# 25. APPENDICES

25.1 Notice of Preparation and NOP Comment Letters
25.2 Supplemental Air Quality/GHG Information
25.3 Water Supply Assessment
25.4 Sanitary Sewer Technical Memoranda (Woodard & Curran, 2-17-21; Schaaf & Wheeler, 3-16-21)
25.5 Supplemental Noise Information
25.6 Supplemental Transportation Information (Hexagon Transportation Analysis; City of Santa Clara Transportation Analysis Policy)

Additional Greystar technical information is located on this City web site: https://www.santaclaraca.gov/Home/Components/BusinessDirectory/BusinessDirectory/297/2495?npage=2

- Supplemental Cultural and Historical Resources Information
- Supplemental Geology and Soils Information
- Supplemental Hazards and Hazardous Materials Information

# APPENDIX 25.1

## NOTICE OF PREPARATION AND NOP COMMENT LETTERS

NOTICE OF PREPARATION

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**DATE:** **June 26, 2020**

**TO:** **Responsible Agencies, Trustee Agencies, and Interested Parties**

**LEAD AGENCY:** **City of Santa Clara**
**Contact: John Davidson, Principal Planner**
**1500 Warburton Avenue**
**Santa Clara, CA 95050**

**SUBJECT:** **Notice of Preparation of a Draft Environmental Impact Report for the Freedom Circle Focus Area[1] and Greystar General Plan Amendment**

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The City of Santa Clara (City) will be the Lead Agency and will prepare a Draft Environmental Impact Report (DEIR) for the proposed Freedom Circle Focus Area and Greystar General Plan Amendment (project) described below. The City is interested in your agency's views as to the appropriate scope and content of the DEIR's environmental information pertaining to your agency's statutory responsibilities related to the project. Your agency may need to use the environmental impact report prepared by the City when considering permits or other approvals for the project. The City will need the name of a contact person for your agency. For interested individuals, the City would like to be informed of environmental topic(s) of interest to you regarding the project.

The proposed Freedom Circle Focus Area is located in the northern portion of the City of Santa Clara, encompassing several office and industrial parks. The City of Santa Clara will be responsible for certifying the EIR and adopting the  Focus Area for the parcels within its jurisdiction. Because the City of Santa Clara has already determined that an EIR is required for the proposed Freedom Circle Focus Area, and as permitted by CEQA Guidelines section 15060(d) (Preliminary Review), the City will not prepare an Initial Study for the project.

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[1] References: Title 14, California Code of Regulations, California Environmental Quality Act (CEQA) Guidelines, sections 15082, 15103, and 15375.

The proposed project, its location, and its potential environmental effects are described below. The City of Santa Clara welcomes public input during the Notice of Preparation (NOP) review period. The purpose of the scoping process is to solicit public comment regarding the full spectrum of issues and concerns, including a suitable range of alternatives, and the nature and extent of potential environmental impacts and appropriate mitigation measures that should be addressed in the EIR process.

Due to the time limits mandated by the CEQA Guidelines, your response must be sent ***not later than 30 days after your receipt of this notice.*** In the event no response or request for additional time is received by the end of the review period, the City may presume that you have no response. Please send your comments to:

City of Santa Clara
Contact: John Davidson, Principal Planner
1500 Warburton Avenue
Santa Clara, CA 95050
JDavidson@santaclaraca.gov

To allow for mailing, receipt, and 30-day review of this NOP, the comment period closes on ***July 27, 2020.***

**Notice of Scoping Meeting:**

Pursuant to CEQA Guidelines section 15082(c) (Notice of Preparation and Determination of Scope of EIR), the City of Santa Clara will conduct a scoping meeting for the purpose of soliciting comments of adjacent cities, responsible agencies, trustee agencies, and interested parties requesting notice as to the appropriate scope and content of the DEIR.

The scoping meeting will include a presentation of the proposed project and a summary of the environmental issues to be analyzed in the DEIR. Following the presentation, interested agencies, organizations, and members of the public will be encouraged to present views concerning what environmental issues should be included in the DEIR. The oral and written comments provided during the scoping meeting will assist the City in scoping the potential environmental effects of the project to be addressed by the DEIR.

The scoping meeting will be held on ***July 1, 2020***, from 4:00 to 5:00 p.m., online, here: https://santaclaraca.zoom.us/j/99786350285

You may also dial in using this number: **1 669-900-6833, Webinar ID: 997 8635 0285**

John Davidson
Principal Planner
Phone (408)615-2450
JDavidson@santaclaraca.gov

**Project Title:** Greystar General Plan Amendment / Freedom Circle Focus Area

**Project Applicant:** City of Santa Clara

**Project Location:** The proposed Freedom Circle Focus Area encompasses approximately 108 gross acres in an employment-rich area of northern Santa Clara, comprising several moderate-intensity office and industrial parks accompanied by surface parking, along with the Santa Clara Marriot hotel. The Plan Area is bounded by San Tomas Aquino Creek to the east, Great America Parkway to the west, Great America Theme Park to the north, and Highway 101 to the south. It is proximate to a range of regional destinations and amenities, including Levi's Stadium, Great America Theme Park, and the Santa Clara Convention Center.

**Project Description**:

The Notice of Preparation describes the two parts of the Freedom Circle project: preparation of a Focus Area description, to be incorporated into the General Plan; and the Greystar General Plan Amendment. The Focus Area Plan will describe the vision for the Freedom Circle Area as an intensely urban environment, with Great America Parkway and Mission College Boulevard retaining their commercial character. The Focus Area would allow, subject to a future planning study, 2,500 dwelling units beyond those anticipated in the Greystar General Plan Amendment (described below), and 2 million square feet of additional office space beyond that allowed under the current high-intensity office designation.

The Greystar General Plan Amendment proposes to change the General Plan land use designation for the 13.3 acre Greystar site, which is bounded by San Tomas Aquino Creek to the East, Freedom Circle to the West, and Highway 101 to the south from High Intensity Office (maximum Floor Area Ratio of 2.0) to Very High Density Residential (51-100 Dwelling Unit/Acre). Greystar is proposing a total of 1,100 dwelling units in three 7-story buildings, all of which are proposed to be a maximum of 100 feet in height. The proposal also includes a two-acre public park with a connection to the San Tomas Aquino Creek trail, and up to 2,000 square feet of neighborhood-serving retail. The proposal also includes removing existing view easements along the Bayshore Freeway (US 101) and relocating the City of Santa Clara/Great America sign from its current location to the southeastern corner of the property.

**Required Approvals:**

***City of Santa Clara Discretionary Approvals.*** Implementation of the Freedom Circle Focus Area will require, but is not limited to, the following discretionary approvals by the City of Santa Clara:

- Certification of the Final Environmental Impact Report
- Adoption of a Mitigation Monitoring and Reporting Program
- Creation of a Freedom Circle focus area within Phase III of the General Plan
- Creation of a land use plan for the subject area to implement the Focus Area land uses.
- Adoption of General Plan amendments and zoning changes as necessary to ensure consistency between the Freedom Circle Focus Area and the City of Santa Clara 2014 General Plan and current zoning code
- Discretionary review as necessary, including CEQA review, for future individual public and private development proposals in the Plan Area

***Other Government Agency Approvals.*** Future individual public and private development proposals in the Plan Area would be expected to also require review or approvals from other jurisdictional agencies, including, but not limited to:

- Santa Clara Valley Transportation Authority (VTA)
- Santa Clara Water and Sewer Utilities
- Silicon Valley Power (SVP)
- San Francisco Bay Regional Water Quality Control Board (RWQCB)
- Bay Area Air Quality Management District (BAAQMD)
- California Department of Transportation (Caltrans)

**EIR Scope:** The City of Santa Clara has determined that the proposed Freedom Circle Focus Area will require preparation of a program-level Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA). the project-specific environmental impacts of the Greystar General Plan Amendment will also be analyzed. The following probable environmental effects of the project and any required mitigation measures will be evaluated in the EIR:

- **Aesthetics:** The EIR will describe the aesthetic and urban design implications of the proposed Focus Area, including its visual relationships to the surrounding vicinity and the potential impacts of Focus Area development (e.g., the proposed array of building masses, heights, view corridors) on important surrounding public vantage points.

- **Air Quality:** The EIR will describe the potential short- and long-term impacts of Focus Area development capacity on local and regional air quality based on methodologies defined by the Bay Area Air Quality Management District (BAAQMD).

- **Biological Resources:** The EIR will evaluate potential impacts on biological resources resulting from Focus Area implementation, including potential impacts on nesting birds.

- **Cultural, Historic, and Tribal Cultural Resources:** The EIR will describe any potential Focus Area impacts and mitigation needs associated with historic and cultural resources. The EIR also will determine whether the project would case a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code section 21074.

- **Energy**: The EIR will evaluate whether project would result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Any conflicts with State or local plans for renewable energy and energy efficiency will also be described.

- **Geology and Soils:** The EIR will describe the potential geotechnical implications of Focus Area implementation.

- **Greenhouse Gas Emissions:** The EIR will describe the potential Focus Area impacts on local greenhouse gas emissions and global climate change (including sea level rise), following the latest approach and methodologies recommended by State and regional agencies.

- **Hazards and Hazardous Materials:** The EIR will describe any hazardous material activities anticipated in the Plan Area and will describe any associated potential impacts and mitigation needs. The EIR will also analyze potential conflicts with any adopted airport land use plan. Any potential construction period hazards and hazardous material impacts and mitigation needs will also be described.

- **Hydrology and Water Quality:** The EIR will evaluate potential impacts on hydrology and water quality resulting from Focus Area implementation, including possible effects related to drainage and flooding. Focus Area components that address hydrology and water quality also will be described.

- **Land Use and Planning:** The EIR will describe the potential effects of Focus Area implementation on existing and planned land use characteristics in the Focus Area vicinity, including the Focus Area's relationship to other adopted regional and local plans.

- **Noise:** The EIR will describe project-related construction and long-term operation (e.g., traffic, mechanical systems) noise impacts and related mitigation needs.

- **Population and Housing:** The EIR will describe the anticipated effects of Focus Area development capacity on existing and projected population and housing characteristics. This information will be used to forecast public service and utility needs in the Plan Area.

- **Public Services:** The EIR will describe potential impacts on public services (police and fire protection, parks, and schools) and any mitigation needs.

- **Recreation:** The EIR will evaluate whether buildout of the Focus Area would accelerate the physical deterioration of existing parks and/or other recreational facilities as a result of increased use. It will also assess whether the construction of any planned recreational amenities in the Plan Area would have an adverse physical impact on the environment.

- **Transportation:** The EIR transportation analysis will satisfy the requirements of the City and the Santa Clara Valley Transportation Authority (VTA), including the project's relationship to regional vehicle miles traveled (VMT), transit implications, and effects on pedestrian and bicycle circulation.

- **Utilities and Service Systems:** The EIR will describe potential Focus Area impacts on local utility and service systems, including water supply, water and wastewater treatment, and solid waste and recycling.

- **Agriculture and Forestry Resources, Mineral Resources, and Wildfire:** The EIR will briefly describe why these environmental topics do not apply to the project, based on the Plan Area's location.

- **Alternatives:** Pursuant to CEQA Guidelines section 15126.6, the EIR will identify and compare a reasonable range of alternatives to the Focus Area.

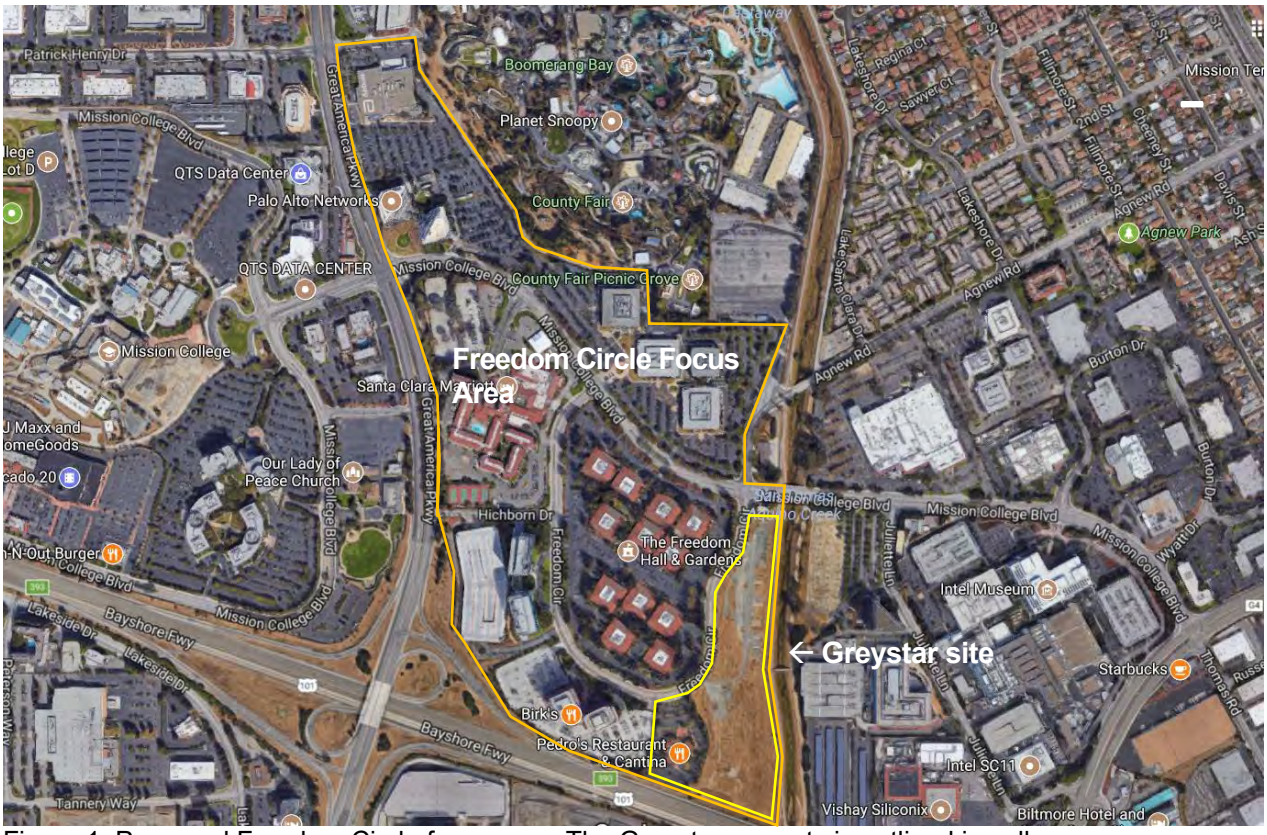

Figure 1. Proposed Freedom Circle focus area. The Greystar property is outlined in yellow.

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|---|---|
| **From:** | Betsy Megas |
| **To:** | John Davidson |
| **Cc:** | Marshall Johnson |
| **Subject:** | Freedom Circle/Greystar comments |
| **Date:** | Wednesday, June 24, 2020 5:10:43 PM |
| **Attachments:** | image.png<br>image.png |

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Dear Mr. Davidson:
I'm sure the EIR, general plan amendments, and associated documents for the Freedom Circle Specific Plan will address transportation and reduction in Vehicle Miles Traveled (VMT), as is the new law in California.

Historically, I believe we have done less than we could to make bicycling and walking safe and attractive transportation options in Santa Clara. I hope the Freedom Circle plans will include **direct access to the San Tomas Aquino Creek Trail**, without forcing trail users out onto busy Mission College Boulevard.

Existing direct trail access points see heavy use, including the Freedom Bridge, the footbridge to the Amtrak/ACE station just north of Tasman, the bridge across opposite Marvell and Dell, the ramp down to Augustine Drive, and even a gate into a parking lot south of Scott Blvd. People use all these spots to access the trail both for commuting or for recreation and exercise.

My own photo of the Dell/Maxell bridge north of Old Mountain View-Alviso Road.

If trail users have no choice but to use Mission College to get between Freedom Circle and the trail, I expect to see many people bicycling the wrong way on the sidewalk. Instead, I strongly suggest **an access option opposite the Freedom Bridge**, something like the red line in the image below. What's correct, what's safe, and what's convenient really need to be the same thing.

I hope the new development will also include **ample, secure bicycle parking** for residents, employees, and visitors, as well as **comfortable bicycle and pedestrian access to nearby transit and within the development**. Remember that trail access is also transit access for anybody using a bicycle or scooter to reach ACE, Amtrak, VTA Light Rail, as well as Caltrain.

Many thanks,

Betsy Megas

## John Davidson

**From:** Greene, Cary <CGreene@sjc.org>
**Sent:** Monday, July 13, 2020 1:24 PM
**To:** John Davidson
**Cc:** Sheelen, Ryan
**Subject:** NOP Comments on Freedom Circle/Greystar EIR

Hello John,

The City of San Jose Airport Department has reviewed the City of Santa Clara's EIR Notice of Preparation dated 6/26/2020 for the Freedom Circle Focus Area and Greystar General Plan Amendment. We offer the following two scoping comments:

1. Given the project site's proximity to the San Jose International Airport (SJC), the EIR's Hazards and Hazardous Materials section should reference potential compliance with federal airspace safety regulations governing height of structures. The following two paragraphs (in *italics*), similar in language used in other CEQA documents for projects in the SJC vicinity, is provided for consideration.

   *The project site is located approximately __miles from the Norman Y. Mineta San Jose International Airport. Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (commonly referred to as FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of proposed structures and minimizing other potential hazards to aircraft such as reflective surfaces, flashing lights, and electronic interference. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground.*

   *The FAR Part 77 airspace notification surface for SJC ranges over the project site is at an approximate elevation of 90-95 feet above ground at the southeast corner of the project area to an approximate elevation of 145-150 feet at the northwest corner of the project area. Notification to the FAA would therefore be required for individual proposed structures that would exceed this airspace surface. FAA review and issuance of determinations that a proposed structure would not be a hazard to air navigation, and project compliance with any conditions set forth in such FAA determinations, would ensure that the structure will not be an air safety hazard.*

2. As the portion of the project area on the northerly side of Mission College Boulevard is located within the "Airport Influence Area" defined by the County Airport Land Use Commission (ALUC) in its Comprehensive Land Use Plan (CLUP) for SJC, the EIR's Land Use and Planning section should discuss project consistency with applicable CLUP policies. It can also be noted that the City of San Jose holds an Avigation Easement over much of the project area on the northerly side of Mission College Boulevard, which provides for acceptance of specified elevation limits and aircraft overflight impacts.

Staff or the CEQA consultant team are welcome to contact me, or Ryan Sheelen at rsheelen@sjc.org (408-392-1193), in the San Jose Airport's Planning Section for any clarification or questions regarding the above

comments. Please include the San Jose Airport Department in the distribution or Notice of Availability of the Draft EIR document when available for public review.

Thanks,
Cary Greene
Airport Planner, City of San Jose Airport Department
408-392-3623
cgreene@sjc.org

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
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*Making Conservation a California Way of Life.*

July 20, 2020

SCH # 2020060425
GTS # 04-SCL-2020-00761
GTS ID: 19924
PM: SCL-101-42.3~42.7

John Davidson
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

Freedom Circle Focus Area and Greystar General Plan Amendment- Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR)

Dear John Davidson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Freedom Circle Focus Area and Greystar General Plan Amendment. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the June 2020 NOP.

*Project Understanding*

The Freedom Circle project consists two components: the incorporation of the Focus Area description into the General Plan and the Greystar General Plan Amendment. The Focus Area is bounded by San Tomas Aquino Creek to the east, Great America Parkway (pkwy) to the west, Great America Theme Park to the north, and US-101 to the south.

The Focus Area would allow, subject to future planning study, 2,500 dwelling units beyond those anticipated in the Greystar General Plan Amendment and 2 million square feet (s.f.) of additional office space beyond that allowed under the current high-intensity office designation.

The Greystar component, located within the Focus Area, proposes to change

the General Plan land use designation for the 13.3 acre Greystar site and to construct a total of 1,100 dwelling units in three 7-story buildings, a 2-acre public park with a connection to the San Tomas Aquino Creek trail, and up to 2,000 s.f. of neighborhood-serving retail. In addition, the project also includes the removal of existing view easements along US-101 and relocation of the City of Santa Clara/Great America sign from its current location to the southeastern corner of the property.

The EIR would evaluate the wider Freedom Circle Focus Area at the program level and the Greystar component at the project level.

*Highway Operations*
In addition to the analysis on the intersections surrounding the area of the project vicinity, please provide the 95 percentile queue analysis for the following intersections for all the scenarios listed for this project:

- US-101 Northbound off-ramp to Great America Pkwy/Bowers Avenue
- US-101 Southbound off-ramp to Great America Pkwy/Bowers Avenue
- SR-237 Westbound off-ramp to Great America Pkwy
- SR-237 Eastbound off-ramp to Great America Pkwy

The impacts of turning movement queues at these intersections may spill back onto the mainline. The project should provide an intersection analysis at the above-mentioned intersections. The intersections should be analyzed as a system to determine the impacts of queues spilling back from one intersection into an upstream intersection and not as an isolated intersection analysis.

*Hydraulics*
Please note that any increase in runoff that drains towards the State Right of Way (ROW) should be metered to pre-construction levels.

When available, please share the Drainage Plans with Caltrans as the project moves along. For the Hydrology and Water Quality section, include the supporting calculations for the Bio-retention basin to show that the proposed project would meet the criteria of less-than-significant impact on the existing drainage pattern.

Please also Include a section of floodplain in the EIR since there are areas of flood zone "A" in the project site and the San Tomas Aquino Creek along the east boundary of the site. This section needs to discuss the potential impact(s) to the floodplain due to the project and if any mitigation would be required.

*Landscape Architecture*
In the Aesthetics section, please include the discussion of the visual change experienced by highway travelers on US-101, including the proposal to move the Great America sign to the southeast corner of the site, near the creek.

*Travel Demand Analysis*
Please submit a travel demand analysis that provides a Vehicle Miles Traveled (VMT) analysis resulting from the proposed project. With the enactment of Senate Bill (SB) 743, Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development to ensure alignment with State policies using efficient development patterns, innovative travel demand reduction strategies, multimodal improvements, and VMT as the primary transportation impact metric. The travel demand analysis should include:

- A vicinity map, regional location map, and site plan clearly showing project access in relation to the State Transportation Network (STN). Ingress and egress for all project components should be clearly identified. Clearly identify the State ROW. Project driveways, local roads and intersections, car/bike parking, and transit facilities should be mapped.

- A VMT analysis pursuant to the City's guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.

- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential safety issues for all road users should be identified and fully mitigated.

- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

- Clarification of the intensity of events/receptions to be held at the location and how the associated travel demand and VMT will be mitigated.

*Lead Agency*
As the Lead Agency, the City of Santa Clara is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

*Encroachment Permit*
Please be advised that any permanent work or temporary traffic control that encroaches onto the ROW requires a Caltrans-issued encroachment permit. If any Caltrans facilities are impacted by the project, those facilities, including the sidewalk and curb, must meet American Disabilities Act (ADA) Standards as well as other Caltrans Standard Plan after project completion. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application, six (6) sets of plans clearly delineating the State ROW, six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement.
To download the permit application and to obtain more information on all required documentation, visit https://dot.ca.gov/programs/traffic-operations/ep/applications.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Yunsheng Luo at Yunsheng.Luo@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please contact ldigr-d4@dot.ca.gov.

Sincerely,

Mark Leong
District Branch Chief
Local Development - Intergovernmental Review
cc: State Clearinghouse

**From:** Pedro Martinez Del Rio
**To:** John Davidson
**Subject:** Input on freedom circle project and EIR
**Date:** Monday, July 20, 2020 5:59:41 PM

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Would like to be informed and to make sure the EIR for the proposed freedom circle project will evaluate the noise levels, impact on traffic and access to freeways ( will mission circle remain as existing or will it change) and impact on quality of life, safety, etc.

Also 2000 sq ft total retail for the size of this project seems inadequate, if 1,100 units adds between 1500 to 2500 new residents to this area, plus the impact of additional office space and additional people that would flood the area. How can existing schools And commerce cope with the additional population density etc etc...

Question I would like having answered: How to make sure existing residential neighborhoods do not suffer as a result?

Thank you

Pedro M
Resident of nearby neighborhood

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Bay Delta Region
2825 Cordelia Road, Suite 100
Fairfield, CA 94534
(707) 428-2002
www.wildlife.ca.gov

***GAVIN NEWSOM, Governor***
***CHARLTON H. BONHAM, Director***

July 21, 2020

Mr. John Davidson, Principal Planner
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050
JDavidson@santaclaraca.gov

Subject: Freedom Circle Focus Area and Greystar General Plan Amendment, Notice of Preparation of a Draft Environmental Impact Report, SCH No. 2020060425, City and County of Santa Clara

Dear Mr. Davidson:

The California Department of Fish and Wildlife (CDFW) received the Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) from the City of Santa Clara (City) for the Freedom Circle Focus Area and Greystar General Plan Amendment (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife resources. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

**CDFW ROLE**

CDFW is a Trustee Agency with responsibility under CEQA §15386 for commenting on projects that could impact fish, plant and wildlife resources. CDFW is also considered a Responsible Agency if a project would require discretionary approval, such as permits issued under the California Endangered Species Act (CESA), the Native Plant Protection Act, the Lake and Streambed Alteration (LSA) Program and other provisions of the Fish and Game Code that afford protection to the State's fish and wildlife trust resources. Pursuant to our jurisdiction, CDFW has the following concerns, comments, and recommendations regarding the Project.

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

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## PROJECT DESCRIPTION SUMMARY

**Objective:** The proposed Project is a General Plan Amendment to change the 13.3-acre Greystar site from High Intensity Office to Very High Density Residential. There would be construction of three residential buildings with a maximum height of 100 feet. Up to 2,000 square feet of retail would be constructed. There would be a two-acre public park with a connection to the San Tomas Aquino Creek trail. A vision for the Freedom Circle Focus Area is proposed to be incorporated into the General Plan. The Freedom Circle Focus Area is approximately 108 acres, including the Greystar site. Within the Freedom Circle Focus Area, there is a potential for 2,500 dwelling units and 2 million square feet of office space.

**Location:** The Freedom Circle Focus Plan Area is bounded by San Tomas Aquino Creek to the east, Great America Parkway to the west, Great America Theme Park to the north, and Highway 101 to the south. The APNs for the Greystar site are 104-40-036 and 104-40-021. The APNs for the Freedom Circle Focus Area were not provided in the NOP.

## COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

### Western Burrowing Owl Measures

The NOP does not discuss the existing conditions within the Greystar parcels. In review of Google Maps aerials and street view, the existing condition seems to consist of open land with mowed ruderal grass and herbaceous vegetation. There are known western burrowing owl (*Athene cunicularia,* State Species of Special Concern) occurrences within two miles of the Greystar parcels (CDFW 2020) and the site could potentially contain western burrowing owl foraging or nesting habitat.

Specific information on habitat assessment, burrowing owl survey methods, buffer distances, relocation, and mitigation is provided in the *CDFW Staff Report on Burrowing Owl Mitigation*, dated March 7, 2012, and available at https://wildlife.ca.gov/Conservation/Survey-Protocols#377281284-birds.

To reduce potential impacts to burrowing owls within or adjacent to the Project area to less-than-significant levels, CDFW recommends the following mitigation measures be included in the draft EIR:

1. Habitat Assessment: A qualified biologist shall conduct a literature search for information on burrowing owl occurrences in and near the Project site. The

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qualified biologist shall conduct a habitat assessment that includes all areas that will be directly or indirectly impacted by the Project and shall include collection of data such as vegetation type, vegetation structure, and presence of burrows.

2. Burrowing Owl Surveys: If western burrowing owl habitat is found, the qualified biologist shall conduct burrowing owl presence surveys. Appropriate surveys should be conducted during both the nesting season (February 1 to August 31) and overwintering period. Burrowing owl surveys shall follow protocol-level survey methodologies.

3. Burrowing Owl Avoidance: A protective buffer in which construction activities would not occur shall be established. Appropriate buffers typically have a 50- to 500-meter radius and vary depending on the level of disturbance and timing of construction. If the burrowing owls show signs of distress (e.g. defensive vocalizations and/or flying away from the nest), buffer distance should be increased.

4. Relocation and Mitigation Plan: If permanent removal of burrows cannot be avoided, the draft EIR should include measures to minimize the impacts of construction on the burrowing owl, such as passive relocation, and mitigation measures to compensate for habitat loss. Compensatory mitigation at a 3:1 ratio should be provided for burrowing owl-occupied burrows that are permanently removed. A Relocation and Mitigation Plan should be prepared in consultation with CDFW.

**Riparian Habitat Recommendations**

The NOP does not discuss whether or not the Project will result in direct or indirect impacts to San Tomas Aquino Creek that is located immediately adjacent to the Greystar parcels.

The draft EIR should fully analyze potential impacts to San Tomas Aquino Creek and include all appropriate and effective avoidance, minimization, and mitigation measures. CDFW recommends that any impacts to San Tomas Aquino Creek be avoided. For example, stormwater systems should connect to pre-existing systems and new stormwater outfalls to San Tomas Aquino Creek should be avoided. The NOP discusses a two-acre public park with a connection to the San Tomas Aquino Creek trail. Trail improvement often includes grading, spreading of aggregate base, paving, and other trail improvement activities. Details of construction activities should also be included in the draft EIR analysis.

Note that an LSA Agreement may be required for any activity that will substantially divert or obstruct the natural flow; change or use material from the bed, channel, or bank including associated riparian or wetland resources; or deposit or dispose of

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material where it may pass into a river, lake or stream. If any of these activities should occur, the Project proponent should provide an LSA Notification to CDFW. For additional information, see https://www.wildlife.ca.gov/Conservation/LSA.

The Greystar parcels will include construction of buildings for residential and retail use, as well as a two-acre public park with a connection to the San Tomas Aquino Creek trail. CDFW recommends that measures be included in the draft EIR to minimize the potential long-term direct and indirect impacts of increased human disturbance/ degradation within San Tomas Aquino Creek and associated riparian habitats. Impacts could include trampling of vegetation, sedimentation to creek, wildlife disturbance and nest abandonment, trash, etc. Measures to avoid impacts to sensitive habitats and wildlife could include wildlife-friendly barriers, installation of signs explaining the sensitivity of aquatic and riparian habitat and that people avoid entering such habitats, implementation of a long-term trash cleanup plan, and others.

**Bird Nest Measures**

The NOP does not discuss what kind of physical change may occur within the portion of the Freedom Circle Focus Area that does not include the Greystar parcels. In review of Google Maps aerials, this area appears urbanized and consists of buildings and parking lots. However, trees are present throughout the urbanized area. The NOP does not specify that the proposed Project could potentially result in tree removal. Please be advised that both native and non-native trees provide nesting habitat for birds, and habitat value for other wildlife. CDFW recommends that the draft EIR include a clear analysis of potential impacts to trees located within or adjacent to the Project area, and appropriate and effective compensatory mitigation to completely offset any permanent impacts of removing trees from the Project area.

If tree removal is expected to occur, CDFW also recommends that the following protective measures be included in the draft EIR:

1. Nesting Bird Surveys: If Project-related work is scheduled during the nesting season (typically February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), CDFW recommends that a qualified biologist conduct two surveys for active nests of such birds within 14 days prior to the beginning of Project construction, with a final survey conducted within 48 hours prior to construction. Appropriate minimum survey radii surrounding the work area are typically the following: i) 250 feet for passerines; ii) 500 feet for small raptors such as accipiters; and iii) 1,000 feet for larger raptors such as buteos. Surveys should be conducted at the appropriate times of day and during appropriate nesting times.

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2. Active Nest Buffers: If the qualified biologist documents active nests within the Project area or in nearby surrounding areas, an appropriate buffer between the nest and active construction should be established. The buffer should be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist should conduct baseline monitoring of the nest to characterize "normal" bird behavior and establish a buffer distance which allows the birds to exhibit normal behavior. The qualified biologist should monitor the nesting birds daily during construction activities and increase the buffer if the birds show signs of unusual or distressed behavior (e.g. defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman should have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active.

**ENVIRONMENTAL DATA**

CEQA requires that information developed in draft environmental impact reports be incorporated into a data base which may be used to make subsequent or supplemental environmental determinations. [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be found at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data#44524420-pdf-field-survey-form. The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: https://wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

**FILING FEES**

CDFW anticipates that the Project will have an impact on fish and/or wildlife, and assessment of filing fees is necessary (Fish and Game Code, § 711.4; Pub. Resources Code, § 21089). Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW.

**CONCLUSION**

CDFW appreciates the opportunity to comment on the NOP to assist the City in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Ms. Kristin Garrison, Environmental Scientist, at (707) 944-5534 or by email at Kristin.Garrison@wildlife.ca.gov; or Ms. Brenda Blinn, Senior Environmental Scientist (Supervisory), at (707) 944-5541 or by email at Brenda.Blinn@widlife.ca.gov.

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Sincerely,

DocuSigned by:
Gregg Erickson
BE74D4C93C604EA...

Gregg Erickson
Regional Manager
Bay Delta Region

ec: Office of Planning and Research, State Clearinghouse, Sacramento

**LITERATURE CITED**

California Department of Fish and Wildlife (CDFW). 2020. Biogeographic Information and Observation System (BIOS). https://www.wildlife.ca.gov/Data/BIOS. Accessed July 9, 2020.

**From:** Chodoroff, Eric@DTSC
**To:** John Davidson
**Cc:** Prowell, Cheryl@DTSC
**Subject:** NOP - Freedom Circle Focus Area and Greystar General Plan Amendment
**Date:** Wednesday, July 22, 2020 9:22:46 AM

---

Hello Mr. Davidson,

I work for the Department of Toxic Substances Control (DTSC), a responsible agency reviewing Notice of Preparation for the Freedom Circle Focus Area and Greystar General Plan Amendment.

Greystar General Plan Amendment: This portion of the project (the Greystar site) is a DTSC site (Intel Freedom Circle; Site) that was cleaned up to levels suitable for commercial/industrial use, but not residential use. DTSC certified the Site in 2004 under the condition that the deed restriction (recorded 7/22/2004) restricted the site to commercial/industrial use, and that annual cap inspections would occur under an Operation and Maintenance agreement. The deed restriction was required due to impacted soil that was left in place beneath a clean soil/gravel cap covering the majority of the site, and beneath an asphalt parking lot and single story building on the other portion of the site. Additional cleanup activities would be required and the deed restriction would need to be amended or rescinded in order for the Intel Freedom Circle Site (Greystar site) to be considered suitable for residential use.

Please include DTSC as a reviewing agency for the proposed Draft Environmental Impact Report (DEIR), and list DTSC in the "Required Approvals" section of future CEQA documents. The DEIR scope should include references to the Intel Freedom Circle Site including the site history, investigation, cleanup (cap over impacted soil), deed restriction and ongoing operation and maintenance activities for the Site.

Additional information about the Intel Freedom Circle Site can be found on EnviroStor here: https://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=43010028

Thank you,

Eric Chodoroff
Project Manager
DTSC - Site Mitigation and Restoration Program - Berkeley

# County of Santa Clara

Roads and Airports Department
Planning, Land Development and Survey

101 Skyport Drive
San Jose, CA 95110-1302
(408) 573-2460 FAX 441-0276


**July 23, 2020**

**John Davidson,**
Principal Planner
1500 Warburton Avenue
Santa Clara, CA 95050

**SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the Freedom Circle Focus Area and Greystar General Plan Amendment**

The County of Santa Clara Roads and Airports Department (The County) appreciates the opportunity to review the Notice of Preparation of a Draft Environmental Impact Report for the Freedom Circle Focus Area1 and Greystar General Plan Amendment, and is submitting the following comments:

- The County recommends that the EIR TIA include Montague, San Tomas, Central, and Lawrence Expressway intersections. Identify project impacts and mitigation measures on County facilities.
- Provide queuing analysis for impacted left/right turn pockets at County intersections.
- Ensure current ramp metering rates at 101 on/off ramps to Montague Expwy, San Tomas Expwy, and Lawrence Expwy do not cause backups onto the expressways.
- TIA Project Trip Distribution should reflect congestion on local freeways during peak commute hours and distribute project trips accordingly.
- TIA should also look into and identify potential cut-through routes and provide analysis.

If you have any questions or concerns about these comments, please contact me at 408-573-2462 or ben.aghegnehu@rda.sccgov.org

Thank you.


**Board of Supervisors:** Mike Wasserman, Dave Cortese, Susan Ellenberg, S. Joseph Simitian, Cindy Chavez
**County Executive:** Jeffrey V. Smith

| | |
|---|---|
| **From:** | David Meyer |
| **To:** | John Davidson |
| **Cc:** | Kriti Garg |
| **Subject:** | SV@Home Comment on Freedom Circle EIR Scoping |
| **Date:** | Friday, July 24, 2020 4:19:39 PM |
| **Attachments:** | image001.png |

Dear John,

Thank you for the opportunity to provide comments on the Freedom Circle Focus Area EIR Scoping. As an affordable housing advocacy organization that works to advance housing opportunities for people of all incomes across Santa Clara County, SV@Home is supportive of Santa Clara's vision of increased housing capacity across the Santa Clara North area. We are concerned, however, by the reduction in planned housing capacity in comparison to the City's original vision presented in 2019. While we recognize that certain landowners have pulled out of the City's planning process, we do not think that Santa Clara should compromise its original forward-looking plan for Freedom Circle.

