	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	2651	116	88	1302	409	506	579	142	315	1225	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	407	2651	116	88	1302	409	506	579	142	315	1225	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.56	0.07	0.03	0.23	0.23	0.16	0.10	0.08	0.10	0.21	0.07
Crit Moves:		****		****			****				****	
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	0.89	1.07	0.10	0.35	0.50	0.39	1.15	0.52	0.24	0.72	1.11	0.26
Delay/Veh:	105.9	119	26.3	81.7	42.5	27.6	170.5	67.8	44.5	82.0	138	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.9	119	26.3	81.7	42.5	27.6	170.5	67.8	44.5	82.0	138	53.1
LOS by Move:	F	F	C	F	D	C	F	E	D	F	F	D
HCM2k95thQ:	26	92	10	6	33	29	38	18	12	19	48	11

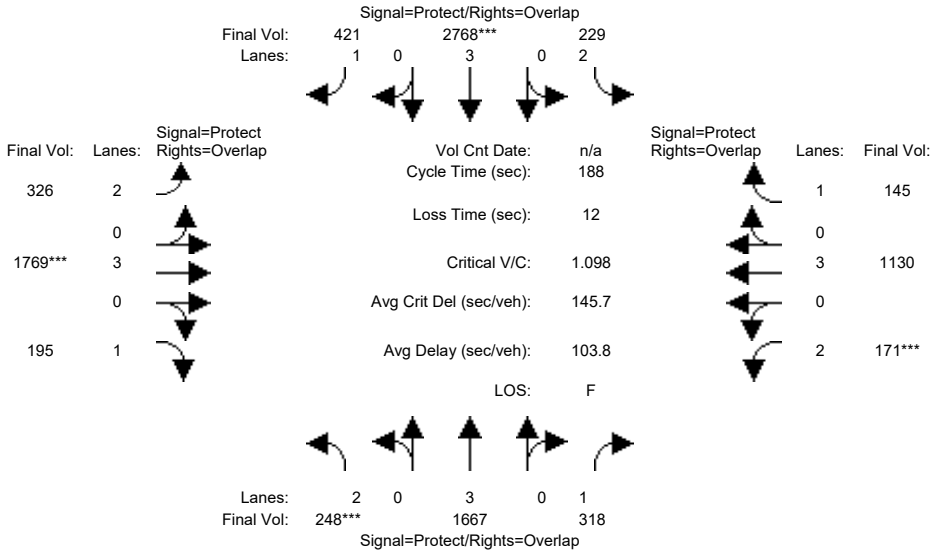
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #5416: (44) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	248	1985	318	229	3375	421	326	1769	195	171	1130	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:	248	1985	318	229	3375	421	326	1769	195	171	1130	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	1985	318	229	3375	421	326	1769	195	171	1130	145
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	1667	318	229	2768	421	326	1769	195	171	1130	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	1667	318	229	2768	421	326	1769	195	171	1130	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:	248	1667	318	229	2768	421	326	1769	195	171	1130	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.18	0.07	0.58	0.24	0.10	0.31	0.11	0.05	0.20	0.08
Crit Moves:	****				****			****			****	
Green Time:	13.0	84.5	100.5	22.5	94.0	117.0	23.0	53.0	66.0	16.0	46.0	68.5
Volume/Cap:	1.14	0.65	0.34	0.61	1.17	0.39	0.85	1.10	0.32	0.64	0.81	0.23
Delay/Veh:	190.8	48.3	32.2	88.5	160	37.3	96.5	123	44.8	88.3	70.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	190.8	48.3	32.2	88.5	160	37.3	96.5	123	44.8	88.3	70.6	41.6
LOS by Move:	F	D	C	F	F	D	F	F	D	F	E	D
HCM2k95thQ:	21	44	24	14	102	35	20	63	16	11	35	11

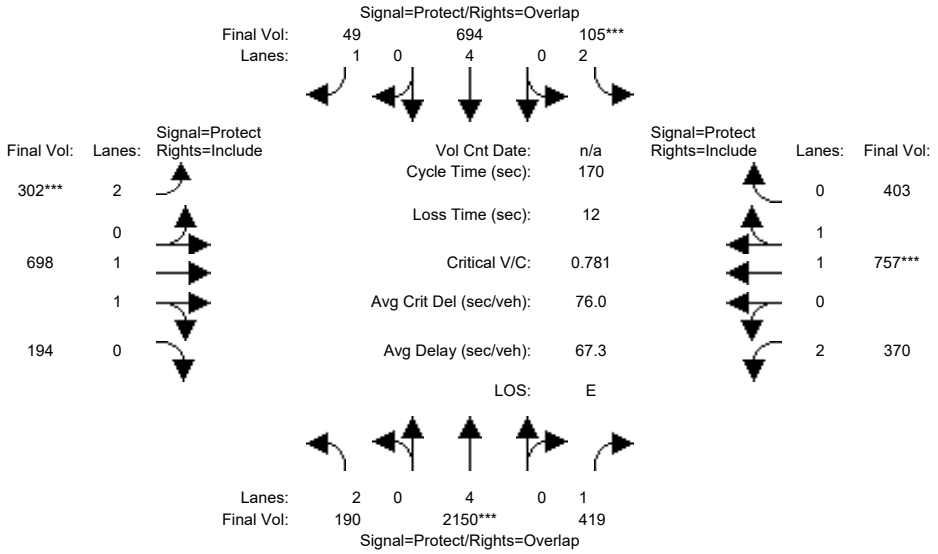
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
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Intersection #5603: (2) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module:												
Base Vol:	190	2150	419	105	694	49	302	698	194	370	757	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	2150	419	105	694	49	302	698	194	370	757	403
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	2150	419	105	694	49	302	698	194	370	757	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	2150	419	105	694	49	302	698	194	370	757	403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	2150	419	105	694	49	302	698	194	370	757	403
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	2150	419	105	694	49	302	698	194	370	757	403
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.55	0.45	2.00	1.29	0.71
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2895	805	3150	2414	1285
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.24	0.03	0.09	0.03	0.10	0.24	0.24	0.12	0.31	0.31
Crit Moves:		****			****			****			****	
Green Time:	18.4	73.0	97.8	16.0	70.6	93.6	23.0	44.2	44.2	24.8	46.0	46.0
Volume/Cap:	0.56	0.66	0.42	0.35	0.22	0.05	0.71	0.93	0.93	0.81	1.16	1.16
Delay/Veh:	74.0	39.1	20.4	72.9	32.0	17.7	75.7	75.9	75.9	80.3	145	144.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	39.1	20.4	72.9	32.0	17.7	75.7	75.9	75.9	80.3	145	144.9
LOS by Move:	E	D	C	E	C	B	E	E	E	F	F	F
HCM2k95thQ:	10	38	28	6	13	3	17	42	42	21	65	65

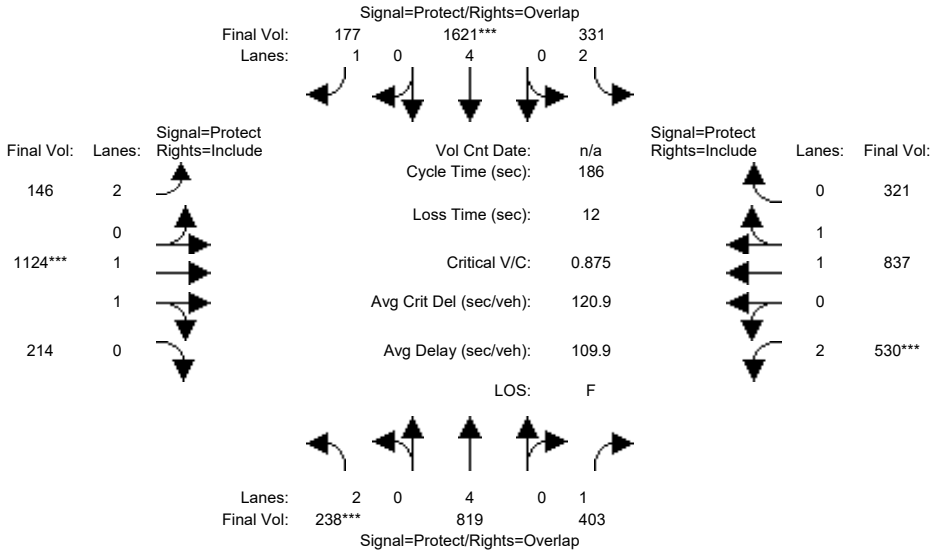
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #5603: (2) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module:												
Base Vol:	238	819	403	331	1621	177	146	1124	214	530	837	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	819	403	331	1621	177	146	1124	214	530	837	321
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	819	403	331	1621	177	146	1124	214	530	837	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	819	403	331	1621	177	146	1124	214	530	837	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	819	403	331	1621	177	146	1124	214	530	837	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	819	403	331	1621	177	146	1124	214	530	837	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.67	0.33	2.00	1.43	0.57
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3108	592	3150	2674	1025
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.23	0.11	0.21	0.10	0.05	0.36	0.36	0.17	0.31	0.31
Crit Moves:	****				****			****			****	
Green Time:	19.0	58.8	95.8	28.2	68.0	107.0	39.0	50.0	50.0	37.0	48.0	48.0
Volume/Cap:	0.74	0.34	0.45	0.69	0.58	0.18	0.22	1.35	1.35	0.85	1.21	1.21
Delay/Veh:	89.9	48.9	28.8	79.1	47.9	18.7	61.1	230	230.2	82.1	175	174.6
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:	89.9	48.9	28.8	79.1	47.9	18.7	61.1	230	230.2	82.1	175	174.6
LOS by Move:	F	D	C	E	D	B	E	F	F	F	F	F
HCM2k95thQ:	15	17	31	20	33	13	8	91	91	31	73	73

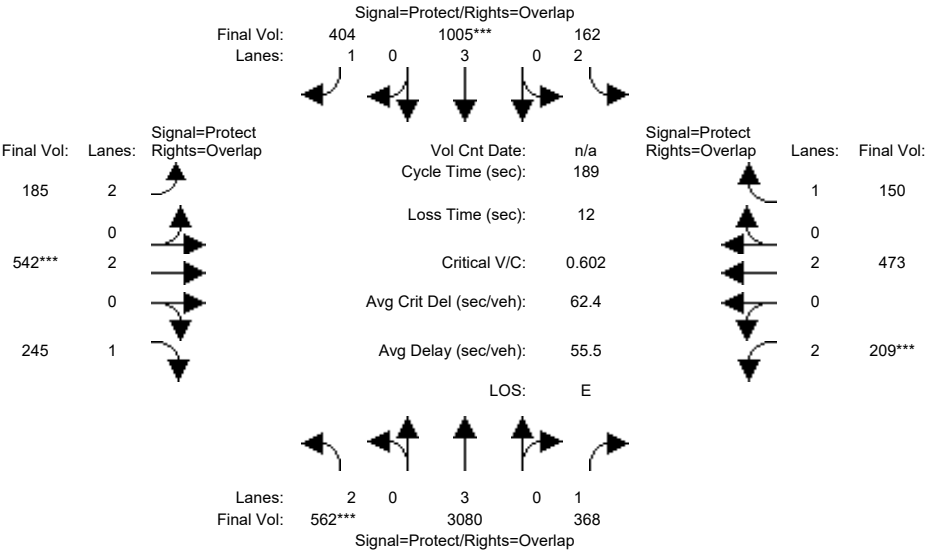
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #5611: (6) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	100	100	17	92	92	15	34	34	14	32	32
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	562	3540	368	162	1155	404	185	542	245	209	473	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:	562	3540	368	162	1155	404	185	542	245	209	473	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	562	3540	368	162	1155	404	185	542	245	209	473	150
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	562	3080	368	162	1005	404	185	542	245	209	473	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	562	3080	368	162	1005	404	185	542	245	209	473	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:	562	3080	368	162	1005	404	185	542	245	209	473	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.54	0.21	0.05	0.18	0.23	0.06	0.14	0.15	0.07	0.12	0.09
Crit Moves:	****				****			****			****	
Green Time:	37.0	111	124.6	18.4	92.0	107.3	15.3	34.0	71.0	14.0	32.7	51.1
Volume/Cap:	0.91	0.92	0.32	0.53	0.36	0.41	0.72	0.79	0.41	0.90	0.72	0.32
Delay/Veh:	92.6	53.4	21.4	82.9	23.8	15.1	94.6	80.5	43.9	119.4	77.7	55.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.6	53.4	21.4	82.9	23.8	15.1	94.6	80.5	43.9	119.4	77.7	55.4
LOS by Move:	F	D	C	F	C	B	F	F	D	F	E	E
HCM2k95thQ:	37	89	25	10	16	17	13	27	20	13	21	13

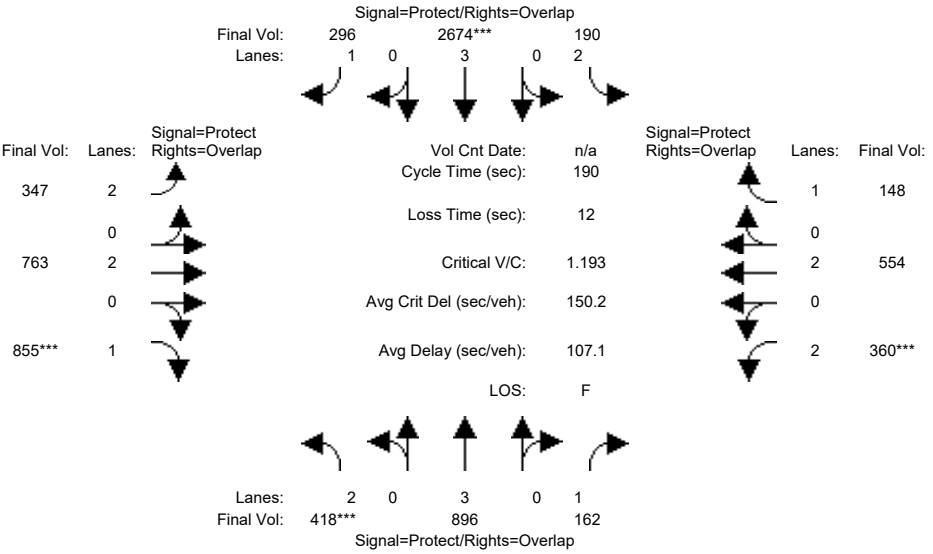
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #5611: (6) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	418	1338	162	190	3343	296	347	763	855	360	554	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1338	162	190	3343	296	347	763	855	360	554	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	1338	162	190	3343	296	347	763	855	360	554	148
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	896	162	190	2674	296	347	763	855	360	554	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	896	162	190	2674	296	347	763	855	360	554	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	896	162	190	2674	296	347	763	855	360	554	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.09	0.06	0.47	0.17	0.11	0.20	0.53	0.11	0.15	0.08
Crit Moves:	****				****				****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	1.15	0.35	0.16	0.76	1.13	0.30	0.74	0.72	1.35	0.90	0.57	0.25
Delay/Veh:	177.1	28.2	11.6	98.9	128	29.0	83.2	64.2	226.5	105.4	62.4	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	177.1	28.2	11.6	98.9	128	29.0	83.2	64.2	226.5	105.4	62.4	46.2
LOS by Move:	F	C	B	F	F	C	F	E	F	F	E	D
HCM2k95thQ:	36	16	5	13	99	22	21	34	124	22	23	12

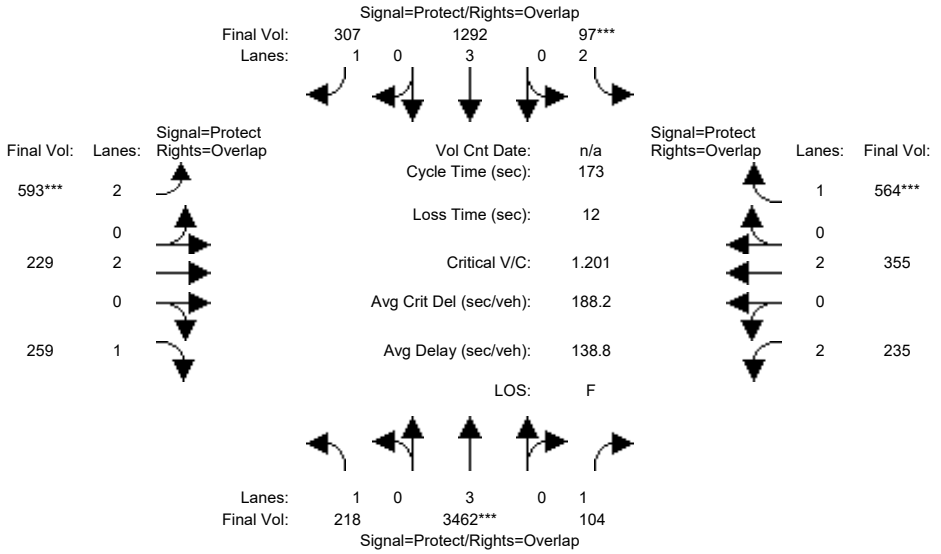
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #5613: (8) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	218	3979	104	97	1485	307	593	229	259	235	355	564
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	3979	104	97	1485	307	593	229	259	235	355	564
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	3979	104	97	1485	307	593	229	259	235	355	564
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	3462	104	97	1292	307	593	229	259	235	355	564
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	3462	104	97	1292	307	593	229	259	235	355	564
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	3462	104	97	1292	307	593	229	259	235	355	564
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.61	0.06	0.03	0.23	0.18	0.19	0.06	0.15	0.07	0.09	0.32
Crit Moves:		****		****			****					****
Green Time:	14.1	80.5	97.8	13.2	79.7	102.8	23.1	38.5	52.6	17.3	32.5	45.7
Volume/Cap:	1.53	1.31	0.11	0.40	0.49	0.30	1.41	0.27	0.49	0.75	0.50	1.22
Delay/Veh:	349.4	178	11.4	77.3	26.9	10.3	273.2	55.8	49.9	85.1	63.5	180.8
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:	349.4	178	11.4	77.3	26.9	10.3	273.2	55.8	49.9	85.1	63.5	180.8
LOS by Move:	F	F	B	E	C	B	F	E	D	F	E	F
HCM2k95thQ:	38	140	3	6	22	9	53	10	22	16	16	73

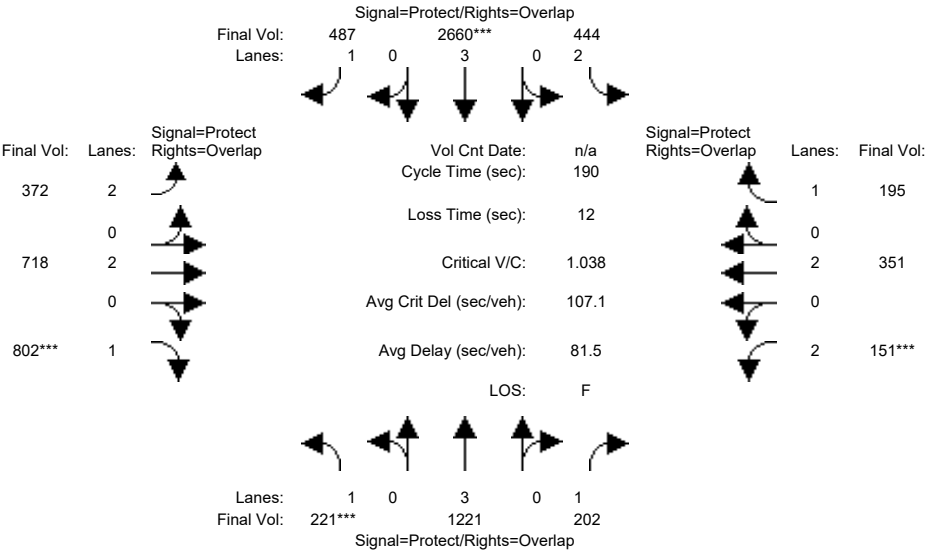
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #5613: (8) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	221	1526	202	444	3367	487	372	718	802	151	351	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1526	202	444	3367	487	372	718	802	151	351	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1526	202	444	3367	487	372	718	802	151	351	195
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1221	202	444	2660	487	372	718	802	151	351	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1221	202	444	2660	487	372	718	802	151	351	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1221	202	444	2660	487	372	718	802	151	351	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.12	0.14	0.47	0.28	0.12	0.19	0.46	0.05	0.09	0.11
Crit Moves:	****				****				****	****		
Green Time:	17.6	90.5	104.5	27.1	100	124.0	24.0	46.4	64.0	14.0	36.4	63.5
Volume/Cap:	1.36	0.45	0.21	0.99	0.89	0.43	0.93	0.77	1.36	0.65	0.48	0.33
Delay/Veh:	282.9	26.7	14.9	120.0	54.5	24.3	111.4	71.1	236.0	92.0	68.9	47.7
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:	282.9	26.7	14.9	120.0	54.5	24.3	111.4	71.1	236.0	92.0	68.9	47.7
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	37	21	8	28	72	33	28	35	118	12	17	17

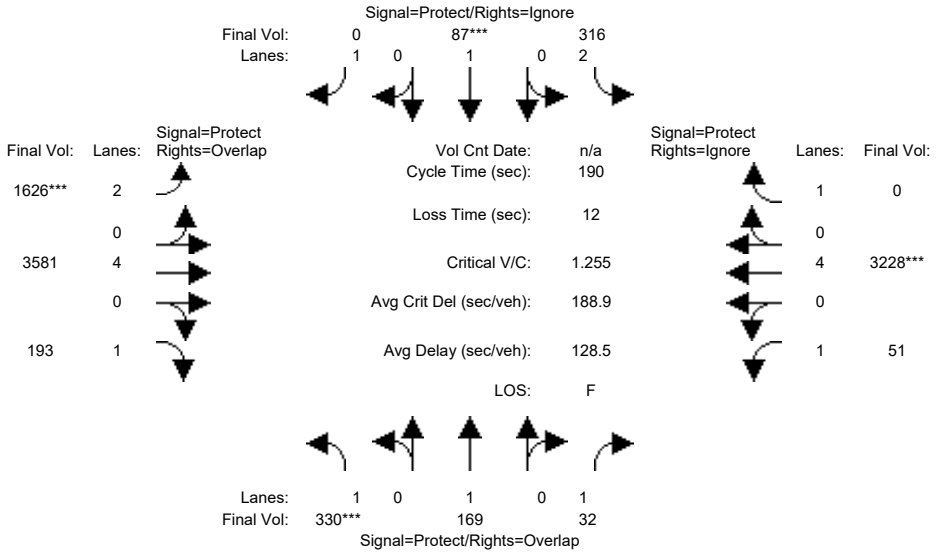
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #5805: (40) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	11	11	10	11	11	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	330	169	32	316	87	554	1626	3581	193	51	3228	790
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	169	32	316	87	554	1626	3581	193	51	3228	790
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	169	32	316	87	554	1626	3581	193	51	3228	790
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	330	169	32	316	87	0	1626	3581	193	51	3228	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	169	32	316	87	0	1626	3581	193	51	3228	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	330	169	32	316	87	0	1626	3581	193	51	3228	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.09	0.02	0.10	0.05	0.00	0.52	0.47	0.11	0.03	0.42	0.00
Crit Moves:	****				****		****				****	
Green Time:	24.9	16.9	29.6	19.0	11.0	0.0	68.1	129	154.3	12.7	74.0	0.0
Volume/Cap:	1.44	1.00	0.12	1.00	0.79	0.00	1.44	0.69	0.14	0.44	1.09	0.00
Delay/Veh:	303.5	156	69.2	136.7	119	0.0	286.7	44.7	14.7	91.8	130	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	303.5	156	69.2	136.7	119	0.0	286.7	44.7	14.7	91.8	130	0.0
LOS by Move:	F	F	E	F	F	A	F	D	B	F	F	A
HCM2k95thQ:	56	24	3	26	13	0	139	70	16	7	88	0

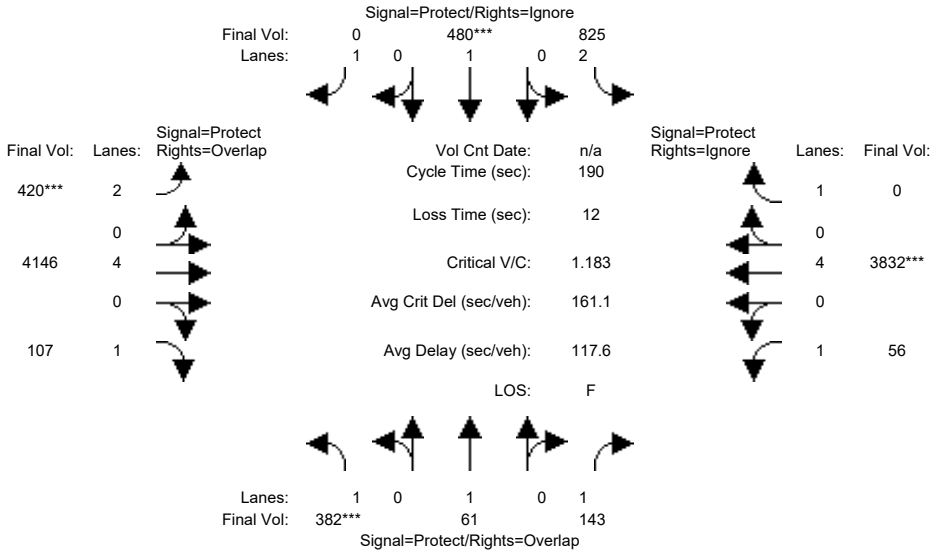
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #5805: (40) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	11	11	10	11	11	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:4:45 - 5:45 PM												
Base Vol:	382	61	143	825	480	1274	420	4146	107	56	3832	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	61	143	825	480	1274	420	4146	107	56	3832	279
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	61	143	825	480	1274	420	4146	107	56	3832	279
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	382	61	143	825	480	0	420	4146	107	56	3832	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	61	143	825	480	0	420	4146	107	56	3832	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	382	61	143	825	480	0	420	4146	107	56	3832	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.03	0.08	0.26	0.25	0.00	0.13	0.55	0.06	0.03	0.50	0.00
Crit Moves:	****				****		****				****	
Green Time:	34.3	13.4	21.7	60.6	39.7	0.0	24.0	95.7	130.0	8.3	80.0	0.0
Volume/Cap:	1.21	0.46	0.72	0.82	1.21	0.00	1.06	1.08	0.09	0.73	1.20	0.00
Delay/Veh:	197.8	87.2	92.8	65.2	191	0.0	143.5	78.7	3.3	119.8	156	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	197.8	87.2	92.8	65.2	191	0.0	143.5	78.7	3.3	119.8	156	0.0
LOS by Move:	F	F	F	E	F	A	F	E	A	F	F	A
HCM2k95thQ:	55	8	18	45	62	0	34	109	1	10	113	0

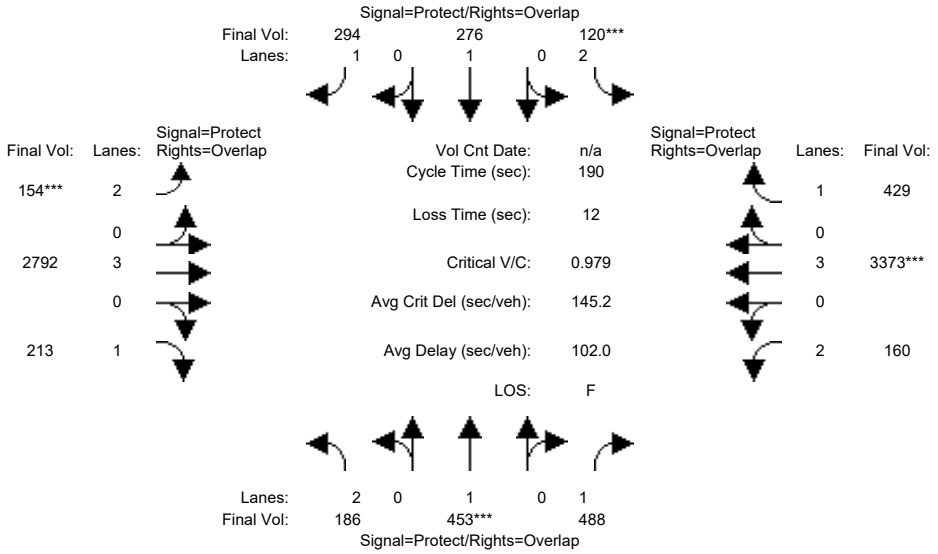
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #5806: (52) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	186	453	488	120	276	294	154	3209	213	160	3877	429
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	453	488	120	276	294	154	3209	213	160	3877	429
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	453	488	120	276	294	154	3209	213	160	3877	429
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	453	488	120	276	294	154	2792	213	160	3373	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	453	488	120	276	294	154	2792	213	160	3373	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	453	488	120	276	294	154	2792	213	160	3373	429
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.28	0.04	0.15	0.17	0.05	0.49	0.12	0.05	0.59	0.25
Crit Moves:		****		****			****				****	
Green Time:	24.5	49.2	64.0	13.1	37.4	53.4	16.0	91.0	115.5	14.8	89.8	102.9
Volume/Cap:	0.46	0.92	0.83	0.55	0.74	0.60	0.58	1.02	0.20	0.65	1.25	0.45
Delay/Veh:	77.4	91.2	67.4	88.7	79.3	61.1	87.0	72.8	16.7	91.2	157	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:	77.4	91.2	67.4	88.7	79.3	61.1	87.0	72.8	16.7	91.2	157	18.8
LOS by Move:	E	F	E	F	E	E	F	E	B	F	F	B
HCM2k95thQ:	12	46	49	10	29	30	11	93	11	12	138	20

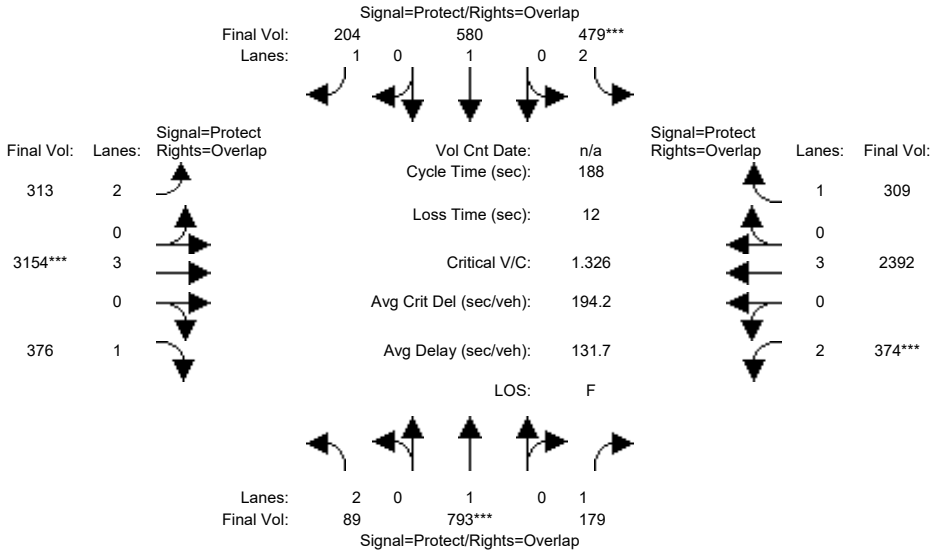
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #5806: (52) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	39	39	20	46	46	22	85	85	22	85	85
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	89	793	179	479	580	204	313	3942	376	374	3518	309
Growth Adj:	1.00	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	793	179	479	580	204	313	3942	376	374	3518	309
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	793	179	479	580	204	313	3942	376	374	3518	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	793	179	479	580	204	313	3154	376	374	2392	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	793	179	479	580	204	313	3154	376	374	2392	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	793	179	479	580	204	313	3154	376	374	2392	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.10	0.15	0.31	0.12	0.10	0.55	0.21	0.12	0.42	0.18
Crit Moves:		****		****				****		****		
Green Time:	12.0	49.0	71.0	20.0	57.0	79.0	22.0	85.0	97.0	22.0	85.0	105.0
Volume/Cap:	0.44	1.60	0.27	1.43	1.01	0.28	0.85	1.22	0.42	1.01	0.93	0.32
Delay/Veh:	86.3	349	40.8	293.7	105	36.0	98.1	147	21.1	133.6	64.3	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:	86.3	349	40.8	293.7	105	36.0	98.1	147	21.1	133.6	64.3	29.6
LOS by Move:	F	F	D	F	F	D	F	F	C	F	E	C
HCM2k95thQ:	6	121	14	46	61	15	23	126	18	30	73	23

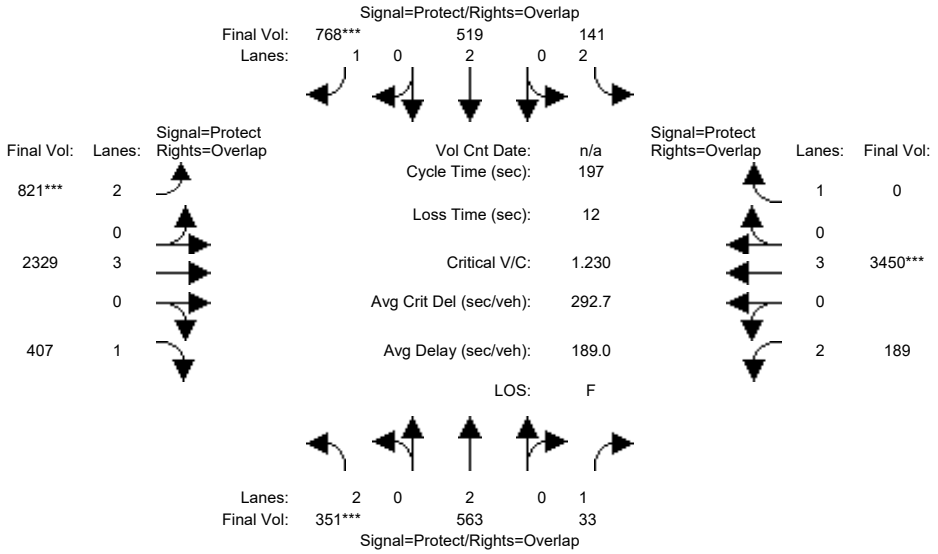
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #5807: (54) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8
Volume Module:												
Base Vol:	351	563	33	141	519	768	821	2677	407	189	3965	0
Growth Adj:	1.00	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	563	33	141	519	768	821	2677	407	189	3965	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	563	33	141	519	768	821	2677	407	189	3965	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	563	33	141	519	768	821	2329	407	189	3450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	563	33	141	519	768	821	2329	407	189	3450	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	563	33	141	519	768	821	2329	407	189	3450	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	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.02	0.04	0.14	0.44	0.26	0.41	0.23	0.06	0.61	0.00
Crit Moves:	****					****	****				****	
Green Time:	16.1	42.1	54.8	22.4	48.3	82.3	34.0	96.2	112.3	12.7	74.9	0.0
Volume/Cap:	1.36	0.69	0.07	0.39	0.56	1.05	1.51	0.84	0.41	0.93	1.59	0.00
Delay/Veh:	277.2	74.1	52.4	81.7	65.7	104.6	320.4	46.0	24.0	135.5	330	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	277.2	74.1	52.4	81.7	65.7	104.6	320.4	46.0	24.0	135.5	330	0.0
LOS by Move:	F	E	D	F	E	F	F	D	C	F	F	A
HCM2k95thQ:	33	27	3	10	24	89	76	62	25	12	175	0

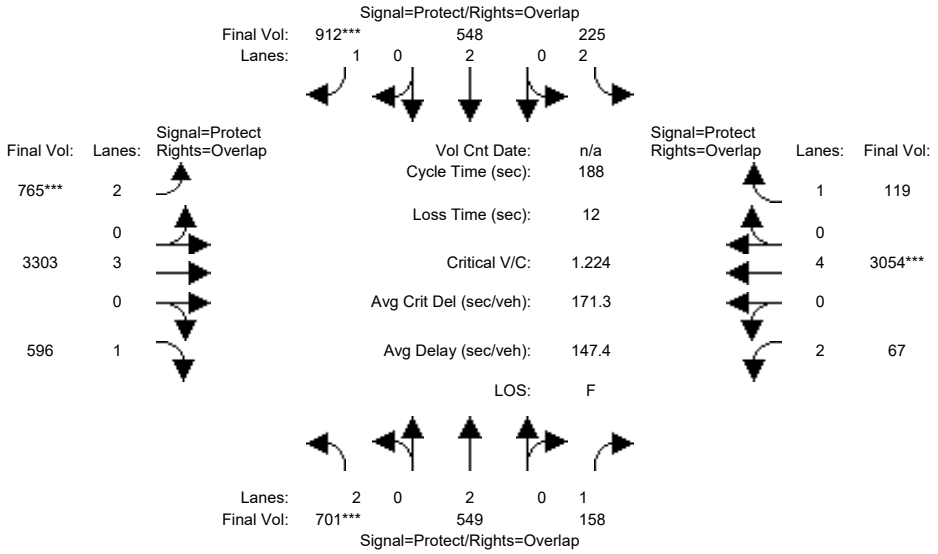
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #5807: (54) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	38	38	32	48	48	29	84	84	10	65	65
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8
Volume Module:												
Base Vol:	701	549	158	225	548	912	765	4289	596	67	3054	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	701	549	158	225	548	912	765	4289	596	67	3054	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	701	549	158	225	548	912	765	4289	596	67	3054	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	701	549	158	225	548	912	765	3303	596	67	3054	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	701	549	158	225	548	912	765	3303	596	67	3054	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	701	549	158	225	548	912	765	3303	596	67	3054	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.14	0.09	0.07	0.14	0.52	0.24	0.58	0.34	0.02	0.40	0.07
Crit Moves:	****					****	****				****	
Green Time:	33.2	40.6	50.6	34.2	48.0	84.2	36.2	91.2	124.5	10.0	65.0	99.2
Volume/Cap:	1.26	0.67	0.34	0.39	0.56	1.16	1.26	1.19	0.51	0.40	1.16	0.13
Delay/Veh:	208.2	69.7	55.6	68.2	61.7	139.0	217.7	170	37.9	90.9	161	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	208.2	69.7	55.6	68.2	61.7	139.0	217.7	170	37.9	90.9	161	39.3
LOS by Move:	F	E	E	E	E	F	F	F	D	F	F	D
HCM2k95thQ:	55	25	14	13	24	112	59	125	49	4	86	11

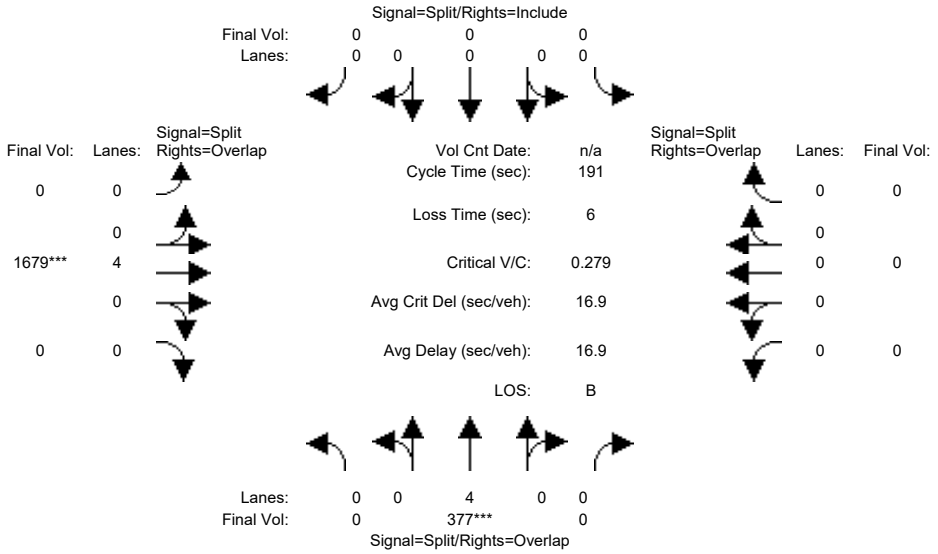
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #5808: (59) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	0	0	0	94	0	0	0	0
Y+R:	5.8	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8
Volume Module:												
Base Vol:	0	377	0	0	0	0	0	1679	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	377	0	0	0	0	0	1679	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	377	0	0	0	0	0	1679	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	377	0	0	0	0	0	1679	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	377	0	0	0	0	0	1679	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	377	0	0	0	0	0	1679	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	0.00	0.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	7600	0	0	0	0	0	7600	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	33.9	0.0	0.0	0.0	0.0	0.0	151	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	68.1	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	68.1	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	0.0	0.0
LOS by Move:	A	E	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	9	0	0	0	0	0	12	0	0	0	0

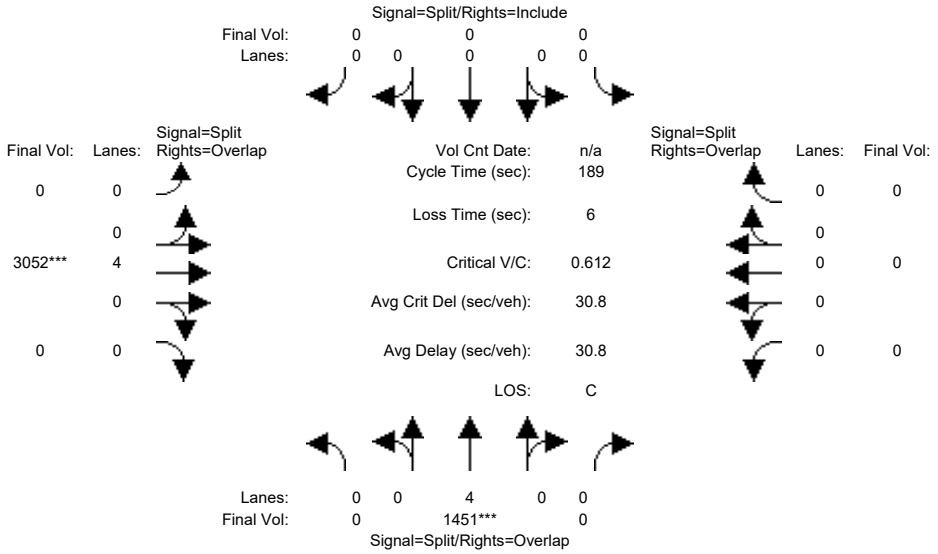
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #5808: (59) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
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	22	0	0	0	0	0	77	0	0	0	0
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8
Volume Module:												
Base Vol:	0	1451	0	0	0	0	0	3052	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	1451	0	0	0	0	0	3052	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1451	0	0	0	0	0	3052	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	1451	0	0	0	0	0	3052	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1451	0	0	0	0	0	3052	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1451	0	0	0	0	0	3052	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	0.00	0.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	7600	0	0	0	0	0	7600	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	59.0	0.0	0.0	0.0	0.0	0.0	124	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.61	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	55.8	0.0	0.0	0.0	0.0	0.0	18.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	55.8	0.0	0.0	0.0	0.0	0.0	18.9	0.0	0.0	0.0	0.0
LOS by Move:	A	E	A	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	0	30	0	0	0	0	0	39	0	0	0	0

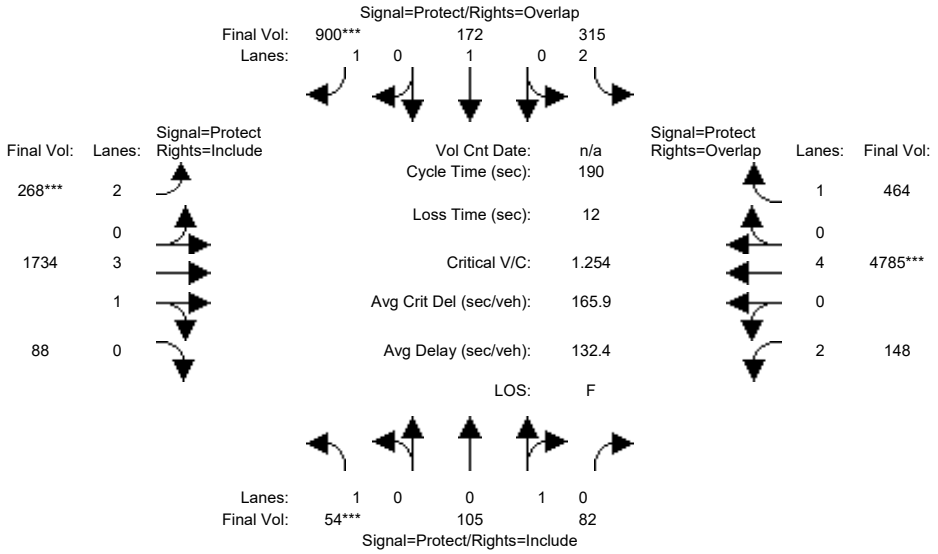
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #5809: (60) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	102	10	7	104	10
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module:7:00-9:00												
Base Vol:	54	105	82	315	172	900	268	1734	88	148	4785	464
Growth Adj:	1.00	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	105	82	315	172	900	268	1734	88	148	4785	464
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	105	82	315	172	900	268	1734	88	148	4785	464
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	105	82	315	172	900	268	1734	88	148	4785	464
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	105	82	315	172	900	268	1734	88	148	4785	464
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	105	82	315	172	900	268	1734	88	148	4785	464
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.56	0.44	2.00	1.00	1.00	2.00	3.80	0.20	2.00	4.00	1.00
Final Sat.:	1750	1011	789	3150	1900	1750	3150	7137	362	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.10	0.09	0.51	0.09	0.24	0.24	0.05	0.63	0.27
Crit Moves:	****					****	****				****	
Green Time:	13.3	28.8	28.8	11.9	27.6	47.1	19.5	111	110.5	16.2	108	119.4
Volume/Cap:	0.44	0.69	0.69	1.60	0.62	2.07	0.83	0.42	0.42	0.55	1.11	0.42
Delay/Veh:	87.3	83.4	83.4	380.4	80.7	562.9	99.8	22.0	22.0	85.8	95.8	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	83.4	83.4	380.4	80.7	562.9	99.8	22.0	22.0	85.8	95.8	18.1
LOS by Move:	F	F	F	F	F	F	F	C	C	F	F	B
HCM2k95thQ:	7	21	21	33	17	174	18	25	25	11	128	25

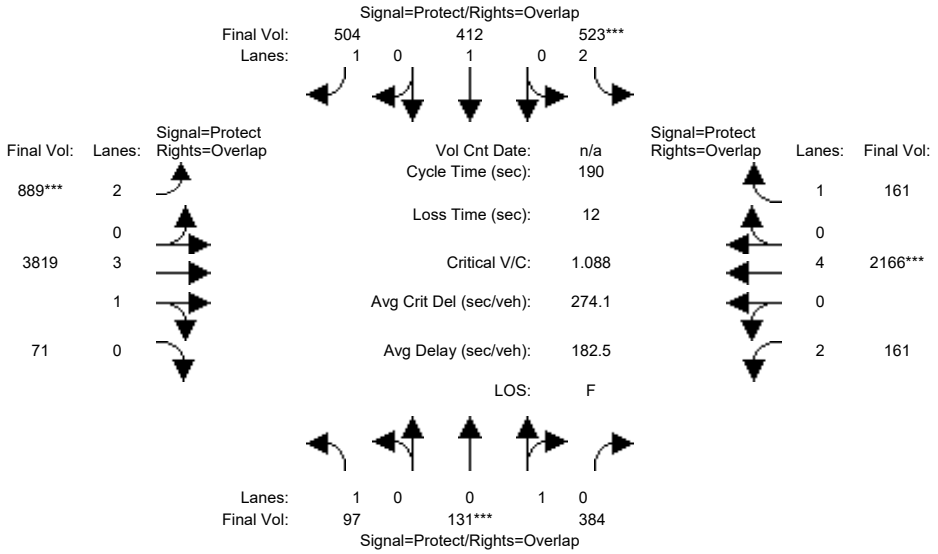
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #5809: (60) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module:												
Base Vol:	97	131	384	523	412	504	889	3819	71	161	2166	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	131	384	523	412	504	889	3819	71	161	2166	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	131	384	523	412	504	889	3819	71	161	2166	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	131	384	523	412	504	889	3819	71	161	2166	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	131	384	523	412	504	889	3819	71	161	2166	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	131	384	523	412	504	889	3819	71	161	2166	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.25	0.75	2.00	1.00	1.00	2.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1750	458	1342	3150	1900	1750	3150	5549	103	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.17	0.22	0.29	0.28	0.69	0.69	0.05	0.28	0.09
Crit Moves:		****		****			****				****	
Green Time:	11.0	24.2	38.2	28.0	41.2	65.0	23.8	112	122.8	14.0	102	130.0
Volume/Cap:	0.96	2.25	1.42	1.13	1.00	0.84	2.25	1.17	1.06	0.69	0.53	0.13
Delay/Veh:	164.7	659	282.4	162.2	119	68.2	661.5	156	110.2	99.2	50.7	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	164.7	659	282.4	162.2	119	68.2	661.5	156	110.2	99.2	50.7	25.6
LOS by Move:	F	F	F	F	F	E	F	F	F	F	D	C
HCM2k95thQ:	17	103	80	40	45	49	100	111	131	13	44	14

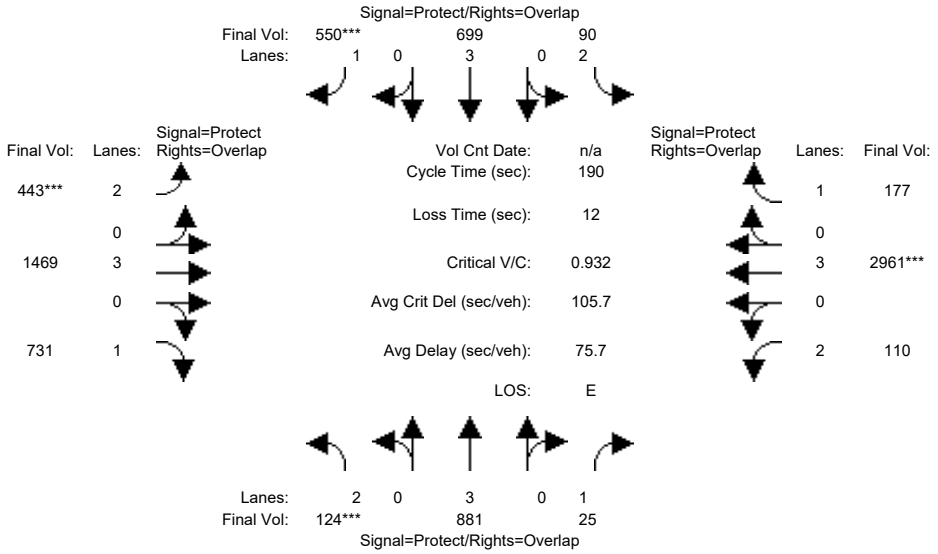
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #5812: (55) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	100	10	7	100	10
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	124	881	25	90	699	550	443	1688	731	110	3403	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	881	25	90	699	550	443	1688	731	110	3403	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	881	25	90	699	550	443	1688	731	110	3403	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	881	25	90	699	550	443	1469	731	110	2961	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	881	25	90	699	550	443	1469	731	110	2961	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	881	25	90	699	550	443	1469	731	110	2961	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.01	0.03	0.12	0.31	0.14	0.26	0.42	0.03	0.52	0.10
Crit Moves:	****					****	****				****	
Green Time:	15.6	38.0	48.8	12.8	35.2	64.5	29.3	106	121.8	10.8	87.9	100.7
Volume/Cap:	0.48	0.77	0.06	0.42	0.66	0.93	0.91	0.46	0.65	0.61	1.12	0.19
Delay/Veh:	84.7	75.3	53.3	86.4	73.4	81.0	100.5	25.0	22.4	93.8	112	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:	84.7	75.3	53.3	86.4	73.4	81.0	100.5	25.0	22.4	93.8	112	23.4
LOS by Move:	F	E	D	F	E	F	F	C	C	F	F	C
HCM2k95thQ:	8	29	2	6	22	57	27	28	44	9	109	11

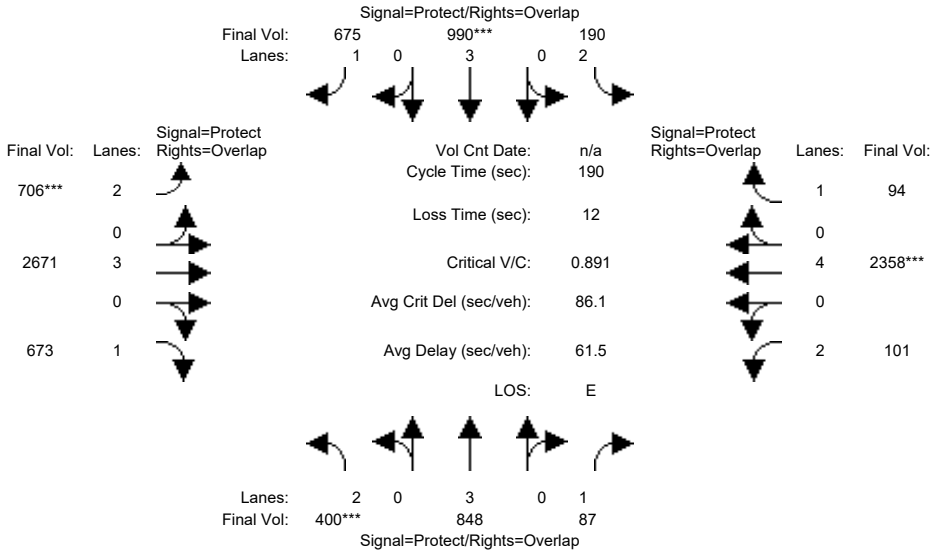
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #5812: (55) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	400	848	87	190	990	675	706	3298	673	101	2358	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	848	87	190	990	675	706	3298	673	101	2358	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	848	87	190	990	675	706	3298	673	101	2358	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	848	87	190	990	675	706	2671	673	101	2358	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	848	87	190	990	675	706	2671	673	101	2358	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	848	87	190	990	675	706	2671	673	101	2358	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.05	0.06	0.17	0.39	0.22	0.47	0.38	0.03	0.31	0.05
Crit Moves:	****				****		****				****	
Green Time:	21.3	49.1	60.9	13.3	41.0	78.7	37.7	104	125.1	11.9	78.0	91.3
Volume/Cap:	1.13	0.58	0.15	0.86	0.80	0.93	1.13	0.86	0.58	0.51	0.76	0.11
Delay/Veh:	172.5	62.0	46.3	115.1	74.7	71.8	153.9	28.0	8.2	88.5	55.9	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	172.5	62.0	46.3	115.1	74.7	71.8	153.9	28.0	8.2	88.5	55.9	33.0
LOS by Move:	F	E	D	F	E	E	F	C	A	F	E	C
HCM2k95thQ:	32	25	7	14	32	67	47	55	18	8	50	8

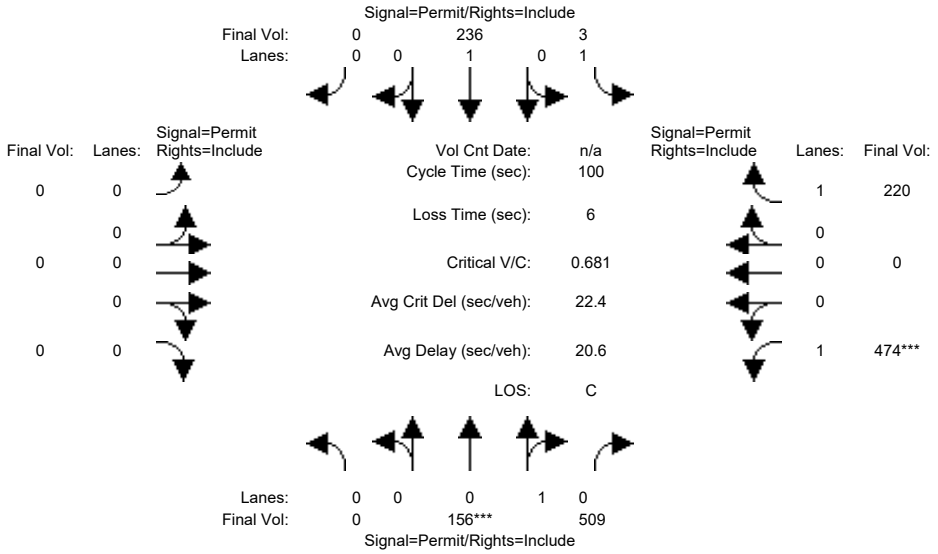
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #9284: (#16) Old Ironside Dr & Old Glory Ln (signal)



Street Name:	Old Ironside Dr						Old Glory Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	140	458	3	212	0	0	0	0	427	0	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	140	458	3	212	0	0	0	0	427	0	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	140	458	3	212	0	0	0	0	427	0	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	156	509	3	236	0	0	0	0	474	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	156	509	3	236	0	0	0	0	474	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	156	509	3	236	0	0	0	0	474	0	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.23	0.77	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	421	1379	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.00	0.12	0.00	0.00	0.00	0.00	0.27	0.00	0.13
Crit Moves:		****								****		
Green Time:	0.0	54.2	54.2	54.2	54.2	0.0	0.0	0.0	0.0	39.8	0.0	39.8
Volume/Cap:	0.00	0.68	0.68	0.00	0.23	0.00	0.00	0.00	0.00	0.68	0.00	0.32
Delay/Veh:	0.0	18.6	18.6	10.5	12.1	0.0	0.0	0.0	0.0	27.6	0.0	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:	0.0	18.6	18.6	10.5	12.1	0.0	0.0	0.0	0.0	27.6	0.0	21.0
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2k95thQ:	0	28	28	0	7	0	0	0	0	25	0	10

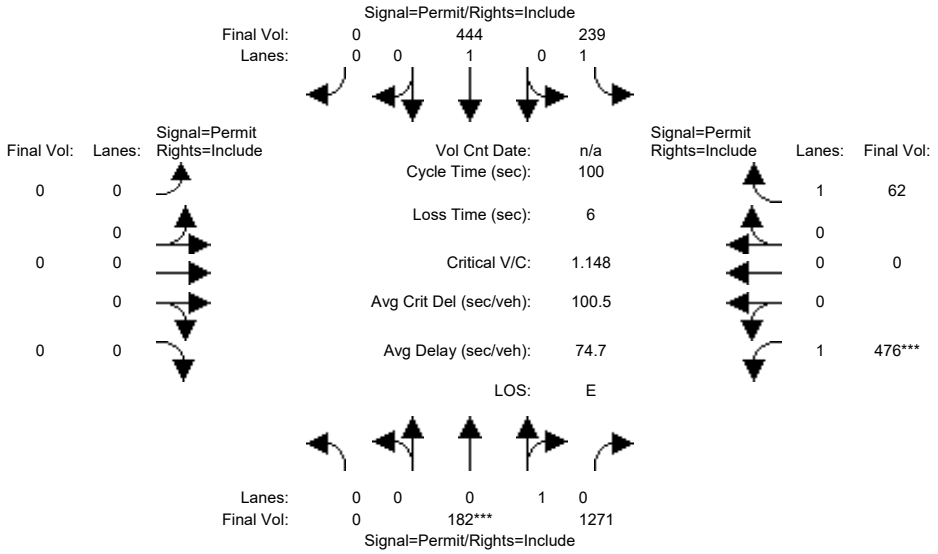
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #9284: (#16) Old Ironside Dr & Old Glory Ln (signal)



Street Name:	Old Ironside Dr						Old Glory Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	164	1144	215	400	0	0	0	0	428	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	164	1144	215	400	0	0	0	0	428	0	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	164	1144	215	400	0	0	0	0	428	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	182	1271	239	444	0	0	0	0	476	0	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	182	1271	239	444	0	0	0	0	476	0	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	182	1271	239	444	0	0	0	0	476	0	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.13	0.87	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	226	1574	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.81	0.81	0.14	0.23	0.00	0.00	0.00	0.00	0.27	0.00	0.04
Crit Moves:		****								****		
Green Time:	0.0	70.3	70.3	70.3	70.3	0.0	0.0	0.0	0.0	23.7	0.0	23.7
Volume/Cap:	0.00	1.15	1.15	0.19	0.33	0.00	0.00	0.00	0.00	1.15	0.00	0.15
Delay/Veh:	0.0	91.1	91.1	5.2	5.9	0.0	0.0	0.0	0.0	129.4	0.0	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	91.1	91.1	5.2	5.9	0.0	0.0	0.0	0.0	129.4	0.0	30.4
LOS by Move:	A	F	F	A	A	A	A	A	A	F	A	C
HCM2k95thQ:	0	111	111	5	10	0	0	0	0	45	0	3

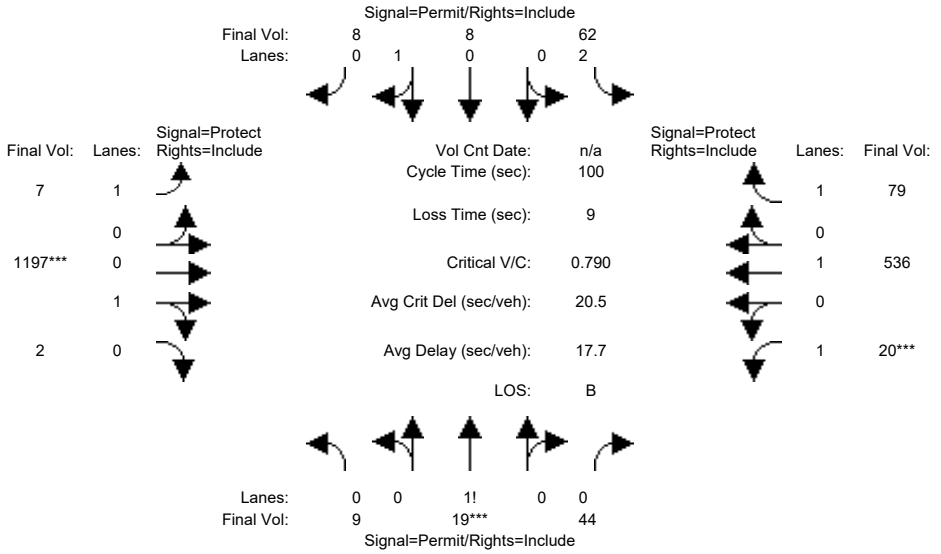
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj AM

Intersection #9285: (#17) Old Ironsides Dr & Patrick Henry Dr (signal)



Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	17	40	56	7	7	6	1077	2	18	482	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:	8	17	40	56	7	7	6	1077	2	18	482	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	17	40	56	7	7	6	1077	2	18	482	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	9	19	44	62	8	8	7	1197	2	20	536	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	19	44	62	8	8	7	1197	2	20	536	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:	9	19	44	62	8	8	7	1197	2	20	536	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.12	0.26	0.62	2.00	0.50	0.50	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	215	458	1077	3150	900	900	1750	1797	3	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.01	0.01	0.00	0.67	0.67	0.01	0.28	0.05
Crit Moves:		****						****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	16.1	74.0	74.0	7.0	64.9	64.9
Volume/Cap:	0.41	0.41	0.41	0.20	0.09	0.09	0.02	0.90	0.90	0.16	0.43	0.07
Delay/Veh:	43.8	43.8	43.8	41.6	41.1	41.1	35.4	18.7	18.7	44.4	8.8	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	43.8	43.8	41.6	41.1	41.1	35.4	18.7	18.7	44.4	8.8	6.5
LOS by Move:	D	D	D	D	D	D	D	B	B	D	A	A
HCM2k95thQ:	5	5	5	2	1	1	0	54	54	2	15	2

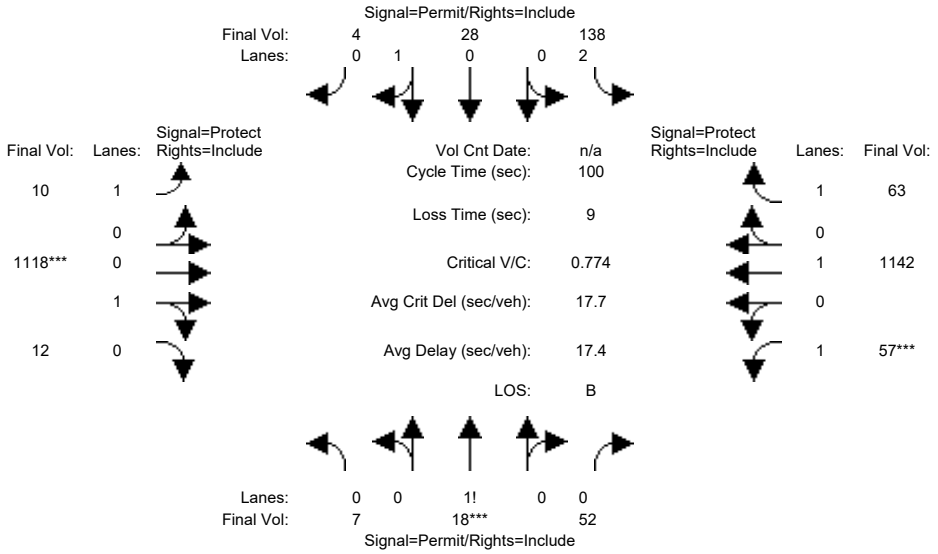
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 NoProj PM

Intersection #9285: (#17) Old Ironsides Dr & Patrick Henry Dr (signal)



Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	17	48	127	26	4	9	1029	11	52	1051	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	17	48	127	26	4	9	1029	11	52	1051	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	17	48	127	26	4	9	1029	11	52	1051	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	7	18	52	138	28	4	10	1118	12	57	1142	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	18	52	138	28	4	10	1118	12	57	1142	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	18	52	138	28	4	10	1118	12	57	1142	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.08	0.24	0.68	2.00	0.87	0.13	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	148	419	1183	3150	1560	240	1750	1781	19	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.04	0.02	0.02	0.01	0.63	0.63	0.03	0.60	0.04
Crit Moves:		****						****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	8.4	74.0	74.0	7.0	72.6	72.6
Volume/Cap:	0.44	0.44	0.44	0.44	0.18	0.18	0.07	0.85	0.85	0.46	0.83	0.05
Delay/Veh:	44.1	44.1	44.1	43.3	41.7	41.7	42.3	14.4	14.4	47.4	13.8	3.9
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:	44.1	44.1	44.1	43.3	41.7	41.7	42.3	14.4	14.4	47.4	13.8	3.9
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	A
HCM2k95thQ:	6	6	6	6	2	2	1	45	45	5	43	1

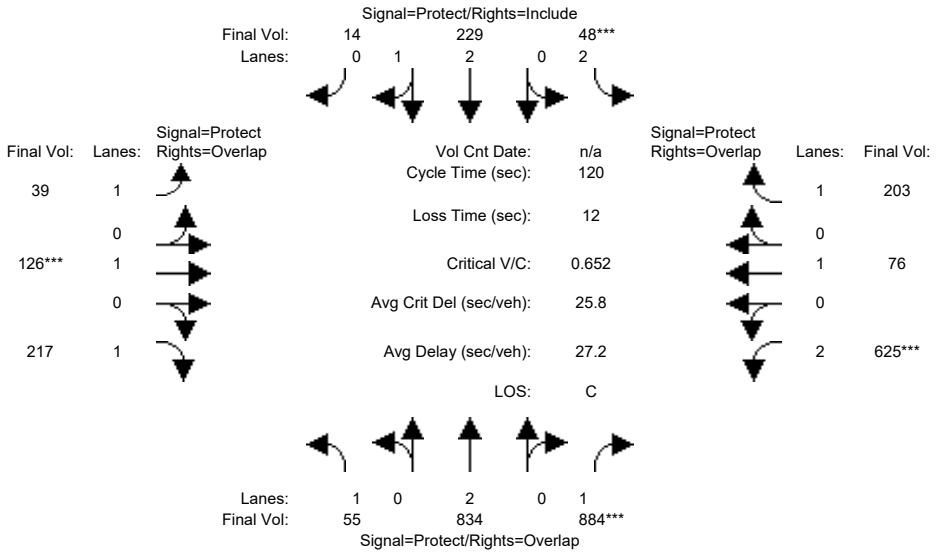
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #8: (1) Fair Oaks Ave & Tasman Dr



Street Name:	Fair Oaks Ave						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	55	834	884	48	229	14	39	126	217	625	76	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:	55	834	884	48	229	14	39	126	217	625	76	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	834	884	48	229	14	39	126	217	625	76	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:	55	834	884	48	229	14	39	126	217	625	76	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	834	884	48	229	14	39	126	217	625	76	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:	55	834	884	48	229	14	39	126	217	625	76	203
Saturation 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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5277	323	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.51	0.02	0.04	0.04	0.02	0.07	0.12	0.20	0.04	0.12
Crit Moves:			****	****				****		****		
Green Time:	25.2	54.2	89.3	7.0	36.0	36.0	17.2	11.7	36.9	35.1	29.6	36.6
Volume/Cap:	0.15	0.49	0.68	0.26	0.14	0.14	0.16	0.68	0.40	0.68	0.16	0.38
Delay/Veh:	38.8	23.3	9.4	54.8	30.8	30.8	45.4	62.1	33.3	39.6	35.6	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:	38.8	23.3	9.4	54.8	30.8	30.8	45.4	62.1	33.3	39.6	35.6	33.2
LOS by Move:	D	C	A	D	C	C	D	E	C	D	D	C
HCM2k95thQ:	3	19	32	2	4	4	3	11	13	22	4	12

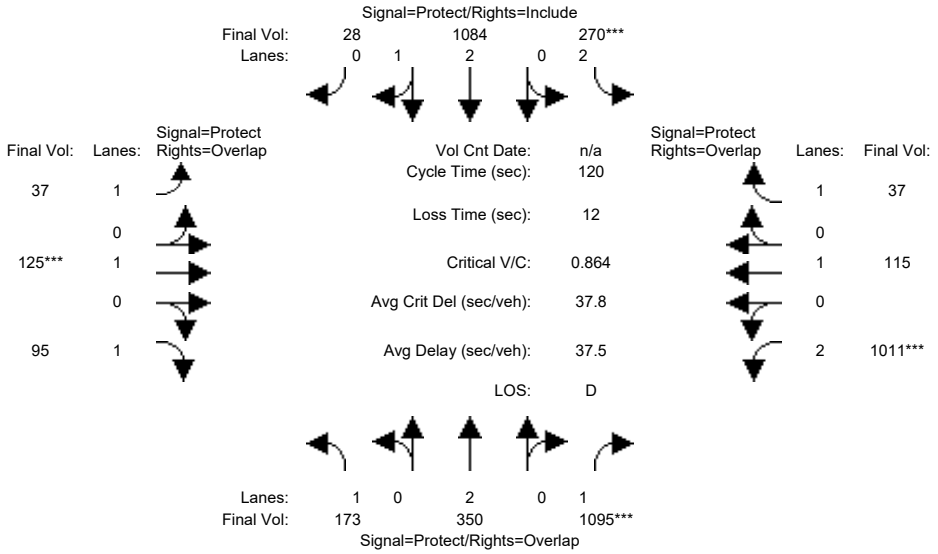
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #8: (1) Fair Oaks Ave & Tasman Dr



Street Name:	Fair Oaks Ave						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00 PM - 6:00 PM												
Base Vol:	173	350	1095	270	1084	28	37	125	95	1011	115	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	350	1095	270	1084	28	37	125	95	1011	115	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	350	1095	270	1084	28	37	125	95	1011	115	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	350	1095	270	1084	28	37	125	95	1011	115	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	350	1095	270	1084	28	37	125	95	1011	115	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	350	1095	270	1084	28	37	125	95	1011	115	37
Saturation 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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.92	0.08	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5459	141	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.63	0.09	0.20	0.20	0.02	0.07	0.05	0.32	0.06	0.02
Crit Moves:			****	****				****		****		
Green Time:	17.9	42.0	86.2	11.8	35.9	35.9	22.3	10.0	27.9	44.2	31.9	43.7
Volume/Cap:	0.66	0.26	0.87	0.87	0.66	0.66	0.11	0.79	0.23	0.87	0.23	0.06
Delay/Veh:	54.5	28.0	19.6	75.8	37.8	37.8	40.8	76.8	37.7	42.6	34.7	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	28.0	19.6	75.8	37.8	37.8	40.8	76.8	37.7	42.6	34.7	24.8
LOS by Move:	D	C	B	E	D	D	D	E	D	D	C	C
HCM2k95thQ:	13	9	56	13	22	22	3	12	6	37	6	2

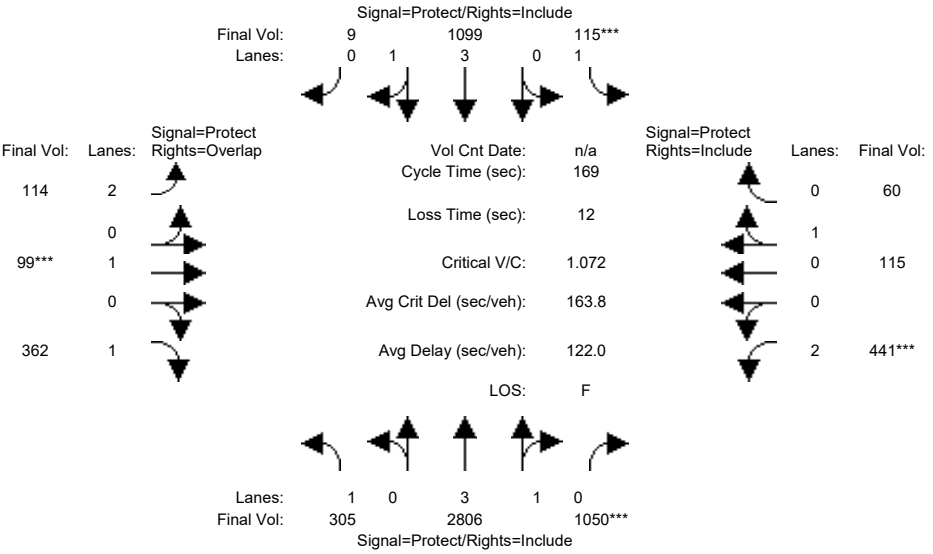
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #25: (3) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	305	2806	1050	115	1099	9	114	99	362	441	115	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:	305	2806	1050	115	1099	9	114	99	362	441	115	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	2806	1050	115	1099	9	114	99	362	441	115	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:	305	2806	1050	115	1099	9	114	99	362	441	115	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	2806	1050	115	1099	9	114	99	362	441	115	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:	305	2806	1050	115	1099	9	114	99	362	441	115	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	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.00	1.00	1.00	3.97	0.03	2.00	1.00	1.00	2.00	0.66	0.34
Final Sat.:	1750	5700	1750	1750	7439	61	1575	760	1225	2205	473	247
Capacity Analysis Module:												
Vol/Sat:	0.17	0.49	0.60	0.07	0.15	0.15	0.07	0.13	0.30	0.20	0.24	0.24
Crit Moves:			****	****				****		****		
Green Time:	33.1	71.4	82.3	11.7	49.5	49.5	11.5	36.7	69.8	26.3	51.5	51.5
Volume/Cap:	0.89	1.17	1.23	0.95	0.50	0.50	1.06	0.60	0.72	1.29	0.80	0.80
Delay/Veh:	90.2	134	160.5	144.3	52.7	52.7	184.1	65.5	46.2	220.2	72.2	72.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.2	134	160.5	144.3	52.7	52.7	184.1	65.5	46.2	220.2	72.2	72.2
LOS by Move:	F	F	F	F	D	D	F	E	D	F	E	E
HCM2k95thQ:	29	95	124	14	22	22	12	11	30	38	20	20