The City's approach to Santa Clara North has been shaped by a vision of housing-rich, mixed-use neighborhoods that respond to the demand to live at the heart of a dynamic jobs center. We urge the City to continue to plan for the future and to scope for the originally envisioned 5,400-6,000 new housing units, which staff articulated in April 2019. While the planning area has seen a reduction by 28 acres, the proposed revised scoping for 3,600 new homes does not seem proportional to this acreage change. Because the scoping process sets the limits for potential new development, this reduction would make it harder for the City to be responsive to increased housing needs in the future. To that end, SV@Home urges Santa Clara to continue to think big in planning for Freedom Circle to ensure that the City does not prematurely diminish or eliminate future housing opportunities.

Sincerely,

David

**David Meyer**
**Director of Strategic Initiatives**
**408-462-1572**
david@siliconvalleyathome.org

*Act with us. Become a member today and join us in making home a reality for all.*

For all other COVID-19 related housing updates & resources click here

| | |
|---|---|
| **From:** | Shree Dharasker |
| **To:** | John Davidson |
| **Cc:** | Colleen Haggerty |
| **Subject:** | Notice of Preparation of a Draft Environmental Impact Report for the Freedom Circle Focus Area and Greystar General Plan Amendment |
| **Date:** | Monday, July 27, 2020 4:45:49 PM |

Dear Mr. Davidson:

Following are comments from the Santa Clara Valley Water District (Valley Water):

Valley Water has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Freedom Circle Focus Area and Greystar General Plan Amendment. received on June 29, 2020.

Valley Water has fee title property along San Tomas Aquino Creek adjacent to the easterly boundary of the Greystar site. Any development, including the proposed trail connection to the San Tomas Creek, located on Valley Water property requires issuance of a Valley Water encroachment permit. Encroachment permits are discretionary actions and Valley Water should be considered a responsible agency under CEQA.

The proposed trail connection from the Greystar site to the San Tomas Creek trail will need to be accessible to the general public. Improvements located on Valley Water property will be the responsibility of the City of Santa Clara and it may be necessary to amend the existing Joint Use Agreement to include the proposed trail connection.

Development of the area adjacent to San Tomas Creek should be done in compliance with the Guidelines and Standards for Land Use Near Streams, which was adopted by the City of Santa Clara, and the DEIR should analyze consistency with this document. In particular, landscaping should be in conformance with Design Guide 3 which is most appropriate for developments where the goal of the landscaping is primarily aesthetics, not riparian mitigation.

The proposed Greystar development will result in 1100 new dwelling units and the Freedom Circle Focus Area proposes 2,500 units in addition to those proposed by the Greystar project. Therefore, a Water Supply Assessment (WSA) needs to be prepared by the City of Santa Clara and incorporated into the EIR. Valley Water requests the opportunity to review the draft WSA to comment on the consistency with Valley Water's countywide water supply planning efforts.

Re-development of the site provides opportunities to minimize water and associated energy use by using recycled water, incorporating on-site reuse for both storm and graywater, and requiring water conservation measures above State standards (i.e., CALGreen). To reduce or avoid adverse impacts to water supply, the City and applicant should consider the following:

- Landscaping that meets or exceeds the requirements of the City's water efficient landscape regulations.
- Weather- or soil-based irrigation controllers.
- Dedicated landscape meters.
- Sub-meters for multi-family housing and individual spaces within commercial buildings.

- Dual plumbing to facilitate and maximize the use of alternative water sources for irrigation, toilet flushing, cooling towers, and other non-potable water uses; and
- Alternative water sources for non-potable uses including recycled water, storm water, rainwater, and graywater

Valley Water records show no wells located on the Greystar site; however, active wells exist on other parcels in the Freedom Circle Focus Area. To protect groundwater quality and in accordance with Valley Water Ordinance 90-1, all existing wells affected by redevelopment of the site need to be identified and properly registered with Valley Water and either be maintained or destroyed in accordance with the Valley Water's standards. Destruction of any well and the construction of any new wells proposed, including monitoring wells, requires a permit from Valley Water prior to construction. Property owners or their representative should contact the Valley Water Wells and Water Measurement Unit at (408) 630-2660, for more information.

According to the Federal Emergency Management Agency's current Flood Insurance Rate Map No. 06085C0063H effective May 18, 2009, portions of the site are located in a Special Flood Hazard Zone AH with base flood elevation of 25 feet, and Special Flood Hazard Zone AO with a depth of 1 foot. Most of the site is in shaded Zone X which is outside the 100-year flood zone or protected from the 100-year flood by levees.

Please provide a copy of the DEIR to Valley Water when available for public review.

Please review and let me know if there are any follow-up questions,

Sincerely,

Shree Dharasker
Associate Engineer-Civil
Community Projects Review Unit
(408)630-3037

# APPENDIX 25.2

## SUPPLEMENTAL AIR QUALITY/GHG INFORMATION

# Freedom Circle Focus Plan - Existing LU (2020)

**Santa Clara County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Office Building | 2,122.50 | 1000sqft | 70.70 | 2,122,500.00 | 0 |
| Research & Development | 209.50 | 1000sqft | 12.90 | 209,500.00 | 0 |
| Other Non-Asphalt Surfaces | 13.34 | Acre | 13.34 | 581,090.40 | 0 |
| Hotel | 750.00 | Room | 21.50 | 1,089,000.00 | 0 |
| Quality Restaurant | 17.00 | 1000sqft | 3.30 | 17,000.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 58 |
| **Climate Zone** | 4 | | | **Operational Year** | 2020 |
| **Utility Company** | User Defined | | | | |
| **CO2 Intensity (lb/MWhr)** | 346.43 | **CH4 Intensity (lb/MWhr)** | 0.027 | **N2O Intensity (lb/MWhr)** | 0.003 |

### 1.3 User Entered Comments & Non-Default Data

Freedom Circle Focus Plan - Existing LU (2020) - Santa Clara County, Annual

Project Characteristics - MIG Modeler: Phil Gleason. CO2 intensity factor adjusted to reflect Silicon Valley Power energy mix in 2020; CH4 and N2O reflect 2018 US EPA EGRID data.

Land Use - Lot acreage updated to reflect actual conditions.

Construction Phase - Existing condition run - no construction emissions modeled.

Vehicle Trips - Weekday trip gen updated based on weekday trip rate provided in TIA (Hexagon, 2021). Weekend values adjusted based on "Less External Public Transit Trips" accounted for in TIA.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Energy Use - T24 standards adjusted upwards to reflect decreased efficineyc between 2013/2016 standards. See CalEEMod Appendix E5, Tables 1, 3, and 4.

Water And Wastewater - Existing water used updated based on values contained in the WSA prepared for the Project.

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
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| tblConstructionPhase | NumDays | 3,100.00 | 0.00 |
| tblConstructionPhase | NumDays | 200.00 | 0.00 |
| tblConstructionPhase | NumDays | 310.00 | 0.00 |
| tblConstructionPhase | NumDays | 220.00 | 0.00 |
| tblConstructionPhase | NumDays | 120.00 | 0.00 |
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| tblEnergyUse | LightingElect | 2.35 | 2.39 |
| tblEnergyUse | LightingElect | 5.35 | 5.43 |
| tblEnergyUse | LightingElect | 3.08 | 3.13 |
| tblEnergyUse | T24E | 6.11 | 6.40 |
| tblEnergyUse | T24E | 2.05 | 2.15 |
| tblEnergyUse | T24E | 5.07 | 5.31 |
| tblEnergyUse | T24E | 1.48 | 1.55 |
| tblEnergyUse | T24NG | 16.31 | 16.69 |

| | | | |
|---|---|---|---|
| tblEnergyUse | T24NG | 39.56 | 39.76 |
| tblEnergyUse | T24NG | 60.41 | 60.71 |
| tblEnergyUse | T24NG | 19.71 | 19.81 |
| tblGrading | AcresOfGrading | 0.00 | 775.00 |
| tblLandUse | LotAcreage | 48.73 | 70.70 |
| tblLandUse | LotAcreage | 4.81 | 12.90 |
| tblLandUse | LotAcreage | 25.00 | 21.50 |
| tblLandUse | LotAcreage | 0.39 | 3.30 |
| tblProjectCharacteristics | CH4IntensityFactor | 0 | 0.027 |
| tblProjectCharacteristics | CO2IntensityFactor | 0 | 346.43 |
| tblProjectCharacteristics | N2OIntensityFactor | 0 | 0.003 |
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| tblVehicleEF | LDA | 0.02 | 2.5999e-003 |
| tblVehicleEF | LDA | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDA | 1.5900e-003 | 1.3058e-003 |
| tblVehicleEF | LDA | 2.1040e-003 | 2.0622e-003 |
| tblVehicleEF | LDA | 0.04 | 0.32 |
| tblVehicleEF | LDA | 0.11 | 0.10 |
| tblVehicleEF | LDA | 0.03 | 0.00 |
| tblVehicleEF | LDA | 0.01 | 0.01 |
| tblVehicleEF | LDA | 0.04 | 0.24 |
| tblVehicleEF | LDA | 0.10 | 0.42 |
| tblVehicleEF | LDA | 2.6540e-003 | 2.6825e-003 |
| tblVehicleEF | LDA | 6.4000e-004 | 7.0020e-004 |
| tblVehicleEF | LDA | 0.04 | 0.32 |
| tblVehicleEF | LDA | 0.11 | 0.10 |
| tblVehicleEF | LDA | 0.03 | 0.00 |
| tblVehicleEF | LDA | 0.02 | 0.46 |
| tblVehicleEF | LDA | 0.04 | 0.24 |
| tblVehicleEF | LDA | 0.11 | 0.46 |
| tblVehicleEF | LDA | 5.0790e-003 | 3.6012e-003 |
| tblVehicleEF | LDA | 6.0230e-003 | 0.07 |
| tblVehicleEF | LDA | 0.72 | 1.20 |
| tblVehicleEF | LDA | 1.18 | 3.07 |

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|---|---|---|---|
| tblVehicleEF | LDA | 285.78 | 292.83 |
| tblVehicleEF | LDA | 61.46 | 69.20 |
| tblVehicleEF | LDA | 0.05 | 0.06 |
| tblVehicleEF | LDA | 0.09 | 0.27 |
| tblVehicleEF | LDA | 0.04 | 7.4283e-003 |
| tblVehicleEF | LDA | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | LDA | 1.7250e-003 | 1.4175e-003 |
| tblVehicleEF | LDA | 2.2880e-003 | 2.2426e-003 |
| tblVehicleEF | LDA | 0.02 | 2.5999e-003 |
| tblVehicleEF | LDA | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDA | 1.5900e-003 | 1.3058e-003 |
| tblVehicleEF | LDA | 2.1040e-003 | 2.0622e-003 |
| tblVehicleEF | LDA | 0.08 | 0.44 |
| tblVehicleEF | LDA | 0.13 | 0.11 |
| tblVehicleEF | LDA | 0.06 | 0.00 |
| tblVehicleEF | LDA | 0.01 | 0.01 |
| tblVehicleEF | LDA | 0.04 | 0.25 |
| tblVehicleEF | LDA | 0.08 | 0.35 |
| tblVehicleEF | LDA | 2.8630e-003 | 2.8946e-003 |
| tblVehicleEF | LDA | 6.3500e-004 | 6.8413e-004 |
| tblVehicleEF | LDA | 0.08 | 0.44 |
| tblVehicleEF | LDA | 0.13 | 0.11 |
| tblVehicleEF | LDA | 0.06 | 0.00 |
| tblVehicleEF | LDA | 0.02 | 0.38 |
| tblVehicleEF | LDA | 0.04 | 0.25 |
| tblVehicleEF | LDA | 0.09 | 0.38 |
| tblVehicleEF | LDA | 4.4470e-003 | 3.2752e-003 |

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|---|---|---|---|
| tblVehicleEF | LDA | 8.2500e-003 | 0.10 |
| tblVehicleEF | LDA | 0.60 | 0.87 |
| tblVehicleEF | LDA | 1.74 | 4.63 |
| tblVehicleEF | LDA | 261.62 | 267.85 |
| tblVehicleEF | LDA | 61.46 | 72.13 |
| tblVehicleEF | LDA | 0.06 | 0.07 |
| tblVehicleEF | LDA | 0.10 | 0.33 |
| tblVehicleEF | LDA | 0.04 | 7.4283e-003 |
| tblVehicleEF | LDA | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | LDA | 1.7250e-003 | 1.4175e-003 |
| tblVehicleEF | LDA | 2.2880e-003 | 2.2426e-003 |
| tblVehicleEF | LDA | 0.02 | 2.5999e-003 |
| tblVehicleEF | LDA | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDA | 1.5900e-003 | 1.3058e-003 |
| tblVehicleEF | LDA | 2.1040e-003 | 2.0622e-003 |
| tblVehicleEF | LDA | 0.02 | 0.29 |
| tblVehicleEF | LDA | 0.12 | 0.09 |
| tblVehicleEF | LDA | 0.02 | 0.00 |
| tblVehicleEF | LDA | 0.01 | 0.01 |
| tblVehicleEF | LDA | 0.05 | 0.25 |
| tblVehicleEF | LDA | 0.11 | 0.48 |
| tblVehicleEF | LDA | 2.6200e-003 | 2.6477e-003 |
| tblVehicleEF | LDA | 6.4400e-004 | 7.1305e-004 |
| tblVehicleEF | LDA | 0.02 | 0.29 |
| tblVehicleEF | LDA | 0.12 | 0.09 |
| tblVehicleEF | LDA | 0.02 | 0.00 |
| tblVehicleEF | LDA | 0.02 | 0.52 |

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|---|---|---|---|
| tblVehicleEF | LDA | 0.05 | 0.25 |
| tblVehicleEF | LDA | 0.12 | 0.52 |
| tblVehicleEF | LDT1 | 0.01 | 9.3961e-003 |
| tblVehicleEF | LDT1 | 0.02 | 0.13 |
| tblVehicleEF | LDT1 | 1.36 | 2.00 |
| tblVehicleEF | LDT1 | 3.24 | 7.09 |
| tblVehicleEF | LDT1 | 322.57 | 343.52 |
| tblVehicleEF | LDT1 | 74.06 | 93.57 |
| tblVehicleEF | LDT1 | 0.14 | 0.20 |
| tblVehicleEF | LDT1 | 0.18 | 0.48 |
| tblVehicleEF | LDT1 | 0.04 | 9.2664e-003 |
| tblVehicleEF | LDT1 | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | LDT1 | 2.5170e-003 | 2.4889e-003 |
| tblVehicleEF | LDT1 | 3.3150e-003 | 3.6492e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.2432e-003 |
| tblVehicleEF | LDT1 | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDT1 | 2.3180e-003 | 2.2917e-003 |
| tblVehicleEF | LDT1 | 3.0490e-003 | 3.3558e-003 |
| tblVehicleEF | LDT1 | 0.10 | 0.70 |
| tblVehicleEF | LDT1 | 0.26 | 0.20 |
| tblVehicleEF | LDT1 | 0.08 | 0.00 |
| tblVehicleEF | LDT1 | 0.03 | 0.04 |
| tblVehicleEF | LDT1 | 0.18 | 0.59 |
| tblVehicleEF | LDT1 | 0.22 | 0.73 |
| tblVehicleEF | LDT1 | 3.2420e-003 | 3.3960e-003 |
| tblVehicleEF | LDT1 | 7.9800e-004 | 9.2506e-004 |
| tblVehicleEF | LDT1 | 0.10 | 0.70 |

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|---|---|---|---|
| tblVehicleEF | LDT1 | 0.26 | 0.20 |
| tblVehicleEF | LDT1 | 0.08 | 0.00 |
| tblVehicleEF | LDT1 | 0.04 | 0.80 |
| tblVehicleEF | LDT1 | 0.18 | 0.59 |
| tblVehicleEF | LDT1 | 0.24 | 0.80 |
| tblVehicleEF | LDT1 | 0.01 | 9.9975e-003 |
| tblVehicleEF | LDT1 | 0.01 | 0.11 |
| tblVehicleEF | LDT1 | 1.56 | 2.61 |
| tblVehicleEF | LDT1 | 2.54 | 5.50 |
| tblVehicleEF | LDT1 | 346.62 | 368.35 |
| tblVehicleEF | LDT1 | 74.06 | 90.61 |
| tblVehicleEF | LDT1 | 0.12 | 0.17 |
| tblVehicleEF | LDT1 | 0.16 | 0.43 |
| tblVehicleEF | LDT1 | 0.04 | 9.2664e-003 |
| tblVehicleEF | LDT1 | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | LDT1 | 2.5170e-003 | 2.4889e-003 |
| tblVehicleEF | LDT1 | 3.3150e-003 | 3.6492e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.2432e-003 |
| tblVehicleEF | LDT1 | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDT1 | 2.3180e-003 | 2.2917e-003 |
| tblVehicleEF | LDT1 | 3.0490e-003 | 3.3558e-003 |
| tblVehicleEF | LDT1 | 0.24 | 0.97 |
| tblVehicleEF | LDT1 | 0.30 | 0.22 |
| tblVehicleEF | LDT1 | 0.16 | 0.00 |
| tblVehicleEF | LDT1 | 0.03 | 0.05 |
| tblVehicleEF | LDT1 | 0.17 | 0.60 |
| tblVehicleEF | LDT1 | 0.18 | 0.60 |

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|---|---|---|---|
| tblVehicleEF | LDT1 | 3.4860e-003 | 3.6414e-003 |
| tblVehicleEF | LDT1 | 7.8500e-004 | 8.9580e-004 |
| tblVehicleEF | LDT1 | 0.24 | 0.97 |
| tblVehicleEF | LDT1 | 0.30 | 0.22 |
| tblVehicleEF | LDT1 | 0.16 | 0.00 |
| tblVehicleEF | LDT1 | 0.05 | 0.66 |
| tblVehicleEF | LDT1 | 0.17 | 0.60 |
| tblVehicleEF | LDT1 | 0.20 | 0.66 |
| tblVehicleEF | LDT1 | 0.01 | 9.1634e-003 |
| tblVehicleEF | LDT1 | 0.02 | 0.15 |
| tblVehicleEF | LDT1 | 1.34 | 1.93 |
| tblVehicleEF | LDT1 | 3.82 | 8.37 |
| tblVehicleEF | LDT1 | 318.61 | 339.47 |
| tblVehicleEF | LDT1 | 74.06 | 95.93 |
| tblVehicleEF | LDT1 | 0.15 | 0.22 |
| tblVehicleEF | LDT1 | 0.20 | 0.52 |
| tblVehicleEF | LDT1 | 0.04 | 9.2664e-003 |
| tblVehicleEF | LDT1 | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | LDT1 | 2.5170e-003 | 2.4889e-003 |
| tblVehicleEF | LDT1 | 3.3150e-003 | 3.6492e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.2432e-003 |
| tblVehicleEF | LDT1 | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDT1 | 2.3180e-003 | 2.2917e-003 |
| tblVehicleEF | LDT1 | 3.0490e-003 | 3.3558e-003 |
| tblVehicleEF | LDT1 | 0.05 | 0.63 |
| tblVehicleEF | LDT1 | 0.28 | 0.18 |
| tblVehicleEF | LDT1 | 0.04 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | LDT1 | 0.03 | 0.04 |
| tblVehicleEF | LDT1 | 0.22 | 0.60 |
| tblVehicleEF | LDT1 | 0.25 | 0.83 |
| tblVehicleEF | LDT1 | 3.2020e-003 | 3.3560e-003 |
| tblVehicleEF | LDT1 | 8.0800e-004 | 9.4841e-004 |
| tblVehicleEF | LDT1 | 0.05 | 0.63 |
| tblVehicleEF | LDT1 | 0.28 | 0.18 |
| tblVehicleEF | LDT1 | 0.04 | 0.00 |
| tblVehicleEF | LDT1 | 0.04 | 0.91 |
| tblVehicleEF | LDT1 | 0.22 | 0.60 |
| tblVehicleEF | LDT1 | 0.28 | 0.91 |
| tblVehicleEF | LDT2 | 6.4900e-003 | 4.0536e-003 |
| tblVehicleEF | LDT2 | 9.3170e-003 | 0.10 |
| tblVehicleEF | LDT2 | 0.83 | 1.11 |
| tblVehicleEF | LDT2 | 1.92 | 4.66 |
| tblVehicleEF | LDT2 | 369.46 | 368.92 |
| tblVehicleEF | LDT2 | 85.12 | 95.89 |
| tblVehicleEF | LDT2 | 0.09 | 0.11 |
| tblVehicleEF | LDT2 | 0.16 | 0.46 |
| tblVehicleEF | LDT2 | 0.04 | 8.9620e-003 |
| tblVehicleEF | LDT2 | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | LDT2 | 1.6360e-003 | 1.5384e-003 |
| tblVehicleEF | LDT2 | 2.2210e-003 | 2.3649e-003 |
| tblVehicleEF | LDT2 | 0.02 | 3.1367e-003 |
| tblVehicleEF | LDT2 | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDT2 | 1.5040e-003 | 1.4154e-003 |
| tblVehicleEF | LDT2 | 2.0430e-003 | 2.1745e-003 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 0.05 | 0.31 |
| tblVehicleEF | LDT2 | 0.13 | 0.09 |
| tblVehicleEF | LDT2 | 0.04 | 0.00 |
| tblVehicleEF | LDT2 | 0.02 | 0.02 |
| tblVehicleEF | LDT2 | 0.08 | 0.23 |
| tblVehicleEF | LDT2 | 0.13 | 0.50 |
| tblVehicleEF | LDT2 | 3.7010e-003 | 3.6467e-003 |
| tblVehicleEF | LDT2 | 8.8400e-004 | 9.4795e-004 |
| tblVehicleEF | LDT2 | 0.05 | 0.31 |
| tblVehicleEF | LDT2 | 0.13 | 0.09 |
| tblVehicleEF | LDT2 | 0.04 | 0.00 |
| tblVehicleEF | LDT2 | 0.02 | 0.55 |
| tblVehicleEF | LDT2 | 0.08 | 0.23 |
| tblVehicleEF | LDT2 | 0.14 | 0.55 |
| tblVehicleEF | LDT2 | 7.2060e-003 | 4.3268e-003 |
| tblVehicleEF | LDT2 | 7.7180e-003 | 0.09 |
| tblVehicleEF | LDT2 | 0.98 | 1.46 |
| tblVehicleEF | LDT2 | 1.52 | 3.65 |
| tblVehicleEF | LDT2 | 397.60 | 392.97 |
| tblVehicleEF | LDT2 | 85.12 | 93.99 |
| tblVehicleEF | LDT2 | 0.08 | 0.10 |
| tblVehicleEF | LDT2 | 0.15 | 0.41 |
| tblVehicleEF | LDT2 | 0.04 | 8.9620e-003 |
| tblVehicleEF | LDT2 | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | LDT2 | 1.6360e-003 | 1.5384e-003 |
| tblVehicleEF | LDT2 | 2.2210e-003 | 2.3649e-003 |
| tblVehicleEF | LDT2 | 0.02 | 3.1367e-003 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDT2 | 1.5040e-003 | 1.4154e-003 |
| tblVehicleEF | LDT2 | 2.0430e-003 | 2.1745e-003 |
| tblVehicleEF | LDT2 | 0.10 | 0.42 |
| tblVehicleEF | LDT2 | 0.14 | 0.10 |
| tblVehicleEF | LDT2 | 0.08 | 0.00 |
| tblVehicleEF | LDT2 | 0.02 | 0.02 |
| tblVehicleEF | LDT2 | 0.07 | 0.24 |
| tblVehicleEF | LDT2 | 0.10 | 0.42 |
| tblVehicleEF | LDT2 | 3.9850e-003 | 3.8845e-003 |
| tblVehicleEF | LDT2 | 8.7700e-004 | 9.2920e-004 |
| tblVehicleEF | LDT2 | 0.10 | 0.42 |
| tblVehicleEF | LDT2 | 0.14 | 0.10 |
| tblVehicleEF | LDT2 | 0.08 | 0.00 |
| tblVehicleEF | LDT2 | 0.03 | 0.46 |
| tblVehicleEF | LDT2 | 0.07 | 0.24 |
| tblVehicleEF | LDT2 | 0.11 | 0.46 |
| tblVehicleEF | LDT2 | 6.3250e-003 | 3.9341e-003 |
| tblVehicleEF | LDT2 | 0.01 | 0.11 |
| tblVehicleEF | LDT2 | 0.82 | 1.06 |
| tblVehicleEF | LDT2 | 2.25 | 5.48 |
| tblVehicleEF | LDT2 | 364.83 | 364.97 |
| tblVehicleEF | LDT2 | 85.12 | 97.41 |
| tblVehicleEF | LDT2 | 0.10 | 0.12 |
| tblVehicleEF | LDT2 | 0.18 | 0.50 |
| tblVehicleEF | LDT2 | 0.04 | 8.9620e-003 |
| tblVehicleEF | LDT2 | 8.0000e-003 | 8.0000e-003 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 1.6360e-003 | 1.5384e-003 |
| tblVehicleEF | LDT2 | 2.2210e-003 | 2.3649e-003 |
| tblVehicleEF | LDT2 | 0.02 | 3.1367e-003 |
| tblVehicleEF | LDT2 | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDT2 | 1.5040e-003 | 1.4154e-003 |
| tblVehicleEF | LDT2 | 2.0430e-003 | 2.1745e-003 |
| tblVehicleEF | LDT2 | 0.02 | 0.29 |
| tblVehicleEF | LDT2 | 0.13 | 0.09 |
| tblVehicleEF | LDT2 | 0.02 | 0.00 |
| tblVehicleEF | LDT2 | 0.02 | 0.02 |
| tblVehicleEF | LDT2 | 0.09 | 0.24 |
| tblVehicleEF | LDT2 | 0.14 | 0.57 |
| tblVehicleEF | LDT2 | 3.6550e-003 | 3.6077e-003 |
| tblVehicleEF | LDT2 | 8.9000e-004 | 9.6298e-004 |
| tblVehicleEF | LDT2 | 0.02 | 0.29 |
| tblVehicleEF | LDT2 | 0.13 | 0.09 |
| tblVehicleEF | LDT2 | 0.02 | 0.00 |
| tblVehicleEF | LDT2 | 0.02 | 0.62 |
| tblVehicleEF | LDT2 | 0.09 | 0.24 |
| tblVehicleEF | LDT2 | 0.16 | 0.62 |
| tblVehicleEF | LHD1 | 6.2340e-003 | 5.9131e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.01 |
| tblVehicleEF | LHD1 | 0.02 | 0.03 |
| tblVehicleEF | LHD1 | 0.16 | 0.20 |
| tblVehicleEF | LHD1 | 1.31 | 1.26 |
| tblVehicleEF | LHD1 | 3.15 | 2.12 |
| tblVehicleEF | LHD1 | 8.98 | 9.04 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 713.46 | 848.22 |
| tblVehicleEF | LHD1 | 34.78 | 18.40 |
| tblVehicleEF | LHD1 | 0.07 | 0.06 |
| tblVehicleEF | LHD1 | 1.42 | 1.07 |
| tblVehicleEF | LHD1 | 1.13 | 0.51 |
| tblVehicleEF | LHD1 | 8.5300e-004 | 6.5090e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.08 |
| tblVehicleEF | LHD1 | 9.8970e-003 | 9.3219e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.1500e-003 | 3.3227e-004 |
| tblVehicleEF | LHD1 | 8.1600e-004 | 6.2274e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.03 |
| tblVehicleEF | LHD1 | 2.4740e-003 | 2.3305e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.0590e-003 | 3.0590e-004 |
| tblVehicleEF | LHD1 | 2.9040e-003 | 0.15 |
| tblVehicleEF | LHD1 | 0.11 | 0.04 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.4230e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.14 | 0.12 |
| tblVehicleEF | LHD1 | 0.34 | 0.21 |
| tblVehicleEF | LHD1 | 0.33 | 0.14 |
| tblVehicleEF | LHD1 | 9.0000e-005 | 8.8066e-005 |
| tblVehicleEF | LHD1 | 7.0210e-003 | 8.2981e-003 |
| tblVehicleEF | LHD1 | 4.0800e-004 | 1.8188e-004 |
| tblVehicleEF | LHD1 | 2.9040e-003 | 0.15 |
| tblVehicleEF | LHD1 | 0.11 | 0.04 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 0.03 | 0.04 |
| tblVehicleEF | LHD1 | 1.4230e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.17 | 0.15 |
| tblVehicleEF | LHD1 | 0.34 | 0.21 |
| tblVehicleEF | LHD1 | 0.36 | 0.16 |
| tblVehicleEF | LHD1 | 6.2340e-003 | 5.9386e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.01 |
| tblVehicleEF | LHD1 | 0.02 | 0.03 |
| tblVehicleEF | LHD1 | 0.16 | 0.20 |
| tblVehicleEF | LHD1 | 1.34 | 1.30 |
| tblVehicleEF | LHD1 | 2.92 | 1.97 |
| tblVehicleEF | LHD1 | 8.98 | 9.04 |
| tblVehicleEF | LHD1 | 713.46 | 848.29 |
| tblVehicleEF | LHD1 | 34.78 | 18.13 |
| tblVehicleEF | LHD1 | 0.07 | 0.06 |
| tblVehicleEF | LHD1 | 1.36 | 1.02 |
| tblVehicleEF | LHD1 | 1.06 | 0.48 |
| tblVehicleEF | LHD1 | 8.5300e-004 | 6.5090e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.08 |
| tblVehicleEF | LHD1 | 9.8970e-003 | 9.3219e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.1500e-003 | 3.3227e-004 |
| tblVehicleEF | LHD1 | 8.1600e-004 | 6.2274e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.03 |
| tblVehicleEF | LHD1 | 2.4740e-003 | 2.3305e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.0590e-003 | 3.0590e-004 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 6.6140e-003 | 0.20 |
| tblVehicleEF | LHD1 | 0.12 | 0.05 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 3.0040e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.14 | 0.13 |
| tblVehicleEF | LHD1 | 0.33 | 0.22 |
| tblVehicleEF | LHD1 | 0.31 | 0.14 |
| tblVehicleEF | LHD1 | 9.0000e-005 | 8.8066e-005 |
| tblVehicleEF | LHD1 | 7.0210e-003 | 8.2987e-003 |
| tblVehicleEF | LHD1 | 4.0300e-004 | 1.7925e-004 |
| tblVehicleEF | LHD1 | 6.6140e-003 | 0.20 |
| tblVehicleEF | LHD1 | 0.12 | 0.05 |
| tblVehicleEF | LHD1 | 0.03 | 0.04 |
| tblVehicleEF | LHD1 | 3.0040e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.17 | 0.14 |
| tblVehicleEF | LHD1 | 0.33 | 0.22 |
| tblVehicleEF | LHD1 | 0.34 | 0.15 |
| tblVehicleEF | LHD1 | 6.2340e-003 | 5.8916e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.01 |
| tblVehicleEF | LHD1 | 0.03 | 0.03 |
| tblVehicleEF | LHD1 | 0.16 | 0.20 |
| tblVehicleEF | LHD1 | 1.29 | 1.24 |
| tblVehicleEF | LHD1 | 3.39 | 2.27 |
| tblVehicleEF | LHD1 | 8.98 | 9.04 |
| tblVehicleEF | LHD1 | 713.46 | 848.18 |
| tblVehicleEF | LHD1 | 34.78 | 18.65 |
| tblVehicleEF | LHD1 | 0.07 | 0.06 |

| | | | |
|---|---|---|---|
| tblVehicleEF | LHD1 | 1.45 | 1.10 |
| tblVehicleEF | LHD1 | 1.20 | 0.54 |
| tblVehicleEF | LHD1 | 8.5300e-004 | 6.5090e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.08 |
| tblVehicleEF | LHD1 | 9.8970e-003 | 9.3219e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.1500e-003 | 3.3227e-004 |
| tblVehicleEF | LHD1 | 8.1600e-004 | 6.2274e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.03 |
| tblVehicleEF | LHD1 | 2.4740e-003 | 2.3305e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.0590e-003 | 3.0590e-004 |
| tblVehicleEF | LHD1 | 1.4460e-003 | 0.14 |
| tblVehicleEF | LHD1 | 0.13 | 0.04 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 7.3600e-004 | 0.00 |
| tblVehicleEF | LHD1 | 0.13 | 0.12 |
| tblVehicleEF | LHD1 | 0.38 | 0.22 |
| tblVehicleEF | LHD1 | 0.35 | 0.15 |
| tblVehicleEF | LHD1 | 9.0000e-005 | 8.8066e-005 |
| tblVehicleEF | LHD1 | 7.0200e-003 | 8.2976e-003 |
| tblVehicleEF | LHD1 | 4.1200e-004 | 1.8441e-004 |
| tblVehicleEF | LHD1 | 1.4460e-003 | 0.14 |
| tblVehicleEF | LHD1 | 0.13 | 0.04 |
| tblVehicleEF | LHD1 | 0.03 | 0.04 |
| tblVehicleEF | LHD1 | 7.3600e-004 | 0.00 |
| tblVehicleEF | LHD1 | 0.17 | 0.16 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 0.38 | 0.22 |
| tblVehicleEF | LHD1 | 0.38 | 0.17 |
| tblVehicleEF | LHD2 | 4.0630e-003 | 3.7258e-003 |
| tblVehicleEF | LHD2 | 0.01 | 9.9375e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.02 |
| tblVehicleEF | LHD2 | 0.13 | 0.15 |
| tblVehicleEF | LHD2 | 0.68 | 0.81 |
| tblVehicleEF | LHD2 | 1.50 | 1.33 |
| tblVehicleEF | LHD2 | 14.10 | 14.07 |
| tblVehicleEF | LHD2 | 728.87 | 884.43 |
| tblVehicleEF | LHD2 | 25.76 | 11.25 |
| tblVehicleEF | LHD2 | 0.11 | 0.11 |
| tblVehicleEF | LHD2 | 1.10 | 1.39 |
| tblVehicleEF | LHD2 | 0.57 | 0.30 |
| tblVehicleEF | LHD2 | 1.3170e-003 | 1.2957e-003 |
| tblVehicleEF | LHD2 | 0.09 | 0.09 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 0.02 | 0.03 |
| tblVehicleEF | LHD2 | 5.0900e-004 | 1.6030e-004 |
| tblVehicleEF | LHD2 | 1.2600e-003 | 1.2396e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.6740e-003 | 2.6323e-003 |
| tblVehicleEF | LHD2 | 0.02 | 0.03 |
| tblVehicleEF | LHD2 | 4.6800e-004 | 1.4739e-004 |
| tblVehicleEF | LHD2 | 1.1000e-003 | 0.08 |
| tblVehicleEF | LHD2 | 0.04 | 0.02 |
| tblVehicleEF | LHD2 | 0.01 | 0.02 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 5.4900e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.12 | 0.15 |
| tblVehicleEF | LHD2 | 0.10 | 0.12 |
| tblVehicleEF | LHD2 | 0.14 | 0.08 |
| tblVehicleEF | LHD2 | 1.3800e-004 | 1.3496e-004 |
| tblVehicleEF | LHD2 | 7.0950e-003 | 8.5392e-003 |
| tblVehicleEF | LHD2 | 2.8500e-004 | 1.1117e-004 |
| tblVehicleEF | LHD2 | 1.1000e-003 | 0.08 |
| tblVehicleEF | LHD2 | 0.04 | 0.02 |
| tblVehicleEF | LHD2 | 0.02 | 0.03 |
| tblVehicleEF | LHD2 | 5.4900e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.14 | 0.08 |
| tblVehicleEF | LHD2 | 0.10 | 0.12 |
| tblVehicleEF | LHD2 | 0.15 | 0.09 |
| tblVehicleEF | LHD2 | 4.0630e-003 | 3.7413e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 9.5520e-003 | 0.02 |
| tblVehicleEF | LHD2 | 0.13 | 0.15 |
| tblVehicleEF | LHD2 | 0.69 | 0.83 |
| tblVehicleEF | LHD2 | 1.39 | 1.23 |
| tblVehicleEF | LHD2 | 14.10 | 14.07 |
| tblVehicleEF | LHD2 | 728.87 | 884.46 |
| tblVehicleEF | LHD2 | 25.76 | 11.08 |
| tblVehicleEF | LHD2 | 0.11 | 0.11 |
| tblVehicleEF | LHD2 | 1.06 | 1.33 |
| tblVehicleEF | LHD2 | 0.54 | 0.28 |
| tblVehicleEF | LHD2 | 1.3170e-003 | 1.2957e-003 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.09 | 0.09 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 0.02 | 0.03 |
| tblVehicleEF | LHD2 | 5.0900e-004 | 1.6030e-004 |
| tblVehicleEF | LHD2 | 1.2600e-003 | 1.2396e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.6740e-003 | 2.6323e-003 |
| tblVehicleEF | LHD2 | 0.02 | 0.03 |
| tblVehicleEF | LHD2 | 4.6800e-004 | 1.4739e-004 |
| tblVehicleEF | LHD2 | 2.5080e-003 | 0.11 |
| tblVehicleEF | LHD2 | 0.05 | 0.03 |
| tblVehicleEF | LHD2 | 0.01 | 0.02 |
| tblVehicleEF | LHD2 | 1.1620e-003 | 0.00 |
| tblVehicleEF | LHD2 | 0.12 | 0.15 |
| tblVehicleEF | LHD2 | 0.10 | 0.12 |
| tblVehicleEF | LHD2 | 0.13 | 0.08 |
| tblVehicleEF | LHD2 | 1.3800e-004 | 1.3496e-004 |
| tblVehicleEF | LHD2 | 7.0950e-003 | 8.5394e-003 |
| tblVehicleEF | LHD2 | 2.8300e-004 | 1.0956e-004 |
| tblVehicleEF | LHD2 | 2.5080e-003 | 0.11 |
| tblVehicleEF | LHD2 | 0.05 | 0.03 |
| tblVehicleEF | LHD2 | 0.02 | 0.03 |
| tblVehicleEF | LHD2 | 1.1620e-003 | 0.00 |
| tblVehicleEF | LHD2 | 0.14 | 0.07 |
| tblVehicleEF | LHD2 | 0.10 | 0.12 |
| tblVehicleEF | LHD2 | 0.14 | 0.09 |
| tblVehicleEF | LHD2 | 4.0630e-003 | 3.7128e-003 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.01 | 9.8272e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.02 |
| tblVehicleEF | LHD2 | 0.13 | 0.15 |
| tblVehicleEF | LHD2 | 0.68 | 0.80 |
| tblVehicleEF | LHD2 | 1.61 | 1.42 |
| tblVehicleEF | LHD2 | 14.10 | 14.07 |
| tblVehicleEF | LHD2 | 728.87 | 884.41 |
| tblVehicleEF | LHD2 | 25.76 | 11.40 |
| tblVehicleEF | LHD2 | 0.11 | 0.11 |
| tblVehicleEF | LHD2 | 1.12 | 1.41 |
| tblVehicleEF | LHD2 | 0.60 | 0.32 |
| tblVehicleEF | LHD2 | 1.3170e-003 | 1.2957e-003 |
| tblVehicleEF | LHD2 | 0.09 | 0.09 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 0.02 | 0.03 |
| tblVehicleEF | LHD2 | 5.0900e-004 | 1.6030e-004 |
| tblVehicleEF | LHD2 | 1.2600e-003 | 1.2396e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.6740e-003 | 2.6323e-003 |
| tblVehicleEF | LHD2 | 0.02 | 0.03 |
| tblVehicleEF | LHD2 | 4.6800e-004 | 1.4739e-004 |
| tblVehicleEF | LHD2 | 5.5100e-004 | 0.08 |
| tblVehicleEF | LHD2 | 0.05 | 0.02 |
| tblVehicleEF | LHD2 | 0.01 | 0.02 |
| tblVehicleEF | LHD2 | 2.8500e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.12 | 0.15 |
| tblVehicleEF | LHD2 | 0.11 | 0.12 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.14 | 0.09 |
| tblVehicleEF | LHD2 | 1.3800e-004 | 1.3496e-004 |
| tblVehicleEF | LHD2 | 7.0950e-003 | 8.5390e-003 |
| tblVehicleEF | LHD2 | 2.8700e-004 | 1.1274e-004 |
| tblVehicleEF | LHD2 | 5.5100e-004 | 0.08 |
| tblVehicleEF | LHD2 | 0.05 | 0.02 |
| tblVehicleEF | LHD2 | 0.02 | 0.03 |
| tblVehicleEF | LHD2 | 2.8500e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.14 | 0.08 |
| tblVehicleEF | LHD2 | 0.11 | 0.12 |
| tblVehicleEF | LHD2 | 0.16 | 0.09 |
| tblVehicleEF | MCY | 0.44 | 0.19 |
| tblVehicleEF | MCY | 0.16 | 0.21 |
| tblVehicleEF | MCY | 19.82 | 16.25 |
| tblVehicleEF | MCY | 10.12 | 7.96 |
| tblVehicleEF | MCY | 168.14 | 192.48 |
| tblVehicleEF | MCY | 46.41 | 56.31 |
| tblVehicleEF | MCY | 1.16 | 0.67 |
| tblVehicleEF | MCY | 0.32 | 0.18 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 4.0000e-003 | 4.0000e-003 |
| tblVehicleEF | MCY | 1.8900e-003 | 1.8912e-003 |
| tblVehicleEF | MCY | 4.0800e-003 | 3.8424e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 1.0000e-003 | 1.0000e-003 |
| tblVehicleEF | MCY | 1.7710e-003 | 1.7747e-003 |
| tblVehicleEF | MCY | 3.8550e-003 | 3.6291e-003 |

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|---|---|---|---|
| tblVehicleEF | MCY | 0.91 | 1.99 |
| tblVehicleEF | MCY | 0.74 | 3.56 |
| tblVehicleEF | MCY | 0.50 | 0.00 |
| tblVehicleEF | MCY | 2.27 | 1.32 |
| tblVehicleEF | MCY | 0.64 | 3.70 |
| tblVehicleEF | MCY | 2.25 | 1.59 |
| tblVehicleEF | MCY | 2.0710e-003 | 1.9029e-003 |
| tblVehicleEF | MCY | 6.9600e-004 | 5.5667e-004 |
| tblVehicleEF | MCY | 0.91 | 1.99 |
| tblVehicleEF | MCY | 0.74 | 3.56 |
| tblVehicleEF | MCY | 0.50 | 0.00 |
| tblVehicleEF | MCY | 2.79 | 1.72 |
| tblVehicleEF | MCY | 0.64 | 3.70 |
| tblVehicleEF | MCY | 2.44 | 1.72 |
| tblVehicleEF | MCY | 0.42 | 0.19 |
| tblVehicleEF | MCY | 0.14 | 0.17 |
| tblVehicleEF | MCY | 19.07 | 15.68 |
| tblVehicleEF | MCY | 8.94 | 7.08 |
| tblVehicleEF | MCY | 168.14 | 191.35 |
| tblVehicleEF | MCY | 46.41 | 53.97 |
| tblVehicleEF | MCY | 1.02 | 0.59 |
| tblVehicleEF | MCY | 0.29 | 0.16 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 4.0000e-003 | 4.0000e-003 |
| tblVehicleEF | MCY | 1.8900e-003 | 1.8912e-003 |
| tblVehicleEF | MCY | 4.0800e-003 | 3.8424e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |

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|---|---|---|---|
| tblVehicleEF | MCY | 1.0000e-003 | 1.0000e-003 |
| tblVehicleEF | MCY | 1.7710e-003 | 1.7747e-003 |
| tblVehicleEF | MCY | 3.8550e-003 | 3.6291e-003 |
| tblVehicleEF | MCY | 2.35 | 3.27 |
| tblVehicleEF | MCY | 0.96 | 3.75 |
| tblVehicleEF | MCY | 1.37 | 0.00 |
| tblVehicleEF | MCY | 2.18 | 1.25 |
| tblVehicleEF | MCY | 0.60 | 3.74 |
| tblVehicleEF | MCY | 1.88 | 1.30 |
| tblVehicleEF | MCY | 2.0560e-003 | 1.8917e-003 |
| tblVehicleEF | MCY | 6.6500e-004 | 5.3350e-004 |
| tblVehicleEF | MCY | 2.35 | 3.27 |
| tblVehicleEF | MCY | 0.96 | 3.75 |
| tblVehicleEF | MCY | 1.37 | 0.00 |
| tblVehicleEF | MCY | 2.68 | 1.41 |
| tblVehicleEF | MCY | 0.60 | 3.74 |
| tblVehicleEF | MCY | 2.04 | 1.41 |
| tblVehicleEF | MCY | 0.45 | 0.20 |
| tblVehicleEF | MCY | 0.19 | 0.24 |
| tblVehicleEF | MCY | 21.43 | 17.46 |
| tblVehicleEF | MCY | 11.52 | 9.05 |
| tblVehicleEF | MCY | 168.14 | 194.65 |
| tblVehicleEF | MCY | 46.41 | 59.01 |
| tblVehicleEF | MCY | 1.24 | 0.72 |
| tblVehicleEF | MCY | 0.34 | 0.19 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 4.0000e-003 | 4.0000e-003 |

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|---|---|---|---|
| tblVehicleEF | MCY | 1.8900e-003 | 1.8912e-003 |
| tblVehicleEF | MCY | 4.0800e-003 | 3.8424e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 1.0000e-003 | 1.0000e-003 |
| tblVehicleEF | MCY | 1.7710e-003 | 1.7747e-003 |
| tblVehicleEF | MCY | 3.8550e-003 | 3.6291e-003 |
| tblVehicleEF | MCY | 0.40 | 1.73 |
| tblVehicleEF | MCY | 0.89 | 3.33 |
| tblVehicleEF | MCY | 0.19 | 0.00 |
| tblVehicleEF | MCY | 2.37 | 1.39 |
| tblVehicleEF | MCY | 0.76 | 4.01 |
| tblVehicleEF | MCY | 2.61 | 1.88 |
| tblVehicleEF | MCY | 2.1000e-003 | 1.9243e-003 |
| tblVehicleEF | MCY | 7.3000e-004 | 5.8337e-004 |
| tblVehicleEF | MCY | 0.40 | 1.73 |
| tblVehicleEF | MCY | 0.89 | 3.33 |
| tblVehicleEF | MCY | 0.19 | 0.00 |
| tblVehicleEF | MCY | 2.91 | 2.04 |
| tblVehicleEF | MCY | 0.76 | 4.01 |
| tblVehicleEF | MCY | 2.84 | 2.04 |
| tblVehicleEF | MDV | 0.01 | 6.4620e-003 |
| tblVehicleEF | MDV | 0.02 | 0.14 |
| tblVehicleEF | MDV | 1.47 | 1.44 |
| tblVehicleEF | MDV | 3.59 | 5.33 |
| tblVehicleEF | MDV | 487.26 | 446.28 |
| tblVehicleEF | MDV | 110.36 | 115.25 |
| tblVehicleEF | MDV | 0.19 | 0.18 |

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|---|---|---|---|
| tblVehicleEF | MDV | 0.33 | 0.62 |
| tblVehicleEF | MDV | 0.04 | 9.1940e-003 |
| tblVehicleEF | MDV | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | MDV | 1.9100e-003 | 1.7022e-003 |
| tblVehicleEF | MDV | 2.6380e-003 | 2.6671e-003 |
| tblVehicleEF | MDV | 0.02 | 3.2179e-003 |
| tblVehicleEF | MDV | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | MDV | 1.7630e-003 | 1.5698e-003 |
| tblVehicleEF | MDV | 2.4290e-003 | 2.4541e-003 |
| tblVehicleEF | MDV | 0.07 | 0.38 |
| tblVehicleEF | MDV | 0.18 | 0.11 |
| tblVehicleEF | MDV | 0.06 | 0.00 |
| tblVehicleEF | MDV | 0.04 | 0.03 |
| tblVehicleEF | MDV | 0.11 | 0.29 |
| tblVehicleEF | MDV | 0.29 | 0.73 |
| tblVehicleEF | MDV | 4.8850e-003 | 4.4090e-003 |
| tblVehicleEF | MDV | 1.1670e-003 | 1.1394e-003 |
| tblVehicleEF | MDV | 0.07 | 0.38 |
| tblVehicleEF | MDV | 0.18 | 0.11 |
| tblVehicleEF | MDV | 0.06 | 0.00 |
| tblVehicleEF | MDV | 0.05 | 0.80 |
| tblVehicleEF | MDV | 0.11 | 0.29 |
| tblVehicleEF | MDV | 0.31 | 0.80 |
| tblVehicleEF | MDV | 0.01 | 6.8456e-003 |
| tblVehicleEF | MDV | 0.02 | 0.11 |
| tblVehicleEF | MDV | 1.69 | 1.85 |
| tblVehicleEF | MDV | 2.86 | 4.17 |

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|---|---|---|---|
| tblVehicleEF | MDV | 523.43 | 471.19 |
| tblVehicleEF | MDV | 110.36 | 113.00 |
| tblVehicleEF | MDV | 0.17 | 0.16 |
| tblVehicleEF | MDV | 0.29 | 0.55 |
| tblVehicleEF | MDV | 0.04 | 9.1940e-003 |
| tblVehicleEF | MDV | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | MDV | 1.9100e-003 | 1.7022e-003 |
| tblVehicleEF | MDV | 2.6380e-003 | 2.6671e-003 |
| tblVehicleEF | MDV | 0.02 | 3.2179e-003 |
| tblVehicleEF | MDV | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | MDV | 1.7630e-003 | 1.5698e-003 |
| tblVehicleEF | MDV | 2.4290e-003 | 2.4541e-003 |
| tblVehicleEF | MDV | 0.15 | 0.51 |
| tblVehicleEF | MDV | 0.20 | 0.12 |
| tblVehicleEF | MDV | 0.12 | 0.00 |
| tblVehicleEF | MDV | 0.04 | 0.03 |
| tblVehicleEF | MDV | 0.10 | 0.30 |
| tblVehicleEF | MDV | 0.24 | 0.60 |
| tblVehicleEF | MDV | 5.2490e-003 | 4.6552e-003 |
| tblVehicleEF | MDV | 1.1540e-003 | 1.1171e-003 |
| tblVehicleEF | MDV | 0.15 | 0.51 |
| tblVehicleEF | MDV | 0.20 | 0.12 |
| tblVehicleEF | MDV | 0.12 | 0.00 |
| tblVehicleEF | MDV | 0.06 | 0.66 |
| tblVehicleEF | MDV | 0.10 | 0.30 |
| tblVehicleEF | MDV | 0.26 | 0.66 |
| tblVehicleEF | MDV | 0.01 | 6.3194e-003 |

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|---|---|---|---|
| tblVehicleEF | MDV | 0.02 | 0.15 |
| tblVehicleEF | MDV | 1.47 | 1.39 |
| tblVehicleEF | MDV | 4.20 | 6.27 |
| tblVehicleEF | MDV | 481.30 | 442.22 |
| tblVehicleEF | MDV | 110.36 | 117.06 |
| tblVehicleEF | MDV | 0.20 | 0.20 |
| tblVehicleEF | MDV | 0.36 | 0.67 |
| tblVehicleEF | MDV | 0.04 | 9.1940e-003 |
| tblVehicleEF | MDV | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | MDV | 1.9100e-003 | 1.7022e-003 |
| tblVehicleEF | MDV | 2.6380e-003 | 2.6671e-003 |
| tblVehicleEF | MDV | 0.02 | 3.2179e-003 |
| tblVehicleEF | MDV | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | MDV | 1.7630e-003 | 1.5698e-003 |
| tblVehicleEF | MDV | 2.4290e-003 | 2.4541e-003 |
| tblVehicleEF | MDV | 0.03 | 0.35 |
| tblVehicleEF | MDV | 0.19 | 0.10 |
| tblVehicleEF | MDV | 0.03 | 0.00 |
| tblVehicleEF | MDV | 0.04 | 0.03 |
| tblVehicleEF | MDV | 0.13 | 0.30 |
| tblVehicleEF | MDV | 0.32 | 0.82 |
| tblVehicleEF | MDV | 4.8250e-003 | 4.3689e-003 |
| tblVehicleEF | MDV | 1.1780e-003 | 1.1573e-003 |
| tblVehicleEF | MDV | 0.03 | 0.35 |
| tblVehicleEF | MDV | 0.19 | 0.10 |
| tblVehicleEF | MDV | 0.03 | 0.00 |
| tblVehicleEF | MDV | 0.05 | 0.90 |

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|---|---|---|---|
| tblVehicleEF | MDV | 0.13 | 0.30 |
| tblVehicleEF | MDV | 0.35 | 0.90 |
| tblVehicleEF | MH | 0.05 | 0.02 |
| tblVehicleEF | MH | 0.03 | 0.03 |
| tblVehicleEF | MH | 3.56 | 3.18 |
| tblVehicleEF | MH | 7.30 | 3.11 |
| tblVehicleEF | MH | 1,229.07 | 1,720.62 |
| tblVehicleEF | MH | 61.91 | 25.24 |
| tblVehicleEF | MH | 1.59 | 1.78 |
| tblVehicleEF | MH | 0.96 | 0.30 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.03 | 0.03 |
| tblVehicleEF | MH | 1.5660e-003 | 4.7857e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2120e-003 | 3.2651e-003 |
| tblVehicleEF | MH | 0.03 | 0.03 |
| tblVehicleEF | MH | 1.4480e-003 | 4.4173e-004 |
| tblVehicleEF | MH | 1.05 | 41.27 |
| tblVehicleEF | MH | 0.09 | 12.63 |
| tblVehicleEF | MH | 0.36 | 0.00 |
| tblVehicleEF | MH | 0.15 | 0.14 |
| tblVehicleEF | MH | 0.02 | 0.28 |
| tblVehicleEF | MH | 0.44 | 0.15 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 7.4700e-004 | 2.4951e-004 |
| tblVehicleEF | MH | 1.05 | 41.27 |

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|---|---|---|---|
| tblVehicleEF | MH | 0.09 | 12.63 |
| tblVehicleEF | MH | 0.36 | 0.00 |
| tblVehicleEF | MH | 0.20 | 0.15 |
| tblVehicleEF | MH | 0.02 | 0.28 |
| tblVehicleEF | MH | 0.48 | 0.16 |
| tblVehicleEF | MH | 0.05 | 0.02 |
| tblVehicleEF | MH | 0.03 | 0.03 |
| tblVehicleEF | MH | 3.67 | 3.30 |
| tblVehicleEF | MH | 6.64 | 2.83 |
| tblVehicleEF | MH | 1,229.07 | 1,720.82 |
| tblVehicleEF | MH | 61.91 | 24.76 |
| tblVehicleEF | MH | 1.49 | 1.67 |
| tblVehicleEF | MH | 0.90 | 0.28 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.03 | 0.03 |
| tblVehicleEF | MH | 1.5660e-003 | 4.7857e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2120e-003 | 3.2651e-003 |
| tblVehicleEF | MH | 0.03 | 0.03 |
| tblVehicleEF | MH | 1.4480e-003 | 4.4173e-004 |
| tblVehicleEF | MH | 2.41 | 57.88 |
| tblVehicleEF | MH | 0.10 | 13.88 |
| tblVehicleEF | MH | 0.77 | 0.00 |
| tblVehicleEF | MH | 0.15 | 0.15 |
| tblVehicleEF | MH | 0.02 | 0.28 |
| tblVehicleEF | MH | 0.41 | 0.14 |

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|---|---|---|---|
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 7.3600e-004 | 2.4478e-004 |
| tblVehicleEF | MH | 2.41 | 57.88 |
| tblVehicleEF | MH | 0.10 | 13.88 |
| tblVehicleEF | MH | 0.77 | 0.00 |
| tblVehicleEF | MH | 0.21 | 0.14 |
| tblVehicleEF | MH | 0.02 | 0.28 |
| tblVehicleEF | MH | 0.45 | 0.15 |
| tblVehicleEF | MH | 0.04 | 0.02 |
| tblVehicleEF | MH | 0.03 | 0.03 |
| tblVehicleEF | MH | 3.50 | 3.12 |
| tblVehicleEF | MH | 7.97 | 3.37 |
| tblVehicleEF | MH | 1,229.07 | 1,720.50 |
| tblVehicleEF | MH | 61.91 | 25.68 |
| tblVehicleEF | MH | 1.65 | 1.84 |
| tblVehicleEF | MH | 1.02 | 0.31 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.03 | 0.03 |
| tblVehicleEF | MH | 1.5660e-003 | 4.7857e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2120e-003 | 3.2651e-003 |
| tblVehicleEF | MH | 0.03 | 0.03 |
| tblVehicleEF | MH | 1.4480e-003 | 4.4173e-004 |
| tblVehicleEF | MH | 0.51 | 37.14 |
| tblVehicleEF | MH | 0.11 | 11.65 |
| tblVehicleEF | MH | 0.19 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | MH | 0.15 | 0.14 |
| tblVehicleEF | MH | 0.03 | 0.29 |
| tblVehicleEF | MH | 0.47 | 0.15 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 7.5800e-004 | 2.5386e-004 |
| tblVehicleEF | MH | 0.51 | 37.14 |
| tblVehicleEF | MH | 0.11 | 11.65 |
| tblVehicleEF | MH | 0.19 | 0.00 |
| tblVehicleEF | MH | 0.20 | 0.16 |
| tblVehicleEF | MH | 0.03 | 0.29 |
| tblVehicleEF | MH | 0.51 | 0.17 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
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| tblVehicleEF | MHD | 0.06 | 0.01 |
| tblVehicleEF | MHD | 0.46 | 0.66 |
| tblVehicleEF | MHD | 0.68 | 0.81 |
| tblVehicleEF | MHD | 8.00 | 1.41 |
| tblVehicleEF | MHD | 140.29 | 169.93 |
| tblVehicleEF | MHD | 1,210.30 | 1,247.41 |
| tblVehicleEF | MHD | 62.15 | 9.72 |
| tblVehicleEF | MHD | 0.89 | 1.46 |
| tblVehicleEF | MHD | 2.30 | 2.58 |
| tblVehicleEF | MHD | 10.47 | 1.04 |
| tblVehicleEF | MHD | 2.8510e-003 | 6.6141e-003 |
| tblVehicleEF | MHD | 0.13 | 0.05 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 0.05 | 0.05 |

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|---|---|---|---|
| tblVehicleEF | MHD | 1.0450e-003 | 1.4545e-004 |
| tblVehicleEF | MHD | 2.7280e-003 | 6.3277e-003 |
| tblVehicleEF | MHD | 0.06 | 0.02 |
| tblVehicleEF | MHD | 3.0000e-003 | 3.0000e-003 |
| tblVehicleEF | MHD | 0.04 | 0.05 |
| tblVehicleEF | MHD | 9.6100e-004 | 1.3374e-004 |
| tblVehicleEF | MHD | 1.1800e-003 | 0.04 |
| tblVehicleEF | MHD | 0.05 | 9.9397e-003 |
| tblVehicleEF | MHD | 0.03 | 0.04 |
| tblVehicleEF | MHD | 5.7100e-004 | 0.00 |
| tblVehicleEF | MHD | 0.12 | 0.14 |
| tblVehicleEF | MHD | 0.03 | 0.08 |
| tblVehicleEF | MHD | 0.47 | 0.06 |
| tblVehicleEF | MHD | 1.3510e-003 | 1.5887e-003 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 7.6200e-004 | 9.6098e-005 |
| tblVehicleEF | MHD | 1.1800e-003 | 0.04 |
| tblVehicleEF | MHD | 0.05 | 9.9397e-003 |
| tblVehicleEF | MHD | 0.05 | 0.05 |
| tblVehicleEF | MHD | 5.7100e-004 | 0.00 |
| tblVehicleEF | MHD | 0.15 | 0.04 |
| tblVehicleEF | MHD | 0.03 | 0.08 |
| tblVehicleEF | MHD | 0.52 | 0.07 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 0.06 | 9.8162e-003 |
| tblVehicleEF | MHD | 0.32 | 0.56 |

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|---|---|---|---|
| tblVehicleEF | MHD | 0.69 | 0.83 |
| tblVehicleEF | MHD | 7.35 | 1.29 |
| tblVehicleEF | MHD | 148.77 | 172.45 |
| tblVehicleEF | MHD | 1,210.30 | 1,247.44 |
| tblVehicleEF | MHD | 62.15 | 9.53 |
| tblVehicleEF | MHD | 0.92 | 1.47 |
| tblVehicleEF | MHD | 2.21 | 2.48 |
| tblVehicleEF | MHD | 10.40 | 1.04 |
| tblVehicleEF | MHD | 2.4030e-003 | 5.5838e-003 |
| tblVehicleEF | MHD | 0.13 | 0.05 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 0.05 | 0.05 |
| tblVehicleEF | MHD | 1.0450e-003 | 1.4545e-004 |
| tblVehicleEF | MHD | 2.2990e-003 | 5.3420e-003 |
| tblVehicleEF | MHD | 0.06 | 0.02 |
| tblVehicleEF | MHD | 3.0000e-003 | 3.0000e-003 |
| tblVehicleEF | MHD | 0.04 | 0.05 |
| tblVehicleEF | MHD | 9.6100e-004 | 1.3374e-004 |
| tblVehicleEF | MHD | 2.7830e-003 | 0.05 |
| tblVehicleEF | MHD | 0.06 | 0.01 |
| tblVehicleEF | MHD | 0.03 | 0.04 |
| tblVehicleEF | MHD | 1.2870e-003 | 0.00 |
| tblVehicleEF | MHD | 0.13 | 0.14 |
| tblVehicleEF | MHD | 0.03 | 0.08 |
| tblVehicleEF | MHD | 0.44 | 0.06 |
| tblVehicleEF | MHD | 1.4310e-003 | 1.6127e-003 |
| tblVehicleEF | MHD | 0.01 | 0.01 |

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|---|---|---|---|
| tblVehicleEF | MHD | 7.5000e-004 | 9.4184e-005 |
| tblVehicleEF | MHD | 2.7830e-003 | 0.05 |
| tblVehicleEF | MHD | 0.06 | 0.01 |
| tblVehicleEF | MHD | 0.04 | 0.05 |
| tblVehicleEF | MHD | 1.2870e-003 | 0.00 |
| tblVehicleEF | MHD | 0.15 | 0.04 |
| tblVehicleEF | MHD | 0.03 | 0.08 |
| tblVehicleEF | MHD | 0.49 | 0.06 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 0.07 | 0.01 |
| tblVehicleEF | MHD | 0.61 | 0.78 |
| tblVehicleEF | MHD | 0.67 | 0.80 |
| tblVehicleEF | MHD | 8.59 | 1.51 |
| tblVehicleEF | MHD | 128.97 | 166.55 |
| tblVehicleEF | MHD | 1,210.30 | 1,247.39 |
| tblVehicleEF | MHD | 62.15 | 9.90 |
| tblVehicleEF | MHD | 0.85 | 1.44 |
| tblVehicleEF | MHD | 2.34 | 2.63 |
| tblVehicleEF | MHD | 10.53 | 1.05 |
| tblVehicleEF | MHD | 3.4690e-003 | 8.0370e-003 |
| tblVehicleEF | MHD | 0.13 | 0.05 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 0.05 | 0.05 |
| tblVehicleEF | MHD | 1.0450e-003 | 1.4545e-004 |
| tblVehicleEF | MHD | 3.3190e-003 | 7.6890e-003 |
| tblVehicleEF | MHD | 0.06 | 0.02 |

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|---|---|---|---|
| tblVehicleEF | MHD | 3.0000e-003 | 3.0000e-003 |
| tblVehicleEF | MHD | 0.04 | 0.05 |
| tblVehicleEF | MHD | 9.6100e-004 | 1.3374e-004 |
| tblVehicleEF | MHD | 5.7000e-004 | 0.03 |
| tblVehicleEF | MHD | 0.06 | 9.1838e-003 |
| tblVehicleEF | MHD | 0.04 | 0.04 |
| tblVehicleEF | MHD | 2.8200e-004 | 0.00 |
| tblVehicleEF | MHD | 0.12 | 0.14 |
| tblVehicleEF | MHD | 0.03 | 0.08 |
| tblVehicleEF | MHD | 0.50 | 0.07 |
| tblVehicleEF | MHD | 1.2450e-003 | 1.5566e-003 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 7.7200e-004 | 9.7829e-005 |
| tblVehicleEF | MHD | 5.7000e-004 | 0.03 |
| tblVehicleEF | MHD | 0.06 | 9.1838e-003 |
| tblVehicleEF | MHD | 0.05 | 0.06 |
| tblVehicleEF | MHD | 2.8200e-004 | 0.00 |
| tblVehicleEF | MHD | 0.15 | 0.04 |
| tblVehicleEF | MHD | 0.03 | 0.08 |
| tblVehicleEF | MHD | 0.55 | 0.07 |
| tblVehicleEF | OBUS | 0.01 | 7.6874e-003 |
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| tblVehicleEF | OBUS | 0.03 | 0.02 |
| tblVehicleEF | OBUS | 0.29 | 0.49 |
| tblVehicleEF | OBUS | 0.65 | 0.81 |
| tblVehicleEF | OBUS | 5.78 | 2.27 |
| tblVehicleEF | OBUS | 110.21 | 85.67 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 1,322.53 | 1,429.38 |
| tblVehicleEF | OBUS | 67.52 | 17.59 |
| tblVehicleEF | OBUS | 0.66 | 0.49 |
| tblVehicleEF | OBUS | 2.30 | 1.57 |
| tblVehicleEF | OBUS | 2.92 | 0.84 |
| tblVehicleEF | OBUS | 3.1200e-004 | 1.4556e-003 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 0.01 | 0.03 |
| tblVehicleEF | OBUS | 7.2600e-004 | 1.6428e-004 |
| tblVehicleEF | OBUS | 2.9900e-004 | 1.3926e-003 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 3.0000e-003 | 3.0000e-003 |
| tblVehicleEF | OBUS | 0.01 | 0.03 |
| tblVehicleEF | OBUS | 6.6800e-004 | 1.5157e-004 |
| tblVehicleEF | OBUS | 1.1970e-003 | 0.06 |
| tblVehicleEF | OBUS | 0.02 | 0.02 |
| tblVehicleEF | OBUS | 0.04 | 0.05 |
| tblVehicleEF | OBUS | 5.1100e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.08 | 0.10 |
| tblVehicleEF | OBUS | 0.03 | 0.07 |
| tblVehicleEF | OBUS | 0.36 | 0.11 |
| tblVehicleEF | OBUS | 1.0630e-003 | 8.1231e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.7700e-004 | 1.7386e-004 |
| tblVehicleEF | OBUS | 1.1970e-003 | 0.06 |
| tblVehicleEF | OBUS | 0.02 | 0.02 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 0.06 | 0.06 |
| tblVehicleEF | OBUS | 5.1100e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.10 | 0.06 |
| tblVehicleEF | OBUS | 0.03 | 0.07 |
| tblVehicleEF | OBUS | 0.40 | 0.12 |
| tblVehicleEF | OBUS | 0.01 | 7.7264e-003 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 0.03 | 0.02 |
| tblVehicleEF | OBUS | 0.27 | 0.47 |
| tblVehicleEF | OBUS | 0.67 | 0.83 |
| tblVehicleEF | OBUS | 5.27 | 2.07 |
| tblVehicleEF | OBUS | 115.77 | 85.78 |
| tblVehicleEF | OBUS | 1,322.53 | 1,429.41 |
| tblVehicleEF | OBUS | 67.52 | 17.24 |
| tblVehicleEF | OBUS | 0.69 | 0.48 |
| tblVehicleEF | OBUS | 2.20 | 1.50 |
| tblVehicleEF | OBUS | 2.86 | 0.83 |
| tblVehicleEF | OBUS | 2.6300e-004 | 1.2317e-003 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 0.01 | 0.03 |
| tblVehicleEF | OBUS | 7.2600e-004 | 1.6428e-004 |
| tblVehicleEF | OBUS | 2.5200e-004 | 1.1784e-003 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 3.0000e-003 | 3.0000e-003 |
| tblVehicleEF | OBUS | 0.01 | 0.03 |
| tblVehicleEF | OBUS | 6.6800e-004 | 1.5157e-004 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 2.6900e-003 | 0.09 |
| tblVehicleEF | OBUS | 0.02 | 0.02 |
| tblVehicleEF | OBUS | 0.04 | 0.05 |
| tblVehicleEF | OBUS | 1.0900e-003 | 0.00 |
| tblVehicleEF | OBUS | 0.08 | 0.10 |
| tblVehicleEF | OBUS | 0.03 | 0.07 |
| tblVehicleEF | OBUS | 0.34 | 0.10 |
| tblVehicleEF | OBUS | 1.1170e-003 | 8.1342e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.6800e-004 | 1.7046e-004 |
| tblVehicleEF | OBUS | 2.6900e-003 | 0.09 |
| tblVehicleEF | OBUS | 0.02 | 0.02 |
| tblVehicleEF | OBUS | 0.05 | 0.06 |
| tblVehicleEF | OBUS | 1.0900e-003 | 0.00 |
| tblVehicleEF | OBUS | 0.10 | 0.05 |
| tblVehicleEF | OBUS | 0.03 | 0.07 |
| tblVehicleEF | OBUS | 0.37 | 0.11 |
| tblVehicleEF | OBUS | 0.01 | 7.6460e-003 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 0.03 | 0.02 |
| tblVehicleEF | OBUS | 0.31 | 0.51 |
| tblVehicleEF | OBUS | 0.64 | 0.80 |
| tblVehicleEF | OBUS | 6.24 | 2.45 |
| tblVehicleEF | OBUS | 102.53 | 85.50 |
| tblVehicleEF | OBUS | 1,322.53 | 1,429.36 |
| tblVehicleEF | OBUS | 67.52 | 17.89 |
| tblVehicleEF | OBUS | 0.63 | 0.49 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 2.34 | 1.61 |
| tblVehicleEF | OBUS | 2.98 | 0.86 |
| tblVehicleEF | OBUS | 3.8000e-004 | 1.7648e-003 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 0.01 | 0.03 |
| tblVehicleEF | OBUS | 7.2600e-004 | 1.6428e-004 |
| tblVehicleEF | OBUS | 3.6400e-004 | 1.6884e-003 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 3.0000e-003 | 3.0000e-003 |
| tblVehicleEF | OBUS | 0.01 | 0.03 |
| tblVehicleEF | OBUS | 6.6800e-004 | 1.5157e-004 |
| tblVehicleEF | OBUS | 6.3700e-004 | 0.06 |
| tblVehicleEF | OBUS | 0.02 | 0.02 |
| tblVehicleEF | OBUS | 0.04 | 0.04 |
| tblVehicleEF | OBUS | 2.8800e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.08 | 0.10 |
| tblVehicleEF | OBUS | 0.03 | 0.07 |
| tblVehicleEF | OBUS | 0.38 | 0.12 |
| tblVehicleEF | OBUS | 9.9000e-004 | 8.1077e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.8500e-004 | 1.7689e-004 |
| tblVehicleEF | OBUS | 6.3700e-004 | 0.06 |
| tblVehicleEF | OBUS | 0.02 | 0.02 |
| tblVehicleEF | OBUS | 0.06 | 0.06 |
| tblVehicleEF | OBUS | 2.8800e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.10 | 0.06 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 0.03 | 0.07 |
| tblVehicleEF | OBUS | 0.42 | 0.13 |
| tblVehicleEF | SBUS | 0.87 | 0.07 |
| tblVehicleEF | SBUS | 0.02 | 0.10 |
| tblVehicleEF | SBUS | 0.10 | 4.2034e-003 |
| tblVehicleEF | SBUS | 7.94 | 1.48 |
| tblVehicleEF | SBUS | 1.35 | 0.93 |
| tblVehicleEF | SBUS | 11.03 | 0.64 |
| tblVehicleEF | SBUS | 1,147.37 | 188.55 |
| tblVehicleEF | SBUS | 1,074.56 | 1,071.44 |
| tblVehicleEF | SBUS | 53.01 | 3.44 |
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| tblVehicleEF | SBUS | 4.78 | 3.38 |
| tblVehicleEF | SBUS | 12.80 | 0.42 |
| tblVehicleEF | SBUS | 0.01 | 1.7833e-003 |
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 0.03 | 0.02 |
| tblVehicleEF | SBUS | 8.5500e-004 | 3.2872e-005 |
| tblVehicleEF | SBUS | 0.01 | 1.7053e-003 |
| tblVehicleEF | SBUS | 0.32 | 0.02 |
| tblVehicleEF | SBUS | 2.6490e-003 | 2.7184e-003 |
| tblVehicleEF | SBUS | 0.02 | 0.02 |
| tblVehicleEF | SBUS | 7.8600e-004 | 3.0224e-005 |
| tblVehicleEF | SBUS | 3.8820e-003 | 0.02 |
| tblVehicleEF | SBUS | 0.04 | 5.5904e-003 |
| tblVehicleEF | SBUS | 0.96 | 0.16 |