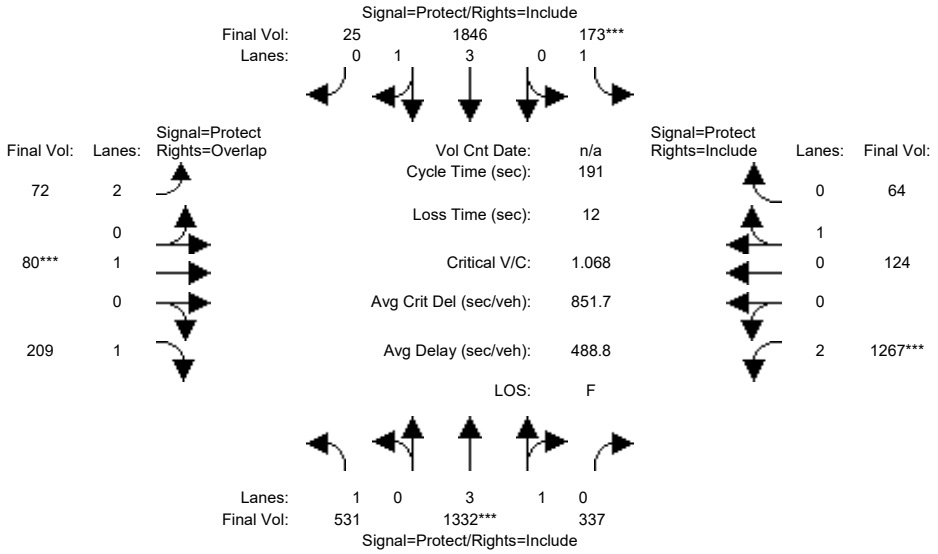
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #25: (3) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	531	1332	337	173	1846	25	72	80	209	1267	124	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	531	1332	337	173	1846	25	72	80	209	1267	124	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	531	1332	337	173	1846	25	72	80	209	1267	124	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	531	1332	337	173	1846	25	72	80	209	1267	124	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	1332	337	173	1846	25	72	80	209	1267	124	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	531	1332	337	173	1846	25	72	80	209	1267	124	64
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	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.16	0.84	1.00	3.94	0.06	2.00	1.00	1.00	2.00	0.66	0.34
Final Sat.:	1750	5983	1514	1750	7400	100	1575	760	1225	2205	475	245
Capacity Analysis Module:												
Vol/Sat:	0.30	0.22	0.22	0.10	0.25	0.25	0.05	0.11	0.17	0.57	0.26	0.26
Crit Moves:		****		****				****		****		
Green Time:	58.6	89.1	89.1	27.7	57.6	57.6	12.9	30.3	88.9	20.2	37.6	37.6
Volume/Cap:	0.99	0.48	0.48	0.68	0.83	0.83	0.68	0.66	0.37	5.43	1.33	1.33
Delay/Veh:	100.5	28.6	28.6	84.9	68.7	68.7	103.1	88.6	33.3	2089	264	263.9
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:	100.5	28.6	28.6	84.9	68.7	68.7	103.1	88.6	33.3	2089	264	263.9
LOS by Move:	F	C	C	F	E	E	F	F	C	F	F	F
HCM2k95thQ:	58	23	23	19	43	43	7	11	16	180	33	33

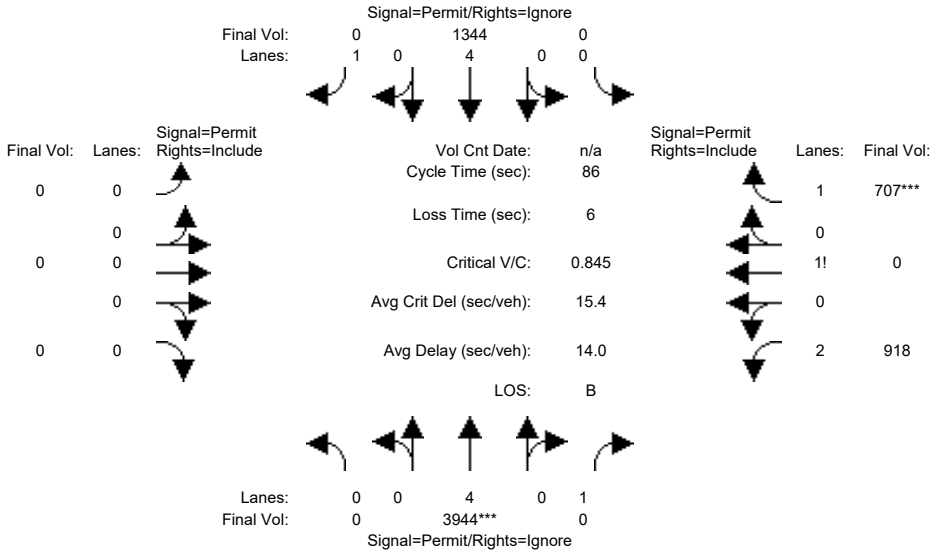
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #26: (4) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module:												
Base Vol:	0	3944	0	0	1344	290	0	0	0	918	0	707
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3944	0	0	1344	290	0	0	0	918	0	707
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3944	0	0	1344	290	0	0	0	918	0	707
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3944	0	0	1344	0	0	0	0	918	0	707
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3944	0	0	1344	0	0	0	0	918	0	707
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3944	0	0	1344	0	0	0	0	918	0	707
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.49	0.00	1.51
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3967	0	2648
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.23	0.00	0.27
Crit Moves:		****										****
Green Time:	0.0	52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	23.0	23.0	27.9
Volume/Cap:	0.00	0.86	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.87	0.00	0.82
Delay/Veh:	0.0	9.5	0.0	0.0	4.6	0.0	0.0	0.0	0.0	34.5	0.0	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:	0.0	9.5	0.0	0.0	4.6	0.0	0.0	0.0	0.0	34.5	0.0	29.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	30	0	0	5	0	0	0	0	25	0	26

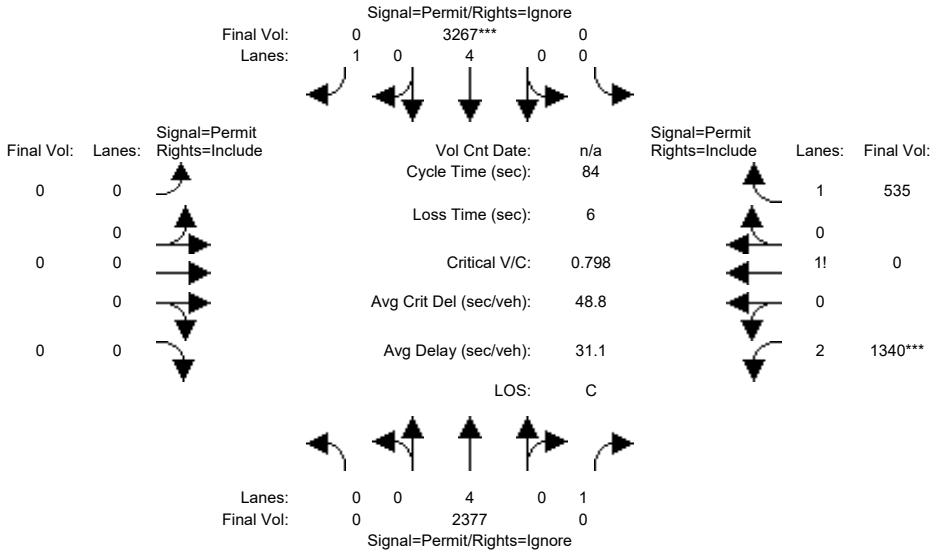
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #26: (4) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module:												
Base Vol:	0	2377	1	0	3267	399	0	0	0	1340	0	535
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2377	1	0	3267	399	0	0	0	1340	0	535
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2377	1	0	3267	399	0	0	0	1340	0	535
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2377	0	0	3267	0	0	0	0	1340	0	535
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2377	0	0	3267	0	0	0	0	1340	0	535
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2377	0	0	3267	0	0	0	0	1340	0	535
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.86	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.64	0.00	1.36
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4300	0	2376
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.31	0.00	0.23
Crit Moves:					****					****		
Green Time:	0.0	51.8	0.0	0.0	51.8	0.0	0.0	0.0	0.0	22.0	22.0	22.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.70	0.00	0.00	0.00	0.00	1.19	0.00	0.86
Delay/Veh:	0.0	12.9	0.0	0.0	6.2	0.0	0.0	0.0	0.0	123.0	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:	0.0	12.9	0.0	0.0	6.2	0.0	0.0	0.0	0.0	123.0	0.0	33.2
LOS by Move:	A	B	A	A	A	A	A	A	A	F	A	C
HCM2k95thQ:	0	20	0	0	16	0	0	0	0	49	0	24

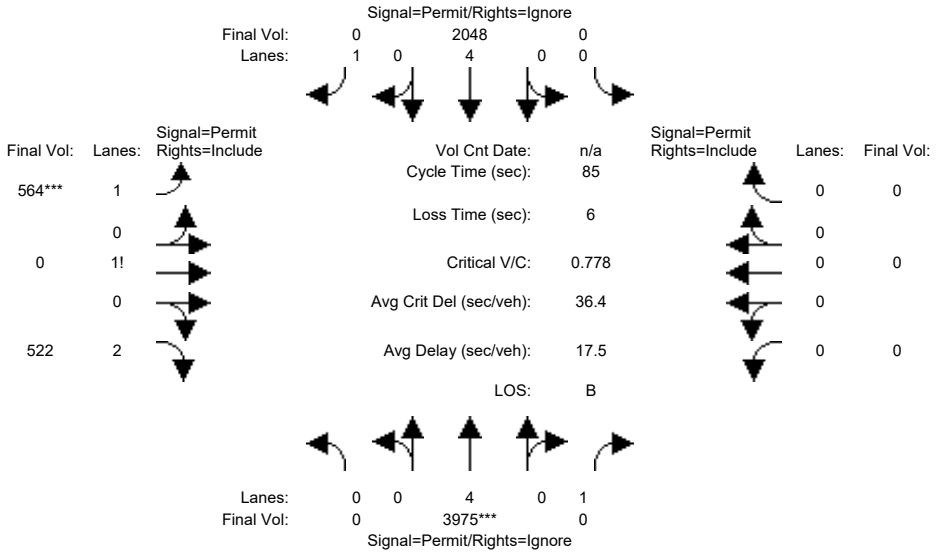
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #27: (5) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	3975	969	0	2048	0	564	0	522	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	3975	969	0	2048	0	564	0	522	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3975	969	0	2048	0	564	0	522	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3975	0	0	2048	0	564	0	522	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3975	0	0	2048	0	564	0	522	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3975	0	0	2048	0	564	0	522	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.59	0.00	2.41	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2822	0	3796	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.00	0.27	0.00	0.20	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	60.2	0.0	0.0	59.8	0.0	13.5	13.5	13.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.74	0.00	0.00	0.38	0.00	1.26	0.00	0.87	0.00	0.00	0.00
Delay/Veh:	0.0	2.2	0.0	0.0	1.3	0.0	161.5	0.0	41.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.2	0.0	0.0	1.3	0.0	161.5	0.0	41.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	D	A	A	A
HCM2k95thQ:	0	12	0	0	3	0	37	0	18	0	0	0

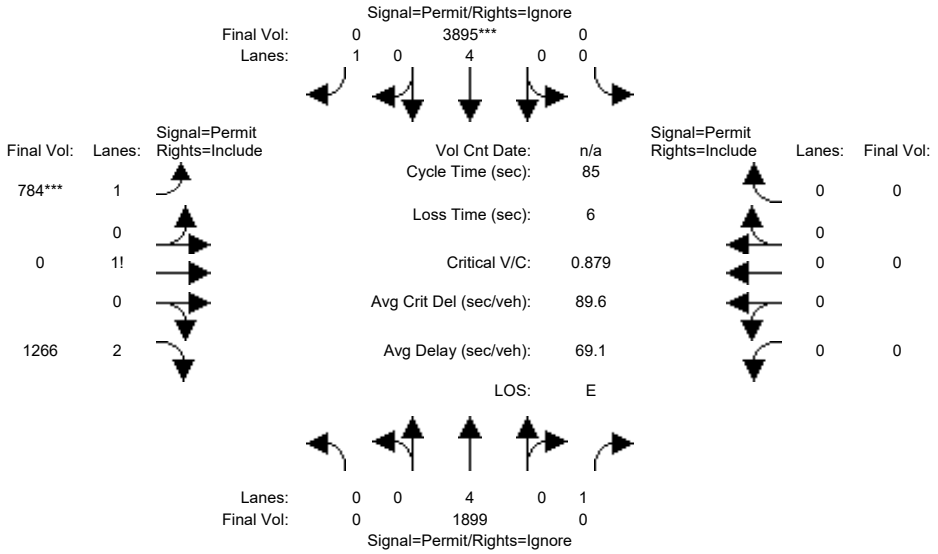
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
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Intersection #27: (5) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	1899	360	0	3895	166	784	0	1266	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	1899	360	0	3895	166	784	0	1266	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1899	360	0	3895	166	784	0	1266	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1899	0	0	3895	0	784	0	1266	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1899	0	0	3895	0	784	0	1266	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1899	0	0	3895	0	784	0	1266	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.85	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.46	0.00	2.54	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2556	0	4084	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.51	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	63.4	0.0	0.0	63.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.33	0.00	0.00	0.68	0.00	1.49	0.00	1.51	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.3	0.0	259.2	0.0	266.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.3	0.0	259.2	0.0	266.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	2	0	64	0	65	0	0	0

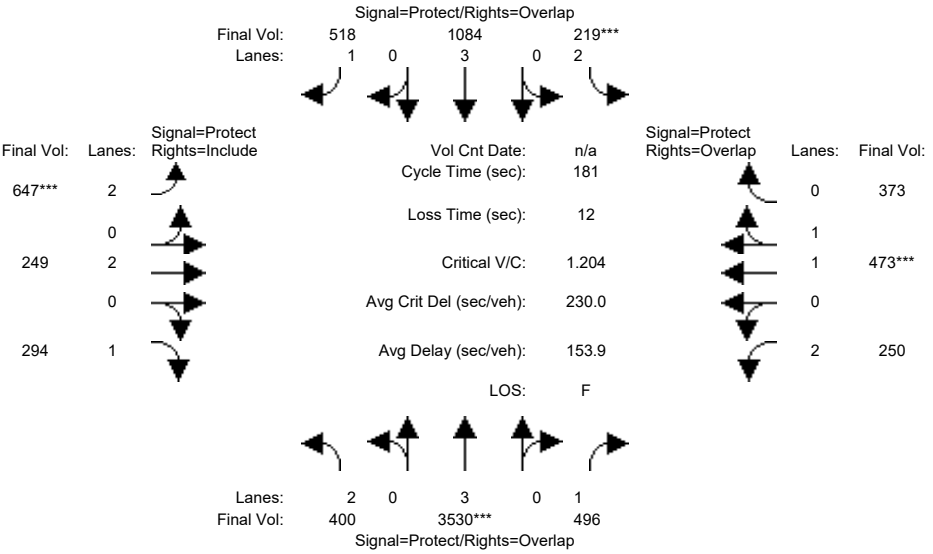
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #30: (7) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	400	4057	496	219	1246	518	647	249	294	250	473	373
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	4057	496	219	1246	518	647	249	294	250	473	373
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	4057	496	219	1246	518	647	249	294	250	473	373
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	3530	496	219	1084	518	647	249	294	250	473	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	3530	496	219	1084	518	647	249	294	250	473	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	3530	496	219	1084	518	647	249	294	250	473	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.94
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.09	0.91
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2053	1619
Capacity Analysis Module:												
Vol/Sat:	0.13	0.62	0.28	0.07	0.19	0.30	0.21	0.07	0.17	0.08	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	25.2	101	111.8	17.1	93.1	105.9	12.8	28.8	28.8	10.8	26.9	44.0
Volume/Cap:	0.91	1.11	0.46	0.74	0.37	0.51	2.91	0.41	1.06	1.33	1.55	0.95
Delay/Veh:	99.9	81.2	10.1	89.0	19.7	13.9	953.6	68.9	145.5	265.1	334	86.1
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:	99.9	81.2	10.1	89.0	19.7	13.9	953.6	68.9	145.5	265.1	334	86.1
LOS by Move:	F	F	B	F	B	B	F	E	F	F	F	F
HCM2k95thQ:	22	113	15	16	15	21	80	12	37	23	65	39

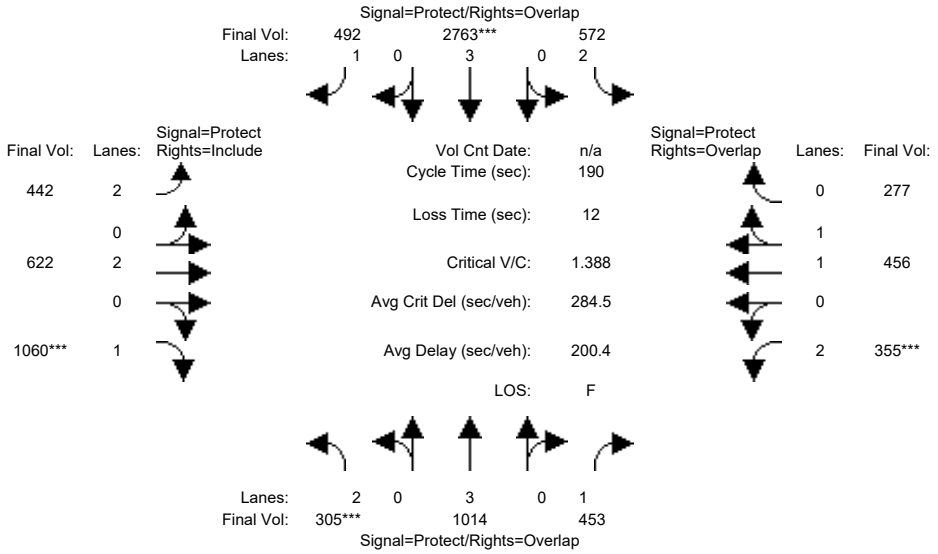
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #30: (7) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	80	85	32	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:4:15 PM - 5:15 PM												
Base Vol:	305	1267	453	572	3497	492	442	622	1060	355	456	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	1267	453	572	3497	492	442	622	1060	355	456	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	1267	453	572	3497	492	442	622	1060	355	456	277
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	1014	453	572	2763	492	442	622	1060	355	456	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	1014	453	572	2763	492	442	622	1060	355	456	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	1014	453	572	2763	492	442	622	1060	355	456	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.22	0.78
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2301	1398
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.26	0.18	0.48	0.28	0.14	0.16	0.61	0.11	0.20	0.20
Crit Moves:	****				****				****	****		
Green Time:	8.9	79.9	101.6	31.9	103	118.9	15.8	33.0	44.3	21.7	38.9	70.8
Volume/Cap:	2.07	0.42	0.48	1.08	0.89	0.45	1.69	0.94	2.60	0.99	0.97	0.53
Delay/Veh:	597.1	57.7	49.4	152.7	72.8	39.4	412.1	99.5	798.6	127.8	xxxx	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:	597.1	57.7	49.4	152.7	72.8	39.4	412.1	99.5	798.6	127.8	xxxx	47.0
LOS by Move:	F	E	D	F	E	D	F	F	F	F	F	D
HCM2k95thQ:	37	29	40	44	82	42	46	34	225	26	40	29

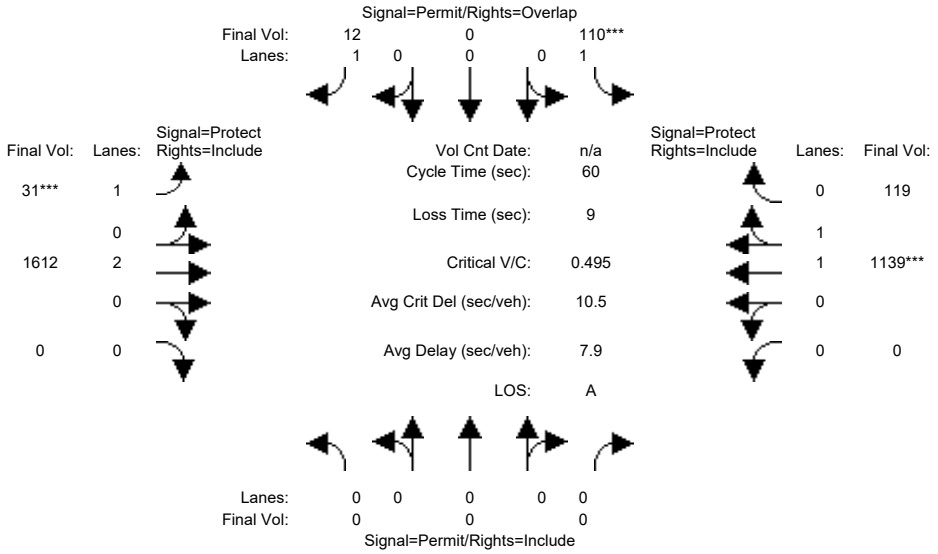
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #39: (10) Reamwood Ave & TasmanDr



Street Name:	Reamwood Av						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	110	0	12	31	1612	0	0	1139	119
Growth Adj:	1.00	1.00	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	110	0	12	31	1612	0	0	1139	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	110	0	12	31	1612	0	0	1139	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	110	0	12	31	1612	0	0	1139	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	12	31	1612	0	0	1139	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	110	0	12	31	1612	0	0	1139	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.81	0.19
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3350	350
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.01	0.02	0.42	0.00	0.00	0.34	0.34
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.02	0.15	0.62	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	23.1	0.0	15.5	24.2	5.7	0.0	0.0	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.1	0.0	15.5	24.2	5.7	0.0	0.0	9.0	9.0
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	0	1	16	0	0	14	14

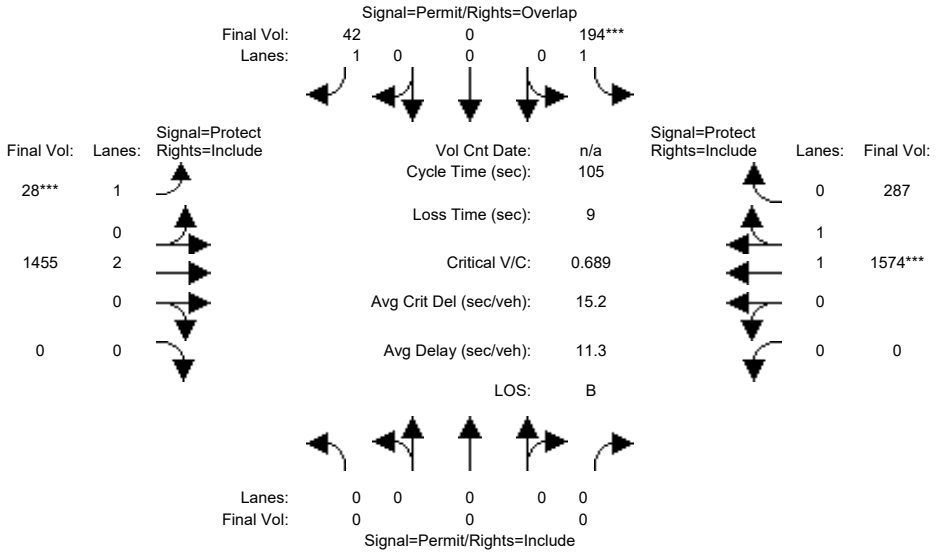
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #39: (10) Reamwood Ave & TasmanDr



Street Name:	Reamwood Av						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	194	0	42	28	1455	0	0	1574	287
Growth Adj:	1.00	1.00	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	194	0	42	28	1455	0	0	1574	287
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	194	0	42	28	1455	0	0	1574	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	194	0	42	28	1455	0	0	1574	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	194	0	42	28	1455	0	0	1574	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	194	0	42	28	1455	0	0	1574	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.68	0.32
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3129	571
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.02	0.02	0.38	0.00	0.00	0.50	0.50
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	16.1	0.0	23.1	7.0	79.9	0.0	0.0	72.9	72.9
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.11	0.24	0.50	0.00	0.00	0.72	0.72
Delay/Veh:	0.0	0.0	0.0	51.8	0.0	32.9	47.5	5.0	0.0	0.0	10.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	51.8	0.0	32.9	47.5	5.0	0.0	0.0	10.9	10.9
LOS by Move:	A	A	A	D	A	C	D	A	A	A	B	B
HCM2k95thQ:	0	0	0	15	0	2	2	17	0	0	31	31

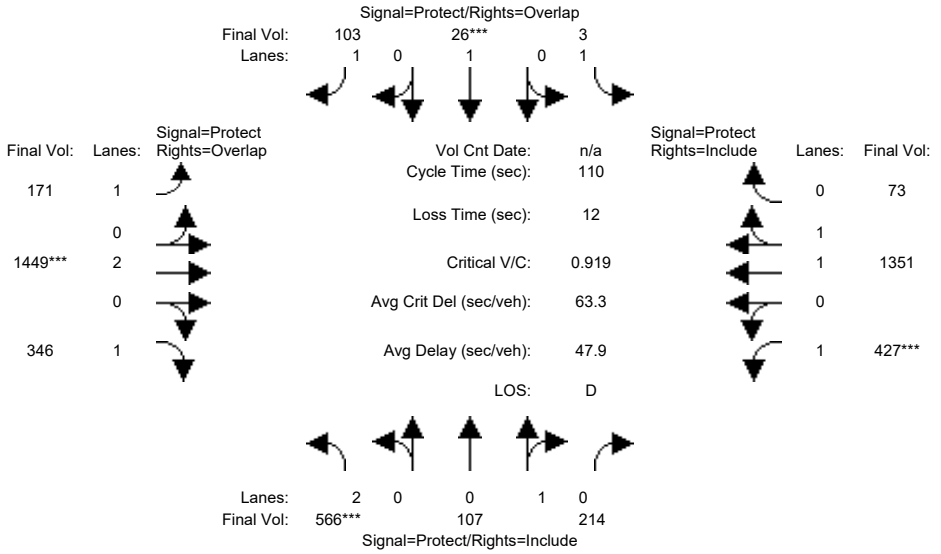
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #40: (11) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	549	104	208	3	25	100	166	1406	336	414	1310	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:	549	104	208	3	25	100	166	1406	336	414	1310	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	549	104	208	3	25	100	166	1406	336	414	1310	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	566	107	214	3	26	103	171	1449	346	427	1351	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	107	214	3	26	103	171	1449	346	427	1351	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:	566	107	214	3	26	103	171	1449	346	427	1351	73
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	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	0.33	0.67	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	3150	600	1200	1750	1900	1750	1750	3800	1750	1750	3510	190
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.00	0.01	0.06	0.10	0.38	0.20	0.24	0.38	0.38
Crit Moves:	****				****			****		****		
Green Time:	20.1	21.5	21.5	6.6	8.0	22.2	14.2	42.6	62.7	27.3	55.7	55.7
Volume/Cap:	0.98	0.91	0.91	0.03	0.19	0.29	0.76	0.98	0.35	0.98	0.76	0.76
Delay/Veh:	78.1	70.6	70.6	48.8	48.6	37.7	60.2	53.0	12.9	80.0	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.1	70.6	70.6	48.8	48.6	37.7	60.2	53.0	12.9	80.0	23.6	23.6
LOS by Move:	E	E	E	D	D	D	E	D	B	E	C	C
HCM2k95thQ:	29	26	26	0	2	7	12	45	12	31	33	33

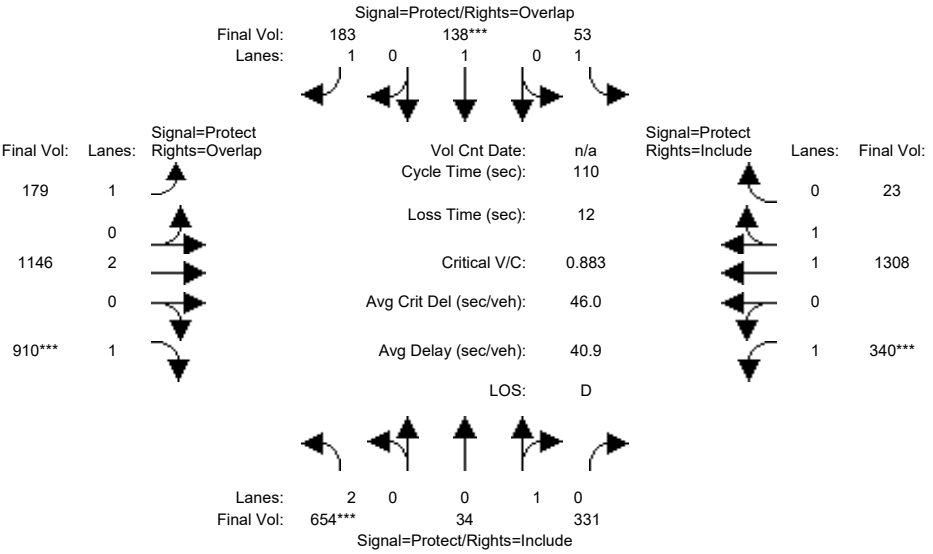
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #40: (11) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	628	33	318	51	132	176	172	1100	874	326	1256	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	628	33	318	51	132	176	172	1100	874	326	1256	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	628	33	318	51	132	176	172	1100	874	326	1256	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	654	34	331	53	138	183	179	1146	910	340	1308	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	654	34	331	53	138	183	179	1146	910	340	1308	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	654	34	331	53	138	183	179	1146	910	340	1308	23
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	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.09	0.91	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	169	1631	1750	1900	1750	1750	3800	1750	1750	3636	64
Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.20	0.03	0.07	0.10	0.10	0.30	0.52	0.19	0.36	0.36
Crit Moves:	****				****				****	****		
Green Time:	25.9	27.5	27.5	7.4	9.0	23.0	14.0	38.9	64.8	24.2	49.1	49.1
Volume/Cap:	0.88	0.81	0.81	0.45	0.88	0.50	0.81	0.85	0.88	0.88	0.81	0.81
Delay/Veh:	52.7	49.6	49.6	52.1	90.2	39.5	65.7	38.3	28.5	62.2	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:	52.7	49.6	49.6	52.1	90.2	39.5	65.7	38.3	28.5	62.2	29.3	29.3
LOS by Move:	D	D	D	D	F	D	E	D	C	E	C	C
HCM2k95thQ:	28	26	26	5	14	12	13	32	49	23	34	34

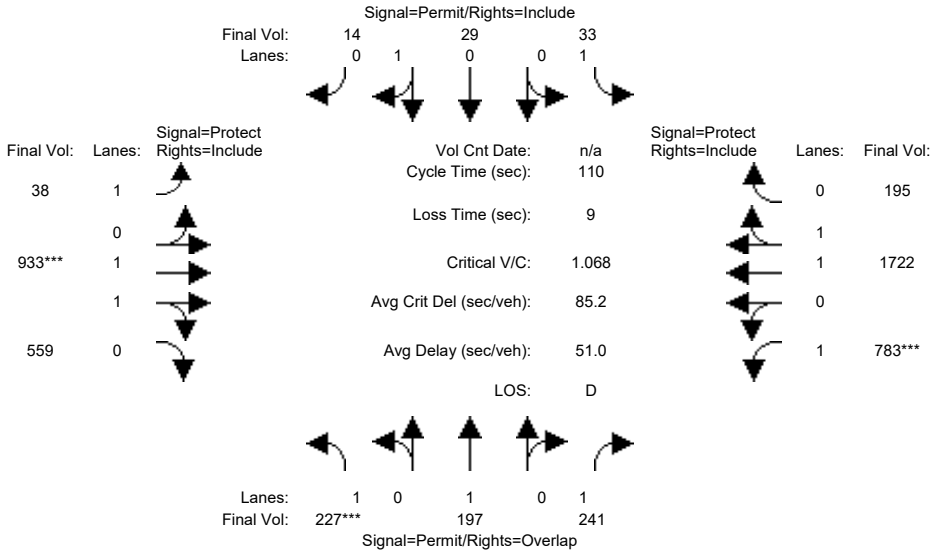
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #41: (14) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	211	183	224	31	27	13	35	868	520	728	1601	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:	211	183	224	31	27	13	35	868	520	728	1601	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	183	224	31	27	13	35	868	520	728	1601	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	227	197	241	33	29	14	38	933	559	783	1722	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	197	241	33	29	14	38	933	559	783	1722	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	197	241	33	29	14	38	933	559	783	1722	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.68	0.32	1.00	1.23	0.77	1.00	1.79	0.21
Final Sat.:	1750	1900	1750	1750	1215	585	1750	2313	1386	1750	3324	376
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.14	0.02	0.02	0.02	0.02	0.40	0.40	0.45	0.52	0.52
Crit Moves:	****							****		****		
Green Time:	13.4	13.4	59.4	13.4	13.4	13.4	7.1	41.6	41.6	46.1	80.6	80.6
Volume/Cap:	1.07	0.85	0.25	0.16	0.20	0.20	0.33	1.07	1.07	1.07	0.71	0.71
Delay/Veh:	129.2	72.5	13.6	43.6	43.9	43.9	51.0	78.7	78.7	84.8	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	129.2	72.5	13.6	43.6	43.9	43.9	51.0	78.7	78.7	84.8	9.0	9.0
LOS by Move:	F	E	B	D	D	D	D	E	E	F	A	A
HCM2k95thQ:	25	17	9	2	3	3	2	49	49	56	30	30

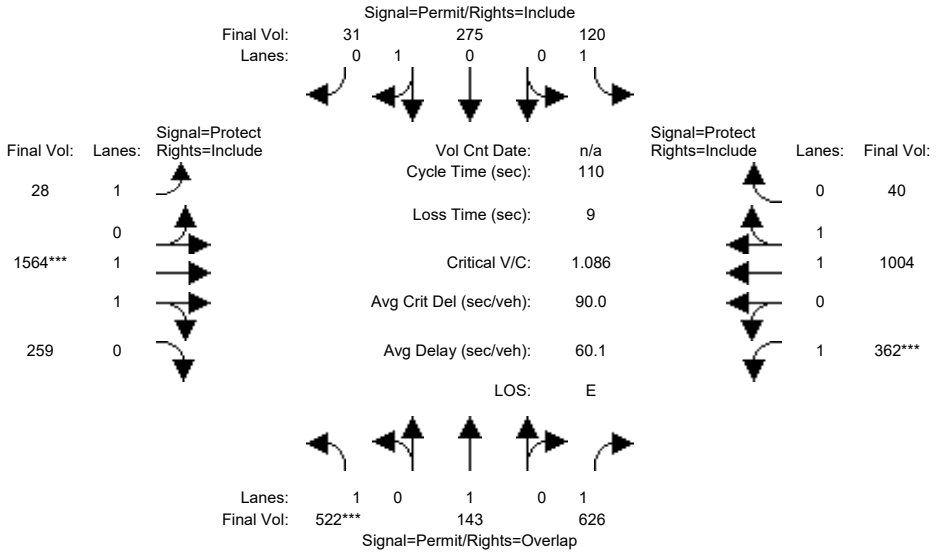
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #41: (14) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	506	139	607	116	267	30	27	1517	251	351	974	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	506	139	607	116	267	30	27	1517	251	351	974	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	506	139	607	116	267	30	27	1517	251	351	974	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	522	143	626	120	275	31	28	1564	259	362	1004	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	522	143	626	120	275	31	28	1564	259	362	1004	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	522	143	626	120	275	31	28	1564	259	362	1004	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	1.71	0.29	1.00	1.92	0.08
Final Sat.:	1750	1900	1750	1750	1618	182	1750	3174	525	1750	3557	142
Capacity Analysis Module:												
Vol/Sat:	0.30	0.08	0.36	0.07	0.17	0.17	0.02	0.49	0.49	0.21	0.28	0.28
Crit Moves:	****							****		****		
Green Time:	30.2	30.2	51.1	30.2	30.2	30.2	9.8	49.9	49.9	20.9	61.0	61.0
Volume/Cap:	1.09	0.27	0.77	0.25	0.62	0.62	0.18	1.09	1.09	1.09	0.51	0.51
Delay/Veh:	106.4	31.6	29.0	31.4	37.3	37.3	46.9	79.5	79.5	118.9	15.4	15.4
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:	106.4	31.6	29.0	31.4	37.3	37.3	46.9	79.5	79.5	118.9	15.4	15.4
LOS by Move:	F	C	C	C	D	D	D	E	E	F	B	B
HCM2k95thQ:	47	8	34	7	19	19	2	64	64	28	19	19

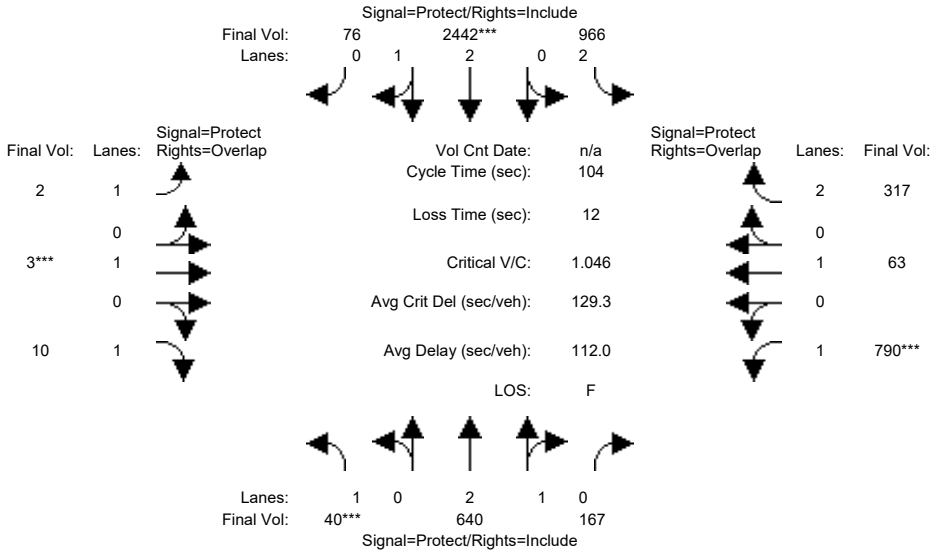
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #47: (20) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	36	576	150	869	2198	68	2	3	9	711	57	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	576	150	869	2198	68	2	3	9	711	57	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	576	150	869	2198	68	2	3	9	711	57	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	40	640	167	966	2442	76	2	3	10	790	63	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	640	167	966	2442	76	2	3	10	790	63	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	640	167	966	2442	76	2	3	10	790	63	317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.36	0.64	2.00	2.91	0.09	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4441	1157	3150	5432	168	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.31	0.45	0.45	0.00	0.00	0.01	0.45	0.03	0.10
Crit Moves:	****				****			****			****	
Green Time:	4.0	13.7	13.7	29.2	38.9	38.9	21.8	10.0	14.0	39.1	27.3	56.5
Volume/Cap:	0.59	1.09	1.09	1.09	1.20	1.20	0.01	0.02	0.04	1.20	0.13	0.19
Delay/Veh:	62.7	106	106.1	95.9	128	128.0	32.5	42.6	39.2	137.2	29.4	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	106	106.1	95.9	128	128.0	32.5	42.6	39.2	137.2	29.4	12.1
LOS by Move:	E	F	F	F	F	F	C	D	D	F	C	B
HCM2k95thQ:	3	23	23	44	71	71	0	0	1	73	3	6

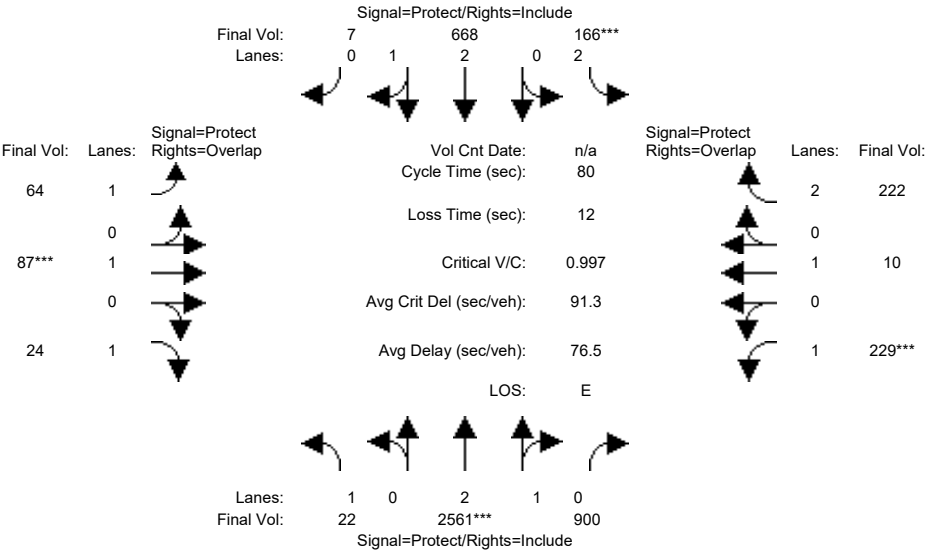
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #47: (20) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	21	2407	846	156	628	7	60	82	23	215	9	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:	21	2407	846	156	628	7	60	82	23	215	9	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2407	846	156	628	7	60	82	23	215	9	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	2561	900	166	668	7	64	87	24	229	10	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	2561	900	166	668	7	64	87	24	229	10	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	2561	900	166	668	7	64	87	24	229	10	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.19	0.81	2.00	2.97	0.03	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4142	1456	3150	5538	62	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.62	0.62	0.05	0.12	0.12	0.04	0.05	0.01	0.13	0.01	0.07
Crit Moves:		****		****				****		****		
Green Time:	14.0	42.9	42.9	6.0	34.9	34.9	8.5	10.0	24.0	9.1	10.6	16.6
Volume/Cap:	0.07	1.15	1.15	0.70	0.28	0.28	0.34	0.37	0.05	1.15	0.04	0.34
Delay/Veh:	27.7	91.3	91.3	45.3	14.5	14.5	34.3	33.1	19.9	146.4	30.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	91.3	91.3	45.3	14.5	14.5	34.3	33.1	19.9	146.4	30.3	27.3
LOS by Move:	C	F	F	D	B	B	C	C	B	F	C	C
HCM2k95thQ:	1	73	73	5	7	7	4	5	1	24	0	6

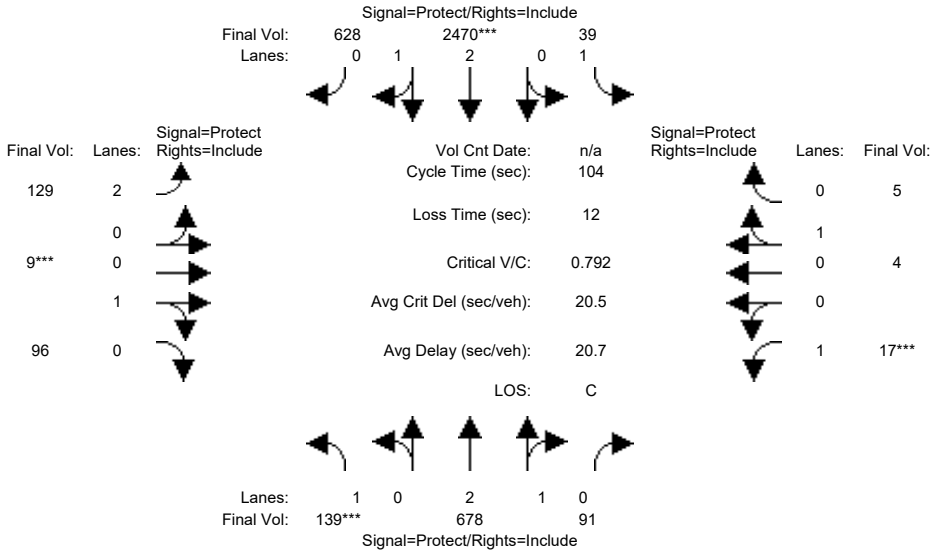
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #48: (21) GREAT AMERICA / ALVISO



Street Name:	GREAT AMERICA Pkwy						ALVISO					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	129	631	85	36	2297	584	120	8	89	16	4	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	631	85	36	2297	584	120	8	89	16	4	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	631	85	36	2297	584	120	8	89	16	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	139	678	91	39	2470	628	129	9	96	17	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	678	91	39	2470	628	129	9	96	17	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	678	91	39	2470	628	129	9	96	17	4	5
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	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.63	0.37	1.00	2.37	0.63	2.00	0.08	0.92	1.00	0.44	0.56
Final Sat.:	1750	4934	665	1750	4463	1135	3150	148	1652	1750	800	1000
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.02	0.55	0.55	0.04	0.06	0.06	0.01	0.01	0.01
Crit Moves:	****				****			****			****	
Green Time:	9.6	57.1	57.1	19.9	67.4	67.4	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.85	0.25	0.25	0.12	0.85	0.85	0.80	0.60	0.60	0.20	0.06	0.06
Delay/Veh:	79.6	12.3	12.3	34.9	16.6	16.6	72.0	51.0	51.0	48.8	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:	79.6	12.3	12.3	34.9	16.6	16.6	72.0	51.0	51.0	48.8	43.2	43.2
LOS by Move:	E	B	B	C	B	B	E	D	D	D	D	D
HCM2k95thQ:	11	8	8	2	40	40	9	9	9	2	1	1

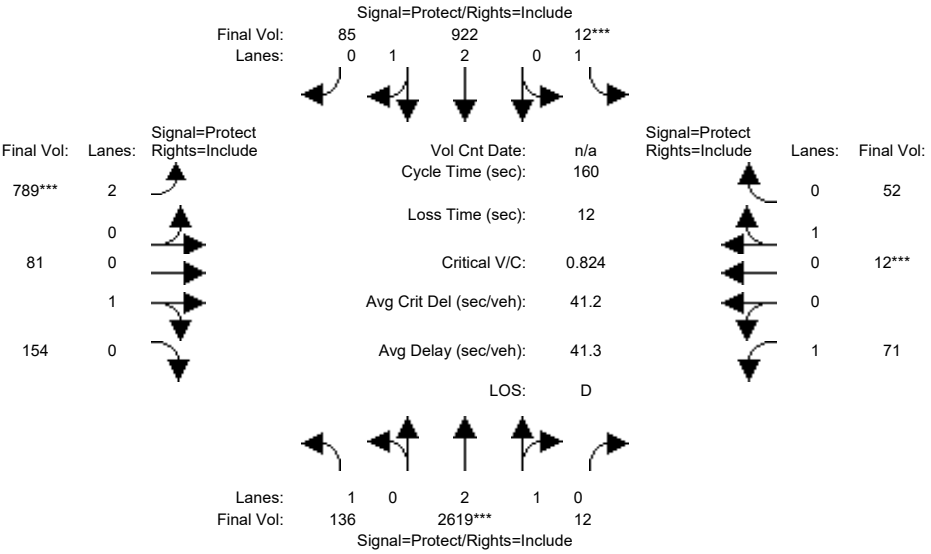
Note: Queue reported is the number of cars per lane.

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City of Santa Clara

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Intersection #48: (21) GREAT AMERICA / ALVISO



Street Name:	GREAT AMERICA Pkwy						ALVISO					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	129	2488	11	11	876	81	750	77	146	67	11	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	2488	11	11	876	81	750	77	146	67	11	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	2488	11	11	876	81	750	77	146	67	11	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	2619	12	12	922	85	789	81	154	71	12	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	2619	12	12	922	85	789	81	154	71	12	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	2619	12	12	922	85	789	81	154	71	12	52
Saturation Flow 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	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.74	0.26	2.00	0.35	0.65	1.00	0.18	0.82
Final Sat.:	1750	5575	25	1750	5125	474	3150	622	1178	1750	330	1470
Capacity Analysis Module:												
Vol/Sat:	0.08	0.47	0.47	0.01	0.18	0.18	0.25	0.13	0.13	0.04	0.04	0.04
Crit Moves:		****		****			****				****	
Green Time:	27.8	87.4	87.4	5.0	64.5	64.5	46.6	42.5	42.5	13.1	9.0	9.0
Volume/Cap:	0.45	0.86	0.86	0.21	0.45	0.45	0.86	0.49	0.49	0.49	0.62	0.62
Delay/Veh:	60.2	33.8	33.8	77.5	34.9	34.9	61.9	50.4	50.4	72.9	85.4	85.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	33.8	33.8	77.5	34.9	34.9	61.9	50.4	50.4	72.9	85.4	85.4
LOS by Move:	E	C	C	E	C	C	E	D	D	E	F	F
HCM2k95thQ:	12	61	61	1	21	21	40	19	19	8	8	8

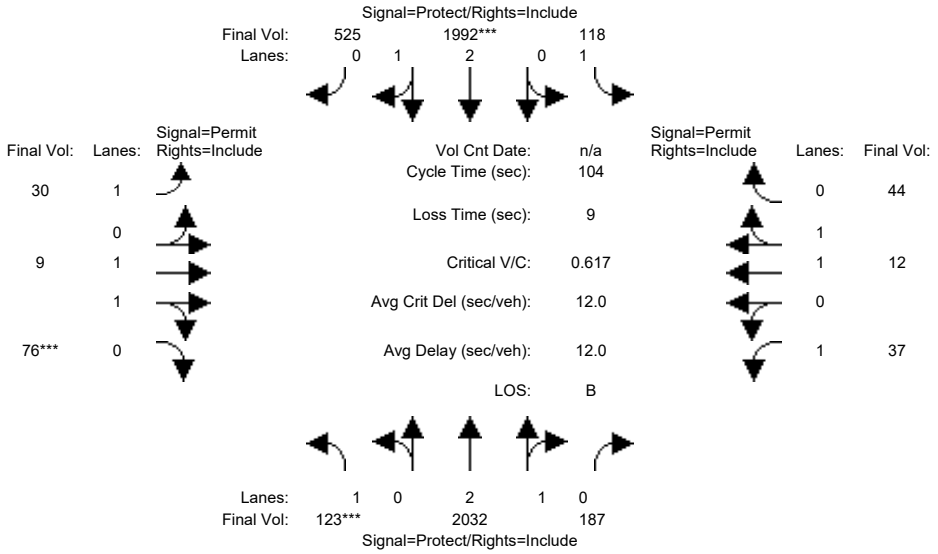
Note: Queue reported is the number of cars per lane.

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Intersection #51: (22) GREAT AMERICA / BUNKER HILL



Street Name:	GREAT AMERIC Pkwy						BUNKER HILL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	112	1849	170	107	1813	478	27	8	69	34	11	40
Growth Adj:	1.00	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	1849	170	107	1813	478	27	8	69	34	11	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1849	170	107	1813	478	27	8	69	34	11	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	123	2032	187	118	1992	525	30	9	76	37	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	2032	187	118	1992	525	30	9	76	37	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	2032	187	118	1992	525	30	9	76	37	12	44
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	0.92	0.92	1.00	0.92
Lanes:	1.00	2.74	0.26	1.00	2.35	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5128	471	1750	4430	1168	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.40	0.40	0.07	0.45	0.45	0.02	0.00	0.04	0.02	0.01	0.03
Crit Moves:	****				****				****			
Green Time:	11.4	71.8	71.8	12.2	72.6	72.6	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.64	0.57	0.57	0.57	0.64	0.64	0.16	0.04	0.41	0.20	0.06	0.24
Delay/Veh:	51.7	8.5	8.5	47.4	9.0	9.0	42.7	41.8	44.8	43.0	41.9	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:	51.7	8.5	8.5	47.4	9.0	9.0	42.7	41.8	44.8	43.0	41.9	43.2
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	8	21	21	8	27	27	2	1	6	3	1	3

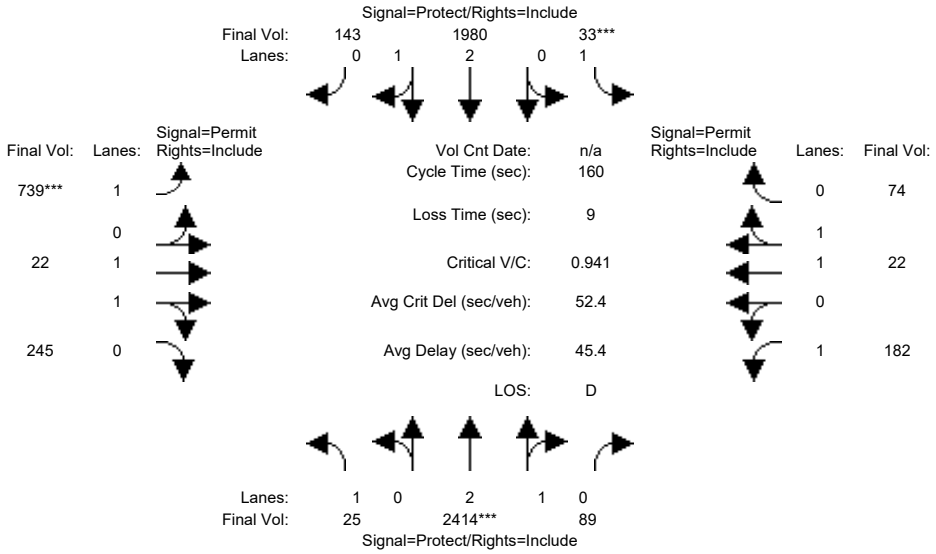
Note: Queue reported is the number of cars per lane.

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Intersection #51: (22) GREAT AMERICA / BUNKER HILL



Street Name:	GREAT AMERIC Pkwy						BUNKER HILL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	24	2317	85	32	1901	137	709	21	235	175	21	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:	24	2317	85	32	1901	137	709	21	235	175	21	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	2317	85	32	1901	137	709	21	235	175	21	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	25	2414	89	33	1980	143	739	22	245	182	22	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	2414	89	33	1980	143	739	22	245	182	22	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	2414	89	33	1980	143	739	22	245	182	22	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.89	0.11	1.00	2.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5402	198	1750	5223	376	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.45	0.02	0.38	0.38	0.42	0.01	0.14	0.10	0.01	0.04
Crit Moves:		****			****			****				
Green Time:	4.9	75.6	75.6	4.0	74.7	74.7	71.4	71.4	71.4	71.4	71.4	71.4
Volume/Cap:	0.46	0.95	0.95	0.76	0.81	0.81	0.95	0.03	0.31	0.23	0.03	0.09
Delay/Veh:	82.5	48.4	48.4	132.2	38.7	38.7	62.5	24.8	28.7	27.5	24.8	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.5	48.4	48.4	132.2	38.7	38.7	62.5	24.8	28.7	27.5	24.8	25.7
LOS by Move:	F	D	D	F	D	D	E	C	C	C	C	C
HCM2k95thQ:	3	65	65	4	50	50	65	1	15	11	1	4

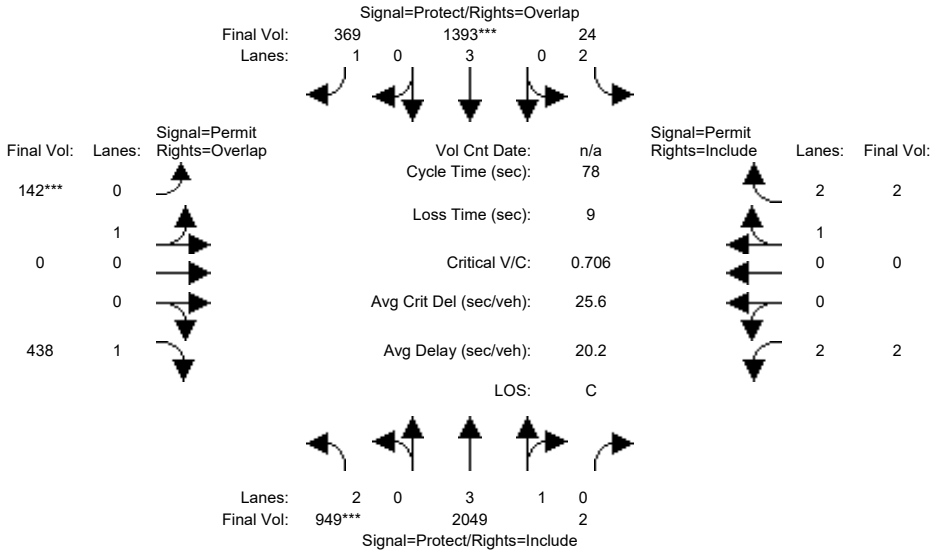
Note: Queue reported is the number of cars per lane.

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Intersection #53: (24) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	854	1844	2	22	1254	332	128	0	394	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	854	1844	2	22	1254	332	128	0	394	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	854	1844	2	22	1254	332	128	0	394	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	949	2049	2	24	1393	369	142	0	438	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	949	2049	2	24	1393	369	142	0	438	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	949	2049	2	24	1393	369	142	0	438	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.99	0.01	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7492	8	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.30	0.27	0.27	0.01	0.24	0.21	0.08	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	30.4	37.4	37.4	17.6	24.6	24.6	14.0	0.0	44.4	14.0	0.0	14.0
Volume/Cap:	0.77	0.57	0.57	0.03	0.77	0.67	0.44	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	24.0	14.7	14.7	23.6	26.3	26.2	29.5	0.0	10.0	26.3	0.0	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:	24.0	14.7	14.7	23.6	26.3	26.2	29.5	0.0	10.0	26.3	0.0	26.3
LOS by Move:	C	B	B	C	C	C	C	A	A	C	A	C
HCM2k95thQ:	23	17	17	1	19	16	7	0	13	0	0	0

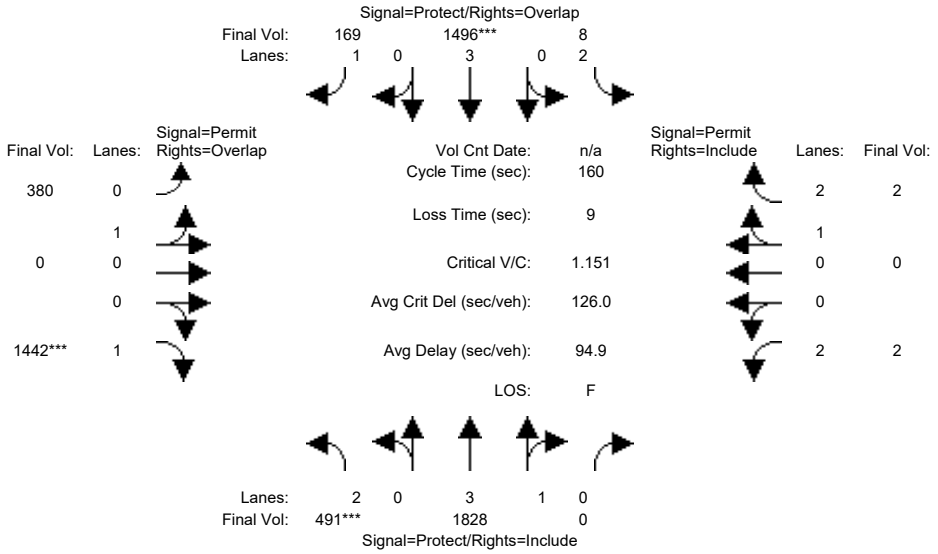
Note: Queue reported is the number of cars per lane.

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Intersection #53: (24) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	466	1737	0	8	1421	161	361	0	1370	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	466	1737	0	8	1421	161	361	0	1370	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	466	1737	0	8	1421	161	361	0	1370	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	491	1828	0	8	1496	169	380	0	1442	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	491	1828	0	8	1496	169	380	0	1442	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	491	1828	0	8	1496	169	380	0	1442	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7500	0	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.00	0.00	0.26	0.10	0.21	0.00	0.82	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	21.6	46.3	0.0	11.9	36.5	36.5	92.9	0.0	114.5	92.9	0.0	92.9
Volume/Cap:	1.15	0.84	0.00	0.04	1.15	0.42	0.36	0.00	1.15	0.00	0.00	0.00
Delay/Veh:	161.1	56.7	0.0	68.8	139	53.5	18.1	0.0	100.4	14.1	0.0	14.1
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:	161.1	56.7	0.0	68.8	139	53.5	18.1	0.0	100.4	14.1	0.0	14.1
LOS by Move:	F	E	A	E	F	D	B	A	F	B	A	B
HCM2k95thQ:	34	37	0	0	53	14	19	0	152	0	0	0

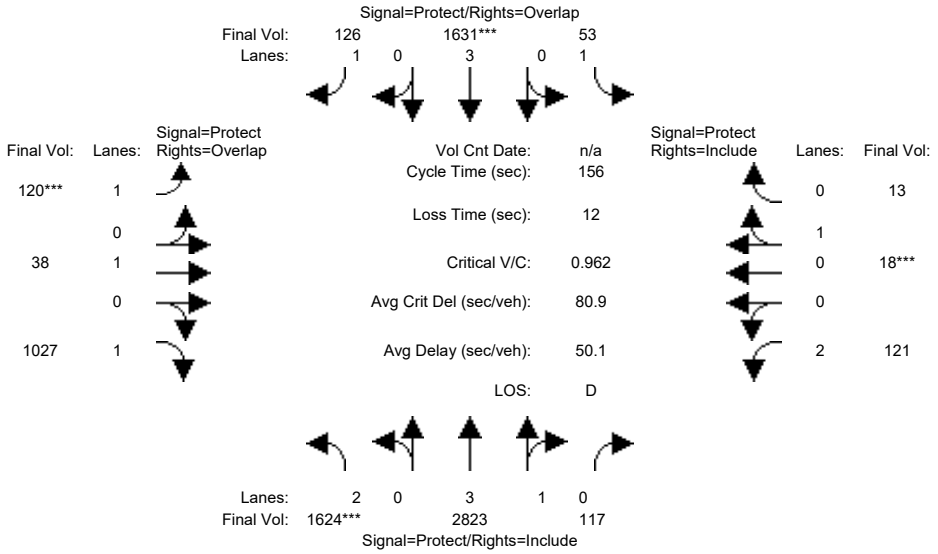
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #54: (25) GREAT AMERICA / PATRICK HENRY



Street Name:	GREAT AMERICA Pkwy						PATRICK HENRY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	1462	2541	105	48	1468	113	108	34	924	109	16	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1462	2541	105	48	1468	113	108	34	924	109	16	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1462	2541	105	48	1468	113	108	34	924	109	16	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1624	2823	117	53	1631	126	120	38	1027	121	18	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1624	2823	117	53	1631	126	120	38	1027	121	18	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1624	2823	117	53	1631	126	120	38	1027	121	18	13
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	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	3.83	0.17	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.57	0.43
Final Sat.:	3150	7202	298	1750	5700	1750	1750	1900	1750	3150	1029	771
Capacity Analysis Module:												
Vol/Sat:	0.52	0.39	0.39	0.03	0.29	0.07	0.07	0.02	0.59	0.04	0.02	0.02
Crit Moves:	****				****		****				****	
Green Time:	78.2	111	110.7	10.9	43.4	53.8	10.4	14.9	93.1	7.5	12.0	12.0
Volume/Cap:	1.03	0.55	0.55	0.44	1.03	0.21	1.03	0.21	0.98	0.80	0.22	0.22
Delay/Veh:	69.2	10.9	10.9	72.1	86.6	36.2	164.0	65.6	54.2	99.4	68.5	68.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	10.9	10.9	72.1	86.6	36.2	164.0	65.6	54.2	99.4	68.5	68.5
LOS by Move:	E	B	B	E	F	D	F	E	D	F	E	E
HCM2k95thQ:	74	27	27	5	50	9	18	4	88	10	3	3

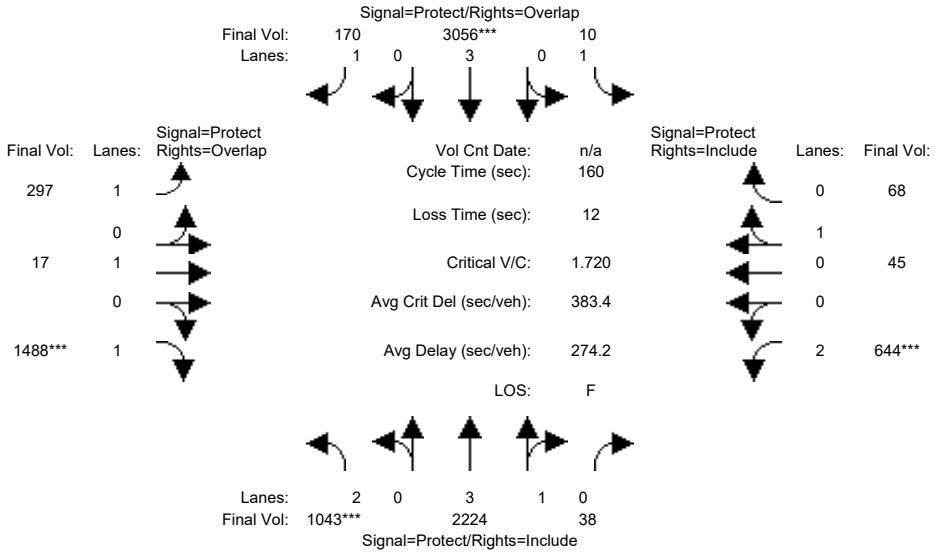
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #54: (25) GREAT AMERICA / PATRICK HENRY



Street Name:	GREAT AMERICA Pkwy						PATRICK HENRY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	970	2068	35	9	2842	158	276	16	1384	599	42	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:	970	2068	35	9	2842	158	276	16	1384	599	42	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	970	2068	35	9	2842	158	276	16	1384	599	42	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	1043	2224	38	10	3056	170	297	17	1488	644	45	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1043	2224	38	10	3056	170	297	17	1488	644	45	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1043	2224	38	10	3056	170	297	17	1488	644	45	68
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	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	3.93	0.07	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.40	0.60
Final Sat.:	3150	7375	125	1750	5700	1750	1750	1900	1750	3150	720	1080
Capacity Analysis Module:												
Vol/Sat:	0.33	0.30	0.30	0.01	0.54	0.10	0.17	0.01	0.85	0.20	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	30.8	71.8	71.8	8.9	49.9	96.6	46.7	48.3	79.1	19.0	20.6	20.6
Volume/Cap:	1.72	0.67	0.67	0.10	1.72	0.16	0.58	0.03	1.72	1.72	0.49	0.49
Delay/Veh:	395.5	35.4	35.4	72.2	381	14.0	50.0	39.4	369.3	405.6	66.4	66.4
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:	395.5	35.4	35.4	72.2	381	14.0	50.0	39.4	369.3	405.6	66.4	66.4
LOS by Move:	F	D	D	E	F	B	D	D	F	F	E	E
HCM2k95thQ:	94	36	36	1	151	8	24	1	238	62	11	11

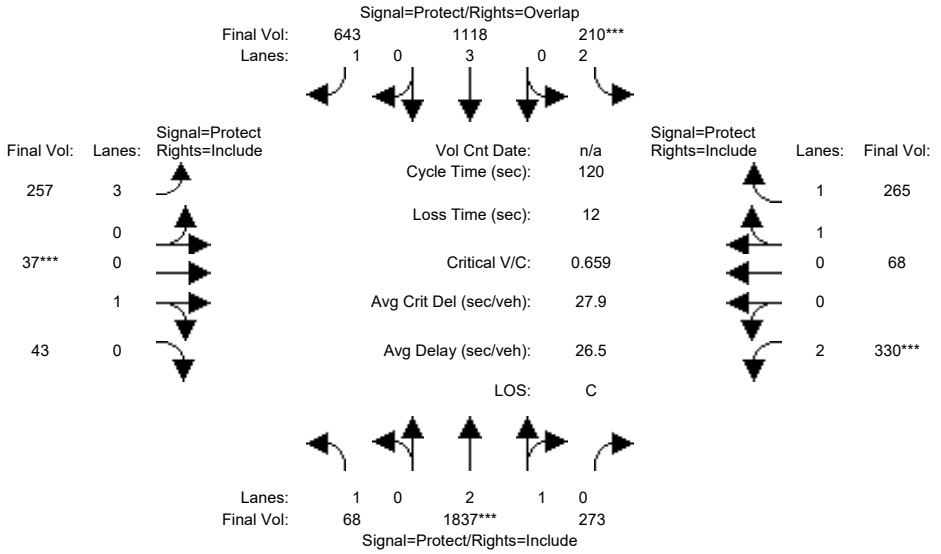
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #58: (29) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	62	1672	248	191	1017	585	234	34	39	300	62	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1672	248	191	1017	585	234	34	39	300	62	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1672	248	191	1017	585	234	34	39	300	62	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	68	1837	273	210	1118	643	257	37	43	330	68	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1837	273	210	1118	643	257	37	43	330	68	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1837	273	210	1118	643	257	37	43	330	68	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.60	0.40	2.00	3.00	1.00	3.00	0.47	0.53	2.00	0.41	1.59
Final Sat.:	1750	4876	723	3150	5700	1750	4551	838	962	3150	737	2863
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.07	0.20	0.37	0.06	0.04	0.04	0.10	0.09	0.09
Crit Moves:		****		****				****		****		
Green Time:	13.7	66.0	66.0	11.7	64.0	78.3	14.4	12.0	12.0	18.3	16.0	16.0
Volume/Cap:	0.34	0.69	0.69	0.69	0.37	0.56	0.47	0.45	0.45	0.69	0.70	0.70
Delay/Veh:	50.0	20.2	20.2	58.7	16.4	12.1	49.9	52.6	52.6	52.2	54.1	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	20.2	20.2	58.7	16.4	12.1	49.9	52.6	52.6	52.2	54.1	54.1
LOS by Move:	D	C	C	E	B	B	D	D	D	D	D	D
HCM2k95thQ:	5	30	30	9	14	25	8	7	7	15	14	14

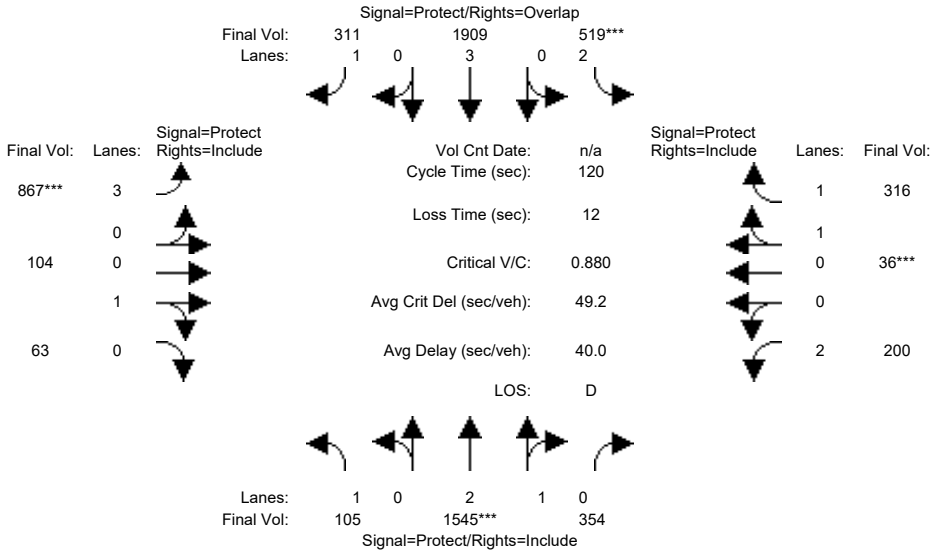
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #58: (29) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	100	1468	336	493	1814	295	824	99	60	190	34	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1468	336	493	1814	295	824	99	60	190	34	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1468	336	493	1814	295	824	99	60	190	34	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	105	1545	354	519	1909	311	867	104	63	200	36	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1545	354	519	1909	311	867	104	63	200	36	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1545	354	519	1909	311	867	104	63	200	36	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.42	0.58	2.00	3.00	1.00	3.00	0.62	0.38	2.00	0.20	1.80
Final Sat.:	1750	4556	1043	3150	5700	1750	4551	1121	679	3150	366	3234
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.16	0.33	0.18	0.19	0.09	0.09	0.06	0.10	0.10
Crit Moves:		****		****			****				****	
Green Time:	11.4	46.2	46.2	22.5	57.3	83.3	26.0	21.4	21.4	17.9	13.3	13.3
Volume/Cap:	0.63	0.88	0.88	0.88	0.70	0.26	0.88	0.52	0.52	0.43	0.88	0.88
Delay/Veh:	60.0	38.9	38.9	61.8	25.5	6.9	54.8	46.2	46.2	47.0	72.2	72.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	38.9	38.9	61.8	25.5	6.9	54.8	46.2	46.2	47.0	72.2	72.2
LOS by Move:	E	D	D	E	C	A	D	D	D	D	E	E
HCM2k95thQ:	8	36	36	22	31	9	28	12	12	9	18	18

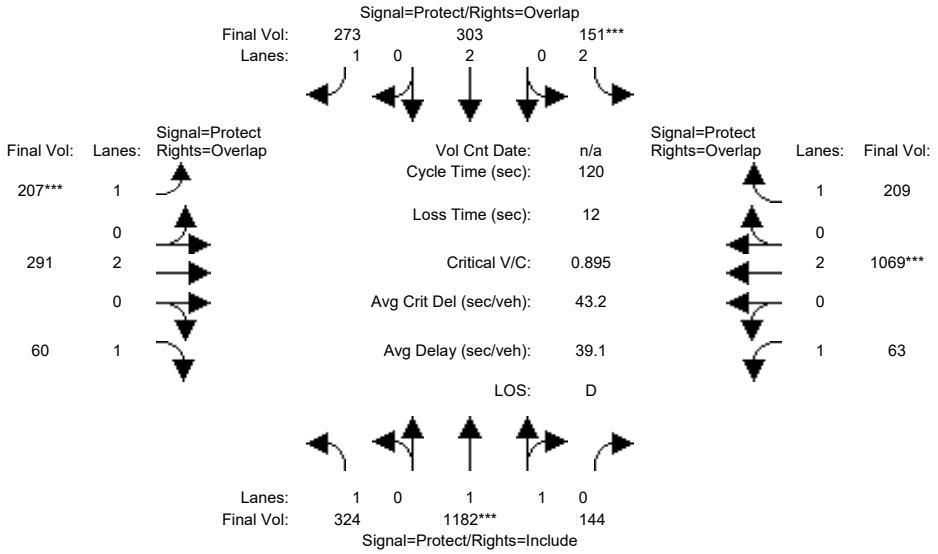
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #61: (32) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	292	1064	130	136	273	246	186	262	54	57	962	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	1064	130	136	273	246	186	262	54	57	962	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	1064	130	136	273	246	186	262	54	57	962	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	324	1182	144	151	303	273	207	291	60	63	1069	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1182	144	151	303	273	207	291	60	63	1069	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	1182	144	151	303	273	207	291	60	63	1069	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3297	403	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.36	0.36	0.05	0.08	0.16	0.12	0.08	0.03	0.04	0.28	0.12
Crit Moves:		****		****			****				****	
Green Time:	38.2	47.3	47.3	8.0	17.2	32.7	15.6	34.1	72.3	18.6	37.1	45.1
Volume/Cap:	0.58	0.91	0.91	0.72	0.56	0.57	0.91	0.27	0.06	0.23	0.91	0.32
Delay/Veh:	25.2	28.2	28.2	63.7	43.9	29.9	87.6	33.4	9.8	44.9	50.3	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:	25.2	28.2	28.2	63.7	43.9	29.9	87.6	33.4	9.8	44.9	50.3	26.8
LOS by Move:	C	C	C	E	D	C	F	C	A	D	D	C
HCM2k95thQ:	16	37	37	7	10	15	17	8	2	5	38	11