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|---|---|---|---|
| tblVehicleEF | SBUS | 1.4980e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.13 | 0.06 |
| tblVehicleEF | SBUS | 0.02 | 0.01 |
| tblVehicleEF | SBUS | 0.55 | 0.02 |
| tblVehicleEF | SBUS | 0.01 | 1.7244e-003 |
| tblVehicleEF | SBUS | 0.01 | 9.9416e-003 |
| tblVehicleEF | SBUS | 7.2000e-004 | 3.4049e-005 |
| tblVehicleEF | SBUS | 3.8820e-003 | 0.02 |
| tblVehicleEF | SBUS | 0.04 | 5.5904e-003 |
| tblVehicleEF | SBUS | 1.38 | 0.27 |
| tblVehicleEF | SBUS | 1.4980e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.17 | 0.13 |
| tblVehicleEF | SBUS | 0.02 | 0.01 |
| tblVehicleEF | SBUS | 0.60 | 0.03 |
| tblVehicleEF | SBUS | 0.87 | 0.07 |
| tblVehicleEF | SBUS | 0.02 | 0.10 |
| tblVehicleEF | SBUS | 0.08 | 3.5347e-003 |
| tblVehicleEF | SBUS | 7.81 | 1.46 |
| tblVehicleEF | SBUS | 1.39 | 0.94 |
| tblVehicleEF | SBUS | 8.10 | 0.47 |
| tblVehicleEF | SBUS | 1,200.01 | 192.15 |
| tblVehicleEF | SBUS | 1,074.56 | 1,071.47 |
| tblVehicleEF | SBUS | 53.01 | 3.16 |
| tblVehicleEF | SBUS | 10.75 | 1.55 |
| tblVehicleEF | SBUS | 4.57 | 3.25 |
| tblVehicleEF | SBUS | 12.74 | 0.42 |
| tblVehicleEF | SBUS | 0.01 | 1.5112e-003 |

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|---|---|---|---|
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 0.03 | 0.02 |
| tblVehicleEF | SBUS | 8.5500e-004 | 3.2872e-005 |
| tblVehicleEF | SBUS | 9.6230e-003 | 1.4450e-003 |
| tblVehicleEF | SBUS | 0.32 | 0.02 |
| tblVehicleEF | SBUS | 2.6490e-003 | 2.7184e-003 |
| tblVehicleEF | SBUS | 0.02 | 0.02 |
| tblVehicleEF | SBUS | 7.8600e-004 | 3.0224e-005 |
| tblVehicleEF | SBUS | 8.8200e-003 | 0.03 |
| tblVehicleEF | SBUS | 0.04 | 6.0807e-003 |
| tblVehicleEF | SBUS | 0.96 | 0.16 |
| tblVehicleEF | SBUS | 3.2540e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.13 | 0.07 |
| tblVehicleEF | SBUS | 0.02 | 0.01 |
| tblVehicleEF | SBUS | 0.46 | 0.02 |
| tblVehicleEF | SBUS | 0.01 | 1.7585e-003 |
| tblVehicleEF | SBUS | 0.01 | 9.9418e-003 |
| tblVehicleEF | SBUS | 6.7200e-004 | 3.1274e-005 |
| tblVehicleEF | SBUS | 8.8200e-003 | 0.03 |
| tblVehicleEF | SBUS | 0.04 | 6.0807e-003 |
| tblVehicleEF | SBUS | 1.38 | 0.27 |
| tblVehicleEF | SBUS | 3.2540e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.17 | 0.11 |
| tblVehicleEF | SBUS | 0.02 | 0.01 |
| tblVehicleEF | SBUS | 0.50 | 0.02 |
| tblVehicleEF | SBUS | 0.87 | 0.07 |

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 0.02 | 0.10 |
| tblVehicleEF | SBUS | 0.11 | 4.8040e-003 |
| tblVehicleEF | SBUS | 8.12 | 1.51 |
| tblVehicleEF | SBUS | 1.33 | 0.92 |
| tblVehicleEF | SBUS | 13.98 | 0.81 |
| tblVehicleEF | SBUS | 1,074.69 | 183.58 |
| tblVehicleEF | SBUS | 1,074.56 | 1,071.42 |
| tblVehicleEF | SBUS | 53.01 | 3.73 |
| tblVehicleEF | SBUS | 9.95 | 1.48 |
| tblVehicleEF | SBUS | 4.87 | 3.45 |
| tblVehicleEF | SBUS | 12.85 | 0.42 |
| tblVehicleEF | SBUS | 0.01 | 2.1590e-003 |
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 0.03 | 0.02 |
| tblVehicleEF | SBUS | 8.5500e-004 | 3.2872e-005 |
| tblVehicleEF | SBUS | 0.01 | 2.0648e-003 |
| tblVehicleEF | SBUS | 0.32 | 0.02 |
| tblVehicleEF | SBUS | 2.6490e-003 | 2.7184e-003 |
| tblVehicleEF | SBUS | 0.02 | 0.02 |
| tblVehicleEF | SBUS | 7.8600e-004 | 3.0224e-005 |
| tblVehicleEF | SBUS | 2.0410e-003 | 0.02 |
| tblVehicleEF | SBUS | 0.04 | 5.1753e-003 |
| tblVehicleEF | SBUS | 0.96 | 0.16 |
| tblVehicleEF | SBUS | 8.4100e-004 | 0.00 |
| tblVehicleEF | SBUS | 0.13 | 0.06 |
| tblVehicleEF | SBUS | 0.03 | 0.01 |

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 0.63 | 0.03 |
| tblVehicleEF | SBUS | 0.01 | 1.6773e-003 |
| tblVehicleEF | SBUS | 0.01 | 9.9414e-003 |
| tblVehicleEF | SBUS | 7.6900e-004 | 3.6830e-005 |
| tblVehicleEF | SBUS | 2.0410e-003 | 0.02 |
| tblVehicleEF | SBUS | 0.04 | 5.1753e-003 |
| tblVehicleEF | SBUS | 1.39 | 0.27 |
| tblVehicleEF | SBUS | 8.4100e-004 | 0.00 |
| tblVehicleEF | SBUS | 0.17 | 0.15 |
| tblVehicleEF | SBUS | 0.03 | 0.01 |
| tblVehicleEF | SBUS | 0.69 | 0.03 |
| tblVehicleEF | UBUS | 0.28 | 0.35 |
| tblVehicleEF | UBUS | 0.04 | 4.7279e-003 |
| tblVehicleEF | UBUS | 5.74 | 4.07 |
| tblVehicleEF | UBUS | 7.96 | 0.51 |
| tblVehicleEF | UBUS | 2,147.22 | 1,102.32 |
| tblVehicleEF | UBUS | 88.39 | 3.35 |
| tblVehicleEF | UBUS | 12.54 | 0.33 |
| tblVehicleEF | UBUS | 15.64 | 0.05 |
| tblVehicleEF | UBUS | 0.63 | 0.11 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |
| tblVehicleEF | UBUS | 0.29 | 6.2258e-003 |
| tblVehicleEF | UBUS | 9.6700e-004 | 8.3490e-006 |
| tblVehicleEF | UBUS | 0.27 | 0.04 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7774e-003 |
| tblVehicleEF | UBUS | 0.27 | 5.9535e-003 |
| tblVehicleEF | UBUS | 8.8900e-004 | 7.6766e-006 |

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 2.2470e-003 | 0.01 |
| tblVehicleEF | UBUS | 0.04 | 4.3707e-003 |
| tblVehicleEF | UBUS | 1.0240e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.79 | 0.06 |
| tblVehicleEF | UBUS | 7.8890e-003 | 8.1296e-003 |
| tblVehicleEF | UBUS | 0.54 | 0.02 |
| tblVehicleEF | UBUS | 0.02 | 9.4845e-003 |
| tblVehicleEF | UBUS | 1.0250e-003 | 3.3102e-005 |
| tblVehicleEF | UBUS | 2.2470e-003 | 0.01 |
| tblVehicleEF | UBUS | 0.04 | 4.3707e-003 |
| tblVehicleEF | UBUS | 1.0240e-003 | 0.00 |
| tblVehicleEF | UBUS | 1.13 | 0.02 |
| tblVehicleEF | UBUS | 7.8890e-003 | 8.1296e-003 |
| tblVehicleEF | UBUS | 0.59 | 0.02 |
| tblVehicleEF | UBUS | 0.28 | 0.35 |
| tblVehicleEF | UBUS | 0.03 | 4.2696e-003 |
| tblVehicleEF | UBUS | 5.81 | 4.07 |
| tblVehicleEF | UBUS | 6.30 | 0.43 |
| tblVehicleEF | UBUS | 2,147.22 | 1,102.32 |
| tblVehicleEF | UBUS | 88.39 | 3.22 |
| tblVehicleEF | UBUS | 12.03 | 0.33 |
| tblVehicleEF | UBUS | 15.58 | 0.05 |
| tblVehicleEF | UBUS | 0.63 | 0.11 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |
| tblVehicleEF | UBUS | 0.29 | 6.2258e-003 |
| tblVehicleEF | UBUS | 9.6700e-004 | 8.3490e-006 |
| tblVehicleEF | UBUS | 0.27 | 0.04 |

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7774e-003 |
| tblVehicleEF | UBUS | 0.27 | 5.9535e-003 |
| tblVehicleEF | UBUS | 8.8900e-004 | 7.6766e-006 |
| tblVehicleEF | UBUS | 5.4330e-003 | 0.02 |
| tblVehicleEF | UBUS | 0.05 | 4.8391e-003 |
| tblVehicleEF | UBUS | 2.4990e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.80 | 0.06 |
| tblVehicleEF | UBUS | 7.2740e-003 | 8.5640e-003 |
| tblVehicleEF | UBUS | 0.46 | 0.02 |
| tblVehicleEF | UBUS | 0.02 | 9.4845e-003 |
| tblVehicleEF | UBUS | 9.9600e-004 | 3.1837e-005 |
| tblVehicleEF | UBUS | 5.4330e-003 | 0.02 |
| tblVehicleEF | UBUS | 0.05 | 4.8391e-003 |
| tblVehicleEF | UBUS | 2.4990e-003 | 0.00 |
| tblVehicleEF | UBUS | 1.15 | 0.02 |
| tblVehicleEF | UBUS | 7.2740e-003 | 8.5640e-003 |
| tblVehicleEF | UBUS | 0.51 | 0.02 |
| tblVehicleEF | UBUS | 0.27 | 0.35 |
| tblVehicleEF | UBUS | 0.04 | 5.1248e-003 |
| tblVehicleEF | UBUS | 5.70 | 4.07 |
| tblVehicleEF | UBUS | 9.54 | 0.58 |
| tblVehicleEF | UBUS | 2,147.22 | 1,102.32 |
| tblVehicleEF | UBUS | 88.39 | 3.48 |
| tblVehicleEF | UBUS | 12.74 | 0.33 |
| tblVehicleEF | UBUS | 15.69 | 0.05 |
| tblVehicleEF | UBUS | 0.63 | 0.11 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 0.29 | 6.2258e-003 |
| tblVehicleEF | UBUS | 9.6700e-004 | 8.3490e-006 |
| tblVehicleEF | UBUS | 0.27 | 0.04 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7774e-003 |
| tblVehicleEF | UBUS | 0.27 | 5.9535e-003 |
| tblVehicleEF | UBUS | 8.8900e-004 | 7.6766e-006 |
| tblVehicleEF | UBUS | 1.1690e-003 | 0.01 |
| tblVehicleEF | UBUS | 0.05 | 4.0193e-003 |
| tblVehicleEF | UBUS | 5.1000e-004 | 0.00 |
| tblVehicleEF | UBUS | 0.78 | 0.06 |
| tblVehicleEF | UBUS | 9.6170e-003 | 8.3653e-003 |
| tblVehicleEF | UBUS | 0.60 | 0.02 |
| tblVehicleEF | UBUS | 0.02 | 9.4845e-003 |
| tblVehicleEF | UBUS | 1.0520e-003 | 3.4360e-005 |
| tblVehicleEF | UBUS | 1.1690e-003 | 0.01 |
| tblVehicleEF | UBUS | 0.05 | 4.0193e-003 |
| tblVehicleEF | UBUS | 5.1000e-004 | 0.00 |
| tblVehicleEF | UBUS | 1.12 | 0.02 |
| tblVehicleEF | UBUS | 9.6170e-003 | 8.3653e-003 |
| tblVehicleEF | UBUS | 0.66 | 0.02 |
| tblVehicleTrips | ST_TR | 2.46 | 2.40 |
| tblVehicleTrips | ST_TR | 8.19 | 8.01 |
| tblVehicleTrips | ST_TR | 94.36 | 92.25 |
| tblVehicleTrips | ST_TR | 1.90 | 1.86 |
| tblVehicleTrips | SU_TR | 1.05 | 1.03 |
| tblVehicleTrips | SU_TR | 5.95 | 5.82 |
| tblVehicleTrips | SU_TR | 72.16 | 70.54 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | SU_TR | 1.11 | 1.09 |
| tblVehicleTrips | WD_TR | 11.03 | 7.69 |
| tblVehicleTrips | WD_TR | 8.17 | 0.00 |
| tblVehicleTrips | WD_TR | 89.95 | 0.00 |
| tblVehicleTrips | WD_TR | 8.11 | 0.00 |
| tblWater | IndoorWaterUseRate | 377,239,880.12 | 20,933,261.00 |
| tblWater | IndoorWaterUseRate | 19,025,077.50 | 0.00 |
| tblWater | IndoorWaterUseRate | 5,160,073.11 | 0.00 |
| tblWater | IndoorWaterUseRate | 103,009,881.94 | 0.00 |
| tblWater | OutdoorWaterUseRate | 231,211,539.43 | 0.00 |
| tblWater | OutdoorWaterUseRate | 2,113,897.50 | 0.00 |
| tblWater | OutdoorWaterUseRate | 329,366.37 | 0.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2019 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Maximum** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2019 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Maximum** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

| | **ROG** | **NOx** | **CO** | **SO2** | **Fugitive PM10** | **Exhaust PM10** | **PM10 Total** | **Fugitive PM2.5** | **Exhaust PM2.5** | **PM2.5 Total** | **Bio- CO2** | **NBio-CO2** | **Total CO2** | **CH4** | **N20** | **CO2e** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| | | **Highest** | | |

## 2.2 Overall Operational

**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 15.2722 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0556 | 0.0556 | 1.5000e-004 | 0.0000 | 0.0593 |
| Energy | 0.5021 | 4.5642 | 3.8339 | 0.0274 | | 0.3469 | 0.3469 | | 0.3469 | 0.3469 | 0.0000 | 12,724.2411 | 12,724.2411 | 0.6997 | 0.1583 | 12,788.8929 |
| Mobile | 8.3935 | 11.4233 | 67.6733 | 0.1401 | 11.5091 | 0.1520 | 11.6612 | 2.8726 | 0.1430 | 3.0156 | 0.0000 | 12,992.5184 | 12,992.5184 | 0.8019 | 0.0000 | 13,012.5652 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 490.4241 | 0.0000 | 490.4241 | 28.9832 | 0.0000 | 1,215.0050 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 6.6412 | 17.7990 | 24.4402 | 0.6835 | 0.0163 | 46.3732 |
| **Total** | **24.1677** | **15.9878** | **71.5360** | **0.1674** | **11.5091** | **0.4990** | **12.0081** | **2.8726** | **0.4900** | **3.3626** | **497.0653** | **25,734.6142** | **26,231.6795** | **31.1684** | **0.1745** | **27,062.8956** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 15.2722 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0556 | 0.0556 | 1.5000e-004 | 0.0000 | 0.0593 |
| Energy | 0.5021 | 4.5642 | 3.8339 | 0.0274 | | 0.3469 | 0.3469 | | 0.3469 | 0.3469 | 0.0000 | 12,724.2411 | 12,724.2411 | 0.6997 | 0.1583 | 12,788.8929 |
| Mobile | 8.3935 | 11.4233 | 67.6733 | 0.1401 | 11.5091 | 0.1520 | 11.6612 | 2.8726 | 0.1430 | 3.0156 | 0.0000 | 12,992.5184 | 12,992.5184 | 0.8019 | 0.0000 | 13,012.5652 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 490.4241 | 0.0000 | 490.4241 | 28.9832 | 0.0000 | 1,215.0050 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 6.6412 | 17.7990 | 24.4402 | 0.6835 | 0.0163 | 46.3732 |
| **Total** | **24.1677** | **15.9878** | **71.5360** | **0.1674** | **11.5091** | **0.4990** | **12.0081** | **2.8726** | **0.4900** | **3.3626** | **497.0653** | **25,734.6142** | **26,231.6795** | **31.1684** | **0.1745** | **27,062.8956** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 1/1/2019 | 12/31/2018 | 5 | 0 | |
| 2 | Architectural Coating | Architectural Coating | 2/21/2019 | 2/20/2019 | 5 | 0 | |
| 3 | Grading | Grading | 3/24/2019 | 3/22/2019 | 5 | 0 | |
| 4 | Paving | Paving | 4/19/2019 | 4/18/2019 | 5 | 0 | |
| 5 | Building Construction | Building Construction | 6/1/2019 | 5/31/2019 | 5 | 0 | |
| 6 | Site Preparation | Site Preparation | 10/8/2019 | 10/7/2019 | 5 | 0 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 775**

**Acres of Paving: 13.34**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 5,157,000; Non-Residential Outdoor: 1,719,000; Striped Parking Area: 34,865 (Architectural Coating – sqft)**

**OffRoad Equipment**

Freedom Circle Focus Plan - Existing LU (2020) - Santa Clara County, Annual

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 1,455.00 | 659.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 291.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.3 Architectural Coating - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.3 Architectural Coating - 2019

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.3 Architectural Coating - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Paving - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Paving | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Paving - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Paving | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Paving - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Building Construction - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Building Construction - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Building Construction - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.7 Site Preparation - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.7 Site Preparation - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### 3.7 Site Preparation - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 8.3935 | 11.4233 | 67.6733 | 0.1401 | 11.5091 | 0.1520 | 11.6612 | 2.8726 | 0.1430 | 3.0156 | 0.0000 | 12,992.5184 | 12,992.5184 | 0.8019 | 0.0000 | 13,012.5652 |
| Unmitigated | 8.3935 | 11.4233 | 67.6733 | 0.1401 | 11.5091 | 0.1520 | 11.6612 | 2.8726 | 0.1430 | 3.0156 | 0.0000 | 12,992.5184 | 12,992.5184 | 0.8019 | 0.0000 | 13,012.5652 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Office Building | 16,322.03 | 5,094.00 | 2186.18 | 30,346,549 | 30,346,549 |
| Hotel | 0.00 | 6,007.50 | 4365.00 | 2,815,290 | 2,815,290 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Quality Restaurant | 0.00 | 1,568.25 | 1199.18 | 468,948 | 468,948 |
| Research & Development | 0.00 | 389.67 | 228.36 | 221,275 | 221,275 |
| Total | 16,322.03 | 13,059.42 | 7,978.71 | 33,852,062 | 33,852,062 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| General Office Building | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Other Non-Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Quality Restaurant | 9.50 | 7.30 | 7.30 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Research & Development | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 82 | 15 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Office Building | 0.604810 | 0.038204 | 0.185149 | 0.108513 | 0.015498 | 0.004981 | 0.012268 | 0.020156 | 0.002083 | 0.001571 | 0.005363 | 0.000620 | 0.000785 |
| Hotel | 0.604810 | 0.038204 | 0.185149 | 0.108513 | 0.015498 | 0.004981 | 0.012268 | 0.020156 | 0.002083 | 0.001571 | 0.005363 | 0.000620 | 0.000785 |
| Other Non-Asphalt Surfaces | 0.604810 | 0.038204 | 0.185149 | 0.108513 | 0.015498 | 0.004981 | 0.012268 | 0.020156 | 0.002083 | 0.001571 | 0.005363 | 0.000620 | 0.000785 |
| Quality Restaurant | 0.604810 | 0.038204 | 0.185149 | 0.108513 | 0.015498 | 0.004981 | 0.012268 | 0.020156 | 0.002083 | 0.001571 | 0.005363 | 0.000620 | 0.000785 |
| Research & Development | 0.604810 | 0.038204 | 0.185149 | 0.108513 | 0.015498 | 0.004981 | 0.012268 | 0.020156 | 0.002083 | 0.001571 | 0.005363 | 0.000620 | 0.000785 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 7,755.5431 | 7,755.5431 | 0.6045 | 0.0672 | 7,790.6684 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 7,755.5431 | 7,755.5431 | 0.6045 | 0.0672 | 7,790.6684 |
| NaturalGas Mitigated | 0.5021 | 4.5642 | 3.8339 | 0.0274 | | 0.3469 | 0.3469 | | 0.3469 | 0.3469 | 0.0000 | 4,968.6981 | 4,968.6981 | 0.0952 | 0.0911 | 4,998.2245 |
| NaturalGas Unmitigated | 0.5021 | 4.5642 | 3.8339 | 0.0274 | | 0.3469 | 0.3469 | | 0.3469 | 0.3469 | 0.0000 | 4,968.6981 | 4,968.6981 | 0.0952 | 0.0911 | 4,998.2245 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| General Office Building | 3.55519e+007 | 0.1917 | 1.7427 | 1.4639 | 0.0105 | | 0.1325 | 0.1325 | | 0.1325 | 0.1325 | 0.0000 | 1,897.1834 | 1,897.1834 | 0.0364 | 0.0348 | 1,908.4575 |
| Hotel | 4.84714e+007 | 0.2614 | 2.3761 | 1.9959 | 0.0143 | | 0.1806 | 0.1806 | | 0.1806 | 0.1806 | 0.0000 | 2,586.6180 | 2,586.6180 | 0.0496 | 0.0474 | 2,601.9889 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 3.53906e+006 | 0.0191 | 0.1735 | 0.1457 | 1.0400e-003 | | 0.0132 | 0.0132 | | 0.0132 | 0.0132 | 0.0000 | 188.8577 | 188.8577 | 3.6200e-003 | 3.4600e-003 | 189.9800 |
| Research & Development | 5.54756e+006 | 0.0299 | 0.2719 | 0.2284 | 1.6300e-003 | | 0.0207 | 0.0207 | | 0.0207 | 0.0207 | 0.0000 | 296.0389 | 296.0389 | 5.6700e-003 | 5.4300e-003 | 297.7981 |
| **Total** | | **0.5021** | **4.5642** | **3.8339** | **0.0274** | | **0.3469** | **0.3469** | | **0.3469** | **0.3469** | **0.0000** | **4,968.6981** | **4,968.6981** | **0.0952** | **0.0911** | **4,998.2245** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| General Office Building | 3.55519e+007 | 0.1917 | 1.7427 | 1.4639 | 0.0105 | | 0.1325 | 0.1325 | | 0.1325 | 0.1325 | 0.0000 | 1,897.1834 | 1,897.1834 | 0.0364 | 0.0348 | 1,908.4575 |
| Hotel | 4.84714e+007 | 0.2614 | 2.3761 | 1.9959 | 0.0143 | | 0.1806 | 0.1806 | | 0.1806 | 0.1806 | 0.0000 | 2,586.6180 | 2,586.6180 | 0.0496 | 0.0474 | 2,601.9889 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 3.53906e+006 | 0.0191 | 0.1735 | 0.1457 | 1.0400e-003 | | 0.0132 | 0.0132 | | 0.0132 | 0.0132 | 0.0000 | 188.8577 | 188.8577 | 3.6200e-003 | 3.4600e-003 | 189.9800 |
| Research & Development | 5.54756e+006 | 0.0299 | 0.2719 | 0.2284 | 1.6300e-003 | | 0.0207 | 0.0207 | | 0.0207 | 0.0207 | 0.0000 | 296.0389 | 296.0389 | 5.6700e-003 | 5.4300e-003 | 297.7981 |
| **Total** | | **0.5021** | **4.5642** | **3.8339** | **0.0274** | | **0.3469** | **0.3469** | | **0.3469** | **0.3469** | **0.0000** | **4,968.6981** | **4,968.6981** | **0.0952** | **0.0911** | **4,998.2245** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Office Building | 3.85871e+007 | 6,063.4921 | 0.4726 | 0.0525 | 6,090.9539 |
| Hotel | 8.45064e+006 | 1,327.9167 | 0.1035 | 0.0115 | 1,333.9309 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 561680 | 88.2613 | 6.8800e-003 | 7.6000e-004 | 88.6610 |
| Research & Development | 1.75561e+006 | 275.8731 | 0.0215 | 2.3900e-003 | 277.1225 |
| **Total** | | **7,755.5431** | **0.6045** | **0.0672** | **7,790.6684** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Office Building | 3.85871e+007 | 6,063.4921 | 0.4726 | 0.0525 | 6,090.9539 |
| Hotel | 8.45064e+006 | 1,327.9167 | 0.1035 | 0.0115 | 1,333.9309 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 561680 | 88.2613 | 6.8800e-003 | 7.6000e-004 | 88.6610 |
| Research & Development | 1.75561e+006 | 275.8731 | 0.0215 | 2.3900e-003 | 277.1225 |
| **Total** | | **7,755.5431** | **0.6045** | **0.0672** | **7,790.6684** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 15.2722 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0556 | 0.0556 | 1.5000e-004 | 0.0000 | 0.0593 |
| Unmitigated | 15.2722 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0556 | 0.0556 | 1.5000e-004 | 0.0000 | 0.0593 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 1.8048 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 13.4647 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 2.7100e-003 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0556 | 0.0556 | 1.5000e-004 | 0.0000 | 0.0593 |
| **Total** | **15.2722** | **2.7000e-004** | **0.0288** | **0.0000** | | **1.0000e-004** | **1.0000e-004** | | **1.0000e-004** | **1.0000e-004** | **0.0000** | **0.0556** | **0.0556** | **1.5000e-004** | **0.0000** | **0.0593** |

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 1.8048 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 13.4647 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 2.7100e-003 | 2.7000e-004 | 0.0288 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0556 | 0.0556 | 1.5000e-004 | 0.0000 | 0.0593 |
| **Total** | **15.2722** | **2.7000e-004** | **0.0288** | **0.0000** | | **1.0000e-004** | **1.0000e-004** | | **1.0000e-004** | **1.0000e-004** | **0.0000** | **0.0556** | **0.0556** | **1.5000e-004** | **0.0000** | **0.0593** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 24.4402 | 0.6835 | 0.0163 | 46.3732 |
| Unmitigated | 24.4402 | 0.6835 | 0.0163 | 46.3732 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Office Building | 20.9333 / 0 | 24.4402 | 0.6835 | 0.0163 | 46.3732 |
| Hotel | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Research & Development | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **24.4402** | **0.6835** | **0.0163** | **46.3732** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Office Building | 20.9333 / 0 | 24.4402 | 0.6835 | 0.0163 | 46.3732 |
| Hotel | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Research & Development | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **24.4402** | **0.6835** | **0.0163** | **46.3732** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 490.4241 | 28.9832 | 0.0000 | 1,215.0050 |
| Unmitigated | 490.4241 | 28.9832 | 0.0000 | 1,215.0050 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Office Building | 1973.93 | 400.6900 | 23.6801 | 0.0000 | 992.6924 |
| Hotel | 410.63 | 83.3542 | 4.9261 | 0.0000 | 206.5065 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 15.51 | 3.1484 | 0.1861 | 0.0000 | 7.8000 |
| Research & Development | 15.92 | 3.2316 | 0.1910 | 0.0000 | 8.0062 |
| **Total** | | **490.4241** | **28.9832** | **0.0000** | **1,215.0050** |

## 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Office Building | 1973.93 | 400.6900 | 23.6801 | 0.0000 | 992.6924 |
| Hotel | 410.63 | 83.3542 | 4.9261 | 0.0000 | 206.5065 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 15.51 | 3.1484 | 0.1861 | 0.0000 | 7.8000 |
| Research & Development | 15.92 | 3.2316 | 0.1910 | 0.0000 | 8.0062 |
| **Total** | | **490.4241** | **28.9832** | **0.0000** | **1,215.0050** |

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Freedom Circle Focus Plan - Existing LU (2040)

**Santa Clara County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Office Building | 2,122.50 | 1000sqft | 70.70 | 2,122,500.00 | 0 |
| Research & Development | 209.50 | 1000sqft | 12.90 | 209,500.00 | 0 |
| Other Non-Asphalt Surfaces | 13.30 | Acre | 13.30 | 579,348.00 | 0 |
| Hotel | 750.00 | Room | 21.50 | 1,089,000.00 | 0 |
| Quality Restaurant | 17.00 | 1000sqft | 3.30 | 17,000.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 58 |
| **Climate Zone** | 4 | | | **Operational Year** | 2040 |
| **Utility Company** | User Defined | | | | |
| **CO2 Intensity (lb/MWhr)** | 125.62 | **CH4 Intensity (lb/MWhr)** | 0.027 | **N2O Intensity (lb/MWhr)** | 0.003 |

### 1.3 User Entered Comments & Non-Default Data

Freedom Circle Focus Plan - Existing LU (2040) - Santa Clara County, Annual

Project Characteristics - MIG Modeler: Phil Gleason. CO2 intensity factor adjusted to reflect Silicon Valley Power energy mix in 2030. CH4 and N2O reflect 2018 US EPA EGRID data.

Land Use - Lot acreage used to reflect actual conditions.

Construction Phase - Existing condition run - no construction emissions modeled.

Vehicle Trips - Weekday trip gen updated based on weekday trip rate provided in TIA (Hexagon, 2021). Weekendy values adjusted based on "Less External Public Transit Trips"accounted for in TIA.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Energy Use - T24 standards adjusted upward to reflect decreased efficiency between 2013/2016 standards. See CalEEMod Appendix E5, Tables 1, 3, and 4.

Water And Wastewater - Existing water used updated based on values contained in the WSA prepared for the Project.

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 220.00 | 0.00 |
| tblConstructionPhase | NumDays | 3,100.00 | 0.00 |
| tblConstructionPhase | NumDays | 200.00 | 0.00 |
| tblConstructionPhase | NumDays | 310.00 | 0.00 |
| tblConstructionPhase | NumDays | 220.00 | 0.00 |
| tblConstructionPhase | NumDays | 120.00 | 0.00 |
| tblEnergyUse | LightingElect | 3.88 | 3.94 |
| tblEnergyUse | LightingElect | 2.35 | 2.39 |
| tblEnergyUse | LightingElect | 5.35 | 5.43 |
| tblEnergyUse | LightingElect | 3.08 | 3.13 |
| tblEnergyUse | T24E | 6.11 | 6.40 |
| tblEnergyUse | T24E | 2.05 | 2.12 |
| tblEnergyUse | T24E | 5.07 | 5.31 |
| tblEnergyUse | T24E | 1.48 | 1.55 |
| tblEnergyUse | T24NG | 16.31 | 16.69 |

| | | | |
|---|---|---|---|
| tblEnergyUse | T24NG | 39.56 | 39.76 |
| tblEnergyUse | T24NG | 60.41 | 60.71 |
| tblEnergyUse | T24NG | 19.71 | 19.81 |
| tblGrading | AcresOfGrading | 0.00 | 775.00 |
| tblLandUse | LotAcreage | 48.73 | 70.70 |
| tblLandUse | LotAcreage | 4.81 | 12.90 |
| tblLandUse | LotAcreage | 25.00 | 21.50 |
| tblLandUse | LotAcreage | 0.39 | 3.30 |
| tblProjectCharacteristics | CH4IntensityFactor | 0 | 0.027 |
| tblProjectCharacteristics | CO2IntensityFactor | 0 | 125.62 |
| tblProjectCharacteristics | N2OIntensityFactor | 0 | 0.003 |
| tblVehicleEF | HHD | 0.24 | 0.13 |
| tblVehicleEF | HHD | 0.06 | 0.04 |
| tblVehicleEF | HHD | 0.05 | 2.4281e-008 |
| tblVehicleEF | HHD | 1.39 | 4.57 |
| tblVehicleEF | HHD | 0.94 | 0.36 |
| tblVehicleEF | HHD | 4.45 | 7.8504e-004 |
| tblVehicleEF | HHD | 4,055.87 | 641.66 |
| tblVehicleEF | HHD | 1,476.74 | 1,202.89 |
| tblVehicleEF | HHD | 13.13 | 7.3105e-003 |
| tblVehicleEF | HHD | 11.61 | 3.41 |
| tblVehicleEF | HHD | 1.40 | 1.10 |
| tblVehicleEF | HHD | 19.05 | 2.18 |
| tblVehicleEF | HHD | 1.6880e-003 | 1.4160e-003 |
| tblVehicleEF | HHD | 0.06 | 0.08 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 5.3590e-003 | 0.02 |

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 1.6200e-004 | 8.0144e-008 |
| tblVehicleEF | HHD | 1.6150e-003 | 1.3482e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.8700e-003 | 8.8017e-003 |
| tblVehicleEF | HHD | 5.1270e-003 | 0.02 |
| tblVehicleEF | HHD | 1.4900e-004 | 7.3689e-008 |
| tblVehicleEF | HHD | 1.1900e-004 | 7.8757e-006 |
| tblVehicleEF | HHD | 5.2120e-003 | 1.2758e-006 |
| tblVehicleEF | HHD | 0.36 | 0.28 |
| tblVehicleEF | HHD | 7.7000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.08 | 0.01 |
| tblVehicleEF | HHD | 4.8400e-004 | 1.6304e-005 |
| tblVehicleEF | HHD | 0.08 | 1.3039e-007 |
| tblVehicleEF | HHD | 0.04 | 5.5227e-003 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 2.0300e-004 | 7.2272e-008 |
| tblVehicleEF | HHD | 1.1900e-004 | 7.8757e-006 |
| tblVehicleEF | HHD | 5.2120e-003 | 1.2758e-006 |
| tblVehicleEF | HHD | 0.42 | 0.44 |
| tblVehicleEF | HHD | 7.7000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.15 | 1.1042e-007 |
| tblVehicleEF | HHD | 4.8400e-004 | 1.6304e-005 |
| tblVehicleEF | HHD | 0.08 | 1.4276e-007 |
| tblVehicleEF | HHD | 0.23 | 0.13 |
| tblVehicleEF | HHD | 0.06 | 0.04 |
| tblVehicleEF | HHD | 0.05 | 2.2669e-008 |
| tblVehicleEF | HHD | 1.01 | 4.52 |

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 0.95 | 0.36 |
| tblVehicleEF | HHD | 4.09 | 7.2164e-004 |
| tblVehicleEF | HHD | 4,296.83 | 634.19 |
| tblVehicleEF | HHD | 1,476.74 | 1,202.89 |
| tblVehicleEF | HHD | 13.13 | 7.2099e-003 |
| tblVehicleEF | HHD | 11.98 | 3.25 |
| tblVehicleEF | HHD | 1.35 | 1.06 |
| tblVehicleEF | HHD | 19.03 | 2.18 |
| tblVehicleEF | HHD | 1.4230e-003 | 1.2757e-003 |
| tblVehicleEF | HHD | 0.06 | 0.08 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 5.3590e-003 | 0.02 |
| tblVehicleEF | HHD | 1.6200e-004 | 8.0144e-008 |
| tblVehicleEF | HHD | 1.3620e-003 | 1.2140e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.8700e-003 | 8.8017e-003 |
| tblVehicleEF | HHD | 5.1270e-003 | 0.02 |
| tblVehicleEF | HHD | 1.4900e-004 | 7.3689e-008 |
| tblVehicleEF | HHD | 2.5700e-004 | 9.0645e-006 |
| tblVehicleEF | HHD | 5.5640e-003 | 1.3615e-006 |
| tblVehicleEF | HHD | 0.34 | 0.30 |
| tblVehicleEF | HHD | 1.4900e-004 | 0.00 |
| tblVehicleEF | HHD | 0.08 | 0.01 |
| tblVehicleEF | HHD | 4.6300e-004 | 1.6461e-005 |
| tblVehicleEF | HHD | 0.07 | 1.2229e-007 |
| tblVehicleEF | HHD | 0.04 | 5.4521e-003 |
| tblVehicleEF | HHD | 0.01 | 0.01 |

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|---|---|---|---|
| tblVehicleEF | HHD | 1.9800e-004 | 7.1277e-008 |
| tblVehicleEF | HHD | 2.5700e-004 | 9.0645e-006 |
| tblVehicleEF | HHD | 5.5640e-003 | 1.3615e-006 |
| tblVehicleEF | HHD | 0.40 | 0.46 |
| tblVehicleEF | HHD | 1.4900e-004 | 0.00 |
| tblVehicleEF | HHD | 0.15 | 1.0356e-007 |
| tblVehicleEF | HHD | 4.6300e-004 | 1.6461e-005 |
| tblVehicleEF | HHD | 0.08 | 1.3389e-007 |
| tblVehicleEF | HHD | 0.26 | 0.13 |
| tblVehicleEF | HHD | 0.06 | 0.04 |
| tblVehicleEF | HHD | 0.06 | 2.5616e-008 |
| tblVehicleEF | HHD | 1.92 | 4.65 |
| tblVehicleEF | HHD | 0.93 | 0.36 |
| tblVehicleEF | HHD | 4.78 | 8.4239e-004 |
| tblVehicleEF | HHD | 3,723.11 | 651.96 |
| tblVehicleEF | HHD | 1,476.74 | 1,202.89 |
| tblVehicleEF | HHD | 13.13 | 7.4015e-003 |
| tblVehicleEF | HHD | 11.10 | 3.64 |
| tblVehicleEF | HHD | 1.43 | 1.12 |
| tblVehicleEF | HHD | 19.07 | 2.18 |
| tblVehicleEF | HHD | 2.0540e-003 | 1.6097e-003 |
| tblVehicleEF | HHD | 0.06 | 0.08 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 5.3590e-003 | 0.02 |
| tblVehicleEF | HHD | 1.6200e-004 | 8.0144e-008 |
| tblVehicleEF | HHD | 1.9650e-003 | 1.5336e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |