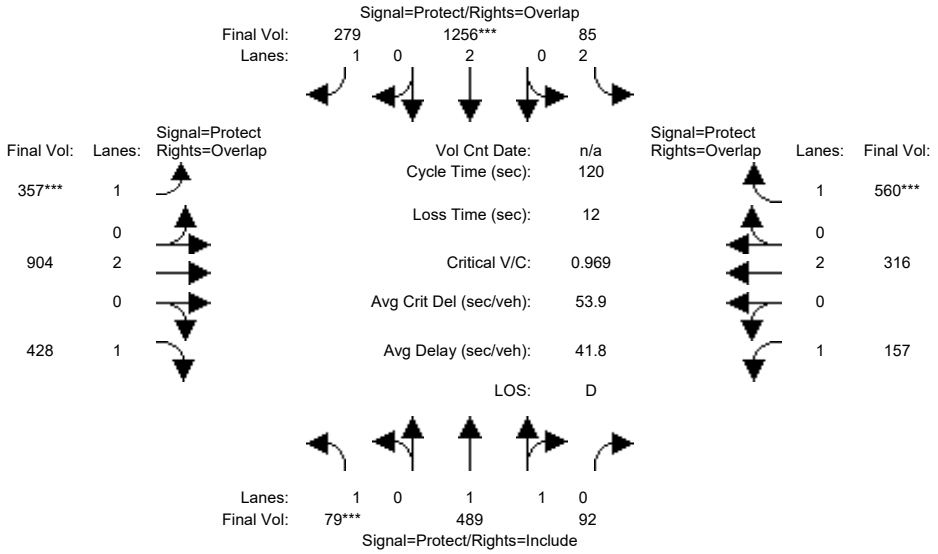
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #61: (32) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	78	484	91	84	1243	276	353	895	424	155	313	554
Growth Adj:	1.00	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	484	91	84	1243	276	353	895	424	155	313	554
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	484	91	84	1243	276	353	895	424	155	313	554
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	79	489	92	85	1256	279	357	904	428	157	316	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	489	92	85	1256	279	357	904	428	157	316	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	489	92	85	1256	279	357	904	428	157	316	560
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3114	585	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.03	0.33	0.16	0.20	0.24	0.24	0.09	0.08	0.32
Crit Moves:	****				****		****					****
Green Time:	5.6	32.6	32.6	13.9	40.9	66.2	25.2	41.1	46.7	15.5	31.3	45.2
Volume/Cap:	0.97	0.58	0.58	0.23	0.97	0.29	0.97	0.69	0.63	0.69	0.32	0.85
Delay/Veh:	144.3	29.2	29.2	44.4	43.5	2.8	85.6	35.7	31.5	59.0	35.9	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:	144.3	29.2	29.2	44.4	43.5	2.8	85.6	35.7	31.5	59.0	35.9	44.4
LOS by Move:	F	C	C	D	D	A	F	D	C	E	D	D
HCM2k95thQ:	7	15	15	3	39	3	26	24	23	14	9	38

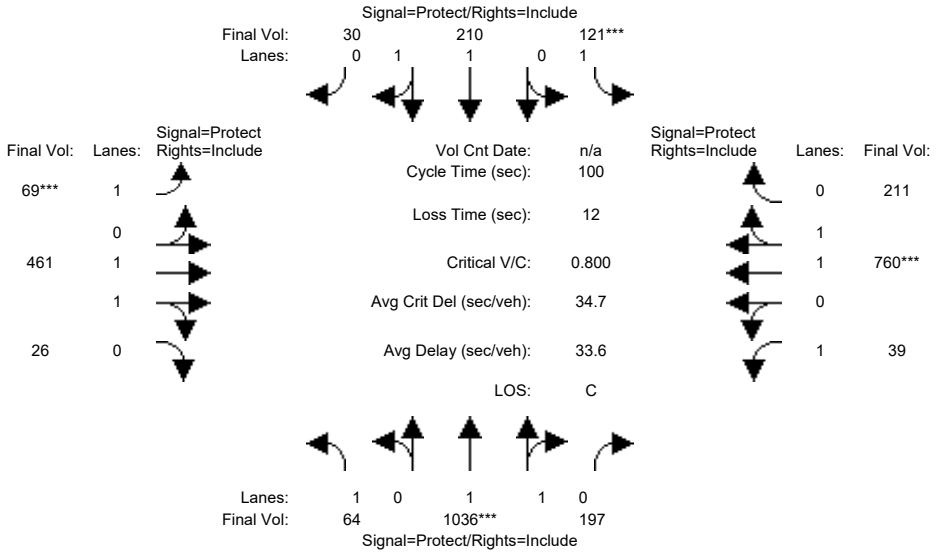
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #62: (33) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	58	932	177	109	189	27	62	415	23	35	684	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	932	177	109	189	27	62	415	23	35	684	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	932	177	109	189	27	62	415	23	35	684	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	64	1036	197	121	210	30	69	461	26	39	760	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1036	197	121	210	30	69	461	26	39	760	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1036	197	121	210	30	69	461	26	39	760	211
Saturation Flow 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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.67	0.33	1.00	1.74	0.26	1.00	1.89	0.11	1.00	1.55	0.45
Final Sat.:	1750	3109	590	1750	3237	462	1750	3506	194	1750	2895	804
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.07	0.06	0.06	0.04	0.13	0.13	0.02	0.26	0.26
Crit Moves:		****			****			****			****	
Green Time:	21.9	41.6	41.6	8.6	28.4	28.4	5.0	27.4	27.4	10.4	32.8	32.8
Volume/Cap:	0.17	0.80	0.80	0.80	0.23	0.23	0.79	0.48	0.48	0.21	0.80	0.80
Delay/Veh:	31.9	28.7	28.7	70.3	27.6	27.6	83.5	30.7	30.7	41.6	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	28.7	28.7	70.3	27.6	27.6	83.5	30.7	30.7	41.6	34.5	34.5
LOS by Move:	C	C	C	E	C	C	F	C	C	D	C	C
HCM2k95thQ:	3	30	30	8	6	6	8	13	13	3	28	28

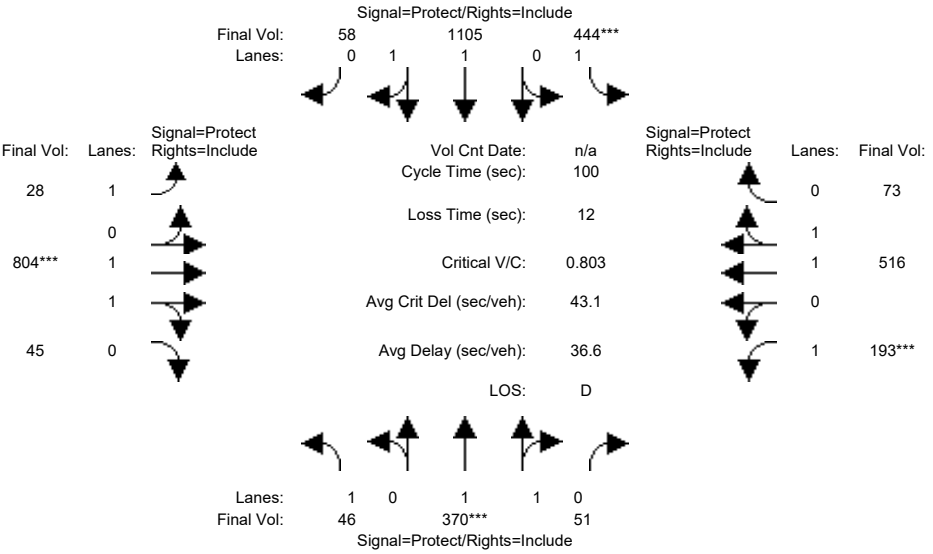
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #62: (33) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	44	355	49	426	1061	56	27	772	43	185	495	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	355	49	426	1061	56	27	772	43	185	495	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	355	49	426	1061	56	27	772	43	185	495	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	46	370	51	444	1105	58	28	804	45	193	516	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	370	51	444	1105	58	28	804	45	193	516	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:	46	370	51	444	1105	58	28	804	45	193	516	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	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.75	0.25	1.00	1.90	0.10	1.00	1.89	0.11	1.00	1.75	0.25
Final Sat.:	1750	3251	449	1750	3514	185	1750	3505	195	1750	3241	458
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.25	0.31	0.31	0.02	0.23	0.23	0.11	0.16	0.16
Crit Moves:		****		****				****		****		
Green Time:	6.3	14.2	14.2	31.6	39.5	39.5	10.1	28.6	28.6	13.7	32.2	32.2
Volume/Cap:	0.42	0.80	0.80	0.80	0.80	0.80	0.16	0.80	0.80	0.80	0.49	0.49
Delay/Veh:	47.7	50.3	50.3	39.7	29.9	29.9	41.5	37.6	37.6	59.4	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:	47.7	50.3	50.3	39.7	29.9	29.9	41.5	37.6	37.6	59.4	27.7	27.7
LOS by Move:	D	D	D	D	C	C	D	D	D	E	C	C
HCM2k95thQ:	3	13	13	23	26	26	2	26	26	16	15	15

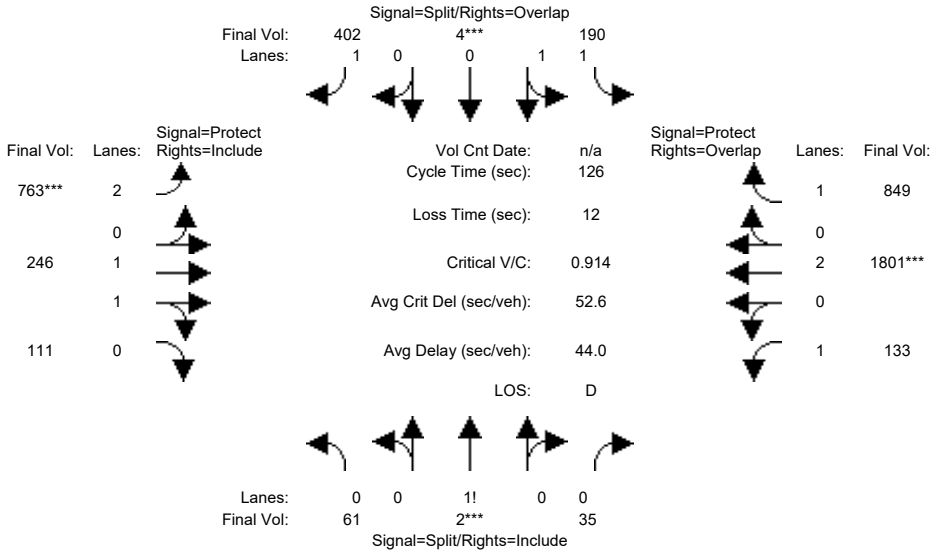
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #71: (49) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	57	2	33	179	4	378	717	231	104	125	1693	798
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	2	33	179	4	378	717	231	104	125	1693	798
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	2	33	179	4	378	717	231	104	125	1693	798
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	61	2	35	190	4	402	763	246	111	133	1801	849
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2	35	190	4	402	763	246	111	133	1801	849
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2	35	190	4	402	763	246	111	133	1801	849
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	0.62	0.02	0.36	1.96	0.04	1.00	2.00	1.36	0.64	1.00	2.00	1.00
Final Sat.:	1084	38	628	3472	78	1750	3150	2550	1148	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.05	0.05	0.23	0.24	0.10	0.10	0.08	0.47	0.49
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	41.8	31.8	63.6	63.6	30.4	62.2	72.2
Volume/Cap:	0.70	0.70	0.70	0.69	0.69	0.69	0.96	0.19	0.19	0.31	0.96	0.85
Delay/Veh:	71.7	71.7	71.7	63.6	63.6	40.1	69.0	17.2	17.2	39.7	43.3	29.1
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:	71.7	71.7	71.7	63.6	63.6	40.1	69.0	17.2	17.2	39.7	43.3	29.1
LOS by Move:	E	E	E	E	E	D	E	B	B	D	D	C
HCM2k95thQ:	11	11	11	10	10	27	35	7	7	9	60	50

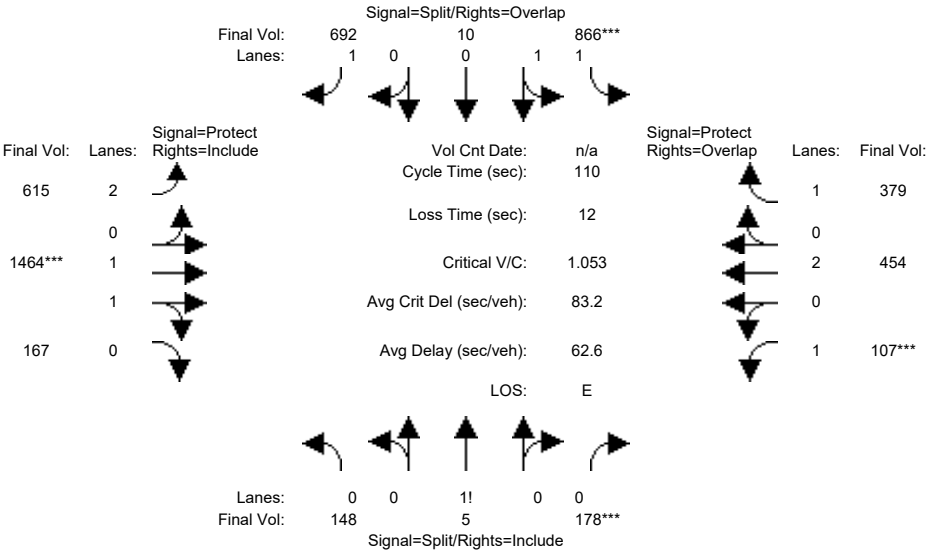
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #71: (49) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	142	5	171	831	10	664	590	1405	160	103	436	364
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	5	171	831	10	664	590	1405	160	103	436	364
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	5	171	831	10	664	590	1405	160	103	436	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	148	5	178	866	10	692	615	1464	167	107	454	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	5	178	866	10	692	615	1464	167	107	454	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	5	178	866	10	692	615	1464	167	107	454	379
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.45	0.01	0.54	1.98	0.02	1.00	2.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	781	28	941	3508	42	1750	3150	3321	378	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.25	0.25	0.40	0.20	0.44	0.44	0.06	0.12	0.22
Crit Moves:			****	****				****		****		
Green Time:	19.8	19.8	19.8	25.8	25.8	52.9	27.1	46.0	46.0	6.4	25.3	51.1
Volume/Cap:	1.05	1.05	1.05	1.05	1.05	0.82	0.79	1.05	1.05	1.05	0.52	0.47
Delay/Veh:	110.4	110	110.4	88.2	88.2	31.0	44.3	70.2	70.2	155.9	37.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.4	110	110.4	88.2	88.2	31.0	44.3	70.2	70.2	155.9	37.6	20.6
LOS by Move:	F	F	F	F	F	C	D	E	E	F	D	C
HCM2k95thQ:	32	32	32	39	39	39	22	58	58	11	13	17

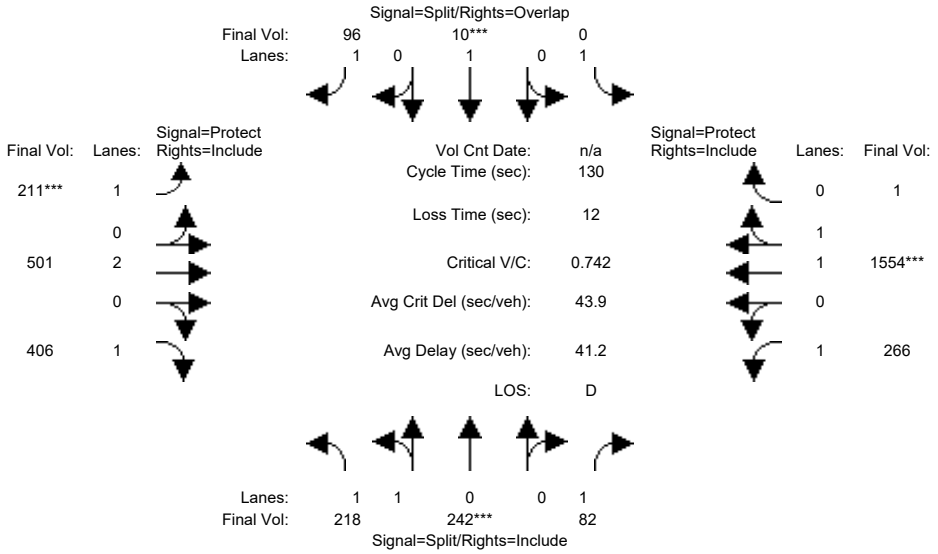
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #73: (36) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	196	218	74	0	9	86	190	451	365	239	1399	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	218	74	0	9	86	190	451	365	239	1399	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	218	74	0	9	86	190	451	365	239	1399	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	218	242	82	0	10	96	211	501	406	266	1554	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	242	82	0	10	96	211	501	406	266	1554	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	242	82	0	10	96	211	501	406	266	1554	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3697	3
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.05	0.00	0.01	0.05	0.12	0.13	0.23	0.15	0.42	0.42
Crit Moves:		****			****		****				****	
Green Time:	29.0	29.0	29.0	0.0	10.0	27.6	17.6	47.7	47.7	31.3	61.4	61.4
Volume/Cap:	0.56	0.57	0.21	0.00	0.07	0.26	0.89	0.36	0.63	0.63	0.89	0.89
Delay/Veh:	45.7	46.0	41.4	0.0	55.9	43.0	86.4	30.1	35.9	47.3	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	46.0	41.4	0.0	55.9	43.0	86.4	30.1	35.9	47.3	37.4	37.4
LOS by Move:	D	D	D	A	E	D	F	C	D	D	D	D
HCM2k95thQ:	16	17	6	0	1	7	18	13	25	19	50	50

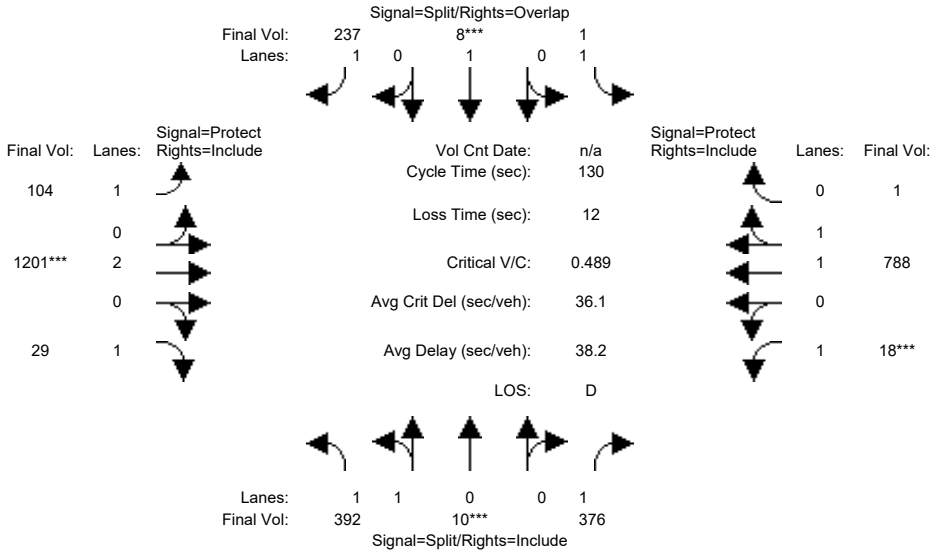
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #73: (36) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	29	29	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	511	10	365	1	8	230	101	1165	28	17	764	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	511	10	365	1	8	230	101	1165	28	17	764	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	-131	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	10	365	1	8	230	101	1165	28	17	764	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	392	10	376	1	8	237	104	1201	29	18	788	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	10	376	1	8	237	104	1201	29	18	788	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	10	376	1	8	237	104	1201	29	18	788	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.95	0.05	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3459	91	1750	1750	1900	1750	1750	3800	1750	1750	3695	5
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.22	0.00	0.00	0.14	0.06	0.32	0.02	0.01	0.21	0.21
Crit Moves:		****			****			****			****	
Green Time:	36.6	36.6	36.6	19.7	19.7	33.5	13.8	53.8	53.8	8.0	47.9	47.9
Volume/Cap:	0.40	0.40	0.76	0.00	0.03	0.53	0.56	0.76	0.04	0.16	0.58	0.58
Delay/Veh:	38.1	38.1	49.8	46.9	47.1	42.6	59.0	35.0	22.8	58.5	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	38.1	49.8	46.9	47.1	42.6	59.0	35.0	22.8	58.5	33.6	33.6
LOS by Move:	D	D	D	D	D	D	E	C	C	E	C	C
HCM2k95thQ:	13	13	28	0	1	17	8	34	1	1	23	23

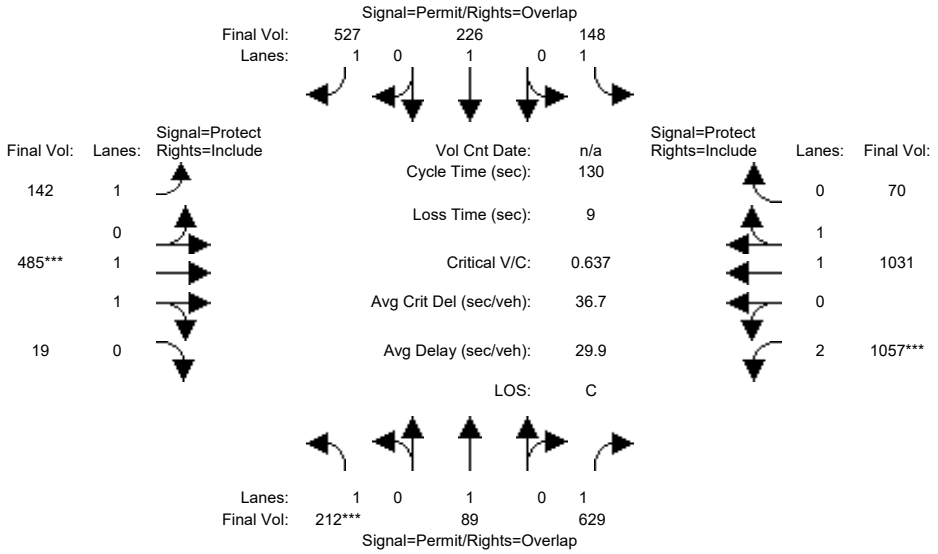
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #74: (37) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	193	81	572	135	206	480	129	441	17	962	938	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	81	572	135	206	480	129	441	17	962	938	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	81	572	135	206	480	129	441	17	962	938	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	212	89	629	148	226	527	142	485	19	1057	1031	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	89	629	148	226	527	142	485	19	1057	1031	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	89	629	148	226	527	142	485	19	1057	1031	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.92	0.08	2.00	1.87	0.13
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3563	137	3150	3463	236
Capacity Analysis Module:												
Vol/Sat:	0.12	0.05	0.36	0.08	0.12	0.30	0.08	0.14	0.14	0.34	0.30	0.30
Crit Moves:	****							****		****		
Green Time:	34.0	34.0	95.9	34.0	34.0	52.6	18.6	25.1	25.1	61.9	68.4	68.4
Volume/Cap:	0.46	0.18	0.49	0.32	0.46	0.74	0.57	0.70	0.70	0.70	0.57	0.57
Delay/Veh:	41.1	37.4	7.3	39.1	40.9	37.3	54.9	52.2	52.2	28.4	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:	41.1	37.4	7.3	39.1	40.9	37.3	54.9	52.2	52.2	28.4	21.2	21.2
LOS by Move:	D	D	A	D	D	D	D	D	D	C	C	C
HCM2k95thQ:	15	5	20	10	14	33	11	18	18	33	26	26

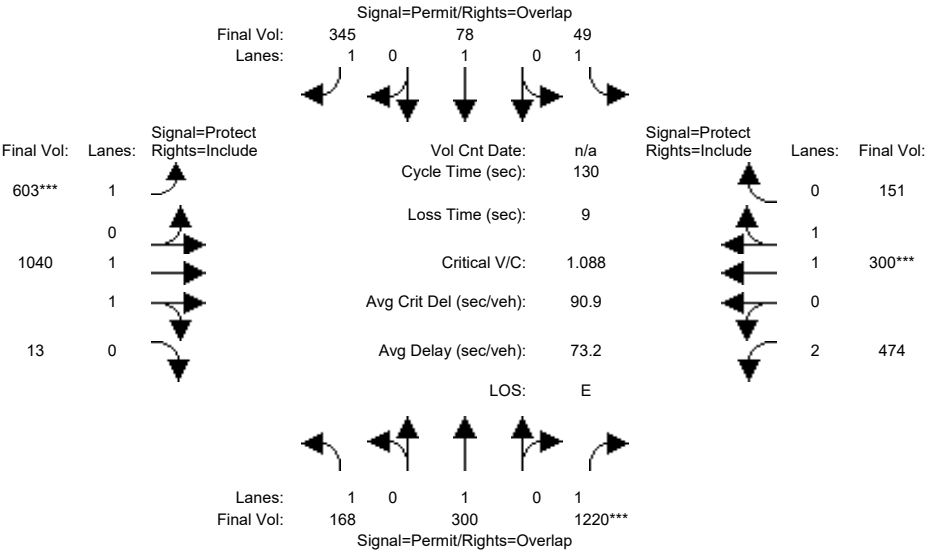
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #74: (37) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	163	291	1183	48	76	335	585	1009	13	460	291	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:	163	291	1183	48	76	335	585	1009	13	460	291	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	291	1183	48	76	335	585	1009	13	460	291	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	168	300	1220	49	78	345	603	1040	13	474	300	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	300	1220	49	78	345	603	1040	13	474	300	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	300	1220	49	78	345	603	1040	13	474	300	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.97	0.95	0.83	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.97	0.03	2.00	1.31	0.69
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3653	47	3150	2463	1236
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.70	0.03	0.04	0.20	0.34	0.28	0.28	0.15	0.12	0.12
Crit Moves:			****				****				****	
Green Time:	65.0	65.0	84.4	65.0	65.0	106.0	41.0	36.6	36.6	19.4	15.0	15.0
Volume/Cap:	0.19	0.32	1.07	0.06	0.08	0.24	1.09	1.01	1.01	1.01	1.06	1.06
Delay/Veh:	18.1	19.5	71.7	16.7	17.0	2.8	110.5	77.2	77.2	99.5	117	116.5
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:	18.1	19.5	71.7	16.7	17.0	2.8	110.5	77.2	77.2	99.5	117	116.5
LOS by Move:	B	B	E	B	B	A	F	E	E	F	F	F
HCM2k95thQ:	8	13	102	2	3	7	56	43	43	25	22	22

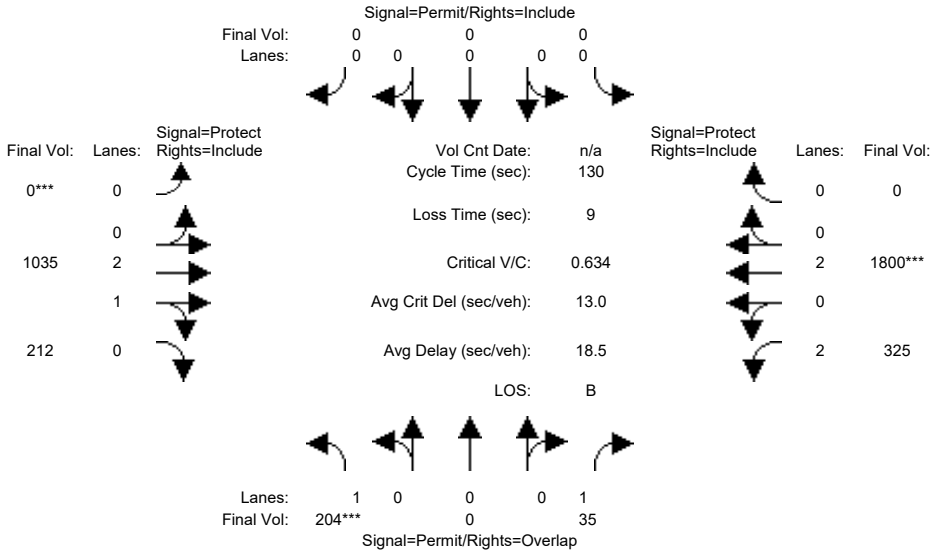
Note: Queue reported is the number of cars per lane.

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City of Santa Clara

Level Of Service Computation Report
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Intersection #75: (38) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0
Volume Module:												
Base Vol:	188	0	32	0	0	0	0	952	195	299	1656	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	0	32	0	0	0	0	952	195	299	1656	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	0	32	0	0	0	0	952	195	299	1656	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	204	0	35	0	0	0	0	1035	212	325	1800	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	0	35	0	0	0	0	1035	212	325	1800	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	0	35	0	0	0	0	1035	212	325	1800	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.47	0.53	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	4647	952	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.02	0.00	0.00	0.00	0.00	0.22	0.22	0.10	0.47	0.00
Crit Moves:	****						****				****	
Green Time:	23.9	0.0	57.1	0.0	0.0	0.0	0.0	63.9	63.9	33.1	97.1	0.0
Volume/Cap:	0.63	0.00	0.05	0.00	0.00	0.00	0.00	0.45	0.45	0.40	0.63	0.00
Delay/Veh:	53.1	0.0	20.9	0.0	0.0	0.0	0.0	21.7	21.7	40.6	8.4	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:	53.1	0.0	20.9	0.0	0.0	0.0	0.0	21.7	21.7	40.6	8.4	0.0
LOS by Move:	D	A	C	A	A	A	A	C	C	D	A	A
HCM2k95thQ:	17	0	2	0	0	0	0	19	19	12	28	0

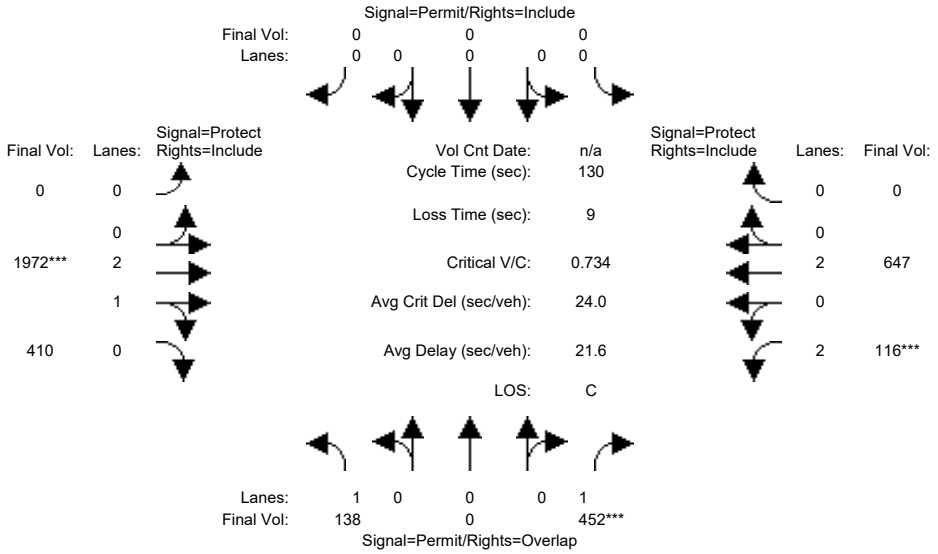
Note: Queue reported is the number of cars per lane.

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Intersection #75: (38) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0
Volume Module:												
Base Vol:	134	0	438	0	0	0	0	1913	398	113	628	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	0	438	0	0	0	0	1913	398	113	628	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	0	438	0	0	0	0	1913	398	113	628	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	138	0	452	0	0	0	0	1972	410	116	647	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	0	452	0	0	0	0	1972	410	116	647	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	0	452	0	0	0	0	1972	410	116	647	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.46	0.54	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	4634	964	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.26	0.00	0.00	0.00	0.00	0.43	0.43	0.04	0.17	0.00
Crit Moves:			****					****		****		
Green Time:	26.6	0.0	41.6	0.0	0.0	0.0	0.0	79.4	79.4	15.0	94.4	0.0
Volume/Cap:	0.39	0.00	0.81	0.00	0.00	0.00	0.00	0.70	0.70	0.32	0.23	0.00
Delay/Veh:	45.3	0.0	48.9	0.0	0.0	0.0	0.0	17.8	17.8	53.3	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:	45.3	0.0	48.9	0.0	0.0	0.0	0.0	17.8	17.8	53.3	5.9	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	10	0	33	0	0	0	0	34	34	5	8	0

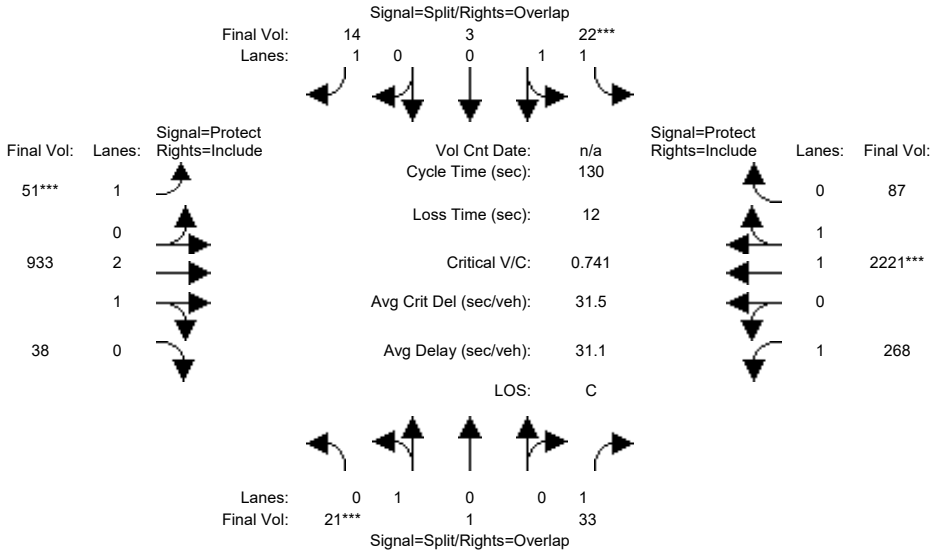
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #76: (39) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module:												
Base Vol:	19	1	30	20	3	13	46	840	34	241	1999	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	30	20	3	13	46	840	34	241	1999	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1	30	20	3	13	46	840	34	241	1999	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	21	1	33	22	3	14	51	933	38	268	2221	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1	33	22	3	14	51	933	38	268	2221	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1	33	22	3	14	51	933	38	268	2221	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.95	0.05	1.00	1.74	0.26	1.00	1.00	2.88	0.12	1.00	1.92	0.08
Final Sat.:	1710	90	1750	3087	463	1750	1750	5382	218	1750	3561	139
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.03	0.17	0.17	0.15	0.62	0.62
Crit Moves:	****			****			****				****	
Green Time:	12.0	12.0	56.5	11.0	11.0	21.0	10.0	50.5	50.5	44.5	85.0	85.0
Volume/Cap:	0.13	0.13	0.04	0.09	0.09	0.05	0.38	0.45	0.45	0.45	0.95	0.95
Delay/Veh:	54.6	54.6	21.2	55.0	55.0	46.2	58.8	29.6	29.6	33.7	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	54.6	21.2	55.0	55.0	46.2	58.8	29.6	29.6	33.7	30.4	30.4
LOS by Move:	D	D	C	D	D	D	E	C	C	C	C	C
HCM2k95thQ:	2	2	2	1	1	1	4	17	17	17	75	75

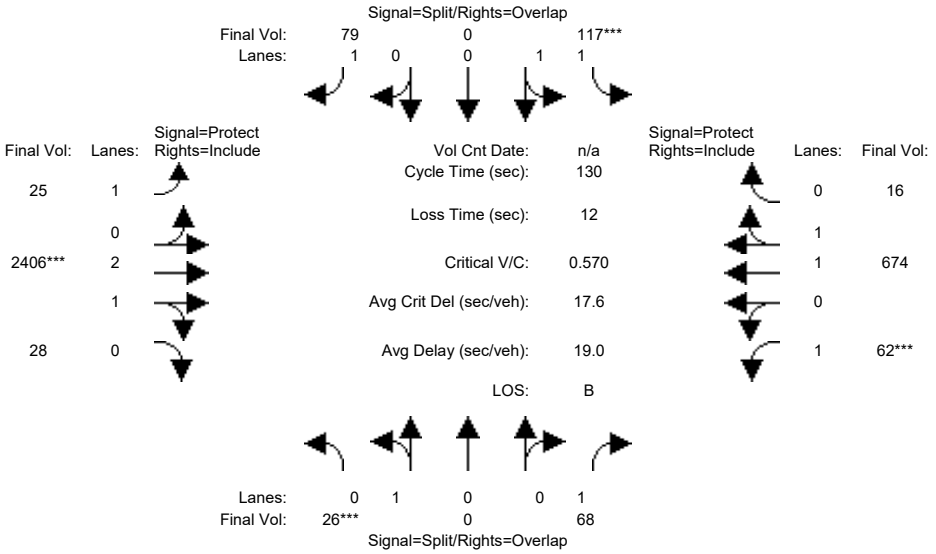
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #76: (39) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module:												
Base Vol:	25	0	65	111	0	75	24	2286	27	59	640	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	65	111	0	75	24	2286	27	59	640	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	65	111	0	75	24	2286	27	59	640	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	0	68	117	0	79	25	2406	28	62	674	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	68	117	0	79	25	2406	28	62	674	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:	26	0	68	117	0	79	25	2406	28	62	674	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.96	0.04	1.00	1.95	0.05
Final Sat.:	1800	0	1750	3550	0	1750	1750	5535	65	1750	3615	85
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.03	0.00	0.05	0.01	0.43	0.43	0.04	0.19	0.19
Crit Moves:	****			****				****		****		
Green Time:	12.0	0.0	22.0	11.0	0.0	38.8	27.8	85.0	85.0	10.0	67.2	67.2
Volume/Cap:	0.16	0.00	0.23	0.39	0.00	0.15	0.07	0.66	0.66	0.46	0.36	0.36
Delay/Veh:	54.8	0.0	47.1	57.2	0.0	33.7	40.9	14.3	14.3	59.9	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	0.0	47.1	57.2	0.0	33.7	40.9	14.3	14.3	59.9	18.7	18.7
LOS by Move:	D	A	D	E	A	C	D	B	B	E	B	B
HCM2k95thQ:	2	0	5	6	0	5	2	33	33	6	15	15

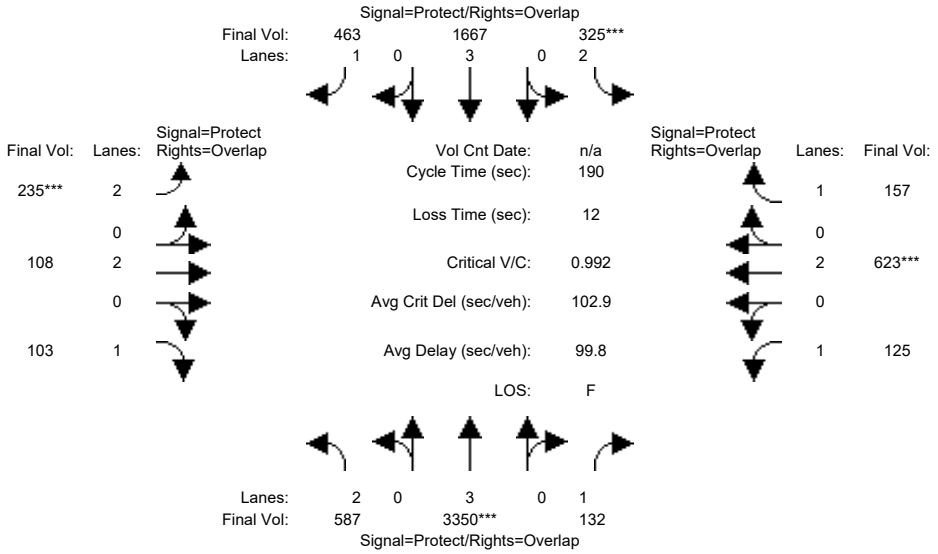
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #80: (42) SAN TOMAS EXP / WALSH AV



Street Name:	SAN TOMAS EX						WALSH AV					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	558	3744	125	309	1863	440	223	103	98	119	592	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	558	3744	125	309	1863	440	223	103	98	119	592	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	558	3744	125	309	1863	440	223	103	98	119	592	149
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	587	3350	132	325	1667	463	235	108	103	125	623	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	587	3350	132	325	1667	463	235	108	103	125	623	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	587	3350	132	325	1667	463	235	108	103	125	623	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.59	0.08	0.10	0.29	0.26	0.07	0.03	0.06	0.07	0.16	0.09
Crit Moves:		****			****			****			****	
Green Time:	23.1	103	114.0	15.1	95.1	108.5	13.4	38.8	61.9	11.0	36.0	51.1
Volume/Cap:	1.53	1.08	0.13	1.30	0.58	0.46	1.06	0.14	0.18	1.24	0.87	0.33
Delay/Veh:	336.3	87.8	16.5	248.1	33.8	24.1	164.5	62.0	46.0	255.4	85.4	56.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	336.3	87.8	16.5	248.1	33.8	24.1	164.5	62.0	46.0	255.4	85.4	56.2
LOS by Move:	F	F	B	F	C	C	F	E	D	F	F	E
HCM2k95thQ:	54	107	7	32	37	28	22	5	9	21	31	14

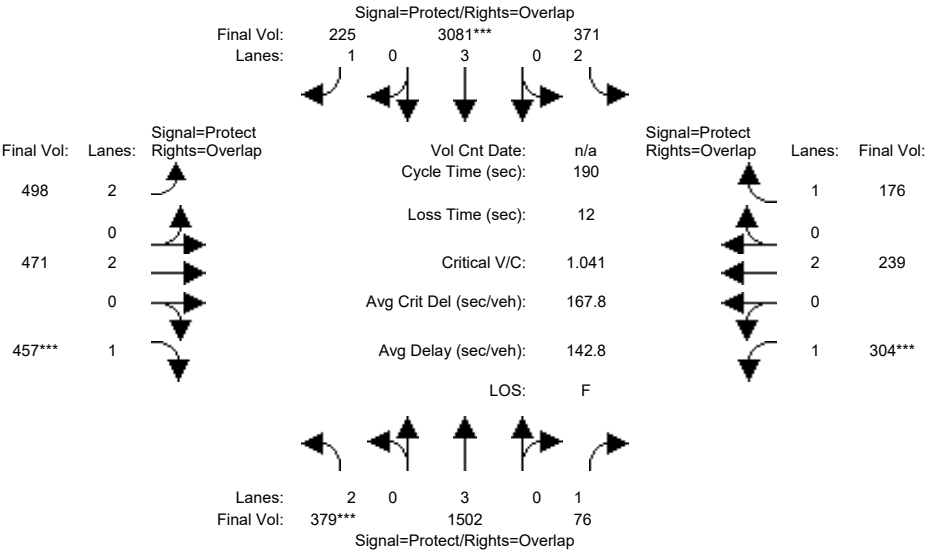
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #80: (42) SAN TOMAS EXP / WALSH AV



Street Name:	SAN TOMAS EX						WALSH AV					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	399	2137	80	390	3955	237	524	496	481	320	252	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	2137	80	390	3955	237	524	496	481	320	252	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	2137	80	390	3955	237	524	496	481	320	252	185
User Adj:	0.95	0.70	0.95	0.95	0.78	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	1502	76	371	3081	225	498	471	457	304	239	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	1502	76	371	3081	225	498	471	457	304	239	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	1502	76	371	3081	225	498	471	457	304	239	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.04	0.12	0.54	0.13	0.16	0.12	0.26	0.17	0.06	0.10
Crit Moves:	****				****				****	****		
Green Time:	11.9	91.6	111.5	10.9	90.7	118.3	27.6	45.4	57.3	19.9	37.3	48.2
Volume/Cap:	1.92	0.55	0.07	2.05	1.13	0.21	1.09	0.52	0.87	1.66	0.32	0.40
Delay/Veh:	522.3	34.8	17.0	580.4	114	15.6	149.0	63.4	76.8	404.6	65.7	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:	522.3	34.8	17.0	580.4	114	15.6	149.0	63.4	76.8	404.6	65.7	59.4
LOS by Move:	F	C	B	F	F	B	F	E	E	F	E	E
HCM2k95thQ:	43	33	4	45	114	11	39	21	47	55	11	16

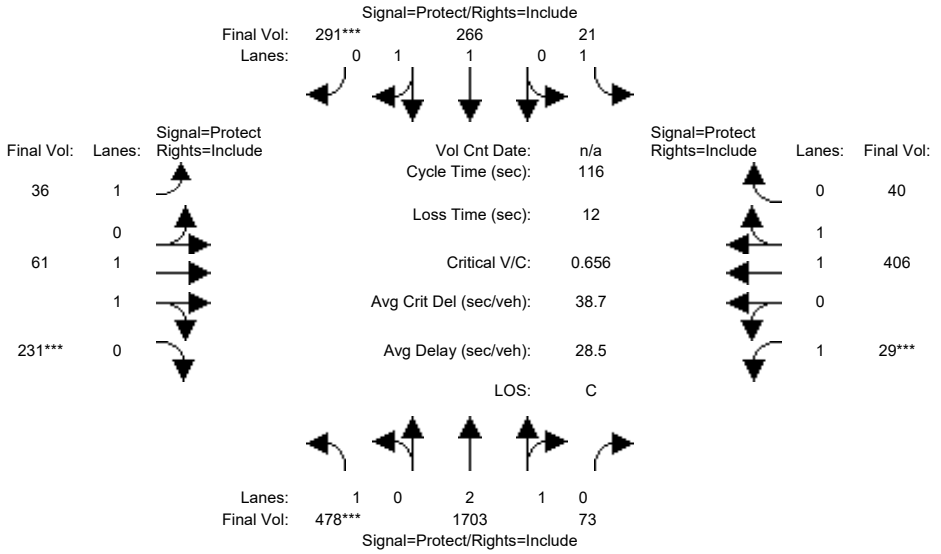
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #90: (46) Scott Boulevard and Walsh Ave



Street Name:	Scott Boulevard						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	430	1533	66	19	239	262	32	55	208	26	365	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	1533	66	19	239	262	32	55	208	26	365	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	1533	66	19	239	262	32	55	208	26	365	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	478	1703	73	21	266	291	36	61	231	29	406	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	1703	73	21	266	291	36	61	231	29	406	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	478	1703	73	21	266	291	36	61	231	29	406	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.82	0.18
Final Sat.:	1750	5369	231	1750	1900	1750	1750	1900	1750	1750	3368	332
Capacity Analysis Module:												
Vol/Sat:	0.27	0.32	0.32	0.01	0.14	0.17	0.02	0.03	0.13	0.02	0.12	0.12
Crit Moves:	****					****			****	****		
Green Time:	47.8	66.1	66.1	10.8	29.1	29.1	6.0	23.1	23.1	4.0	21.1	21.1
Volume/Cap:	0.66	0.56	0.56	0.13	0.56	0.66	0.39	0.16	0.66	0.48	0.66	0.66
Delay/Veh:	29.9	15.9	15.9	48.7	38.5	41.0	56.0	38.5	46.6	60.9	46.6	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	15.9	15.9	48.7	38.5	41.0	56.0	38.5	46.6	60.9	46.6	46.6
LOS by Move:	C	B	B	D	D	D	E	D	D	E	D	D
HCM2k95thQ:	26	24	24	1	15	19	3	4	16	2	14	14

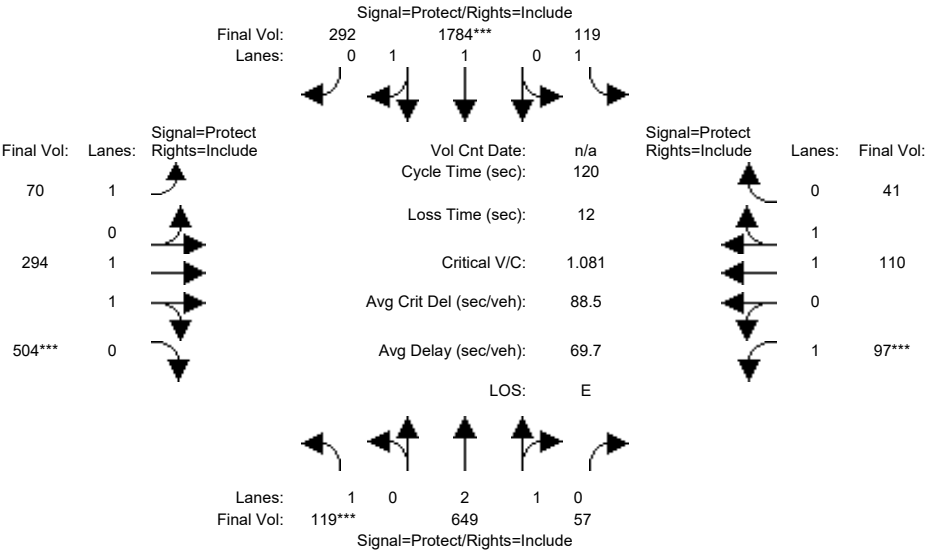
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #90: (46) Scott Boulevard and Walsh Ave



Street Name:	Scott Boulevard						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	111	604	53	111	1659	272	65	273	469	90	102	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:	111	604	53	111	1659	272	65	273	469	90	102	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	604	53	111	1659	272	65	273	469	90	102	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	119	649	57	119	1784	292	70	294	504	97	110	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	649	57	119	1784	292	70	294	504	97	110	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	649	57	119	1784	292	70	294	504	97	110	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.75	0.25	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.44	0.56
Final Sat.:	1750	5148	452	1750	3178	521	1750	1900	1750	1750	2695	1004
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.07	0.56	0.56	0.04	0.15	0.29	0.06	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	7.6	45.4	45.4	24.5	62.3	62.3	14.3	32.0	32.0	6.1	23.8	23.8
Volume/Cap:	1.08	0.33	0.33	0.33	1.08	1.08	0.34	0.58	1.08	1.08	0.20	0.20
Delay/Veh:	165.3	26.7	26.7	41.3	75.2	75.2	49.5	38.8	101.2	175.7	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.3	26.7	26.7	41.3	75.2	75.2	49.5	38.8	101.2	175.7	40.3	40.3
LOS by Move:	F	C	C	D	E	E	D	D	F	F	D	D
HCM2k95thQ:	13	12	12	7	72	72	5	17	44	11	5	5

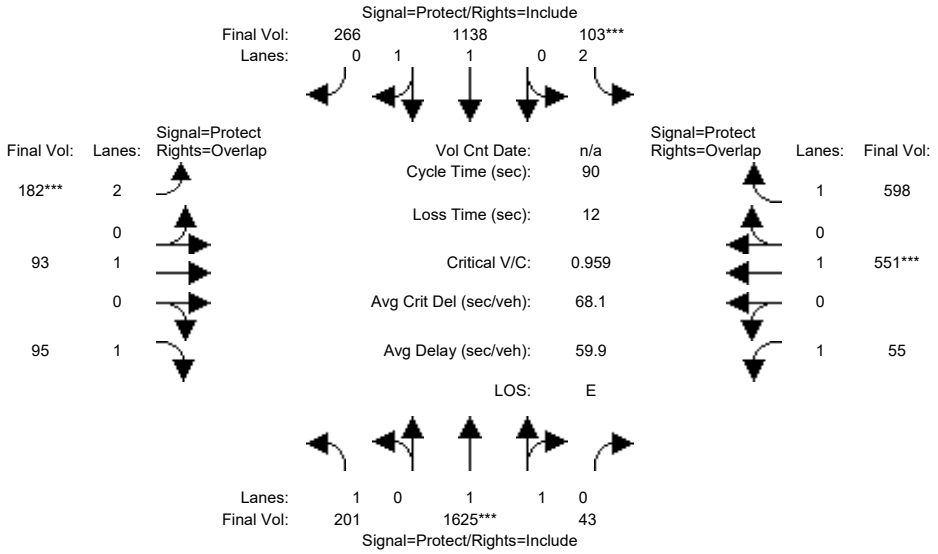
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #106: (51) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	183	1479	39	94	1036	242	166	85	86	50	501	544
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1479	39	94	1036	242	166	85	86	50	501	544
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1479	39	94	1036	242	166	85	86	50	501	544
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	201	1625	43	103	1138	266	182	93	95	55	551	598
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1625	43	103	1138	266	182	93	95	55	551	598
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	1625	43	103	1138	266	182	93	95	55	551	598
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	2.00	1.61	0.39	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3605	95	3150	2999	701	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.45	0.45	0.03	0.38	0.38	0.06	0.05	0.05	0.03	0.29	0.34
Crit Moves:		****		****			****				****	
Green Time:	10.5	38.4	38.4	7.0	34.8	34.8	8.0	21.8	32.3	10.9	24.6	31.6
Volume/Cap:	0.98	1.06	1.06	0.42	0.98	0.98	0.65	0.20	0.15	0.26	1.06	0.97
Delay/Veh:	97.0	65.6	65.6	40.7	46.7	46.7	45.0	27.4	19.7	36.6	88.4	57.8
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:	97.0	65.6	65.6	40.7	46.7	46.7	45.0	27.4	19.7	36.6	88.4	57.8
LOS by Move:	F	E	E	D	D	D	D	C	B	D	F	E
HCM2k95thQ:	15	53	53	3	40	40	6	4	4	3	40	40

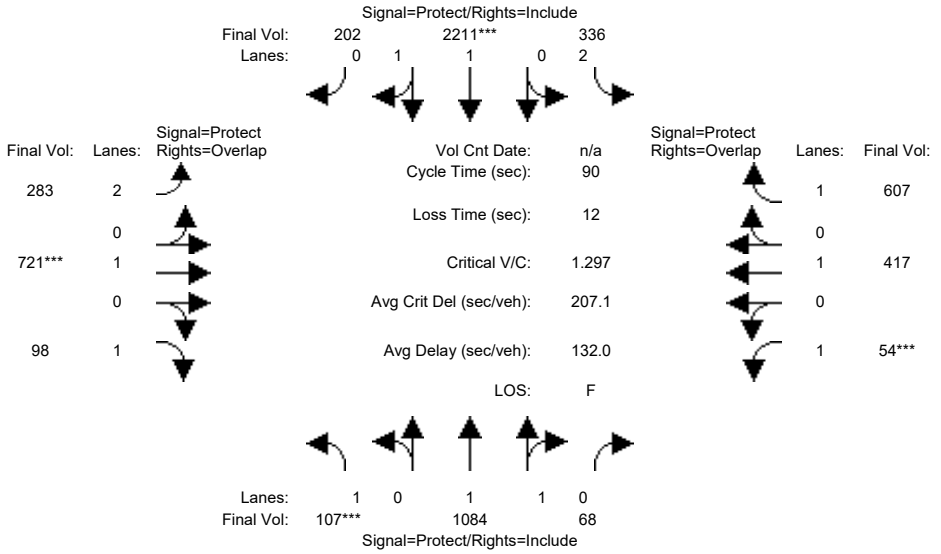
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #106: (51) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	105	1062	67	329	2167	198	277	707	96	53	409	595
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1062	67	329	2167	198	277	707	96	53	409	595
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1062	67	329	2167	198	277	707	96	53	409	595
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	1084	68	336	2211	202	283	721	98	54	417	607
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1084	68	336	2211	202	283	721	98	54	417	607
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	1084	68	336	2211	202	283	721	98	54	417	607
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	2.00	1.83	0.17	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3480	220	3150	3390	310	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.11	0.65	0.65	0.09	0.38	0.06	0.03	0.22	0.35
Crit Moves:	****				****			****			****	
Green Time:	8.0	37.0	37.0	12.7	41.7	41.7	7.7	24.3	32.3	4.0	20.6	33.3
Volume/Cap:	0.69	0.76	0.76	0.76	1.41	1.41	1.05	1.41	0.16	0.70	0.96	0.94
Delay/Veh:	52.1	24.9	24.9	44.5	211	211.0	109.9	228	19.7	66.3	67.2	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	24.9	24.9	44.5	211	211.0	109.9	228	19.7	66.3	67.2	48.9
LOS by Move:	D	C	C	D	F	F	F	F	B	E	E	D
HCM2k95thQ:	7	25	25	11	118	118	13	70	4	6	29	38

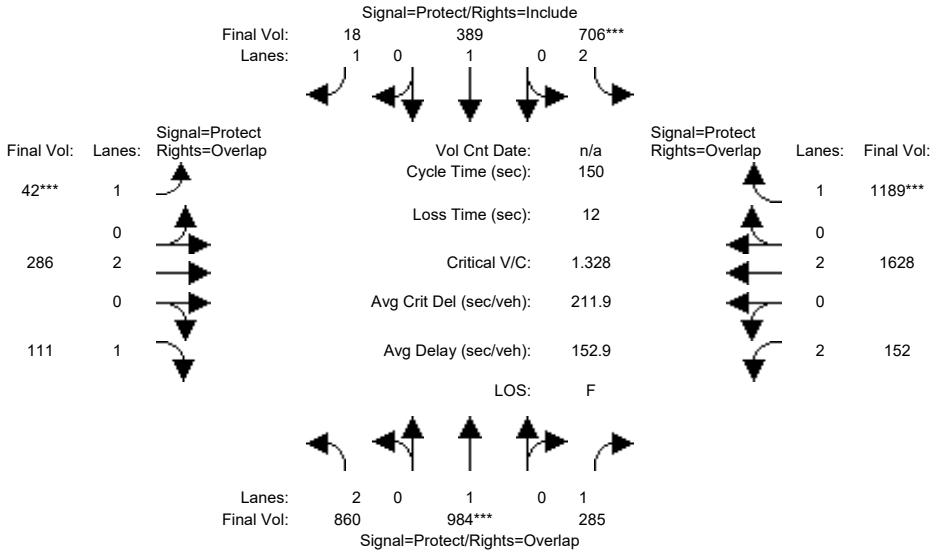
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
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Intersection #123: (50) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	800	915	265	657	362	17	39	266	103	141	1514	1106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	800	915	265	657	362	17	39	266	103	141	1514	1106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	800	915	265	657	362	17	39	266	103	141	1514	1106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	860	984	285	706	389	18	42	286	111	152	1628	1189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	984	285	706	389	18	42	286	111	152	1628	1189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	860	984	285	706	389	18	42	286	111	152	1628	1189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.52	0.16	0.22	0.20	0.01	0.02	0.08	0.06	0.05	0.43	0.68
Crit Moves:		****			****			****				****
Green Time:	47.1	57.5	79.2	24.9	35.3	35.3	5.0	33.9	81.0	21.7	50.6	75.5
Volume/Cap:	0.87	1.35	0.31	1.35	0.87	0.04	0.72	0.33	0.12	0.33	1.27	1.35
Delay/Veh:	57.0	213	20.2	232.5	71.7	44.3	106.8	48.8	17.0	58.1	178	202.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	213	20.2	232.5	71.7	44.3	106.8	48.8	17.0	58.1	178	202.5
LOS by Move:	E	F	C	F	E	D	F	D	B	E	F	F
HCM2k95thQ:	40	114	15	55	34	1	5	10	5	7	88	147

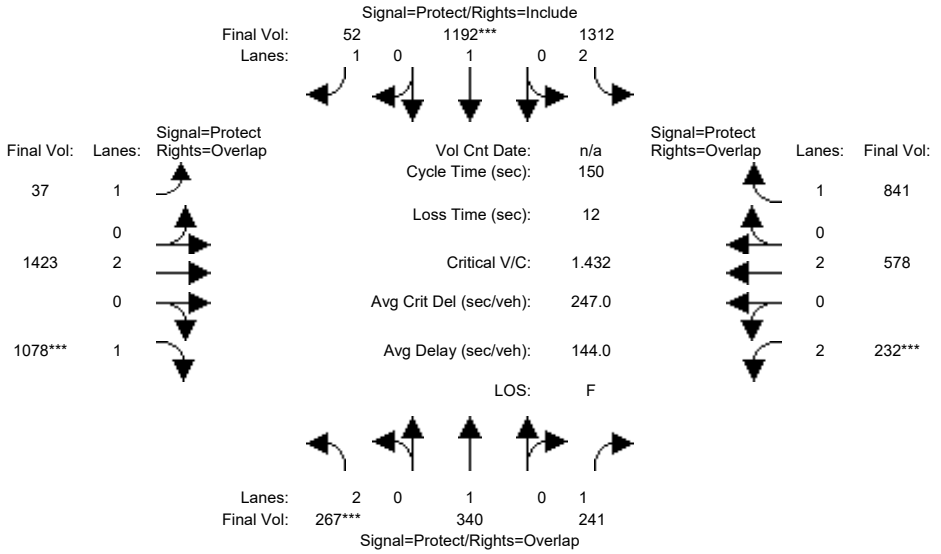
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
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Level Of Service Computation Report
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Intersection #123: (50) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	246	313	222	1207	1097	48	34	1309	992	213	532	774
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	313	222	1207	1097	48	34	1309	992	213	532	774
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	313	222	1207	1097	48	34	1309	992	213	532	774
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	267	340	241	1312	1192	52	37	1423	1078	232	578	841
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	340	241	1312	1192	52	37	1423	1078	232	578	841
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	340	241	1312	1192	52	37	1423	1078	232	578	841
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.14	0.42	0.63	0.03	0.02	0.37	0.62	0.07	0.15	0.48
Crit Moves:	****				****				****	****		
Green Time:	10.0	22.6	30.2	52.6	65.2	65.2	11.3	55.2	65.2	7.6	51.5	104.1
Volume/Cap:	1.27	1.19	0.68	1.19	1.44	0.07	0.28	1.02	1.42	1.44	0.44	0.69
Delay/Veh:	224.7	178	60.9	142.7	249	24.8	66.7	76.0	238.2	302.6	38.4	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	224.7	178	60.9	142.7	249	24.8	66.7	76.0	238.2	302.6	38.4	15.3
LOS by Move:	F	F	E	F	F	C	E	E	F	F	D	B
HCM2k95thQ:	22	38	20	82	148	3	3	60	142	21	18	40

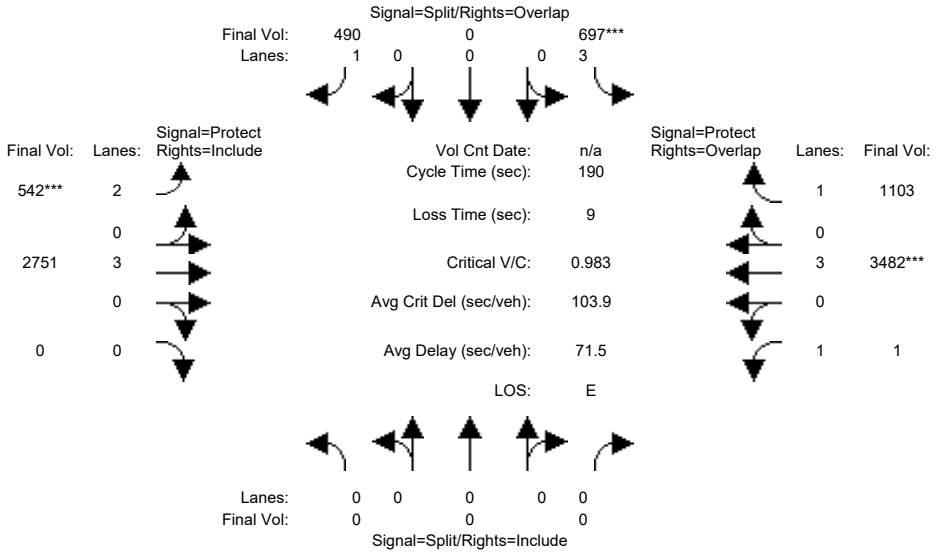
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #125: (53) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	5.9	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	697	0	490	542	3162	0	1	4002	1103
Growth Adj:	1.00	1.00	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	0	490	542	3162	0	1	4002	1103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	697	0	490	542	3162	0	1	4002	1103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	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	697	0	490	542	2751	0	1	3482	1103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	697	0	490	542	2751	0	1	3482	1103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	697	0	490	542	2751	0	1	3482	1103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.28	0.17	0.48	0.00	0.00	0.61	0.63
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	1.15	0.00	1.26	1.94	0.68	0.00	0.01	0.89	0.77
Delay/Veh:	0.0	0.0	0.0	166.0	0.0	209.2	520.4	15.7	0.0	84.8	26.6	10.7
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	166.0	0.0	209.2	520.4	15.7	0.0	84.8	26.6	10.7
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C	B
HCM2k95thQ:	0	0	0	40	0	70	61	47	0	0	77	50

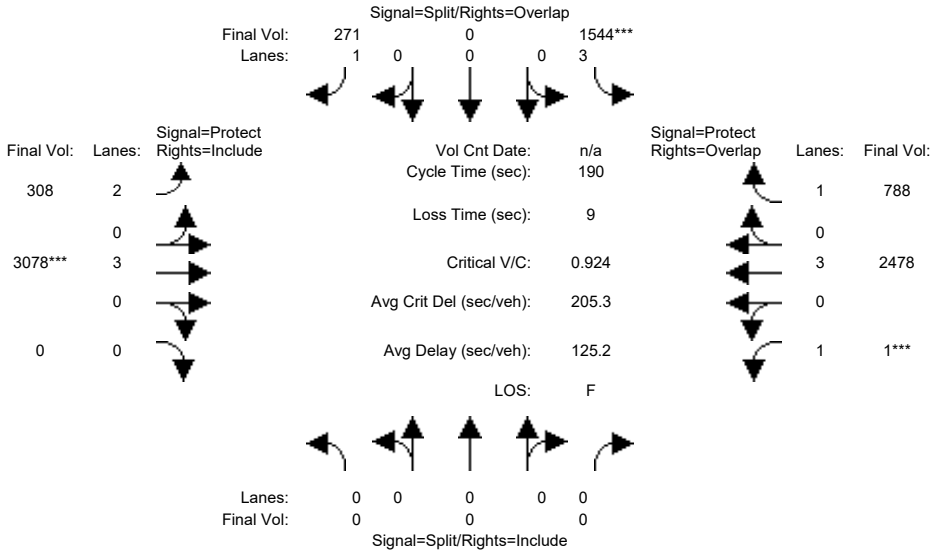
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #125: (53) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	5.9	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	1544	0	271	308	3848	0	1	3644	788
Growth Adj:	1.00	1.00	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	1544	0	271	308	3848	0	1	3644	788
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1544	0	271	308	3848	0	1	3644	788
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	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	1544	0	271	308	3078	0	1	2478	788
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1544	0	271	308	3078	0	1	2478	788
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1544	0	271	308	3078	0	1	2478	788
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.15	0.10	0.54	0.00	0.00	0.43	0.45
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	30.9	0.0	52.0	21.1	131	0.0	10.6	121	151.8
Volume/Cap:	0.00	0.00	0.00	2.09	0.00	0.57	0.88	0.78	0.00	0.01	0.68	0.56
Delay/Veh:	0.0	0.0	0.0	573.1	0.0	60.9	104.9	20.8	0.0	84.8	22.8	7.5
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	573.1	0.0	60.9	104.9	20.8	0.0	84.8	22.8	7.5
LOS by Move:	A	A	A	F	A	E	F	C	A	F	C	A
HCM2k95thQ:	0	0	0	117	0	26	24	62	0	0	46	29

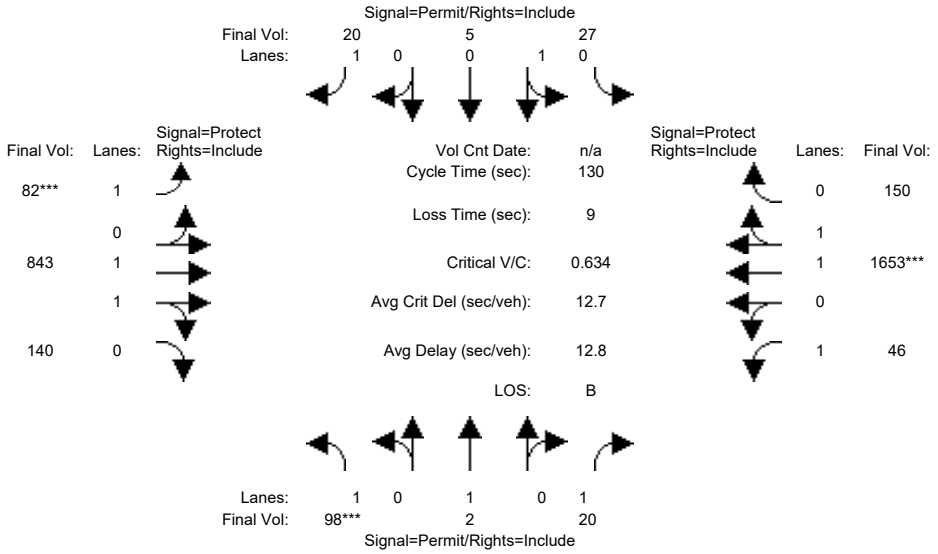
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #139: (35) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College 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:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9
Volume Module:												
Base Vol:	92	2	19	25	5	19	77	792	132	43	1554	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	2	19	25	5	19	77	792	132	43	1554	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	2	19	25	5	19	77	792	132	43	1554	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	98	2	20	27	5	20	82	843	140	46	1653	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	2	20	27	5	20	82	843	140	46	1653	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:	98	2	20	27	5	20	82	843	140	46	1653	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.83	0.17	1.00	1.00	1.71	0.29	1.00	1.83	0.17
Final Sat.:	1750	1900	1750	1500	300	1750	1750	3171	529	1750	3392	308
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.02	0.02	0.01	0.05	0.27	0.27	0.03	0.49	0.49
Crit Moves:	****						****				****	
Green Time:	11.5	11.5	11.5	11.5	11.5	11.5	9.6	91.1	91.1	18.5	99.9	99.9
Volume/Cap:	0.63	0.01	0.13	0.20	0.20	0.13	0.63	0.38	0.38	0.18	0.63	0.63
Delay/Veh:	65.6	54.1	55.1	55.6	55.6	55.1	68.4	8.0	8.0	49.5	7.3	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	54.1	55.1	55.6	55.6	55.1	68.4	8.0	8.0	49.5	7.3	7.3
LOS by Move:	E	D	E	E	E	E	E	A	A	D	A	A
HCM2k95thQ:	10	0	2	3	3	2	7	15	15	3	27	27

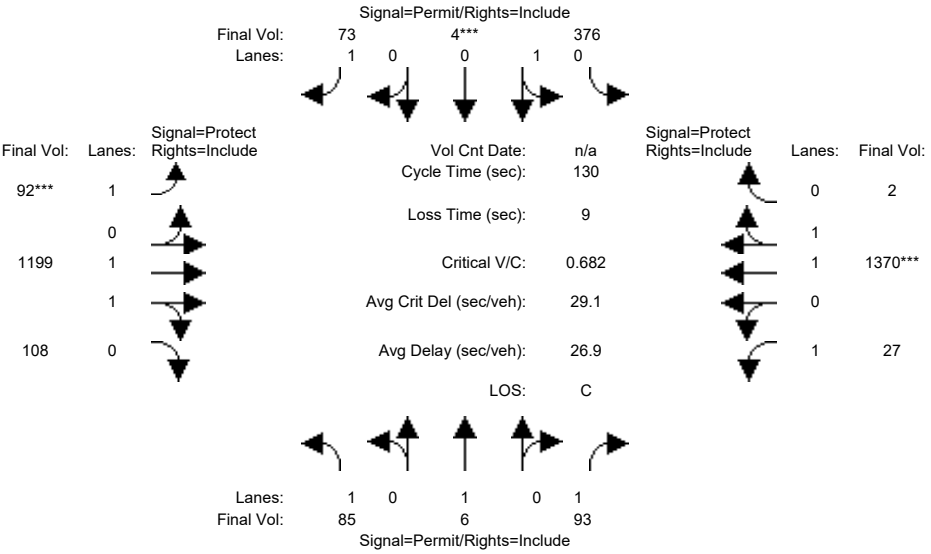
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #139: (35) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College 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:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9
Volume Module:												
Base Vol:	82	6	90	365	4	71	89	1163	105	26	1329	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	6	90	365	4	71	89	1163	105	26	1329	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	6	90	365	4	71	89	1163	105	26	1329	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	85	6	93	376	4	73	92	1199	108	27	1370	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	6	93	376	4	73	92	1199	108	27	1370	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	6	93	376	4	73	92	1199	108	27	1370	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.99	0.01	1.00	1.00	1.83	0.17	1.00	1.99	0.01
Final Sat.:	1750	1900	1750	1780	20	1750	1750	3393	306	1750	3694	6
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.21	0.21	0.04	0.05	0.35	0.35	0.02	0.37	0.37
Crit Moves:					****		****				****	
Green Time:	40.3	40.3	40.3	40.3	40.3	40.3	10.0	70.0	70.0	10.7	70.7	70.7
Volume/Cap:	0.16	0.01	0.17	0.68	0.68	0.13	0.68	0.66	0.66	0.19	0.68	0.68
Delay/Veh:	32.7	31.1	32.8	42.7	42.7	32.4	71.8	22.2	22.2	56.2	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	31.1	32.8	42.7	42.7	32.4	71.8	22.2	22.2	56.2	22.5	22.5
LOS by Move:	C	C	C	D	D	C	E	C	C	E	C	C
HCM2k95thQ:	5	0	6	26	26	5	8	32	32	2	34	34

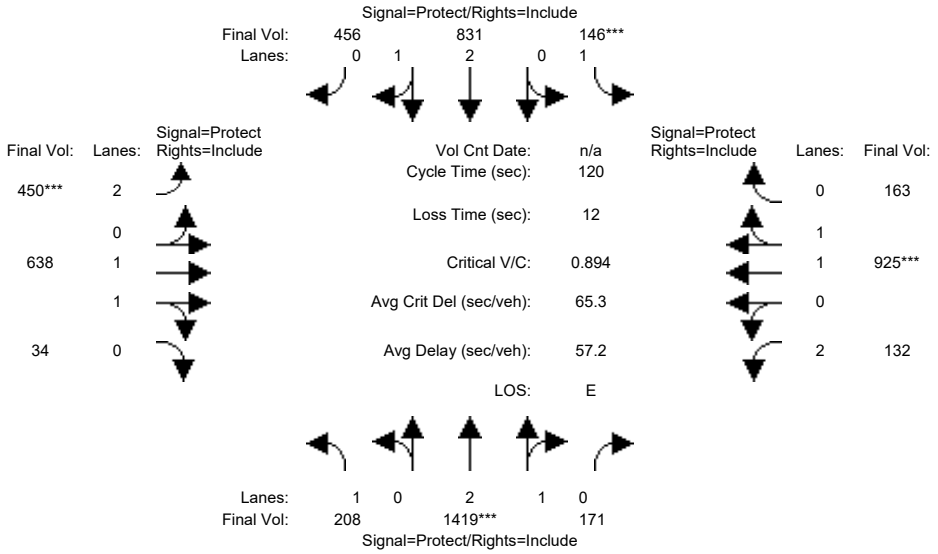
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #1200: (30) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module:												
Base Vol:	208	1419	171	146	831	456	450	638	34	132	925	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:	208	1419	171	146	831	456	450	638	34	132	925	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1419	171	146	831	456	450	638	34	132	925	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:	208	1419	171	146	831	456	450	638	34	132	925	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1419	171	146	831	456	450	638	34	132	925	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:	208	1419	171	146	831	456	450	638	34	132	925	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.67	0.33	1.00	2.00	1.00	2.00	1.90	0.10	2.00	1.69	0.31
Final Sat.:	1750	4997	602	1750	3800	1750	3150	3513	187	3150	3145	554
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.28	0.08	0.22	0.26	0.14	0.18	0.18	0.04	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	21.3	34.7	34.7	20.0	33.3	33.3	17.4	31.6	31.6	21.7	35.9	35.9
Volume/Cap:	0.67	0.98	0.98	0.50	0.79	0.94	0.98	0.69	0.69	0.23	0.98	0.98
Delay/Veh:	51.6	60.8	60.8	46.8	42.7	54.7	88.6	41.9	41.9	42.2	64.7	64.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	60.8	60.8	46.8	42.7	54.7	88.6	41.9	41.9	42.2	64.7	64.7
LOS by Move:	D	E	E	D	D	D	F	D	D	D	E	E
HCM2k95thQ:	14	34	34	10	26	34	20	20	20	5	39	39

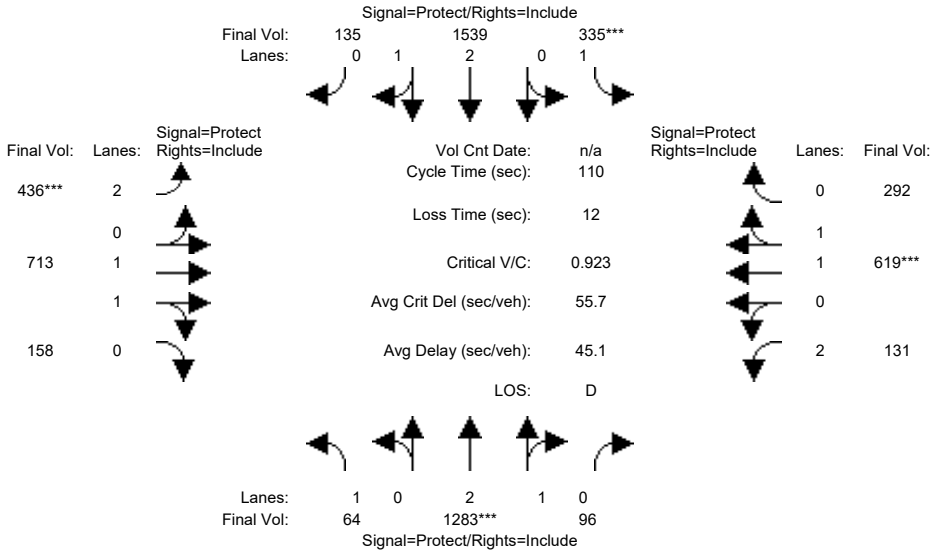
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
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2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #1200: (30) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	1283	96	335	1539	135	436	713	158	131	619	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1283	96	335	1539	135	436	713	158	131	619	292
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1283	96	335	1539	135	436	713	158	131	619	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1283	96	335	1539	135	436	713	158	131	619	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1283	96	335	1539	135	436	713	158	131	619	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1283	96	335	1539	135	436	713	158	131	619	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.78	0.22	1.00	2.75	0.25	2.00	1.63	0.37	2.00	1.34	0.66
Final Sat.:	1750	5210	390	1750	5148	452	3150	3028	671	3150	2513	1186
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.19	0.30	0.30	0.14	0.24	0.24	0.04	0.25	0.25
Crit Moves:		****		****			****				****	
Green Time:	9.2	29.3	29.3	22.8	43.0	43.0	16.5	36.1	36.1	9.8	29.3	29.3
Volume/Cap:	0.44	0.92	0.92	0.92	0.76	0.76	0.92	0.72	0.72	0.47	0.92	0.92
Delay/Veh:	50.1	49.1	49.1	71.3	30.8	30.8	69.9	34.6	34.6	48.9	53.0	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	49.1	49.1	71.3	30.8	30.8	69.9	34.6	34.6	48.9	53.0	53.0
LOS by Move:	D	D	D	E	C	C	E	C	C	D	D	D
HCM2k95thQ:	4	30	30	23	29	29	18	23	23	5	30	30

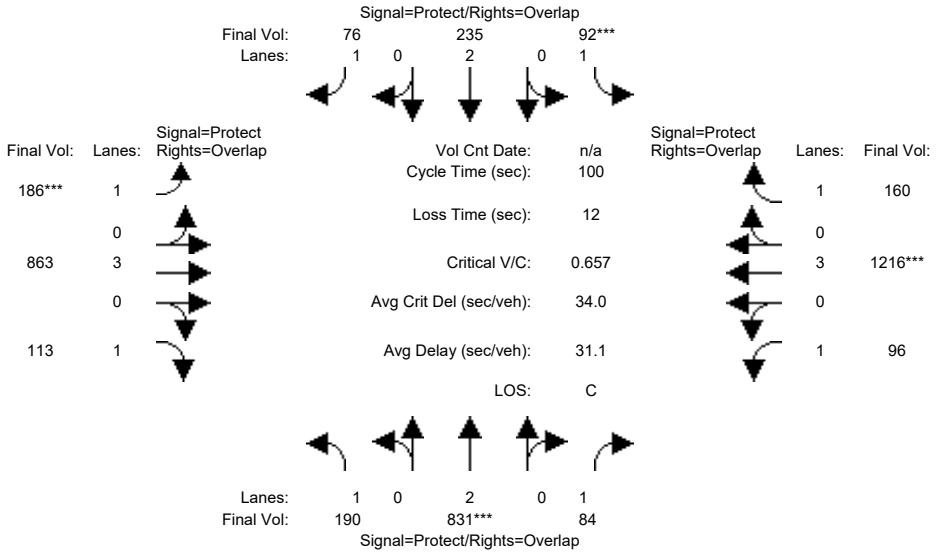
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #1201: (34) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5
Volume Module:												
Base Vol:	190	831	84	92	235	76	186	863	113	96	1216	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:	190	831	84	92	235	76	186	863	113	96	1216	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	831	84	92	235	76	186	863	113	96	1216	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:	190	831	84	92	235	76	186	863	113	96	1216	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	831	84	92	235	76	186	863	113	96	1216	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:	190	831	84	92	235	76	186	863	113	96	1216	160
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	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	5700	1900	1900	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.04	0.05	0.06	0.04	0.10	0.15	0.06	0.05	0.21	0.08
Crit Moves:		****		****			****				****	
Green Time:	25.1	33.3	45.1	7.4	15.5	30.4	14.9	35.5	60.6	11.8	32.5	39.8
Volume/Cap:	0.40	0.66	0.10	0.66	0.40	0.13	0.66	0.43	0.10	0.43	0.66	0.21
Delay/Veh:	33.6	31.2	16.0	66.7	40.0	25.7	51.5	25.2	8.4	46.7	30.8	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	31.2	16.0	66.7	40.0	25.7	51.5	25.2	8.4	46.7	30.8	20.4
LOS by Move:	C	C	B	E	D	C	D	C	A	D	C	C
HCM2k95thQ:	9	19	3	6	7	4	11	12	3	6	17	6

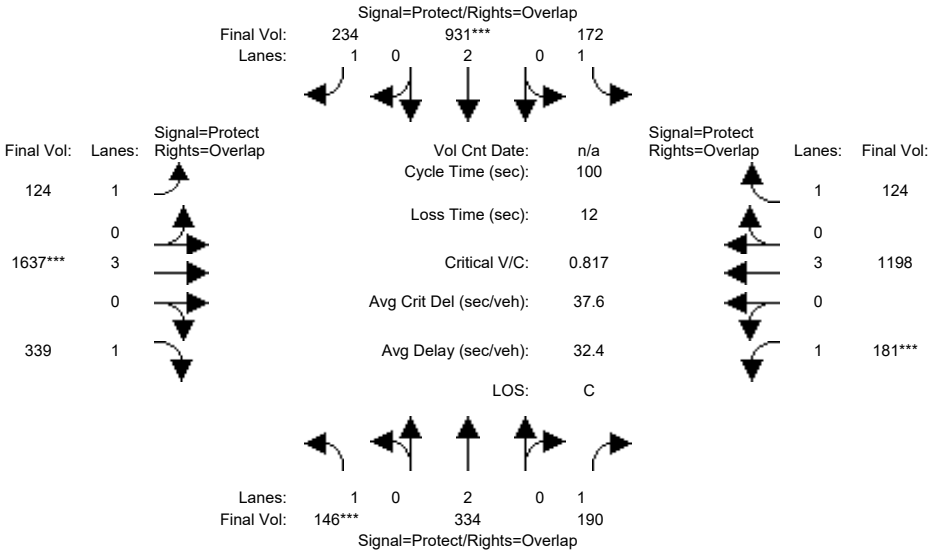
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #1201: (34) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15 - 6:15 PM												
Base Vol:	146	334	190	172	931	234	124	1637	339	181	1198	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	334	190	172	931	234	124	1637	339	181	1198	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	334	190	172	931	234	124	1637	339	181	1198	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	334	190	172	931	234	124	1637	339	181	1198	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	334	190	172	931	234	124	1637	339	181	1198	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	334	190	172	931	234	124	1637	339	181	1198	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.11	0.10	0.25	0.13	0.07	0.29	0.19	0.10	0.21	0.07
Crit Moves:	****				****			****			****	
Green Time:	10.2	20.3	32.9	19.9	30.0	42.0	12.1	35.1	45.4	12.7	35.8	55.7
Volume/Cap:	0.82	0.43	0.33	0.49	0.82	0.32	0.59	0.82	0.43	0.82	0.59	0.13
Delay/Veh:	68.5	35.2	25.6	36.7	37.2	19.6	45.9	32.2	18.9	63.1	26.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.5	35.2	25.6	36.7	37.2	19.6	45.9	32.2	18.9	63.1	26.6	10.6
LOS by Move:	E	D	C	D	D	B	D	C	B	E	C	B
HCM2k95thQ:	10	8	9	9	23	10	7	26	14	11	17	4

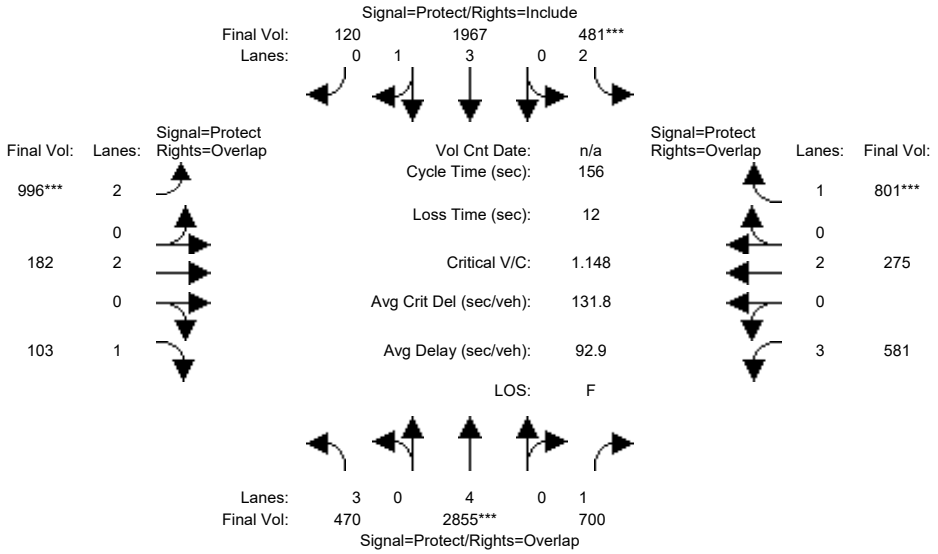
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #1206: (26) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	37	37	10	37	37	4	10	10	5	10	10
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	470	2855	700	481	1967	120	996	182	103	581	275	801
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	2855	700	481	1967	120	996	182	103	581	275	801
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	2855	700	481	1967	120	996	182	103	581	275	801
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	2855	700	481	1967	120	996	182	103	581	275	801
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	2855	700	481	1967	120	996	182	103	581	275	801
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	470	2855	700	481	1967	120	996	182	103	581	275	801
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:	3.00	4.00	1.00	2.00	3.77	0.23	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	5700	7600	1900	3800	7163	437	3800	3800	1900	5700	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.38	0.37	0.13	0.27	0.27	0.26	0.05	0.05	0.10	0.07	0.42
Crit Moves:		****		****			****					****
Green Time:	15.8	51.1	97.6	17.2	52.5	52.5	35.6	29.2	45.0	46.5	40.1	57.3
Volume/Cap:	0.82	1.15	0.59	1.15	0.82	0.82	1.15	0.26	0.19	0.34	0.28	1.15
Delay/Veh:	80.8	124	19.5	160.2	50.3	50.3	140.0	55.0	42.5	43.3	47.1	131.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	124	19.5	160.2	50.3	50.3	140.0	55.0	42.5	43.3	47.1	131.9
LOS by Move:	F	F	B	F	D	D	F	D	D	D	D	F
HCM2k95thQ:	15	78	33	24	34	34	55	8	8	13	10	85

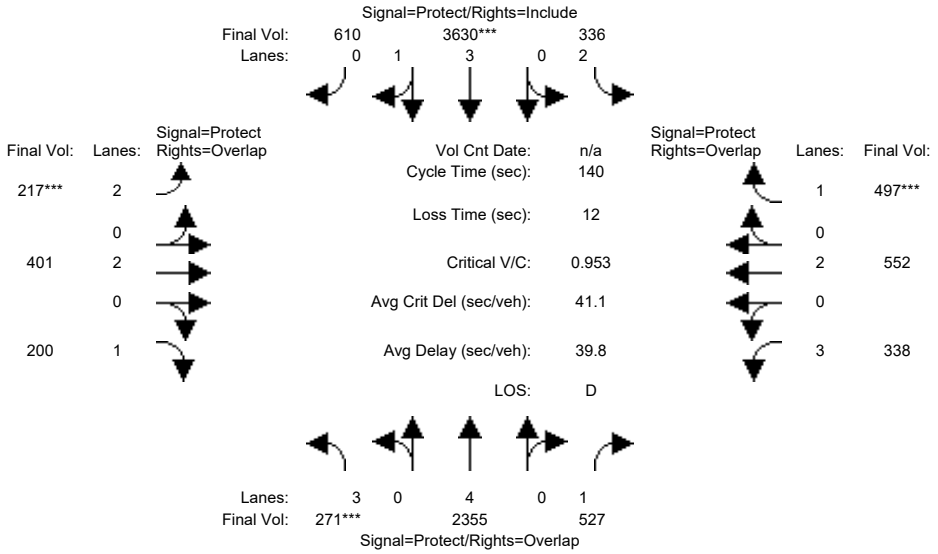
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #1206: (26) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	37	37	7	37	37	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	271	2355	527	336	3630	610	217	401	200	338	552	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	2355	527	336	3630	610	217	401	200	338	552	497
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	2355	527	336	3630	610	217	401	200	338	552	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	2355	527	336	3630	610	217	401	200	338	552	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	2355	527	336	3630	610	217	401	200	338	552	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	2355	527	336	3630	610	217	401	200	338	552	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.40	0.60	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6419	1079	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.30	0.11	0.57	0.57	0.07	0.11	0.11	0.07	0.15	0.28
Crit Moves:	****				****		****					****
Green Time:	8.7	68.3	83.3	23.5	83.1	83.1	10.1	21.2	30.0	14.9	26.1	49.6
Volume/Cap:	0.95	0.64	0.51	0.64	0.95	0.95	0.95	0.70	0.53	0.70	0.78	0.80
Delay/Veh:	106.0	27.0	16.9	56.8	32.6	32.6	111.1	60.0	50.3	64.7	59.8	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.0	27.0	16.9	56.8	32.6	32.6	111.1	60.0	50.3	64.7	59.8	48.2
LOS by Move:	F	C	B	E	C	C	F	E	D	E	E	D
HCM2k95thQ:	11	32	25	14	63	63	13	16	15	11	21	35

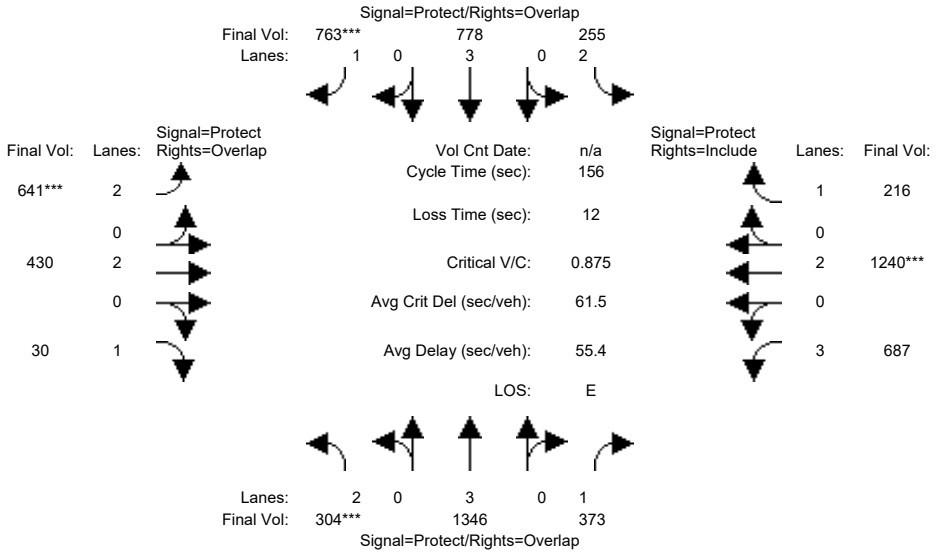
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #1207: (23) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	304	1346	373	255	778	763	641	430	30	687	1240	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	1346	373	255	778	763	641	430	30	687	1240	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	1346	373	255	778	763	641	430	30	687	1240	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	1346	373	255	778	763	641	430	30	687	1240	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	1346	373	255	778	763	641	430	30	687	1240	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	1346	373	255	778	763	641	430	30	687	1240	216
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3800	5700	1900	3800	5700	1900	3800	3800	1900	5700	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.20	0.07	0.14	0.40	0.17	0.11	0.02	0.12	0.33	0.11
Crit Moves:	****					****	****				****	
Green Time:	14.3	43.4	88.9	12.3	41.5	71.6	30.1	42.7	57.0	45.5	58.2	58.2
Volume/Cap:	0.88	0.85	0.34	0.85	0.51	0.88	0.88	0.41	0.04	0.41	0.88	0.30
Delay/Veh:	95.1	59.0	18.8	95.5	49.9	50.1	75.0	47.6	32.0	45.3	53.4	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.1	59.0	18.8	95.5	49.9	50.1	75.0	47.6	32.0	45.3	53.4	35.7
LOS by Move:	F	E	B	F	D	D	E	D	C	D	D	D
HCM2k95thQ:	15	36	17	12	18	57	23	14	2	15	47	13

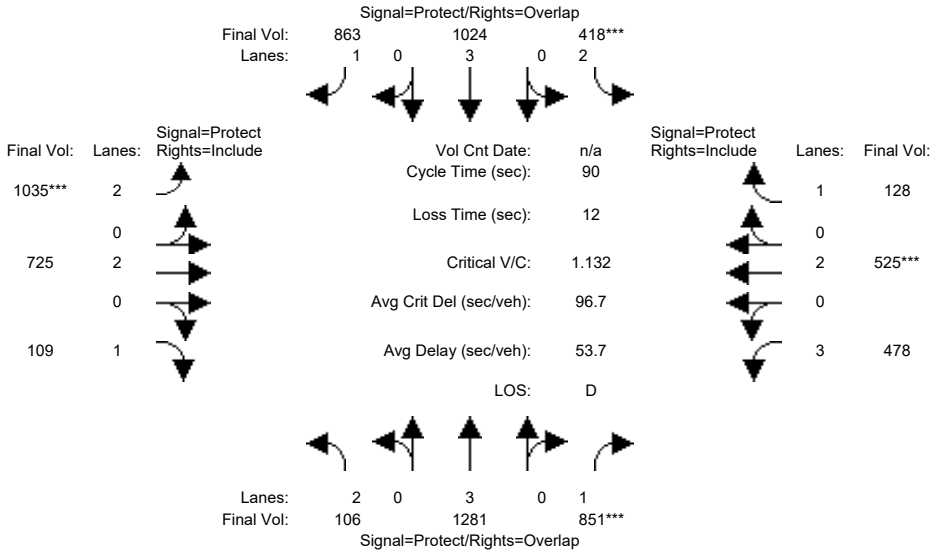
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #1207: (23) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	1281	851	418	1024	863	1035	725	109	478	525	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	1281	851	418	1024	863	1035	725	109	478	525	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1281	851	418	1024	863	1035	725	109	478	525	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1281	851	418	1024	863	1035	725	109	478	525	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1281	851	418	1024	863	1035	725	109	478	525	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	1281	851	418	1024	863	1035	725	109	478	525	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.49	0.13	0.18	0.49	0.33	0.19	0.06	0.11	0.14	0.07
Crit Moves:			****	****			****				****	
Green Time:	12.4	30.3	43.5	10.6	28.5	54.7	26.1	23.9	23.9	13.2	11.0	11.0
Volume/Cap:	0.25	0.67	1.01	1.13	0.57	0.81	1.13	0.72	0.23	0.72	1.13	0.60
Delay/Veh:	35.0	26.4	55.7	127.3	26.0	18.5	104.9	32.5	26.1	40.4	123	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	26.4	55.7	127.3	26.0	18.5	104.9	32.5	26.1	40.4	123	42.1
LOS by Move:	C	C	E	F	C	B	F	C	C	D	F	D
HCM2k95thQ:	3	19	51	20	14	33	41	16	5	11	22	7

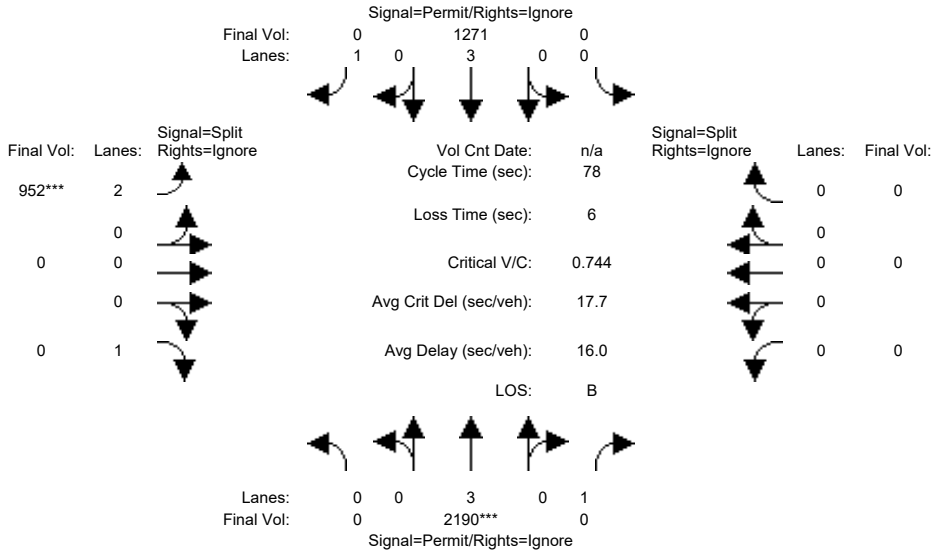
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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Intersection #1208: (28) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	12	0	12	0	0	0
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	5.2	4.0	5.2	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2190	248	0	1271	816	952	0	531	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	2190	248	0	1271	816	952	0	531	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2190	248	0	1271	816	952	0	531	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2190	0	0	1271	0	952	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2190	0	0	1271	0	952	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2190	0	0	1271	0	952	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.22	0.00	0.30	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	40.3	0.0	0.0	40.3	0.0	31.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.74	0.00	0.00	0.43	0.00	0.74	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	15.9	0.0	0.0	11.8	0.0	22.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.9	0.0	0.0	11.8	0.0	22.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	A	A	A	A
HCM2k95thQ:	0	24	0	0	12	0	24	0	0	0	0	0

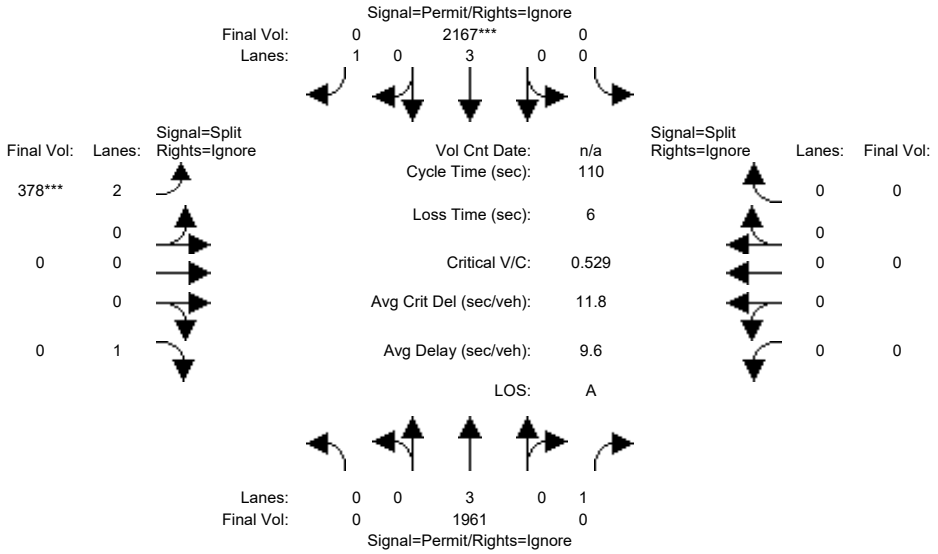
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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Intersection #1208: (28) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1961	789	0	2167	1336	378	0	337	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	1961	789	0	2167	1336	378	0	337	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1961	789	0	2167	1336	378	0	337	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1961	0	0	2167	0	378	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1961	0	0	2167	0	378	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1961	0	0	2167	0	378	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.38	0.00	0.12	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	79.0	0.0	0.0	79.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.00	0.00	0.53	0.00	0.53	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.7	0.0	0.0	7.2	0.0	38.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.7	0.0	0.0	7.2	0.0	38.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	17	0	0	20	0	14	0	0	0	0	0

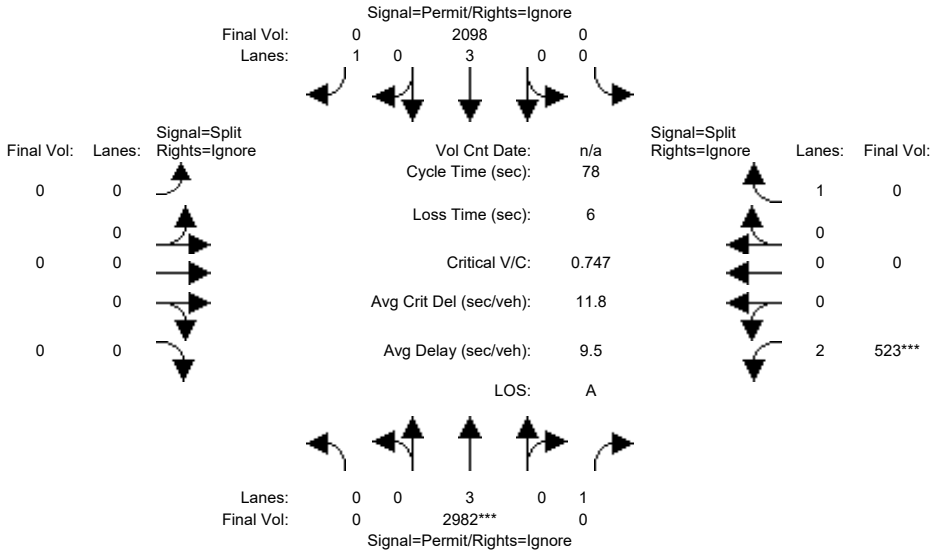
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

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2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #1209: (27) GREAT AMERICA/101 NB



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	20	20	0	20	20	0	0	0	6	0	6
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	4.0	4.0	4.0	5.5	4.0	5.5
Volume Module:												
Base Vol:	0	2982	152	0	2098	499	0	0	0	523	0	2077
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2982	152	0	2098	499	0	0	0	523	0	2077
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2982	152	0	2098	499	0	0	0	523	0	2077
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2982	0	0	2098	0	0	0	0	523	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2982	0	0	2098	0	0	0	0	523	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2982	0	0	2098	0	0	0	0	523	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	54.7	0.0	0.0	54.7	0.0	0.0	0.0	0.0	17.3	0.0	0.0
Volume/Cap:	0.00	0.75	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.75	0.00	0.00
Delay/Veh:	0.0	8.1	0.0	0.0	5.7	0.0	0.0	0.0	0.0	32.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	0.0	0.0	5.7	0.0	0.0	0.0	0.0	32.7	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	0	26	0	0	15	0	0	0	0	17	0	0

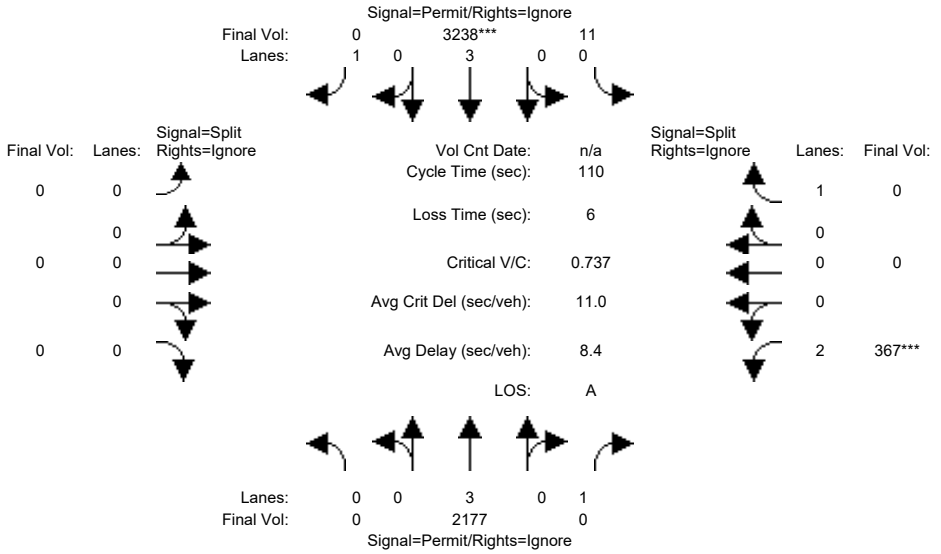
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
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Intersection #1209: (27) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00 - 6:00 PM												
Base Vol:	0	2177	298	11	3238	1284	0	0	0	367	0	1185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2177	298	11	3238	1284	0	0	0	367	0	1185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2177	298	11	3238	1284	0	0	0	367	0	1185
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2177	0	11	3238	0	0	0	0	367	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2177	0	11	3238	0	0	0	0	367	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2177	0	11	3238	0	0	0	0	367	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.01	2.99	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	19	5581	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.58	0.58	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	86.6	0.0	86.6	86.6	0.0	0.0	0.0	0.0	17.4	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.74	0.74	0.00	0.00	0.00	0.00	0.74	0.00	0.00
Delay/Veh:	0.0	4.1	0.0	6.6	6.6	0.0	0.0	0.0	0.0	49.8	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.1	0.0	6.6	6.6	0.0	0.0	0.0	0.0	49.8	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	16	0	33	33	0	0	0	0	16	0	0

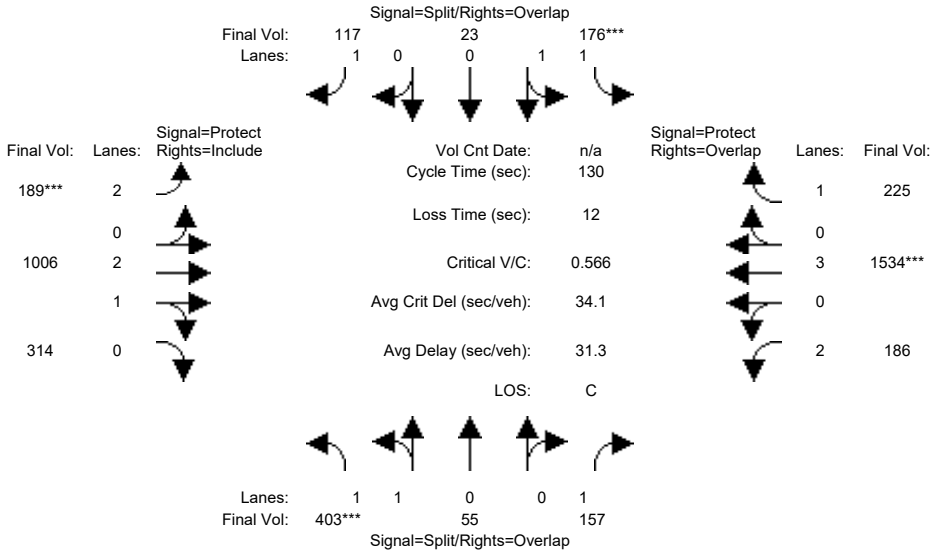
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #1214: (9) LAWRENCE RAMPS / EL CAMINO REAL



Street Name:	LAWRENCE RAMPS						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	403	55	157	176	23	117	189	1006	314	186	1534	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	403	55	157	176	23	117	189	1006	314	186	1534	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	55	157	176	23	117	189	1006	314	186	1534	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	55	157	176	23	117	189	1006	314	186	1534	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	55	157	176	23	117	189	1006	314	186	1534	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	55	157	176	23	117	189	1006	314	186	1534	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.76	0.24	1.00	1.77	0.23	1.00	2.00	2.26	0.74	2.00	3.00	1.00
Final Sat.:	3124	426	1750	3140	410	1750	3150	4266	1332	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.09	0.06	0.06	0.07	0.06	0.24	0.24	0.06	0.27	0.13
Crit Moves:	****			****			****				****	
Green Time:	29.6	29.6	44.7	12.9	12.9	26.6	13.8	60.4	60.4	15.1	61.8	74.6
Volume/Cap:	0.57	0.57	0.26	0.57	0.57	0.33	0.57	0.51	0.51	0.51	0.57	0.22
Delay/Veh:	45.5	45.5	31.0	58.1	58.1	44.6	57.6	24.5	24.5	55.1	24.8	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	45.5	31.0	58.1	58.1	44.6	57.6	24.5	24.5	55.1	24.8	13.6
LOS by Move:	D	D	C	E	E	D	E	C	C	E	C	B
HCM2k95thQ:	16	16	9	8	8	8	9	22	22	8	25	9

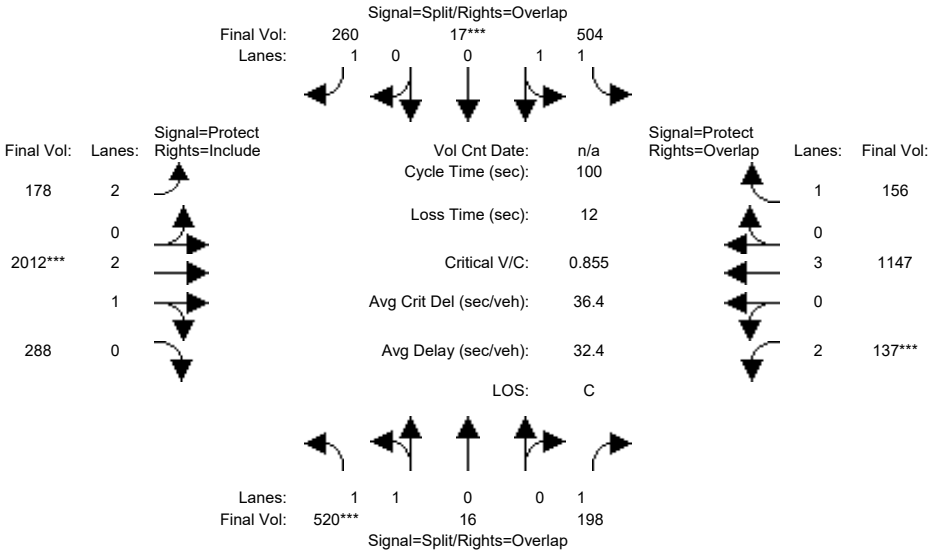
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #1214: (9) LAWRENCE RAMPS / EL CAMINO REAL



Street Name:	LAWRENCE RAMPS						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	16	198	504	17	260	178	2012	288	137	1147	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:	520	16	198	504	17	260	178	2012	288	137	1147	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	16	198	504	17	260	178	2012	288	137	1147	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:	520	16	198	504	17	260	178	2012	288	137	1147	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	16	198	504	17	260	178	2012	288	137	1147	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:	520	16	198	504	17	260	178	2012	288	137	1147	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.94	0.06	1.00	1.94	0.06	1.00	2.00	2.61	0.39	2.00	3.00	1.00
Final Sat.:	3444	106	1750	3434	116	1750	3150	4898	701	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.11	0.15	0.15	0.15	0.06	0.41	0.41	0.04	0.20	0.09
Crit Moves:	****				****			****			****	
Green Time:	17.3	17.3	24.3	16.8	16.8	30.7	13.9	47.0	47.0	7.0	40.0	56.8
Volume/Cap:	0.87	0.87	0.47	0.87	0.87	0.48	0.41	0.87	0.87	0.62	0.50	0.16
Delay/Veh:	53.6	53.6	33.2	54.2	54.2	28.9	39.9	27.5	27.5	50.6	22.7	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	53.6	33.2	54.2	54.2	28.9	39.9	27.5	27.5	50.6	22.7	10.3
LOS by Move:	D	D	C	D	D	C	D	C	C	D	C	B
HCM2k95thQ:	18	18	11	18	18	13	6	39	39	5	16	5

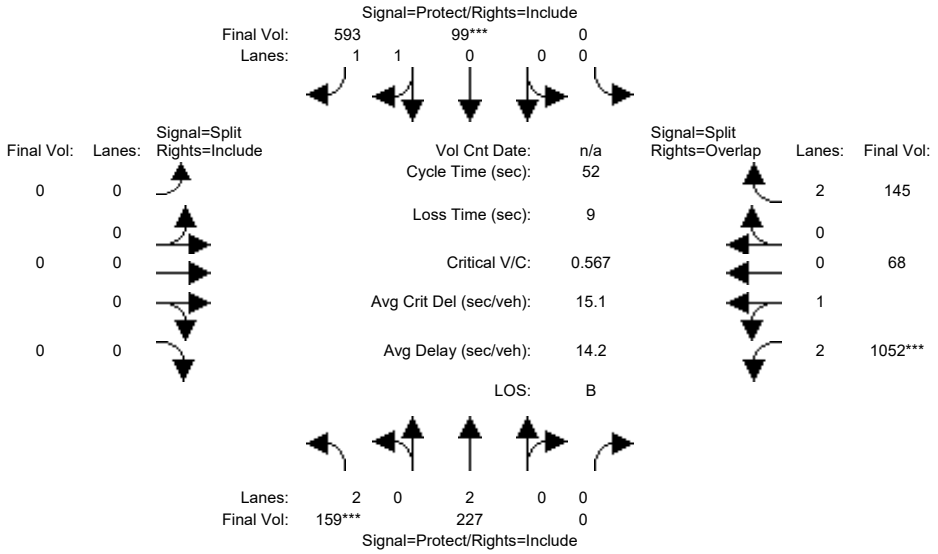
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #3028: (18) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	159	227	0	0	99	593	0	0	0	1052	68	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:	159	227	0	0	99	593	0	0	0	1052	68	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	227	0	0	99	593	0	0	0	1052	68	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:	159	227	0	0	99	593	0	0	0	1052	68	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	227	0	0	99	593	0	0	0	1052	68	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:	159	227	0	0	99	593	0	0	0	1052	68	145
Saturation 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	0.95	0.95	0.92	1.00	0.92	0.86	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.29	1.71	0.00	0.00	0.00	2.83	0.17	2.00
Final Sat.:	3150	3800	0	0	515	3085	0	0	0	4647	300	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.23	0.23	0.05
Crit Moves:	****				****					****		
Green Time:	7.0	23.5	0.0	0.0	16.5	16.5	0.0	0.0	0.0	19.5	19.5	19.5
Volume/Cap:	0.37	0.13	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.60	0.60	0.12
Delay/Veh:	21.1	8.3	0.0	0.0	15.9	15.9	0.0	0.0	0.0	13.7	13.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	8.3	0.0	0.0	15.9	15.9	0.0	0.0	0.0	13.7	13.7	10.7
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2k95thQ:	3	2	0	0	10	10	0	0	0	12	12	2

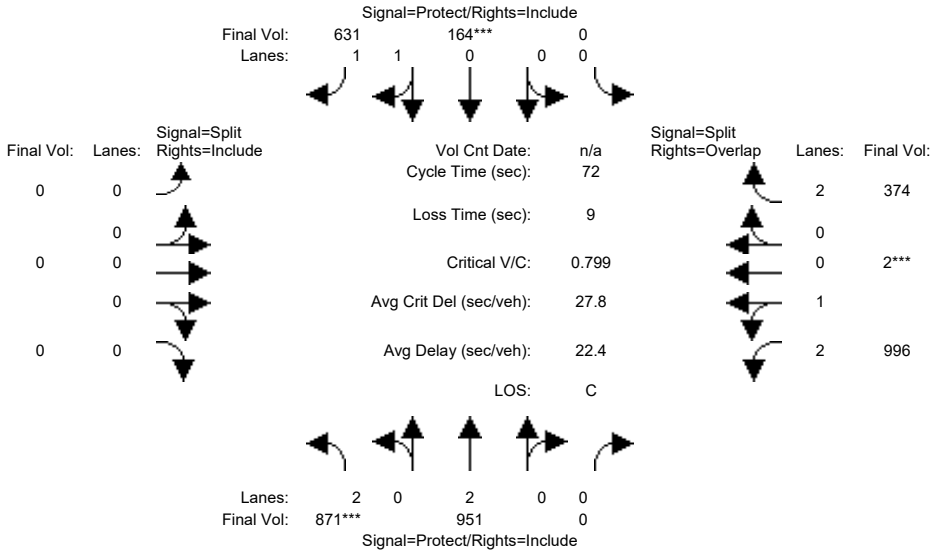
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #3028: (18) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	871	951	0	0	164	631	0	0	0	996	2	374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	871	951	0	0	164	631	0	0	0	996	2	374
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	871	951	0	0	164	631	0	0	0	996	2	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	871	951	0	0	164	631	0	0	0	996	2	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	871	951	0	0	164	631	0	0	0	996	2	374
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	871	951	0	0	164	631	0	0	0	996	2	374
Saturation 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	0.95	0.95	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.41	1.59	0.00	0.00	0.00	2.99	0.01	2.00
Final Sat.:	3150	3800	0	0	743	2857	0	0	0	4940	10	3150
Capacity Analysis Module:												
Vol/Sat:	0.28	0.25	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.20	0.20	0.12
Crit Moves:	****				****						****	
Green Time:	24.9	44.8	0.0	0.0	19.9	19.9	0.0	0.0	0.0	18.2	18.2	18.2
Volume/Cap:	0.80	0.40	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.80	0.80	0.47
Delay/Veh:	25.5	7.0	0.0	0.0	28.8	28.8	0.0	0.0	0.0	28.9	28.9	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	7.0	0.0	0.0	28.8	28.8	0.0	0.0	0.0	28.9	28.9	23.3
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	C
HCM2k95thQ:	19	10	0	0	17	17	0	0	0	19	19	9

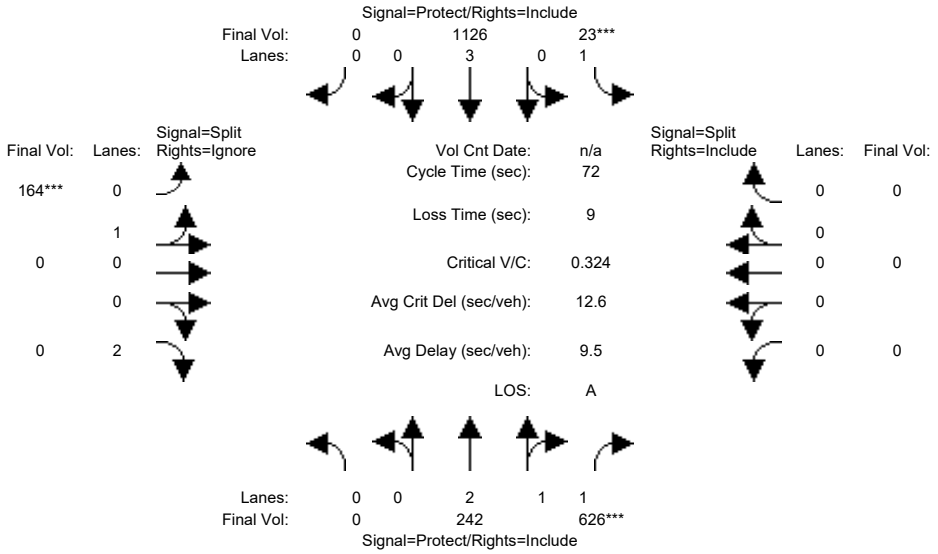
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
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Intersection #3029: (19) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	242	626	23	1126	0	164	0	2041	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	242	626	23	1126	0	164	0	2041	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	242	626	23	1126	0	164	0	2041	0	0	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	242	626	23	1126	0	164	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	242	626	23	1126	0	164	0	0	0	0	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	242	626	23	1126	0	164	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.18	0.01	0.20	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	37.1	37.1	7.0	44.1	0.0	18.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.35	0.14	0.32	0.00	0.35	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.0	10.4	30.1	6.8	0.0	22.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.0	10.4	30.1	6.8	0.0	22.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	B	C	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	3	8	1	8	0	7	0	0	0	0	0

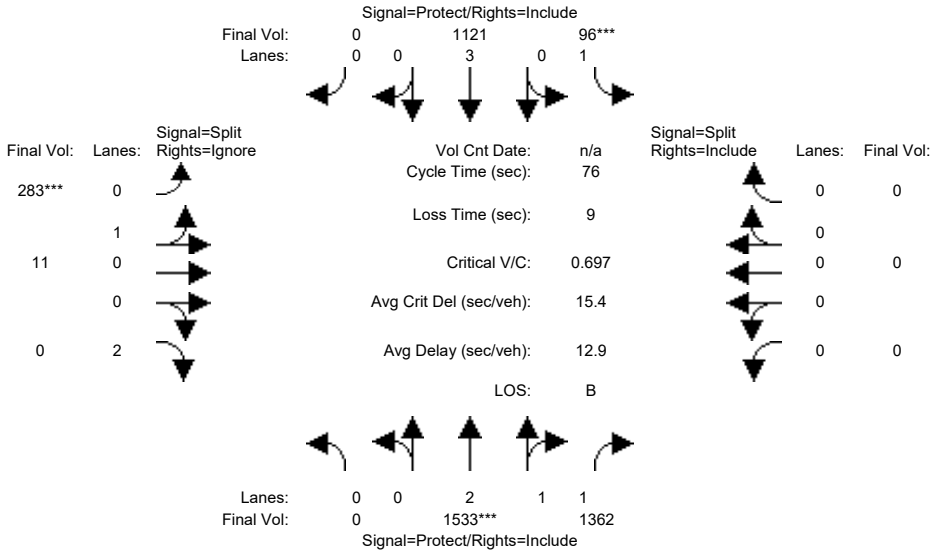
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #3029: (19) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1533	1362	96	1121	0	283	11	349	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	1533	1362	96	1121	0	283	11	349	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1533	1362	96	1121	0	283	11	349	0	0	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	1533	1362	96	1121	0	283	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1533	1362	96	1121	0	283	11	0	0	0	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	1533	1362	96	1121	0	283	11	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.04	1.96	1.00	3.00	0.00	0.96	0.04	2.00	0.00	0.00	0.00
Final Sat.:	0	3868	3437	1750	5700	0	1733	67	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.05	0.20	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	42.5	42.5	7.0	49.5	0.0	17.5	17.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	0.71	0.60	0.30	0.00	0.71	0.71	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.8	12.8	39.1	5.8	0.0	32.5	32.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.8	12.8	39.1	5.8	0.0	32.5	32.5	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	21	21	5	7	0	15	15	0	0	0	0

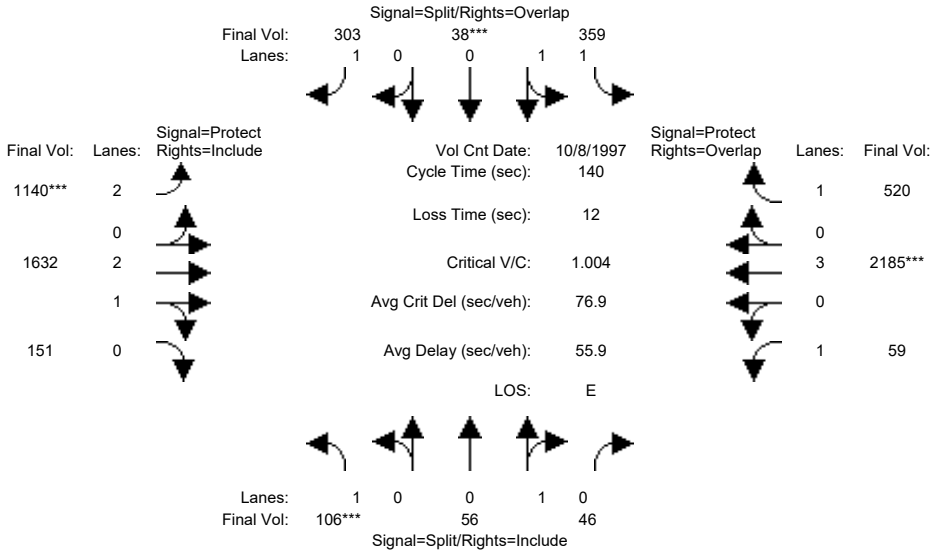
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #3096: (56) DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Oct 1997 << 0.760												
Base Vol:	106	56	46	359	38	303	1140	1632	151	59	2185	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	56	46	359	38	303	1140	1632	151	59	2185	520
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	56	46	359	38	303	1140	1632	151	59	2185	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	56	46	359	38	303	1140	1632	151	59	2185	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	56	46	359	38	303	1140	1632	151	59	2185	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	56	46	359	38	303	1140	1632	151	59	2185	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.55	0.45	1.81	0.19	1.00	2.00	2.74	0.26	1.00	3.00	1.00
Final Sat.:	1750	988	812	3210	340	1750	3150	5125	474	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.17	0.36	0.32	0.32	0.03	0.38	0.30
Crit Moves:	****				****		****				****	
Green Time:	11.0	11.0	11.0	13.7	13.7	61.7	48.0	84.1	84.1	19.1	55.2	55.2
Volume/Cap:	0.77	0.72	0.72	1.14	1.14	0.39	1.06	0.53	0.53	0.25	0.97	0.75
Delay/Veh:	96.5	90.0	90.0	155.9	156	28.0	89.2	17.0	17.0	56.5	55.1	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	90.0	90.0	155.9	156	28.0	89.2	17.0	17.0	56.5	55.1	44.0
LOS by Move:	F	F	F	F	F	C	F	B	B	E	E	D
HCM2k95thQ:	12	11	11	23	23	17	63	26	26	5	51	32

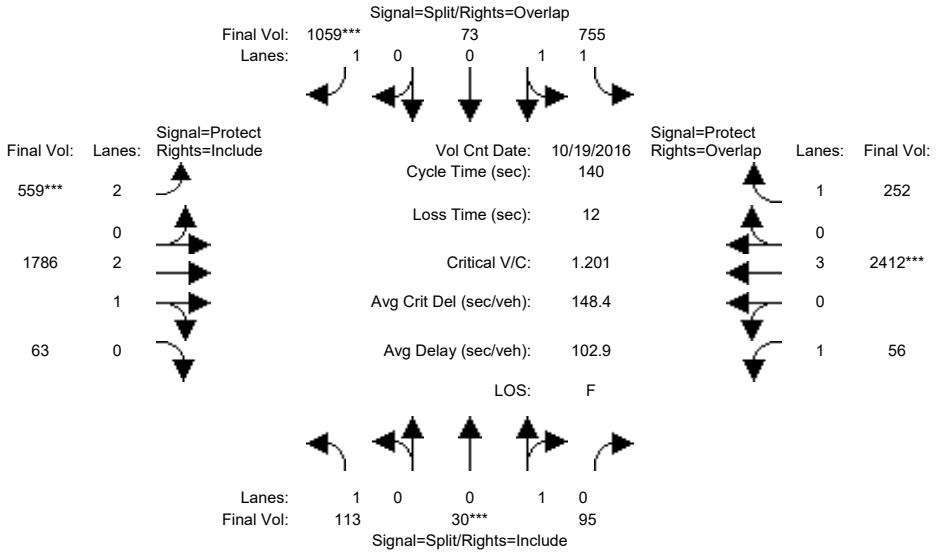
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #3096: (56) DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Oct 2016 << 5:15 - 6:15 PM												
Base Vol:	113	30	95	755	73	1059	559	1786	63	56	2412	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	30	95	755	73	1059	559	1786	63	56	2412	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	30	95	755	73	1059	559	1786	63	56	2412	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	30	95	755	73	1059	559	1786	63	56	2412	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	30	95	755	73	1059	559	1786	63	56	2412	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	30	95	755	73	1059	559	1786	63	56	2412	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.24	0.76	1.83	0.17	1.00	2.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1750	432	1368	3237	313	1750	3150	5409	191	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.23	0.23	0.61	0.18	0.33	0.33	0.03	0.42	0.14
Crit Moves:		****				****	****				****	
Green Time:	10.4	10.4	10.4	46.3	46.3	70.2	23.8	58.1	58.1	13.1	47.4	47.4
Volume/Cap:	0.87	0.93	0.93	0.71	0.71	1.21	1.04	0.80	0.80	0.34	1.25	0.43
Delay/Veh:	106.4	122	122.5	42.9	42.9	138.7	108.9	37.8	37.8	60.7	163	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.4	122	122.5	42.9	42.9	138.7	108.9	37.8	37.8	60.7	163	36.3
LOS by Move:	F	F	F	D	D	F	F	D	D	E	F	D
HCM2k95thQ:	14	16	16	29	29	111	32	40	40	5	82	16

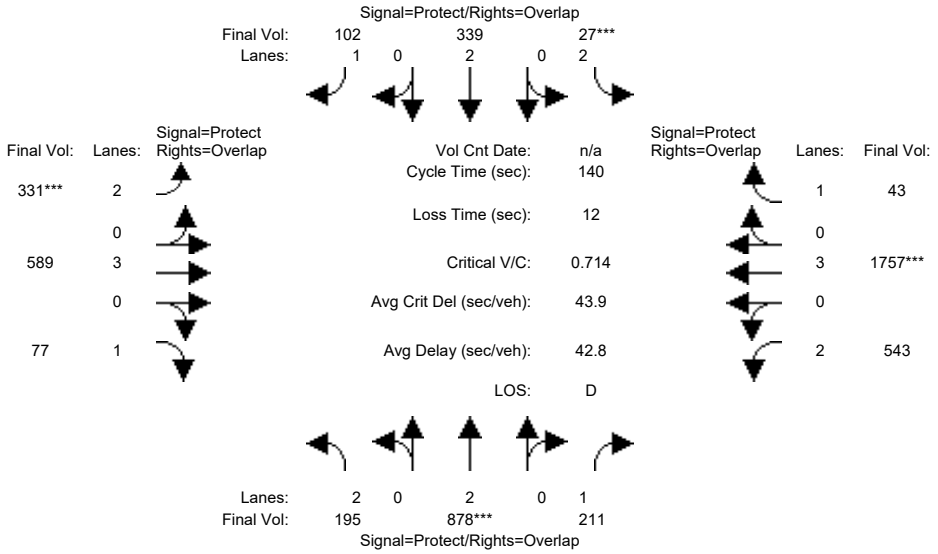
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #3098: (58) FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	0.791											
Base Vol:	195	878	211	27	339	102	331	589	77	543	1757	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	878	211	27	339	102	331	589	77	543	1757	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	878	211	27	339	102	331	589	77	543	1757	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	878	211	27	339	102	331	589	77	543	1757	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	878	211	27	339	102	331	589	77	543	1757	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	878	211	27	339	102	331	589	77	543	1757	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.12	0.01	0.09	0.06	0.11	0.10	0.04	0.17	0.31	0.02
Crit Moves:		****		****			****				****	
Green Time:	20.6	43.4	91.9	7.0	29.7	49.5	19.7	29.1	49.7	48.5	57.9	64.9
Volume/Cap:	0.42	0.75	0.18	0.17	0.42	0.16	0.75	0.50	0.12	0.50	0.75	0.05
Delay/Veh:	57.0	47.7	9.7	66.1	49.3	31.7	68.6	50.5	30.9	37.7	37.0	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	47.7	9.7	66.1	49.3	31.7	68.6	50.5	30.9	37.7	37.0	20.8
LOS by Move:	E	D	A	E	D	C	E	D	C	D	D	C
HCM2k95thQ:	10	29	8	2	12	7	16	14	5	19	37	3

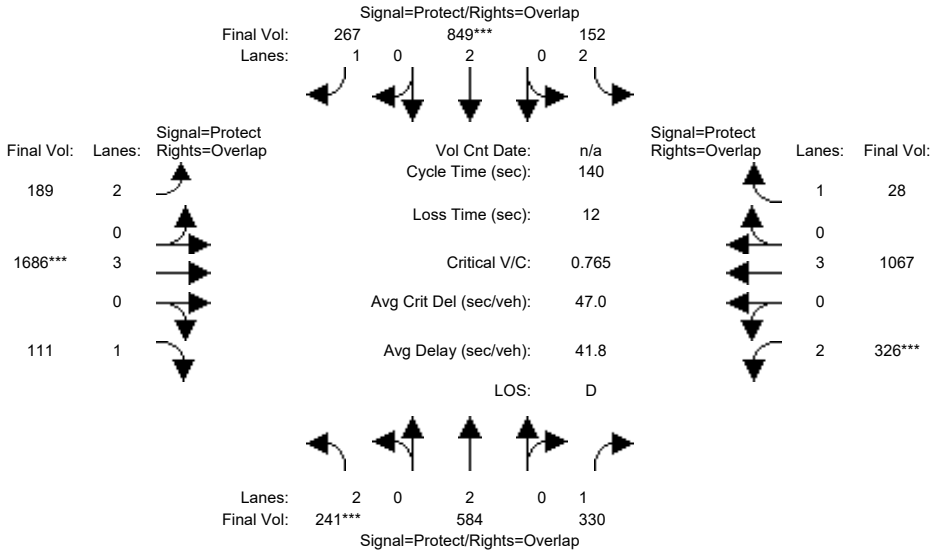
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #3098: (58) FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	4:45 - 5:45 PM											
Base Vol:	241	584	330	152	849	267	189	1686	111	326	1067	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	584	330	152	849	267	189	1686	111	326	1067	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	584	330	152	849	267	189	1686	111	326	1067	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	584	330	152	849	267	189	1686	111	326	1067	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	584	330	152	849	267	189	1686	111	326	1067	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	584	330	152	849	267	189	1686	111	326	1067	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.19	0.05	0.22	0.15	0.06	0.30	0.06	0.10	0.19	0.02
Crit Moves:	****				****			****			****	
Green Time:	14.0	41.4	60.4	13.5	40.9	58.6	17.7	54.1	68.2	18.9	55.4	68.8
Volume/Cap:	0.76	0.52	0.44	0.50	0.76	0.36	0.47	0.76	0.13	0.76	0.47	0.03
Delay/Veh:	72.0	41.4	28.3	61.4	48.4	28.2	57.7	39.0	19.8	66.4	31.6	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	41.4	28.3	61.4	48.4	28.2	57.7	39.0	19.8	66.4	31.6	18.4
LOS by Move:	E	D	C	E	D	C	E	D	B	E	C	B
HCM2k95thQ:	15	19	19	7	29	15	8	34	5	16	20	1

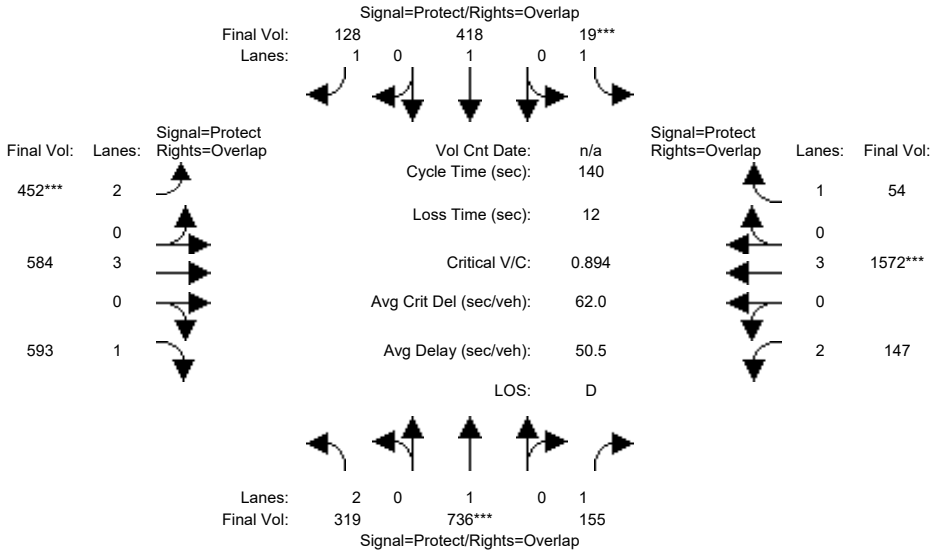
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #3728: (57) Orchard Pkwy & Trimble Rd



Street Name:	Orchard Pkwy						Trimble Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	319	736	155	19	418	128	452	584	593	147	1572	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	736	155	19	418	128	452	584	593	147	1572	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	736	155	19	418	128	452	584	593	147	1572	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	736	155	19	418	128	452	584	593	147	1572	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	736	155	19	418	128	452	584	593	147	1572	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	319	736	155	19	418	128	452	584	593	147	1572	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.09	0.01	0.22	0.07	0.14	0.10	0.34	0.05	0.28	0.03
Crit Moves:		****		****			****				****	
Green Time:	20.5	58.1	69.0	7.0	44.6	66.1	21.5	52.0	72.5	10.9	41.4	48.4
Volume/Cap:	0.69	0.93	0.18	0.22	0.69	0.15	0.93	0.28	0.65	0.60	0.93	0.09
Delay/Veh:	61.2	57.0	19.8	65.1	45.1	21.1	83.8	30.9	26.4	66.4	58.0	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:	61.2	57.0	19.8	65.1	45.1	21.1	83.8	30.9	26.4	66.4	58.0	31.0
LOS by Move:	E	E	B	E	D	C	F	C	C	E	E	C
HCM2k95thQ:	17	54	8	2	28	7	23	11	33	7	38	3

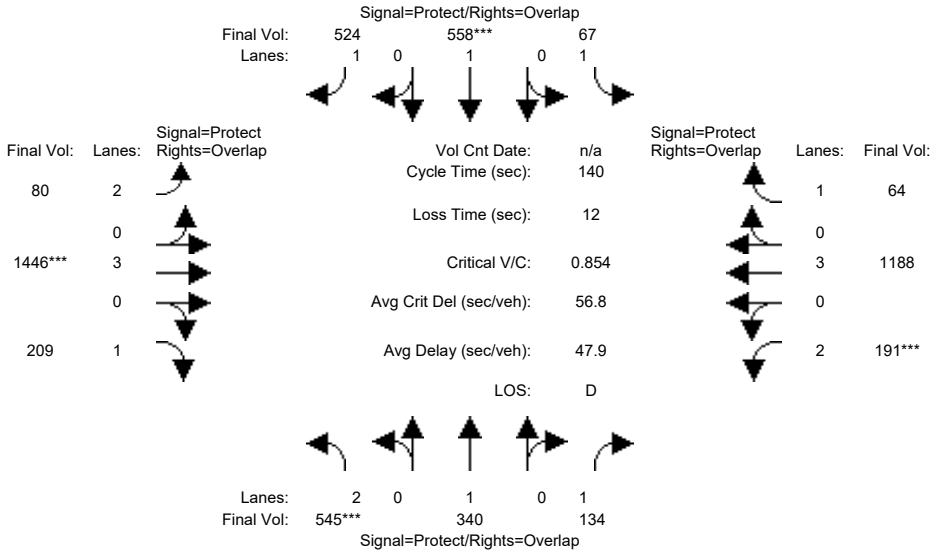
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #3728: (57) Orchard Pkwy & Trimble Rd



Street Name:	Orchard Pkwy						Trimble Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	545	340	134	67	558	524	80	1446	209	191	1188	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	545	340	134	67	558	524	80	1446	209	191	1188	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	545	340	134	67	558	524	80	1446	209	191	1188	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	545	340	134	67	558	524	80	1446	209	191	1188	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	545	340	134	67	558	524	80	1446	209	191	1188	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	545	340	134	67	558	524	80	1446	209	191	1188	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.08	0.04	0.29	0.30	0.03	0.25	0.12	0.06	0.21	0.04
Crit Moves:	****				****			****			****	
Green Time:	28.4	59.8	69.7	16.7	48.1	58.1	10.0	41.6	69.9	9.9	41.5	58.3
Volume/Cap:	0.85	0.42	0.15	0.32	0.85	0.72	0.36	0.85	0.24	0.85	0.70	0.09
Delay/Veh:	64.7	28.3	19.2	57.3	53.3	37.8	62.9	50.8	20.1	90.2	45.1	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	28.3	19.2	57.3	53.3	37.8	62.9	50.8	20.1	90.2	45.1	24.8
LOS by Move:	E	C	B	E	D	D	E	D	C	F	D	C
HCM2k95thQ:	28	18	7	6	40	35	4	33	10	11	26	3

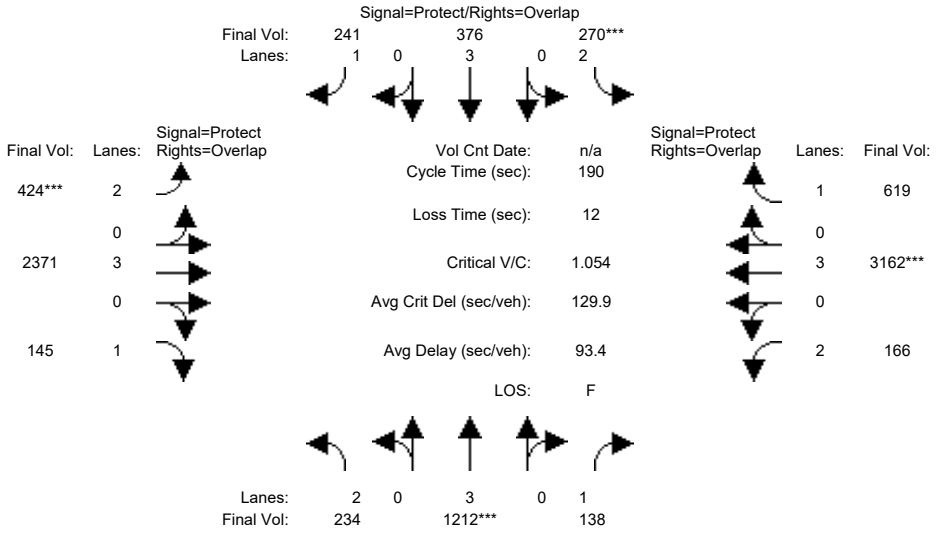
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5329: (31) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	234	1212	138	270	376	241	424	2371	145	166	3162	619
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1212	138	270	376	241	424	2371	145	166	3162	619
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1212	138	270	376	241	424	2371	145	166	3162	619
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1212	138	270	376	241	424	2371	145	166	3162	619
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1212	138	270	376	241	424	2371	145	166	3162	619
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1212	138	270	376	241	424	2371	145	166	3162	619
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.08	0.09	0.07	0.14	0.13	0.42	0.08	0.05	0.55	0.35
Crit Moves:		****		****			****				****	
Green Time:	22.0	42.0	62.0	15.0	35.0	67.0	32.0	101	123.0	20.0	89.0	104.0
Volume/Cap:	0.64	0.96	0.24	1.09	0.36	0.39	0.80	0.78	0.13	0.50	1.18	0.65
Delay/Veh:	84.1	90.2	47.0	169.3	67.9	46.6	84.3	47.1	19.4	81.5	148	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	90.2	47.0	169.3	67.9	46.6	84.3	47.1	19.4	81.5	148	40.8
LOS by Move:	F	F	D	F	E	D	F	D	B	F	F	D
HCM2k95thQ:	14	39	11	21	11	20	28	63	10	12	122	50

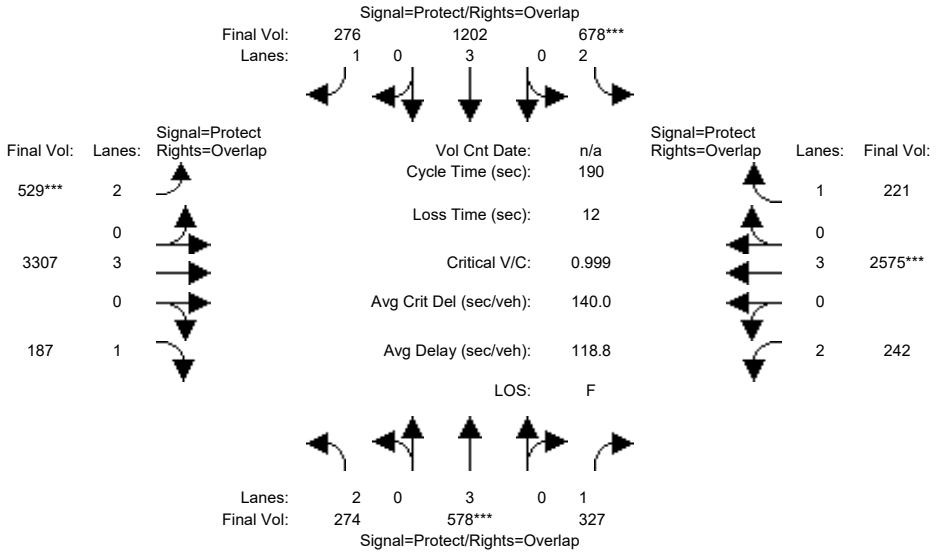
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5329: (31) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	274	578	327	678	1202	276	529	3307	187	242	2575	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	578	327	678	1202	276	529	3307	187	242	2575	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	578	327	678	1202	276	529	3307	187	242	2575	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	578	327	678	1202	276	529	3307	187	242	2575	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	578	327	678	1202	276	529	3307	187	242	2575	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	578	327	678	1202	276	529	3307	187	242	2575	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.19	0.22	0.21	0.16	0.17	0.58	0.11	0.08	0.45	0.13
Crit Moves:		****		****			****				****	
Green Time:	18.6	39.0	52.4	24.7	45.1	64.4	19.3	101	119.5	13.4	95.0	119.7
Volume/Cap:	0.89	0.49	0.68	1.65	0.89	0.47	1.65	1.09	0.17	1.09	0.90	0.20
Delay/Veh:	110.0	67.1	65.2	387.9	77.6	49.9	400.0	126	31.3	175.6	37.7	7.5
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:	110.0	67.1	65.2	387.9	77.6	49.9	400.0	126	31.3	175.6	37.7	7.5
LOS by Move:	F	E	E	F	E	D	F	F	C	F	D	A
HCM2k95thQ:	19	18	31	66	38	23	55	116	17	23	68	5

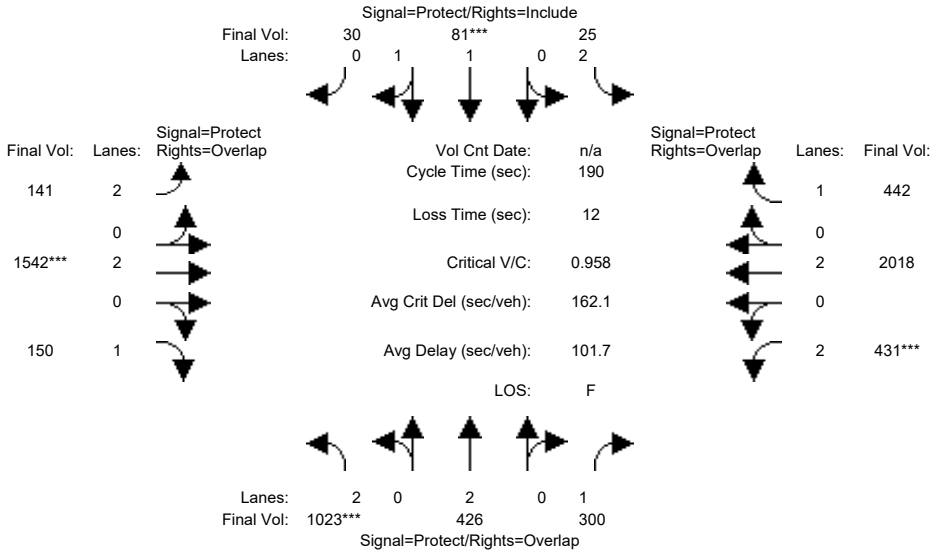
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5332: (45) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1023	426	300	25	81	30	141	1793	150	431	2347	442
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1023	426	300	25	81	30	141	1793	150	431	2347	442
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1023	426	300	25	81	30	141	1793	150	431	2347	442
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1023	426	300	25	81	30	141	1542	150	431	2018	442
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1023	426	300	25	81	30	141	1542	150	431	2018	442
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1023	426	300	25	81	30	141	1542	150	431	2018	442
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.44	0.56	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2699	1000	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.11	0.17	0.01	0.03	0.03	0.04	0.41	0.09	0.14	0.53	0.25
Crit Moves:	****				****			****			****	
Green Time:	38.0	52.0	76.0	10.0	24.0	24.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	1.62	0.41	0.43	0.15	0.24	0.24	0.53	0.84	0.13	1.08	1.01	0.44
Delay/Veh:	364.0	56.7	41.7	86.4	75.0	75.0	85.5	37.2	3.4	152.3	55.0	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:	364.0	56.7	41.7	86.4	75.0	75.0	85.5	37.2	3.4	152.3	55.0	14.3
LOS by Move:	F	E	D	F	E	E	F	D	A	F	D	B
HCM2k95thQ:	96	18	23	2	6	6	10	56	2	29	88	16

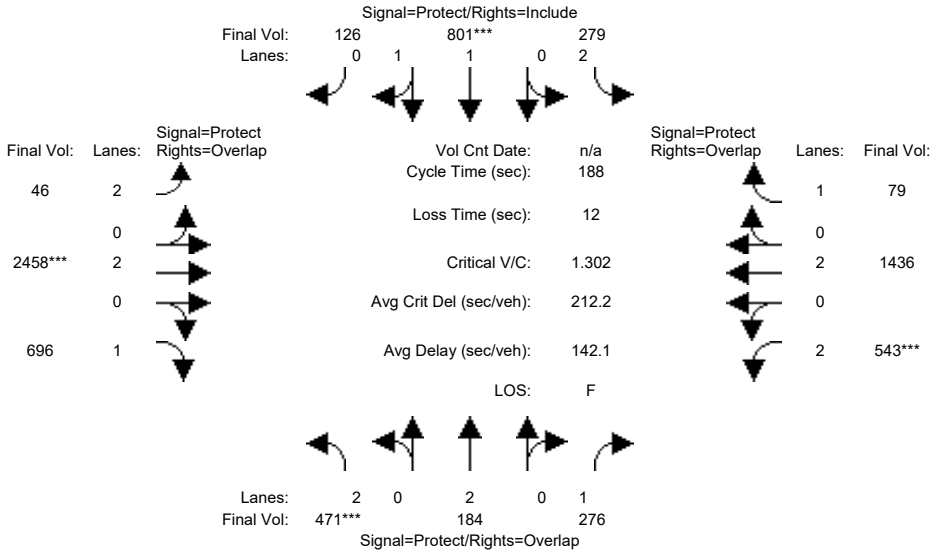
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5332: (45) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	471	184	276	279	801	126	46	3151	696	543	1561	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:	471	184	276	279	801	126	46	3151	696	543	1561	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	471	184	276	279	801	126	46	3151	696	543	1561	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	184	276	279	801	126	46	2458	696	543	1436	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	184	276	279	801	126	46	2458	696	543	1436	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:	471	184	276	279	801	126	46	2458	696	543	1436	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.72	0.28	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3197	503	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.16	0.09	0.25	0.25	0.01	0.65	0.40	0.17	0.38	0.05
Crit Moves:	****				****			****			****	
Green Time:	21.6	40.5	65.4	17.3	36.2	36.2	12.7	93.4	114.9	24.9	106	122.9
Volume/Cap:	1.30	0.22	0.45	0.96	1.30	1.30	0.22	1.30	0.65	1.30	0.67	0.07
Delay/Veh:	238.1	61.0	48.0	127.9	222	222.1	83.5	199	34.8	234.2	20.0	5.1
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:	238.1	61.0	48.0	127.9	222	222.1	83.5	199	34.8	234.2	20.0	5.1
LOS by Move:	F	E	D	F	F	F	F	F	C	F	B	A
HCM2k95thQ:	41	8	23	18	62	62	3	156	54	45	34	1