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|---|---|---|---|
| tblVehicleEF | HHD | 8.8700e-003 | 8.8017e-003 |
| tblVehicleEF | HHD | 5.1270e-003 | 0.02 |
| tblVehicleEF | HHD | 1.4900e-004 | 7.3689e-008 |
| tblVehicleEF | HHD | 6.4000e-005 | 7.7515e-006 |
| tblVehicleEF | HHD | 5.3250e-003 | 1.1911e-006 |
| tblVehicleEF | HHD | 0.39 | 0.26 |
| tblVehicleEF | HHD | 4.2000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.08 | 0.01 |
| tblVehicleEF | HHD | 5.4600e-004 | 1.6565e-005 |
| tblVehicleEF | HHD | 0.08 | 1.3708e-007 |
| tblVehicleEF | HHD | 0.03 | 5.6203e-003 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 2.0900e-004 | 7.3172e-008 |
| tblVehicleEF | HHD | 6.4000e-005 | 7.7515e-006 |
| tblVehicleEF | HHD | 5.3250e-003 | 1.1911e-006 |
| tblVehicleEF | HHD | 0.46 | 0.42 |
| tblVehicleEF | HHD | 4.2000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.15 | 1.1608e-007 |
| tblVehicleEF | HHD | 5.4600e-004 | 1.6565e-005 |
| tblVehicleEF | HHD | 0.09 | 1.5008e-007 |
| tblVehicleEF | LDA | 1.1910e-003 | 8.7333e-004 |
| tblVehicleEF | LDA | 7.0000e-004 | 0.04 |
| tblVehicleEF | LDA | 0.24 | 0.41 |
| tblVehicleEF | LDA | 0.36 | 1.72 |
| tblVehicleEF | LDA | 158.69 | 201.94 |
| tblVehicleEF | LDA | 35.57 | 50.74 |
| tblVehicleEF | LDA | 0.02 | 0.02 |

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|---|---|---|---|
| tblVehicleEF | LDA | 0.01 | 0.16 |
| tblVehicleEF | LDA | 0.04 | 7.1884e-003 |
| tblVehicleEF | LDA | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | LDA | 6.3000e-004 | 4.7798e-004 |
| tblVehicleEF | LDA | 1.0050e-003 | 8.5313e-004 |
| tblVehicleEF | LDA | 0.02 | 2.5159e-003 |
| tblVehicleEF | LDA | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDA | 5.8000e-004 | 4.3952e-004 |
| tblVehicleEF | LDA | 9.2400e-004 | 7.8442e-004 |
| tblVehicleEF | LDA | 9.0280e-003 | 0.18 |
| tblVehicleEF | LDA | 0.03 | 0.04 |
| tblVehicleEF | LDA | 8.5250e-003 | 0.00 |
| tblVehicleEF | LDA | 2.9880e-003 | 2.6599e-003 |
| tblVehicleEF | LDA | 0.03 | 0.13 |
| tblVehicleEF | LDA | 9.4370e-003 | 0.15 |
| tblVehicleEF | LDA | 1.5870e-003 | 1.9964e-003 |
| tblVehicleEF | LDA | 3.6100e-004 | 5.0158e-004 |
| tblVehicleEF | LDA | 9.0280e-003 | 0.18 |
| tblVehicleEF | LDA | 0.03 | 0.04 |
| tblVehicleEF | LDA | 8.5250e-003 | 0.00 |
| tblVehicleEF | LDA | 4.3460e-003 | 0.16 |
| tblVehicleEF | LDA | 0.03 | 0.13 |
| tblVehicleEF | LDA | 0.01 | 0.16 |
| tblVehicleEF | LDA | 1.3300e-003 | 9.3407e-004 |
| tblVehicleEF | LDA | 5.8200e-004 | 0.03 |
| tblVehicleEF | LDA | 0.28 | 0.55 |
| tblVehicleEF | LDA | 0.28 | 1.32 |

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|---|---|---|---|
| tblVehicleEF | LDA | 171.10 | 217.84 |
| tblVehicleEF | LDA | 35.57 | 49.99 |
| tblVehicleEF | LDA | 0.02 | 0.01 |
| tblVehicleEF | LDA | 0.01 | 0.14 |
| tblVehicleEF | LDA | 0.04 | 7.1884e-003 |
| tblVehicleEF | LDA | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | LDA | 6.3000e-004 | 4.7798e-004 |
| tblVehicleEF | LDA | 1.0050e-003 | 8.5313e-004 |
| tblVehicleEF | LDA | 0.02 | 2.5159e-003 |
| tblVehicleEF | LDA | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDA | 5.8000e-004 | 4.3952e-004 |
| tblVehicleEF | LDA | 9.2400e-004 | 7.8442e-004 |
| tblVehicleEF | LDA | 0.02 | 0.21 |
| tblVehicleEF | LDA | 0.03 | 0.04 |
| tblVehicleEF | LDA | 0.02 | 0.00 |
| tblVehicleEF | LDA | 3.3320e-003 | 2.7924e-003 |
| tblVehicleEF | LDA | 0.03 | 0.13 |
| tblVehicleEF | LDA | 7.8470e-003 | 0.12 |
| tblVehicleEF | LDA | 1.7120e-003 | 2.1535e-003 |
| tblVehicleEF | LDA | 3.6000e-004 | 4.9424e-004 |
| tblVehicleEF | LDA | 0.02 | 0.21 |
| tblVehicleEF | LDA | 0.03 | 0.04 |
| tblVehicleEF | LDA | 0.02 | 0.00 |
| tblVehicleEF | LDA | 4.8480e-003 | 0.13 |
| tblVehicleEF | LDA | 0.03 | 0.13 |
| tblVehicleEF | LDA | 8.5910e-003 | 0.13 |
| tblVehicleEF | LDA | 1.1560e-003 | 8.4577e-004 |

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|---|---|---|---|
| tblVehicleEF | LDA | 7.9100e-004 | 0.04 |
| tblVehicleEF | LDA | 0.24 | 0.39 |
| tblVehicleEF | LDA | 0.41 | 2.04 |
| tblVehicleEF | LDA | 156.65 | 199.33 |
| tblVehicleEF | LDA | 35.57 | 51.32 |
| tblVehicleEF | LDA | 0.02 | 0.02 |
| tblVehicleEF | LDA | 0.01 | 0.18 |
| tblVehicleEF | LDA | 0.04 | 7.1884e-003 |
| tblVehicleEF | LDA | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | LDA | 6.3000e-004 | 4.7798e-004 |
| tblVehicleEF | LDA | 1.0050e-003 | 8.5313e-004 |
| tblVehicleEF | LDA | 0.02 | 2.5159e-003 |
| tblVehicleEF | LDA | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDA | 5.8000e-004 | 4.3952e-004 |
| tblVehicleEF | LDA | 9.2400e-004 | 7.8442e-004 |
| tblVehicleEF | LDA | 4.3820e-003 | 0.17 |
| tblVehicleEF | LDA | 0.03 | 0.03 |
| tblVehicleEF | LDA | 4.2050e-003 | 0.00 |
| tblVehicleEF | LDA | 2.9020e-003 | 2.6094e-003 |
| tblVehicleEF | LDA | 0.03 | 0.13 |
| tblVehicleEF | LDA | 0.01 | 0.17 |
| tblVehicleEF | LDA | 1.5670e-003 | 1.9706e-003 |
| tblVehicleEF | LDA | 3.6200e-004 | 5.0735e-004 |
| tblVehicleEF | LDA | 4.3820e-003 | 0.17 |
| tblVehicleEF | LDA | 0.03 | 0.03 |
| tblVehicleEF | LDA | 4.2050e-003 | 0.00 |
| tblVehicleEF | LDA | 4.2200e-003 | 0.19 |

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|---|---|---|---|
| tblVehicleEF | LDA | 0.03 | 0.13 |
| tblVehicleEF | LDA | 0.01 | 0.19 |
| tblVehicleEF | LDT1 | 1.6740e-003 | 1.2625e-003 |
| tblVehicleEF | LDT1 | 1.1120e-003 | 0.04 |
| tblVehicleEF | LDT1 | 0.31 | 0.53 |
| tblVehicleEF | LDT1 | 0.48 | 2.00 |
| tblVehicleEF | LDT1 | 201.86 | 264.26 |
| tblVehicleEF | LDT1 | 45.83 | 65.95 |
| tblVehicleEF | LDT1 | 0.02 | 0.03 |
| tblVehicleEF | LDT1 | 0.02 | 0.20 |
| tblVehicleEF | LDT1 | 0.04 | 9.0941e-003 |
| tblVehicleEF | LDT1 | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | LDT1 | 7.8800e-004 | 6.2952e-004 |
| tblVehicleEF | LDT1 | 1.2490e-003 | 1.1086e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.1829e-003 |
| tblVehicleEF | LDT1 | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDT1 | 7.2400e-004 | 5.7882e-004 |
| tblVehicleEF | LDT1 | 1.1490e-003 | 1.0193e-003 |
| tblVehicleEF | LDT1 | 0.02 | 0.34 |
| tblVehicleEF | LDT1 | 0.05 | 0.06 |
| tblVehicleEF | LDT1 | 0.02 | 0.00 |
| tblVehicleEF | LDT1 | 4.1500e-003 | 4.2146e-003 |
| tblVehicleEF | LDT1 | 0.04 | 0.25 |
| tblVehicleEF | LDT1 | 0.01 | 0.18 |
| tblVehicleEF | LDT1 | 2.0200e-003 | 2.6125e-003 |
| tblVehicleEF | LDT1 | 4.6600e-004 | 6.5200e-004 |
| tblVehicleEF | LDT1 | 0.02 | 0.34 |

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|---|---|---|---|
| tblVehicleEF | LDT1 | 0.05 | 0.06 |
| tblVehicleEF | LDT1 | 0.02 | 0.00 |
| tblVehicleEF | LDT1 | 6.0530e-003 | 0.19 |
| tblVehicleEF | LDT1 | 0.04 | 0.25 |
| tblVehicleEF | LDT1 | 0.02 | 0.19 |
| tblVehicleEF | LDT1 | 1.8660e-003 | 1.3495e-003 |
| tblVehicleEF | LDT1 | 9.2400e-004 | 0.04 |
| tblVehicleEF | LDT1 | 0.37 | 0.70 |
| tblVehicleEF | LDT1 | 0.38 | 1.56 |
| tblVehicleEF | LDT1 | 217.29 | 282.40 |
| tblVehicleEF | LDT1 | 45.83 | 65.15 |
| tblVehicleEF | LDT1 | 0.02 | 0.02 |
| tblVehicleEF | LDT1 | 0.02 | 0.17 |
| tblVehicleEF | LDT1 | 0.04 | 9.0941e-003 |
| tblVehicleEF | LDT1 | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | LDT1 | 7.8800e-004 | 6.2952e-004 |
| tblVehicleEF | LDT1 | 1.2490e-003 | 1.1086e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.1829e-003 |
| tblVehicleEF | LDT1 | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDT1 | 7.2400e-004 | 5.7882e-004 |
| tblVehicleEF | LDT1 | 1.1490e-003 | 1.0193e-003 |
| tblVehicleEF | LDT1 | 0.04 | 0.38 |
| tblVehicleEF | LDT1 | 0.05 | 0.07 |
| tblVehicleEF | LDT1 | 0.03 | 0.00 |
| tblVehicleEF | LDT1 | 4.6240e-003 | 4.4247e-003 |
| tblVehicleEF | LDT1 | 0.04 | 0.25 |
| tblVehicleEF | LDT1 | 0.01 | 0.15 |

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|---|---|---|---|
| tblVehicleEF | LDT1 | 2.1750e-003 | 2.7918e-003 |
| tblVehicleEF | LDT1 | 4.6400e-004 | 6.4405e-004 |
| tblVehicleEF | LDT1 | 0.04 | 0.38 |
| tblVehicleEF | LDT1 | 0.05 | 0.07 |
| tblVehicleEF | LDT1 | 0.03 | 0.00 |
| tblVehicleEF | LDT1 | 6.7450e-003 | 0.16 |
| tblVehicleEF | LDT1 | 0.04 | 0.25 |
| tblVehicleEF | LDT1 | 0.01 | 0.16 |
| tblVehicleEF | LDT1 | 1.6260e-003 | 1.2230e-003 |
| tblVehicleEF | LDT1 | 1.2570e-003 | 0.05 |
| tblVehicleEF | LDT1 | 0.31 | 0.51 |
| tblVehicleEF | LDT1 | 0.56 | 2.35 |
| tblVehicleEF | LDT1 | 199.31 | 261.28 |
| tblVehicleEF | LDT1 | 45.83 | 66.59 |
| tblVehicleEF | LDT1 | 0.03 | 0.03 |
| tblVehicleEF | LDT1 | 0.02 | 0.21 |
| tblVehicleEF | LDT1 | 0.04 | 9.0941e-003 |
| tblVehicleEF | LDT1 | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | LDT1 | 7.8800e-004 | 6.2952e-004 |
| tblVehicleEF | LDT1 | 1.2490e-003 | 1.1086e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.1829e-003 |
| tblVehicleEF | LDT1 | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDT1 | 7.2400e-004 | 5.7882e-004 |
| tblVehicleEF | LDT1 | 1.1490e-003 | 1.0193e-003 |
| tblVehicleEF | LDT1 | 8.1350e-003 | 0.33 |
| tblVehicleEF | LDT1 | 0.05 | 0.06 |
| tblVehicleEF | LDT1 | 8.0750e-003 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | LDT1 | 4.0300e-003 | 4.1344e-003 |
| tblVehicleEF | LDT1 | 0.05 | 0.25 |
| tblVehicleEF | LDT1 | 0.02 | 0.20 |
| tblVehicleEF | LDT1 | 1.9940e-003 | 2.5830e-003 |
| tblVehicleEF | LDT1 | 4.6700e-004 | 6.5832e-004 |
| tblVehicleEF | LDT1 | 8.1350e-003 | 0.33 |
| tblVehicleEF | LDT1 | 0.05 | 0.06 |
| tblVehicleEF | LDT1 | 8.0750e-003 | 0.00 |
| tblVehicleEF | LDT1 | 5.8780e-003 | 0.22 |
| tblVehicleEF | LDT1 | 0.05 | 0.25 |
| tblVehicleEF | LDT1 | 0.02 | 0.22 |
| tblVehicleEF | LDT2 | 1.8650e-003 | 1.3424e-003 |
| tblVehicleEF | LDT2 | 1.3110e-003 | 0.05 |
| tblVehicleEF | LDT2 | 0.37 | 0.55 |
| tblVehicleEF | LDT2 | 0.54 | 2.25 |
| tblVehicleEF | LDT2 | 232.94 | 278.93 |
| tblVehicleEF | LDT2 | 52.57 | 69.38 |
| tblVehicleEF | LDT2 | 0.03 | 0.03 |
| tblVehicleEF | LDT2 | 0.02 | 0.21 |
| tblVehicleEF | LDT2 | 0.04 | 8.9685e-003 |
| tblVehicleEF | LDT2 | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | LDT2 | 7.5600e-004 | 5.7875e-004 |
| tblVehicleEF | LDT2 | 1.1740e-003 | 9.6662e-004 |
| tblVehicleEF | LDT2 | 0.02 | 3.1390e-003 |
| tblVehicleEF | LDT2 | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDT2 | 6.9600e-004 | 5.3270e-004 |
| tblVehicleEF | LDT2 | 1.0790e-003 | 8.8877e-004 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 0.02 | 0.23 |
| tblVehicleEF | LDT2 | 0.04 | 0.04 |
| tblVehicleEF | LDT2 | 0.02 | 0.00 |
| tblVehicleEF | LDT2 | 4.6400e-003 | 4.3769e-003 |
| tblVehicleEF | LDT2 | 0.04 | 0.17 |
| tblVehicleEF | LDT2 | 0.02 | 0.19 |
| tblVehicleEF | LDT2 | 2.3310e-003 | 2.7572e-003 |
| tblVehicleEF | LDT2 | 5.3400e-004 | 6.8586e-004 |
| tblVehicleEF | LDT2 | 0.02 | 0.23 |
| tblVehicleEF | LDT2 | 0.04 | 0.04 |
| tblVehicleEF | LDT2 | 0.02 | 0.00 |
| tblVehicleEF | LDT2 | 6.7620e-003 | 0.21 |
| tblVehicleEF | LDT2 | 0.04 | 0.17 |
| tblVehicleEF | LDT2 | 0.02 | 0.21 |
| tblVehicleEF | LDT2 | 2.0790e-003 | 1.4353e-003 |
| tblVehicleEF | LDT2 | 1.1440e-003 | 0.04 |
| tblVehicleEF | LDT2 | 0.44 | 0.73 |
| tblVehicleEF | LDT2 | 0.46 | 1.75 |
| tblVehicleEF | LDT2 | 250.76 | 296.38 |
| tblVehicleEF | LDT2 | 52.57 | 68.46 |
| tblVehicleEF | LDT2 | 0.02 | 0.02 |
| tblVehicleEF | LDT2 | 0.02 | 0.19 |
| tblVehicleEF | LDT2 | 0.04 | 8.9685e-003 |
| tblVehicleEF | LDT2 | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | LDT2 | 7.5600e-004 | 5.7875e-004 |
| tblVehicleEF | LDT2 | 1.1740e-003 | 9.6662e-004 |
| tblVehicleEF | LDT2 | 0.02 | 3.1390e-003 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDT2 | 6.9600e-004 | 5.3270e-004 |
| tblVehicleEF | LDT2 | 1.0790e-003 | 8.8877e-004 |
| tblVehicleEF | LDT2 | 0.04 | 0.26 |
| tblVehicleEF | LDT2 | 0.04 | 0.05 |
| tblVehicleEF | LDT2 | 0.04 | 0.00 |
| tblVehicleEF | LDT2 | 5.1690e-003 | 4.5930e-003 |
| tblVehicleEF | LDT2 | 0.03 | 0.17 |
| tblVehicleEF | LDT2 | 0.02 | 0.16 |
| tblVehicleEF | LDT2 | 2.5100e-003 | 2.9296e-003 |
| tblVehicleEF | LDT2 | 5.3300e-004 | 6.7681e-004 |
| tblVehicleEF | LDT2 | 0.04 | 0.26 |
| tblVehicleEF | LDT2 | 0.04 | 0.05 |
| tblVehicleEF | LDT2 | 0.04 | 0.00 |
| tblVehicleEF | LDT2 | 7.5340e-003 | 0.17 |
| tblVehicleEF | LDT2 | 0.03 | 0.17 |
| tblVehicleEF | LDT2 | 0.02 | 0.17 |
| tblVehicleEF | LDT2 | 1.8110e-003 | 1.3002e-003 |
| tblVehicleEF | LDT2 | 1.4390e-003 | 0.05 |
| tblVehicleEF | LDT2 | 0.37 | 0.53 |
| tblVehicleEF | LDT2 | 0.60 | 2.65 |
| tblVehicleEF | LDT2 | 230.00 | 276.07 |
| tblVehicleEF | LDT2 | 52.57 | 70.10 |
| tblVehicleEF | LDT2 | 0.03 | 0.03 |
| tblVehicleEF | LDT2 | 0.02 | 0.23 |
| tblVehicleEF | LDT2 | 0.04 | 8.9685e-003 |
| tblVehicleEF | LDT2 | 8.0000e-003 | 8.0000e-003 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 7.5600e-004 | 5.7875e-004 |
| tblVehicleEF | LDT2 | 1.1740e-003 | 9.6662e-004 |
| tblVehicleEF | LDT2 | 0.02 | 3.1390e-003 |
| tblVehicleEF | LDT2 | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | LDT2 | 6.9600e-004 | 5.3270e-004 |
| tblVehicleEF | LDT2 | 1.0790e-003 | 8.8877e-004 |
| tblVehicleEF | LDT2 | 8.6980e-003 | 0.22 |
| tblVehicleEF | LDT2 | 0.04 | 0.04 |
| tblVehicleEF | LDT2 | 8.5240e-003 | 0.00 |
| tblVehicleEF | LDT2 | 4.5070e-003 | 4.2945e-003 |
| tblVehicleEF | LDT2 | 0.05 | 0.17 |
| tblVehicleEF | LDT2 | 0.02 | 0.22 |
| tblVehicleEF | LDT2 | 2.3020e-003 | 2.7289e-003 |
| tblVehicleEF | LDT2 | 5.3500e-004 | 6.9305e-004 |
| tblVehicleEF | LDT2 | 8.6980e-003 | 0.22 |
| tblVehicleEF | LDT2 | 0.04 | 0.04 |
| tblVehicleEF | LDT2 | 8.5240e-003 | 0.00 |
| tblVehicleEF | LDT2 | 6.5670e-003 | 0.24 |
| tblVehicleEF | LDT2 | 0.05 | 0.17 |
| tblVehicleEF | LDT2 | 0.02 | 0.24 |
| tblVehicleEF | LHD1 | 2.9240e-003 | 2.7731e-003 |
| tblVehicleEF | LHD1 | 4.9730e-003 | 1.5395e-003 |
| tblVehicleEF | LHD1 | 4.9640e-003 | 0.01 |
| tblVehicleEF | LHD1 | 0.13 | 0.13 |
| tblVehicleEF | LHD1 | 0.45 | 0.29 |
| tblVehicleEF | LHD1 | 1.04 | 1.54 |
| tblVehicleEF | LHD1 | 8.82 | 6.18 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 612.09 | 504.17 |
| tblVehicleEF | LHD1 | 22.60 | 11.94 |
| tblVehicleEF | LHD1 | 0.05 | 0.02 |
| tblVehicleEF | LHD1 | 0.18 | 0.09 |
| tblVehicleEF | LHD1 | 0.37 | 0.21 |
| tblVehicleEF | LHD1 | 6.5200e-004 | 5.2138e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.06 |
| tblVehicleEF | LHD1 | 0.01 | 8.9683e-003 |
| tblVehicleEF | LHD1 | 6.6710e-003 | 5.3102e-003 |
| tblVehicleEF | LHD1 | 4.7600e-004 | 5.9249e-005 |
| tblVehicleEF | LHD1 | 6.2400e-004 | 4.9882e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.02 |
| tblVehicleEF | LHD1 | 2.6490e-003 | 2.2421e-003 |
| tblVehicleEF | LHD1 | 6.3540e-003 | 5.0617e-003 |
| tblVehicleEF | LHD1 | 4.3700e-004 | 5.4477e-005 |
| tblVehicleEF | LHD1 | 9.7100e-004 | 0.06 |
| tblVehicleEF | LHD1 | 0.04 | 0.01 |
| tblVehicleEF | LHD1 | 0.01 | 0.01 |
| tblVehicleEF | LHD1 | 6.1900e-004 | 0.00 |
| tblVehicleEF | LHD1 | 0.09 | 0.02 |
| tblVehicleEF | LHD1 | 0.09 | 0.08 |
| tblVehicleEF | LHD1 | 0.07 | 0.05 |
| tblVehicleEF | LHD1 | 8.7000e-005 | 6.0036e-005 |
| tblVehicleEF | LHD1 | 5.9650e-003 | 4.9143e-003 |
| tblVehicleEF | LHD1 | 2.4400e-004 | 1.1803e-004 |
| tblVehicleEF | LHD1 | 9.7100e-004 | 0.06 |
| tblVehicleEF | LHD1 | 0.04 | 0.01 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 6.1900e-004 | 0.00 |
| tblVehicleEF | LHD1 | 0.10 | 0.04 |
| tblVehicleEF | LHD1 | 0.09 | 0.08 |
| tblVehicleEF | LHD1 | 0.07 | 0.05 |
| tblVehicleEF | LHD1 | 2.9240e-003 | 2.7869e-003 |
| tblVehicleEF | LHD1 | 5.0070e-003 | 2.4612e-003 |
| tblVehicleEF | LHD1 | 4.6780e-003 | 9.5304e-003 |
| tblVehicleEF | LHD1 | 0.13 | 0.13 |
| tblVehicleEF | LHD1 | 0.45 | 0.30 |
| tblVehicleEF | LHD1 | 0.97 | 1.44 |
| tblVehicleEF | LHD1 | 8.82 | 6.18 |
| tblVehicleEF | LHD1 | 612.09 | 504.18 |
| tblVehicleEF | LHD1 | 22.60 | 11.77 |
| tblVehicleEF | LHD1 | 0.05 | 0.02 |
| tblVehicleEF | LHD1 | 0.17 | 0.09 |
| tblVehicleEF | LHD1 | 0.35 | 0.19 |
| tblVehicleEF | LHD1 | 6.5200e-004 | 5.2138e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.06 |
| tblVehicleEF | LHD1 | 0.01 | 8.9683e-003 |
| tblVehicleEF | LHD1 | 6.6710e-003 | 5.3102e-003 |
| tblVehicleEF | LHD1 | 4.7600e-004 | 5.9249e-005 |
| tblVehicleEF | LHD1 | 6.2400e-004 | 4.9882e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.02 |
| tblVehicleEF | LHD1 | 2.6490e-003 | 2.2421e-003 |
| tblVehicleEF | LHD1 | 6.3540e-003 | 5.0617e-003 |
| tblVehicleEF | LHD1 | 4.3700e-004 | 5.4477e-005 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 2.0790e-003 | 0.07 |
| tblVehicleEF | LHD1 | 0.04 | 0.01 |
| tblVehicleEF | LHD1 | 0.01 | 0.01 |
| tblVehicleEF | LHD1 | 1.1900e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.09 | 0.02 |
| tblVehicleEF | LHD1 | 0.08 | 0.08 |
| tblVehicleEF | LHD1 | 0.06 | 0.04 |
| tblVehicleEF | LHD1 | 8.7000e-005 | 6.0036e-005 |
| tblVehicleEF | LHD1 | 5.9650e-003 | 4.9144e-003 |
| tblVehicleEF | LHD1 | 2.4300e-004 | 1.1634e-004 |
| tblVehicleEF | LHD1 | 2.0790e-003 | 0.07 |
| tblVehicleEF | LHD1 | 0.04 | 0.01 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.1900e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.10 | 0.04 |
| tblVehicleEF | LHD1 | 0.08 | 0.08 |
| tblVehicleEF | LHD1 | 0.07 | 0.05 |
| tblVehicleEF | LHD1 | 2.9240e-003 | 2.7615e-003 |
| tblVehicleEF | LHD1 | 4.9460e-003 | 2.4111e-003 |
| tblVehicleEF | LHD1 | 5.2100e-003 | 0.01 |
| tblVehicleEF | LHD1 | 0.13 | 0.13 |
| tblVehicleEF | LHD1 | 0.45 | 0.29 |
| tblVehicleEF | LHD1 | 1.11 | 1.64 |
| tblVehicleEF | LHD1 | 8.82 | 6.18 |
| tblVehicleEF | LHD1 | 612.09 | 504.16 |
| tblVehicleEF | LHD1 | 22.60 | 12.11 |
| tblVehicleEF | LHD1 | 0.05 | 0.02 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 0.18 | 0.09 |
| tblVehicleEF | LHD1 | 0.39 | 0.22 |
| tblVehicleEF | LHD1 | 6.5200e-004 | 5.2138e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.06 |
| tblVehicleEF | LHD1 | 0.01 | 8.9683e-003 |
| tblVehicleEF | LHD1 | 6.6710e-003 | 5.3102e-003 |
| tblVehicleEF | LHD1 | 4.7600e-004 | 5.9249e-005 |
| tblVehicleEF | LHD1 | 6.2400e-004 | 4.9882e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.02 |
| tblVehicleEF | LHD1 | 2.6490e-003 | 2.2421e-003 |
| tblVehicleEF | LHD1 | 6.3540e-003 | 5.0617e-003 |
| tblVehicleEF | LHD1 | 4.3700e-004 | 5.4477e-005 |
| tblVehicleEF | LHD1 | 5.3000e-004 | 0.06 |
| tblVehicleEF | LHD1 | 0.04 | 9.7102e-003 |
| tblVehicleEF | LHD1 | 0.01 | 0.01 |
| tblVehicleEF | LHD1 | 3.4500e-004 | 0.00 |
| tblVehicleEF | LHD1 | 0.09 | 0.02 |
| tblVehicleEF | LHD1 | 0.10 | 0.08 |
| tblVehicleEF | LHD1 | 0.07 | 0.05 |
| tblVehicleEF | LHD1 | 8.7000e-005 | 6.0036e-005 |
| tblVehicleEF | LHD1 | 5.9650e-003 | 4.9142e-003 |
| tblVehicleEF | LHD1 | 2.4500e-004 | 1.1970e-004 |
| tblVehicleEF | LHD1 | 5.3000e-004 | 0.06 |
| tblVehicleEF | LHD1 | 0.04 | 9.7102e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 3.4500e-004 | 0.00 |
| tblVehicleEF | LHD1 | 0.10 | 0.04 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 0.10 | 0.08 |
| tblVehicleEF | LHD1 | 0.08 | 0.05 |
| tblVehicleEF | LHD2 | 2.1510e-003 | 1.5121e-003 |
| tblVehicleEF | LHD2 | 4.7820e-003 | 2.5885e-003 |
| tblVehicleEF | LHD2 | 2.0180e-003 | 4.7180e-003 |
| tblVehicleEF | LHD2 | 0.12 | 0.09 |
| tblVehicleEF | LHD2 | 0.44 | 0.24 |
| tblVehicleEF | LHD2 | 0.82 | 0.75 |
| tblVehicleEF | LHD2 | 13.32 | 10.26 |
| tblVehicleEF | LHD2 | 662.85 | 550.85 |
| tblVehicleEF | LHD2 | 20.99 | 5.67 |
| tblVehicleEF | LHD2 | 0.05 | 0.04 |
| tblVehicleEF | LHD2 | 0.08 | 0.21 |
| tblVehicleEF | LHD2 | 0.18 | 0.10 |
| tblVehicleEF | LHD2 | 8.6800e-004 | 1.0576e-003 |
| tblVehicleEF | LHD2 | 0.09 | 0.07 |
| tblVehicleEF | LHD2 | 0.01 | 9.8449e-003 |
| tblVehicleEF | LHD2 | 7.2620e-003 | 0.01 |
| tblVehicleEF | LHD2 | 3.8300e-004 | 2.3411e-005 |
| tblVehicleEF | LHD2 | 8.3000e-004 | 1.0118e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.7110e-003 | 2.4612e-003 |
| tblVehicleEF | LHD2 | 6.9240e-003 | 0.01 |
| tblVehicleEF | LHD2 | 3.5200e-004 | 2.1526e-005 |
| tblVehicleEF | LHD2 | 4.4200e-004 | 0.03 |
| tblVehicleEF | LHD2 | 0.01 | 5.1157e-003 |
| tblVehicleEF | LHD2 | 0.01 | 8.7693e-003 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 2.8000e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.09 | 0.05 |
| tblVehicleEF | LHD2 | 0.03 | 0.04 |
| tblVehicleEF | LHD2 | 0.03 | 0.02 |
| tblVehicleEF | LHD2 | 1.3000e-004 | 9.8083e-005 |
| tblVehicleEF | LHD2 | 6.4390e-003 | 5.2910e-003 |
| tblVehicleEF | LHD2 | 2.2300e-004 | 5.6049e-005 |
| tblVehicleEF | LHD2 | 4.4200e-004 | 0.03 |
| tblVehicleEF | LHD2 | 0.01 | 5.1157e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 2.8000e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.10 | 0.02 |
| tblVehicleEF | LHD2 | 0.03 | 0.04 |
| tblVehicleEF | LHD2 | 0.03 | 0.02 |
| tblVehicleEF | LHD2 | 2.1510e-003 | 1.5188e-003 |
| tblVehicleEF | LHD2 | 4.8040e-003 | 2.5965e-003 |
| tblVehicleEF | LHD2 | 2.0000e-003 | 4.4753e-003 |
| tblVehicleEF | LHD2 | 0.12 | 0.09 |
| tblVehicleEF | LHD2 | 0.44 | 0.25 |
| tblVehicleEF | LHD2 | 0.77 | 0.70 |
| tblVehicleEF | LHD2 | 13.32 | 10.26 |
| tblVehicleEF | LHD2 | 662.85 | 550.86 |
| tblVehicleEF | LHD2 | 20.99 | 5.59 |
| tblVehicleEF | LHD2 | 0.05 | 0.04 |
| tblVehicleEF | LHD2 | 0.08 | 0.20 |
| tblVehicleEF | LHD2 | 0.18 | 0.09 |
| tblVehicleEF | LHD2 | 8.6800e-004 | 1.0576e-003 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.09 | 0.07 |
| tblVehicleEF | LHD2 | 0.01 | 9.8449e-003 |
| tblVehicleEF | LHD2 | 7.2620e-003 | 0.01 |
| tblVehicleEF | LHD2 | 3.8300e-004 | 2.3411e-005 |
| tblVehicleEF | LHD2 | 8.3000e-004 | 1.0118e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.7110e-003 | 2.4612e-003 |
| tblVehicleEF | LHD2 | 6.9240e-003 | 0.01 |
| tblVehicleEF | LHD2 | 3.5200e-004 | 2.1526e-005 |
| tblVehicleEF | LHD2 | 9.6200e-004 | 0.03 |
| tblVehicleEF | LHD2 | 0.01 | 5.4284e-003 |
| tblVehicleEF | LHD2 | 0.01 | 8.7693e-003 |
| tblVehicleEF | LHD2 | 5.5200e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.09 | 0.05 |
| tblVehicleEF | LHD2 | 0.03 | 0.04 |
| tblVehicleEF | LHD2 | 0.03 | 0.02 |
| tblVehicleEF | LHD2 | 1.3000e-004 | 9.8083e-005 |
| tblVehicleEF | LHD2 | 6.4390e-003 | 5.2911e-003 |
| tblVehicleEF | LHD2 | 2.2200e-004 | 5.5230e-005 |
| tblVehicleEF | LHD2 | 9.6200e-004 | 0.03 |
| tblVehicleEF | LHD2 | 0.01 | 5.4284e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 5.5200e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.10 | 0.02 |
| tblVehicleEF | LHD2 | 0.03 | 0.04 |
| tblVehicleEF | LHD2 | 0.03 | 0.02 |
| tblVehicleEF | LHD2 | 2.1510e-003 | 1.5064e-003 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 4.7650e-003 | 2.5820e-003 |
| tblVehicleEF | LHD2 | 2.0340e-003 | 4.9272e-003 |
| tblVehicleEF | LHD2 | 0.12 | 0.09 |
| tblVehicleEF | LHD2 | 0.44 | 0.24 |
| tblVehicleEF | LHD2 | 0.87 | 0.80 |
| tblVehicleEF | LHD2 | 13.32 | 10.26 |
| tblVehicleEF | LHD2 | 662.85 | 550.85 |
| tblVehicleEF | LHD2 | 20.99 | 5.75 |
| tblVehicleEF | LHD2 | 0.05 | 0.04 |
| tblVehicleEF | LHD2 | 0.08 | 0.21 |
| tblVehicleEF | LHD2 | 0.19 | 0.11 |
| tblVehicleEF | LHD2 | 8.6800e-004 | 1.0576e-003 |
| tblVehicleEF | LHD2 | 0.09 | 0.07 |
| tblVehicleEF | LHD2 | 0.01 | 9.8449e-003 |
| tblVehicleEF | LHD2 | 7.2620e-003 | 0.01 |
| tblVehicleEF | LHD2 | 3.8300e-004 | 2.3411e-005 |
| tblVehicleEF | LHD2 | 8.3000e-004 | 1.0118e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.7110e-003 | 2.4612e-003 |
| tblVehicleEF | LHD2 | 6.9240e-003 | 0.01 |
| tblVehicleEF | LHD2 | 3.5200e-004 | 2.1526e-005 |
| tblVehicleEF | LHD2 | 2.3600e-004 | 0.03 |
| tblVehicleEF | LHD2 | 0.01 | 4.7883e-003 |
| tblVehicleEF | LHD2 | 0.01 | 8.7693e-003 |
| tblVehicleEF | LHD2 | 1.5400e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.09 | 0.05 |
| tblVehicleEF | LHD2 | 0.03 | 0.04 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.03 | 0.02 |
| tblVehicleEF | LHD2 | 1.3000e-004 | 9.8083e-005 |
| tblVehicleEF | LHD2 | 6.4390e-003 | 5.2910e-003 |
| tblVehicleEF | LHD2 | 2.2400e-004 | 5.6858e-005 |
| tblVehicleEF | LHD2 | 2.3600e-004 | 0.03 |
| tblVehicleEF | LHD2 | 0.01 | 4.7883e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 1.5400e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.10 | 0.02 |
| tblVehicleEF | LHD2 | 0.03 | 0.04 |
| tblVehicleEF | LHD2 | 0.03 | 0.02 |
| tblVehicleEF | MCY | 0.46 | 0.14 |
| tblVehicleEF | MCY | 0.15 | 0.15 |
| tblVehicleEF | MCY | 17.05 | 12.11 |
| tblVehicleEF | MCY | 10.45 | 7.31 |
| tblVehicleEF | MCY | 172.03 | 188.09 |
| tblVehicleEF | MCY | 41.48 | 42.49 |
| tblVehicleEF | MCY | 1.13 | 0.50 |
| tblVehicleEF | MCY | 0.32 | 0.09 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 4.0000e-003 | 4.0000e-003 |
| tblVehicleEF | MCY | 2.2420e-003 | 2.1842e-003 |
| tblVehicleEF | MCY | 3.3930e-003 | 3.4500e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 1.0000e-003 | 1.0000e-003 |
| tblVehicleEF | MCY | 2.0900e-003 | 2.0366e-003 |
| tblVehicleEF | MCY | 3.1660e-003 | 3.2200e-003 |