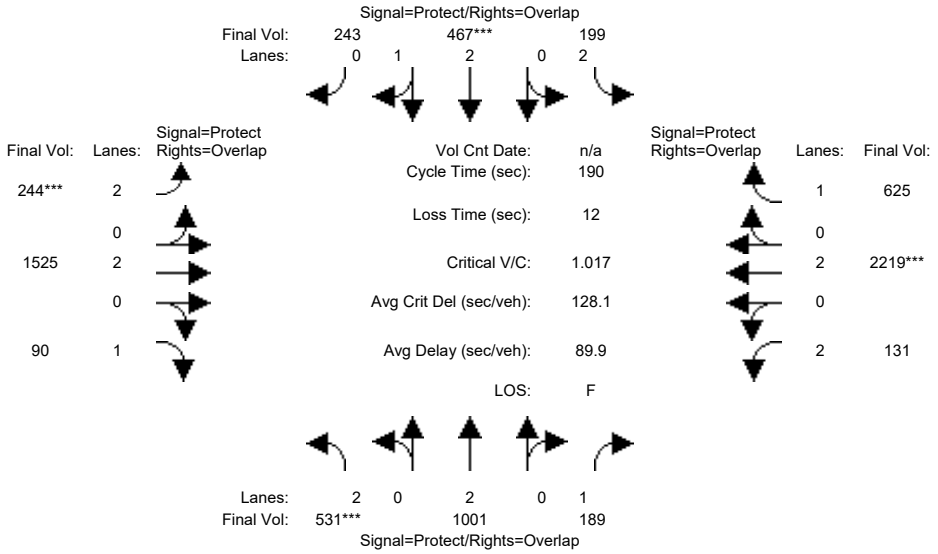
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5334: (47) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	51	51	17	41	41	18	91	91	19	92	92
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	531	1001	189	199	467	243	244	1773	90	131	2580	625
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	531	1001	189	199	467	243	244	1773	90	131	2580	625
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	531	1001	189	199	467	243	244	1773	90	131	2580	625
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	531	1001	189	199	467	243	244	1525	90	131	2219	625
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	1001	189	199	467	243	244	1525	90	131	2219	625
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	531	1001	189	199	467	243	244	1525	90	131	2219	625
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.11	0.06	0.12	0.14	0.08	0.40	0.05	0.04	0.58	0.36
Crit Moves:	****				****		****				****	
Green Time:	27.0	51.0	70.0	17.0	41.0	59.0	18.0	91.0	118.0	19.0	92.0	109.0
Volume/Cap:	1.19	0.98	0.29	0.71	0.57	0.45	0.82	0.84	0.08	0.42	1.21	0.62
Delay/Veh:	185.9	92.7	42.7	92.0	67.2	52.6	100.4	38.0	7.5	81.2	137	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:	185.9	92.7	42.7	92.0	67.2	52.6	100.4	38.0	7.5	81.2	137	18.3
LOS by Move:	F	F	D	F	E	D	F	D	A	F	F	B
HCM2k95thQ:	42	52	15	13	21	21	15	53	2	8	131	31

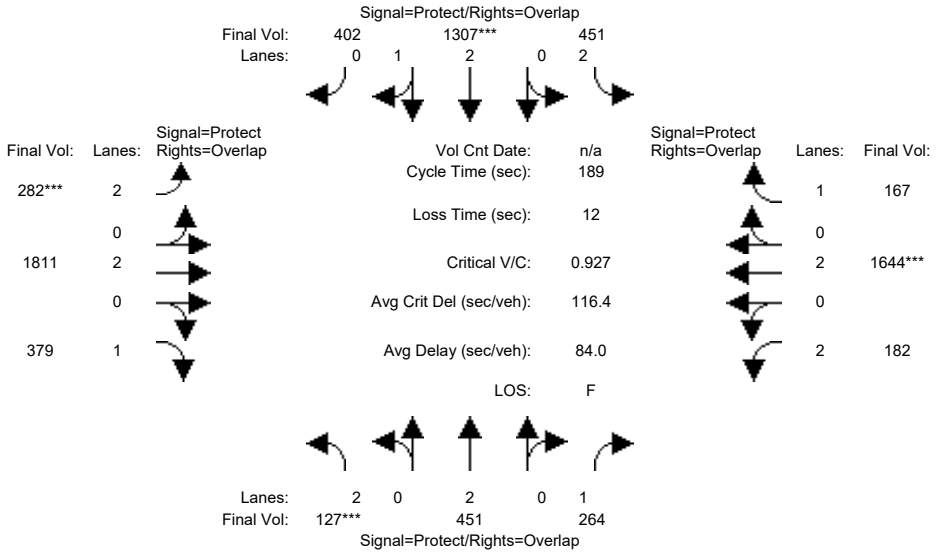
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5334: (47) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	30	30	20	38	38	13	100	100	16	103	103
Y+R:	5.8	5.6	5.6	5.6	5.4	5.4	5.3	6.2	6.2	5.4	6.2	6.2
Volume Module:												
Base Vol:	127	451	264	451	1307	402	282	2921	379	182	1787	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	451	264	451	1307	402	282	2921	379	182	1787	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	451	264	451	1307	402	282	2921	379	182	1787	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	451	264	451	1307	402	282	1811	379	182	1644	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	451	264	451	1307	402	282	1811	379	182	1644	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	451	264	451	1307	402	282	1811	379	182	1644	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.27	0.73	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4281	1317	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.15	0.14	0.31	0.31	0.09	0.48	0.22	0.06	0.43	0.10
Crit Moves:	****				****		****				****	
Green Time:	13.0	31.6	47.7	28.5	47.2	61.0	13.8	101	113.7	16.1	103	131.5
Volume/Cap:	0.59	0.71	0.60	0.95	1.22	0.95	1.22	0.89	0.36	0.68	0.79	0.14
Delay/Veh:	89.5	78.0	64.4	108.1	178	73.4	220.4	56.2	27.0	90.7	36.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	78.0	64.4	108.1	178	73.4	220.4	56.2	27.0	90.7	36.7	9.7
LOS by Move:	F	E	E	F	F	E	F	E	C	F	D	A
HCM2k95thQ:	9	22	25	30	72	56	23	71	27	12	60	7

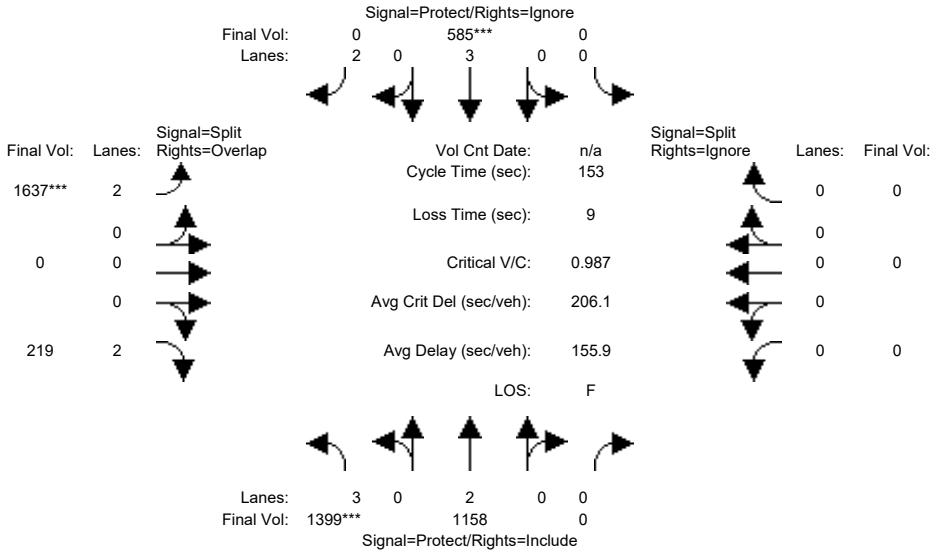
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5335: (48) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	27	79	0		0	50	50		67	0	67		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	1399	1158	0		0	585	2041		1903	0	219		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:	1399	1158	0		0	585	2041		1903	0	219		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1399	1158	0		0	585	2041		1903	0	219		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		0.86	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	1399	1158	0		0	585	0		1637	0	219		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1399	1158	0		0	585	0		1637	0	219		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	1399	1158	0		0	585	0		1637	0	219		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.80	1.00	0.92		0.92	1.00	0.83		0.83	1.00	0.83		0.92	1.00	0.92	
Lanes:	3.00	2.00	0.00		0.00	3.00	2.00		2.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	4551	3800	0		0	5700	3150		3150	0	3150		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.30	0.00		0.00	0.10	0.00		0.52	0.00	0.07		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	28.6	78.0	0.0		0.0	49.4	0.0		66.1	0.0	94.8		0.0	0.0	0.0	
Volume/Cap:	1.64	0.60	0.00		0.00	0.32	0.00		1.20	0.00	0.11		0.00	0.00	0.00	
Delay/Veh:	357.7	27.3	0.0		0.0	39.7	0.0		135.9	0.0	6.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	357.7	27.3	0.0		0.0	39.7	0.0		135.9	0.0	6.4		0.0	0.0	0.0	
LOS by Move:	F	C	A		A	D	A		F	A	A		A	A	A	
HCM2k95thQ:	86	33	0		0	12	0		99	0	2		0	0	0	

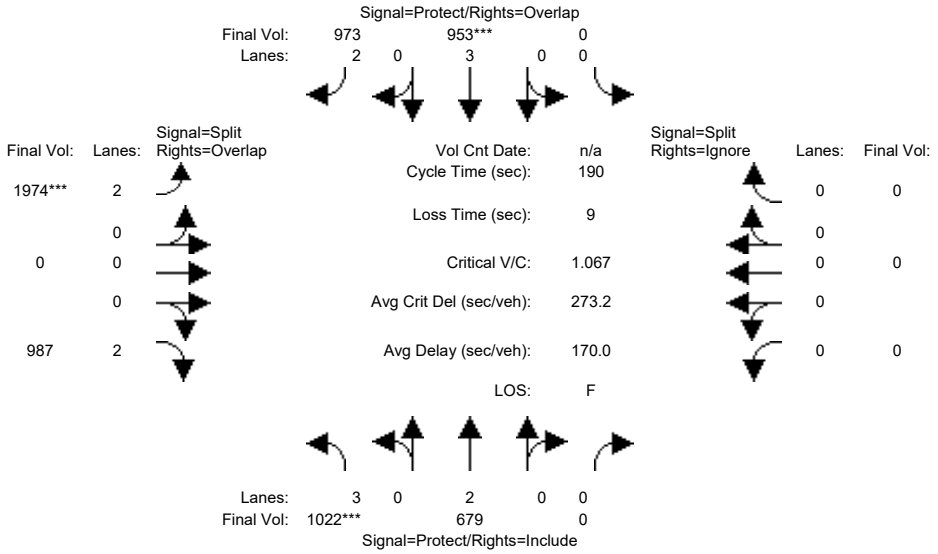
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5335: (48) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	77	0	0	61	61	112	0	112	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1022	679	0	0	953	973	2820	0	987	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:	1022	679	0	0	953	973	2820	0	987	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1022	679	0	0	953	973	2820	0	987	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	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:	1022	679	0	0	953	973	1974	0	987	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1022	679	0	0	953	973	1974	0	987	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1022	679	0	0	953	973	1974	0	987	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.00	0.00	0.17	0.31	0.63	0.00	0.31	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	16.2	74.5	0.0	0.0	58.2	165.2	106.9	0.0	123.2	0.0	0.0	0.0
Volume/Cap:	2.63	0.46	0.00	0.00	0.55	0.36	1.11	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	831.3	45.0	0.0	0.0	57.8	2.5	88.1	0.0	8.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	831.3	45.0	0.0	0.0	57.8	2.5	88.1	0.0	8.1	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E	A	F	A	A	A	A	A
HCM2k95thQ:	89	26	0	0	27	13	127	0	15	0	0	0

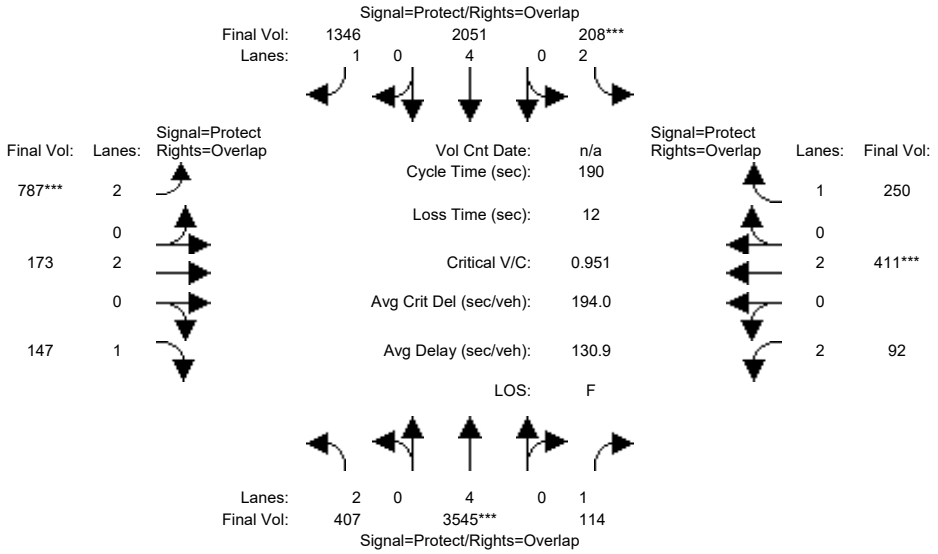
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5408: (41) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	112	112	20	105	105	15	33	33	13	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	407	3545	114	208	2051	1346	787	173	147	92	411	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:	407	3545	114	208	2051	1346	787	173	147	92	411	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	3545	114	208	2051	1346	787	173	147	92	411	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:	407	3545	114	208	2051	1346	787	173	147	92	411	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	3545	114	208	2051	1346	787	173	147	92	411	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:	407	3545	114	208	2051	1346	787	173	147	92	411	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.07	0.07	0.27	0.77	0.25	0.05	0.08	0.03	0.11	0.14
Crit Moves:		****			****			****			****	
Green Time:	27.0	112	125.0	20.0	105	120.0	15.0	33.0	60.0	13.0	31.0	51.0
Volume/Cap:	0.91	0.79	0.10	0.63	0.49	1.22	3.16	0.26	0.27	0.43	0.66	0.53
Delay/Veh:	102.6	19.0	4.9	85.2	17.7	123.7	1072	68.2	48.8	86.3	77.3	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.6	19.0	4.9	85.2	17.7	123.7	1072	68.2	48.8	86.3	77.3	60.5
LOS by Move:	F	B	A	F	B	F	F	E	D	F	E	E
HCM2k95thQ:	29	48	2	15	22	172	100	8	12	6	19	22

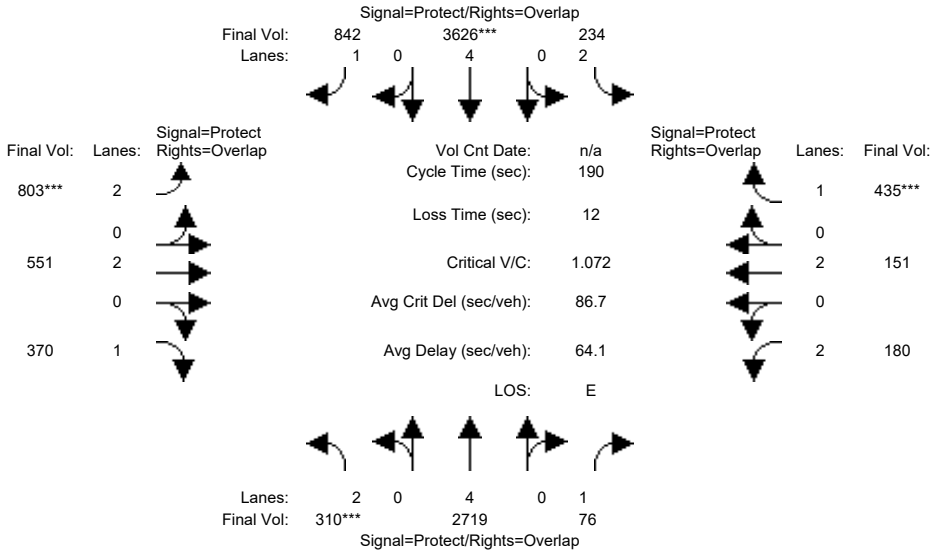
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5408: (41) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	310	2719	76	234	3626	842	803	551	370	180	151	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	2719	76	234	3626	842	803	551	370	180	151	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	2719	76	234	3626	842	803	551	370	180	151	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	2719	76	234	3626	842	803	551	370	180	151	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	2719	76	234	3626	842	803	551	370	180	151	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	2719	76	234	3626	842	803	551	370	180	151	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.04	0.07	0.48	0.48	0.25	0.15	0.21	0.06	0.04	0.25
Crit Moves:	****				****		****					****
Green Time:	16.0	92.3	104.8	21.8	98.0	139.5	41.5	51.4	67.4	12.6	27.0	48.8
Volume/Cap:	1.17	0.74	0.08	0.65	0.93	0.66	1.17	0.54	0.60	0.86	0.28	0.97
Delay/Veh:	195.1	31.7	13.6	84.6	58.1	24.3	164.6	59.7	51.7	117.0	73.1	104.1
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:	195.1	31.7	13.6	84.6	58.1	24.3	164.6	59.7	51.7	117.0	73.1	104.1
LOS by Move:	F	C	B	F	E	C	F	E	D	F	E	F
HCM2k95thQ:	29	44	3	16	81	60	58	23	31	13	7	47

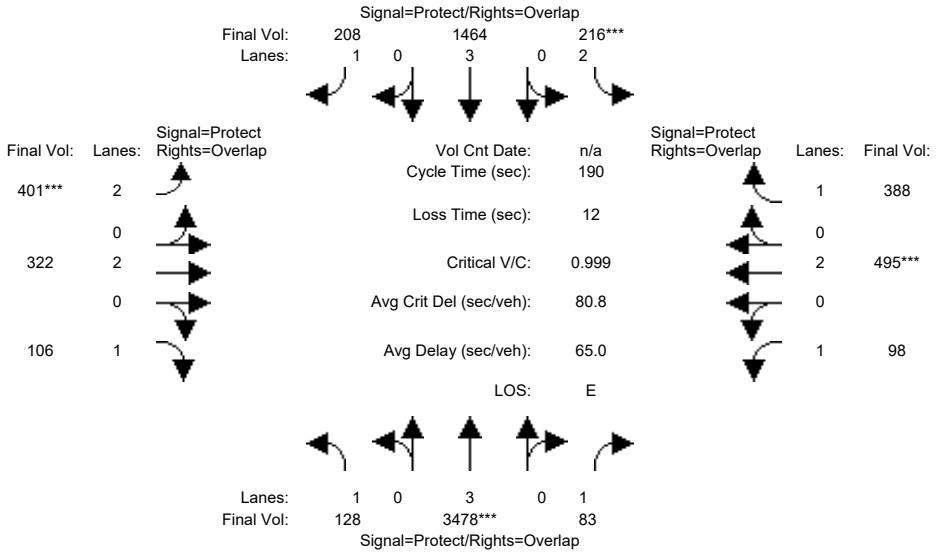
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5414: (43) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	109	109	12	104	104	20	39	39	18	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	4092	83	216	1722	208	401	322	106	98	495	388
Growth Adj:	1.00	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	4092	83	216	1722	208	401	322	106	98	495	388
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	4092	83	216	1722	208	401	322	106	98	495	388
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3478	83	216	1464	208	401	322	106	98	495	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	3478	83	216	1464	208	401	322	106	98	495	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	3478	83	216	1464	208	401	322	106	98	495	388
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.61	0.05	0.07	0.26	0.12	0.13	0.08	0.06	0.06	0.13	0.22
Crit Moves:		****			****			****			****	
Green Time:	17.0	109	127.0	12.0	104	124.0	20.0	39.0	56.0	18.0	37.0	49.0
Volume/Cap:	0.82	1.06	0.07	1.09	0.47	0.18	1.21	0.41	0.21	0.59	0.67	0.86
Delay/Veh:	112.3	61.7	4.2	177.5	18.1	5.7	204.0	65.9	50.5	88.0	73.2	82.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.3	61.7	4.2	177.5	18.1	5.7	204.0	65.9	50.5	88.0	73.2	82.5
LOS by Move:	F	E	A	F	B	A	F	E	D	F	E	F
HCM2k95thQ:	14	108	1	18	21	4	36	15	9	13	25	42

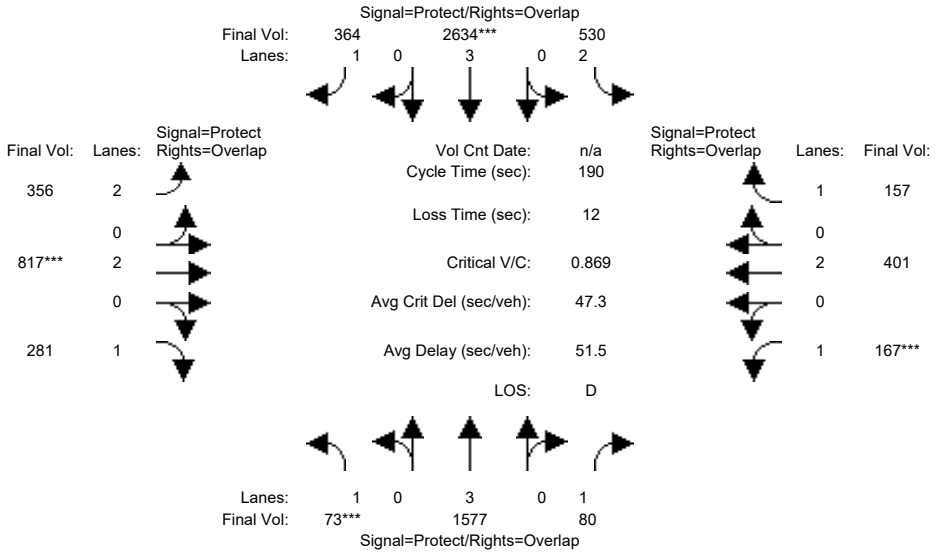
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5414: (43) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	73	2190	80	530	3608	364	356	817	281	167	401	157
Growth Adj:	1.00	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	2190	80	530	3608	364	356	817	281	167	401	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	2190	80	530	3608	364	356	817	281	167	401	157
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1577	80	530	2634	364	356	817	281	167	401	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1577	80	530	2634	364	356	817	281	167	401	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1577	80	530	2634	364	356	817	281	167	401	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.05	0.17	0.46	0.21	0.11	0.22	0.16	0.10	0.11	0.09
Crit Moves:	****				****			****		****		
Green Time:	11.0	78.7	98.7	34.3	102	124.7	22.7	45.0	56.0	20.0	42.3	76.6
Volume/Cap:	0.72	0.67	0.09	0.93	0.86	0.32	0.95	0.91	0.54	0.91	0.47	0.22
Delay/Veh:	110.1	40.4	17.0	99.0	29.4	6.1	115.6	83.2	57.5	125.2	64.6	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	40.4	17.0	99.0	29.4	6.1	115.6	83.2	57.5	125.2	64.6	37.3
LOS by Move:	F	D	B	F	C	A	F	F	E	F	E	D
HCM2k95thQ:	9	35	3	30	55	7	28	43	26	24	19	12

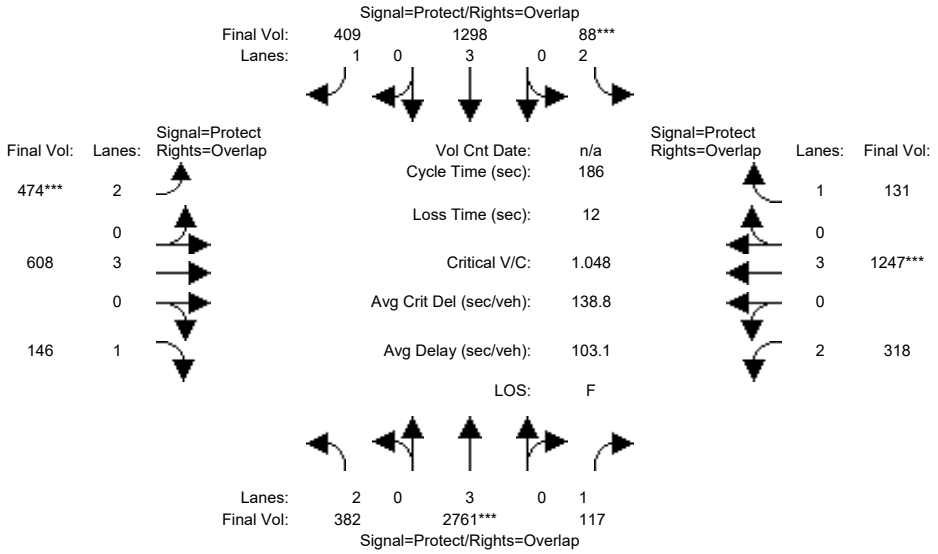
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5416: (44) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	382	3248	117	88	1527	409	474	608	146	318	1247	131
Growth Adj:	1.00	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	3248	117	88	1527	409	474	608	146	318	1247	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	3248	117	88	1527	409	474	608	146	318	1247	131
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	2761	117	88	1298	409	474	608	146	318	1247	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	2761	117	88	1298	409	474	608	146	318	1247	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	2761	117	88	1298	409	474	608	146	318	1247	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.58	0.07	0.03	0.23	0.23	0.15	0.11	0.08	0.10	0.22	0.07
Crit Moves:		****		****			****				****	
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	0.84	1.12	0.10	0.35	0.50	0.39	1.08	0.55	0.25	0.72	1.13	0.27
Delay/Veh:	98.7	137	26.4	81.7	42.4	27.6	144.9	68.3	44.6	82.3	145	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.7	137	26.4	81.7	42.4	27.6	144.9	68.3	44.6	82.3	145	53.3
LOS by Move:	F	F	C	F	D	C	F	E	D	F	F	D
HCM2k95thQ:	24	100	10	6	33	29	34	19	12	19	49	12

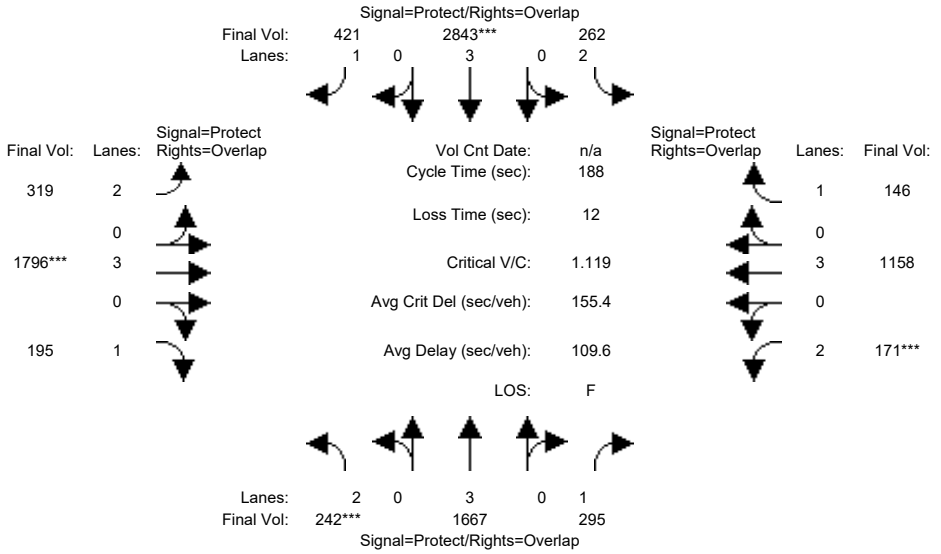
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5416: (44) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	242	1985	295	262	3467	421	319	1796	195	171	1158	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:	242	1985	295	262	3467	421	319	1796	195	171	1158	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	1985	295	262	3467	421	319	1796	195	171	1158	146
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	1667	295	262	2843	421	319	1796	195	171	1158	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	1667	295	262	2843	421	319	1796	195	171	1158	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:	242	1667	295	262	2843	421	319	1796	195	171	1158	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.17	0.08	0.60	0.24	0.10	0.32	0.11	0.05	0.20	0.08
Crit Moves:	****				****			****			****	
Green Time:	13.0	84.5	100.5	22.5	94.0	117.0	23.0	53.0	66.0	16.0	46.0	68.5
Volume/Cap:	1.11	0.65	0.32	0.69	1.20	0.39	0.83	1.12	0.32	0.64	0.83	0.23
Delay/Veh:	181.4	48.3	31.7	92.2	173	37.3	94.4	130	44.8	88.3	71.7	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	181.4	48.3	31.7	92.2	173	37.3	94.4	130	44.8	88.3	71.7	41.6
LOS by Move:	F	D	C	F	F	D	F	F	D	F	E	D
HCM2k95thQ:	20	44	23	16	108	35	20	65	16	11	36	12

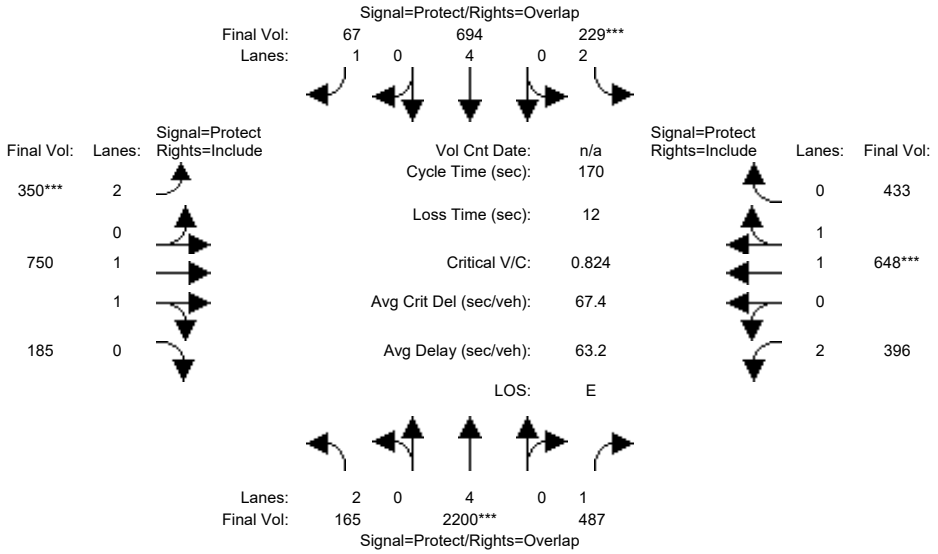
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5603: (2) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module:												
Base Vol:	165	2200	487	229	694	67	350	750	185	396	648	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	2200	487	229	694	67	350	750	185	396	648	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	2200	487	229	694	67	350	750	185	396	648	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	2200	487	229	694	67	350	750	185	396	648	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	2200	487	229	694	67	350	750	185	396	648	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	2200	487	229	694	67	350	750	185	396	648	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.59	0.41	2.00	1.18	0.82
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2967	732	3150	2217	1481
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.28	0.07	0.09	0.04	0.11	0.25	0.25	0.13	0.29	0.29
Crit Moves:		****			****			****			****	
Green Time:	18.4	73.0	97.1	16.0	70.6	93.6	23.0	44.9	44.9	24.1	46.0	46.0
Volume/Cap:	0.48	0.67	0.49	0.77	0.22	0.07	0.82	0.96	0.96	0.89	1.08	1.08
Delay/Veh:	72.4	39.5	22.1	87.1	32.0	17.9	83.6	80.5	80.5	90.8	115	114.7
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:	72.4	39.5	22.1	87.1	32.0	17.9	83.6	80.5	80.5	90.8	115	114.7
LOS by Move:	E	D	C	F	C	B	F	F	F	F	F	F
HCM2k95thQ:	9	39	33	14	13	5	21	45	45	24	57	57

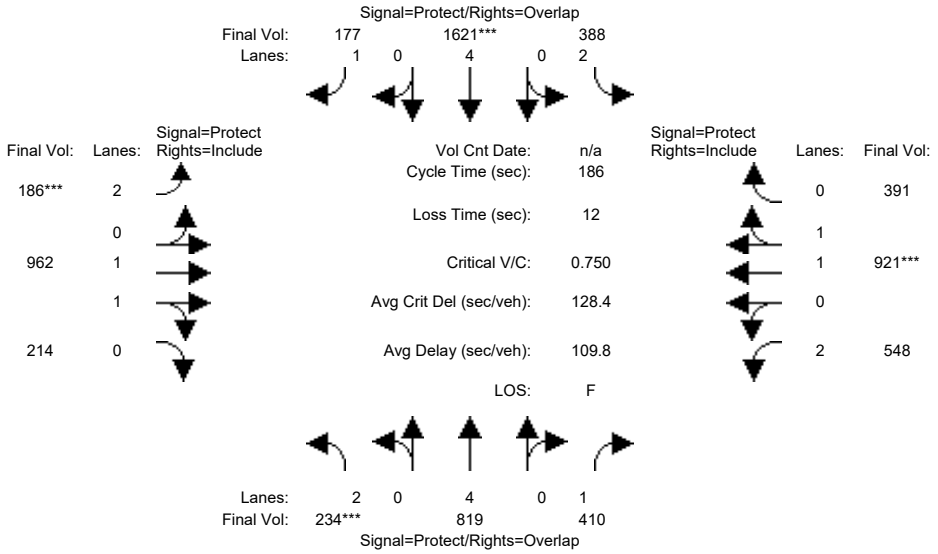
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5603: (2) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module:												
Base Vol:	234	819	410	388	1621	177	186	962	214	548	921	391
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	819	410	388	1621	177	186	962	214	548	921	391
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	819	410	388	1621	177	186	962	214	548	921	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	819	410	388	1621	177	186	962	214	548	921	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	819	410	388	1621	177	186	962	214	548	921	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	819	410	388	1621	177	186	962	214	548	921	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.63	0.37	2.00	1.39	0.61
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3026	673	3150	2597	1102
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.23	0.12	0.21	0.10	0.06	0.32	0.32	0.17	0.35	0.35
Crit Moves:	****				****		****				****	
Green Time:	19.0	58.8	95.8	28.2	68.0	107.0	39.0	50.0	50.0	37.0	48.0	48.0
Volume/Cap:	0.73	0.34	0.46	0.81	0.58	0.18	0.28	1.18	1.18	0.87	1.37	1.37
Delay/Veh:	89.1	48.9	29.0	86.4	47.9	18.7	62.0	161	160.6	85.3	244	244.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.1	48.9	29.0	86.4	47.9	18.7	62.0	161	160.6	85.3	244	244.2
LOS by Move:	F	D	C	F	D	B	E	F	F	F	F	F
HCM2k95thQ:	15	17	32	24	33	13	10	72	72	33	91	91

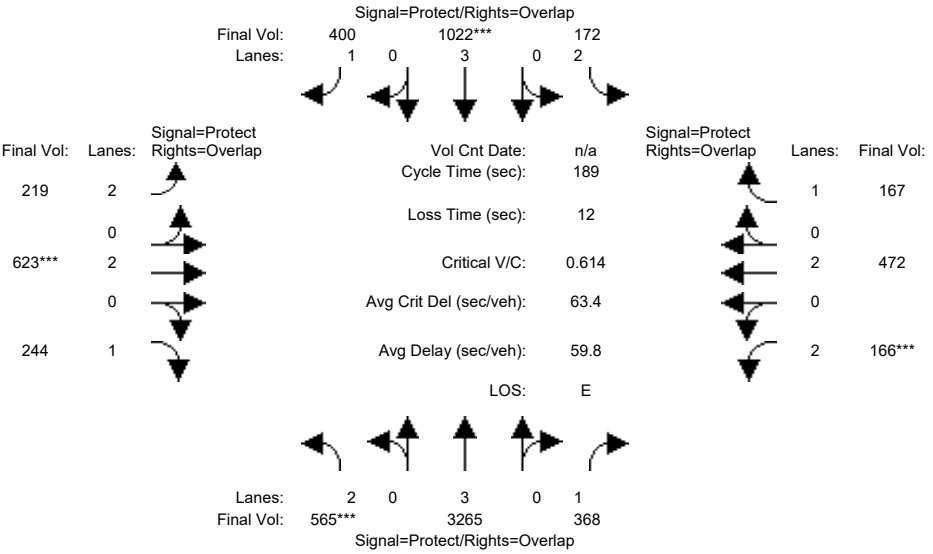
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5611: (6) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	100	100	17	92	92	15	34	34	14	32	32
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	565	3753	368	172	1175	400	219	623	244	166	472	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	565	3753	368	172	1175	400	219	623	244	166	472	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	565	3753	368	172	1175	400	219	623	244	166	472	167
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	565	3265	368	172	1022	400	219	623	244	166	472	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	565	3265	368	172	1022	400	219	623	244	166	472	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	565	3265	368	172	1022	400	219	623	244	166	472	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.57	0.21	0.05	0.18	0.23	0.07	0.16	0.15	0.05	0.12	0.10
Crit Moves:	****				****			****			****	
Green Time:	37.0	111	125.5	17.5	92.0	107.3	15.3	34.0	71.0	14.0	32.7	50.2
Volume/Cap:	0.92	0.97	0.32	0.59	0.37	0.40	0.86	0.91	0.41	0.71	0.72	0.36
Delay/Veh:	93.4	61.0	21.0	85.5	23.9	15.1	109.7	92.5	43.9	95.4	77.6	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.4	61.0	21.0	85.5	23.9	15.1	109.7	92.5	43.9	95.4	77.6	56.8
LOS by Move:	F	E	C	F	C	B	F	F	D	F	E	E
HCM2k95thQ:	38	100	25	11	17	16	15	33	20	10	22	15

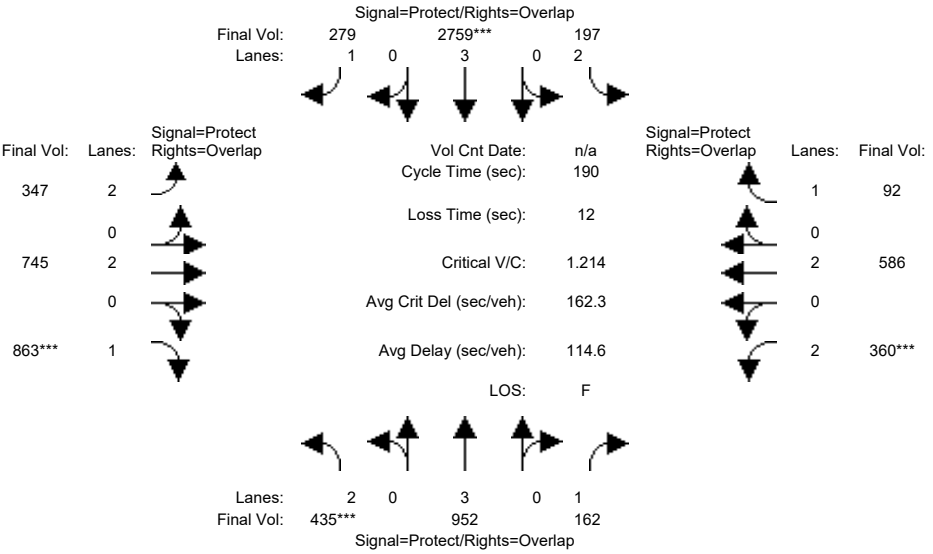
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5611: (6) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	435	1421	162	197	3449	279	347	745	863	360	586	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	1421	162	197	3449	279	347	745	863	360	586	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	1421	162	197	3449	279	347	745	863	360	586	92
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	952	162	197	2759	279	347	745	863	360	586	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	952	162	197	2759	279	347	745	863	360	586	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	435	952	162	197	2759	279	347	745	863	360	586	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.09	0.06	0.48	0.16	0.11	0.20	0.54	0.11	0.15	0.05
Crit Moves:	****				****				****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	1.19	0.37	0.16	0.79	1.16	0.28	0.74	0.70	1.37	0.90	0.60	0.16
Delay/Veh:	194.6	28.6	11.6	101.8	143	28.6	83.2	63.6	231.9	105.4	63.3	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	194.6	28.6	11.6	101.8	143	28.6	83.2	63.6	231.9	105.4	63.3	44.5
LOS by Move:	F	C	B	F	F	C	F	E	F	F	E	D
HCM2k95thQ:	38	17	5	14	106	21	21	33	126	22	25	7

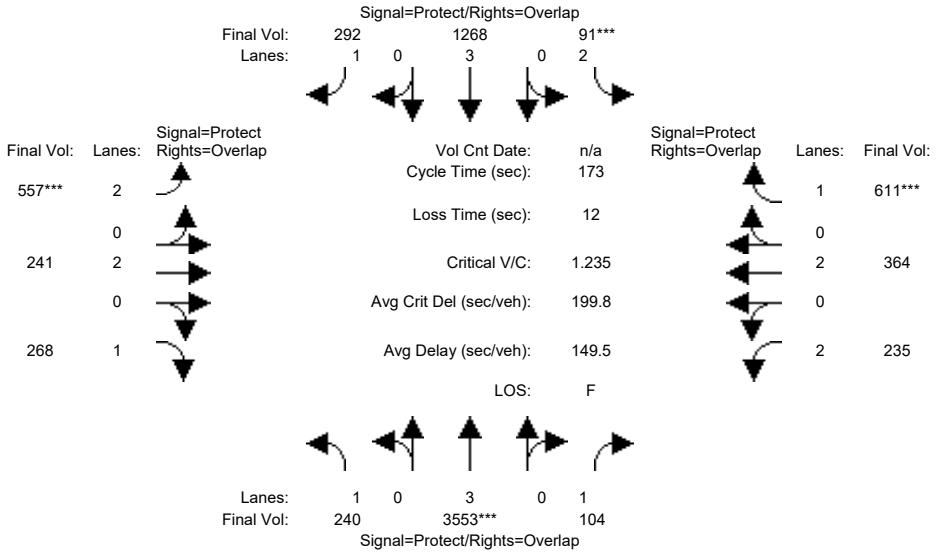
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5613: (8) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	240	4084	104	91	1457	292	557	241	268	235	364	611
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	4084	104	91	1457	292	557	241	268	235	364	611
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	4084	104	91	1457	292	557	241	268	235	364	611
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	3553	104	91	1268	292	557	241	268	235	364	611
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	3553	104	91	1268	292	557	241	268	235	364	611
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	3553	104	91	1268	292	557	241	268	235	364	611
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.62	0.06	0.03	0.22	0.17	0.18	0.06	0.15	0.07	0.10	0.35
Crit Moves:		****		****			****					****
Green Time:	14.1	80.5	97.8	13.2	79.7	102.8	23.1	38.5	52.6	17.3	32.5	45.7
Volume/Cap:	1.68	1.34	0.11	0.38	0.48	0.28	1.32	0.29	0.50	0.75	0.51	1.32
Delay/Veh:	415.1	193	11.4	77.0	26.8	10.2	236.8	56.0	50.3	85.1	63.7	222.9
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:	415.1	193	11.4	77.0	26.8	10.2	236.8	56.0	50.3	85.1	63.7	222.9
LOS by Move:	F	F	B	E	C	B	F	E	D	F	E	F
HCM2k95thQ:	43	147	3	5	22	9	48	10	22	16	17	85

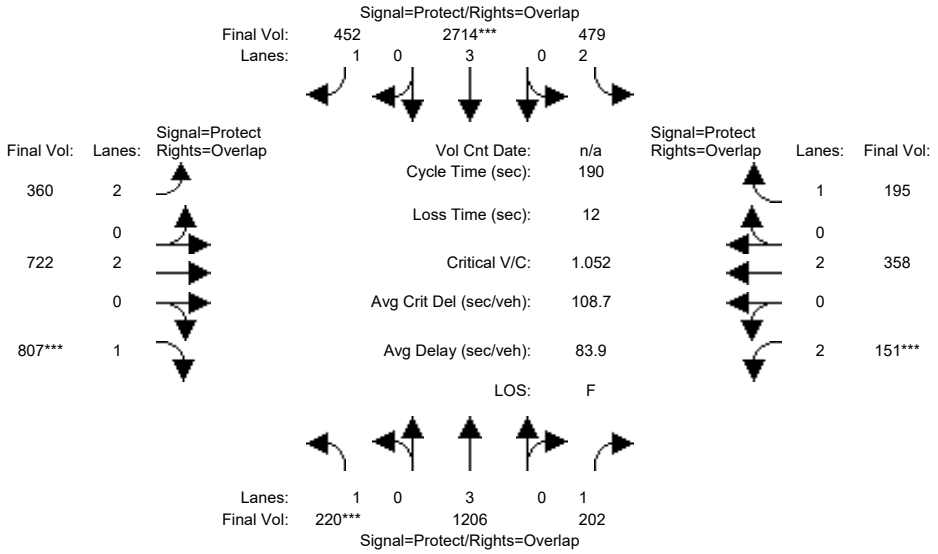
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5613: (8) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	220	1508	202	479	3436	452	360	722	807	151	358	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1508	202	479	3436	452	360	722	807	151	358	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1508	202	479	3436	452	360	722	807	151	358	195
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1206	202	479	2714	452	360	722	807	151	358	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1206	202	479	2714	452	360	722	807	151	358	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1206	202	479	2714	452	360	722	807	151	358	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.12	0.15	0.48	0.26	0.11	0.19	0.46	0.05	0.09	0.11
Crit Moves:	****				****				****	****		
Green Time:	17.4	90.0	104.0	27.4	100	123.6	23.6	46.6	64.0	14.0	37.0	64.4
Volume/Cap:	1.37	0.45	0.21	1.05	0.90	0.40	0.92	0.78	1.37	0.65	0.48	0.33
Delay/Veh:	286.8	27.0	15.2	138.0	56.3	23.8	108.8	71.0	239.7	92.0	68.6	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:	286.8	27.0	15.2	138.0	56.3	23.8	108.8	71.0	239.7	92.0	68.6	47.0
LOS by Move:	F	C	B	F	E	C	F	E	F	F	E	D
HCM2k95thQ:	37	21	8	32	74	31	27	35	119	12	17	16

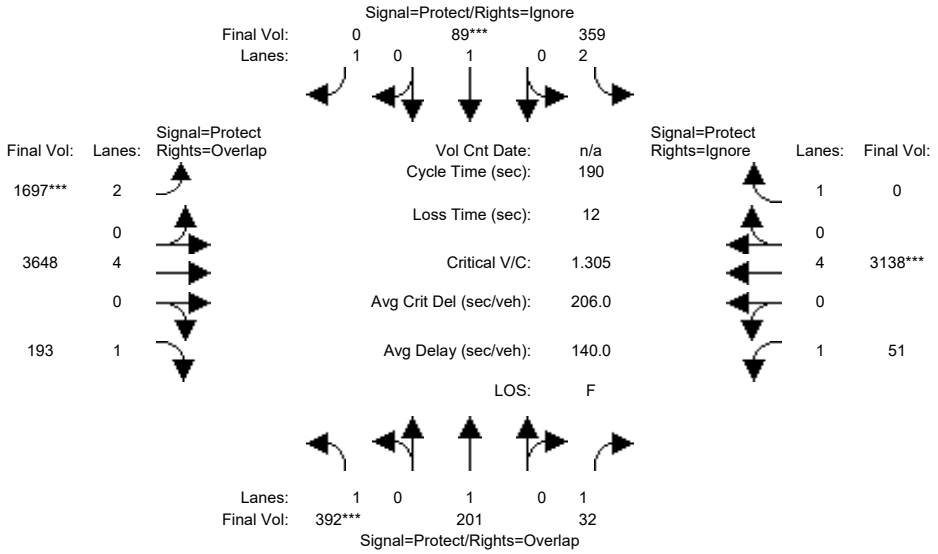
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5805: (40) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	11	11	10	11	11	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	392	201	32	359	89	548	1697	3648	193	51	3138	835
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	201	32	359	89	548	1697	3648	193	51	3138	835
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	201	32	359	89	548	1697	3648	193	51	3138	835
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	392	201	32	359	89	0	1697	3648	193	51	3138	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	201	32	359	89	0	1697	3648	193	51	3138	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	392	201	32	359	89	0	1697	3648	193	51	3138	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.11	0.02	0.11	0.05	0.00	0.54	0.48	0.11	0.03	0.41	0.00
Crit Moves:	****				****		****				****	
Green Time:	27.3	18.4	31.0	19.9	11.0	0.0	65.7	127	154.5	12.5	74.0	0.0
Volume/Cap:	1.56	1.09	0.11	1.09	0.81	0.00	1.56	0.72	0.14	0.44	1.06	0.00
Delay/Veh:	351.2	178	68.0	160.8	123	0.0	339.8	47.4	14.6	92.1	118	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	351.2	178	68.0	160.8	123	0.0	339.8	47.4	14.6	92.1	118	0.0
LOS by Move:	F	F	E	F	F	A	F	D	B	F	F	A
HCM2k95thQ:	68	29	3	31	13	0	154	72	16	7	83	0

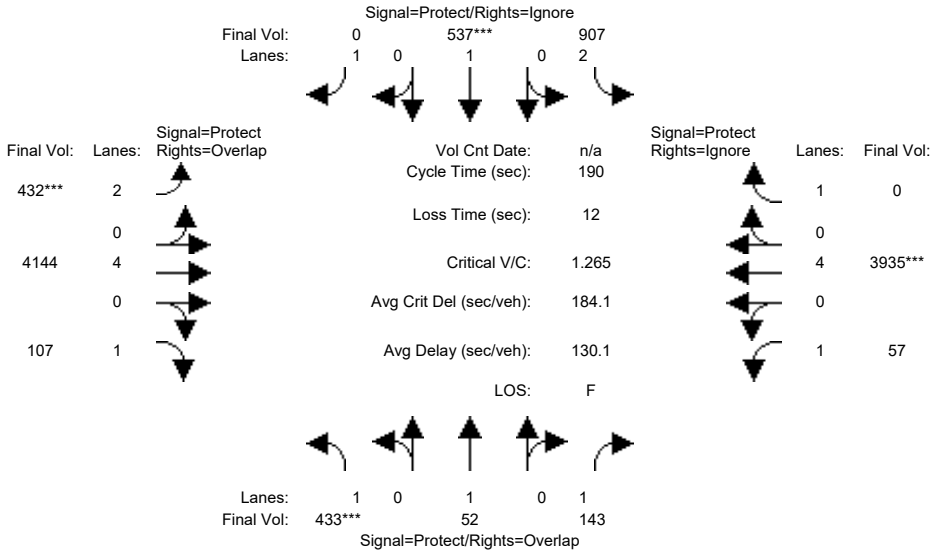
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5805: (40) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	11	11	10	11	11	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:4:45 - 5:45 PM												
Base Vol:	433	52	143	907	537	1244	432	4144	107	57	3935	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	433	52	143	907	537	1244	432	4144	107	57	3935	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	433	52	143	907	537	1244	432	4144	107	57	3935	311
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	433	52	143	907	537	0	432	4144	107	57	3935	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	52	143	907	537	0	432	4144	107	57	3935	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	433	52	143	907	537	0	432	4144	107	57	3935	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.03	0.08	0.29	0.28	0.00	0.14	0.55	0.06	0.03	0.52	0.00
Crit Moves:	****				****		****				****	
Green Time:	34.5	12.4	20.7	61.6	39.5	0.0	24.0	95.7	130.2	8.3	80.0	0.0
Volume/Cap:	1.36	0.42	0.75	0.89	1.36	0.00	1.09	1.08	0.09	0.74	1.23	0.00
Delay/Veh:	259.3	87.6	97.4	70.5	253	0.0	153.1	78.5	3.2	122.0	170	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	259.3	87.6	97.4	70.5	253	0.0	153.1	78.5	3.2	122.0	170	0.0
LOS by Move:	F	F	F	E	F	A	F	E	A	F	F	A
HCM2k95thQ:	68	7	19	52	76	0	35	109	1	10	120	0

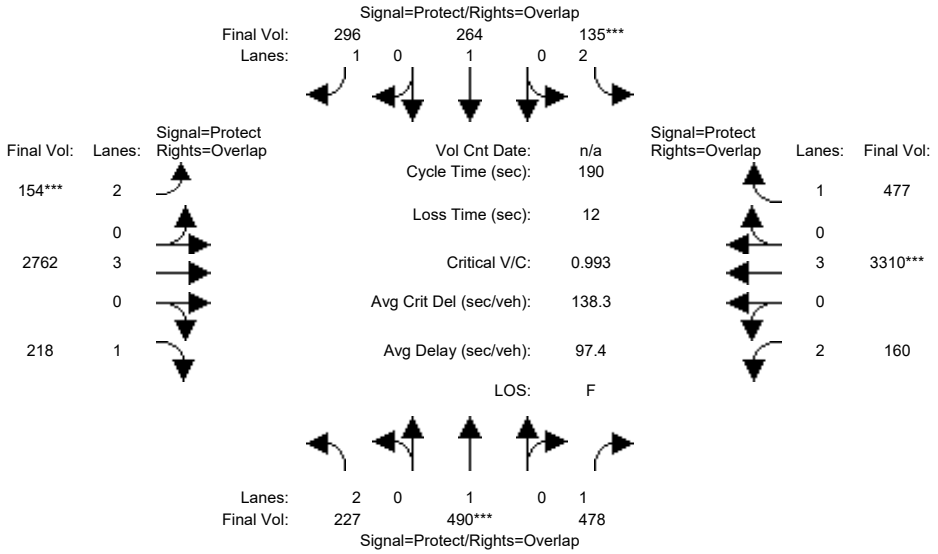
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5806: (52) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	227	490	478	135	264	296	154	3175	218	160	3805	477
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	490	478	135	264	296	154	3175	218	160	3805	477
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	490	478	135	264	296	154	3175	218	160	3805	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	490	478	135	264	296	154	2762	218	160	3310	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	490	478	135	264	296	154	2762	218	160	3310	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	490	478	135	264	296	154	2762	218	160	3310	477
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.27	0.04	0.14	0.17	0.05	0.48	0.12	0.05	0.58	0.27
Crit Moves:		****		****			****				****	
Green Time:	24.5	49.2	64.0	13.1	37.4	53.4	16.0	91.0	115.5	14.8	89.8	102.9
Volume/Cap:	0.56	1.00	0.81	0.62	0.71	0.60	0.58	1.01	0.20	0.65	1.23	0.50
Delay/Veh:	79.4	110	65.8	91.5	77.2	61.2	87.0	69.7	16.8	91.2	147	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:	79.4	110	65.8	91.5	77.2	61.2	87.0	69.7	16.8	91.2	147	19.6
LOS by Move:	E	F	E	F	E	E	F	E	B	F	F	B
HCM2k95thQ:	14	52	48	11	28	31	11	91	11	12	133	23

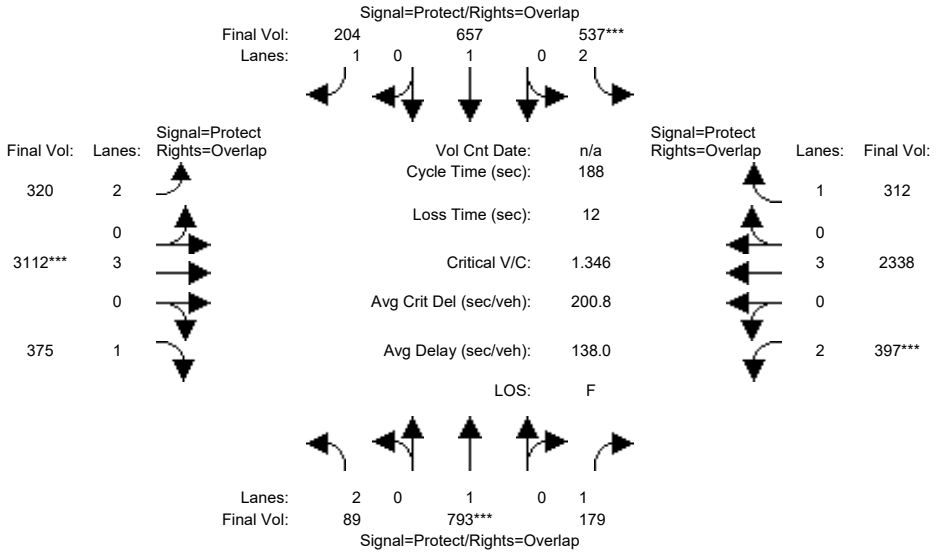
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5806: (52) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	39	39	20	46	46	22	85	85	22	85	85
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	89	793	179	537	657	204	320	3890	375	397	3438	312
Growth Adj:	1.00	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	793	179	537	657	204	320	3890	375	397	3438	312
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	793	179	537	657	204	320	3890	375	397	3438	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	793	179	537	657	204	320	3112	375	397	2338	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	793	179	537	657	204	320	3112	375	397	2338	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	793	179	537	657	204	320	3112	375	397	2338	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.10	0.17	0.35	0.12	0.10	0.55	0.21	0.13	0.41	0.18
Crit Moves:		****		****				****		****		
Green Time:	12.0	49.0	71.0	20.0	57.0	79.0	22.0	85.0	97.0	22.0	85.0	105.0
Volume/Cap:	0.44	1.60	0.27	1.60	1.14	0.28	0.87	1.21	0.42	1.08	0.91	0.32
Delay/Veh:	86.3	350	40.8	368.4	148	36.0	100.7	140	21.1	152.0	61.9	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:	86.3	350	40.8	368.4	148	36.0	100.7	140	21.1	152.0	61.9	29.7
LOS by Move:	F	F	D	F	F	D	F	F	C	F	E	C
HCM2k95thQ:	6	121	14	55	77	15	24	122	18	33	70	23

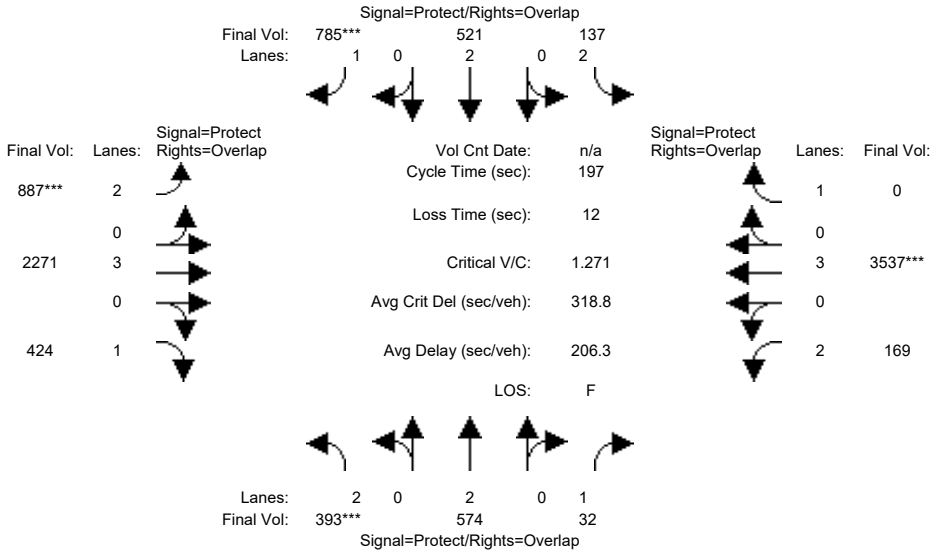
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5807: (54) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8
Volume Module:												
Base Vol:	393	574	32	137	521	785	887	2610	424	169	4066	0
Growth Adj:	1.00	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	574	32	137	521	785	887	2610	424	169	4066	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	574	32	137	521	785	887	2610	424	169	4066	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	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	574	32	137	521	785	887	2271	424	169	3537	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	574	32	137	521	785	887	2271	424	169	3537	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	393	574	32	137	521	785	887	2271	424	169	3537	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	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.02	0.04	0.14	0.45	0.28	0.40	0.24	0.05	0.62	0.00
Crit Moves:	****					****	****				****	
Green Time:	16.1	42.1	54.8	22.4	48.3	82.3	34.0	96.2	112.3	12.7	74.9	0.0
Volume/Cap:	1.53	0.71	0.07	0.38	0.56	1.07	1.63	0.82	0.43	0.83	1.63	0.00
Delay/Veh:	346.4	74.6	52.3	81.6	65.8	112.2	374.0	44.8	24.3	115.3	348	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	346.4	74.6	52.3	81.6	65.8	112.2	374.0	44.8	24.3	115.3	348	0.0
LOS by Move:	F	E	D	F	E	F	F	D	C	F	F	A
HCM2k95thQ:	39	27	3	9	24	93	86	60	26	11	183	0

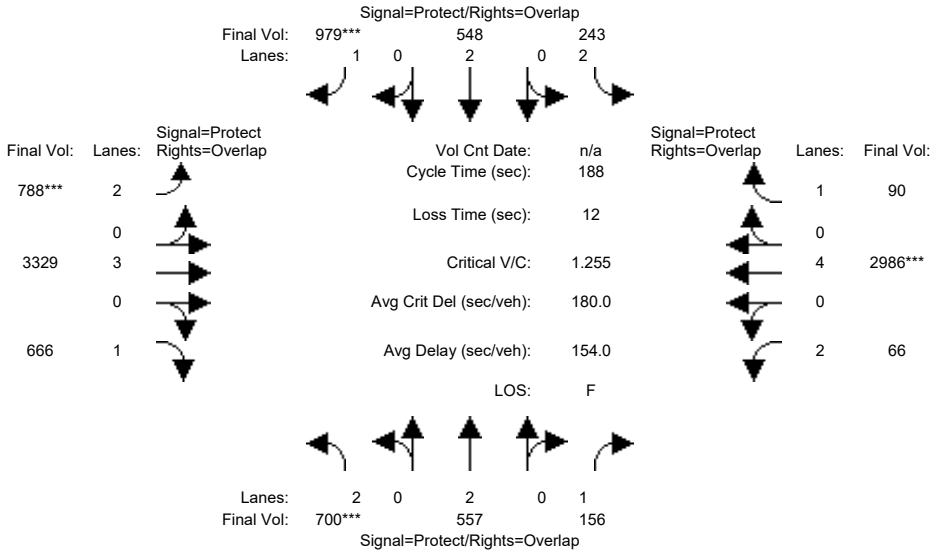
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5807: (54) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	38	38	32	48	48	29	84	84	10	65	65
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8
Volume Module:												
Base Vol:	700	557	156	243	548	979	788	4323	666	66	2986	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	700	557	156	243	548	979	788	4323	666	66	2986	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	700	557	156	243	548	979	788	4323	666	66	2986	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	700	557	156	243	548	979	788	3329	666	66	2986	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	700	557	156	243	548	979	788	3329	666	66	2986	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	700	557	156	243	548	979	788	3329	666	66	2986	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.15	0.09	0.08	0.14	0.56	0.25	0.58	0.38	0.02	0.39	0.05
Crit Moves:	****					****	****				****	
Green Time:	31.6	41.0	51.0	34.5	48.0	83.5	35.5	90.5	122.1	10.0	65.0	99.5
Volume/Cap:	1.32	0.67	0.33	0.42	0.56	1.26	1.32	1.21	0.59	0.39	1.14	0.10
Delay/Veh:	236.8	69.5	55.2	68.4	61.7	179.2	245.3	178	42.5	90.8	150	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	236.8	69.5	55.2	68.4	61.7	179.2	245.3	178	42.5	90.8	150	38.5
LOS by Move:	F	E	E	E	E	F	F	F	D	F	F	D
HCM2k95thQ:	58	25	14	14	24	131	63	128	55	4	82	9

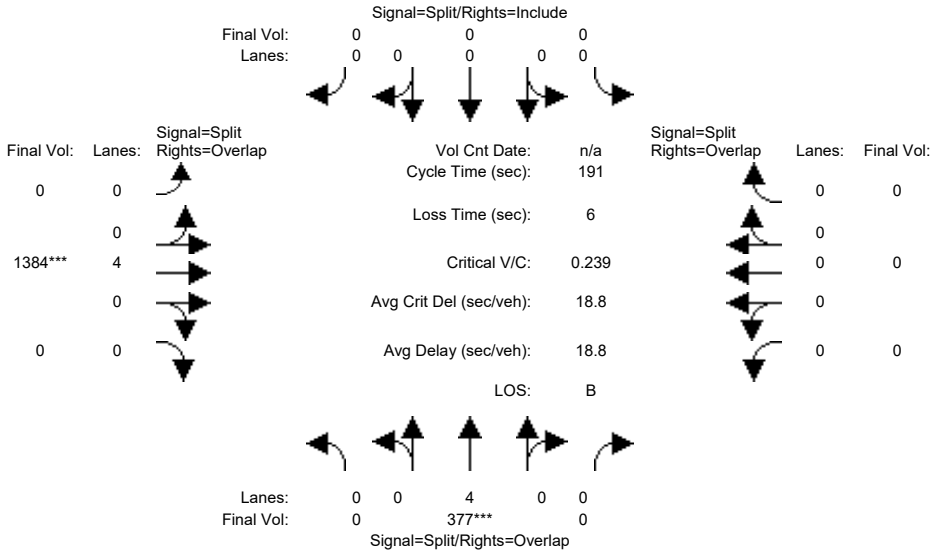
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5808: (59) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	0	0	0	0	0	94	0	0	0	0
Y+R:	5.8	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8
Volume Module:												
Base Vol:	0	377	0	0	0	0	0	1591	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	377	0	0	0	0	0	1591	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	377	0	0	0	0	0	1591	0	0	0	0
User Adj:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	377	0	0	0	0	0	1384	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	377	0	0	0	0	0	1384	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	377	0	0	0	0	0	1384	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	0.00	0.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	7600	0	0	0	0	0	7600	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	39.6	0.0	0.0	0.0	0.0	0.0	145	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.24	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	63.2	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	63.2	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0
LOS by Move:	A	E	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	9	0	0	0	0	0	11	0	0	0	0

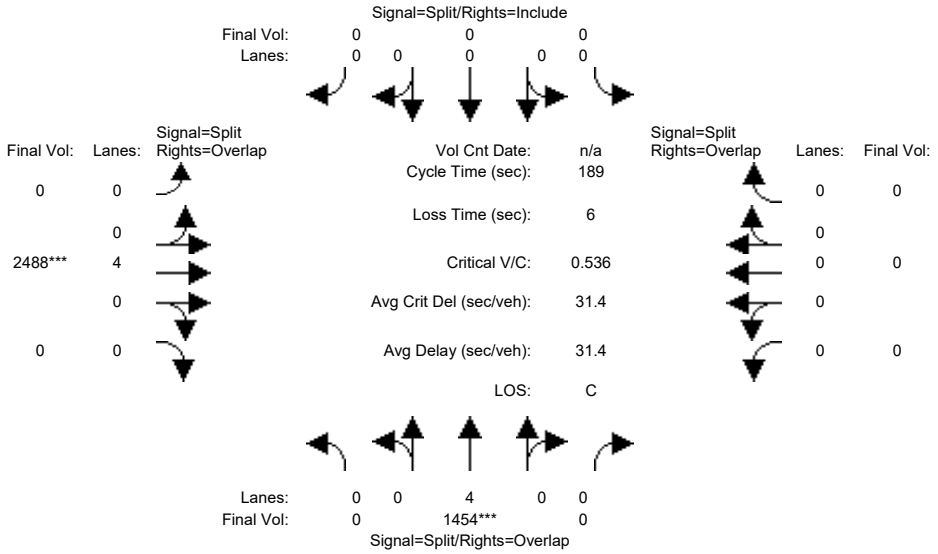
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5808: (59) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
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	22	0	0	0	0	0	77	0	0	0	0
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8
Volume Module:												
Base Vol:	0	1454	0	0	0	0	0	3149	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	1454	0	0	0	0	0	3149	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1454	0	0	0	0	0	3149	0	0	0	0
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1454	0	0	0	0	0	2488	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1454	0	0	0	0	0	2488	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1454	0	0	0	0	0	2488	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	0.00	0.00	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00
Final Sat.:	0	7600	0	0	0	0	0	7600	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	67.5	0.0	0.0	0.0	0.0	0.0	115	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	48.5	0.0	0.0	0.0	0.0	0.0	21.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	48.5	0.0	0.0	0.0	0.0	0.0	21.4	0.0	0.0	0.0	0.0
LOS by Move:	A	D	A	A	A	A	A	C	A	A	A	A
HCM2k95thQ:	0	28	0	0	0	0	0	33	0	0	0	0

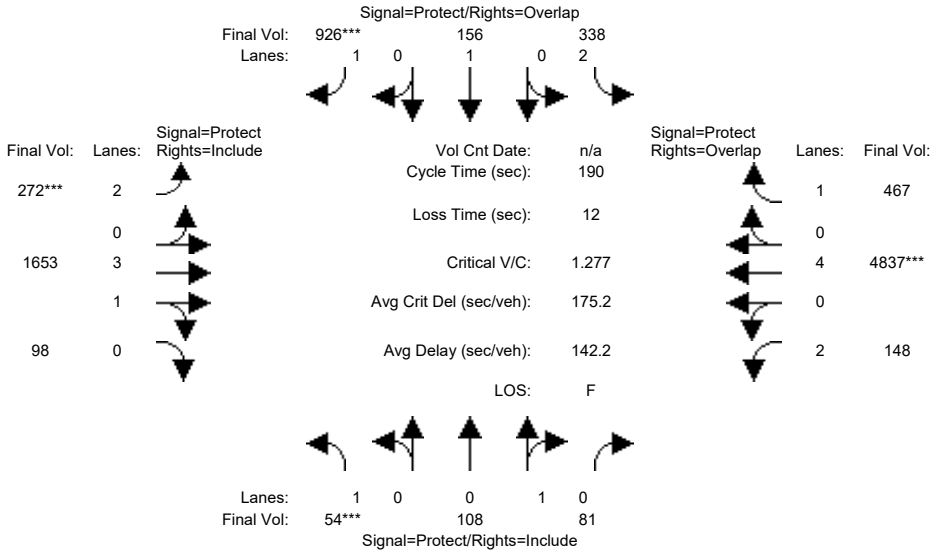
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5809: (60) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	102	10	7	104	10
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module:7:00-9:00												
Base Vol:	54	108	81	338	156	926	272	1653	98	148	4837	467
Growth Adj:	1.00	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	108	81	338	156	926	272	1653	98	148	4837	467
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	108	81	338	156	926	272	1653	98	148	4837	467
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	108	81	338	156	926	272	1653	98	148	4837	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	108	81	338	156	926	272	1653	98	148	4837	467
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	108	81	338	156	926	272	1653	98	148	4837	467
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.57	0.43	2.00	1.00	1.00	2.00	3.77	0.23	2.00	4.00	1.00
Final Sat.:	1750	1029	771	3150	1900	1750	3150	7080	420	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.11	0.08	0.53	0.09	0.23	0.23	0.05	0.64	0.27
Crit Moves:	****					****	****				****	
Green Time:	13.3	28.8	28.8	11.9	27.6	47.1	19.5	111	110.5	16.2	108	119.4
Volume/Cap:	0.44	0.69	0.69	1.71	0.57	2.13	0.84	0.40	0.40	0.55	1.12	0.42
Delay/Veh:	87.3	83.9	83.9	431.0	78.3	589.7	101.4	21.8	21.8	85.8	101	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	83.9	83.9	431.0	78.3	589.7	101.4	21.8	21.8	85.8	101	18.2
LOS by Move:	F	F	F	F	E	F	F	C	C	F	F	B
HCM2k95thQ:	7	22	22	37	16	182	18	24	24	11	131	25

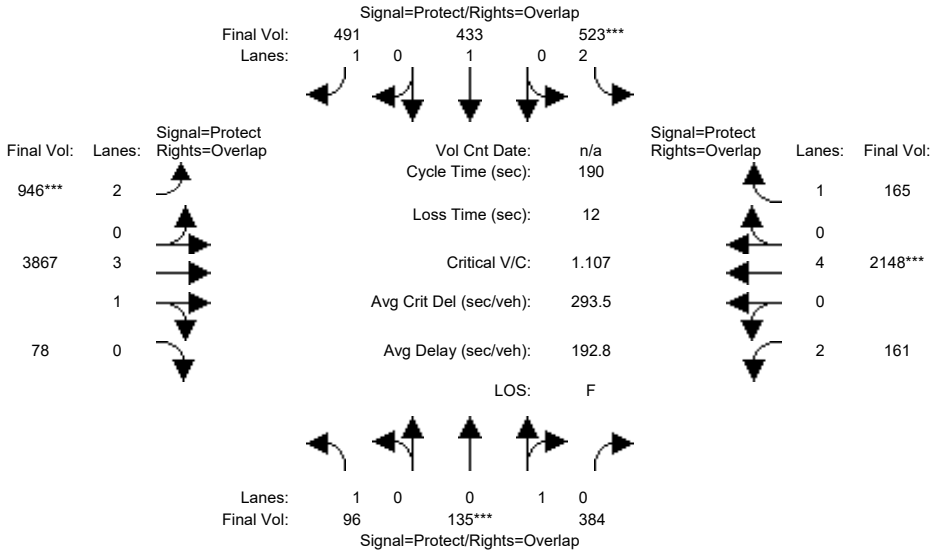
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5809: (60) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module:												
Base Vol:	96	135	384	523	433	491	946	3867	78	161	2148	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:	96	135	384	523	433	491	946	3867	78	161	2148	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	135	384	523	433	491	946	3867	78	161	2148	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	135	384	523	433	491	946	3867	78	161	2148	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	135	384	523	433	491	946	3867	78	161	2148	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	135	384	523	433	491	946	3867	78	161	2148	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.26	0.74	2.00	1.00	1.00	2.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1750	468	1332	3150	1900	1750	3150	5542	112	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.17	0.23	0.28	0.30	0.70	0.70	0.05	0.28	0.09
Crit Moves:		****		****			****				****	
Green Time:	11.0	23.5	37.5	28.0	40.5	65.0	24.5	112	123.5	14.0	102	130.0
Volume/Cap:	0.95	2.33	1.46	1.13	1.07	0.82	2.33	1.18	1.07	0.69	0.53	0.14
Delay/Veh:	161.5	696	298.4	162.2	139	66.0	697.1	160	113.6	99.2	50.5	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	161.5	696	298.4	162.2	139	66.0	697.1	160	113.6	99.2	50.5	25.6
LOS by Move:	F	F	F	F	F	E	F	F	F	F	D	C
HCM2k95thQ:	16	105	82	40	49	47	108	114	135	13	44	15

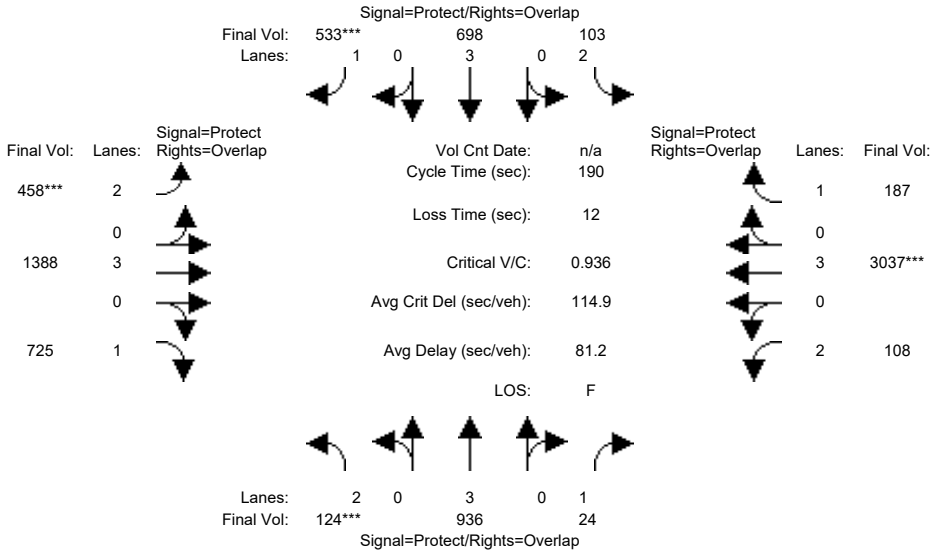
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #5812: (55) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	100	10	7	100	10
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	124	936	24	103	698	533	458	1595	725	108	3491	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	936	24	103	698	533	458	1595	725	108	3491	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	936	24	103	698	533	458	1595	725	108	3491	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	936	24	103	698	533	458	1388	725	108	3037	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	936	24	103	698	533	458	1388	725	108	3037	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	936	24	103	698	533	458	1388	725	108	3037	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.01	0.03	0.12	0.30	0.15	0.24	0.41	0.03	0.53	0.11
Crit Moves:	****					****	****				****	
Green Time:	15.6	38.0	48.8	12.8	35.2	64.5	29.3	106	121.8	10.8	87.9	100.7
Volume/Cap:	0.48	0.82	0.05	0.49	0.66	0.90	0.94	0.44	0.65	0.60	1.15	0.20
Delay/Veh:	84.7	77.6	53.3	87.2	73.4	75.9	106.6	24.5	22.2	93.2	124	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.7	77.6	53.3	87.2	73.4	75.9	106.6	24.5	22.2	93.2	124	23.6
LOS by Move:	F	E	D	F	E	E	F	C	C	F	F	C
HCM2k95thQ:	8	31	2	7	22	54	29	26	43	9	114	11

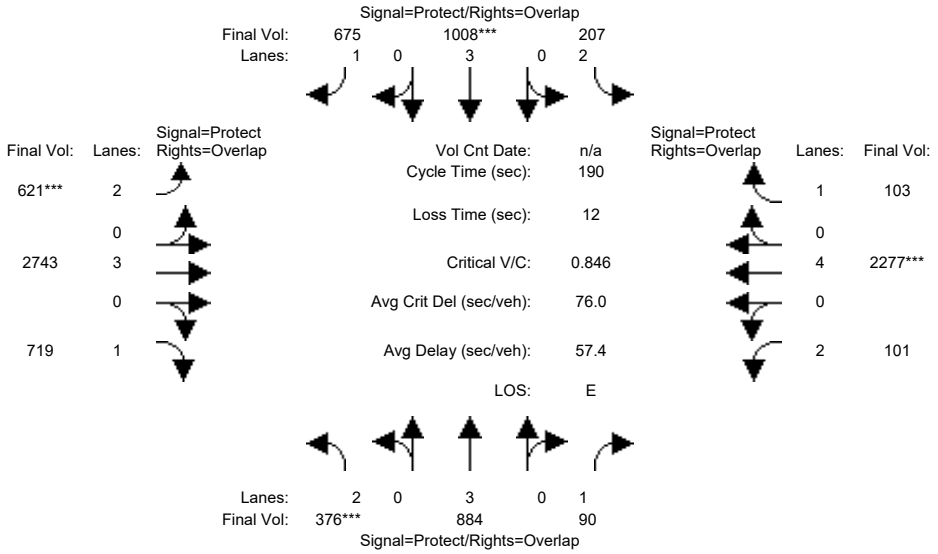
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #5812: (55) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module:												
Base Vol:	376	884	90	207	1008	675	621	3387	719	101	2277	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	884	90	207	1008	675	621	3387	719	101	2277	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	884	90	207	1008	675	621	3387	719	101	2277	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	376	884	90	207	1008	675	621	2743	719	101	2277	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	884	90	207	1008	675	621	2743	719	101	2277	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:	376	884	90	207	1008	675	621	2743	719	101	2277	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.05	0.07	0.18	0.39	0.20	0.48	0.41	0.03	0.30	0.06
Crit Moves:	****				****		****				****	
Green Time:	22.3	49.8	61.6	13.5	41.0	77.7	36.7	103	125.2	11.8	78.0	91.5
Volume/Cap:	1.02	0.59	0.16	0.93	0.82	0.94	1.02	0.89	0.62	0.52	0.73	0.12
Delay/Veh:	135.7	61.9	45.9	128.1	75.5	74.8	118.0	30.3	8.7	88.7	54.9	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	135.7	61.9	45.9	128.1	75.5	74.8	118.0	30.3	8.7	88.7	54.9	33.1
LOS by Move:	F	E	D	F	E	E	F	C	A	F	D	C
HCM2k95thQ:	28	26	8	16	33	68	37	60	21	8	48	8

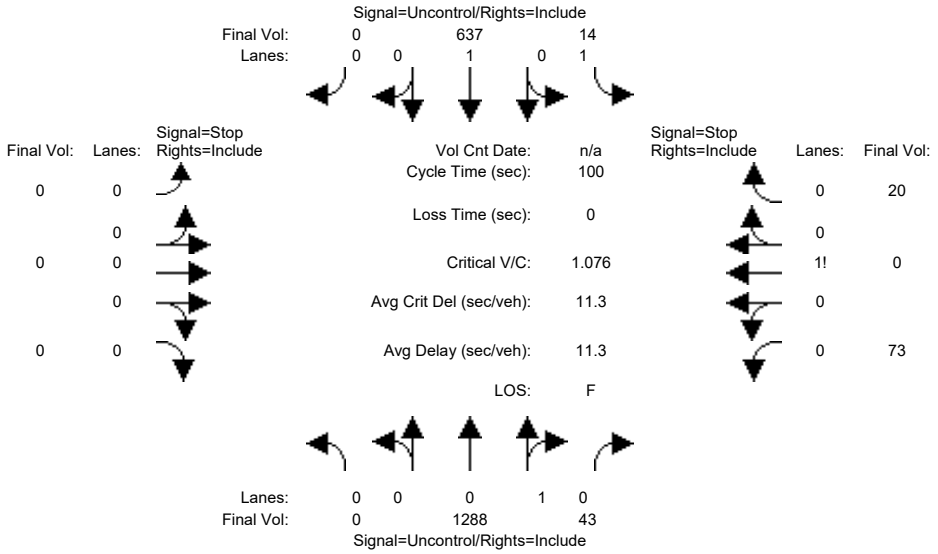
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #9234: (13) Patrick Henry Dr & Mission Way (Future)



Street Name:	Patrick Henry Dr						Kylli Dr South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	1185	40	13	586	0	0	0	0	67	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1185	40	13	586	0	0	0	0	67	0	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1185	40	13	586	0	0	0	0	67	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1288	43	14	637	0	0	0	0	73	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1288	43	14	637	0	0	0	0	73	0	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1332	xxxx	xxxxx	xxxx	xxxx	xxxxx	1975	1975	1310
Potent Cap.:	xxxx	xxxx	xxxxx	525	xxxx	xxxxx	xxxx	xxxx	xxxxx	69	63	196
Move Cap.:	xxxx	xxxx	xxxxx	525	xxxx	xxxxx	xxxx	xxxx	xxxxx	68	61	196
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	1.08	0.00	0.10
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.0	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	79	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	251	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			250.9		
ApproachLOS:	*			*			*			F		

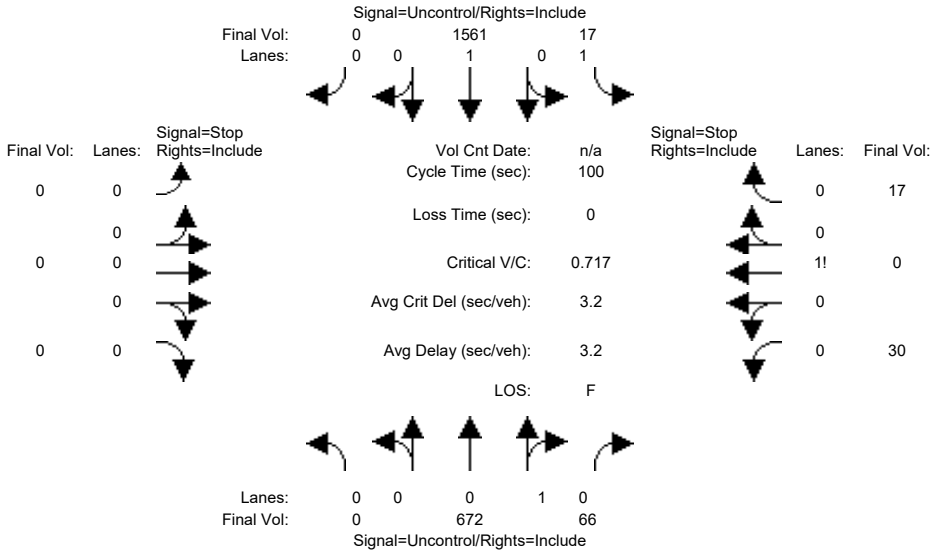
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #9234: (13) Patrick Henry Dr & Mission Way (Future)



Street Name:	Patrick Henry Dr						Kylli Dr South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	618	61	16	1436	0	0	0	0	28	0	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:	0	618	61	16	1436	0	0	0	0	28	0	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	618	61	16	1436	0	0	0	0	28	0	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	672	66	17	1561	0	0	0	0	30	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	672	66	17	1561	0	0	0	0	30	0	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	738	xxxx	xxxxx	xxxx	xxxx	xxxxx	2301	2301	705
Potent Cap.:	xxxx	xxxx	xxxxx	877	xxxx	xxxxx	xxxx	xxxx	xxxxx	43	39	440
Move Cap.:	xxxx	xxxx	xxxxx	877	xxxx	xxxxx	xxxx	xxxx	xxxxx	42	38	440
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.72	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	63	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	157	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			156.7		
ApproachLOS:	*			*			*			F		

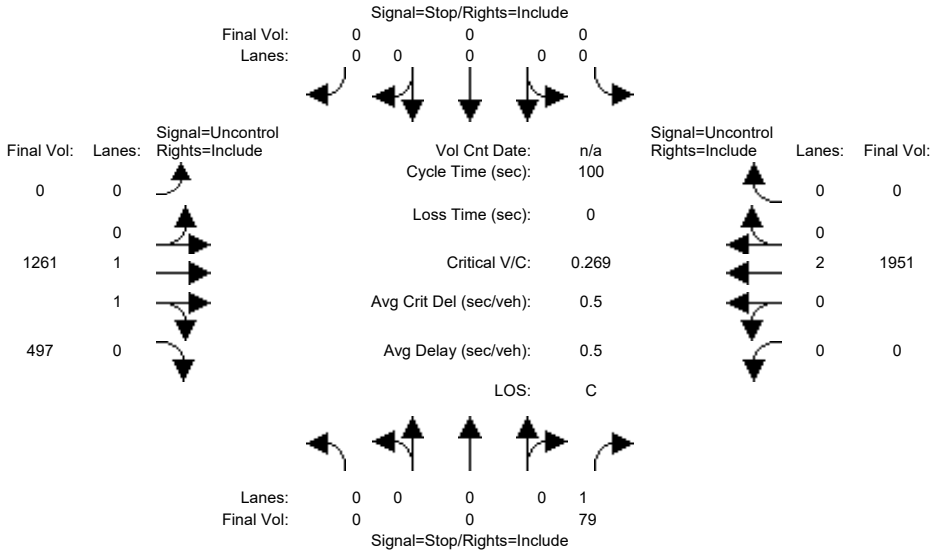
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #9244: (61) Kylli Dwy A & Tasman Dr



Street Name:	Kylli Dwy A						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	73	0	0	0	0	1160	457	0	1795	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	73	0	0	0	0	1160	457	0	1795	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	73	0	0	0	0	1160	457	0	1795	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	79	0	0	0	0	1261	497	0	1951	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	79	0	0	0	0	1261	497	0	1951	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	879	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	295	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	295	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	21.6	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:		21.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

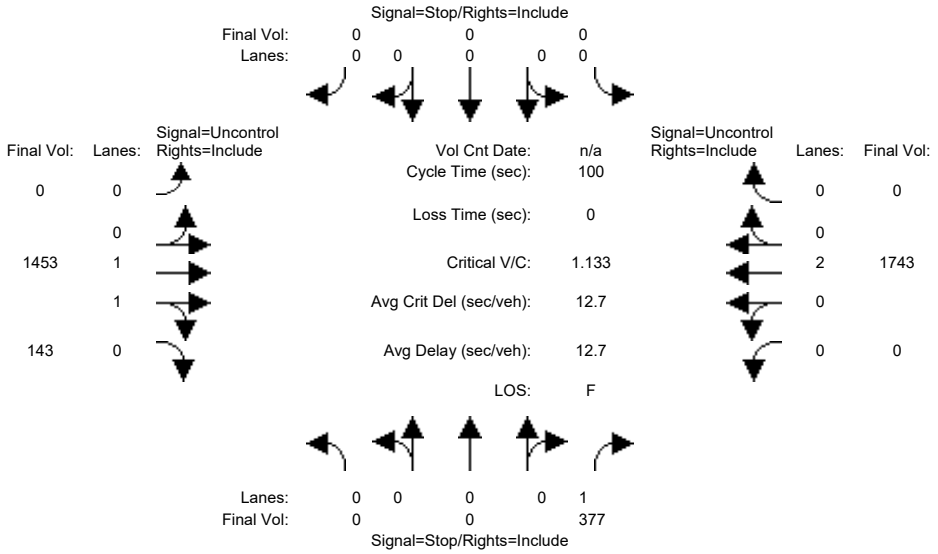
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #9244: (61) Kylli Dwy A & Tasman Dr



Street Name:	Kylli Dwy A						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	347	0	0	0	0	1337	132	0	1604	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	347	0	0	0	0	1337	132	0	1604	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	347	0	0	0	0	1337	132	0	1604	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	377	0	0	0	0	1453	143	0	1743	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	377	0	0	0	0	1453	143	0	1743	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	798	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	333	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	333	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	1.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	15.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	125.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	F	*	*	*	*	*	*	*	*	*
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:	125.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

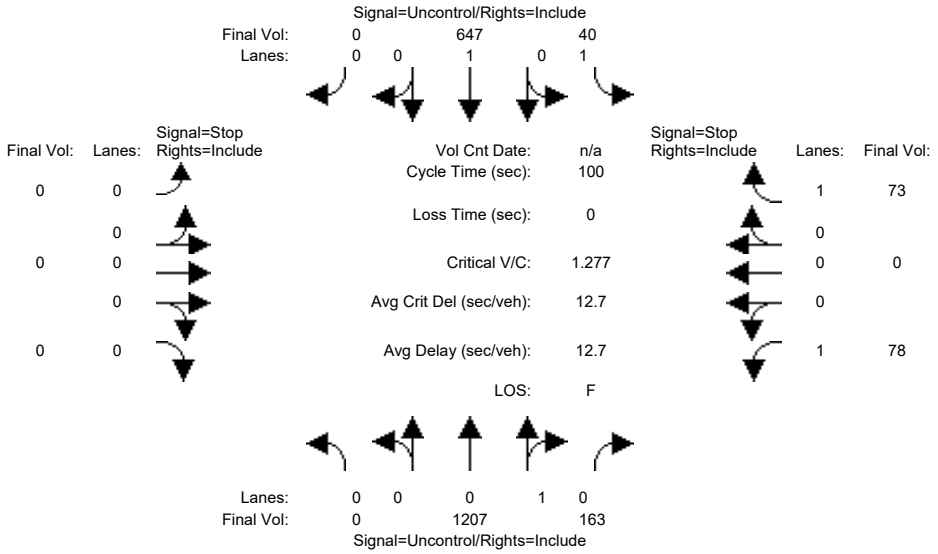
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #9245: (12) Patrick Henry Dr & Kylli Dr West



Street Name:	Patrick Henry Dr						Kylli Dr West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	1110	150	37	595	0	0	0	0	72	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1110	150	37	595	0	0	0	0	72	0	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1110	150	37	595	0	0	0	0	72	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1207	163	40	647	0	0	0	0	78	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1207	163	40	647	0	0	0	0	78	0	73
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1370	xxxx	xxxxx	xxxx	xxxx	xxxxx	2015	xxxx	1288
Potent Cap.:	xxxx	xxxx	xxxxx	508	xxxx	xxxxx	xxxx	xxxx	xxxxx	65	xxxx	202
Move Cap.:	xxxx	xxxx	xxxxx	508	xxxx	xxxxx	xxxx	xxxx	xxxxx	61	xxxx	202
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	1.28	xxxx	0.36
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	6.6	xxxx	1.5
Control Del:	xxxxx	xxxx	xxxxx	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	320.2	xxxx	32.5
LOS by Move:	*	*	*	B	*	*	*	*	*	F	*	D
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			181.5		
ApproachLOS:	*			*			*			F		

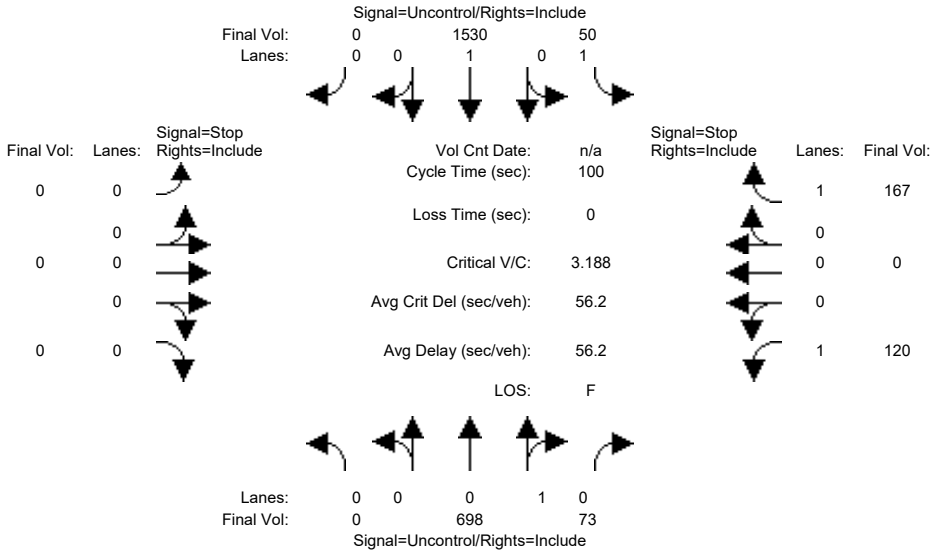
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #9245: (12) Patrick Henry Dr & Kylli Dr West



Street Name:	Patrick Henry Dr						Kylli Dr West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	642	67	46	1408	0	0	0	0	110	0	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:	0	642	67	46	1408	0	0	0	0	110	0	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	642	67	46	1408	0	0	0	0	110	0	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	698	73	50	1530	0	0	0	0	120	0	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	698	73	50	1530	0	0	0	0	120	0	167
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	771	xxxx	xxxxx	xxxx	xxxx	xxxxx	2365	xxxx	734
Potent Cap.:	xxxx	xxxx	xxxxx	853	xxxx	xxxxx	xxxx	xxxx	xxxxx	39	xxxx	423
Move Cap.:	xxxx	xxxx	xxxxx	853	xxxx	xxxxx	xxxx	xxxx	xxxxx	38	xxxx	423
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	3.19	xxxx	0.40
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	13.6	xxxx	1.9
Control Del:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1210	xxxx	19.0
LOS by Move:	*	*	*	A	*	*	*	*	*	F	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			515.1		
ApproachLOS:	*			*			*			F		

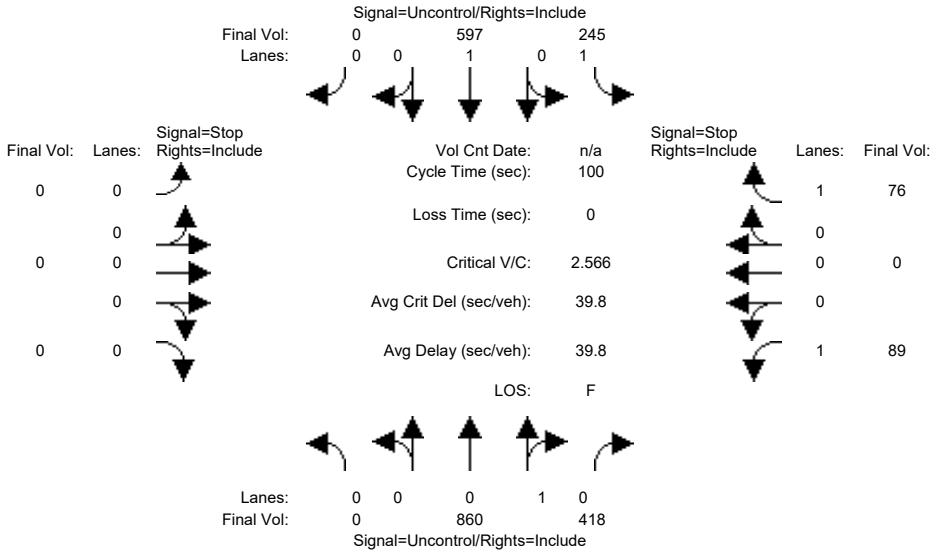
Note: Queue reported is the number of cars per lane.

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City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #9246: (62) Patrick Henry Dr & Kylli Dwy A



Street Name:	Patrick Henry Dr						Kylli Dwy A					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	791	385	225	549	0	0	0	0	82	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	791	385	225	549	0	0	0	0	82	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	791	385	225	549	0	0	0	0	82	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	860	418	245	597	0	0	0	0	89	0	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	860	418	245	597	0	0	0	0	89	0	76
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1278	xxxx	xxxxx	xxxx	xxxx	xxxxx	2155	xxxx	1069
Potent Cap.:	xxxx	xxxx	xxxxx	550	xxxx	xxxxx	xxxx	xxxx	xxxxx	53	xxxx	271
Move Cap.:	xxxx	xxxx	xxxxx	550	xxxx	xxxxx	xxxx	xxxx	xxxxx	35	xxxx	271
Volume/Cap:	xxxx	xxxx	xxxx	0.44	xxxx	xxxx	xxxx	xxxx	xxxx	2.57	xxxx	0.28
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	10.1	xxxx	1.1
Control Del:	xxxxx	xxxx	xxxxx	16.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	954.6	xxxx	23.3
LOS by Move:	*	*	*	C	*	*	*	*	*	F	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			525.7		
ApproachLOS:	*			*			*			F		

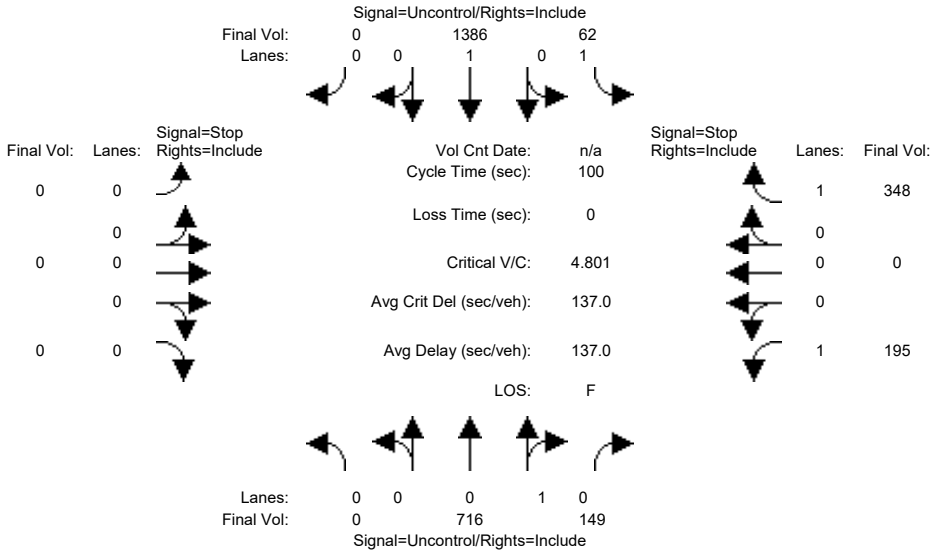
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #9246: (62) Patrick Henry Dr & Kylli Dwy A



Street Name:	Patrick Henry Dr						Kylli Dwy A					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	659	137	57	1275	0	0	0	0	179	0	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	659	137	57	1275	0	0	0	0	179	0	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	659	137	57	1275	0	0	0	0	179	0	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	716	149	62	1386	0	0	0	0	195	0	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	716	149	62	1386	0	0	0	0	195	0	348
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	865	xxxx	xxxxx	xxxx	xxxx	xxxxx	2301	xxxx	791
Potent Cap.:	xxxx	xxxx	xxxxx	787	xxxx	xxxxx	xxxx	xxxx	xxxxx	43	xxxx	393
Move Cap.:	xxxx	xxxx	xxxxx	787	xxxx	xxxxx	xxxx	xxxx	xxxxx	41	xxxx	393
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	4.80	xxxx	0.89
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	22.5	xxxx	8.9
Control Del:	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1910	xxxx	54.1
LOS by Move:	*	*	*	A	*	*	*	*	*	F	*	F
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			719.9		
ApproachLOS:	*			*			*			F		

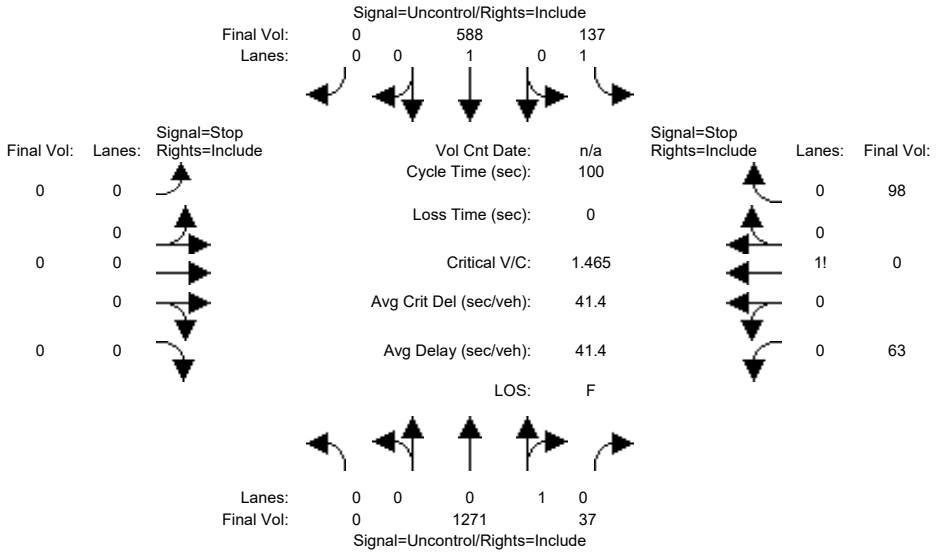
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #9247: (63) Patrick Henry Dr & Kylli Dwy D



Street Name:	Patrick Henry Dr						Kylli Dwy D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1169	34	126	541	0	0	0	0	58	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1169	34	126	541	0	0	0	0	58	0	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1169	34	126	541	0	0	0	0	58	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1271	37	137	588	0	0	0	0	63	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1271	37	137	588	0	0	0	0	63	0	98
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1308	xxxx	xxxxx	xxxx	xxxx	xxxxx	2151	2151	1289
Potent Cap.:	xxxx	xxxx	xxxxx	536	xxxx	xxxxx	xxxx	xxxx	xxxxx	54	49	202
Move Cap.:	xxxx	xxxx	xxxxx	536	xxxx	xxxxx	xxxx	xxxx	xxxxx	43	36	202
Volume/Cap:	xxxx	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	1.47	0.00	0.48
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.0	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	83	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	552	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			552.1		
ApproachLOS:	*			*			*			F		

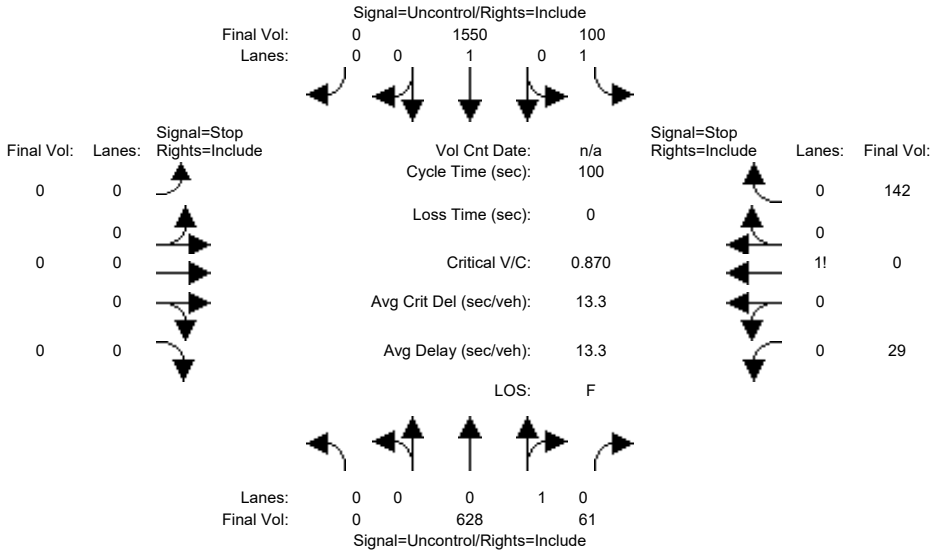
Note: Queue reported is the number of cars per lane.

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Intersection #9247: (63) Patrick Henry Dr & Kylli Dwy D



Street Name:	Patrick Henry Dr						Kylli Dwy D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	578	56	92	1426	0	0	0	0	27	0	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	578	56	92	1426	0	0	0	0	27	0	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	578	56	92	1426	0	0	0	0	27	0	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	628	61	100	1550	0	0	0	0	29	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	628	61	100	1550	0	0	0	0	29	0	142
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	689	xxxx	xxxxx	xxxx	xxxx	xxxxx	2409	2409	659
Potent Cap.:	xxxx	xxxx	xxxxx	915	xxxx	xxxxx	xxxx	xxxx	xxxxx	37	33	467
Move Cap.:	xxxx	xxxx	xxxxx	915	xxxx	xxxxx	xxxx	xxxx	xxxxx	34	30	467
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.87	0.00	0.30
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	146	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	190	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			189.6		
ApproachLOS:	*			*			*			F		

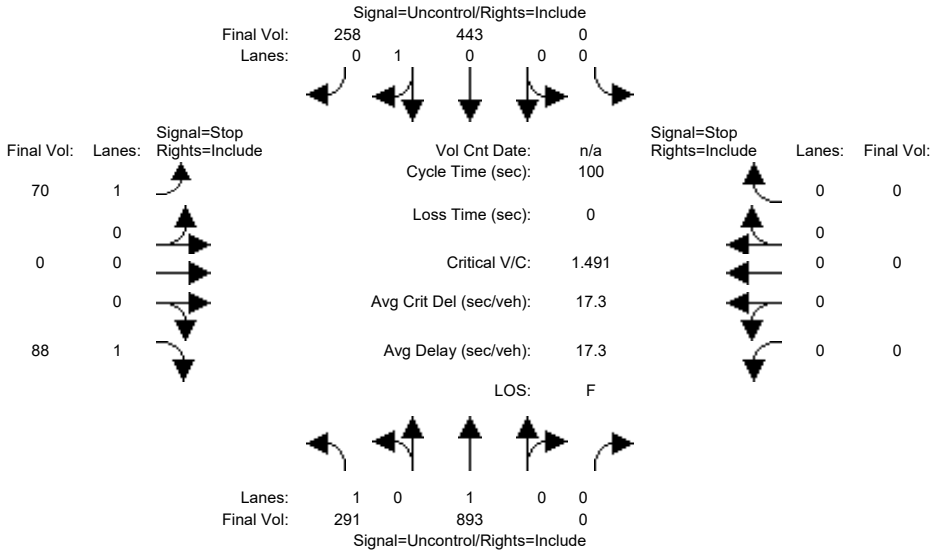
Note: Queue reported is the number of cars per lane.

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Intersection #9248: (15) Old Ironside Dr & Kylli Dr East



Street Name:	Old Ironside Dr						Kylli Dr East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	268	822	0	0	408	237	64	0	81	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:	268	822	0	0	408	237	64	0	81	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	822	0	0	408	237	64	0	81	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	291	893	0	0	443	258	70	0	88	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	291	893	0	0	443	258	70	0	88	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	701	xxxx	xxxxx	xxxx	xxxx	xxxxx	2048	xxxx	572	xxxx	xxxx	xxxxx
Potent Cap.:	905	xxxx	xxxxx	xxxx	xxxx	xxxxx	62	xxxx	523	xxxx	xxxx	xxxxx
Move Cap.:	905	xxxx	xxxxx	xxxx	xxxx	xxxxx	47	xxxx	523	xxxx	xxxx	xxxxx
Volume/Cap:	0.32	xxxx	xxxx	xxxx	xxxx	xxxx	1.49	xxxx	0.17	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	6.7	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	445.3	xxxx	13.3	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			204.0			xxxxxx		
ApproachLOS:	*			*			F			*		

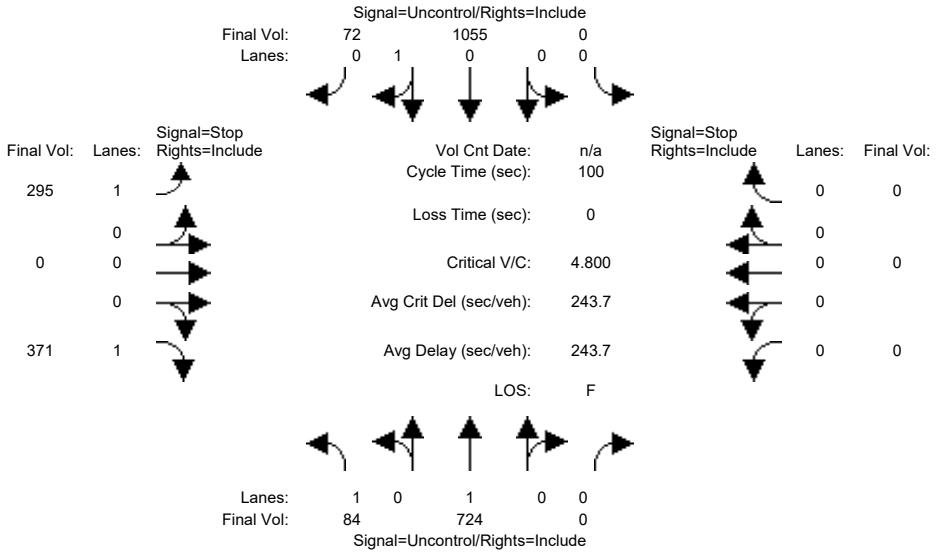
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #9248: (15) Old Ironside Dr & Kylli Dr East



Street Name:	Old Ironside Dr						Kylli Dr East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	77	666	0	0	971	66	271	0	341	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:	77	666	0	0	971	66	271	0	341	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	666	0	0	971	66	271	0	341	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	84	724	0	0	1055	72	295	0	371	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	84	724	0	0	1055	72	295	0	371	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1127	xxxx	xxxxx	xxxx	xxxx	xxxxx	1983	xxxx	1091	xxxx	xxxx	xxxxx
Potent Cap.:	627	xxxx	xxxxx	xxxx	xxxx	xxxxx	68	xxxx	264	xxxx	xxxx	xxxxx
Move Cap.:	627	xxxx	xxxxx	xxxx	xxxx	xxxxx	61	xxxx	264	xxxx	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	4.80	xxxx	1.41	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	32.5	xxxx	20.3	xxxx	xxxx	xxxxx
Control Del:	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1845	xxxx	240.6	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	F	*	*	*
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			951.0			xxxxxx		
ApproachLOS:	*			*			F			*		

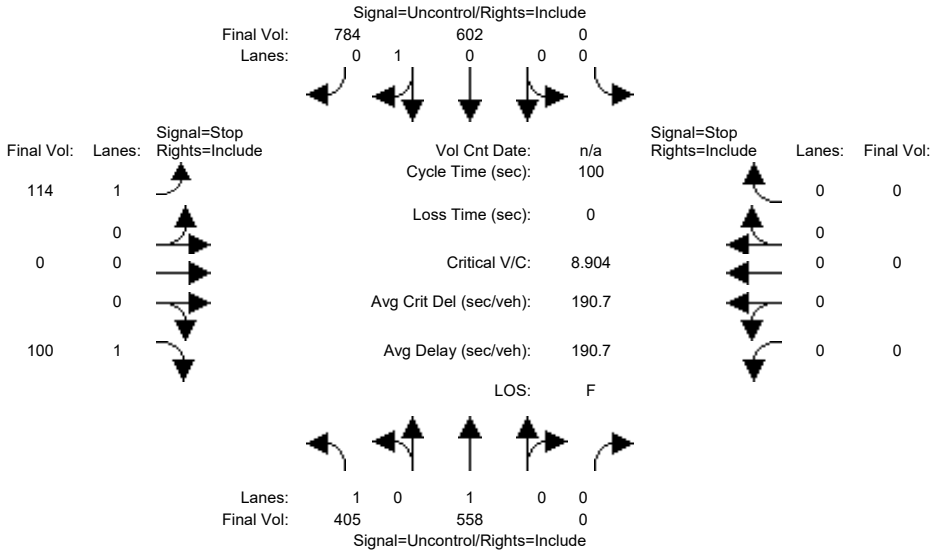
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #9249: (64) Old Ironsides Dr & Kylli Dwy B



Street Name:	Old Ironsides Dr						Kylli Dwy B					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	373	513	0	0	554	721	105	0	92	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	513	0	0	554	721	105	0	92	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	513	0	0	554	721	105	0	92	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	405	558	0	0	602	784	114	0	100	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	405	558	0	0	602	784	114	0	100	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1386	xxxx	xxxxx	xxxx	xxxx	xxxxx	2363	xxxx	994	xxxx	xxxx	xxxxx
Potent Cap.:	501	xxxx	xxxxx	xxxx	xxxx	xxxxx	39	xxxx	300	xxxx	xxxx	xxxxx
Move Cap.:	501	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	xxxx	300	xxxx	xxxx	xxxxx
Volume/Cap:	0.81	xxxx	xxxx	xxxx	xxxx	xxxx	8.90	xxxx	0.33	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	7.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	15.4	xxxx	1.4	xxxx	xxxx	xxxxx
Control Del:	36.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4135	xxxx	22.9	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	F	*	C	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			2214.6			xxxxxx		
ApproachLOS:	*			*			F			*		

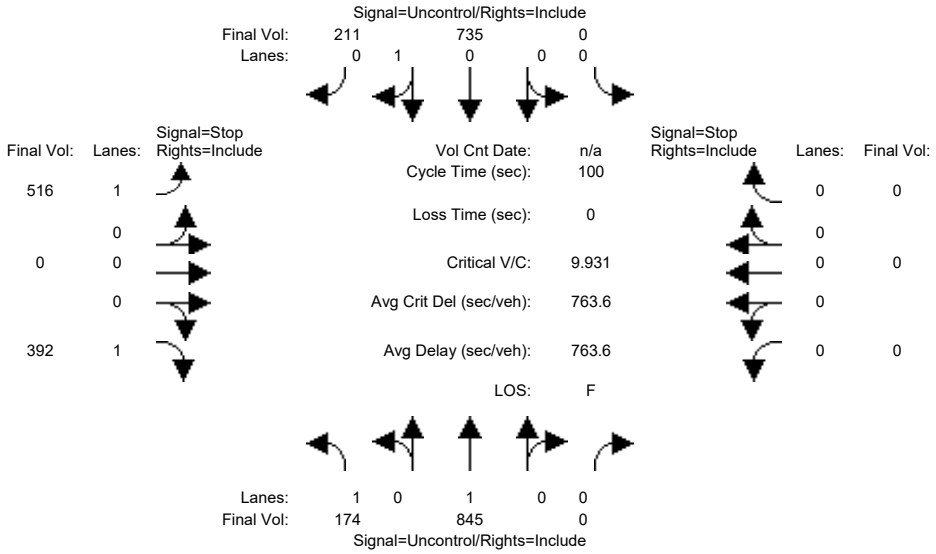
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #9249: (64) Old Ironsides Dr & Kylli Dwy B



Street Name:	Old Ironsides Dr						Kylli Dwy B					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	160	777	0	0	676	194	475	0	361	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:	160	777	0	0	676	194	475	0	361	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	777	0	0	676	194	475	0	361	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	174	845	0	0	735	211	516	0	392	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	174	845	0	0	735	211	516	0	392	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	946	xxxx	xxxxx	xxxx	xxxx	xxxxx	2033	xxxx	840	xxxx	xxxx	xxxxx
Potent Cap.:	734	xxxx	xxxxx	xxxx	xxxx	xxxxx	64	xxxx	368	xxxx	xxxx	xxxxx
Move Cap.:	734	xxxx	xxxxx	xxxx	xxxx	xxxxx	52	xxxx	368	xxxx	xxxx	xxxxx
Volume/Cap:	0.24	xxxx	xxxx	xxxx	xxxx	xxxx	9.93	xxxx	1.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	61.2	xxxx	13.7	xxxx	xxxx	xxxxx
Control Del:	11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4169	xxxx	99.8	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	F	*	*	*
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			2411.8			xxxxxx		
ApproachLOS:	*			*			F			*		

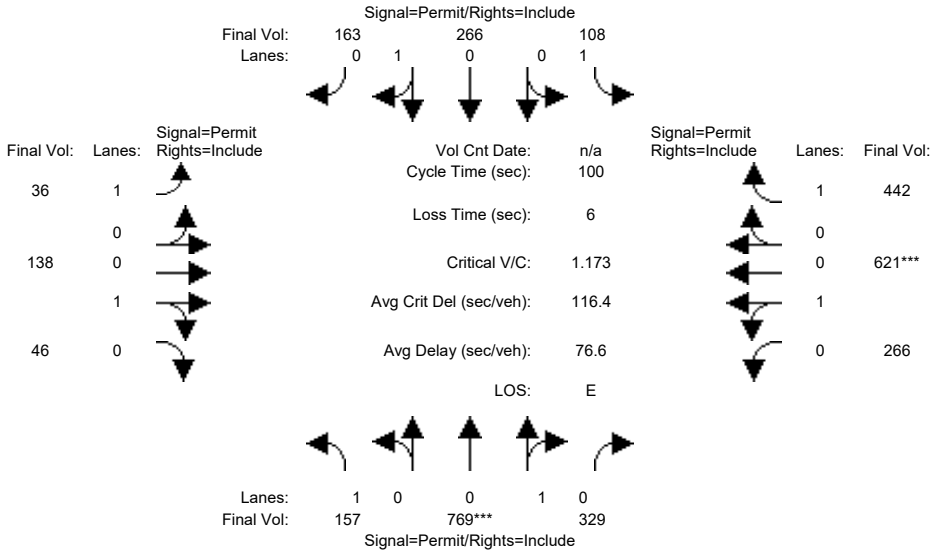
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #9284: (#16) Old Ironside Dr & Old Glory Ln (signal)



Street Name:	Old Ironside Dr						Old Glory Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	692	296	97	239	147	32	124	41	239	559	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	692	296	97	239	147	32	124	41	239	559	398
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	692	296	97	239	147	32	124	41	239	559	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	157	769	329	108	266	163	36	138	46	266	621	442
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	769	329	108	266	163	36	138	46	266	621	442
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	769	329	108	266	163	36	138	46	266	621	442
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	0.70	0.30	1.00	0.62	0.38	1.00	0.75	0.25	0.30	0.70	1.00
Final Sat.:	1750	1261	539	1750	1115	685	1750	1353	447	539	1261	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.61	0.61	0.06	0.24	0.24	0.02	0.10	0.10	0.49	0.49	0.25
Crit Moves:		****									****	
Green Time:	52.0	52.0	52.0	52.0	52.0	52.0	42.0	42.0	42.0	42.0	42.0	42.0
Volume/Cap:	0.17	1.17	1.17	0.12	0.46	0.46	0.05	0.24	0.24	1.17	1.17	0.60
Delay/Veh:	12.7	113	113.2	12.3	15.5	15.5	17.2	18.9	18.9	120.5	121	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	113	113.2	12.3	15.5	15.5	17.2	18.9	18.9	120.5	121	23.9
LOS by Move:	B	F	F	B	B	B	B	B	B	F	F	C
HCM2k95thQ:	5	90	90	4	16	16	1	8	8	75	75	21

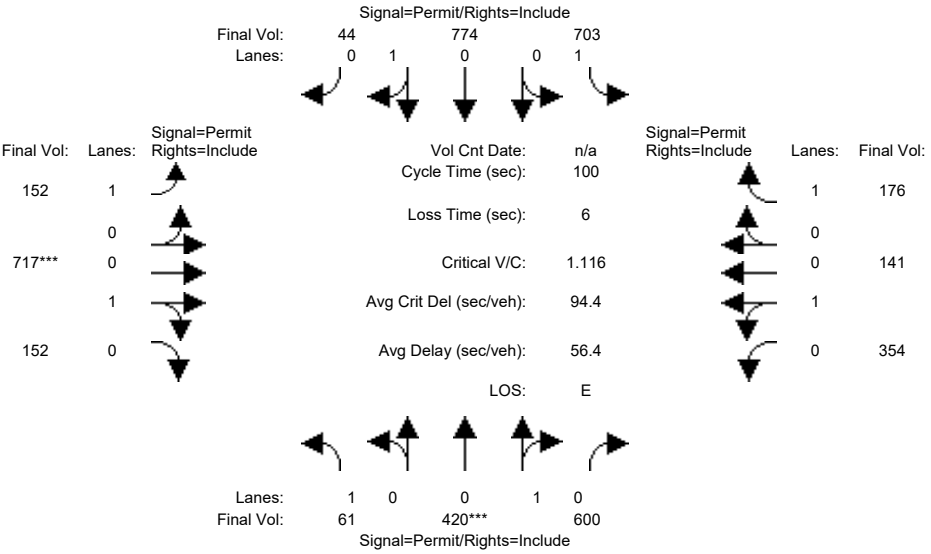
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #9284: (#16) Old Ironside Dr & Old Glory Ln (signal)



Street Name:	Old Ironside Dr						Old Glory Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	55	378	540	633	697	40	137	645	137	319	127	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:	55	378	540	633	697	40	137	645	137	319	127	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	378	540	633	697	40	137	645	137	319	127	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	61	420	600	703	774	44	152	717	152	354	141	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	420	600	703	774	44	152	717	152	354	141	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	420	600	703	774	44	152	717	152	354	141	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	0.41	0.59	1.00	0.95	0.05	1.00	0.82	0.18	0.72	0.28	1.00
Final Sat.:	1750	741	1059	1750	1702	98	1750	1485	315	1287	513	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.57	0.57	0.40	0.45	0.45	0.09	0.48	0.48	0.28	0.28	0.10
Crit Moves:		****						****				
Green Time:	50.8	50.8	50.8	50.8	50.8	50.8	43.2	43.2	43.2	43.2	43.2	43.2
Volume/Cap:	0.07	1.12	1.12	0.79	0.90	0.90	0.20	1.12	1.12	0.64	0.64	0.23
Delay/Veh:	12.6	91.7	91.7	25.2	33.6	33.6	17.8	97.5	97.5	24.0	24.0	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	91.7	91.7	25.2	33.6	33.6	17.8	97.5	97.5	24.0	24.0	18.1
LOS by Move:	B	F	F	C	C	C	B	F	F	C	C	B
HCM2k95thQ:	2	78	78	35	45	45	6	68	68	23	23	7

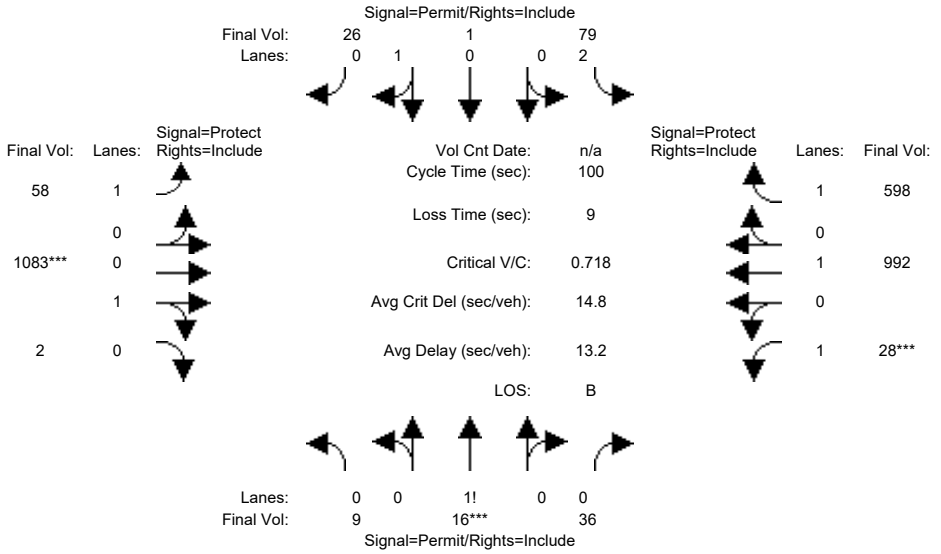
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli AM -Rev.Retail

Intersection #9285: (#17) Old Ironsides Dr & Patrick Henry Dr (signal)



Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	14	32	71	1	23	52	975	2	25	893	538
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	14	32	71	1	23	52	975	2	25	893	538
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	14	32	71	1	23	52	975	2	25	893	538
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	9	16	36	79	1	26	58	1083	2	28	992	598
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	16	36	79	1	26	58	1083	2	28	992	598
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	16	36	79	1	26	58	1083	2	28	992	598
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.15	0.26	0.59	2.00	0.04	0.96	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	259	454	1037	3150	75	1725	1750	1796	4	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.01	0.01	0.03	0.60	0.60	0.02	0.52	0.34
Crit Moves:		****						****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	9.6	74.0	74.0	7.0	71.4	71.4
Volume/Cap:	0.34	0.34	0.34	0.25	0.15	0.15	0.34	0.81	0.81	0.23	0.73	0.48
Delay/Veh:	43.1	43.1	43.1	42.0	41.5	41.5	43.5	12.5	12.5	44.9	10.6	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	43.1	43.1	42.0	41.5	41.5	43.5	12.5	12.5	44.9	10.6	6.5
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	A
HCM2k95thQ:	4	4	4	3	2	2	4	41	41	2	33	16

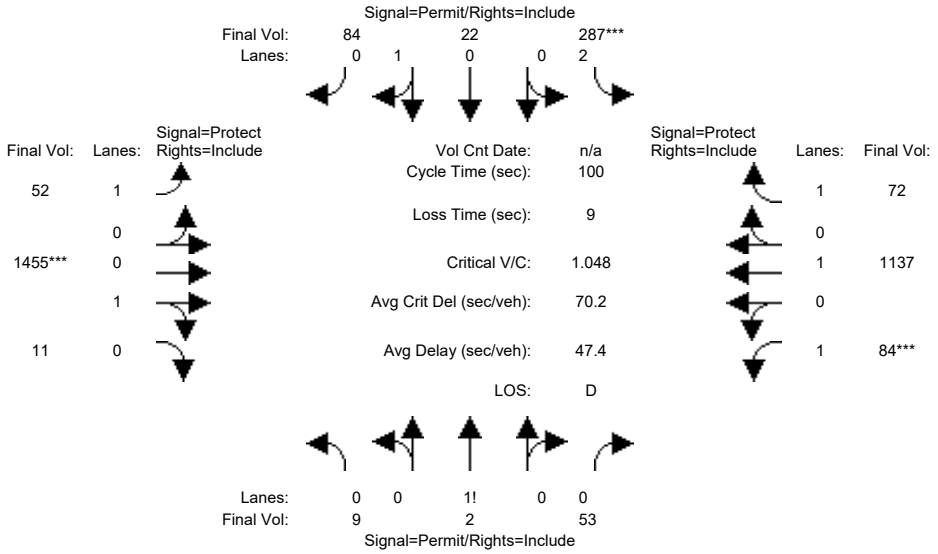
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli PM -Rev.Retail

Intersection #9285: (#17) Old Ironsides Dr & Patrick Henry Dr (signal)



Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	2	49	264	20	77	48	1339	10	77	1046	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:	8	2	49	264	20	77	48	1339	10	77	1046	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	2	49	264	20	77	48	1339	10	77	1046	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	9	2	53	287	22	84	52	1455	11	84	1137	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2	53	287	22	84	52	1455	11	84	1137	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	2	53	287	22	84	52	1455	11	84	1137	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.14	0.03	0.83	2.00	0.21	0.79	1.00	0.99	0.01	1.00	1.00	1.00
Final Sat.:	237	59	1453	3150	371	1429	1750	1787	13	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.09	0.06	0.06	0.03	0.81	0.81	0.05	0.60	0.04
Crit Moves:				****				****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	8.5	74.0	74.0	7.0	72.5	72.5
Volume/Cap:	0.37	0.37	0.37	0.91	0.59	0.59	0.35	1.10	1.10	0.68	0.83	0.06
Delay/Veh:	43.3	43.3	43.3	73.6	47.9	47.9	44.6	70.1	70.1	60.2	13.6	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	43.3	43.3	73.6	47.9	47.9	44.6	70.1	70.1	60.2	13.6	4.0
LOS by Move:	D	D	D	E	D	D	D	E	E	E	B	A
HCM2k95thQ:	5	5	5	16	8	8	4	103	103	8	42	1

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

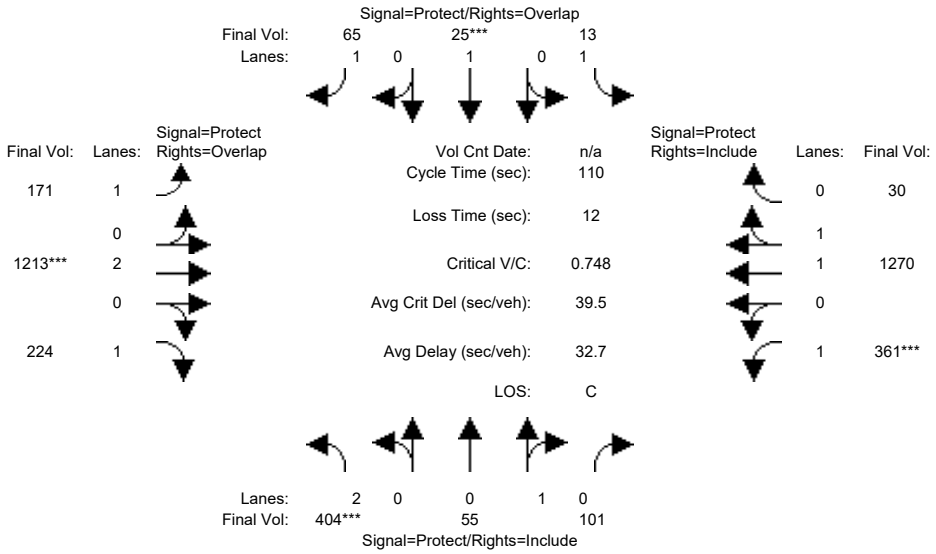
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Level of Service Calculations with Improvements
(2030 Plus Project)

Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - AM

Intersection #40: (11) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	392	53	98	13	24	63	166	1067	327	350	1232	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	53	98	13	24	63	166	1067	327	350	1232	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	110	-110	0	0	0
Initial Fut:	392	53	98	13	24	63	166	1177	217	350	1232	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	404	55	101	13	25	65	171	1213	224	361	1270	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	55	101	13	25	65	171	1213	224	361	1270	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	55	101	13	25	65	171	1213	224	361	1270	30
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	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.35	0.65	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	3150	632	1168	1750	1900	1750	1750	3800	1750	1750	3615	85
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.01	0.01	0.04	0.10	0.32	0.13	0.21	0.35	0.35
Crit Moves:	****				****			****			****	
Green Time:	17.7	15.7	15.7	9.9	8.0	23.8	15.8	44.0	61.6	28.4	56.6	56.6
Volume/Cap:	0.80	0.60	0.60	0.08	0.18	0.17	0.68	0.80	0.23	0.80	0.68	0.68
Delay/Veh:	53.2	48.3	48.3	46.1	48.5	35.3	52.3	32.2	12.3	47.9	21.0	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:	53.2	48.3	48.3	46.1	48.5	35.3	52.3	32.2	12.3	47.9	21.0	21.0
LOS by Move:	D	D	D	D	D	D	D	C	B	D	C	C
HCM2k95thQ:	19	12	12	1	2	4	12	32	8	22	29	29

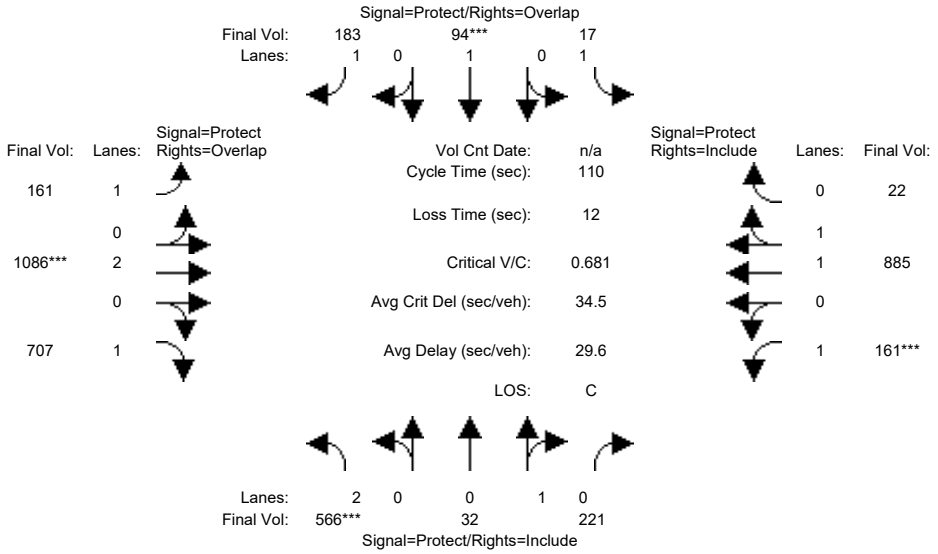
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - PM

Intersection #40: (11) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	543	31	212	16	90	176	155	1017	705	155	850	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	543	31	212	16	90	176	155	1017	705	155	850	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	26	-26	0	0	0
Initial Fut:	543	31	212	16	90	176	155	1043	679	155	850	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	566	32	221	17	94	183	161	1086	707	161	885	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	32	221	17	94	183	161	1086	707	161	885	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	566	32	221	17	94	183	161	1086	707	161	885	22
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	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.13	0.87	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	3150	230	1570	1750	1900	1750	1750	3800	1750	1750	3611	89
Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.14	0.01	0.05	0.10	0.09	0.29	0.40	0.09	0.25	0.25
Crit Moves:	****				****			****		****		
Green Time:	29.0	26.6	26.6	10.3	8.0	24.7	16.7	46.1	75.1	14.9	44.3	44.3
Volume/Cap:	0.68	0.58	0.58	0.10	0.68	0.47	0.61	0.68	0.59	0.68	0.61	0.61
Delay/Veh:	38.7	38.7	38.7	45.9	62.5	37.8	47.7	27.2	10.1	53.2	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:	38.7	38.7	38.7	45.9	62.5	37.8	47.7	27.2	10.1	53.2	26.7	26.7
LOS by Move:	D	D	D	D	E	D	D	C	B	D	C	C
HCM2k95thQ:	21	16	16	1	9	12	11	26	24	11	22	22

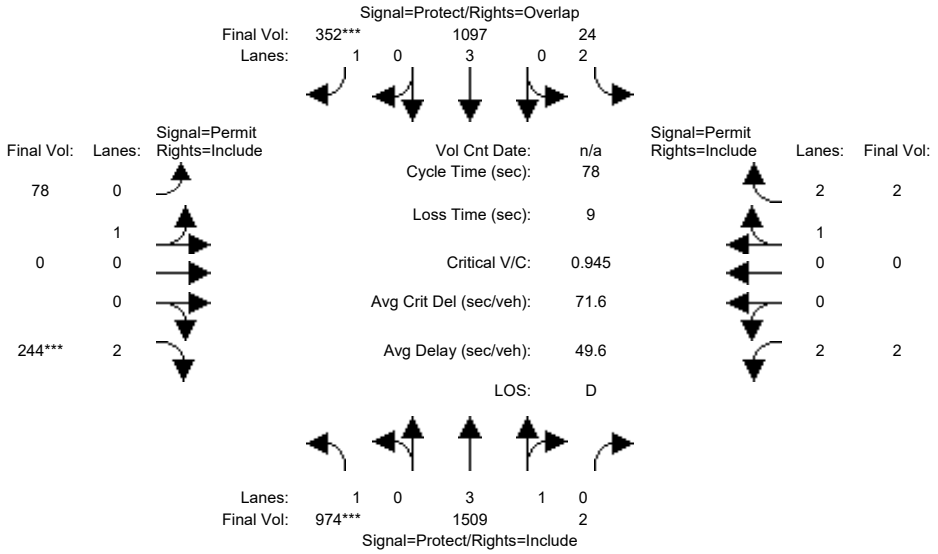
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - AM

Intersection #53: (24) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	877	1358	2	22	987	317	70	0	220	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	877	1358	2	22	987	317	70	0	220	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	877	1358	2	22	987	317	70	0	220	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	974	1509	2	24	1097	352	78	0	244	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	974	1509	2	24	1097	352	78	0	244	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	974	1509	2	24	1097	352	78	0	244	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.83	0.83	1.00	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	1.00	0.00	2.00	2.00	0.00	3.00
Final Sat.:	1750	7489	11	3150	5700	1750	1800	0	3150	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.56	0.20	0.20	0.01	0.19	0.20	0.04	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	40.4	33.6	33.6	21.4	14.6	14.6	14.0	0.0	14.0	14.0	0.0	14.0
Volume/Cap:	1.08	0.47	0.47	0.03	1.03	1.08	0.24	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	71.0	15.9	15.9	20.7	66.6	102.9	27.8	0.0	29.0	26.3	0.0	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:	71.0	15.9	15.9	20.7	66.6	102.9	27.8	0.0	29.0	26.3	0.0	26.3
LOS by Move:	E	B	B	C	E	F	C	A	C	C	A	C
HCM2k95thQ:	59	12	12	1	23	25	4	0	7	0	0	0

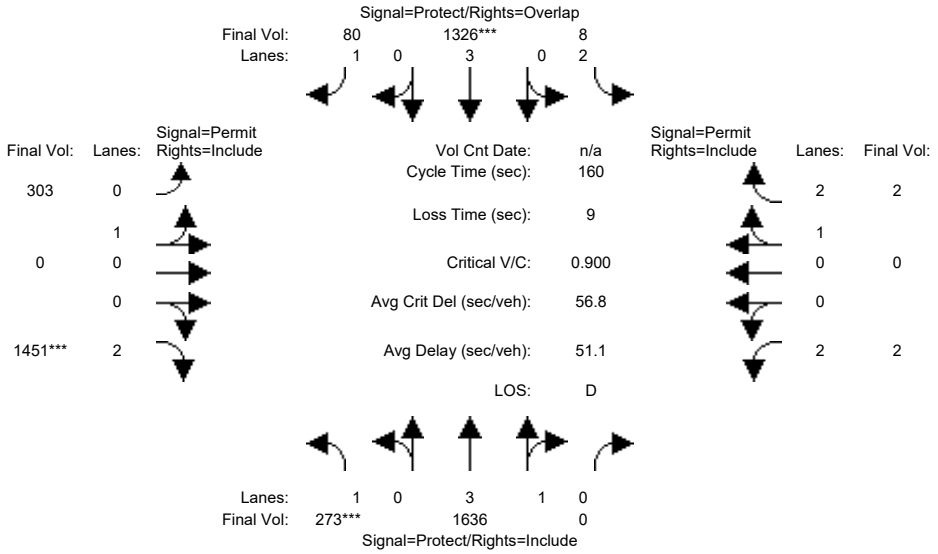
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - PM

Intersection #53: (24) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	259	1554	0	8	1260	76	288	0	1378	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	1554	0	8	1260	76	288	0	1378	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	1554	0	8	1260	76	288	0	1378	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	1636	0	8	1326	80	303	0	1451	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1636	0	8	1326	80	303	0	1451	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	1636	0	8	1326	80	303	0	1451	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.83	0.83	1.00	0.95
Lanes:	1.00	4.00	0.00	2.00	3.00	1.00	1.00	0.00	2.00	2.00	0.00	3.00
Final Sat.:	1750	7500	0	3150	5700	1750	1800	0	3150	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.16	0.22	0.00	0.00	0.23	0.05	0.17	0.00	0.46	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	27.7	53.7	0.0	15.4	41.4	41.4	81.9	0.0	81.9	81.9	0.0	81.9
Volume/Cap:	0.90	0.65	0.00	0.03	0.90	0.18	0.33	0.00	0.90	0.00	0.00	0.00
Delay/Veh:	92.5	45.8	0.0	65.6	65.1	46.3	23.1	0.0	42.6	19.1	0.0	19.1
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:	92.5	45.8	0.0	65.6	65.1	46.3	23.1	0.0	42.6	19.1	0.0	19.1
LOS by Move:	F	D	A	E	E	D	C	A	D	B	A	B
HCM2k95thQ:	27	29	0	0	38	6	16	0	64	0	0	0

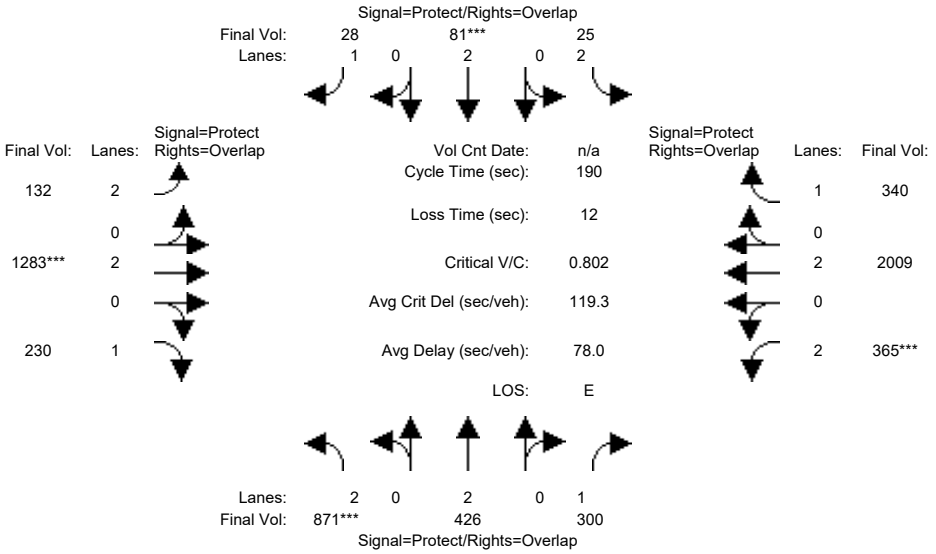
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - AM

Intersection #5332: (45) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	871	426	300	25	81	28	132	1492	230	365	2336	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	871	426	300	25	81	28	132	1492	230	365	2336	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	871	426	300	25	81	28	132	1492	230	365	2336	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	871	426	300	25	81	28	132	1283	230	365	2009	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	871	426	300	25	81	28	132	1283	230	365	2009	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	871	426	300	25	81	28	132	1283	230	365	2009	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.11	0.17	0.01	0.02	0.02	0.04	0.34	0.13	0.12	0.53	0.19
Crit Moves:	****				****			****			****	
Green Time:	38.0	52.0	76.0	10.0	24.0	40.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	1.38	0.41	0.43	0.15	0.17	0.08	0.50	0.70	0.19	0.92	1.00	0.34
Delay/Veh:	257.9	56.7	41.7	86.4	74.3	60.3	84.6	31.3	3.6	107.8	53.8	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	257.9	56.7	41.7	86.4	74.3	60.3	84.6	31.3	3.6	107.8	53.8	13.2
LOS by Move:	F	E	D	F	E	E	F	C	A	F	D	B
HCM2k95thQ:	73	18	23	2	4	3	10	40	3	23	94	12

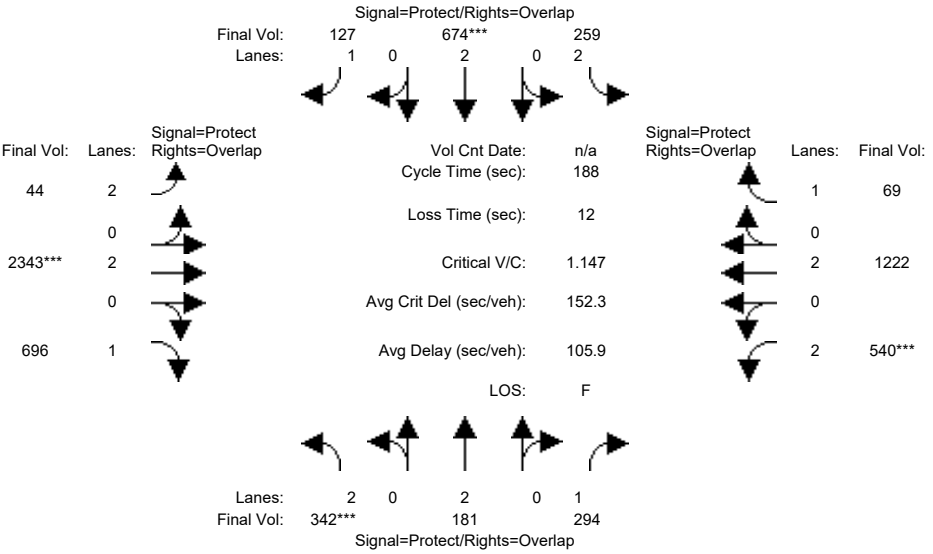
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - PM

Intersection #5332: (45) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	342	181	294	259	674	127	44	3004	696	540	1328	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:	342	181	294	259	674	127	44	3004	696	540	1328	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	181	294	259	674	127	44	3004	696	540	1328	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	181	294	259	674	127	44	2343	696	540	1222	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	181	294	259	674	127	44	2343	696	540	1222	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	181	294	259	674	127	44	2343	696	540	1222	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.17	0.08	0.18	0.07	0.01	0.62	0.40	0.17	0.32	0.04
Crit Moves:	****				****			****			****	
Green Time:	18.0	39.0	65.8	14.0	35.0	48.2	13.2	96.2	114.2	26.8	110	123.8
Volume/Cap:	1.13	0.23	0.48	1.10	0.95	0.28	0.20	1.20	0.65	1.20	0.55	0.06
Delay/Veh:	178.0	62.1	48.4	176.5	98.5	56.4	82.9	155	35.4	192.2	14.9	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	178.0	62.1	48.4	176.5	98.5	56.4	82.9	155	35.4	192.2	14.9	4.7
LOS by Move:	F	E	D	F	F	E	F	F	D	F	B	A
HCM2k95thQ:	28	8	25	20	33	11	3	137	54	43	24	1

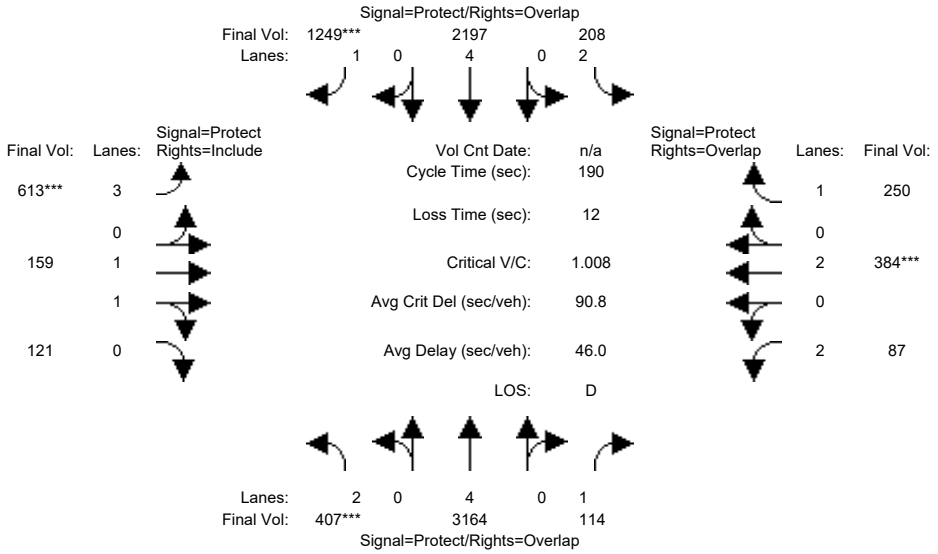
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - AM

Intersection #5408: (41) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	112	112	20	105	105	15	33	33	13	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	407	3164	114	208	2197	1249	613	159	121	87	384	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:	407	3164	114	208	2197	1249	613	159	121	87	384	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	3164	114	208	2197	1249	613	159	121	87	384	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:	407	3164	114	208	2197	1249	613	159	121	87	384	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	3164	114	208	2197	1249	613	159	121	87	384	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:	407	3164	114	208	2197	1249	613	159	121	87	384	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.80	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	3.00	1.11	0.89	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	4551	2100	1598	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.42	0.07	0.07	0.29	0.71	0.13	0.08	0.08	0.03	0.10	0.14
Crit Moves:	****					****	****				****	
Green Time:	27.0	106	120.7	18.8	105	127.6	22.6	38.5	38.5	15.2	31.0	49.8
Volume/Cap:	0.91	0.75	0.10	0.67	0.52	1.06	1.13	0.37	0.37	0.35	0.62	0.54
Delay/Veh:	102.6	22.4	6.6	87.9	18.2	55.9	163.4	65.7	65.7	83.6	75.9	61.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.6	22.4	6.6	87.9	18.2	55.9	163.4	65.7	65.7	83.6	75.9	61.7
LOS by Move:	F	C	A	F	B	E	F	E	E	F	E	E
HCM2k95thQ:	29	44	2	15	24	136	33	13	13	5	18	22

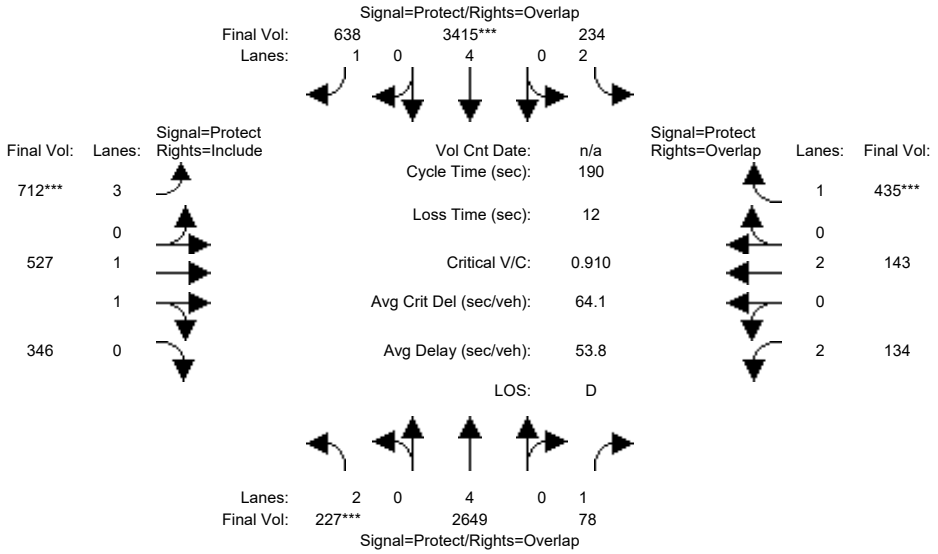
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - PM

Intersection #5408: (41) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	227	2649	78	234	3415	638	712	527	346	134	143	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	2649	78	234	3415	638	712	527	346	134	143	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	2649	78	234	3415	638	712	527	346	134	143	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	2649	78	234	3415	638	712	527	346	134	143	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	2649	78	234	3415	638	712	527	346	134	143	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	2649	78	234	3415	638	712	527	346	134	143	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.80	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	3.00	1.19	0.81	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	4551	2232	1466	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.04	0.07	0.45	0.36	0.16	0.24	0.24	0.04	0.04	0.25
Crit Moves:	****				****		****					****
Green Time:	15.7	92.0	104.6	21.7	98.0	132.1	34.1	51.6	51.6	12.6	30.1	51.8
Volume/Cap:	0.87	0.72	0.08	0.65	0.87	0.52	0.87	0.87	0.87	0.64	0.24	0.91
Delay/Veh:	111.7	31.3	13.7	84.7	53.3	23.1	85.8	74.1	74.1	93.0	70.1	88.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.7	31.3	13.7	84.7	53.3	23.1	85.8	74.1	74.1	93.0	70.1	88.4
LOS by Move:	F	C	B	F	D	C	F	E	E	F	E	F
HCM2k95thQ:	19	42	3	16	73	44	30	41	41	9	7	45