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|---|---|---|---|
| tblVehicleEF | MCY | 0.88 | 1.69 |
| tblVehicleEF | MCY | 0.59 | 3.55 |
| tblVehicleEF | MCY | 0.46 | 0.00 |
| tblVehicleEF | MCY | 2.10 | 0.86 |
| tblVehicleEF | MCY | 0.40 | 3.79 |
| tblVehicleEF | MCY | 2.07 | 1.04 |
| tblVehicleEF | MCY | 2.0620e-003 | 1.8595e-003 |
| tblVehicleEF | MCY | 6.4600e-004 | 4.2002e-004 |
| tblVehicleEF | MCY | 0.88 | 1.69 |
| tblVehicleEF | MCY | 0.59 | 3.55 |
| tblVehicleEF | MCY | 0.46 | 0.00 |
| tblVehicleEF | MCY | 2.64 | 1.13 |
| tblVehicleEF | MCY | 0.40 | 3.79 |
| tblVehicleEF | MCY | 2.26 | 1.13 |
| tblVehicleEF | MCY | 0.44 | 0.14 |
| tblVehicleEF | MCY | 0.13 | 0.12 |
| tblVehicleEF | MCY | 16.55 | 11.94 |
| tblVehicleEF | MCY | 9.03 | 6.35 |
| tblVehicleEF | MCY | 172.03 | 187.77 |
| tblVehicleEF | MCY | 41.48 | 40.40 |
| tblVehicleEF | MCY | 1.00 | 0.44 |
| tblVehicleEF | MCY | 0.29 | 0.08 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 4.0000e-003 | 4.0000e-003 |
| tblVehicleEF | MCY | 2.2420e-003 | 2.1842e-003 |
| tblVehicleEF | MCY | 3.3930e-003 | 3.4500e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |

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|---|---|---|---|
| tblVehicleEF | MCY | 1.0000e-003 | 1.0000e-003 |
| tblVehicleEF | MCY | 2.0900e-003 | 2.0366e-003 |
| tblVehicleEF | MCY | 3.1660e-003 | 3.2200e-003 |
| tblVehicleEF | MCY | 2.27 | 2.50 |
| tblVehicleEF | MCY | 0.83 | 3.71 |
| tblVehicleEF | MCY | 1.24 | 0.00 |
| tblVehicleEF | MCY | 2.05 | 0.84 |
| tblVehicleEF | MCY | 0.37 | 3.81 |
| tblVehicleEF | MCY | 1.77 | 0.87 |
| tblVehicleEF | MCY | 2.0520e-003 | 1.8563e-003 |
| tblVehicleEF | MCY | 6.1400e-004 | 3.9944e-004 |
| tblVehicleEF | MCY | 2.27 | 2.50 |
| tblVehicleEF | MCY | 0.83 | 3.71 |
| tblVehicleEF | MCY | 1.24 | 0.00 |
| tblVehicleEF | MCY | 2.57 | 0.95 |
| tblVehicleEF | MCY | 0.37 | 3.81 |
| tblVehicleEF | MCY | 1.92 | 0.95 |
| tblVehicleEF | MCY | 0.47 | 0.14 |
| tblVehicleEF | MCY | 0.17 | 0.17 |
| tblVehicleEF | MCY | 18.23 | 12.64 |
| tblVehicleEF | MCY | 11.99 | 8.37 |
| tblVehicleEF | MCY | 172.03 | 189.02 |
| tblVehicleEF | MCY | 41.48 | 44.71 |
| tblVehicleEF | MCY | 1.21 | 0.54 |
| tblVehicleEF | MCY | 0.34 | 0.10 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 4.0000e-003 | 4.0000e-003 |

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|---|---|---|---|
| tblVehicleEF | MCY | 2.2420e-003 | 2.1842e-003 |
| tblVehicleEF | MCY | 3.3930e-003 | 3.4500e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 1.0000e-003 | 1.0000e-003 |
| tblVehicleEF | MCY | 2.0900e-003 | 2.0366e-003 |
| tblVehicleEF | MCY | 3.1660e-003 | 3.2200e-003 |
| tblVehicleEF | MCY | 0.39 | 1.62 |
| tblVehicleEF | MCY | 0.68 | 3.33 |
| tblVehicleEF | MCY | 0.18 | 0.00 |
| tblVehicleEF | MCY | 2.17 | 0.88 |
| tblVehicleEF | MCY | 0.50 | 4.11 |
| tblVehicleEF | MCY | 2.37 | 1.20 |
| tblVehicleEF | MCY | 2.0830e-003 | 1.8687e-003 |
| tblVehicleEF | MCY | 6.8000e-004 | 4.4205e-004 |
| tblVehicleEF | MCY | 0.39 | 1.62 |
| tblVehicleEF | MCY | 0.68 | 3.33 |
| tblVehicleEF | MCY | 0.18 | 0.00 |
| tblVehicleEF | MCY | 2.72 | 1.31 |
| tblVehicleEF | MCY | 0.50 | 4.11 |
| tblVehicleEF | MCY | 2.58 | 1.31 |
| tblVehicleEF | MDV | 2.8050e-003 | 1.3887e-003 |
| tblVehicleEF | MDV | 3.1350e-003 | 0.05 |
| tblVehicleEF | MDV | 0.47 | 0.56 |
| tblVehicleEF | MDV | 0.84 | 2.25 |
| tblVehicleEF | MDV | 311.48 | 331.52 |
| tblVehicleEF | MDV | 69.40 | 82.12 |
| tblVehicleEF | MDV | 0.04 | 0.03 |

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|---|---|---|---|
| tblVehicleEF | MDV | 0.05 | 0.23 |
| tblVehicleEF | MDV | 0.04 | 9.0271e-003 |
| tblVehicleEF | MDV | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | MDV | 8.4400e-004 | 5.7434e-004 |
| tblVehicleEF | MDV | 1.3060e-003 | 9.6619e-004 |
| tblVehicleEF | MDV | 0.02 | 3.1595e-003 |
| tblVehicleEF | MDV | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | MDV | 7.7700e-004 | 5.2861e-004 |
| tblVehicleEF | MDV | 1.2010e-003 | 8.8838e-004 |
| tblVehicleEF | MDV | 0.04 | 0.24 |
| tblVehicleEF | MDV | 0.09 | 0.05 |
| tblVehicleEF | MDV | 0.04 | 0.00 |
| tblVehicleEF | MDV | 7.0530e-003 | 4.6344e-003 |
| tblVehicleEF | MDV | 0.06 | 0.18 |
| tblVehicleEF | MDV | 0.04 | 0.21 |
| tblVehicleEF | MDV | 3.1130e-003 | 3.2760e-003 |
| tblVehicleEF | MDV | 7.0700e-004 | 8.1180e-004 |
| tblVehicleEF | MDV | 0.04 | 0.24 |
| tblVehicleEF | MDV | 0.09 | 0.05 |
| tblVehicleEF | MDV | 0.04 | 0.00 |
| tblVehicleEF | MDV | 0.01 | 0.23 |
| tblVehicleEF | MDV | 0.06 | 0.18 |
| tblVehicleEF | MDV | 0.05 | 0.23 |
| tblVehicleEF | MDV | 3.1230e-003 | 1.4851e-003 |
| tblVehicleEF | MDV | 2.6540e-003 | 0.04 |
| tblVehicleEF | MDV | 0.56 | 0.74 |
| tblVehicleEF | MDV | 0.70 | 1.75 |

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|---|---|---|---|
| tblVehicleEF | MDV | 334.56 | 348.59 |
| tblVehicleEF | MDV | 69.40 | 81.19 |
| tblVehicleEF | MDV | 0.04 | 0.02 |
| tblVehicleEF | MDV | 0.05 | 0.20 |
| tblVehicleEF | MDV | 0.04 | 9.0271e-003 |
| tblVehicleEF | MDV | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | MDV | 8.4400e-004 | 5.7434e-004 |
| tblVehicleEF | MDV | 1.3060e-003 | 9.6619e-004 |
| tblVehicleEF | MDV | 0.02 | 3.1595e-003 |
| tblVehicleEF | MDV | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | MDV | 7.7700e-004 | 5.2861e-004 |
| tblVehicleEF | MDV | 1.2010e-003 | 8.8838e-004 |
| tblVehicleEF | MDV | 0.09 | 0.27 |
| tblVehicleEF | MDV | 0.10 | 0.05 |
| tblVehicleEF | MDV | 0.08 | 0.00 |
| tblVehicleEF | MDV | 7.8400e-003 | 4.8628e-003 |
| tblVehicleEF | MDV | 0.06 | 0.18 |
| tblVehicleEF | MDV | 0.04 | 0.17 |
| tblVehicleEF | MDV | 3.3450e-003 | 3.4447e-003 |
| tblVehicleEF | MDV | 7.0500e-004 | 8.0264e-004 |
| tblVehicleEF | MDV | 0.09 | 0.27 |
| tblVehicleEF | MDV | 0.10 | 0.05 |
| tblVehicleEF | MDV | 0.08 | 0.00 |
| tblVehicleEF | MDV | 0.01 | 0.19 |
| tblVehicleEF | MDV | 0.06 | 0.18 |
| tblVehicleEF | MDV | 0.04 | 0.18 |
| tblVehicleEF | MDV | 2.7240e-003 | 1.3448e-003 |

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|---|---|---|---|
| tblVehicleEF | MDV | 3.5060e-003 | 0.05 |
| tblVehicleEF | MDV | 0.46 | 0.53 |
| tblVehicleEF | MDV | 0.96 | 2.66 |
| tblVehicleEF | MDV | 307.68 | 328.72 |
| tblVehicleEF | MDV | 69.40 | 82.85 |
| tblVehicleEF | MDV | 0.04 | 0.03 |
| tblVehicleEF | MDV | 0.05 | 0.25 |
| tblVehicleEF | MDV | 0.04 | 9.0271e-003 |
| tblVehicleEF | MDV | 8.0000e-003 | 8.0000e-003 |
| tblVehicleEF | MDV | 8.4400e-004 | 5.7434e-004 |
| tblVehicleEF | MDV | 1.3060e-003 | 9.6619e-004 |
| tblVehicleEF | MDV | 0.02 | 3.1595e-003 |
| tblVehicleEF | MDV | 2.0000e-003 | 2.0000e-003 |
| tblVehicleEF | MDV | 7.7700e-004 | 5.2861e-004 |
| tblVehicleEF | MDV | 1.2010e-003 | 8.8838e-004 |
| tblVehicleEF | MDV | 0.02 | 0.24 |
| tblVehicleEF | MDV | 0.09 | 0.04 |
| tblVehicleEF | MDV | 0.02 | 0.00 |
| tblVehicleEF | MDV | 6.8530e-003 | 4.5472e-003 |
| tblVehicleEF | MDV | 0.07 | 0.18 |
| tblVehicleEF | MDV | 0.05 | 0.23 |
| tblVehicleEF | MDV | 3.0750e-003 | 3.2483e-003 |
| tblVehicleEF | MDV | 7.0900e-004 | 8.1908e-004 |
| tblVehicleEF | MDV | 0.02 | 0.24 |
| tblVehicleEF | MDV | 0.09 | 0.04 |
| tblVehicleEF | MDV | 0.02 | 0.00 |
| tblVehicleEF | MDV | 9.9600e-003 | 0.26 |

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|---|---|---|---|
| tblVehicleEF | MDV | 0.07 | 0.18 |
| tblVehicleEF | MDV | 0.05 | 0.26 |
| tblVehicleEF | MH | 4.4300e-003 | 4.1244e-003 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 0.20 | 0.20 |
| tblVehicleEF | MH | 3.12 | 1.60 |
| tblVehicleEF | MH | 1,168.01 | 1,640.30 |
| tblVehicleEF | MH | 55.70 | 18.59 |
| tblVehicleEF | MH | 0.65 | 1.02 |
| tblVehicleEF | MH | 0.53 | 0.26 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 6.0330e-003 | 0.01 |
| tblVehicleEF | MH | 8.8400e-004 | 2.2471e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2200e-003 | 3.3551e-003 |
| tblVehicleEF | MH | 5.7310e-003 | 0.01 |
| tblVehicleEF | MH | 8.1300e-004 | 2.0661e-004 |
| tblVehicleEF | MH | 0.28 | 11.66 |
| tblVehicleEF | MH | 0.02 | 2.06 |
| tblVehicleEF | MH | 0.13 | 0.00 |
| tblVehicleEF | MH | 0.03 | 0.04 |
| tblVehicleEF | MH | 2.8740e-003 | 0.07 |
| tblVehicleEF | MH | 0.19 | 0.07 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 6.1100e-004 | 1.8382e-004 |
| tblVehicleEF | MH | 0.28 | 11.66 |

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|---|---|---|---|
| tblVehicleEF | MH | 0.02 | 2.06 |
| tblVehicleEF | MH | 0.13 | 0.00 |
| tblVehicleEF | MH | 0.03 | 0.08 |
| tblVehicleEF | MH | 2.8740e-003 | 0.07 |
| tblVehicleEF | MH | 0.21 | 0.08 |
| tblVehicleEF | MH | 4.5530e-003 | 4.2077e-003 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 0.20 | 0.21 |
| tblVehicleEF | MH | 2.84 | 1.46 |
| tblVehicleEF | MH | 1,168.01 | 1,640.31 |
| tblVehicleEF | MH | 55.70 | 18.35 |
| tblVehicleEF | MH | 0.62 | 0.98 |
| tblVehicleEF | MH | 0.49 | 0.24 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 6.0330e-003 | 0.01 |
| tblVehicleEF | MH | 8.8400e-004 | 2.2471e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2200e-003 | 3.3551e-003 |
| tblVehicleEF | MH | 5.7310e-003 | 0.01 |
| tblVehicleEF | MH | 8.1300e-004 | 2.0661e-004 |
| tblVehicleEF | MH | 0.60 | 13.04 |
| tblVehicleEF | MH | 0.02 | 2.19 |
| tblVehicleEF | MH | 0.26 | 0.00 |
| tblVehicleEF | MH | 0.03 | 0.04 |
| tblVehicleEF | MH | 2.7770e-003 | 0.07 |
| tblVehicleEF | MH | 0.18 | 0.07 |

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|---|---|---|---|
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 6.0600e-004 | 1.8144e-004 |
| tblVehicleEF | MH | 0.60 | 13.04 |
| tblVehicleEF | MH | 0.02 | 2.19 |
| tblVehicleEF | MH | 0.26 | 0.00 |
| tblVehicleEF | MH | 0.03 | 0.08 |
| tblVehicleEF | MH | 2.7770e-003 | 0.07 |
| tblVehicleEF | MH | 0.19 | 0.08 |
| tblVehicleEF | MH | 4.3340e-003 | 4.0616e-003 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 0.19 | 0.20 |
| tblVehicleEF | MH | 3.36 | 1.72 |
| tblVehicleEF | MH | 1,168.01 | 1,640.29 |
| tblVehicleEF | MH | 55.70 | 18.81 |
| tblVehicleEF | MH | 0.66 | 1.04 |
| tblVehicleEF | MH | 0.56 | 0.28 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 6.0330e-003 | 0.01 |
| tblVehicleEF | MH | 8.8400e-004 | 2.2471e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2200e-003 | 3.3551e-003 |
| tblVehicleEF | MH | 5.7310e-003 | 0.01 |
| tblVehicleEF | MH | 8.1300e-004 | 2.0661e-004 |
| tblVehicleEF | MH | 0.16 | 11.46 |
| tblVehicleEF | MH | 0.02 | 1.93 |
| tblVehicleEF | MH | 0.08 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | MH | 0.03 | 0.04 |
| tblVehicleEF | MH | 3.1540e-003 | 0.07 |
| tblVehicleEF | MH | 0.20 | 0.08 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 6.1500e-004 | 1.8592e-004 |
| tblVehicleEF | MH | 0.16 | 11.46 |
| tblVehicleEF | MH | 0.02 | 1.93 |
| tblVehicleEF | MH | 0.08 | 0.00 |
| tblVehicleEF | MH | 0.03 | 0.09 |
| tblVehicleEF | MH | 3.1540e-003 | 0.07 |
| tblVehicleEF | MH | 0.22 | 0.09 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 2.3220e-003 | 7.4197e-003 |
| tblVehicleEF | MHD | 0.03 | 4.2529e-003 |
| tblVehicleEF | MHD | 0.39 | 0.45 |
| tblVehicleEF | MHD | 0.22 | 0.07 |
| tblVehicleEF | MHD | 3.10 | 0.40 |
| tblVehicleEF | MHD | 123.89 | 100.29 |
| tblVehicleEF | MHD | 1,155.14 | 722.78 |
| tblVehicleEF | MHD | 61.47 | 4.49 |
| tblVehicleEF | MHD | 0.31 | 0.47 |
| tblVehicleEF | MHD | 0.94 | 0.22 |
| tblVehicleEF | MHD | 9.35 | 0.71 |
| tblVehicleEF | MHD | 2.7000e-005 | 1.6332e-004 |
| tblVehicleEF | MHD | 0.13 | 0.04 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 2.8210e-003 | 1.9589e-003 |

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|---|---|---|---|
| tblVehicleEF | MHD | 8.8400e-004 | 5.5542e-005 |
| tblVehicleEF | MHD | 2.6000e-005 | 1.5560e-004 |
| tblVehicleEF | MHD | 0.06 | 0.01 |
| tblVehicleEF | MHD | 3.0000e-003 | 3.0000e-003 |
| tblVehicleEF | MHD | 2.6920e-003 | 1.8692e-003 |
| tblVehicleEF | MHD | 8.1300e-004 | 5.1069e-005 |
| tblVehicleEF | MHD | 6.2900e-004 | 0.01 |
| tblVehicleEF | MHD | 0.03 | 1.6241e-003 |
| tblVehicleEF | MHD | 0.03 | 0.01 |
| tblVehicleEF | MHD | 4.0300e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 4.9987e-003 |
| tblVehicleEF | MHD | 0.01 | 0.02 |
| tblVehicleEF | MHD | 0.21 | 0.02 |
| tblVehicleEF | MHD | 1.1950e-003 | 9.0916e-004 |
| tblVehicleEF | MHD | 0.01 | 6.8086e-003 |
| tblVehicleEF | MHD | 6.6900e-004 | 4.4414e-005 |
| tblVehicleEF | MHD | 6.2900e-004 | 0.01 |
| tblVehicleEF | MHD | 0.03 | 1.6241e-003 |
| tblVehicleEF | MHD | 0.04 | 0.03 |
| tblVehicleEF | MHD | 4.0300e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 0.02 |
| tblVehicleEF | MHD | 0.01 | 0.02 |
| tblVehicleEF | MHD | 0.23 | 0.02 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 2.3420e-003 | 7.4309e-003 |
| tblVehicleEF | MHD | 0.03 | 4.0177e-003 |
| tblVehicleEF | MHD | 0.27 | 0.42 |

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|---|---|---|---|
| tblVehicleEF | MHD | 0.22 | 0.07 |
| tblVehicleEF | MHD | 2.85 | 0.36 |
| tblVehicleEF | MHD | 131.39 | 99.11 |
| tblVehicleEF | MHD | 1,155.14 | 722.78 |
| tblVehicleEF | MHD | 61.47 | 4.44 |
| tblVehicleEF | MHD | 0.32 | 0.45 |
| tblVehicleEF | MHD | 0.91 | 0.21 |
| tblVehicleEF | MHD | 9.32 | 0.71 |
| tblVehicleEF | MHD | 2.3000e-005 | 1.4558e-004 |
| tblVehicleEF | MHD | 0.13 | 0.04 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 2.8210e-003 | 1.9589e-003 |
| tblVehicleEF | MHD | 8.8400e-004 | 5.5542e-005 |
| tblVehicleEF | MHD | 2.2000e-005 | 1.3863e-004 |
| tblVehicleEF | MHD | 0.06 | 0.01 |
| tblVehicleEF | MHD | 3.0000e-003 | 3.0000e-003 |
| tblVehicleEF | MHD | 2.6920e-003 | 1.8692e-003 |
| tblVehicleEF | MHD | 8.1300e-004 | 5.1069e-005 |
| tblVehicleEF | MHD | 1.3610e-003 | 0.01 |
| tblVehicleEF | MHD | 0.03 | 1.7259e-003 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 7.8700e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 5.0357e-003 |
| tblVehicleEF | MHD | 0.01 | 0.02 |
| tblVehicleEF | MHD | 0.19 | 0.02 |
| tblVehicleEF | MHD | 1.2650e-003 | 8.9812e-004 |
| tblVehicleEF | MHD | 0.01 | 6.8087e-003 |

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|---|---|---|---|
| tblVehicleEF | MHD | 6.6500e-004 | 4.3869e-005 |
| tblVehicleEF | MHD | 1.3610e-003 | 0.01 |
| tblVehicleEF | MHD | 0.03 | 1.7259e-003 |
| tblVehicleEF | MHD | 0.03 | 0.03 |
| tblVehicleEF | MHD | 7.8700e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 0.02 |
| tblVehicleEF | MHD | 0.01 | 0.02 |
| tblVehicleEF | MHD | 0.21 | 0.02 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 2.3060e-003 | 7.4112e-003 |
| tblVehicleEF | MHD | 0.03 | 4.4438e-003 |
| tblVehicleEF | MHD | 0.51 | 0.48 |
| tblVehicleEF | MHD | 0.22 | 0.07 |
| tblVehicleEF | MHD | 3.32 | 0.43 |
| tblVehicleEF | MHD | 113.91 | 101.96 |
| tblVehicleEF | MHD | 1,155.14 | 722.78 |
| tblVehicleEF | MHD | 61.47 | 4.54 |
| tblVehicleEF | MHD | 0.29 | 0.50 |
| tblVehicleEF | MHD | 0.96 | 0.23 |
| tblVehicleEF | MHD | 9.38 | 0.71 |
| tblVehicleEF | MHD | 3.3000e-005 | 1.8781e-004 |
| tblVehicleEF | MHD | 0.13 | 0.04 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 2.8210e-003 | 1.9589e-003 |
| tblVehicleEF | MHD | 8.8400e-004 | 5.5542e-005 |
| tblVehicleEF | MHD | 3.2000e-005 | 1.7903e-004 |
| tblVehicleEF | MHD | 0.06 | 0.01 |

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| tblVehicleEF | MHD | 3.0000e-003 | 3.0000e-003 |
| tblVehicleEF | MHD | 2.6920e-003 | 1.8692e-003 |
| tblVehicleEF | MHD | 8.1300e-004 | 5.1069e-005 |
| tblVehicleEF | MHD | 3.3800e-004 | 0.01 |
| tblVehicleEF | MHD | 0.03 | 1.5185e-003 |
| tblVehicleEF | MHD | 0.03 | 0.01 |
| tblVehicleEF | MHD | 2.2200e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 4.9710e-003 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.22 | 0.02 |
| tblVehicleEF | MHD | 1.1010e-003 | 9.2492e-004 |
| tblVehicleEF | MHD | 0.01 | 6.8086e-003 |
| tblVehicleEF | MHD | 6.7300e-004 | 4.4904e-005 |
| tblVehicleEF | MHD | 3.3800e-004 | 0.01 |
| tblVehicleEF | MHD | 0.03 | 1.5185e-003 |
| tblVehicleEF | MHD | 0.04 | 0.03 |
| tblVehicleEF | MHD | 2.2200e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 0.02 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.24 | 0.02 |
| tblVehicleEF | OBUS | 0.01 | 7.0922e-003 |
| tblVehicleEF | OBUS | 3.5120e-003 | 0.01 |
| tblVehicleEF | OBUS | 0.02 | 9.0616e-003 |
| tblVehicleEF | OBUS | 0.24 | 0.51 |
| tblVehicleEF | OBUS | 0.26 | 0.18 |
| tblVehicleEF | OBUS | 3.77 | 0.98 |
| tblVehicleEF | OBUS | 96.99 | 80.57 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 1,257.82 | 1,083.00 |
| tblVehicleEF | OBUS | 64.57 | 8.44 |
| tblVehicleEF | OBUS | 0.21 | 0.23 |
| tblVehicleEF | OBUS | 0.77 | 0.56 |
| tblVehicleEF | OBUS | 2.59 | 0.70 |
| tblVehicleEF | OBUS | 1.9000e-005 | 1.7581e-004 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 2.7190e-003 | 7.3581e-003 |
| tblVehicleEF | OBUS | 1.0200e-003 | 8.6342e-005 |
| tblVehicleEF | OBUS | 1.9000e-005 | 1.6800e-004 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 3.0000e-003 | 3.0000e-003 |
| tblVehicleEF | OBUS | 2.5780e-003 | 7.0340e-003 |
| tblVehicleEF | OBUS | 9.3800e-004 | 7.9388e-005 |
| tblVehicleEF | OBUS | 1.2260e-003 | 0.05 |
| tblVehicleEF | OBUS | 0.02 | 8.9125e-003 |
| tblVehicleEF | OBUS | 0.03 | 0.03 |
| tblVehicleEF | OBUS | 5.7500e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.04 | 0.02 |
| tblVehicleEF | OBUS | 0.04 | 0.06 |
| tblVehicleEF | OBUS | 0.25 | 0.05 |
| tblVehicleEF | OBUS | 9.3700e-004 | 7.5493e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.1200e-004 | 8.3390e-005 |
| tblVehicleEF | OBUS | 1.2260e-003 | 0.05 |
| tblVehicleEF | OBUS | 0.02 | 8.9125e-003 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 0.05 | 0.05 |
| tblVehicleEF | OBUS | 5.7500e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.04 | 0.02 |
| tblVehicleEF | OBUS | 0.04 | 0.06 |
| tblVehicleEF | OBUS | 0.27 | 0.05 |
| tblVehicleEF | OBUS | 0.01 | 7.1718e-003 |
| tblVehicleEF | OBUS | 3.5810e-003 | 0.01 |
| tblVehicleEF | OBUS | 0.02 | 8.5190e-003 |
| tblVehicleEF | OBUS | 0.24 | 0.51 |
| tblVehicleEF | OBUS | 0.27 | 0.18 |
| tblVehicleEF | OBUS | 3.44 | 0.89 |
| tblVehicleEF | OBUS | 101.81 | 79.59 |
| tblVehicleEF | OBUS | 1,257.82 | 1,083.00 |
| tblVehicleEF | OBUS | 64.57 | 8.29 |
| tblVehicleEF | OBUS | 0.22 | 0.22 |
| tblVehicleEF | OBUS | 0.74 | 0.54 |
| tblVehicleEF | OBUS | 2.55 | 0.69 |
| tblVehicleEF | OBUS | 1.6000e-005 | 1.5488e-004 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 2.7190e-003 | 7.3581e-003 |
| tblVehicleEF | OBUS | 1.0200e-003 | 8.6342e-005 |
| tblVehicleEF | OBUS | 1.6000e-005 | 1.4798e-004 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 3.0000e-003 | 3.0000e-003 |
| tblVehicleEF | OBUS | 2.5780e-003 | 7.0340e-003 |
| tblVehicleEF | OBUS | 9.3800e-004 | 7.9388e-005 |

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| tblVehicleEF | OBUS | 2.6580e-003 | 0.06 |
| tblVehicleEF | OBUS | 0.02 | 9.4518e-003 |
| tblVehicleEF | OBUS | 0.03 | 0.04 |
| tblVehicleEF | OBUS | 1.1480e-003 | 0.00 |
| tblVehicleEF | OBUS | 0.04 | 0.02 |
| tblVehicleEF | OBUS | 0.04 | 0.06 |
| tblVehicleEF | OBUS | 0.23 | 0.05 |
| tblVehicleEF | OBUS | 9.8300e-004 | 7.4561e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.0600e-004 | 8.1924e-005 |
| tblVehicleEF | OBUS | 2.6580e-003 | 0.06 |
| tblVehicleEF | OBUS | 0.02 | 9.4518e-003 |
| tblVehicleEF | OBUS | 0.05 | 0.05 |
| tblVehicleEF | OBUS | 1.1480e-003 | 0.00 |
| tblVehicleEF | OBUS | 0.04 | 0.02 |
| tblVehicleEF | OBUS | 0.04 | 0.06 |
| tblVehicleEF | OBUS | 0.25 | 0.05 |
| tblVehicleEF | OBUS | 0.01 | 6.9905e-003 |
| tblVehicleEF | OBUS | 3.4590e-003 | 0.01 |
| tblVehicleEF | OBUS | 0.02 | 9.4963e-003 |
| tblVehicleEF | OBUS | 0.25 | 0.52 |
| tblVehicleEF | OBUS | 0.26 | 0.18 |
| tblVehicleEF | OBUS | 4.07 | 1.06 |
| tblVehicleEF | OBUS | 90.33 | 81.93 |
| tblVehicleEF | OBUS | 1,257.82 | 1,083.00 |
| tblVehicleEF | OBUS | 64.57 | 8.57 |
| tblVehicleEF | OBUS | 0.20 | 0.24 |

| | | | |
|---|---|---|---|
| tblVehicleEF | OBUS | 0.78 | 0.57 |
| tblVehicleEF | OBUS | 2.62 | 0.70 |
| tblVehicleEF | OBUS | 2.4000e-005 | 2.0472e-004 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 2.7190e-003 | 7.3581e-003 |
| tblVehicleEF | OBUS | 1.0200e-003 | 8.6342e-005 |
| tblVehicleEF | OBUS | 2.3000e-005 | 1.9566e-004 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 3.0000e-003 | 3.0000e-003 |
| tblVehicleEF | OBUS | 2.5780e-003 | 7.0340e-003 |
| tblVehicleEF | OBUS | 9.3800e-004 | 7.9388e-005 |
| tblVehicleEF | OBUS | 6.8500e-004 | 0.05 |
| tblVehicleEF | OBUS | 0.02 | 8.3386e-003 |
| tblVehicleEF | OBUS | 0.03 | 0.03 |
| tblVehicleEF | OBUS | 3.3600e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.04 | 0.02 |
| tblVehicleEF | OBUS | 0.04 | 0.06 |
| tblVehicleEF | OBUS | 0.26 | 0.05 |
| tblVehicleEF | OBUS | 8.7300e-004 | 7.6779e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.1700e-004 | 8.4689e-005 |
| tblVehicleEF | OBUS | 6.8500e-004 | 0.05 |
| tblVehicleEF | OBUS | 0.02 | 8.3386e-003 |
| tblVehicleEF | OBUS | 0.05 | 0.04 |
| tblVehicleEF | OBUS | 3.3600e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.04 | 0.02 |

| | | | |
|---|---|---|---|
| tblVehicleEF | OBUS | 0.04 | 0.06 |
| tblVehicleEF | OBUS | 0.29 | 0.06 |
| tblVehicleEF | SBUS | 0.84 | 0.08 |
| tblVehicleEF | SBUS | 3.6500e-003 | 0.07 |
| tblVehicleEF | SBUS | 0.05 | 4.2919e-003 |
| tblVehicleEF | SBUS | 9.39 | 1.66 |
| tblVehicleEF | SBUS | 0.26 | 0.30 |
| tblVehicleEF | SBUS | 7.00 | 0.51 |
| tblVehicleEF | SBUS | 954.95 | 144.97 |
| tblVehicleEF | SBUS | 967.85 | 719.00 |
| tblVehicleEF | SBUS | 64.75 | 3.34 |
| tblVehicleEF | SBUS | 1.88 | 0.52 |
| tblVehicleEF | SBUS | 0.80 | 0.35 |
| tblVehicleEF | SBUS | 9.99 | 0.50 |
| tblVehicleEF | SBUS | 1.4100e-004 | 1.7724e-004 |
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 2.5290e-003 | 2.4949e-003 |
| tblVehicleEF | SBUS | 1.3950e-003 | 4.5407e-005 |
| tblVehicleEF | SBUS | 1.3500e-004 | 1.6808e-004 |
| tblVehicleEF | SBUS | 0.32 | 0.01 |
| tblVehicleEF | SBUS | 2.5530e-003 | 2.5796e-003 |
| tblVehicleEF | SBUS | 2.3940e-003 | 2.3712e-003 |
| tblVehicleEF | SBUS | 1.2830e-003 | 4.1750e-005 |
| tblVehicleEF | SBUS | 4.4100e-003 | 0.06 |
| tblVehicleEF | SBUS | 0.04 | 9.6169e-003 |
| tblVehicleEF | SBUS | 1.14 | 0.17 |

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 2.1060e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.04 | 0.01 |
| tblVehicleEF | SBUS | 0.02 | 0.04 |
| tblVehicleEF | SBUS | 0.39 | 0.02 |
| tblVehicleEF | SBUS | 9.4450e-003 | 1.2800e-003 |
| tblVehicleEF | SBUS | 9.3600e-003 | 6.6500e-003 |
| tblVehicleEF | SBUS | 7.6900e-004 | 3.3015e-005 |
| tblVehicleEF | SBUS | 4.4100e-003 | 0.06 |
| tblVehicleEF | SBUS | 0.04 | 9.6169e-003 |
| tblVehicleEF | SBUS | 1.66 | 0.29 |
| tblVehicleEF | SBUS | 2.1060e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.04 | 0.13 |
| tblVehicleEF | SBUS | 0.02 | 0.04 |
| tblVehicleEF | SBUS | 0.42 | 0.03 |
| tblVehicleEF | SBUS | 0.84 | 0.08 |
| tblVehicleEF | SBUS | 3.7210e-003 | 0.07 |
| tblVehicleEF | SBUS | 0.04 | 3.6119e-003 |
| tblVehicleEF | SBUS | 9.36 | 1.65 |
| tblVehicleEF | SBUS | 0.26 | 0.30 |
| tblVehicleEF | SBUS | 5.14 | 0.38 |
| tblVehicleEF | SBUS | 992.71 | 144.13 |
| tblVehicleEF | SBUS | 967.85 | 719.00 |
| tblVehicleEF | SBUS | 64.75 | 3.11 |
| tblVehicleEF | SBUS | 1.93 | 0.50 |
| tblVehicleEF | SBUS | 0.77 | 0.33 |
| tblVehicleEF | SBUS | 9.96 | 0.49 |
| tblVehicleEF | SBUS | 1.1900e-004 | 1.6064e-004 |

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 2.5290e-003 | 2.4949e-003 |
| tblVehicleEF | SBUS | 1.3950e-003 | 4.5407e-005 |
| tblVehicleEF | SBUS | 1.1400e-004 | 1.5220e-004 |
| tblVehicleEF | SBUS | 0.32 | 0.01 |
| tblVehicleEF | SBUS | 2.5530e-003 | 2.5796e-003 |
| tblVehicleEF | SBUS | 2.3940e-003 | 2.3712e-003 |
| tblVehicleEF | SBUS | 1.2830e-003 | 4.1750e-005 |
| tblVehicleEF | SBUS | 9.4650e-003 | 0.07 |
| tblVehicleEF | SBUS | 0.04 | 0.01 |
| tblVehicleEF | SBUS | 1.14 | 0.17 |
| tblVehicleEF | SBUS | 4.1220e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.04 | 0.01 |
| tblVehicleEF | SBUS | 0.02 | 0.04 |
| tblVehicleEF | SBUS | 0.32 | 0.02 |
| tblVehicleEF | SBUS | 9.8050e-003 | 1.2721e-003 |
| tblVehicleEF | SBUS | 9.3600e-003 | 6.6501e-003 |
| tblVehicleEF | SBUS | 7.3800e-004 | 3.0754e-005 |
| tblVehicleEF | SBUS | 9.4650e-003 | 0.07 |
| tblVehicleEF | SBUS | 0.04 | 0.01 |
| tblVehicleEF | SBUS | 1.66 | 0.29 |
| tblVehicleEF | SBUS | 4.1220e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.04 | 0.11 |
| tblVehicleEF | SBUS | 0.02 | 0.04 |
| tblVehicleEF | SBUS | 0.35 | 0.02 |
| tblVehicleEF | SBUS | 0.84 | 0.08 |