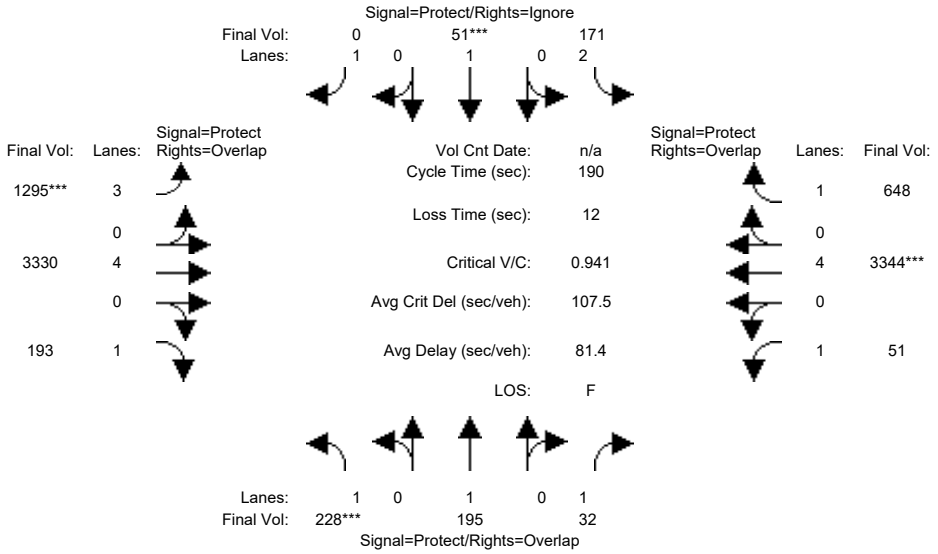
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - AM

Intersection #5805: (40) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	12	12	12	40	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	228	195	32	171	51	368	1295	3330	193	51	3344	648
Growth Adj:	1.00	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	195	32	171	51	368	1295	3330	193	51	3344	648
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	195	32	171	51	368	1295	3330	193	51	3344	648
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	195	32	171	51	0	1295	3330	193	51	3344	648
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	195	32	171	51	0	1295	3330	193	51	3344	648
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	195	32	171	51	0	1295	3330	193	51	3344	648
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	3.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	4551	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.02	0.05	0.03	0.00	0.28	0.44	0.11	0.03	0.44	0.37
Crit Moves:	****				****		****				****	
Green Time:	32.0	32.0	44.0	12.0	12.0	0.0	52.6	122	154.0	12.0	81.4	93.4
Volume/Cap:	0.77	0.61	0.08	0.86	0.43	0.00	1.03	0.68	0.14	0.46	1.03	0.75
Delay/Veh:	87.5	76.6	57.2	117.5	88.1	0.0	118.8	48.0	14.8	92.8	105	68.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.5	76.6	57.2	117.5	88.1	0.0	118.8	48.0	14.8	92.8	105	68.0
LOS by Move:	F	E	E	F	F	A	F	D	B	F	F	E
HCM2k95thQ:	27	20	3	15	7	0	59	66	16	7	85	60

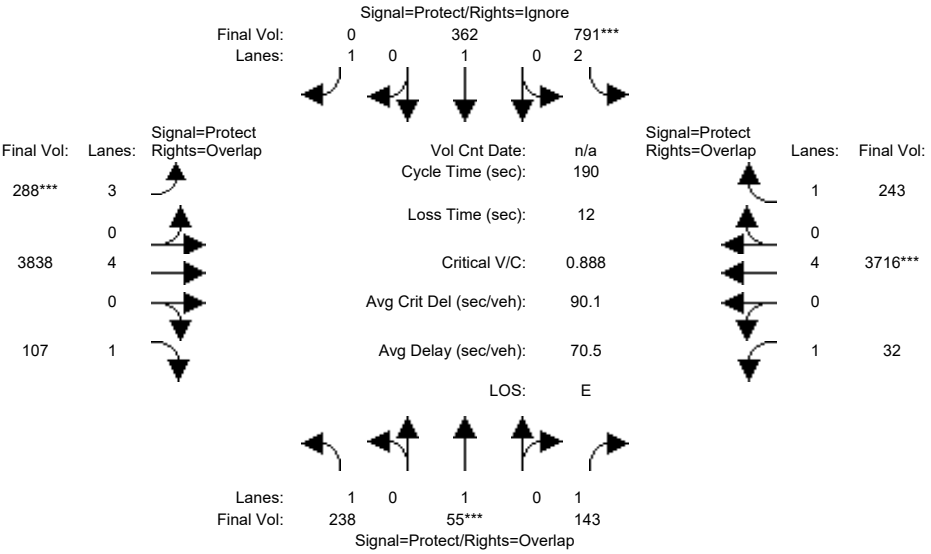
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - PM

Intersection #5805: (40) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	39	39	39	16	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:4:45 - 5:45 PM												
Base Vol:	238	55	143	791	362	892	288	3838	107	32	3716	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:	238	55	143	791	362	892	288	3838	107	32	3716	243
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	55	143	791	362	892	288	3838	107	32	3716	243
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	55	143	791	362	0	288	3838	107	32	3716	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	55	143	791	362	0	288	3838	107	32	3716	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	55	143	791	362	0	288	3838	107	32	3716	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	3.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	4551	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.03	0.08	0.25	0.19	0.00	0.06	0.51	0.06	0.02	0.49	0.14
Crit Moves:		****		****			****				****	
Green Time:	28.9	26.0	35.1	46.1	43.3	0.0	16.0	96.8	125.6	9.1	89.9	136.0
Volume/Cap:	0.90	0.21	0.44	1.03	0.84	0.00	0.75	0.99	0.09	0.38	1.03	0.19
Delay/Veh:	108.7	73.3	69.8	113.5	83.3	0.0	93.2	47.3	4.7	90.7	85.2	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.7	73.3	69.8	113.5	83.3	0.0	93.2	47.3	4.7	90.7	85.2	15.3
LOS by Move:	F	E	E	F	F	A	F	D	A	F	F	B
HCM2k95thQ:	30	6	15	54	37	0	16	92	2	5	94	16

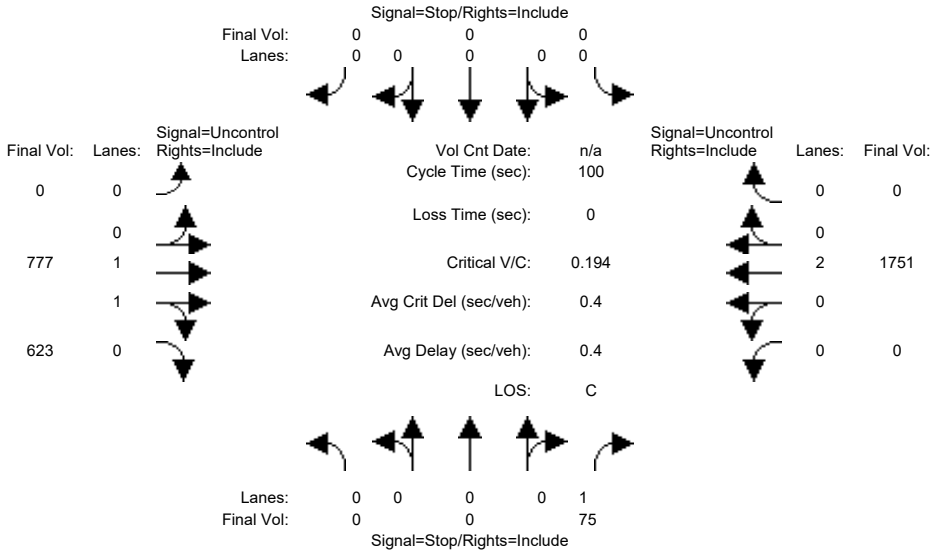
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli + Mit - AM

Intersection #9244: (61) Kylli Dwy A & Tasman Dr



Street Name:	Kylli Dwy A						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	69	0	0	0	0	715	463	0	1611	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	69	0	0	0	0	715	463	0	1611	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	110	0	0	0
Initial Fut:	0	0	69	0	0	0	0	715	573	0	1611	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	75	0	0	0	0	777	623	0	1751	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	75	0	0	0	0	777	623	0	1751	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	700	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	386	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	386	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	16.5	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:	16.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

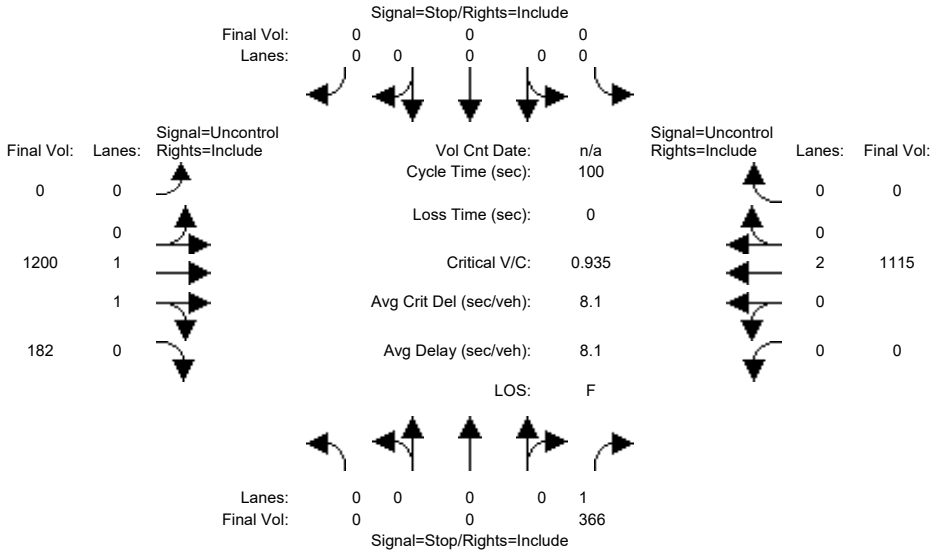
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli + Mit - PM

Intersection #9244: (61) Kylli Dwy A & Tasman Dr



Street Name:	Kylli Dwy A						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	337	0	0	0	0	1104	141	0	1026	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	337	0	0	0	0	1104	141	0	1026	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	26	0	0	0
Initial Fut:	0	0	337	0	0	0	0	1104	167	0	1026	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	366	0	0	0	0	1200	182	0	1115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	366	0	0	0	0	1200	182	0	1115	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	691	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	392	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	392	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.93	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	10.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	63.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	F	*	*	*	*	*	*	*	*	*
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:	63.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

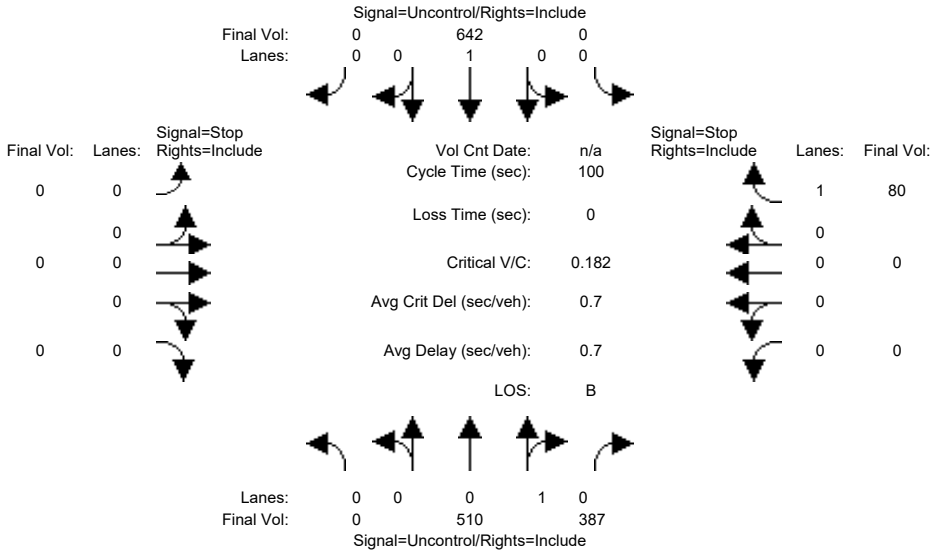
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli + Mit - AM

Intersection #9246: (62) Patrick Henry Dr & Kylli Dwy A



Street Name:	Patrick Henry Dr						Kylli Dwy A					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	469	356	220	481	0	0	0	0	72	0	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	469	356	220	481	0	0	0	0	72	0	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	-220	110	0	0	0	0	-72	0	0
Initial Fut:	0	469	356	0	591	0	0	0	0	0	0	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	510	387	0	642	0	0	0	0	0	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	510	387	0	642	0	0	0	0	0	0	80
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1346	1346	703
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	169	153	441
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	169	153	441
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.18
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	441	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.0		
ApproachLOS:	*			*			*			B		

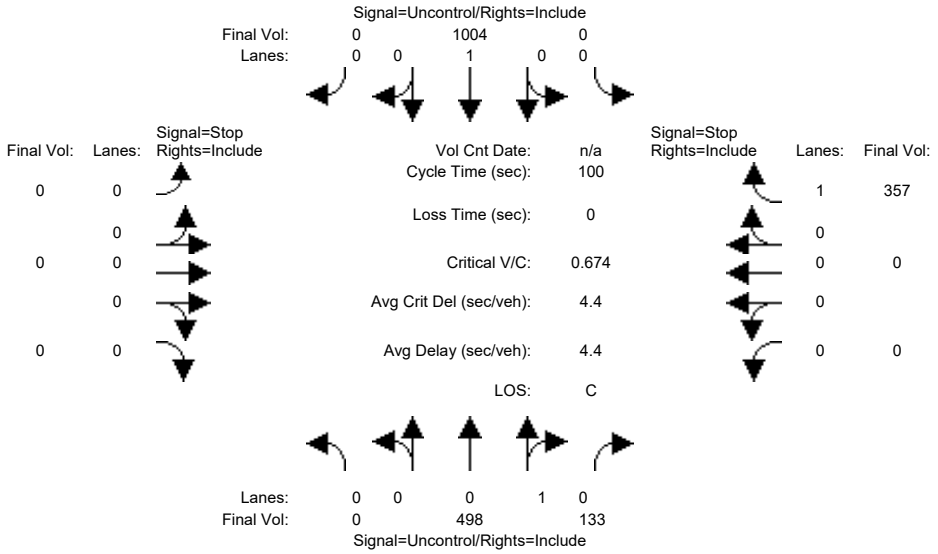
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli + Mit - PM

Intersection #9246: (62) Patrick Henry Dr & Kylli Dwy A



Street Name:	Patrick Henry Dr						Kylli Dwy A					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	458	122	53	897	0	0	0	0	137	0	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	458	122	53	897	0	0	0	0	137	0	328
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	-53	27	0	0	0	0	-137	0	0
Initial Fut:	0	458	122	0	924	0	0	0	0	0	0	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	498	133	0	1004	0	0	0	0	0	0	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	498	133	0	1004	0	0	0	0	0	0	357
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1568	1568	564
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	123	112	529
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	123	112	529
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.67
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	529	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			24.8		
ApproachLOS:	*			*			*			C		

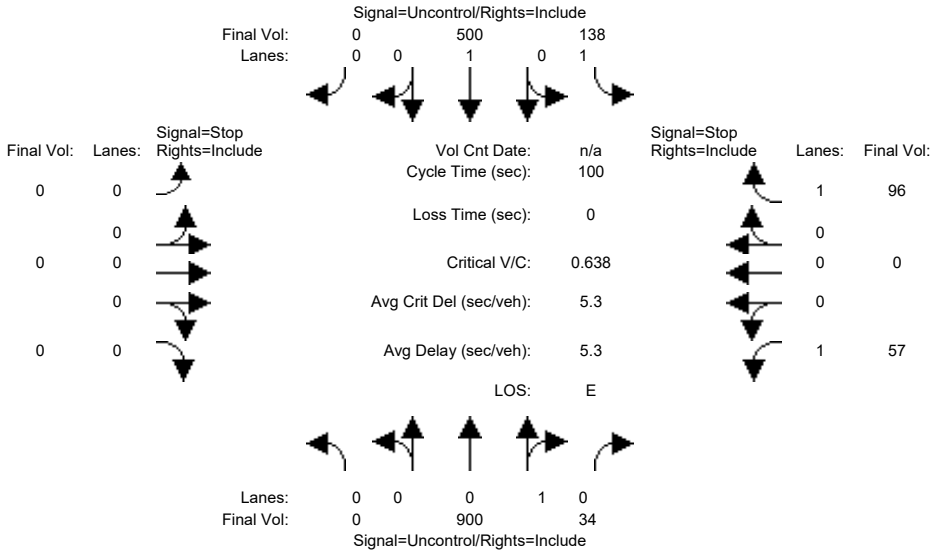
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli + Mit - AM

Intersection #9247: (63) Patrick Henry Dr & Kylli Dwy D



Street Name:	Patrick Henry Dr						Kylli Dwy D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	828	31	127	460	0	0	0	0	52	0	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	828	31	127	460	0	0	0	0	52	0	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	828	31	127	460	0	0	0	0	52	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	900	34	138	500	0	0	0	0	57	0	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	900	34	138	500	0	0	0	0	57	0	96
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	934	xxxx	xxxxx	xxxx	xxxx	xxxxx	1693	xxxx	917
Potent Cap.:	xxxx	xxxx	xxxxx	741	xxxx	xxxxx	xxxx	xxxx	xxxxx	103	xxxx	333
Move Cap.:	xxxx	xxxx	xxxxx	741	xxxx	xxxxx	xxxx	xxxx	xxxxx	89	xxxx	333
Volume/Cap:	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	0.64	xxxx	0.29
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.0	xxxx	1.2
Control Del:	xxxxx	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	99.4	xxxx	20.1
LOS by Move:	*	*	*	B	*	*	*	*	*	F	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			49.6		
ApproachLOS:	*			*			*			E		

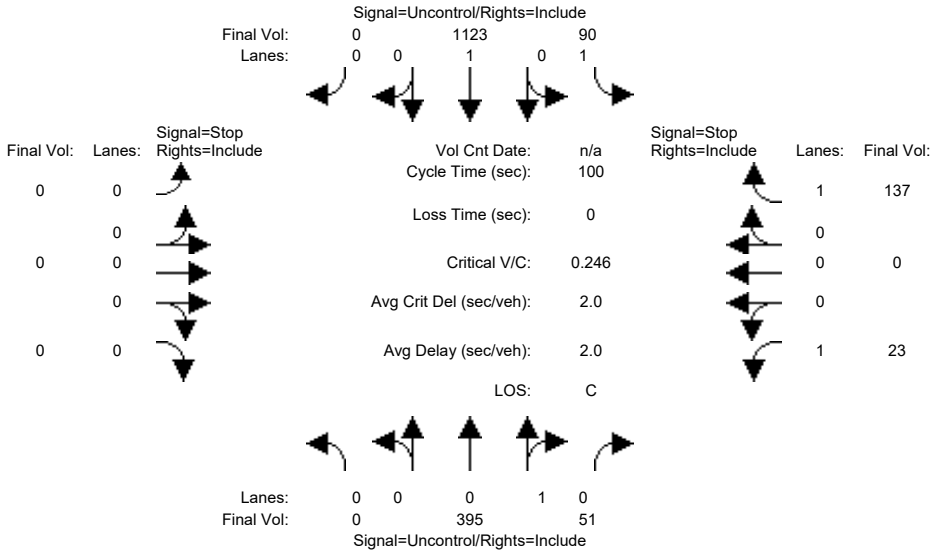
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Kylli + Mit - PM

Intersection #9247: (63) Patrick Henry Dr & Kylli Dwy D



Street Name:	Patrick Henry Dr						Kylli Dwy D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	363	47	83	1033	0	0	0	0	21	0	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:	0	363	47	83	1033	0	0	0	0	21	0	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	363	47	83	1033	0	0	0	0	21	0	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	395	51	90	1123	0	0	0	0	23	0	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	395	51	90	1123	0	0	0	0	23	0	137
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	446	xxxx	xxxxx	xxxx	xxxx	xxxxx	1723	xxxx	420
Potent Cap.:	xxxx	xxxx	xxxxx	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx	99	xxxx	638
Move Cap.:	xxxx	xxxx	xxxxx	1125	xxxx	xxxxx	xxxx	xxxx	xxxxx	93	xxxx	638
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	xxxx	0.21
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	0.8
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	55.9	xxxx	12.2
LOS by Move:	*	*	*	A	*	*	*	*	*	F	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.4		
ApproachLOS:	*			*			*			C		

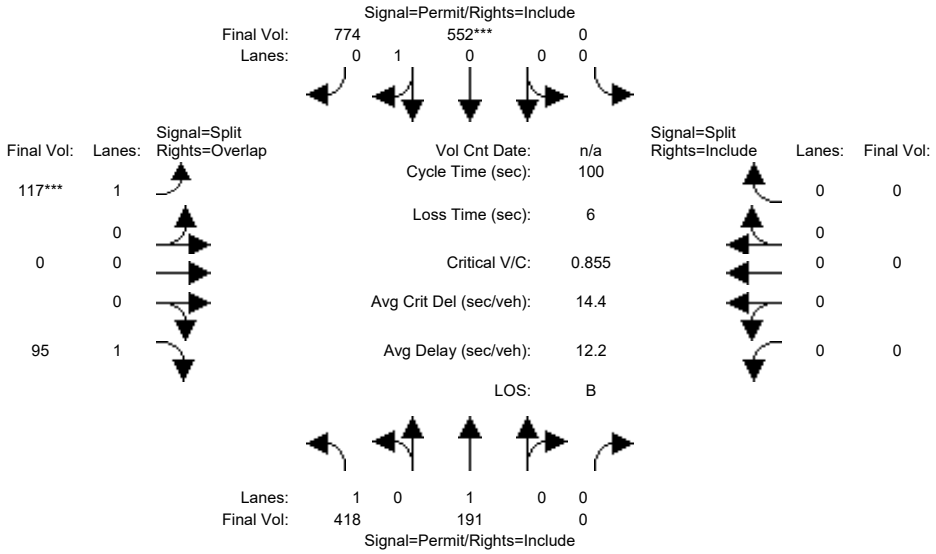
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - AM

Intersection #9283: (#64) Old Ironsides Dr & Kylli Dwy B (signal)



Street Name:	Old Ironsides Dr						Kylli Dwy B					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	385	176	0	0	508	712	108	0	87	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:	385	176	0	0	508	712	108	0	87	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	176	0	0	508	712	108	0	87	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	418	191	0	0	552	774	117	0	95	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	191	0	0	552	774	117	0	95	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	191	0	0	552	774	117	0	95	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.42	0.58	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	750	1050	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.10	0.00	0.00	0.74	0.74	0.07	0.00	0.05	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	84.0	84.0	0.0	0.0	84.0	84.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.28	0.12	0.00	0.00	0.88	0.88	0.67	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	1.8	1.5	0.0	0.0	11.0	11.0	53.1	0.0	46.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.8	1.5	0.0	0.0	11.0	11.0	53.1	0.0	46.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	B	D	A	D	A	A	A
HCM2k95thQ:	6	2	0	0	48	48	10	0	8	0	0	0

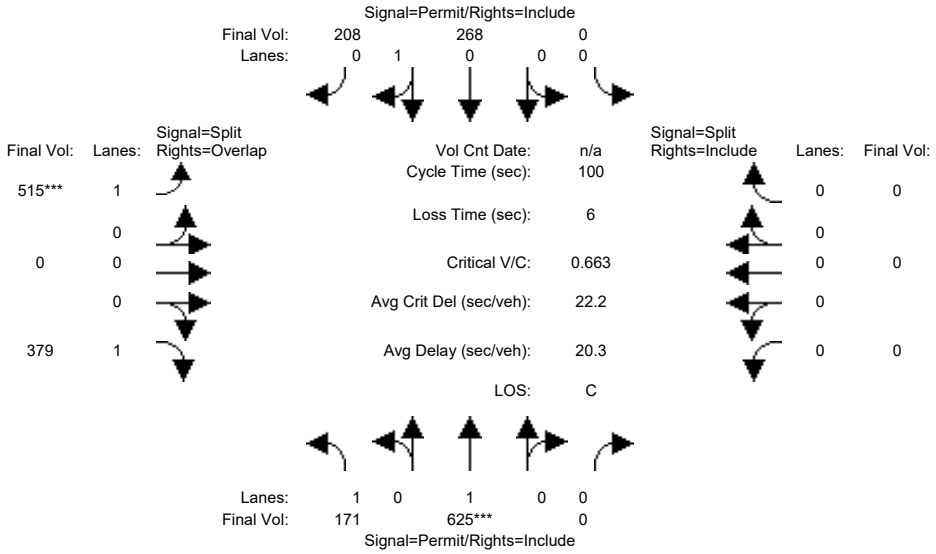
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - PM

Intersection #9283: (#64) Old Ironsides Dr & Kylli Dwy B (signal)



Street Name:	Old Ironsides Dr						Kylli Dwy B					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	157	575	0	0	247	191	474	0	349	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:	157	575	0	0	247	191	474	0	349	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	575	0	0	247	191	474	0	349	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	171	625	0	0	268	208	515	0	379	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	625	0	0	268	208	515	0	379	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	625	0	0	268	208	515	0	379	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.56	0.44	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1015	785	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.00	0.00	0.26	0.26	0.29	0.00	0.22	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	49.6	49.6	0.0	0.0	49.6	49.6	44.4	0.0	44.4	0.0	0.0	0.0
Volume/Cap:	0.20	0.66	0.00	0.00	0.53	0.53	0.66	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	14.2	20.7	0.0	0.0	17.9	17.9	24.1	0.0	20.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	20.7	0.0	0.0	17.9	17.9	24.1	0.0	20.2	0.0	0.0	0.0
LOS by Move:	B	C	A	A	B	B	C	A	C	A	A	A
HCM2k95thQ:	6	26	0	0	20	20	25	0	17	0	0	0

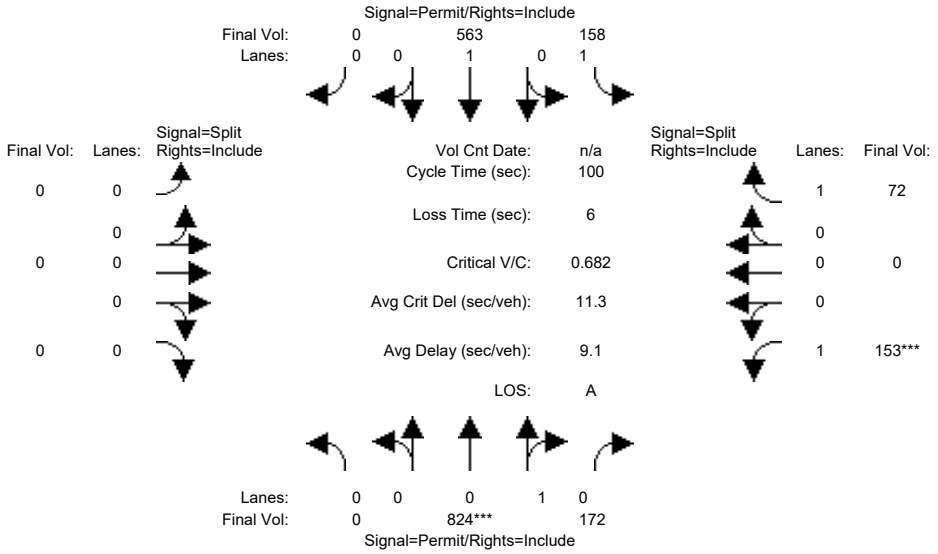
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - AM

Intersection #9286: (12) Patrick Henry Dr & Kylli Dr West (Signal)



Street Name:	Patrick Henry Dr						Kylli Dr West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	758	158	35	518	0	0	0	0	69	0	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:	0	758	158	35	518	0	0	0	0	69	0	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	110	0	0	0	0	0	72	0	0
Initial Fut:	0	758	158	145	518	0	0	0	0	141	0	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	824	172	158	563	0	0	0	0	153	0	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	824	172	158	563	0	0	0	0	153	0	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	824	172	158	563	0	0	0	0	153	0	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.83	0.17	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1490	310	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.55	0.09	0.30	0.00	0.00	0.00	0.00	0.09	0.00	0.04
Crit Moves:		****								****		
Green Time:	0.0	81.2	81.2	81.2	81.2	0.0	0.0	0.0	0.0	12.8	0.0	12.8
Volume/Cap:	0.00	0.68	0.68	0.11	0.37	0.00	0.00	0.00	0.00	0.68	0.00	0.32
Delay/Veh:	0.0	5.3	5.3	2.0	2.7	0.0	0.0	0.0	0.0	49.9	0.0	40.4
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	5.3	5.3	2.0	2.7	0.0	0.0	0.0	0.0	49.9	0.0	40.4
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	25	25	2	9	0	0	0	0	12	0	5

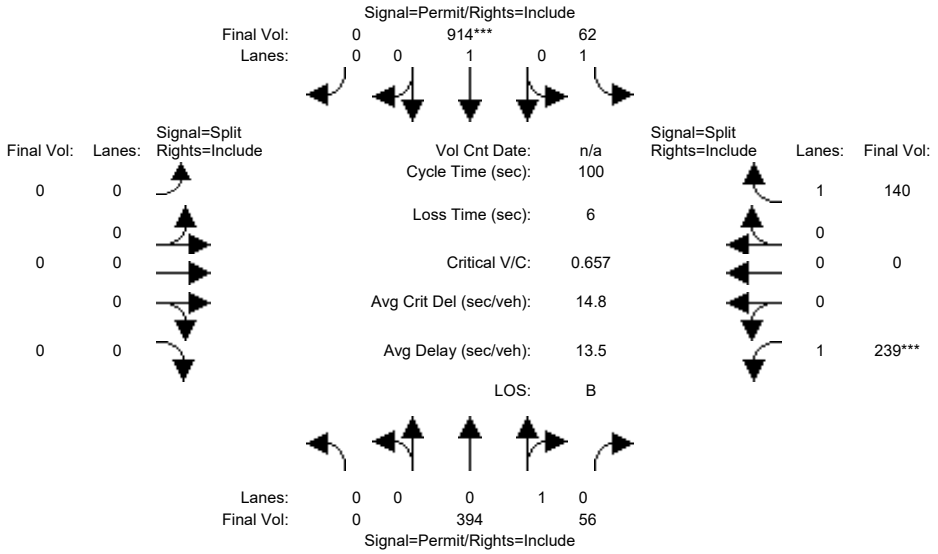
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - PM

Intersection #9286: (12) Patrick Henry Dr & Kylli Dr West (Signal)



Street Name:	Patrick Henry Dr						Kylli Dr West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	428	61	40	993	0	0	0	0	123	0	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	428	61	40	993	0	0	0	0	123	0	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	27	0	0	0	0	0	137	0	0
Initial Fut:	0	428	61	67	993	0	0	0	0	260	0	152
User Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	394	56	62	914	0	0	0	0	239	0	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	394	56	62	914	0	0	0	0	239	0	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	394	56	62	914	0	0	0	0	239	0	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.88	0.12	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1575	225	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.04	0.48	0.00	0.00	0.00	0.00	0.14	0.00	0.08
Crit Moves:					****					****		
Green Time:	0.0	73.2	73.2	73.2	73.2	0.0	0.0	0.0	0.0	20.8	0.0	20.8
Volume/Cap:	0.00	0.34	0.34	0.05	0.66	0.00	0.00	0.00	0.00	0.66	0.00	0.38
Delay/Veh:	0.0	4.9	4.9	3.7	8.1	0.0	0.0	0.0	0.0	40.7	0.0	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.9	4.9	3.7	8.1	0.0	0.0	0.0	0.0	40.7	0.0	34.8
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	C
HCM2k95thQ:	0	10	10	1	26	0	0	0	0	16	0	8

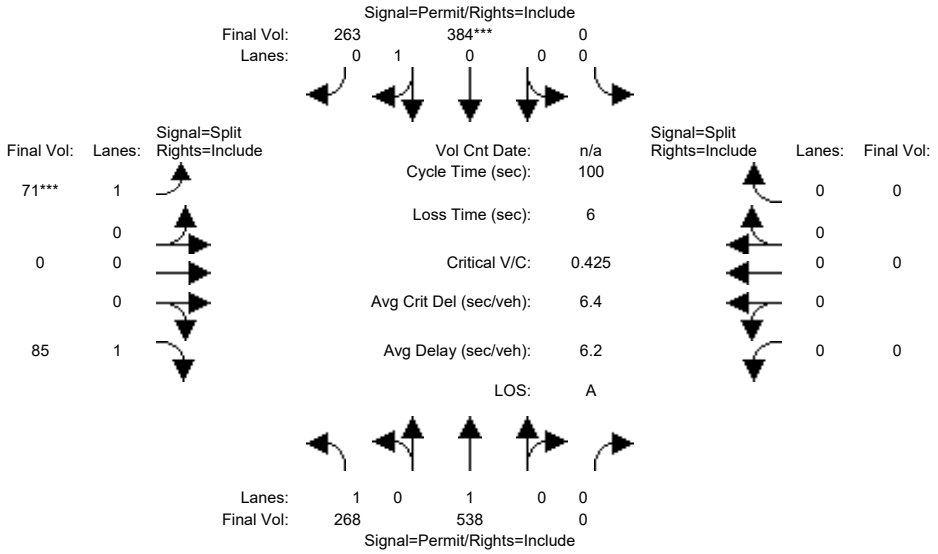
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - AM

Intersection #9287: (15) Old Ironside Dr & Kylli Dr East



Street Name:	Old Ironside Dr						Kylli Dr East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	247	495	0	0	353	242	65	0	78	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:	247	495	0	0	353	242	65	0	78	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	495	0	0	353	242	65	0	78	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	268	538	0	0	384	263	71	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	538	0	0	384	263	71	0	85	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	538	0	0	384	263	71	0	85	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.59	0.41	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1068	732	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.00	0.00	0.36	0.36	0.04	0.00	0.05	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	82.6	82.6	0.0	0.0	82.6	82.6	11.4	0.0	11.4	0.0	0.0	0.0
Volume/Cap:	0.19	0.34	0.00	0.00	0.43	0.43	0.35	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	1.8	2.2	0.0	0.0	2.6	2.6	42.0	0.0	42.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.8	2.2	0.0	0.0	2.6	2.6	42.0	0.0	42.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2k95thQ:	4	8	0	0	11	11	5	0	6	0	0	0

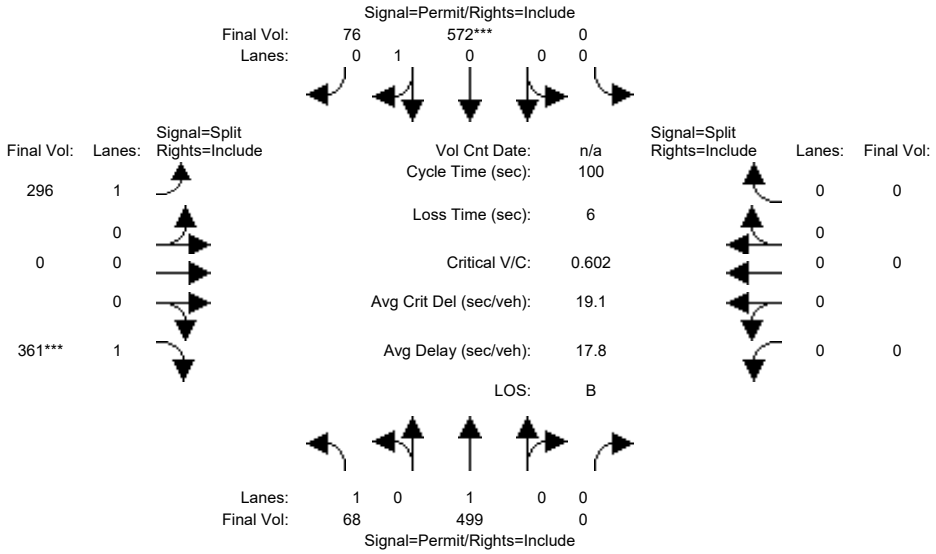
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Kylli + Mit - PM

Intersection #9287: (15) Old Ironside Dr & Kylli Dr East



Street Name:	Old Ironside Dr						Kylli Dr East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	459	0	0	526	70	272	0	332	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:	63	459	0	0	526	70	272	0	332	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	459	0	0	526	70	272	0	332	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	68	499	0	0	572	76	296	0	361	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	499	0	0	572	76	296	0	361	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	499	0	0	572	76	296	0	361	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.88	0.12	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1589	211	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.00	0.00	0.36	0.36	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	59.8	59.8	0.0	0.0	59.8	59.8	34.2	0.0	34.2	0.0	0.0	0.0
Volume/Cap:	0.07	0.44	0.00	0.00	0.60	0.60	0.49	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	8.5	11.3	0.0	0.0	13.6	13.6	26.7	0.0	29.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	11.3	0.0	0.0	13.6	13.6	26.7	0.0	29.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	B	C	A	C	A	A	A
HCM2k95thQ:	2	16	0	0	24	24	15	0	19	0	0	0

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

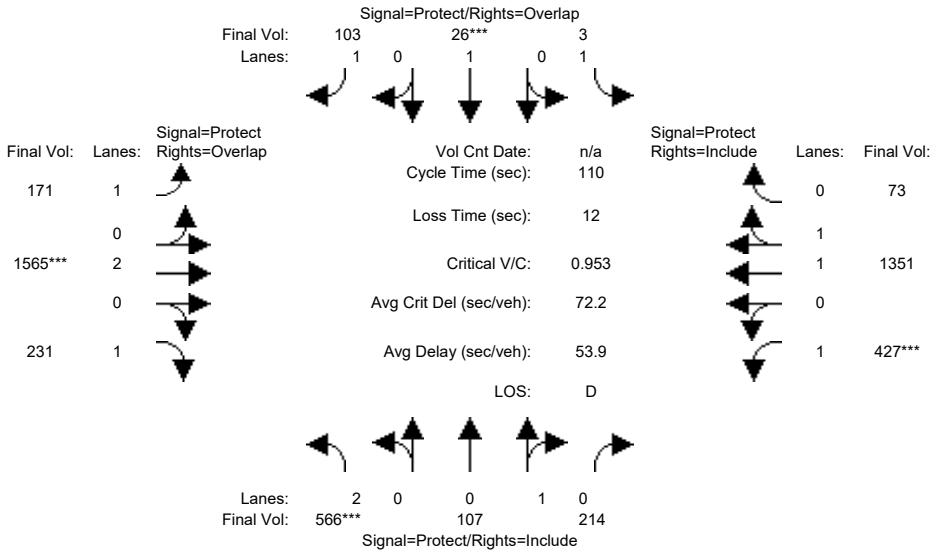
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Level of Service Calculations with Improvements
(2035 Plus Project)

Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - AM

Intersection #40: (11) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	549	104	208	3	25	100	166	1406	336	414	1310	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:	549	104	208	3	25	100	166	1406	336	414	1310	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	112	-112	0	0	0
Initial Fut:	549	104	208	3	25	100	166	1518	224	414	1310	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	566	107	214	3	26	103	171	1565	231	427	1351	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	107	214	3	26	103	171	1565	231	427	1351	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:	566	107	214	3	26	103	171	1565	231	427	1351	73
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	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	0.33	0.67	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	3150	600	1200	1750	1900	1750	1750	3800	1750	1750	3510	190
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.00	0.01	0.06	0.10	0.41	0.13	0.24	0.38	0.38
Crit Moves:	****				****			****		****		
Green Time:	19.4	21.0	21.0	6.4	8.0	22.3	14.3	44.4	63.7	26.3	56.3	56.3
Volume/Cap:	1.02	0.94	0.94	0.03	0.19	0.29	0.75	1.02	0.23	1.02	0.75	0.75
Delay/Veh:	89.0	76.7	76.7	49.0	48.6	37.6	59.2	61.3	11.3	91.3	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.0	76.7	76.7	49.0	48.6	37.6	59.2	61.3	11.3	91.3	23.0	23.0
LOS by Move:	F	E	E	D	D	D	E	E	B	F	C	C
HCM2k95thQ:	30	27	27	0	2	7	12	51	8	33	33	33

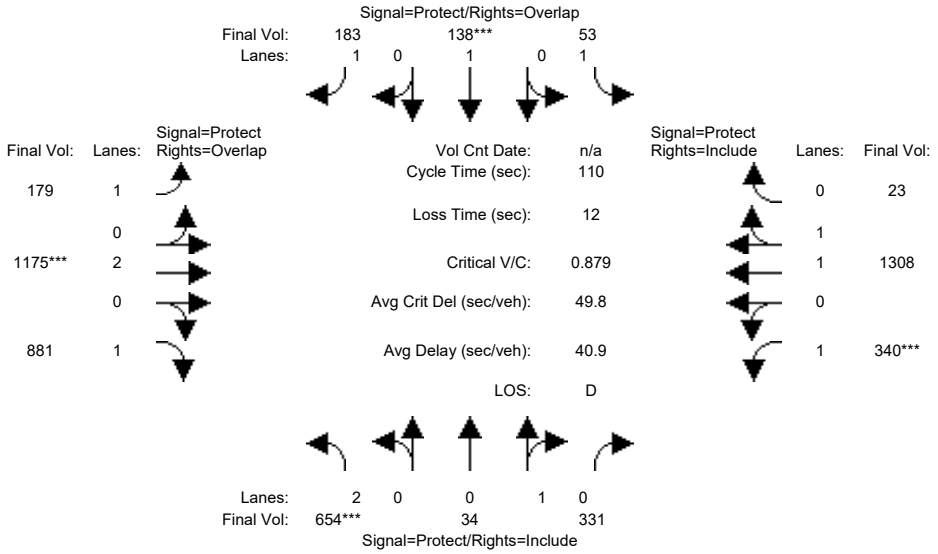
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - PM

Intersection #40: (11) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	628	33	318	51	132	176	172	1100	874	326	1256	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	628	33	318	51	132	176	172	1100	874	326	1256	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	28	-28	0	0	0
Initial Fut:	628	33	318	51	132	176	172	1128	846	326	1256	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	654	34	331	53	138	183	179	1175	881	340	1308	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	654	34	331	53	138	183	179	1175	881	340	1308	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	654	34	331	53	138	183	179	1175	881	340	1308	23
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	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.09	0.91	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	169	1631	1750	1900	1750	1750	3800	1750	1750	3636	64
Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.20	0.03	0.07	0.10	0.10	0.31	0.50	0.19	0.36	0.36
Crit Moves:	****				****			****		****		
Green Time:	26.0	27.6	27.6	7.4	9.1	23.0	13.9	38.7	64.7	24.3	49.0	49.0
Volume/Cap:	0.88	0.81	0.81	0.45	0.88	0.50	0.81	0.88	0.86	0.88	0.81	0.81
Delay/Veh:	52.2	49.2	49.2	52.0	89.2	39.5	66.0	40.5	26.1	61.4	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	49.2	49.2	52.0	89.2	39.5	66.0	40.5	26.1	61.4	29.5	29.5
LOS by Move:	D	D	D	D	F	D	E	D	C	E	C	C
HCM2k95thQ:	28	25	25	5	14	12	13	34	45	23	35	35

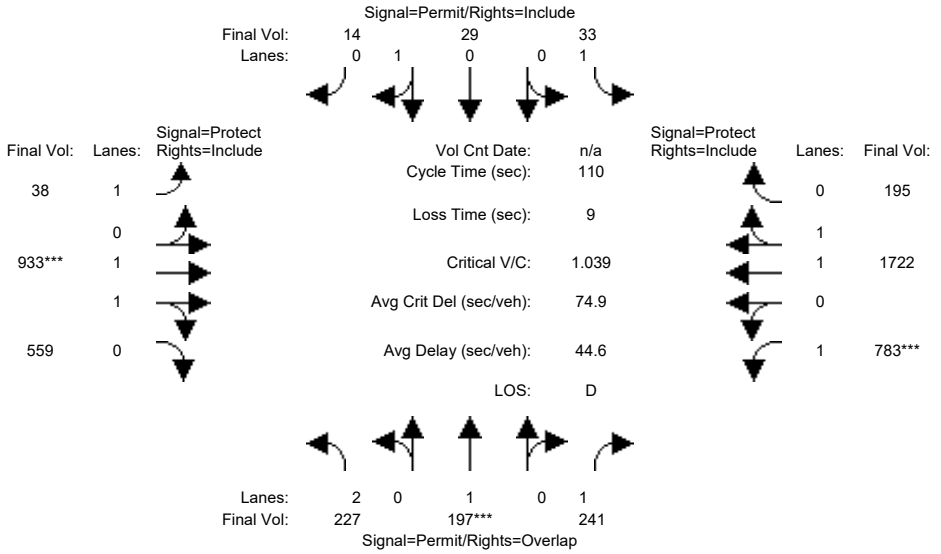
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - AM

Intersection #41: (14) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	211	183	224	31	27	13	35	868	520	728	1601	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:	211	183	224	31	27	13	35	868	520	728	1601	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	183	224	31	27	13	35	868	520	728	1601	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	227	197	241	33	29	14	38	933	559	783	1722	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	197	241	33	29	14	38	933	559	783	1722	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	197	241	33	29	14	38	933	559	783	1722	195
Saturation 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	0.95	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	1.00	1.00	1.00	0.68	0.32	1.00	1.23	0.77	1.00	1.79	0.21
Final Sat.:	3150	1900	1750	1750	1215	585	1750	2313	1386	1750	3324	376
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.14	0.02	0.02	0.02	0.02	0.40	0.40	0.45	0.52	0.52
Crit Moves:		****						****		****		
Green Time:	11.0	11.0	58.3	11.0	11.0	11.0	7.3	42.7	42.7	47.3	82.8	82.8
Volume/Cap:	0.72	1.04	0.26	0.19	0.24	0.24	0.33	1.04	1.04	1.04	0.69	0.69
Delay/Veh:	56.1	126	14.2	46.0	46.4	46.4	50.7	68.3	68.3	74.8	7.7	7.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	126	14.2	46.0	46.4	46.4	50.7	68.3	68.3	74.8	7.7	7.7
LOS by Move:	E	F	B	D	D	D	D	E	E	E	A	A
HCM2k95thQ:	12	21	9	3	3	3	2	46	46	53	28	28

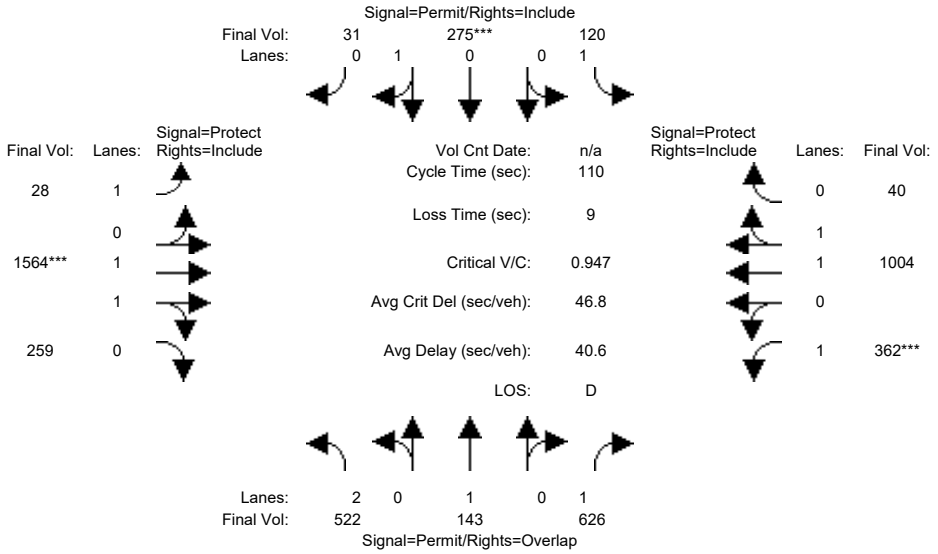
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - PM

Intersection #41: (14) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	506	139	607	116	267	30	27	1517	251	351	974	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	506	139	607	116	267	30	27	1517	251	351	974	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	506	139	607	116	267	30	27	1517	251	351	974	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	522	143	626	120	275	31	28	1564	259	362	1004	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	522	143	626	120	275	31	28	1564	259	362	1004	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	522	143	626	120	275	31	28	1564	259	362	1004	40
Saturation 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	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.90	0.10	1.00	1.71	0.29	1.00	1.92	0.08
Final Sat.:	3150	1900	1750	1750	1618	182	1750	3174	525	1750	3557	142
Capacity Analysis Module:												
Vol/Sat:	0.17	0.08	0.36	0.07	0.17	0.17	0.02	0.49	0.49	0.21	0.28	0.28
Crit Moves:					****			****		****		
Green Time:	19.8	19.8	43.8	19.8	19.8	19.8	11.3	57.2	57.2	24.0	70.0	70.0
Volume/Cap:	0.92	0.42	0.90	0.38	0.95	0.95	0.16	0.95	0.95	0.95	0.44	0.44
Delay/Veh:	65.1	40.9	45.6	40.5	80.8	80.8	45.4	35.6	35.6	74.9	10.3	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	40.9	45.6	40.5	80.8	80.8	45.4	35.6	35.6	74.9	10.3	10.3
LOS by Move:	E	D	D	D	F	F	D	D	D	E	B	B
HCM2k95thQ:	25	9	41	8	27	27	2	49	49	22	16	16

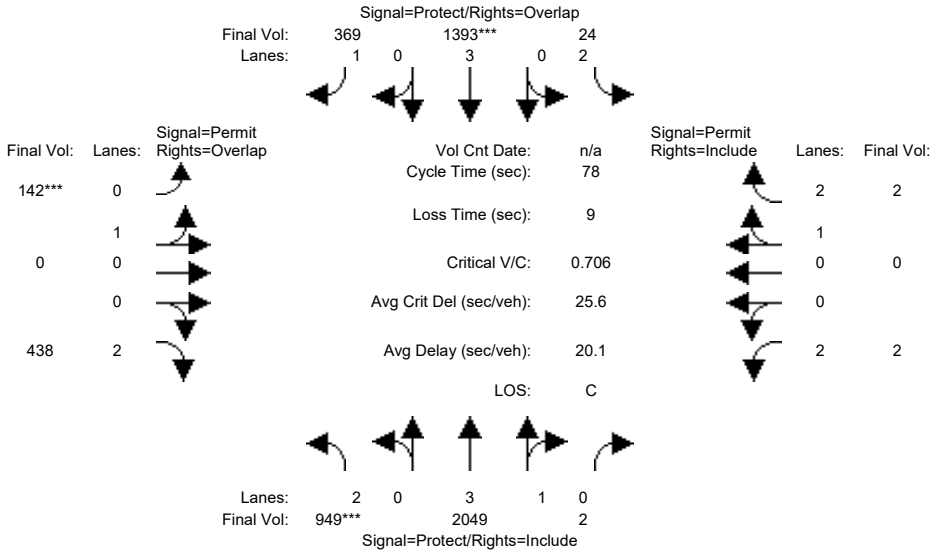
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - AM

Intersection #53: (24) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	854	1844	2	22	1254	332	128	0	394	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	854	1844	2	22	1254	332	128	0	394	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	854	1844	2	22	1254	332	128	0	394	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	949	2049	2	24	1393	369	142	0	438	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	949	2049	2	24	1393	369	142	0	438	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	949	2049	2	24	1393	369	142	0	438	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.83	0.83	1.00	0.95
Lanes:	2.00	3.99	0.01	2.00	3.00	1.00	1.00	0.00	2.00	2.00	0.00	3.00
Final Sat.:	3150	7492	8	3150	5700	1750	1800	0	3150	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.30	0.27	0.27	0.01	0.24	0.21	0.08	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	30.4	37.4	37.4	17.6	24.6	24.6	14.0	0.0	44.4	14.0	0.0	14.0
Volume/Cap:	0.77	0.57	0.57	0.03	0.77	0.67	0.44	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	24.0	14.7	14.7	23.6	26.3	26.2	29.5	0.0	8.5	26.3	0.0	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:	24.0	14.7	14.7	23.6	26.3	26.2	29.5	0.0	8.5	26.3	0.0	26.3
LOS by Move:	C	B	B	C	C	C	C	A	A	C	A	C
HCM2k95thQ:	23	17	17	1	19	16	7	0	6	0	0	0

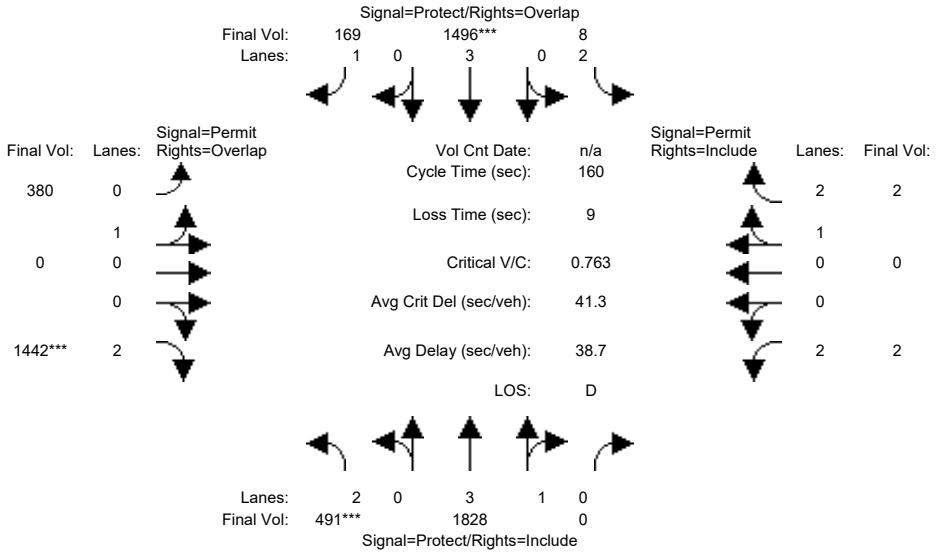
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - PM

Intersection #53: (24) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	466	1737	0	8	1421	161	361	0	1370	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	466	1737	0	8	1421	161	361	0	1370	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	466	1737	0	8	1421	161	361	0	1370	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	491	1828	0	8	1496	169	380	0	1442	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	491	1828	0	8	1496	169	380	0	1442	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	491	1828	0	8	1496	169	380	0	1442	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.83	0.83	1.00	0.95
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	1.00	0.00	2.00	2.00	0.00	3.00
Final Sat.:	3150	7500	0	3150	5700	1750	1800	0	3150	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.00	0.00	0.26	0.10	0.21	0.00	0.46	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	32.6	69.8	0.0	17.9	55.0	55.0	63.3	0.0	96.0	63.3	0.0	63.3
Volume/Cap:	0.76	0.56	0.00	0.02	0.76	0.28	0.53	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	65.4	33.9	0.0	63.3	48.5	38.4	37.8	0.0	25.5	29.2	0.0	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.4	33.9	0.0	63.3	48.5	38.4	37.8	0.0	25.5	29.2	0.0	29.2
LOS by Move:	E	C	A	E	D	D	D	A	C	C	A	C
HCM2k95thQ:	25	29	0	0	37	12	26	0	51	0	0	0

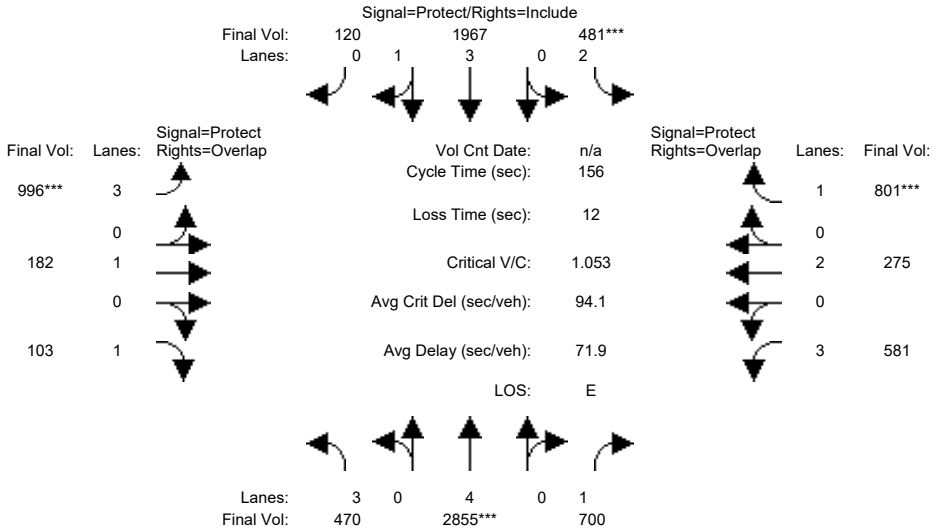
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - AM

Intersection #1206: (26) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	37	37	10	37	37	4	10	10	5	10	10
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	470	2855	700	481	1967	120	996	182	103	581	275	801
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	2855	700	481	1967	120	996	182	103	581	275	801
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	2855	700	481	1967	120	996	182	103	581	275	801
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	2855	700	481	1967	120	996	182	103	581	275	801
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	2855	700	481	1967	120	996	182	103	581	275	801
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	470	2855	700	481	1967	120	996	182	103	581	275	801
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:	3.00	4.00	1.00	2.00	3.77	0.23	3.00	1.00	1.00	3.00	2.00	1.00
Final Sat.:	5700	7600	1900	3800	7163	437	5700	1900	1900	5700	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.38	0.37	0.13	0.27	0.27	0.17	0.10	0.05	0.10	0.07	0.42
Crit Moves:		****		****			****					****
Green Time:	17.2	55.7	91.5	18.8	57.2	57.2	25.9	33.7	50.9	35.9	43.7	62.5
Volume/Cap:	0.75	1.05	0.63	1.05	0.75	0.75	1.05	0.44	0.17	0.44	0.26	1.05
Delay/Veh:	75.3	83.5	23.8	125.4	45.0	45.0	109.3	56.4	38.0	52.6	44.2	94.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.3	83.5	23.8	125.4	45.0	45.0	109.3	56.4	38.0	52.6	44.2	94.2
LOS by Move:	E	F	C	F	D	D	F	E	D	D	D	F
HCM2k95thQ:	14	71	37	21	32	32	34	14	7	14	10	76

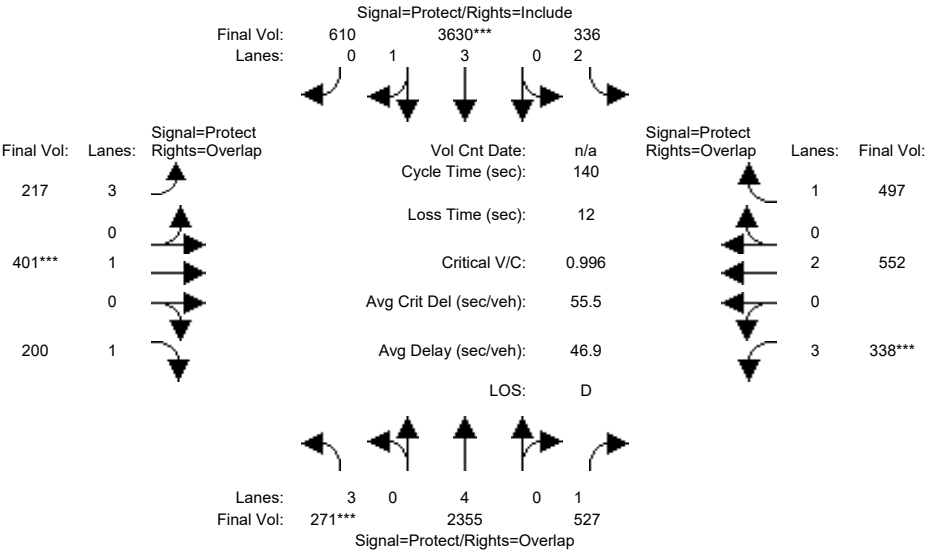
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #1206: (26) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	37	37	7	37	37	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	271	2355	527	336	3630	610	217	401	200	338	552	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	2355	527	336	3630	610	217	401	200	338	552	497
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	2355	527	336	3630	610	217	401	200	338	552	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	2355	527	336	3630	610	217	401	200	338	552	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	2355	527	336	3630	610	217	401	200	338	552	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	2355	527	336	3630	610	217	401	200	338	552	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.80	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.40	0.60	3.00	1.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6419	1079	4551	1900	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.30	0.11	0.57	0.57	0.05	0.21	0.11	0.07	0.15	0.28
Crit Moves:	****				****			****			****	
Green Time:	8.4	65.4	75.8	22.5	79.5	79.5	8.8	29.7	38.0	10.4	31.3	53.8
Volume/Cap:	1.00	0.66	0.56	0.66	1.00	1.00	0.76	1.00	0.42	1.00	0.65	0.74
Delay/Veh:	119.1	29.3	21.8	58.5	42.9	42.9	75.5	98.7	42.5	112.4	51.2	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.1	29.3	21.8	58.5	42.9	42.9	75.5	98.7	42.5	112.4	51.2	41.4
LOS by Move:	F	C	C	E	D	D	E	F	D	F	D	D
HCM2k95thQ:	12	33	28	14	69	69	8	35	14	14	19	33

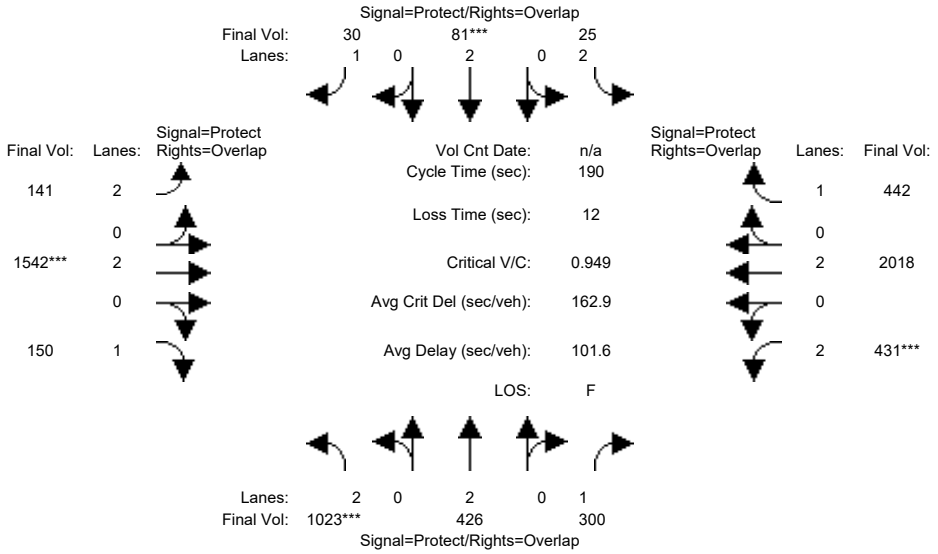
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - AM

Intersection #5332: (45) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1023	426	300	25	81	30	141	1793	150	431	2347	442
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1023	426	300	25	81	30	141	1793	150	431	2347	442
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1023	426	300	25	81	30	141	1793	150	431	2347	442
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1023	426	300	25	81	30	141	1542	150	431	2018	442
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1023	426	300	25	81	30	141	1542	150	431	2018	442
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1023	426	300	25	81	30	141	1542	150	431	2018	442
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.11	0.17	0.01	0.02	0.02	0.04	0.41	0.09	0.14	0.53	0.25
Crit Moves:	****				****			****			****	
Green Time:	38.0	52.0	76.0	10.0	24.0	40.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	1.62	0.41	0.43	0.15	0.17	0.08	0.53	0.84	0.13	1.08	1.01	0.44
Delay/Veh:	364.0	56.7	41.7	86.4	74.3	60.3	85.5	37.2	3.4	152.3	55.0	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:	364.0	56.7	41.7	86.4	74.3	60.3	85.5	37.2	3.4	152.3	55.0	14.3
LOS by Move:	F	E	D	F	E	E	F	D	A	F	D	B
HCM2k95thQ:	96	18	23	2	4	3	10	56	2	31	94	17

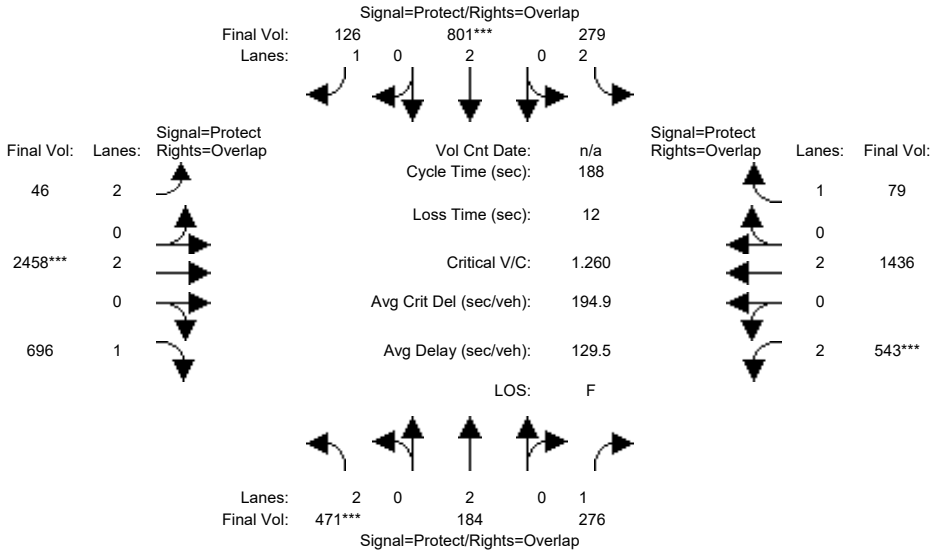
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - PM

Intersection #5332: (45) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	471	184	276	279	801	126	46	3151	696	543	1561	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:	471	184	276	279	801	126	46	3151	696	543	1561	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	471	184	276	279	801	126	46	3151	696	543	1561	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	184	276	279	801	126	46	2458	696	543	1436	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	184	276	279	801	126	46	2458	696	543	1436	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:	471	184	276	279	801	126	46	2458	696	543	1436	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.16	0.09	0.21	0.07	0.01	0.65	0.40	0.17	0.38	0.05
Crit Moves:	****				****			****			****	
Green Time:	21.8	39.8	64.9	17.0	35.0	47.8	12.8	94.1	115.9	25.1	106	123.4
Volume/Cap:	1.29	0.23	0.46	0.98	1.13	0.28	0.21	1.29	0.65	1.29	0.67	0.07
Delay/Veh:	233.4	61.5	48.4	133.1	153	56.7	83.4	194	34.1	229.5	19.3	4.9
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:	233.4	61.5	48.4	133.1	153	56.7	83.4	194	34.1	229.5	19.3	4.9
LOS by Move:	F	E	D	F	F	E	F	F	C	F	B	A
HCM2k95thQ:	40	8	23	18	45	11	3	154	53	45	34	1

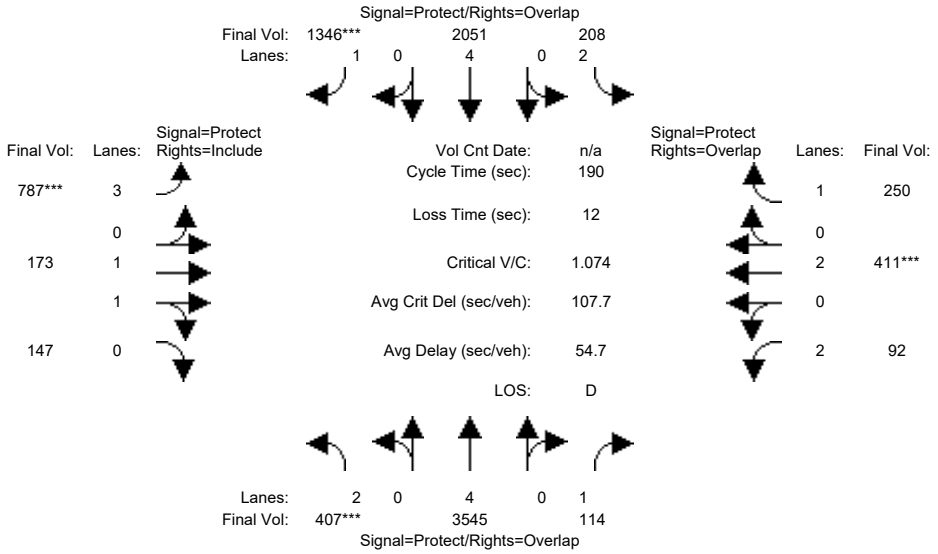
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - AM

Intersection #5408: (41) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	27	112	112	20	105	105	15	33	33	13	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	407	3545	114	208	2051	1346	787	173	147	92	411	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:	407	3545	114	208	2051	1346	787	173	147	92	411	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	3545	114	208	2051	1346	787	173	147	92	411	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:	407	3545	114	208	2051	1346	787	173	147	92	411	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	3545	114	208	2051	1346	787	173	147	92	411	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:	407	3545	114	208	2051	1346	787	173	147	92	411	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	3.00	1.06	0.94	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	4551	1999	1699	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.07	0.07	0.27	0.77	0.17	0.09	0.09	0.03	0.11	0.14
Crit Moves:	****					****	****				****	
Green Time:	27.0	102	118.2	18.2	105	132.0	27.0	41.6	41.6	16.4	31.0	49.2
Volume/Cap:	0.91	0.87	0.10	0.69	0.49	1.11	1.22	0.40	0.40	0.34	0.66	0.55
Delay/Veh:	102.6	29.4	7.6	89.8	17.7	68.5	193.2	63.8	63.8	82.5	77.3	62.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.6	29.4	7.6	89.8	17.7	68.5	193.2	63.8	63.8	82.5	77.3	62.3
LOS by Move:	F	C	A	F	B	E	F	E	E	F	E	E
HCM2k95thQ:	29	63	3	15	22	153	43	15	15	6	19	22

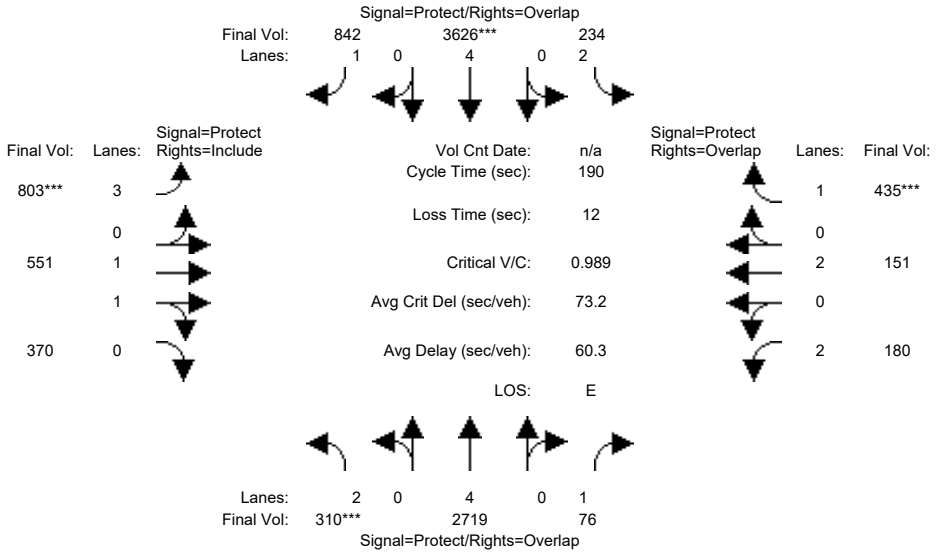
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - PM

Intersection #5408: (41) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	310	2719	76	234	3626	842	803	551	370	180	151	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	2719	76	234	3626	842	803	551	370	180	151	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	2719	76	234	3626	842	803	551	370	180	151	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	2719	76	234	3626	842	803	551	370	180	151	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	2719	76	234	3626	842	803	551	370	180	151	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	2719	76	234	3626	842	803	551	370	180	151	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.80	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	3.00	1.17	0.83	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	4551	2212	1486	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.04	0.07	0.48	0.48	0.18	0.25	0.25	0.06	0.04	0.25
Crit Moves:	****				****		****					****
Green Time:	19.1	94.7	106.2	22.3	98.0	132.2	34.2	49.4	49.4	11.5	27.0	49.3
Volume/Cap:	0.98	0.72	0.08	0.63	0.93	0.69	0.98	0.96	0.96	0.94	0.28	0.96
Delay/Veh:	130.5	29.3	12.9	83.4	58.1	29.5	104.2	88.6	88.6	138.3	73.1	100.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.5	29.3	12.9	83.4	58.1	29.5	104.2	88.6	88.6	138.3	73.1	100.6
LOS by Move:	F	C	B	F	E	C	F	F	F	F	E	F
HCM2k95thQ:	26	42	3	16	81	63	36	46	46	13	7	47

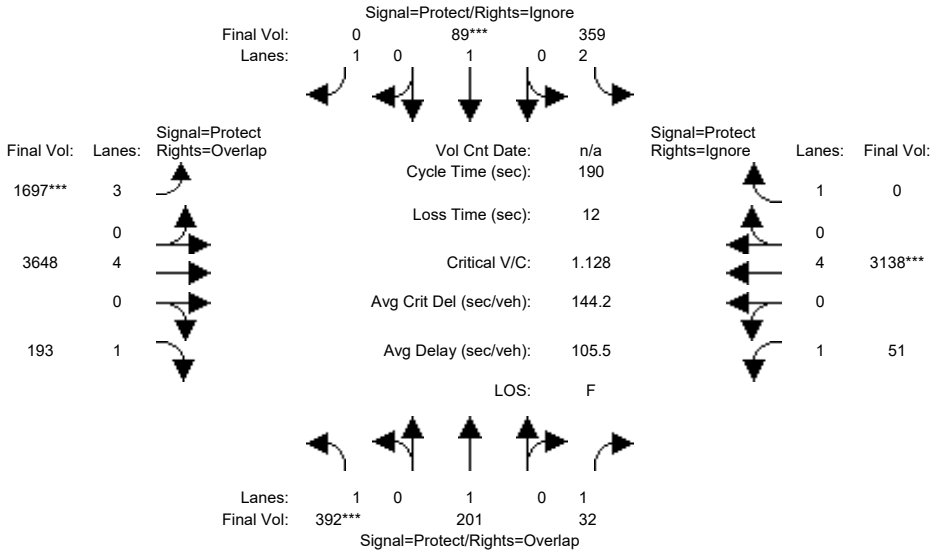
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - AM

Intersection #5805: (40) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	11	11	10	11	11	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	392	201	32	359	89	548	1697	3648	193	51	3138	835
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	201	32	359	89	548	1697	3648	193	51	3138	835
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	201	32	359	89	548	1697	3648	193	51	3138	835
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	392	201	32	359	89	0	1697	3648	193	51	3138	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	201	32	359	89	0	1697	3648	193	51	3138	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	392	201	32	359	89	0	1697	3648	193	51	3138	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	3.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	4551	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.11	0.02	0.11	0.05	0.00	0.37	0.48	0.11	0.03	0.41	0.00
Crit Moves:	****				****		****				****	
Green Time:	33.0	21.2	33.2	22.8	11.0	0.0	60.0	122	155.0	12.0	74.0	0.0
Volume/Cap:	1.29	0.95	0.10	0.95	0.81	0.00	1.18	0.75	0.14	0.46	1.06	0.00
Delay/Veh:	231.3	131	66.1	116.2	123	0.0	173.9	52.0	14.4	92.8	118	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	231.3	131	66.1	116.2	123	0.0	173.9	52.0	14.4	92.8	118	0.0
LOS by Move:	F	F	E	F	F	A	F	D	B	F	F	A
HCM2k95thQ:	60	26	3	28	13	0	85	74	16	7	83	0

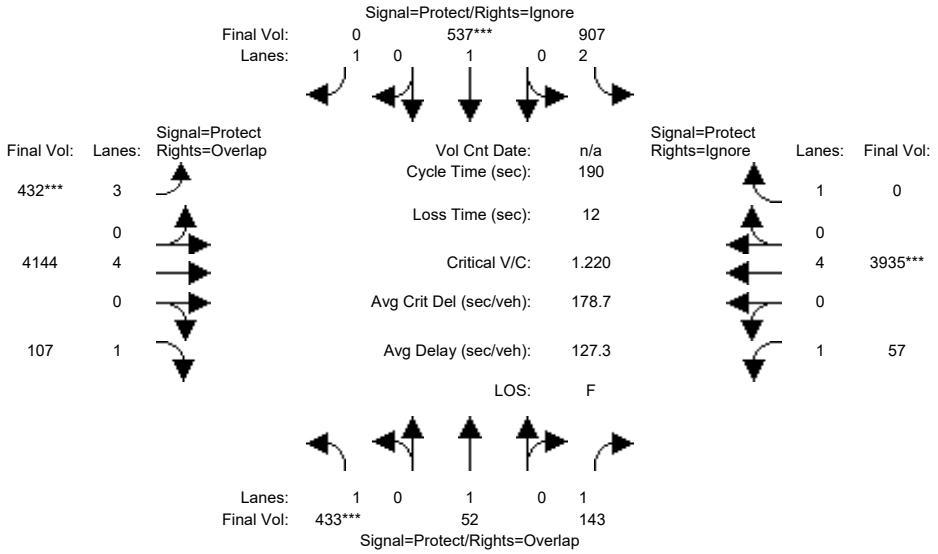
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - PM

Intersection #5805: (40) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	11	11	10	11	11	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:4:45 - 5:45 PM												
Base Vol:	433	52	143	907	537	1244	432	4144	107	57	3935	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	433	52	143	907	537	1244	432	4144	107	57	3935	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	433	52	143	907	537	1244	432	4144	107	57	3935	311
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	433	52	143	907	537	0	432	4144	107	57	3935	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	52	143	907	537	0	432	4144	107	57	3935	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	433	52	143	907	537	0	432	4144	107	57	3935	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	3.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	4551	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.03	0.08	0.29	0.28	0.00	0.09	0.55	0.06	0.03	0.52	0.00
Crit Moves:	****				****		****				****	
Green Time:	34.5	12.4	20.7	61.6	39.5	0.0	24.0	95.7	130.2	8.3	80.0	0.0
Volume/Cap:	1.36	0.42	0.75	0.89	1.36	0.00	0.75	1.08	0.09	0.74	1.23	0.00
Delay/Veh:	259.3	87.6	97.4	70.5	253	0.0	85.6	78.5	3.2	122.0	170	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	259.3	87.6	97.4	70.5	253	0.0	85.6	78.5	3.2	122.0	170	0.0
LOS by Move:	F	F	F	E	F	A	F	E	A	F	F	A
HCM2k95thQ:	68	7	19	52	76	0	21	109	1	10	120	0

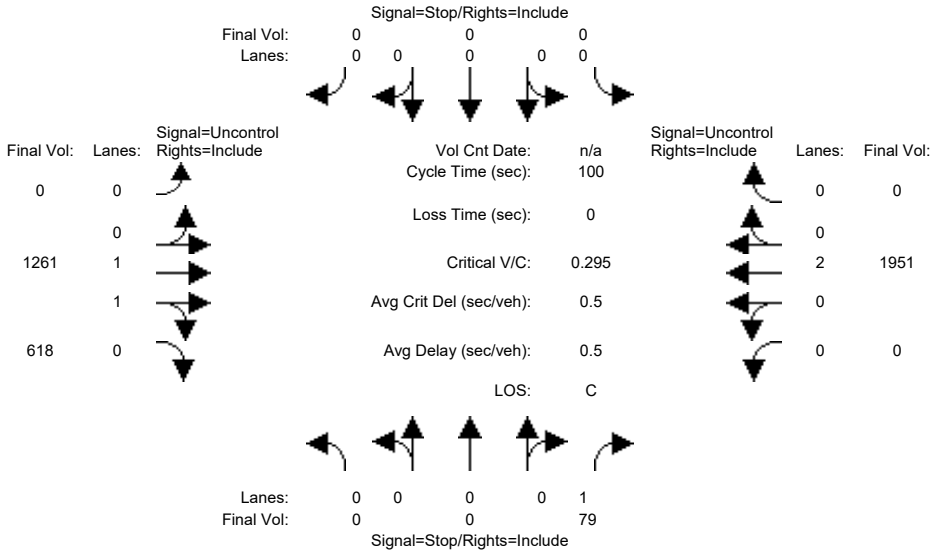
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli + Mit - AM

Intersection #9244: (61) Kylli Dwy A & Tasman Dr



Street Name:	Kylli Dwy A						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	73	0	0	0	0	1160	457	0	1795	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	73	0	0	0	0	1160	457	0	1795	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	112	0	0	0
Initial Fut:	0	0	73	0	0	0	0	1160	569	0	1795	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	79	0	0	0	0	1261	618	0	1951	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	79	0	0	0	0	1261	618	0	1951	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	940	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	269	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	269	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	23.9	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:	23.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

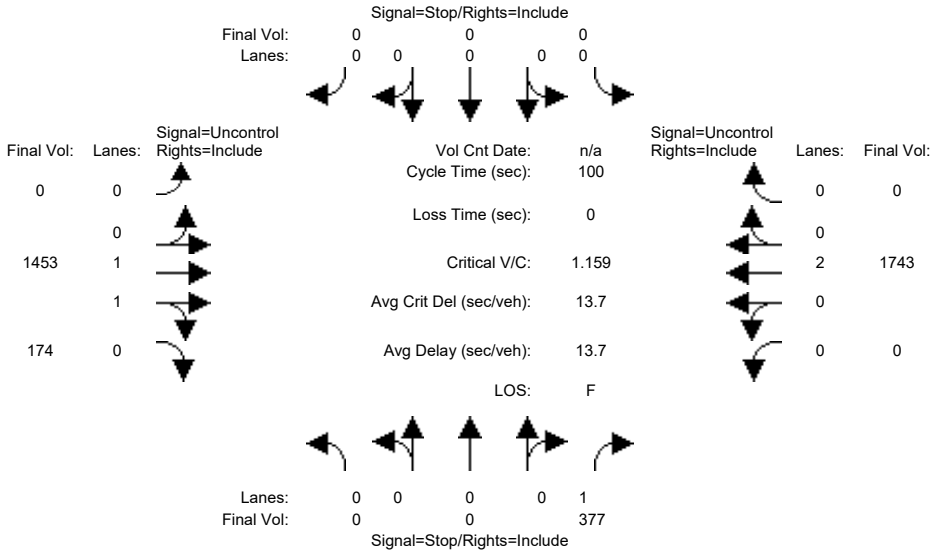
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli + Mit - PM

Intersection #9244: (61) Kylli Dwy A & Tasman Dr



Street Name:	Kylli Dwy A						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	347	0	0	0	0	1337	132	0	1604	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	347	0	0	0	0	1337	132	0	1604	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	28	0	0	0
Initial Fut:	0	0	347	0	0	0	0	1337	160	0	1604	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	377	0	0	0	0	1453	174	0	1743	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	377	0	0	0	0	1453	174	0	1743	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	814	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	325	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	325	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	1.16	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	15.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	135.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	F	*	*	*	*	*	*	*	*	*
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:	135.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

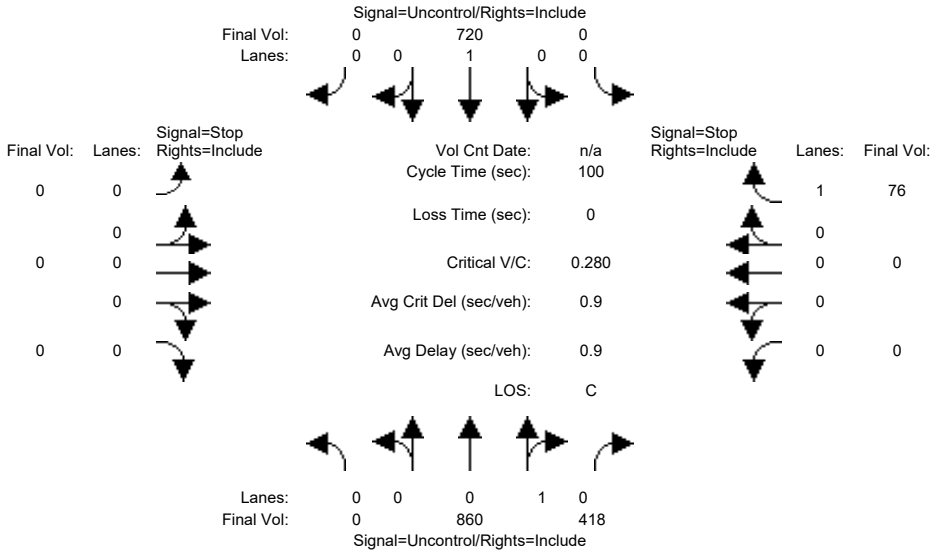
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli + Mit - AM

Intersection #9246: (62) Patrick Henry Dr & Kylli Dwy A



Street Name:	Patrick Henry Dr						Kylli Dwy A					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	791	385	225	549	0	0	0	0	82	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	791	385	225	549	0	0	0	0	82	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Res. SBL & :	0	0	0	-225	113	0	0	0	0	-82	0	0
Initial Fut:	0	791	385	0	662	0	0	0	0	0	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	860	418	0	720	0	0	0	0	0	0	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	860	418	0	720	0	0	0	0	0	0	76
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1789	1789	1069
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	90	82	271
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	90	82	271
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.28
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	271	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.3		
ApproachLOS:	*			*			*			C		

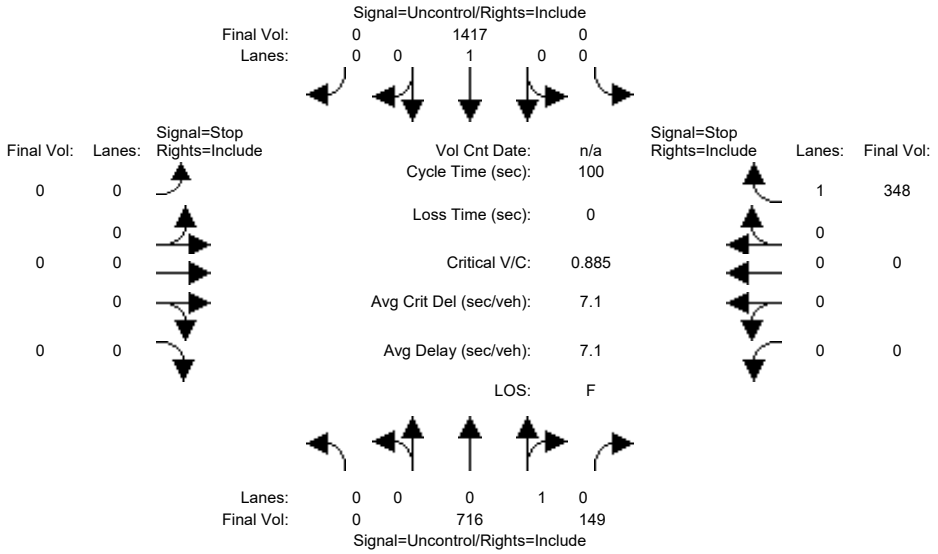
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli + Mit - PM

Intersection #9246: (62) Patrick Henry Dr & Kylli Dwy A



Street Name:	Patrick Henry Dr						Kylli Dwy A					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	659	137	57	1275	0	0	0	0	179	0	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	659	137	57	1275	0	0	0	0	179	0	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Res. SBL & :	0	0	0	-57	29	0	0	0	0	-179	0	0
Initial Fut:	0	659	137	0	1304	0	0	0	0	0	0	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	716	149	0	1417	0	0	0	0	0	0	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	716	149	0	1417	0	0	0	0	0	0	348
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2208	2208	791
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	49	45	393
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	49	45	393
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.89
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	393	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	54.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			54.1		
ApproachLOS:	*			*			*			F		

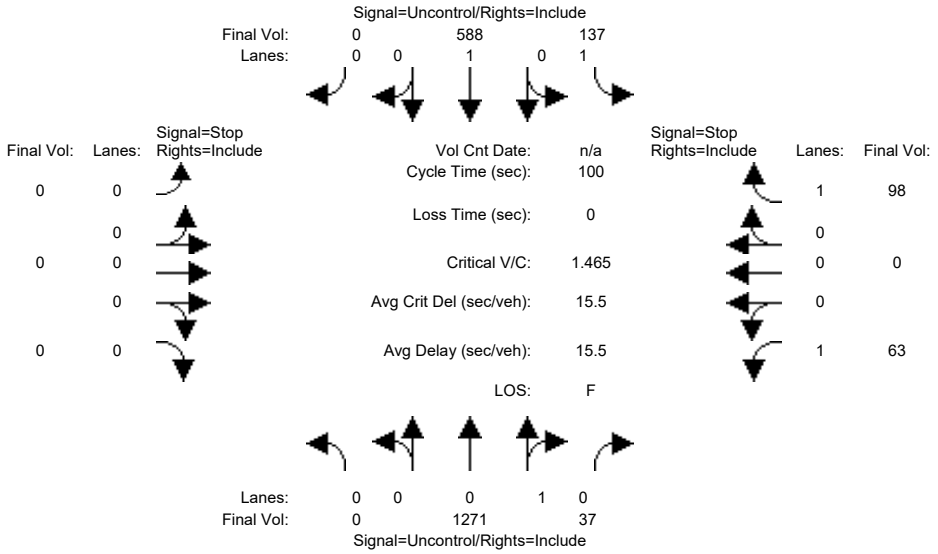
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli + Mit - AM

Intersection #9247: (63) Patrick Henry Dr & Kylli Dwy D



Street Name:	Patrick Henry Dr						Kylli Dwy D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	1169	34	126	541	0	0	0	0	58	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1169	34	126	541	0	0	0	0	58	0	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1169	34	126	541	0	0	0	0	58	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1271	37	137	588	0	0	0	0	63	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1271	37	137	588	0	0	0	0	63	0	98
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1308	xxxx	xxxxx	xxxx	xxxx	xxxxx	2151	xxxx	1289
Potent Cap.:	xxxx	xxxx	xxxxx	536	xxxx	xxxxx	xxxx	xxxx	xxxxx	54	xxxx	202
Move Cap.:	xxxx	xxxx	xxxxx	536	xxxx	xxxxx	xxxx	xxxx	xxxxx	43	xxxx	202
Volume/Cap:	xxxx	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	1.47	xxxx	0.48
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	6.3	xxxx	2.4
Control Del:	xxxxx	xxxx	xxxxx	14.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	450.5	xxxx	38.5
LOS by Move:	*	*	*	B	*	*	*	*	*	F	*	E
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			200.0		
ApproachLOS:	*			*			*			F		

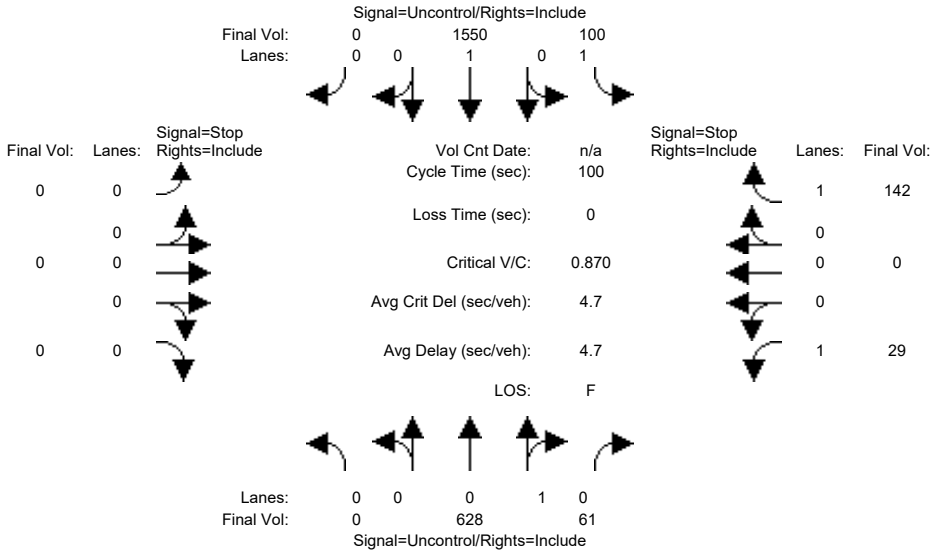
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 Kylli + Mit - PM

Intersection #9247: (63) Patrick Henry Dr & Kylli Dwy D



Street Name:	Patrick Henry Dr						Kylli Dwy D					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	578	56	92	1426	0	0	0	0	27	0	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	578	56	92	1426	0	0	0	0	27	0	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	578	56	92	1426	0	0	0	0	27	0	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	628	61	100	1550	0	0	0	0	29	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	628	61	100	1550	0	0	0	0	29	0	142
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	689	xxxx	xxxxx	xxxx	xxxx	xxxxx	2409	xxxx	659
Potent Cap.:	xxxx	xxxx	xxxxx	915	xxxx	xxxxx	xxxx	xxxx	xxxxx	37	xxxx	467
Move Cap.:	xxxx	xxxx	xxxxx	915	xxxx	xxxxx	xxxx	xxxx	xxxxx	34	xxxx	467
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.87	xxxx	0.30
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.1	xxxx	1.3
Control Del:	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	289.0	xxxx	16.0
LOS by Move:	*	*	*	A	*	*	*	*	*	F	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			62.7		
ApproachLOS:	*			*			*			F		

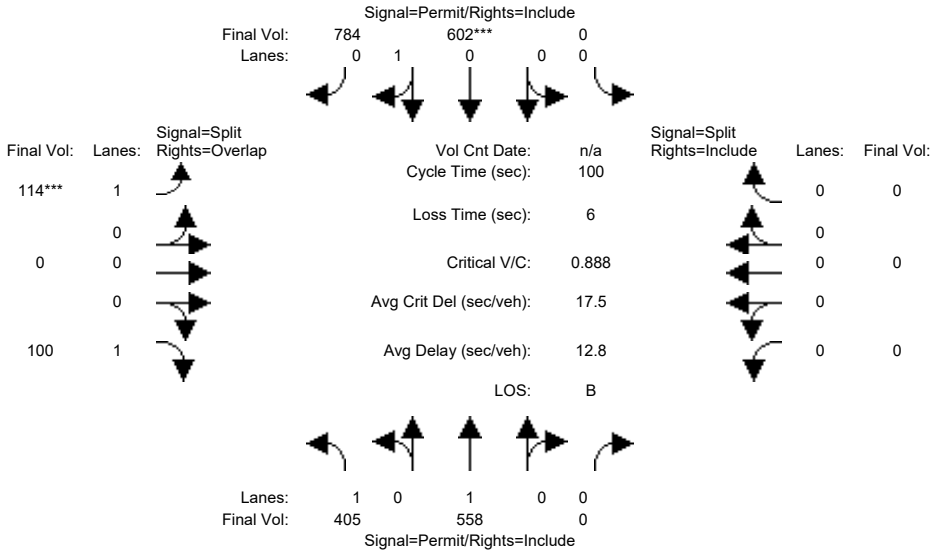
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - AM

Intersection #9283: (#64) Old Ironsides Dr & Kylli Dwy B (signal)



Street Name:	Old Ironsides Dr						Kylli Dwy B					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	373	513	0	0	554	721	105	0	92	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	513	0	0	554	721	105	0	92	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	513	0	0	554	721	105	0	92	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	405	558	0	0	602	784	114	0	100	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	558	0	0	602	784	114	0	100	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	405	558	0	0	602	784	114	0	100	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.43	0.57	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	782	1018	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.29	0.00	0.00	0.77	0.77	0.07	0.00	0.06	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	84.0	84.0	0.0	0.0	84.0	84.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.28	0.35	0.00	0.00	0.92	0.92	0.65	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	1.8	1.9	0.0	0.0	14.7	14.7	51.8	0.0	47.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.8	1.9	0.0	0.0	14.7	14.7	51.8	0.0	47.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	B	D	A	D	A	A	A
HCM2k95thQ:	6	8	0	0	57	57	10	0	8	0	0	0

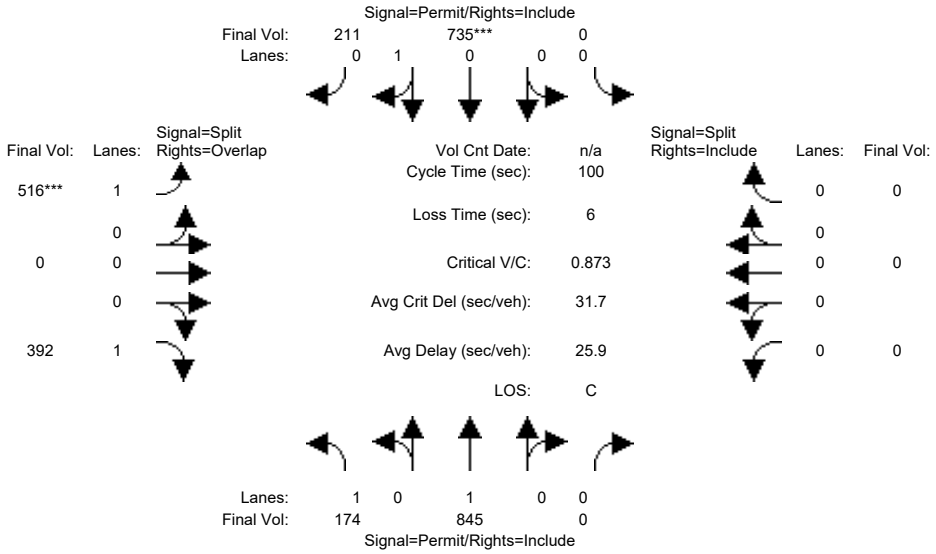
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - PM

Intersection #9283: (#64) Old Ironsides Dr & Kylli Dwy B (signal)



Street Name:	Old Ironsides Dr						Kylli Dwy B					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	777	0	0	676	194	475	0	361	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:	160	777	0	0	676	194	475	0	361	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	777	0	0	676	194	475	0	361	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	174	845	0	0	735	211	516	0	392	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	845	0	0	735	211	516	0	392	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	845	0	0	735	211	516	0	392	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.78	0.22	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1399	401	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.00	0.00	0.53	0.53	0.30	0.00	0.22	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	60.2	60.2	0.0	0.0	60.2	60.2	33.8	0.0	33.8	0.0	0.0	0.0
Volume/Cap:	0.17	0.74	0.00	0.00	0.87	0.87	0.87	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	8.9	16.8	0.0	0.0	24.7	24.7	44.5	0.0	31.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	16.8	0.0	0.0	24.7	24.7	44.5	0.0	31.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	C	C	D	A	C	A	A	A
HCM2k95thQ:	5	33	0	0	46	46	33	0	22	0	0	0

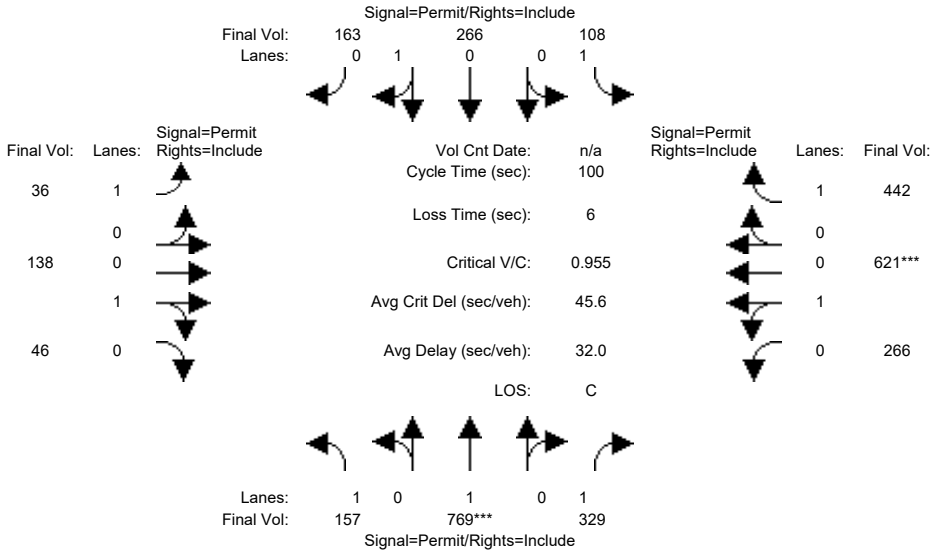
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - AM

Intersection #9284: (#16) Old Ironside Dr & Old Glory Ln (signal)



Street Name:	Old Ironside Dr						Old Glory Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	692	296	97	239	147	32	124	41	239	559	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	692	296	97	239	147	32	124	41	239	559	398
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	692	296	97	239	147	32	124	41	239	559	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	157	769	329	108	266	163	36	138	46	266	621	442
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	769	329	108	266	163	36	138	46	266	621	442
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	769	329	108	266	163	36	138	46	266	621	442
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	1.00	0.75	0.25	0.30	0.70	1.00
Final Sat.:	1750	1900	1750	1750	1115	685	1750	1353	447	539	1261	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.19	0.06	0.24	0.24	0.02	0.10	0.10	0.49	0.49	0.25
Crit Moves:		****									****	
Green Time:	42.4	42.4	42.4	42.4	42.4	42.4	51.6	51.6	51.6	51.6	51.6	51.6
Volume/Cap:	0.21	0.95	0.44	0.15	0.56	0.56	0.04	0.20	0.20	0.95	0.95	0.49
Delay/Veh:	18.4	49.2	20.9	17.8	22.7	22.7	12.0	13.1	13.1	42.5	42.5	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	49.2	20.9	17.8	22.7	22.7	12.0	13.1	13.1	42.5	42.5	16.1
LOS by Move:	B	D	C	B	C	C	B	B	B	D	D	B
HCM2k95thQ:	7	46	15	4	20	20	1	6	6	53	53	18

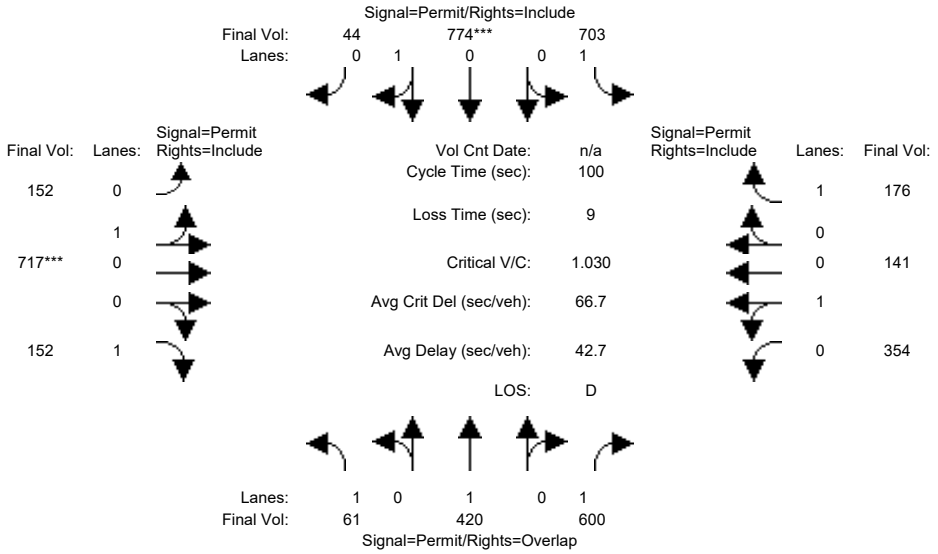
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - PM

Intersection #9284: (#16) Old Ironside Dr & Old Glory Ln (signal)



Street Name:	Old Ironside Dr						Old Glory Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	55	378	540	633	697	40	137	645	137	319	127	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:	55	378	540	633	697	40	137	645	137	319	127	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	378	540	633	697	40	137	645	137	319	127	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	61	420	600	703	774	44	152	717	152	354	141	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	420	600	703	774	44	152	717	152	354	141	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	420	600	703	774	44	152	717	152	354	141	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.18	0.82	1.00	0.72	0.28	1.00
Final Sat.:	1750	1900	1750	1750	1702	98	315	1485	1750	1287	513	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.34	0.40	0.45	0.45	0.48	0.48	0.09	0.28	0.28	0.10
Crit Moves:					****			****				
Green Time:	44.2	44.2	44.2	44.2	44.2	44.2	46.8	46.8	46.8	46.8	46.8	46.8
Volume/Cap:	0.08	0.50	0.78	0.91	1.03	1.03	1.03	1.03	0.19	0.59	0.59	0.21
Delay/Veh:	16.2	20.5	28.7	40.9	67.9	67.9	65.6	65.6	15.6	20.6	20.6	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	20.5	28.7	40.9	67.9	67.9	65.6	65.6	15.6	20.6	20.6	15.8
LOS by Move:	B	C	C	D	E	E	E	E	B	C	C	B
HCM2k95thQ:	2	17	32	43	57	57	60	60	6	22	22	7

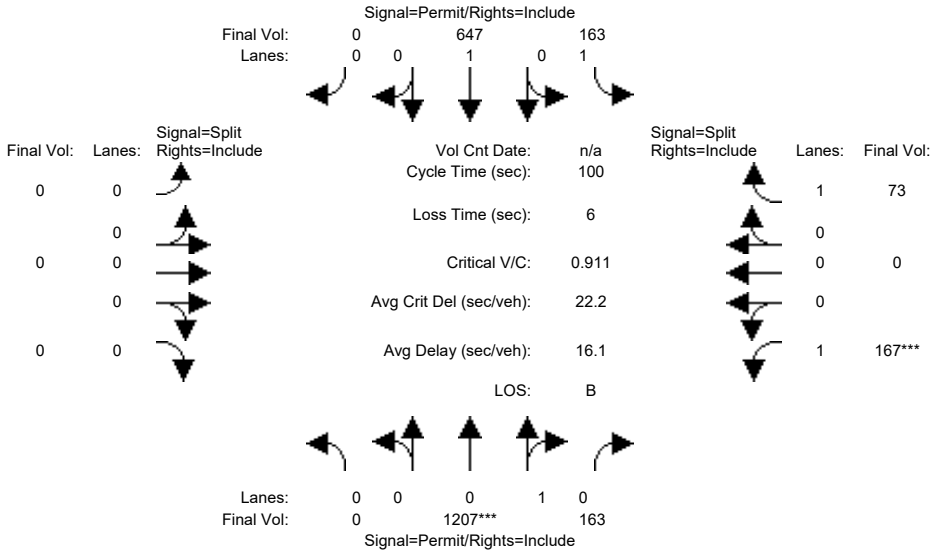
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - AM

Intersection #9286: (12) Patrick Henry Dr & Kylli Dr West (Signal)



Street Name:	Patrick Henry Dr						Kylli Dr West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1110	150	37	595	0	0	0	0	72	0	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1110	150	37	595	0	0	0	0	72	0	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	113	0	0	0	0	0	82	0	0
Initial Fut:	0	1110	150	150	595	0	0	0	0	154	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1207	163	163	647	0	0	0	0	167	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1207	163	163	647	0	0	0	0	167	0	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1207	163	163	647	0	0	0	0	167	0	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.88	0.12	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1586	214	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.76	0.76	0.09	0.34	0.00	0.00	0.00	0.00	0.10	0.00	0.04
Crit Moves:		****								****		
Green Time:	0.0	83.5	83.5	83.5	83.5	0.0	0.0	0.0	0.0	10.5	0.0	10.5
Volume/Cap:	0.00	0.91	0.91	0.11	0.41	0.00	0.00	0.00	0.00	0.91	0.00	0.40
Delay/Veh:	0.0	14.4	14.4	1.5	2.2	0.0	0.0	0.0	0.0	86.3	0.0	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:	0.0	14.4	14.4	1.5	2.2	0.0	0.0	0.0	0.0	86.3	0.0	43.2
LOS by Move:	A	B	B	A	A	A	A	A	A	F	A	D
HCM2k95thQ:	0	55	55	2	10	0	0	0	0	16	0	5

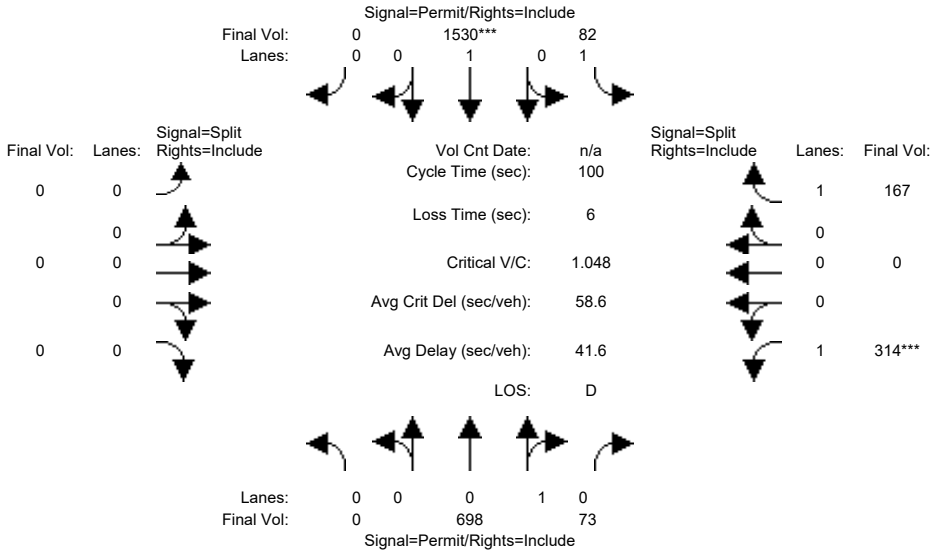
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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - PM

Intersection #9286: (12) Patrick Henry Dr & Kylli Dr West (Signal)



Street Name:	Patrick Henry Dr						Kylli Dr West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	642	67	46	1408	0	0	0	0	110	0	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:	0	642	67	46	1408	0	0	0	0	110	0	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	29	0	0	0	0	0	179	0	0
Initial Fut:	0	642	67	75	1408	0	0	0	0	289	0	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	698	73	82	1530	0	0	0	0	314	0	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	698	73	82	1530	0	0	0	0	314	0	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	698	73	82	1530	0	0	0	0	314	0	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.91	0.09	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1630	170	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.05	0.81	0.00	0.00	0.00	0.00	0.18	0.00	0.10
Crit Moves:					****					****		
Green Time:	0.0	76.9	76.9	76.9	76.9	0.0	0.0	0.0	0.0	17.1	0.0	17.1
Volume/Cap:	0.00	0.56	0.56	0.06	1.05	0.00	0.00	0.00	0.00	1.05	0.00	0.56
Delay/Veh:	0.0	5.2	5.2	2.8	48.7	0.0	0.0	0.0	0.0	106.5	0.0	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:	0.0	5.2	5.2	2.8	48.7	0.0	0.0	0.0	0.0	106.5	0.0	40.3
LOS by Move:	A	A	A	A	D	A	A	A	A	F	A	D
HCM2k95thQ:	0	19	19	1	93	0	0	0	0	30	0	11

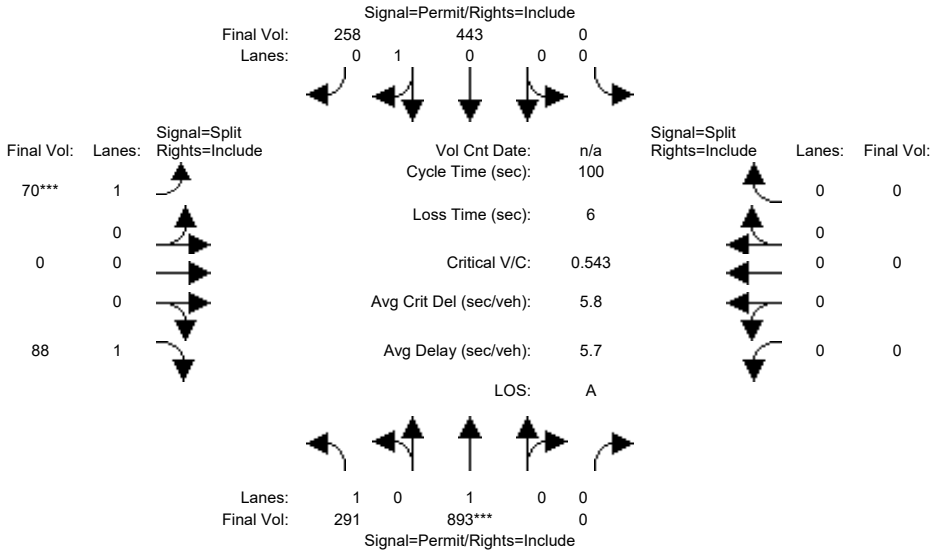
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - AM

Intersection #9287: (15) Old Ironside Dr & Kylli Dr East



Street Name:	Old Ironside Dr						Kylli Dr East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	268	822	0	0	408	237	64	0	81	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:	268	822	0	0	408	237	64	0	81	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	822	0	0	408	237	64	0	81	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	291	893	0	0	443	258	70	0	88	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	893	0	0	443	258	70	0	88	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	893	0	0	443	258	70	0	88	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.63	0.37	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1139	661	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.47	0.00	0.00	0.39	0.39	0.04	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	84.0	84.0	0.0	0.0	84.0	84.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.20	0.56	0.00	0.00	0.46	0.46	0.40	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	1.6	2.9	0.0	0.0	2.3	2.3	43.7	0.0	45.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.6	2.9	0.0	0.0	2.3	2.3	43.7	0.0	45.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2k95thQ:	4	16	0	0	12	12	5	0	7	0	0	0

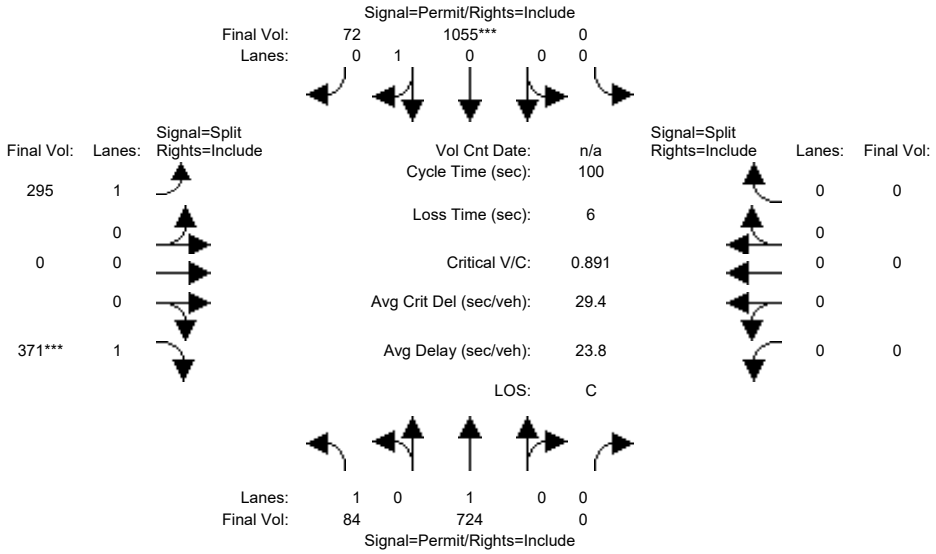
Note: Queue reported is the number of cars per lane.

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Kylli Mission Point Mixed-Use Development
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Kylli + Mit - PM

Intersection #9287: (15) Old Ironside Dr & Kylli Dr East



Street Name:	Old Ironside Dr						Kylli Dr East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	666	0	0	971	66	271	0	341	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:	77	666	0	0	971	66	271	0	341	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	666	0	0	971	66	271	0	341	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	84	724	0	0	1055	72	295	0	371	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	724	0	0	1055	72	295	0	371	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	724	0	0	1055	72	295	0	371	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1685	115	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.00	0.00	0.63	0.63	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	70.2	70.2	0.0	0.0	70.2	70.2	23.8	0.0	23.8	0.0	0.0	0.0
Volume/Cap:	0.07	0.54	0.00	0.00	0.89	0.89	0.71	0.00	0.89	0.00	0.00	0.00
Delay/Veh:	4.7	7.6	0.0	0.0	20.1	20.1	40.5	0.0	57.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.7	7.6	0.0	0.0	20.1	20.1	40.5	0.0	57.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	C	C	D	A	E	A	A	A
HCM2k95thQ:	2	20	0	0	52	52	19	0	27	0	0	0

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

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Appendix B

Land Use by Area Before and After 5% Buffer

Mission Point High Level		Project Description Analyzed for Most Intersections* (Size with 20% Buffer Applied to High Trip Uses and Reduce Size of Low Trip Uses by Equavalent s.f.)						Project Description Analyzed for Intersections in Immediate Vicinity of Project** (Size with 5% Buffer Applied to Account for Potential Shift in Development from One Area to Another)					
Category	**Sub Category**	**PROJECT**	**Lot A**	**Lot B**	**Lot C**	**Lot D**	**TOTAL**	**PROJECT**	**Lot A**	**Lot B**	**Lot C**	**Lot D**	**TOTAL**
Grocery	Grocery	21,000	0	21,000	0	0	21,000	22,050	0	22,050	0	0	22,050
	Corner Store / Pharmacy	3,838	0	0	0	3838	3,838	4,030	0	0	0	4,030	4,030
	Total	**24,838**	0	21000	0	3838	24,838	**26,080**	0	22050	0	4030	**26,080**
Restaurant	Quality	12,361	6,490	3,997	0	1874	12,361	12,980	6,815	4,197	0	1,968	**12,980**
	High Turnover Sit Down	9,718	3,118	3,600	3000	0	9,718	10,204	3,274	3,780	3,150	0	**10,204**
	Fast Casual	14,951	3,563	3,840	5748	1800	14,951	15,698	3,741	4,032	6,035	1,890	**15,698**
	Fast Food (Non DT)	7,125	4,453	2,672	0	0	7,125	7,482	4,676	2,806	0	0	**7,482**
	Coffee/Bakery	6,563	1,657	1,555	2234	1117	6,563	6,891	1,740	1,633	2,345	1,173	**6,891**
	Total	50,718	19,281	15,664	10,982	4,791	50,718	53,255	20,246	16,448	11,530	5,031	53,255
Fitness	Boutique Fitness	0	0	0	0	0	0	0	0	0	0	0	0
	Full Gym	0	0	0	0	0	0	0	0	0	0	0	0
	Total	**0**	0	0	0	0	0	**0**	0	0	0	0	0
Retail / Shopping Center	Shopping Center	11,106	4,680	4,200	2226	0	11,106	11,661	4,914	4,410	2,337	0	11,661
	Local Boutique Stores	4,382	2,820	600	0	962	4,382	4,601	2,961	630	0	1,010	4,601
	Total	**15,488**	7500	4800	2226	962	15,488	**16,262**	7875	5040	2337	1010	**16,262**
Financial Services	Financial Services	8,004	1,781	3,997	2226	0	8,004	8,404	1,870	4,197	2337	0	**8,404**
Medical Office	Medical	**952**	353	326	272	0	951	**999**	371	342	286	0	999
Entertainment	Theater	**0**	0	0	0	0	0	**0**	0	0	0	0	0
Grand Total Retail (NTE 100,000 s.f.)		100,000	28,915	45,787	15,706	9,591	99,999	105,000	30,362	48,077	16,490	10,071	105,000

Mission Point Other Use Types		Project Description Analyzed for Most Intersections						Project Description Analyzed for Intersections in Immediate Vicinity of Project** (with 5% Buffer for Non-Residential Uses to Account for Potential Shift in Development from One Area to Another)					
Category	**Sub Category**	**PROJECT**	**Area A**	**Area B**	**Area C**	**Area D**	**Total Baseline**	**PROJECT**	**Area A**	**Area B**	**Area C**	**Area D**	**Total**
Civic	Daycare	10,000	0	0	0	10000	10,000	10,500	0	0	0	10,500	10,500
	Community ***	5,800	5800	0	0	0	5,800	6,090	6,090	0	0	0	6,090
Grand Total Civic (NTE 15,800)		**15,800**	**5800**	**0**	**0**	**10000**	**15,800**		**6,090**	**0**	**0**	**10,500**	**16,590**
Residential	Multifamily Housing (Mid-Rise)	198						198	0	0	0	198	198
	Multifamily Housing (High-Rise)	1,602						1,602	0	0	0	1,602	1,602
Grand Total Residential (NTE 1,800)		**1,800**					**1,800**	**1,800**	**0**	**0**	**0**	**1,800**	**1,800**
Office	General Office Building	3,000,000	1,176,000	1,034,000	790,000	0	3,000,000	3,150,000	1,234,800	1,085,700	829,500	0	3,150,000
Grand Total Office (NTE 3,000,000)			**1,176,000**	**1,034,000**	**790,000**	**0**	**3,000,000**		**1,234,800**	**1,085,700**	**829,500**	**0**	**3,150,000**

Appendix C

Signal Warrant Analysis

Kylli Mission Point Mixed-Use Development Traffic Study

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: LJ date: 1/28/21

Major Street: Patrick Henry Dr — Critical Approach Speed* (mph): 25

Minor Street: Kylli Drive West/ — Critical Approach Speed* (mph): 20

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..…..…….. ☑ **Rural (R)**

In built up area of isolated community of < 10,000 population……..…….. ☐ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

AM PEAK PERIOD

	2030 Plus Proj	2035 Plus Project							
Minor Street Approach Direction w/ Highest Delay	WB	WB							
Highest Minor Street Average Delay (sec/veh)	46.7	181.5							
Corresponding Minor Street Approach Volume (veh/hr)	135	139							
Minor Street Total Delay (veh-hrs)	1.8	7.0							
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	Yes							
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No							
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes							
Signal Warranted based on Part A?	**No**	**No**							

*OVFL denotes delay greater than 300s

PART B

AM PEAK PERIOD

		Approach Lanes: One	Approach Lanes: 2 or More	2030 Plus Proj	2035 Plus Project						
Major Street - Both Approaches	Patrick Henry Dr	X		1469	1892						
Minor Street - Highest Approach	Kylli Drive West/		X	135	139						
Signal Warranted based on Part B?				**No**	**No**						

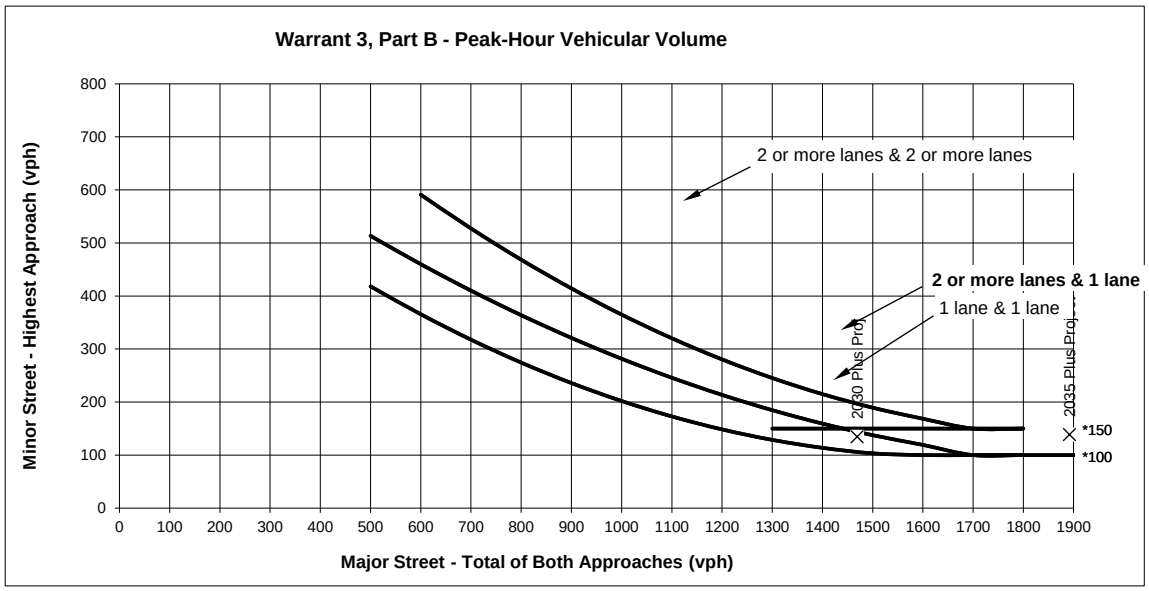
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

Notes:

Kylli Mission Point Mixed-Use Development Traffic Study

Patrick Henry Drive and Kylli Drive West **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD								
		One	2 or More	2030 Plus Proj	2035 Plus Project							
Major Street - Both Approaches	Patrick Henry Dr	X		1469	1892							
Minor Street - Highest Approach	Kylli Drive West/		X	135	139							
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**							

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Kylli Mission Point Mixed-Use Development Traffic Study

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: LJ date: 1/28/21

Major Street: Patrick Henry Dr — Critical Approach Speed* (mph): 25

Minor Street: Kylli Drive West/ — Critical Approach Speed* (mph): 20

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..…..…….. ☑ **Rural (R)**

In built up area of isolated community of < 10,000 population……..…….. ☐ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	2030 Plus Proj	2035 Plus Project							
Minor Street Approach Direction w/ Highest Delay	WB	WB							
Highest Minor Street Average Delay (sec/veh)	123.0	515.1							
Corresponding Minor Street Approach Volume (veh/hr)	275	264							
Minor Street Total Delay (veh-hrs)	9.4	37.8							
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	Yes	Yes							
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes							
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes							
Signal Warranted based on Part A?	**Yes**	**Yes**							

*OVFL denotes delay greater than 300s

PART B

PM PEAK HOUR

		Approach Lanes: One	Approach Lanes: 2 or More	2030 Plus Proj	2035 Plus Project						
Major Street - Both Approaches	Patrick Henry Dr	X		1522	2163						
Minor Street - Highest Approach	Kylli Drive West/		X	275	264						
Signal Warranted based on Part B?				**Yes**	**Yes**						

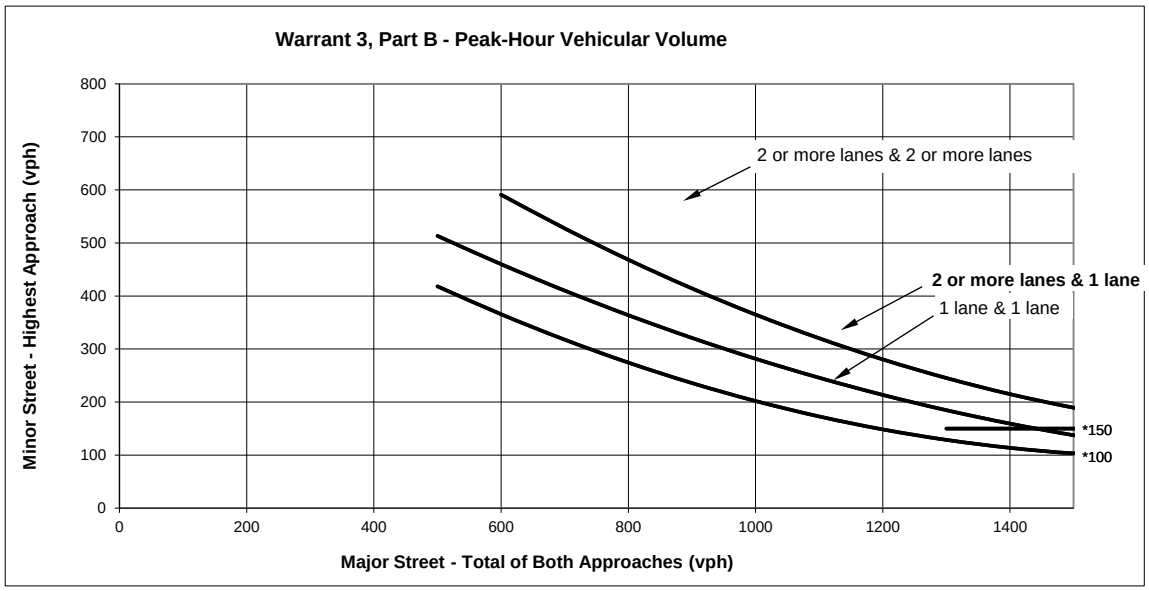
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

Notes:

Kylli Mission Point Mixed-Use Development Traffic Study

Patrick Henry Drive and Kylli Drive West **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR 2030 Plus Proj	2035 Plus Project							
		One	2 or More									
Major Street - Both Approaches	Patrick Henry Dr	X		1522	2163							
Minor Street - Highest Approach	Kylli Drive West/		X	275	264							
Signal Warranted Based on Part B - Peak-Hour Volumes?				**Yes**	**Yes**							

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Kylli Mission Point Mixed-Use Development Traffic Study

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: LJ date: 1/28/21

Major Street: Old Ironside Dr — Critical Approach Speed* (mph): 25

Minor Street: / Kylli Drive East — Critical Approach Speed* (mph): 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..…..…….. ☑ **Rural (R)**

In built up area of isolated community of < 10,000 population……..…….. ☐ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

AM PEAK PERIOD

	2030 Plus Proj	2035 Plus Project							
Minor Street Approach Direction w/ Highest Delay	EB	EB							
Highest Minor Street Average Delay (sec/veh)	59.4	204.0							
Corresponding Minor Street Approach Volume (veh/hr)	143	145							
Minor Street Total Delay (veh-hrs)	2.4	8.2							
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	Yes							
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No							
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes							
Signal Warranted based on Part A?	**No**	**No**							

*OVFL denotes delay greater than 300s

PART B

AM PEAK PERIOD

		Approach Lanes: One	Approach Lanes: 2 or More	2030 Plus Proj	2035 Plus Project						
Major Street - Both Approaches	Old Ironside Dr	X		1337	1735						
Minor Street - Highest Approach	/ Kylli Drive East		X	143	145						
Signal Warranted based on Part B?				**No**	**No**						

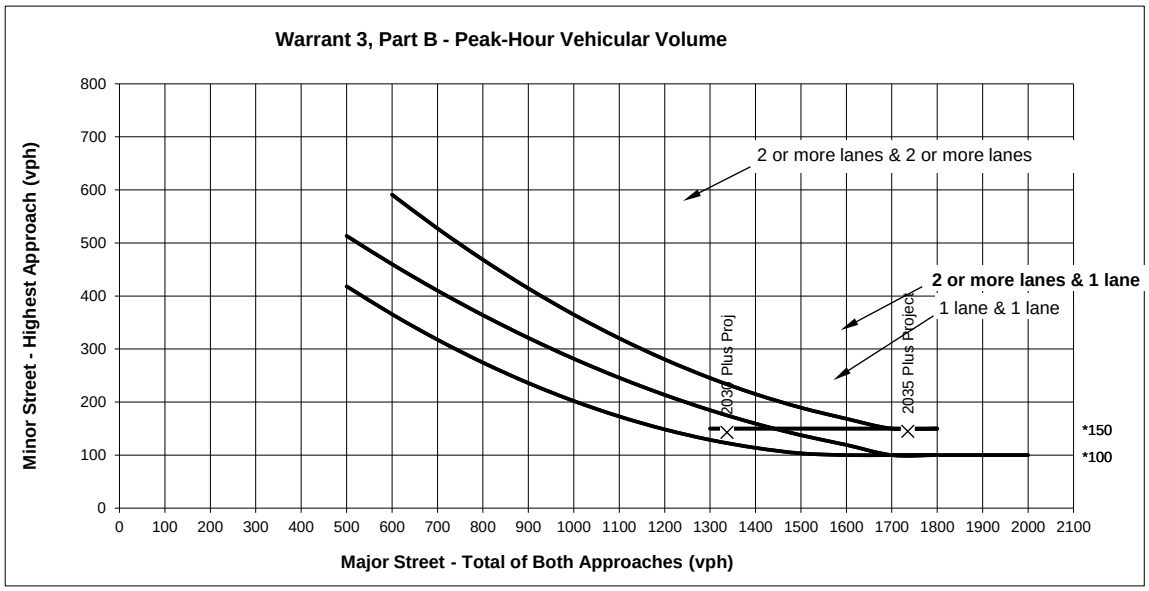
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

Notes:

Kylli Mission Point Mixed-Use Development Traffic Study

Old Ironside Drive and Kylli Drive East **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD								
		One	2 or More	2030 Plus Proj	2035 Plus Project							
Major Street - Both Approaches	Old Ironside Dr	X		1337	1735							
Minor Street - Highest Approach	/ Kylli Drive East		X	143	145							
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**							

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Kylli Mission Point Mixed-Use Development Traffic Study

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: LJ date: 1/28/21

Major Street: Old Ironside Dr — Critical Approach Speed* (mph) 25

Minor Street: / Kylli Drive East — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..…..…….. ☑ **Rural (R)**

In built up area of isolated community of < 10,000 population……..…….. ☐ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	2030 Plus Proj	2035 Plus Project							
Minor Street Approach Direction w/ Highest Delay	EB	EB							
Highest Minor Street Average Delay (sec/veh)	171.7	951.0							
Corresponding Minor Street Approach Volume (veh/hr)	604	612							
Minor Street Total Delay (veh-hrs)	28.8	161.7							
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	Yes	Yes							
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes							
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes							
Signal Warranted based on Part A?	**Yes**	**Yes**							

*OVFL denotes delay greater than 300s

PART B

PM PEAK HOUR

		Approach Lanes: One	Approach Lanes: 2 or More	2030 Plus Proj	2035 Plus Project						
Major Street - Both Approaches	Old Ironside Dr	X		1118	1780						
Minor Street - Highest Approach	/ Kylli Drive East		X	604	612						
Signal Warranted based on Part B?				**Yes**	**Yes**						

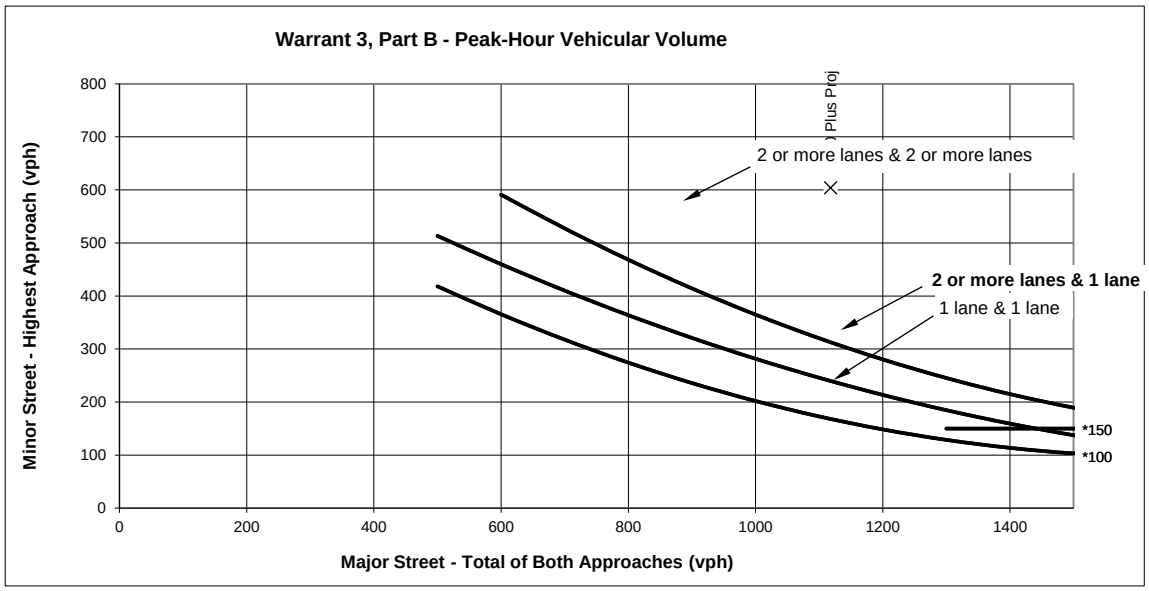
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

Notes:

Kylli Mission Point Mixed-Use Development Traffic Study

Old Ironside Drive and Kylli Drive East **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR								
		One	2 or More	2030 Plus Proj	2035 Plus Project							
Major Street - Both Approaches	Old Ironside Dr	X		1118	1780							
Minor Street - Highest Approach	/ Kylli Drive East		X	604	612							
Signal Warranted Based on Part B - Peak-Hour Volumes?				**Yes**	**Yes**							

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Kylli Mission Point Mixed-Use Development Traffic Study

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: LJ date: 1/28/21

Major Street: Old Ironside Dr — Critical Approach Speed* (mph): 25

Minor Street: Kylli Dwy A/ — Critical Approach Speed* (mph): 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..…..…….. ☑ **Rural (R)**

In built up area of isolated community of < 10,000 population……..…….. ☐ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

AM PEAK PERIOD

	2030 Plus Proj	2035 Plus Project							
Minor Street Approach Direction w/ Highest Delay	WB	WB							
Highest Minor Street Average Delay (sec/veh)	106.7	525.7							
Corresponding Minor Street Approach Volume (veh/hr)	146	152							
Minor Street Total Delay (veh-hrs)	4.3	22.2							
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	Yes							
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	Yes							
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes							
Signal Warranted based on Part A?	**No**	**Yes**							

*OVFL denotes delay greater than 300s

PART B

AM PEAK PERIOD

		Approach Lanes: One	Approach Lanes: 2 or More	2030 Plus Proj	2035 Plus Project						
Major Street - Both Approaches	Old Ironside Dr	X		1328	1950						
Minor Street - Highest Approach	Kylli Dwy A/		X	146	152						
Signal Warranted based on Part B?				**No**	**Yes**						

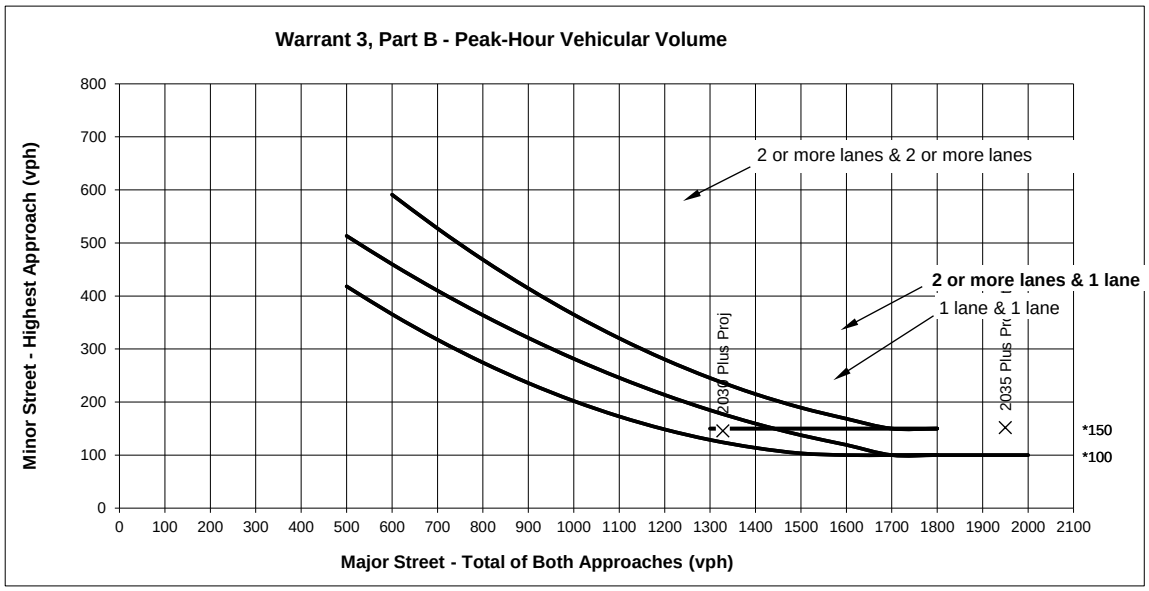
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

Notes:

Kylli Mission Point Mixed-Use Development Traffic Study

Patrick Henry Drive and Kylli Project Driveway A **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD 2030 Plus Proj	2035 Plus Project							
		One	2 or More									
Major Street - Both Approaches	Old Ironside Dr	X		1328	1950							
Minor Street - Highest Approach	Kylli Dwy A/		X	146	152							
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**Yes**							

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Kylli Mission Point Mixed-Use Development Traffic Study

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: LJ date: 1/28/21

Major Street: Old Ironside Dr — Critical Approach Speed* (mph): 25

Minor Street: Kylli Dwy A/ — Critical Approach Speed* (mph): 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..…..…….. ☑ **Rural (R)**

In built up area of isolated community of < 10,000 population……..…….. ☐ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	2030 Plus Proj	2035 Plus Project							
Minor Street Approach Direction w/ Highest Delay	WB	WB							
Highest Minor Street Average Delay (sec/veh)	109.8	719.9							
Corresponding Minor Street Approach Volume (veh/hr)	465	499							
Minor Street Total Delay (veh-hrs)	14.2	99.8							
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	Yes	Yes							
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes							
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes							
Signal Warranted based on Part A?	**Yes**	**Yes**							

*OVFL denotes delay greater than 300s

PART B

PM PEAK HOUR

		Approach Lanes: One	Approach Lanes: 2 or More	2030 Plus Proj	2035 Plus Project						
Major Street - Both Approaches	Old Ironside Dr	X		1530	2128						
Minor Street - Highest Approach	Kylli Dwy A/		X	465	499						
Signal Warranted based on Part B?				**Yes**	**Yes**						

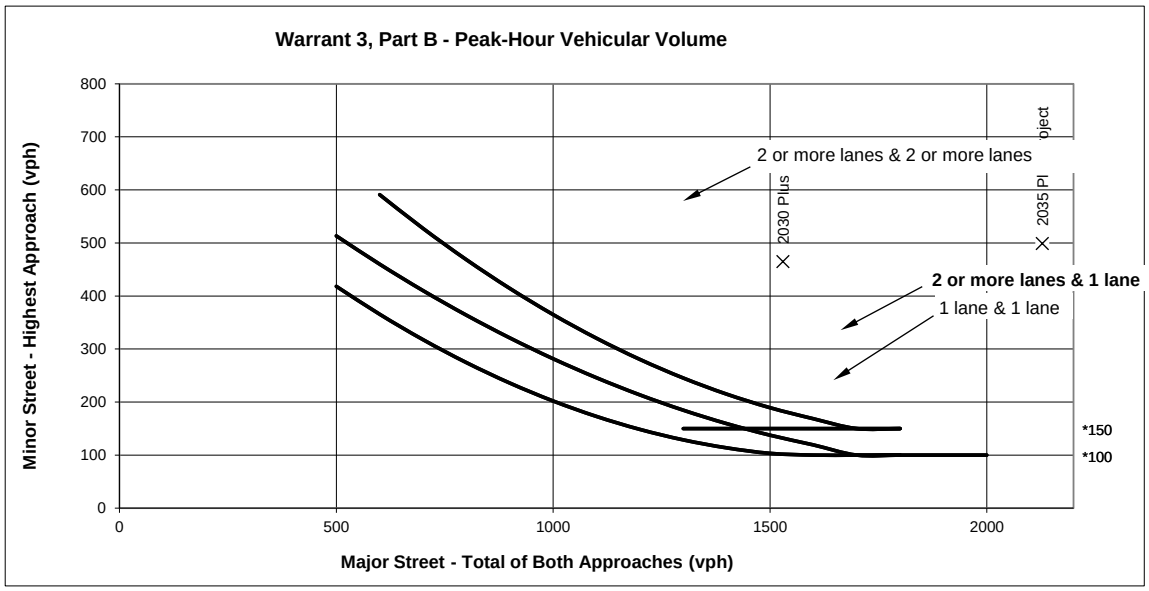
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

Notes:

Kylli Mission Point Mixed-Use Development Traffic Study

Patrick Henry Drive and Kylli Project Driveway A **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR								
		One	2 or More	2030 Plus Proj	2035 Plus Project							
Major Street - Both Approaches	Old Ironside Dr	X		1530	2128							
Minor Street - Highest Approach	Kylli Dwy A/		X	465	499							
Signal Warranted Based on Part B - Peak-Hour Volumes?				**Yes**	**Yes**							

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Kylli Mission Point Mixed-Use Development Traffic Study

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: LJ date: 1/28/21

Major Street: Old Ironside Dr — Critical Approach Speed* (mph): 25

Minor Street: / Kylli Dwy B — Critical Approach Speed* (mph): 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..…..…….. ☑ **Rural (R)**

In built up area of isolated community of < 10,000 population……..…….. ☐ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

AM PEAK PERIOD

	2030 Plus Proj	2035 Plus Project							
Minor Street Approach Direction w/ Highest Delay	EB	EB							
Highest Minor Street Average Delay (sec/veh)	1164.0	2214.6							
Corresponding Minor Street Approach Volume (veh/hr)	195	197							
Minor Street Total Delay (veh-hrs)	63.1	121.2							
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	Yes	Yes							
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes							
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes							
Signal Warranted based on Part A?	**Yes**	**Yes**							

*OVFL denotes delay greater than 300s

PART B

AM PEAK PERIOD

		Approach Lanes: One	Approach Lanes: 2 or More	2030 Plus Proj	2035 Plus Project						
Major Street - Both Approaches	Old Ironside Dr	X		1781	2161						
Minor Street - Highest Approach	/ Kylli Dwy B		X	195	197						
Signal Warranted based on Part B?				**Yes**	**Yes**						

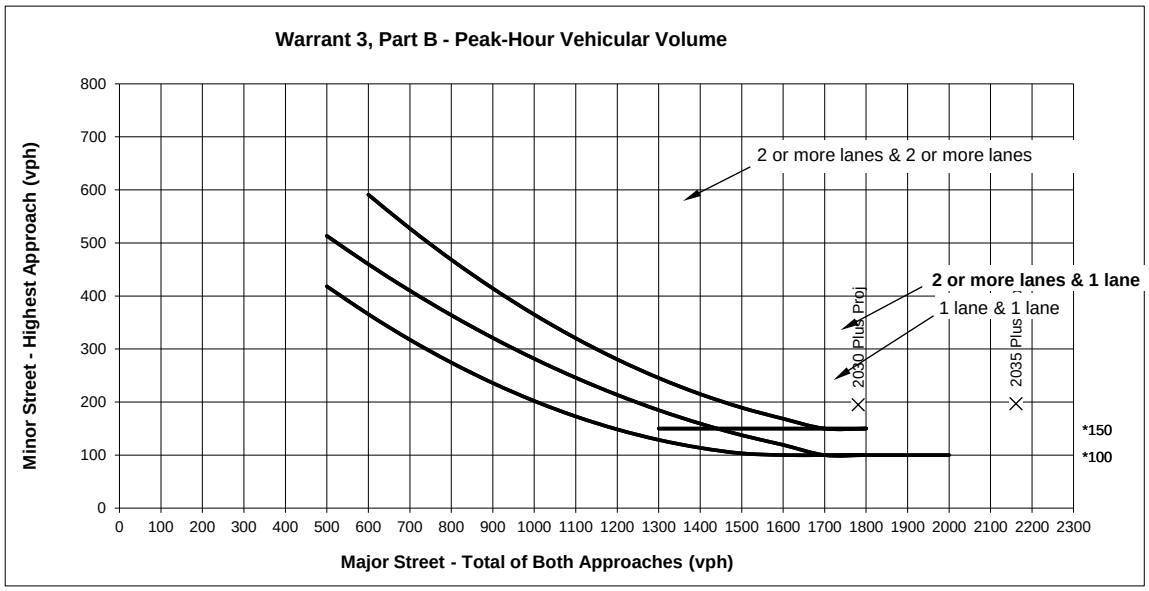
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

Notes:

Kylli Mission Point Mixed-Use Development Traffic Study

Old Ironside Drive and Kylli Project Driveway B **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD								
		One	2 or More	2030 Plus Proj	2035 Plus Project							
Major Street - Both Approaches	Old Ironside Dr	X		1781	2161							
Minor Street - Highest Approach	/ Kylli Dwy B		X	195	197							
Signal Warranted Based on Part B - Peak-Hour Volumes?				**Yes**	**Yes**							

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Kylli Mission Point Mixed-Use Development Traffic Study

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: LJ date: 1/28/21

Major Street: Old Ironside Dr — Critical Approach Speed* (mph): 25

Minor Street: / Kylli Dwy B — Critical Approach Speed* (mph): 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..…..…..…….. ☑ **Rural (R)**

In built up area of isolated community of < 10,000 population……..…….. ☐ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	2030 Plus Proj	2035 Plus Project							
Minor Street Approach Direction w/ Highest Delay	EB	EB							
Highest Minor Street Average Delay (sec/veh)	674.3	2411.8							
Corresponding Minor Street Approach Volume (veh/hr)	823	836							
Minor Street Total Delay (veh-hrs)	154.2	560.1							
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	Yes	Yes							
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes							
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes							
Signal Warranted based on Part A?	**Yes**	**Yes**							

*OVFL denotes delay greater than 300s

PART B

PM PEAK HOUR

		Approach Lanes: One	Approach Lanes: 2 or More	2030 Plus Proj	2035 Plus Project						
Major Street - Both Approaches	Old Ironside Dr	X		1170	1807						
Minor Street - Highest Approach	/ Kylli Dwy B		X	823	836						
Signal Warranted based on Part B?				**Yes**	**Yes**						

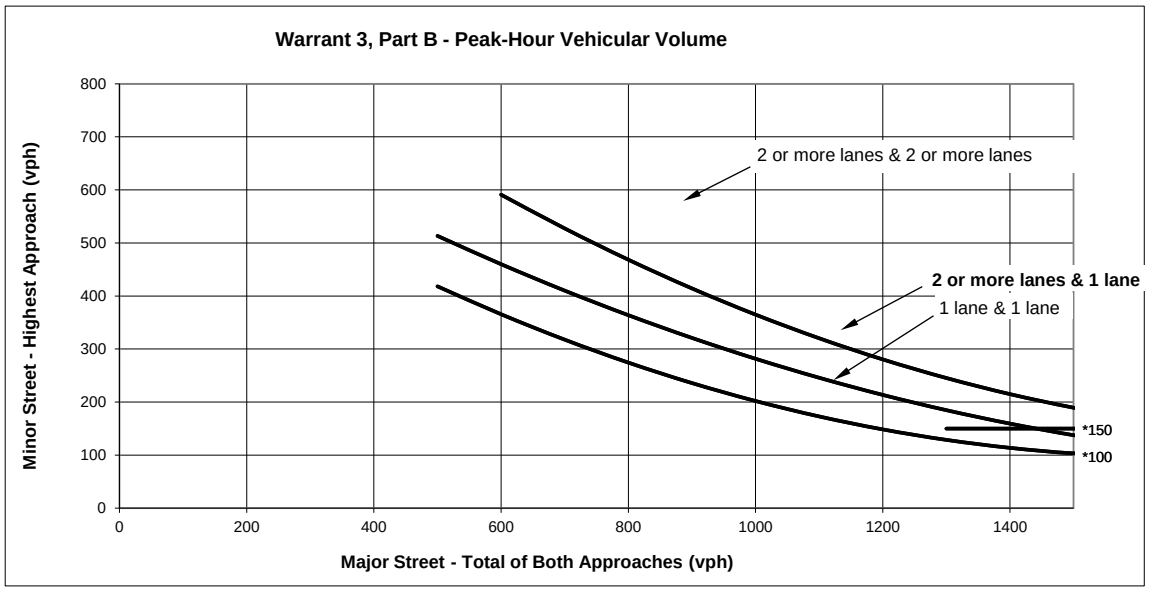
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

Notes:

Kylli Mission Point Mixed-Use Development Traffic Study

Old Ironside Drive and Kylli Project Driveway B **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* 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.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR								
		One	2 or More	2030 Plus Proj	2035 Plus Project							
Major Street - Both Approaches	Old Ironside Dr	X		1170	1807							
Minor Street - Highest Approach	/ Kylli Dwy B		X	823	836							
Signal Warranted Based on Part B - Peak-Hour Volumes?				**Yes**	**Yes**							

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.