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 3.5920e-003 | 0.07 |
| tblVehicleEF | SBUS | 0.06 | 4.9021e-003 |
| tblVehicleEF | SBUS | 9.44 | 1.67 |
| tblVehicleEF | SBUS | 0.26 | 0.29 |
| tblVehicleEF | SBUS | 8.87 | 0.65 |
| tblVehicleEF | SBUS | 902.80 | 146.11 |
| tblVehicleEF | SBUS | 967.85 | 718.99 |
| tblVehicleEF | SBUS | 64.75 | 3.57 |
| tblVehicleEF | SBUS | 1.80 | 0.54 |
| tblVehicleEF | SBUS | 0.82 | 0.36 |
| tblVehicleEF | SBUS | 10.02 | 0.50 |
| tblVehicleEF | SBUS | 1.7100e-004 | 2.0015e-004 |
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 2.5290e-003 | 2.4949e-003 |
| tblVehicleEF | SBUS | 1.3950e-003 | 4.5407e-005 |
| tblVehicleEF | SBUS | 1.6400e-004 | 1.9001e-004 |
| tblVehicleEF | SBUS | 0.32 | 0.01 |
| tblVehicleEF | SBUS | 2.5530e-003 | 2.5796e-003 |
| tblVehicleEF | SBUS | 2.3940e-003 | 2.3712e-003 |
| tblVehicleEF | SBUS | 1.2830e-003 | 4.1750e-005 |
| tblVehicleEF | SBUS | 2.4970e-003 | 0.06 |
| tblVehicleEF | SBUS | 0.04 | 8.9924e-003 |
| tblVehicleEF | SBUS | 1.14 | 0.17 |
| tblVehicleEF | SBUS | 1.2410e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.04 | 0.01 |
| tblVehicleEF | SBUS | 0.03 | 0.04 |

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 0.44 | 0.03 |
| tblVehicleEF | SBUS | 8.9470e-003 | 1.2909e-003 |
| tblVehicleEF | SBUS | 9.3600e-003 | 6.6500e-003 |
| tblVehicleEF | SBUS | 8.0000e-004 | 3.5279e-005 |
| tblVehicleEF | SBUS | 2.4970e-003 | 0.06 |
| tblVehicleEF | SBUS | 0.04 | 8.9924e-003 |
| tblVehicleEF | SBUS | 1.66 | 0.29 |
| tblVehicleEF | SBUS | 1.2410e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.04 | 0.15 |
| tblVehicleEF | SBUS | 0.03 | 0.04 |
| tblVehicleEF | SBUS | 0.48 | 0.03 |
| tblVehicleEF | UBUS | 0.24 | 0.14 |
| tblVehicleEF | UBUS | 0.06 | 3.0383e-003 |
| tblVehicleEF | UBUS | 2.18 | 1.63 |
| tblVehicleEF | UBUS | 8.20 | 0.56 |
| tblVehicleEF | UBUS | 1,839.71 | 225.12 |
| tblVehicleEF | UBUS | 143.02 | 3.50 |
| tblVehicleEF | UBUS | 1.57 | 0.03 |
| tblVehicleEF | UBUS | 11.95 | 0.03 |
| tblVehicleEF | UBUS | 0.49 | 0.06 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |
| tblVehicleEF | UBUS | 0.02 | 6.7682e-004 |
| tblVehicleEF | UBUS | 1.6760e-003 | 1.2612e-005 |
| tblVehicleEF | UBUS | 0.21 | 0.02 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7774e-003 |
| tblVehicleEF | UBUS | 0.02 | 6.4357e-004 |
| tblVehicleEF | UBUS | 1.5410e-003 | 1.1596e-005 |

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 3.4210e-003 | 7.0360e-003 |
| tblVehicleEF | UBUS | 0.05 | 2.0926e-003 |
| tblVehicleEF | UBUS | 2.0600e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.06 | 7.8391e-003 |
| tblVehicleEF | UBUS | 0.01 | 7.8798e-003 |
| tblVehicleEF | UBUS | 0.75 | 0.01 |
| tblVehicleEF | UBUS | 0.02 | 1.7535e-003 |
| tblVehicleEF | UBUS | 1.5810e-003 | 3.4636e-005 |
| tblVehicleEF | UBUS | 3.4210e-003 | 7.0360e-003 |
| tblVehicleEF | UBUS | 0.05 | 2.0926e-003 |
| tblVehicleEF | UBUS | 2.0600e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.30 | 0.01 |
| tblVehicleEF | UBUS | 0.01 | 7.8798e-003 |
| tblVehicleEF | UBUS | 0.82 | 0.01 |
| tblVehicleEF | UBUS | 0.24 | 0.14 |
| tblVehicleEF | UBUS | 0.05 | 2.7434e-003 |
| tblVehicleEF | UBUS | 2.19 | 1.63 |
| tblVehicleEF | UBUS | 6.67 | 0.47 |
| tblVehicleEF | UBUS | 1,839.71 | 225.13 |
| tblVehicleEF | UBUS | 143.02 | 3.36 |
| tblVehicleEF | UBUS | 1.50 | 0.03 |
| tblVehicleEF | UBUS | 11.86 | 0.03 |
| tblVehicleEF | UBUS | 0.49 | 0.06 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |
| tblVehicleEF | UBUS | 0.02 | 6.7682e-004 |
| tblVehicleEF | UBUS | 1.6760e-003 | 1.2612e-005 |
| tblVehicleEF | UBUS | 0.21 | 0.02 |

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7774e-003 |
| tblVehicleEF | UBUS | 0.02 | 6.4357e-004 |
| tblVehicleEF | UBUS | 1.5410e-003 | 1.1596e-005 |
| tblVehicleEF | UBUS | 7.4950e-003 | 9.3695e-003 |
| tblVehicleEF | UBUS | 0.06 | 2.2680e-003 |
| tblVehicleEF | UBUS | 4.1280e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.06 | 7.8502e-003 |
| tblVehicleEF | UBUS | 0.01 | 8.0122e-003 |
| tblVehicleEF | UBUS | 0.66 | 9.3866e-003 |
| tblVehicleEF | UBUS | 0.02 | 1.7535e-003 |
| tblVehicleEF | UBUS | 1.5540e-003 | 3.3266e-005 |
| tblVehicleEF | UBUS | 7.4950e-003 | 9.3695e-003 |
| tblVehicleEF | UBUS | 0.06 | 2.2680e-003 |
| tblVehicleEF | UBUS | 4.1280e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.31 | 9.6960e-003 |
| tblVehicleEF | UBUS | 0.01 | 8.0122e-003 |
| tblVehicleEF | UBUS | 0.73 | 0.01 |
| tblVehicleEF | UBUS | 0.24 | 0.14 |
| tblVehicleEF | UBUS | 0.06 | 3.2938e-003 |
| tblVehicleEF | UBUS | 2.17 | 1.62 |
| tblVehicleEF | UBUS | 9.60 | 0.64 |
| tblVehicleEF | UBUS | 1,839.71 | 225.12 |
| tblVehicleEF | UBUS | 143.02 | 3.64 |
| tblVehicleEF | UBUS | 1.61 | 0.03 |
| tblVehicleEF | UBUS | 12.02 | 0.04 |
| tblVehicleEF | UBUS | 0.49 | 0.06 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 0.02 | 6.7682e-004 |
| tblVehicleEF | UBUS | 1.6760e-003 | 1.2612e-005 |
| tblVehicleEF | UBUS | 0.21 | 0.02 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7774e-003 |
| tblVehicleEF | UBUS | 0.02 | 6.4357e-004 |
| tblVehicleEF | UBUS | 1.5410e-003 | 1.1596e-005 |
| tblVehicleEF | UBUS | 1.9900e-003 | 6.5380e-003 |
| tblVehicleEF | UBUS | 0.05 | 1.9390e-003 |
| tblVehicleEF | UBUS | 1.2340e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.06 | 7.8301e-003 |
| tblVehicleEF | UBUS | 0.02 | 8.2127e-003 |
| tblVehicleEF | UBUS | 0.82 | 0.01 |
| tblVehicleEF | UBUS | 0.02 | 1.7534e-003 |
| tblVehicleEF | UBUS | 1.6060e-003 | 3.6002e-005 |
| tblVehicleEF | UBUS | 1.9900e-003 | 6.5380e-003 |
| tblVehicleEF | UBUS | 0.05 | 1.9390e-003 |
| tblVehicleEF | UBUS | 1.2340e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.30 | 0.01 |
| tblVehicleEF | UBUS | 0.02 | 8.2127e-003 |
| tblVehicleEF | UBUS | 0.90 | 0.01 |
| tblVehicleTrips | ST_TR | 2.46 | 2.40 |
| tblVehicleTrips | ST_TR | 8.19 | 8.01 |
| tblVehicleTrips | ST_TR | 94.36 | 92.25 |
| tblVehicleTrips | ST_TR | 1.90 | 1.86 |
| tblVehicleTrips | SU_TR | 1.05 | 1.03 |
| tblVehicleTrips | SU_TR | 5.95 | 5.82 |
| tblVehicleTrips | SU_TR | 72.16 | 70.54 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | SU_TR | 1.11 | 1.09 |
| tblVehicleTrips | WD_TR | 11.03 | 7.69 |
| tblVehicleTrips | WD_TR | 8.17 | 0.00 |
| tblVehicleTrips | WD_TR | 89.95 | 0.00 |
| tblVehicleTrips | WD_TR | 8.11 | 0.00 |
| tblWater | IndoorWaterUseRate | 377,239,880.12 | 20,993,261.00 |
| tblWater | IndoorWaterUseRate | 19,025,077.50 | 0.00 |
| tblWater | IndoorWaterUseRate | 5,160,073.11 | 0.00 |
| tblWater | IndoorWaterUseRate | 103,009,881.94 | 0.00 |
| tblWater | OutdoorWaterUseRate | 231,211,539.43 | 0.00 |
| tblWater | OutdoorWaterUseRate | 2,113,897.50 | 0.00 |
| tblWater | OutdoorWaterUseRate | 329,366.37 | 0.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2021 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Maximum** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2021 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Maximum** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

| | **ROG** | **NOx** | **CO** | **SO2** | **Fugitive PM10** | **Exhaust PM10** | **PM10 Total** | **Fugitive PM2.5** | **Exhaust PM2.5** | **PM2.5 Total** | **Bio- CO2** | **NBio-CO2** | **Total CO2** | **CH4** | **N20** | **CO2e** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| | | **Highest** | | |

## 2.2 Overall Operational

**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 15.2720 | 2.6000e-004 | 0.0284 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0556 | 0.0556 | 1.4000e-004 | 0.0000 | 0.0592 |
| Energy | 0.5021 | 4.5642 | 3.8339 | 0.0274 | | 0.3469 | 0.3469 | | 0.3469 | 0.3469 | 0.0000 | 7,779.0968 | 7,779.0968 | 0.6993 | 0.1582 | 7,843.7253 |
| Mobile | 3.7845 | 4.0300 | 30.4335 | 0.1027 | 11.4891 | 0.0490 | 11.5381 | 2.8652 | 0.0460 | 2.9112 | 0.0000 | 9,555.9208 | 9,555.9208 | 0.3236 | 0.0000 | 9,564.0099 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 490.4241 | 0.0000 | 490.4241 | 28.9832 | 0.0000 | 1,215.0050 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 6.6602 | 6.4727 | 13.1328 | 0.6855 | 0.0163 | 35.1287 |
| **Total** | **19.5585** | **8.5945** | **34.2959** | **0.1301** | **11.4891** | **0.3960** | **11.8851** | **2.8652** | **0.3930** | **3.2582** | **497.0843** | **17,341.5458** | **17,838.6301** | **30.6917** | **0.1745** | **18,657.9281** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 15.2720 | 2.6000e-004 | 0.0284 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0556 | 0.0556 | 1.4000e-004 | 0.0000 | 0.0592 |
| Energy | 0.5021 | 4.5642 | 3.8339 | 0.0274 | | 0.3469 | 0.3469 | | 0.3469 | 0.3469 | 0.0000 | 7,779.0968 | 7,779.0968 | 0.6993 | 0.1582 | 7,843.7253 |
| Mobile | 3.7845 | 4.0300 | 30.4335 | 0.1027 | 11.4891 | 0.0490 | 11.5381 | 2.8652 | 0.0460 | 2.9112 | 0.0000 | 9,555.9208 | 9,555.9208 | 0.3236 | 0.0000 | 9,564.0099 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 490.4241 | 0.0000 | 490.4241 | 28.9832 | 0.0000 | 1,215.0050 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 6.6602 | 6.4727 | 13.1328 | 0.6855 | 0.0163 | 35.1287 |
| **Total** | **19.5585** | **8.5945** | **34.2959** | **0.1301** | **11.4891** | **0.3960** | **11.8851** | **2.8652** | **0.3930** | **3.2582** | **497.0843** | **17,341.5458** | **17,838.6301** | **30.6917** | **0.1745** | **18,657.9281** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 1/1/2021 | 12/31/2020 | 5 | 0 | |
| 2 | Architectural Coating | Architectural Coating | 2/22/2021 | 2/21/2021 | 5 | 0 | |
| 3 | Grading | Grading | 3/25/2021 | 3/24/2021 | 5 | 0 | |
| 4 | Paving | Paving | 4/20/2021 | 4/19/2021 | 5 | 0 | |
| 5 | Building Construction | Building Construction | 6/2/2021 | 6/1/2021 | 5 | 0 | |
| 6 | Site Preparation | Site Preparation | 10/8/2021 | 10/7/2021 | 5 | 0 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 775**

**Acres of Paving: 13.3**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 5,157,000; Non-Residential Outdoor: 1,719,000; Striped Parking Area: 34,761 (Architectural Coating – sqft)**

**<u>OffRoad Equipment</u>**

Freedom Circle Focus Plan - Existing LU (2040) - Santa Clara County, Annual

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 1,454.00 | 658.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 291.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.3 Architectural Coating - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.3 Architectural Coating - 2021

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.3 Architectural Coating - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Paving - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Paving | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Paving - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Paving | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Paving - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Building Construction - 2021

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Building Construction - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.7 Site Preparation - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.7 Site Preparation - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### 3.7 Site Preparation - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 3.7845 | 4.0300 | 30.4335 | 0.1027 | 11.4891 | 0.0490 | 11.5381 | 2.8652 | 0.0460 | 2.9112 | 0.0000 | 9,555.9208 | 9,555.9208 | 0.3236 | 0.0000 | 9,564.0099 |
| Unmitigated | 3.7845 | 4.0300 | 30.4335 | 0.1027 | 11.4891 | 0.0490 | 11.5381 | 2.8652 | 0.0460 | 2.9112 | 0.0000 | 9,555.9208 | 9,555.9208 | 0.3236 | 0.0000 | 9,564.0099 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Office Building | 16,322.03 | 5,094.00 | 2186.18 | 30,346,549 | 30,346,549 |
| Hotel | 0.00 | 6,007.50 | 4365.00 | 2,815,290 | 2,815,290 |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Quality Restaurant | 0.00 | 1,568.25 | 1199.18 | 468,948 | 468,948 |
| Research & Development | 0.00 | 389.67 | 228.36 | 221,275 | 221,275 |
| Total | 16,322.03 | 13,059.42 | 7,978.71 | 33,852,062 | 33,852,062 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| General Office Building | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Other Non-Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Quality Restaurant | 9.50 | 7.30 | 7.30 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Research & Development | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 82 | 15 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Office Building | 0.621663 | 0.033362 | 0.179130 | 0.101130 | 0.011078 | 0.005126 | 0.013709 | 0.024709 | 0.002299 | 0.001422 | 0.005077 | 0.000653 | 0.000642 |
| Hotel | 0.621663 | 0.033362 | 0.179130 | 0.101130 | 0.011078 | 0.005126 | 0.013709 | 0.024709 | 0.002299 | 0.001422 | 0.005077 | 0.000653 | 0.000642 |
| Other Non-Asphalt Surfaces | 0.621663 | 0.033362 | 0.179130 | 0.101130 | 0.011078 | 0.005126 | 0.013709 | 0.024709 | 0.002299 | 0.001422 | 0.005077 | 0.000653 | 0.000642 |
| Quality Restaurant | 0.621663 | 0.033362 | 0.179130 | 0.101130 | 0.011078 | 0.005126 | 0.013709 | 0.024709 | 0.002299 | 0.001422 | 0.005077 | 0.000653 | 0.000642 |
| Research & Development | 0.621663 | 0.033362 | 0.179130 | 0.101130 | 0.011078 | 0.005126 | 0.013709 | 0.024709 | 0.002299 | 0.001422 | 0.005077 | 0.000653 | 0.000642 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2,810.3987 | 2,810.3987 | 0.6041 | 0.0671 | 2,845.5007 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2,810.3987 | 2,810.3987 | 0.6041 | 0.0671 | 2,845.5007 |
| NaturalGas Mitigated | 0.5021 | 4.5642 | 3.8339 | 0.0274 | | 0.3469 | 0.3469 | | 0.3469 | 0.3469 | 0.0000 | 4,968.6981 | 4,968.6981 | 0.0952 | 0.0911 | 4,998.2245 |
| NaturalGas Unmitigated | 0.5021 | 4.5642 | 3.8339 | 0.0274 | | 0.3469 | 0.3469 | | 0.3469 | 0.3469 | 0.0000 | 4,968.6981 | 4,968.6981 | 0.0952 | 0.0911 | 4,998.2245 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| General Office Building | 3.55519e+007 | 0.1917 | 1.7427 | 1.4639 | 0.0105 | | 0.1325 | 0.1325 | | 0.1325 | 0.1325 | 0.0000 | 1,897.1834 | 1,897.1834 | 0.0364 | 0.0348 | 1,908.4575 |
| Hotel | 4.84714e+007 | 0.2614 | 2.3761 | 1.9959 | 0.0143 | | 0.1806 | 0.1806 | | 0.1806 | 0.1806 | 0.0000 | 2,586.6180 | 2,586.6180 | 0.0496 | 0.0474 | 2,601.9889 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 3.53906e+006 | 0.0191 | 0.1735 | 0.1457 | 1.0400e-003 | | 0.0132 | 0.0132 | | 0.0132 | 0.0132 | 0.0000 | 188.8577 | 188.8577 | 3.6200e-003 | 3.4600e-003 | 189.9800 |
| Research & Development | 5.54756e+006 | 0.0299 | 0.2719 | 0.2284 | 1.6300e-003 | | 0.0207 | 0.0207 | | 0.0207 | 0.0207 | 0.0000 | 296.0389 | 296.0389 | 5.6700e-003 | 5.4300e-003 | 297.7981 |
| **Total** | | **0.5021** | **4.5642** | **3.8339** | **0.0274** | | **0.3469** | **0.3469** | | **0.3469** | **0.3469** | **0.0000** | **4,968.6981** | **4,968.6981** | **0.0952** | **0.0911** | **4,998.2245** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| General Office Building | 3.55519e+007 | 0.1917 | 1.7427 | 1.4639 | 0.0105 | | 0.1325 | 0.1325 | | 0.1325 | 0.1325 | 0.0000 | 1,897.1834 | 1,897.1834 | 0.0364 | 0.0348 | 1,908.4575 |
| Hotel | 4.84714e+007 | 0.2614 | 2.3761 | 1.9959 | 0.0143 | | 0.1806 | 0.1806 | | 0.1806 | 0.1806 | 0.0000 | 2,586.6180 | 2,586.6180 | 0.0496 | 0.0474 | 2,601.9889 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 3.53906e+006 | 0.0191 | 0.1735 | 0.1457 | 1.0400e-003 | | 0.0132 | 0.0132 | | 0.0132 | 0.0132 | 0.0000 | 188.8577 | 188.8577 | 3.6200e-003 | 3.4600e-003 | 189.9800 |
| Research & Development | 5.54756e+006 | 0.0299 | 0.2719 | 0.2284 | 1.6300e-003 | | 0.0207 | 0.0207 | | 0.0207 | 0.0207 | 0.0000 | 296.0389 | 296.0389 | 5.6700e-003 | 5.4300e-003 | 297.7981 |
| **Total** | | **0.5021** | **4.5642** | **3.8339** | **0.0274** | | **0.3469** | **0.3469** | | **0.3469** | **0.3469** | **0.0000** | **4,968.6981** | **4,968.6981** | **0.0952** | **0.0911** | **4,998.2245** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Office Building | 3.85871e+007 | 2,198.7007 | 0.4726 | 0.0525 | 2,226.1625 |
| Hotel | 8.41797e+006 | 479.6582 | 0.1031 | 0.0115 | 485.6492 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 561680 | 32.0047 | 6.8800e-003 | 7.6000e-004 | 32.4044 |
| Research & Development | 1.75561e+006 | 100.0351 | 0.0215 | 2.3900e-003 | 101.2846 |
| **Total** | | **2,810.3987** | **0.6041** | **0.0671** | **2,845.5007** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Office Building | 3.85871e+007 | 2,198.7007 | 0.4726 | 0.0525 | 2,226.1625 |
| Hotel | 8.41797e+006 | 479.6582 | 0.1031 | 0.0115 | 485.6492 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 561680 | 32.0047 | 6.8800e-003 | 7.6000e-004 | 32.4044 |
| Research & Development | 1.75561e+006 | 100.0351 | 0.0215 | 2.3900e-003 | 101.2846 |
| **Total** | | **2,810.3987** | **0.6041** | **0.0671** | **2,845.5007** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 15.2720 | 2.6000e-004 | 0.0284 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0556 | 0.0556 | 1.4000e-004 | 0.0000 | 0.0592 |
| Unmitigated | 15.2720 | 2.6000e-004 | 0.0284 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0556 | 0.0556 | 1.4000e-004 | 0.0000 | 0.0592 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 1.8048 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 13.4646 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 2.6000e-003 | 2.6000e-004 | 0.0284 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0556 | 0.0556 | 1.4000e-004 | 0.0000 | 0.0592 |
| **Total** | **15.2720** | **2.6000e-004** | **0.0284** | **0.0000** | | **1.0000e-004** | **1.0000e-004** | | **1.0000e-004** | **1.0000e-004** | **0.0000** | **0.0556** | **0.0556** | **1.4000e-004** | **0.0000** | **0.0592** |

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 1.8048 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 13.4646 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 2.6000e-003 | 2.6000e-004 | 0.0284 | 0.0000 | | 1.0000e-004 | 1.0000e-004 | | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0556 | 0.0556 | 1.4000e-004 | 0.0000 | 0.0592 |
| **Total** | **15.2720** | **2.6000e-004** | **0.0284** | **0.0000** | | **1.0000e-004** | **1.0000e-004** | | **1.0000e-004** | **1.0000e-004** | **0.0000** | **0.0556** | **0.0556** | **1.4000e-004** | **0.0000** | **0.0592** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 13.1328 | 0.6855 | 0.0163 | 35.1287 |
| Unmitigated | 13.1328 | 0.6855 | 0.0163 | 35.1287 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Office Building | 20.9933 / 0 | 13.1328 | 0.6855 | 0.0163 | 35.1287 |
| Hotel | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Research & Development | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **13.1328** | **0.6855** | **0.0163** | **35.1287** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Office Building | 20.9933 / 0 | 13.1328 | 0.6855 | 0.0163 | 35.1287 |
| Hotel | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Research & Development | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **13.1328** | **0.6855** | **0.0163** | **35.1287** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 490.4241 | 28.9832 | 0.0000 | 1,215.0050 |
| Unmitigated | 490.4241 | 28.9832 | 0.0000 | 1,215.0050 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Office Building | 1973.93 | 400.6900 | 23.6801 | 0.0000 | 992.6924 |
| Hotel | 410.63 | 83.3542 | 4.9261 | 0.0000 | 206.5065 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 15.51 | 3.1484 | 0.1861 | 0.0000 | 7.8000 |
| Research & Development | 15.92 | 3.2316 | 0.1910 | 0.0000 | 8.0062 |
| **Total** | | **490.4241** | **28.9832** | **0.0000** | **1,215.0050** |

## 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Office Building | 1973.93 | 400.6900 | 23.6801 | 0.0000 | 992.6924 |
| Hotel | 410.63 | 83.3542 | 4.9261 | 0.0000 | 206.5065 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 15.51 | 3.1484 | 0.1861 | 0.0000 | 7.8000 |
| Research & Development | 15.92 | 3.2316 | 0.1910 | 0.0000 | 8.0062 |
| **Total** | | **490.4241** | **28.9832** | **0.0000** | **1,215.0050** |

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Freedom Circle Focus Plan - Buildout (2040; Mitigated)

**Santa Clara County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Office Building | 5,369.49 | 1000sqft | 69.62 | 5,369,495.00 | 0 |
| Enclosed Parking with Elevator | 914.32 | 1000sqft | 0.00 | 914,320.00 | 0 |
| Other Asphalt Surfaces | 1.90 | Acre | 1.90 | 82,764.00 | 0 |
| Other Non-Asphalt Surfaces | 2.50 | Acre | 2.50 | 108,900.00 | 0 |
| City Park | 2.00 | Acre | 2.00 | 87,120.00 | 0 |
| Health Club | 7.35 | 1000sqft | 0.00 | 7,350.00 | 0 |
| Hotel | 750.00 | Room | 21.45 | 1,089,000.00 | 0 |
| Apartments Mid Rise | 3,600.00 | Dwelling Unit | 24.15 | 3,464,810.00 | 10296 |
| Strip Mall | 2.00 | 1000sqft | 0.05 | 2,000.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 58 |
| **Climate Zone** | 4 | | | **Operational Year** | 2023 |
| **Utility Company** | User Defined | | | | |
| **CO2 Intensity (lb/MWhr)** | 0 | **CH4 Intensity (lb/MWhr)** | 0 | **N2O Intensity (lb/MWhr)** | 0 |

### 1.3 User Entered Comments & Non-Default Data

Freedom Circle Focus Plan - Buildout (2040; Mitigated) - Santa Clara County, Annual

Project Characteristics - MIG Modeler: Phil Gleason. CO2,CH4, and N2O GHG intensity factors updated to reflect compliance with MM GHG-1, which requires all electricity be supplied by GHG-free sources.

Land Use - Lot acreage and square footage updated to reflect proposed conditions (including CalEEMod defaults for res land use + those known for Greystar).

Construction Phase - Future operational run. No construction emissions modeled.

Vehicle Trips - Weekday trip rates provided by TA preparer Hexagon (2021). Trip rate breakdown based on residential vs. non-residential as opposed to for each land use. Res and Gen Office reflect compliance with MM GHG-1.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Woodstoves - Wood burning devices excluded from new development pursuant to BAAQMD Regulation 6-3-306. Modeling assumes new fireplaces would be entirely gas powered.

Energy Use - Energy efficiency standards adjusted to reflect some parcels would undergo no changes, while others would be redeveloped. Energy intensity values reflect a blend of old (2013 standards) and new buildings (2019 standards).

Water And Wastewater - Water consumption updated per estimates contained in WSA Table 7.

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 200.00 | 0.00 |
| tblConstructionPhase | NumDays | 220.00 | 0.00 |
| tblConstructionPhase | NumDays | 310.00 | 0.00 |
| tblConstructionPhase | NumDays | 220.00 | 0.00 |
| tblConstructionPhase | NumDays | 3,100.00 | 0.00 |
| tblConstructionPhase | NumDays | 120.00 | 0.00 |
| tblEnergyUse | LightingElect | 3.88 | 3.89 |
| tblEnergyUse | LightingElect | 2.35 | 2.39 |
| tblEnergyUse | T24E | 332.81 | 70.89 |
| tblEnergyUse | T24E | 3.92 | 3.50 |
| tblEnergyUse | T24E | 6.11 | 5.69 |
| tblEnergyUse | T24E | 1.48 | 1.32 |
| tblEnergyUse | T24E | 2.05 | 2.15 |
| tblEnergyUse | T24E | 2.76 | 2.46 |

| | | | |
|---|---|---|---|
| tblEnergyUse | T24NG | 5,484.45 | 5,226.68 |
| tblEnergyUse | T24NG | 16.31 | 16.20 |
| tblEnergyUse | T24NG | 19.71 | 19.51 |
| tblEnergyUse | T24NG | 39.56 | 39.76 |
| tblEnergyUse | T24NG | 2.37 | 2.34 |
| tblFireplaces | FireplaceWoodMass | 228.80 | 0.00 |
| tblFireplaces | NumberGas | 540.00 | 1,152.00 |
| tblFireplaces | NumberNoFireplace | 144.00 | 0.00 |
| tblFireplaces | NumberWood | 612.00 | 0.00 |
| tblGrading | AcresOfGrading | 0.00 | 775.00 |
| tblLandUse | LandUseSquareFeet | 5,369,490.00 | 5,369,495.00 |
| tblLandUse | LandUseSquareFeet | 3,600,000.00 | 3,464,810.00 |
| tblLandUse | LotAcreage | 123.27 | 69.62 |
| tblLandUse | LotAcreage | 20.99 | 0.00 |
| tblLandUse | LotAcreage | 0.17 | 0.00 |
| tblLandUse | LotAcreage | 25.00 | 21.45 |
| tblLandUse | LotAcreage | 94.74 | 24.15 |
| tblVehicleEF | HHD | 0.34 | 0.13 |
| tblVehicleEF | HHD | 0.05 | 0.04 |
| tblVehicleEF | HHD | 0.08 | 0.00 |
| tblVehicleEF | HHD | 1.61 | 4.57 |
| tblVehicleEF | HHD | 0.91 | 0.36 |
| tblVehicleEF | HHD | 3.69 | 7.8500e-004 |
| tblVehicleEF | HHD | 4,386.48 | 641.66 |
| tblVehicleEF | HHD | 1,557.95 | 1,202.89 |
| tblVehicleEF | HHD | 11.75 | 7.3110e-003 |
| tblVehicleEF | HHD | 13.99 | 3.41 |

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 1.98 | 1.10 |
| tblVehicleEF | HHD | 19.39 | 2.18 |
| tblVehicleEF | HHD | 8.0650e-003 | 1.4160e-003 |
| tblVehicleEF | HHD | 0.06 | 0.08 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 6.1860e-003 | 0.02 |
| tblVehicleEF | HHD | 1.0500e-004 | 0.00 |
| tblVehicleEF | HHD | 7.7170e-003 | 1.3480e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.8320e-003 | 8.8020e-003 |
| tblVehicleEF | HHD | 5.9180e-003 | 0.02 |
| tblVehicleEF | HHD | 9.7000e-005 | 0.00 |
| tblVehicleEF | HHD | 9.8000e-005 | 8.0000e-006 |
| tblVehicleEF | HHD | 5.1360e-003 | 1.0000e-006 |
| tblVehicleEF | HHD | 0.42 | 0.28 |
| tblVehicleEF | HHD | 6.1000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.09 | 0.01 |
| tblVehicleEF | HHD | 4.1700e-004 | 1.6000e-005 |
| tblVehicleEF | HHD | 0.09 | 0.00 |
| tblVehicleEF | HHD | 0.04 | 5.5230e-003 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 1.7800e-004 | 0.00 |
| tblVehicleEF | HHD | 9.8000e-005 | 8.0000e-006 |
| tblVehicleEF | HHD | 5.1360e-003 | 1.0000e-006 |
| tblVehicleEF | HHD | 0.48 | 0.44 |
| tblVehicleEF | HHD | 6.1000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.15 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 4.1700e-004 | 1.6000e-005 |
| tblVehicleEF | HHD | 0.10 | 0.00 |
| tblVehicleEF | HHD | 0.32 | 0.13 |
| tblVehicleEF | HHD | 0.05 | 0.04 |
| tblVehicleEF | HHD | 0.08 | 0.00 |
| tblVehicleEF | HHD | 1.17 | 4.52 |
| tblVehicleEF | HHD | 0.92 | 0.36 |
| tblVehicleEF | HHD | 3.39 | 7.2200e-004 |
| tblVehicleEF | HHD | 4,647.09 | 634.19 |
| tblVehicleEF | HHD | 1,557.95 | 1,202.89 |
| tblVehicleEF | HHD | 11.75 | 7.2100e-003 |
| tblVehicleEF | HHD | 14.44 | 3.25 |
| tblVehicleEF | HHD | 1.91 | 1.06 |
| tblVehicleEF | HHD | 19.36 | 2.18 |
| tblVehicleEF | HHD | 6.8000e-003 | 1.2760e-003 |
| tblVehicleEF | HHD | 0.06 | 0.08 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 6.1860e-003 | 0.02 |
| tblVehicleEF | HHD | 1.0500e-004 | 0.00 |
| tblVehicleEF | HHD | 6.5060e-003 | 1.2140e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.8320e-003 | 8.8020e-003 |
| tblVehicleEF | HHD | 5.9180e-003 | 0.02 |
| tblVehicleEF | HHD | 9.7000e-005 | 0.00 |
| tblVehicleEF | HHD | 2.1900e-004 | 9.0000e-006 |
| tblVehicleEF | HHD | 5.5190e-003 | 1.0000e-006 |
| tblVehicleEF | HHD | 0.39 | 0.30 |

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 1.2600e-004 | 0.00 |
| tblVehicleEF | HHD | 0.09 | 0.01 |
| tblVehicleEF | HHD | 4.0400e-004 | 1.6000e-005 |
| tblVehicleEF | HHD | 0.09 | 0.00 |
| tblVehicleEF | HHD | 0.04 | 5.4520e-003 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 1.7400e-004 | 0.00 |
| tblVehicleEF | HHD | 2.1900e-004 | 9.0000e-006 |
| tblVehicleEF | HHD | 5.5190e-003 | 1.0000e-006 |
| tblVehicleEF | HHD | 0.46 | 0.46 |
| tblVehicleEF | HHD | 1.2600e-004 | 0.00 |
| tblVehicleEF | HHD | 0.15 | 0.00 |
| tblVehicleEF | HHD | 4.0400e-004 | 1.6000e-005 |
| tblVehicleEF | HHD | 0.10 | 0.00 |
| tblVehicleEF | HHD | 0.37 | 0.13 |
| tblVehicleEF | HHD | 0.05 | 0.04 |
| tblVehicleEF | HHD | 0.09 | 0.00 |
| tblVehicleEF | HHD | 2.21 | 4.65 |
| tblVehicleEF | HHD | 0.90 | 0.36 |
| tblVehicleEF | HHD | 3.96 | 8.4200e-004 |
| tblVehicleEF | HHD | 4,026.60 | 651.96 |
| tblVehicleEF | HHD | 1,557.95 | 1,202.89 |
| tblVehicleEF | HHD | 11.75 | 7.4020e-003 |
| tblVehicleEF | HHD | 13.37 | 3.64 |
| tblVehicleEF | HHD | 2.02 | 1.12 |
| tblVehicleEF | HHD | 19.40 | 2.18 |
| tblVehicleEF | HHD | 9.8130e-003 | 1.6100e-003 |

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 0.06 | 0.08 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 6.1860e-003 | 0.02 |
| tblVehicleEF | HHD | 1.0500e-004 | 0.00 |
| tblVehicleEF | HHD | 9.3890e-003 | 1.5340e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.8320e-003 | 8.8020e-003 |
| tblVehicleEF | HHD | 5.9180e-003 | 0.02 |
| tblVehicleEF | HHD | 9.7000e-005 | 0.00 |
| tblVehicleEF | HHD | 5.1000e-005 | 8.0000e-006 |
| tblVehicleEF | HHD | 5.3340e-003 | 1.0000e-006 |
| tblVehicleEF | HHD | 0.45 | 0.26 |
| tblVehicleEF | HHD | 3.2000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.09 | 0.01 |
| tblVehicleEF | HHD | 4.6600e-004 | 1.7000e-005 |
| tblVehicleEF | HHD | 0.10 | 0.00 |
| tblVehicleEF | HHD | 0.04 | 5.6200e-003 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 1.8300e-004 | 0.00 |
| tblVehicleEF | HHD | 5.1000e-005 | 8.0000e-006 |
| tblVehicleEF | HHD | 5.3340e-003 | 1.0000e-006 |
| tblVehicleEF | HHD | 0.52 | 0.42 |
| tblVehicleEF | HHD | 3.2000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.15 | 0.00 |
| tblVehicleEF | HHD | 4.6600e-004 | 1.7000e-005 |
| tblVehicleEF | HHD | 0.11 | 0.00 |
| tblVehicleEF | LDA | 3.3580e-003 | 8.7300e-004 |

| | | | |
|---|---|---|---|
| tblVehicleEF | LDA | 4.7330e-003 | 0.04 |
| tblVehicleEF | LDA | 0.50 | 0.41 |
| tblVehicleEF | LDA | 1.08 | 1.72 |
| tblVehicleEF | LDA | 234.26 | 201.94 |
| tblVehicleEF | LDA | 55.12 | 50.74 |
| tblVehicleEF | LDA | 0.04 | 0.02 |
| tblVehicleEF | LDA | 0.06 | 0.16 |
| tblVehicleEF | LDA | 0.04 | 7.1880e-003 |
| tblVehicleEF | LDA | 1.6260e-003 | 4.7800e-004 |
| tblVehicleEF | LDA | 2.2310e-003 | 8.5300e-004 |
| tblVehicleEF | LDA | 0.02 | 2.5160e-003 |
| tblVehicleEF | LDA | 1.4980e-003 | 4.4000e-004 |
| tblVehicleEF | LDA | 2.0520e-003 | 7.8400e-004 |
| tblVehicleEF | LDA | 0.03 | 0.18 |
| tblVehicleEF | LDA | 0.09 | 0.04 |
| tblVehicleEF | LDA | 0.02 | 0.00 |
| tblVehicleEF | LDA | 8.4470e-003 | 2.6600e-003 |
| tblVehicleEF | LDA | 0.04 | 0.13 |
| tblVehicleEF | LDA | 0.06 | 0.15 |
| tblVehicleEF | LDA | 2.3450e-003 | 1.9960e-003 |
| tblVehicleEF | LDA | 5.6900e-004 | 5.0200e-004 |
| tblVehicleEF | LDA | 0.03 | 0.18 |
| tblVehicleEF | LDA | 0.09 | 0.04 |
| tblVehicleEF | LDA | 0.02 | 0.00 |
| tblVehicleEF | LDA | 0.01 | 0.16 |
| tblVehicleEF | LDA | 0.04 | 0.13 |
| tblVehicleEF | LDA | 0.07 | 0.16 |

| | | | |
|---|---|---|---|
| tblVehicleEF | LDA | 3.7410e-003 | 9.3400e-004 |
| tblVehicleEF | LDA | 3.9240e-003 | 0.03 |
| tblVehicleEF | LDA | 0.59 | 0.55 |
| tblVehicleEF | LDA | 0.86 | 1.32 |
| tblVehicleEF | LDA | 252.52 | 217.84 |
| tblVehicleEF | LDA | 55.12 | 49.99 |
| tblVehicleEF | LDA | 0.04 | 0.01 |
| tblVehicleEF | LDA | 0.06 | 0.14 |
| tblVehicleEF | LDA | 0.04 | 7.1880e-003 |
| tblVehicleEF | LDA | 1.6260e-003 | 4.7800e-004 |
| tblVehicleEF | LDA | 2.2310e-003 | 8.5300e-004 |
| tblVehicleEF | LDA | 0.02 | 2.5160e-003 |
| tblVehicleEF | LDA | 1.4980e-003 | 4.4000e-004 |
| tblVehicleEF | LDA | 2.0520e-003 | 7.8400e-004 |
| tblVehicleEF | LDA | 0.06 | 0.21 |
| tblVehicleEF | LDA | 0.10 | 0.04 |
| tblVehicleEF | LDA | 0.05 | 0.00 |
| tblVehicleEF | LDA | 9.3950e-003 | 2.7920e-003 |
| tblVehicleEF | LDA | 0.03 | 0.13 |
| tblVehicleEF | LDA | 0.05 | 0.12 |
| tblVehicleEF | LDA | 2.5290e-003 | 2.1530e-003 |
| tblVehicleEF | LDA | 5.6500e-004 | 4.9400e-004 |
| tblVehicleEF | LDA | 0.06 | 0.21 |
| tblVehicleEF | LDA | 0.10 | 0.04 |
| tblVehicleEF | LDA | 0.05 | 0.00 |
| tblVehicleEF | LDA | 0.01 | 0.13 |
| tblVehicleEF | LDA | 0.03 | 0.13 |

| | | | |
|---|---|---|---|
| tblVehicleEF | LDA | 0.06 | 0.13 |
| tblVehicleEF | LDA | 3.2660e-003 | 8.4600e-004 |
| tblVehicleEF | LDA | 5.3590e-003 | 0.04 |
| tblVehicleEF | LDA | 0.49 | 0.39 |
| tblVehicleEF | LDA | 1.26 | 2.04 |
| tblVehicleEF | LDA | 231.25 | 199.33 |
| tblVehicleEF | LDA | 55.12 | 51.32 |
| tblVehicleEF | LDA | 0.05 | 0.02 |
| tblVehicleEF | LDA | 0.07 | 0.18 |
| tblVehicleEF | LDA | 0.04 | 7.1880e-003 |
| tblVehicleEF | LDA | 1.6260e-003 | 4.7800e-004 |
| tblVehicleEF | LDA | 2.2310e-003 | 8.5300e-004 |
| tblVehicleEF | LDA | 0.02 | 2.5160e-003 |
| tblVehicleEF | LDA | 1.4980e-003 | 4.4000e-004 |
| tblVehicleEF | LDA | 2.0520e-003 | 7.8400e-004 |
| tblVehicleEF | LDA | 0.01 | 0.17 |
| tblVehicleEF | LDA | 0.09 | 0.03 |
| tblVehicleEF | LDA | 0.01 | 0.00 |
| tblVehicleEF | LDA | 8.2190e-003 | 2.6090e-003 |
| tblVehicleEF | LDA | 0.04 | 0.13 |
| tblVehicleEF | LDA | 0.07 | 0.17 |
| tblVehicleEF | LDA | 2.3150e-003 | 1.9710e-003 |
| tblVehicleEF | LDA | 5.7200e-004 | 5.0700e-004 |
| tblVehicleEF | LDA | 0.01 | 0.17 |
| tblVehicleEF | LDA | 0.09 | 0.03 |
| tblVehicleEF | LDA | 0.01 | 0.00 |
| tblVehicleEF | LDA | 0.01 | 0.19 |

| | | | |
|---|---|---|---|
| tblVehicleEF | LDA | 0.04 | 0.13 |
| tblVehicleEF | LDA | 0.08 | 0.19 |
| tblVehicleEF | LDT1 | 7.8390e-003 | 1.2630e-003 |
| tblVehicleEF | LDT1 | 0.01 | 0.04 |
| tblVehicleEF | LDT1 | 1.00 | 0.53 |
| tblVehicleEF | LDT1 | 2.29 | 2.00 |
| tblVehicleEF | LDT1 | 292.52 | 264.26 |
| tblVehicleEF | LDT1 | 68.20 | 65.95 |
| tblVehicleEF | LDT1 | 0.10 | 0.03 |
| tblVehicleEF | LDT1 | 0.13 | 0.20 |
| tblVehicleEF | LDT1 | 0.04 | 9.0940e-003 |
| tblVehicleEF | LDT1 | 2.1830e-003 | 6.3000e-004 |
| tblVehicleEF | LDT1 | 2.9190e-003 | 1.1090e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.1830e-003 |
| tblVehicleEF | LDT1 | 2.0100e-003 | 5.7900e-004 |
| tblVehicleEF | LDT1 | 2.6840e-003 | 1.0190e-003 |
| tblVehicleEF | LDT1 | 0.08 | 0.34 |
| tblVehicleEF | LDT1 | 0.21 | 0.06 |
| tblVehicleEF | LDT1 | 0.06 | 0.00 |
| tblVehicleEF | LDT1 | 0.02 | 4.2150e-003 |
| tblVehicleEF | LDT1 | 0.15 | 0.25 |
| tblVehicleEF | LDT1 | 0.15 | 0.18 |
| tblVehicleEF | LDT1 | 2.9360e-003 | 2.6120e-003 |
| tblVehicleEF | LDT1 | 7.2200e-004 | 6.5200e-004 |
| tblVehicleEF | LDT1 | 0.08 | 0.34 |
| tblVehicleEF | LDT1 | 0.21 | 0.06 |
| tblVehicleEF | LDT1 | 0.06 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleEF | LDT1 | 0.03 | 0.19 |
| tblVehicleEF | LDT1 | 0.15 | 0.25 |
| tblVehicleEF | LDT1 | 0.16 | 0.19 |
| tblVehicleEF | LDT1 | 8.6410e-003 | 1.3500e-003 |
| tblVehicleEF | LDT1 | 9.1080e-003 | 0.04 |
| tblVehicleEF | LDT1 | 1.16 | 0.70 |
| tblVehicleEF | LDT1 | 1.80 | 1.56 |
| tblVehicleEF | LDT1 | 314.43 | 282.40 |
| tblVehicleEF | LDT1 | 68.20 | 65.15 |
| tblVehicleEF | LDT1 | 0.09 | 0.02 |
| tblVehicleEF | LDT1 | 0.11 | 0.17 |
| tblVehicleEF | LDT1 | 0.04 | 9.0940e-003 |
| tblVehicleEF | LDT1 | 2.1830e-003 | 6.3000e-004 |
| tblVehicleEF | LDT1 | 2.9190e-003 | 1.1090e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.1830e-003 |
| tblVehicleEF | LDT1 | 2.0100e-003 | 5.7900e-004 |
| tblVehicleEF | LDT1 | 2.6840e-003 | 1.0190e-003 |
| tblVehicleEF | LDT1 | 0.19 | 0.38 |
| tblVehicleEF | LDT1 | 0.23 | 0.07 |
| tblVehicleEF | LDT1 | 0.13 | 0.00 |
| tblVehicleEF | LDT1 | 0.02 | 4.4250e-003 |
| tblVehicleEF | LDT1 | 0.14 | 0.25 |
| tblVehicleEF | LDT1 | 0.12 | 0.15 |
| tblVehicleEF | LDT1 | 3.1580e-003 | 2.7920e-003 |
| tblVehicleEF | LDT1 | 7.1300e-004 | 6.4400e-004 |
| tblVehicleEF | LDT1 | 0.19 | 0.38 |
| tblVehicleEF | LDT1 | 0.23 | 0.07 |

| | | | |
|---|---|---|---|
| tblVehicleEF | LDT1 | 0.13 | 0.00 |
| tblVehicleEF | LDT1 | 0.03 | 0.16 |
| tblVehicleEF | LDT1 | 0.14 | 0.25 |
| tblVehicleEF | LDT1 | 0.13 | 0.16 |
| tblVehicleEF | LDT1 | 7.6850e-003 | 1.2230e-003 |
| tblVehicleEF | LDT1 | 0.01 | 0.05 |
| tblVehicleEF | LDT1 | 0.99 | 0.51 |
| tblVehicleEF | LDT1 | 2.69 | 2.35 |
| tblVehicleEF | LDT1 | 288.91 | 261.28 |
| tblVehicleEF | LDT1 | 68.20 | 66.59 |
| tblVehicleEF | LDT1 | 0.11 | 0.03 |
| tblVehicleEF | LDT1 | 0.14 | 0.21 |
| tblVehicleEF | LDT1 | 0.04 | 9.0940e-003 |
| tblVehicleEF | LDT1 | 2.1830e-003 | 6.3000e-004 |
| tblVehicleEF | LDT1 | 2.9190e-003 | 1.1090e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.1830e-003 |
| tblVehicleEF | LDT1 | 2.0100e-003 | 5.7900e-004 |
| tblVehicleEF | LDT1 | 2.6840e-003 | 1.0190e-003 |
| tblVehicleEF | LDT1 | 0.04 | 0.33 |
| tblVehicleEF | LDT1 | 0.22 | 0.06 |
| tblVehicleEF | LDT1 | 0.03 | 0.00 |
| tblVehicleEF | LDT1 | 0.02 | 4.1340e-003 |
| tblVehicleEF | LDT1 | 0.18 | 0.25 |
| tblVehicleEF | LDT1 | 0.17 | 0.20 |
| tblVehicleEF | LDT1 | 2.9000e-003 | 2.5830e-003 |
| tblVehicleEF | LDT1 | 7.2900e-004 | 6.5800e-004 |
| tblVehicleEF | LDT1 | 0.04 | 0.33 |

| | | | |
|---|---|---|---|
| tblVehicleEF | LDT1 | 0.22 | 0.06 |
| tblVehicleEF | LDT1 | 0.03 | 0.00 |
| tblVehicleEF | LDT1 | 0.03 | 0.22 |
| tblVehicleEF | LDT1 | 0.18 | 0.25 |
| tblVehicleEF | LDT1 | 0.19 | 0.22 |
| tblVehicleEF | LDT2 | 4.9930e-003 | 1.3420e-003 |
| tblVehicleEF | LDT2 | 6.4640e-003 | 0.05 |
| tblVehicleEF | LDT2 | 0.68 | 0.55 |
| tblVehicleEF | LDT2 | 1.42 | 2.25 |
| tblVehicleEF | LDT2 | 332.30 | 278.93 |
| tblVehicleEF | LDT2 | 77.35 | 69.38 |
| tblVehicleEF | LDT2 | 0.07 | 0.03 |
| tblVehicleEF | LDT2 | 0.11 | 0.21 |
| tblVehicleEF | LDT2 | 0.04 | 8.9690e-003 |
| tblVehicleEF | LDT2 | 1.6420e-003 | 5.7900e-004 |
| tblVehicleEF | LDT2 | 2.2820e-003 | 9.6700e-004 |
| tblVehicleEF | LDT2 | 0.02 | 3.1390e-003 |
| tblVehicleEF | LDT2 | 1.5110e-003 | 5.3300e-004 |
| tblVehicleEF | LDT2 | 2.0990e-003 | 8.8900e-004 |
| tblVehicleEF | LDT2 | 0.04 | 0.23 |
| tblVehicleEF | LDT2 | 0.10 | 0.04 |
| tblVehicleEF | LDT2 | 0.04 | 0.00 |
| tblVehicleEF | LDT2 | 0.01 | 4.3770e-003 |
| tblVehicleEF | LDT2 | 0.07 | 0.17 |
| tblVehicleEF | LDT2 | 0.09 | 0.19 |
| tblVehicleEF | LDT2 | 3.3280e-003 | 2.7570e-003 |
| tblVehicleEF | LDT2 | 7.9700e-004 | 6.8600e-004 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 0.04 | 0.23 |
| tblVehicleEF | LDT2 | 0.10 | 0.04 |
| tblVehicleEF | LDT2 | 0.04 | 0.00 |
| tblVehicleEF | LDT2 | 0.02 | 0.21 |
| tblVehicleEF | LDT2 | 0.07 | 0.17 |
| tblVehicleEF | LDT2 | 0.10 | 0.21 |
| tblVehicleEF | LDT2 | 5.5520e-003 | 1.4350e-003 |
| tblVehicleEF | LDT2 | 5.3620e-003 | 0.04 |
| tblVehicleEF | LDT2 | 0.80 | 0.73 |
| tblVehicleEF | LDT2 | 1.13 | 1.75 |
| tblVehicleEF | LDT2 | 357.57 | 296.38 |
| tblVehicleEF | LDT2 | 77.35 | 68.46 |
| tblVehicleEF | LDT2 | 0.06 | 0.02 |
| tblVehicleEF | LDT2 | 0.10 | 0.19 |
| tblVehicleEF | LDT2 | 0.04 | 8.9690e-003 |
| tblVehicleEF | LDT2 | 1.6420e-003 | 5.7900e-004 |
| tblVehicleEF | LDT2 | 2.2820e-003 | 9.6700e-004 |
| tblVehicleEF | LDT2 | 0.02 | 3.1390e-003 |
| tblVehicleEF | LDT2 | 1.5110e-003 | 5.3300e-004 |
| tblVehicleEF | LDT2 | 2.0990e-003 | 8.8900e-004 |
| tblVehicleEF | LDT2 | 0.09 | 0.26 |
| tblVehicleEF | LDT2 | 0.12 | 0.05 |
| tblVehicleEF | LDT2 | 0.07 | 0.00 |
| tblVehicleEF | LDT2 | 0.01 | 4.5930e-003 |
| tblVehicleEF | LDT2 | 0.06 | 0.17 |
| tblVehicleEF | LDT2 | 0.07 | 0.16 |
| tblVehicleEF | LDT2 | 3.5820e-003 | 2.9300e-003 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 7.9200e-004 | 6.7700e-004 |
| tblVehicleEF | LDT2 | 0.09 | 0.26 |
| tblVehicleEF | LDT2 | 0.12 | 0.05 |
| tblVehicleEF | LDT2 | 0.07 | 0.00 |
| tblVehicleEF | LDT2 | 0.02 | 0.17 |
| tblVehicleEF | LDT2 | 0.06 | 0.17 |
| tblVehicleEF | LDT2 | 0.08 | 0.17 |
| tblVehicleEF | LDT2 | 4.8570e-003 | 1.3000e-003 |
| tblVehicleEF | LDT2 | 7.3180e-003 | 0.05 |
| tblVehicleEF | LDT2 | 0.67 | 0.53 |
| tblVehicleEF | LDT2 | 1.67 | 2.65 |
| tblVehicleEF | LDT2 | 328.13 | 276.07 |
| tblVehicleEF | LDT2 | 77.35 | 70.10 |
| tblVehicleEF | LDT2 | 0.08 | 0.03 |
| tblVehicleEF | LDT2 | 0.12 | 0.23 |
| tblVehicleEF | LDT2 | 0.04 | 8.9690e-003 |
| tblVehicleEF | LDT2 | 1.6420e-003 | 5.7900e-004 |
| tblVehicleEF | LDT2 | 2.2820e-003 | 9.6700e-004 |
| tblVehicleEF | LDT2 | 0.02 | 3.1390e-003 |
| tblVehicleEF | LDT2 | 1.5110e-003 | 5.3300e-004 |
| tblVehicleEF | LDT2 | 2.0990e-003 | 8.8900e-004 |
| tblVehicleEF | LDT2 | 0.02 | 0.22 |
| tblVehicleEF | LDT2 | 0.11 | 0.04 |
| tblVehicleEF | LDT2 | 0.02 | 0.00 |
| tblVehicleEF | LDT2 | 0.01 | 4.2940e-003 |
| tblVehicleEF | LDT2 | 0.09 | 0.17 |
| tblVehicleEF | LDT2 | 0.10 | 0.22 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 3.2860e-003 | 2.7290e-003 |
| tblVehicleEF | LDT2 | 8.0200e-004 | 6.9300e-004 |
| tblVehicleEF | LDT2 | 0.02 | 0.22 |
| tblVehicleEF | LDT2 | 0.11 | 0.04 |
| tblVehicleEF | LDT2 | 0.02 | 0.00 |
| tblVehicleEF | LDT2 | 0.02 | 0.24 |
| tblVehicleEF | LDT2 | 0.09 | 0.17 |
| tblVehicleEF | LDT2 | 0.11 | 0.24 |
| tblVehicleEF | LHD1 | 5.3570e-003 | 2.7730e-003 |
| tblVehicleEF | LHD1 | 0.02 | 1.5390e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.01 |
| tblVehicleEF | LHD1 | 0.15 | 0.13 |
| tblVehicleEF | LHD1 | 1.02 | 0.29 |
| tblVehicleEF | LHD1 | 2.58 | 1.54 |
| tblVehicleEF | LHD1 | 8.98 | 6.18 |
| tblVehicleEF | LHD1 | 687.79 | 504.17 |
| tblVehicleEF | LHD1 | 32.26 | 11.94 |
| tblVehicleEF | LHD1 | 0.07 | 0.02 |
| tblVehicleEF | LHD1 | 1.10 | 0.09 |
| tblVehicleEF | LHD1 | 0.99 | 0.21 |
| tblVehicleEF | LHD1 | 8.6000e-004 | 5.2100e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.06 |
| tblVehicleEF | LHD1 | 0.01 | 8.9680e-003 |
| tblVehicleEF | LHD1 | 0.01 | 5.3100e-003 |
| tblVehicleEF | LHD1 | 9.5500e-004 | 5.9000e-005 |
| tblVehicleEF | LHD1 | 8.2300e-004 | 4.9900e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.02 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 2.5220e-003 | 2.2420e-003 |
| tblVehicleEF | LHD1 | 0.01 | 5.0620e-003 |
| tblVehicleEF | LHD1 | 8.7800e-004 | 5.4000e-005 |
| tblVehicleEF | LHD1 | 2.6370e-003 | 0.06 |
| tblVehicleEF | LHD1 | 0.10 | 0.01 |
| tblVehicleEF | LHD1 | 0.02 | 0.01 |
| tblVehicleEF | LHD1 | 1.3460e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.12 | 0.02 |
| tblVehicleEF | LHD1 | 0.32 | 0.08 |
| tblVehicleEF | LHD1 | 0.26 | 0.05 |
| tblVehicleEF | LHD1 | 9.0000e-005 | 6.0000e-005 |
| tblVehicleEF | LHD1 | 6.7510e-003 | 4.9140e-003 |
| tblVehicleEF | LHD1 | 3.7100e-004 | 1.1800e-004 |
| tblVehicleEF | LHD1 | 2.6370e-003 | 0.06 |
| tblVehicleEF | LHD1 | 0.10 | 0.01 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.3460e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.15 | 0.04 |
| tblVehicleEF | LHD1 | 0.32 | 0.08 |
| tblVehicleEF | LHD1 | 0.29 | 0.05 |
| tblVehicleEF | LHD1 | 5.3570e-003 | 2.7870e-003 |
| tblVehicleEF | LHD1 | 0.02 | 2.4610e-003 |
| tblVehicleEF | LHD1 | 0.02 | 9.5300e-003 |
| tblVehicleEF | LHD1 | 0.15 | 0.13 |
| tblVehicleEF | LHD1 | 1.04 | 0.30 |
| tblVehicleEF | LHD1 | 2.39 | 1.44 |
| tblVehicleEF | LHD1 | 8.98 | 6.18 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 687.79 | 504.18 |
| tblVehicleEF | LHD1 | 32.26 | 11.77 |
| tblVehicleEF | LHD1 | 0.07 | 0.02 |
| tblVehicleEF | LHD1 | 1.05 | 0.09 |
| tblVehicleEF | LHD1 | 0.93 | 0.19 |
| tblVehicleEF | LHD1 | 8.6000e-004 | 5.2100e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.06 |
| tblVehicleEF | LHD1 | 0.01 | 8.9680e-003 |
| tblVehicleEF | LHD1 | 0.01 | 5.3100e-003 |
| tblVehicleEF | LHD1 | 9.5500e-004 | 5.9000e-005 |
| tblVehicleEF | LHD1 | 8.2300e-004 | 4.9900e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.02 |
| tblVehicleEF | LHD1 | 2.5220e-003 | 2.2420e-003 |
| tblVehicleEF | LHD1 | 0.01 | 5.0620e-003 |
| tblVehicleEF | LHD1 | 8.7800e-004 | 5.4000e-005 |
| tblVehicleEF | LHD1 | 5.9200e-003 | 0.07 |
| tblVehicleEF | LHD1 | 0.12 | 0.01 |
| tblVehicleEF | LHD1 | 0.02 | 0.01 |
| tblVehicleEF | LHD1 | 2.7600e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.12 | 0.02 |
| tblVehicleEF | LHD1 | 0.31 | 0.08 |
| tblVehicleEF | LHD1 | 0.25 | 0.04 |
| tblVehicleEF | LHD1 | 9.0000e-005 | 6.0000e-005 |
| tblVehicleEF | LHD1 | 6.7510e-003 | 4.9140e-003 |
| tblVehicleEF | LHD1 | 3.6800e-004 | 1.1600e-004 |
| tblVehicleEF | LHD1 | 5.9200e-003 | 0.07 |
| tblVehicleEF | LHD1 | 0.12 | 0.01 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 2.7600e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.15 | 0.04 |
| tblVehicleEF | LHD1 | 0.31 | 0.08 |
| tblVehicleEF | LHD1 | 0.27 | 0.05 |
| tblVehicleEF | LHD1 | 5.3570e-003 | 2.7610e-003 |
| tblVehicleEF | LHD1 | 0.02 | 2.4110e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.01 |
| tblVehicleEF | LHD1 | 0.15 | 0.13 |
| tblVehicleEF | LHD1 | 1.00 | 0.29 |
| tblVehicleEF | LHD1 | 2.77 | 1.64 |
| tblVehicleEF | LHD1 | 8.98 | 6.18 |
| tblVehicleEF | LHD1 | 687.79 | 504.16 |
| tblVehicleEF | LHD1 | 32.26 | 12.11 |
| tblVehicleEF | LHD1 | 0.07 | 0.02 |
| tblVehicleEF | LHD1 | 1.13 | 0.09 |
| tblVehicleEF | LHD1 | 1.05 | 0.22 |
| tblVehicleEF | LHD1 | 8.6000e-004 | 5.2100e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.06 |
| tblVehicleEF | LHD1 | 0.01 | 8.9680e-003 |
| tblVehicleEF | LHD1 | 0.01 | 5.3100e-003 |
| tblVehicleEF | LHD1 | 9.5500e-004 | 5.9000e-005 |
| tblVehicleEF | LHD1 | 8.2300e-004 | 4.9900e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.02 |
| tblVehicleEF | LHD1 | 2.5220e-003 | 2.2420e-003 |
| tblVehicleEF | LHD1 | 0.01 | 5.0620e-003 |
| tblVehicleEF | LHD1 | 8.7800e-004 | 5.4000e-005 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 1.3360e-003 | 0.06 |
| tblVehicleEF | LHD1 | 0.12 | 9.7100e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.01 |
| tblVehicleEF | LHD1 | 7.1100e-004 | 0.00 |
| tblVehicleEF | LHD1 | 0.12 | 0.02 |
| tblVehicleEF | LHD1 | 0.36 | 0.08 |
| tblVehicleEF | LHD1 | 0.27 | 0.05 |
| tblVehicleEF | LHD1 | 9.0000e-005 | 6.0000e-005 |
| tblVehicleEF | LHD1 | 6.7500e-003 | 4.9140e-003 |
| tblVehicleEF | LHD1 | 3.7400e-004 | 1.2000e-004 |
| tblVehicleEF | LHD1 | 1.3360e-003 | 0.06 |
| tblVehicleEF | LHD1 | 0.12 | 9.7100e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 7.1100e-004 | 0.00 |
| tblVehicleEF | LHD1 | 0.15 | 0.04 |
| tblVehicleEF | LHD1 | 0.36 | 0.08 |
| tblVehicleEF | LHD1 | 0.30 | 0.05 |
| tblVehicleEF | LHD2 | 3.3720e-003 | 1.5120e-003 |
| tblVehicleEF | LHD2 | 7.5730e-003 | 2.5880e-003 |
| tblVehicleEF | LHD2 | 6.7190e-003 | 4.7180e-003 |
| tblVehicleEF | LHD2 | 0.12 | 0.09 |
| tblVehicleEF | LHD2 | 0.55 | 0.24 |
| tblVehicleEF | LHD2 | 1.16 | 0.75 |
| tblVehicleEF | LHD2 | 13.98 | 10.26 |
| tblVehicleEF | LHD2 | 705.76 | 550.85 |
| tblVehicleEF | LHD2 | 24.06 | 5.67 |
| tblVehicleEF | LHD2 | 0.10 | 0.04 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.69 | 0.21 |
| tblVehicleEF | LHD2 | 0.44 | 0.10 |
| tblVehicleEF | LHD2 | 1.2420e-003 | 1.0580e-003 |
| tblVehicleEF | LHD2 | 0.09 | 0.07 |
| tblVehicleEF | LHD2 | 0.01 | 9.8450e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 4.1600e-004 | 2.3000e-005 |
| tblVehicleEF | LHD2 | 1.1880e-003 | 1.0120e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.6910e-003 | 2.4610e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 3.8300e-004 | 2.2000e-005 |
| tblVehicleEF | LHD2 | 8.1500e-004 | 0.03 |
| tblVehicleEF | LHD2 | 0.03 | 5.1160e-003 |
| tblVehicleEF | LHD2 | 0.01 | 8.7690e-003 |
| tblVehicleEF | LHD2 | 4.3700e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.10 | 0.05 |
| tblVehicleEF | LHD2 | 0.07 | 0.04 |
| tblVehicleEF | LHD2 | 0.09 | 0.02 |
| tblVehicleEF | LHD2 | 1.3600e-004 | 9.8000e-005 |
| tblVehicleEF | LHD2 | 6.8630e-003 | 5.2910e-003 |
| tblVehicleEF | LHD2 | 2.6100e-004 | 5.6000e-005 |
| tblVehicleEF | LHD2 | 8.1500e-004 | 0.03 |
| tblVehicleEF | LHD2 | 0.03 | 5.1160e-003 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |
| tblVehicleEF | LHD2 | 4.3700e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.12 | 0.02 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.07 | 0.04 |
| tblVehicleEF | LHD2 | 0.10 | 0.02 |
| tblVehicleEF | LHD2 | 3.3720e-003 | 1.5190e-003 |
| tblVehicleEF | LHD2 | 7.6800e-003 | 2.5960e-003 |
| tblVehicleEF | LHD2 | 6.3670e-003 | 4.4750e-003 |
| tblVehicleEF | LHD2 | 0.12 | 0.09 |
| tblVehicleEF | LHD2 | 0.56 | 0.25 |
| tblVehicleEF | LHD2 | 1.08 | 0.70 |
| tblVehicleEF | LHD2 | 13.98 | 10.26 |
| tblVehicleEF | LHD2 | 705.76 | 550.86 |
| tblVehicleEF | LHD2 | 24.06 | 5.59 |
| tblVehicleEF | LHD2 | 0.10 | 0.04 |
| tblVehicleEF | LHD2 | 0.67 | 0.20 |
| tblVehicleEF | LHD2 | 0.42 | 0.09 |
| tblVehicleEF | LHD2 | 1.2420e-003 | 1.0580e-003 |
| tblVehicleEF | LHD2 | 0.09 | 0.07 |
| tblVehicleEF | LHD2 | 0.01 | 9.8450e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 4.1600e-004 | 2.3000e-005 |
| tblVehicleEF | LHD2 | 1.1880e-003 | 1.0120e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.6910e-003 | 2.4610e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 3.8300e-004 | 2.2000e-005 |
| tblVehicleEF | LHD2 | 1.8300e-003 | 0.03 |
| tblVehicleEF | LHD2 | 0.03 | 5.4280e-003 |
| tblVehicleEF | LHD2 | 0.01 | 8.7690e-003 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 8.9900e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.10 | 0.05 |
| tblVehicleEF | LHD2 | 0.07 | 0.04 |
| tblVehicleEF | LHD2 | 0.09 | 0.02 |
| tblVehicleEF | LHD2 | 1.3600e-004 | 9.8000e-005 |
| tblVehicleEF | LHD2 | 6.8630e-003 | 5.2910e-003 |
| tblVehicleEF | LHD2 | 2.6000e-004 | 5.5000e-005 |
| tblVehicleEF | LHD2 | 1.8300e-003 | 0.03 |
| tblVehicleEF | LHD2 | 0.03 | 5.4280e-003 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |
| tblVehicleEF | LHD2 | 8.9900e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.12 | 0.02 |
| tblVehicleEF | LHD2 | 0.07 | 0.04 |
| tblVehicleEF | LHD2 | 0.09 | 0.02 |
| tblVehicleEF | LHD2 | 3.3720e-003 | 1.5060e-003 |
| tblVehicleEF | LHD2 | 7.4890e-003 | 2.5820e-003 |
| tblVehicleEF | LHD2 | 7.0230e-003 | 4.9270e-003 |
| tblVehicleEF | LHD2 | 0.12 | 0.09 |
| tblVehicleEF | LHD2 | 0.55 | 0.24 |
| tblVehicleEF | LHD2 | 1.24 | 0.80 |
| tblVehicleEF | LHD2 | 13.98 | 10.26 |
| tblVehicleEF | LHD2 | 705.76 | 550.85 |
| tblVehicleEF | LHD2 | 24.06 | 5.75 |
| tblVehicleEF | LHD2 | 0.10 | 0.04 |
| tblVehicleEF | LHD2 | 0.71 | 0.21 |
| tblVehicleEF | LHD2 | 0.47 | 0.11 |
| tblVehicleEF | LHD2 | 1.2420e-003 | 1.0580e-003 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.09 | 0.07 |
| tblVehicleEF | LHD2 | 0.01 | 9.8450e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 4.1600e-004 | 2.3000e-005 |
| tblVehicleEF | LHD2 | 1.1880e-003 | 1.0120e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.6910e-003 | 2.4610e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 3.8300e-004 | 2.2000e-005 |
| tblVehicleEF | LHD2 | 4.1700e-004 | 0.03 |
| tblVehicleEF | LHD2 | 0.03 | 4.7880e-003 |
| tblVehicleEF | LHD2 | 0.01 | 8.7690e-003 |
| tblVehicleEF | LHD2 | 2.3200e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.10 | 0.05 |
| tblVehicleEF | LHD2 | 0.08 | 0.04 |
| tblVehicleEF | LHD2 | 0.09 | 0.02 |
| tblVehicleEF | LHD2 | 1.3600e-004 | 9.8000e-005 |
| tblVehicleEF | LHD2 | 6.8630e-003 | 5.2910e-003 |
| tblVehicleEF | LHD2 | 2.6300e-004 | 5.7000e-005 |
| tblVehicleEF | LHD2 | 4.1700e-004 | 0.03 |
| tblVehicleEF | LHD2 | 0.03 | 4.7880e-003 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |
| tblVehicleEF | LHD2 | 2.3200e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.12 | 0.02 |
| tblVehicleEF | LHD2 | 0.08 | 0.04 |
| tblVehicleEF | LHD2 | 0.10 | 0.02 |
| tblVehicleEF | MCY | 0.45 | 0.14 |

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|---|---|---|---|
| tblVehicleEF | MCY | 0.16 | 0.15 |
| tblVehicleEF | MCY | 18.74 | 12.11 |
| tblVehicleEF | MCY | 10.18 | 7.31 |
| tblVehicleEF | MCY | 169.68 | 188.09 |
| tblVehicleEF | MCY | 45.14 | 42.49 |
| tblVehicleEF | MCY | 1.15 | 0.50 |
| tblVehicleEF | MCY | 0.32 | 0.09 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 2.0080e-003 | 2.1840e-003 |
| tblVehicleEF | MCY | 3.7340e-003 | 3.4500e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 1.8770e-003 | 2.0370e-003 |
| tblVehicleEF | MCY | 3.5160e-003 | 3.2200e-003 |
| tblVehicleEF | MCY | 0.90 | 1.69 |
| tblVehicleEF | MCY | 0.70 | 3.55 |
| tblVehicleEF | MCY | 0.49 | 0.00 |
| tblVehicleEF | MCY | 2.20 | 0.86 |
| tblVehicleEF | MCY | 0.60 | 3.79 |
| tblVehicleEF | MCY | 2.20 | 1.04 |
| tblVehicleEF | MCY | 2.0680e-003 | 1.8590e-003 |
| tblVehicleEF | MCY | 6.8300e-004 | 4.2000e-004 |
| tblVehicleEF | MCY | 0.90 | 1.69 |
| tblVehicleEF | MCY | 0.70 | 3.55 |
| tblVehicleEF | MCY | 0.49 | 0.00 |
| tblVehicleEF | MCY | 2.73 | 1.13 |
| tblVehicleEF | MCY | 0.60 | 3.79 |
| tblVehicleEF | MCY | 2.39 | 1.13 |

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|---|---|---|---|
| tblVehicleEF | MCY | 0.43 | 0.14 |
| tblVehicleEF | MCY | 0.14 | 0.12 |
| tblVehicleEF | MCY | 18.08 | 11.94 |
| tblVehicleEF | MCY | 8.95 | 6.35 |
| tblVehicleEF | MCY | 169.68 | 187.77 |
| tblVehicleEF | MCY | 45.14 | 40.40 |
| tblVehicleEF | MCY | 1.01 | 0.44 |
| tblVehicleEF | MCY | 0.29 | 0.08 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 2.0080e-003 | 2.1840e-003 |
| tblVehicleEF | MCY | 3.7340e-003 | 3.4500e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 1.8770e-003 | 2.0370e-003 |
| tblVehicleEF | MCY | 3.5160e-003 | 3.2200e-003 |
| tblVehicleEF | MCY | 2.33 | 2.50 |
| tblVehicleEF | MCY | 0.92 | 3.71 |
| tblVehicleEF | MCY | 1.34 | 0.00 |
| tblVehicleEF | MCY | 2.13 | 0.84 |
| tblVehicleEF | MCY | 0.56 | 3.81 |
| tblVehicleEF | MCY | 1.85 | 0.87 |
| tblVehicleEF | MCY | 2.0550e-003 | 1.8560e-003 |
| tblVehicleEF | MCY | 6.5200e-004 | 3.9900e-004 |
| tblVehicleEF | MCY | 2.33 | 2.50 |
| tblVehicleEF | MCY | 0.92 | 3.71 |
| tblVehicleEF | MCY | 1.34 | 0.00 |
| tblVehicleEF | MCY | 2.64 | 0.95 |
| tblVehicleEF | MCY | 0.56 | 3.81 |

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|---|---|---|---|
| tblVehicleEF | MCY | 2.01 | 0.95 |
| tblVehicleEF | MCY | 0.46 | 0.14 |
| tblVehicleEF | MCY | 0.19 | 0.17 |
| tblVehicleEF | MCY | 20.17 | 12.64 |
| tblVehicleEF | MCY | 11.61 | 8.37 |
| tblVehicleEF | MCY | 169.68 | 189.02 |
| tblVehicleEF | MCY | 45.14 | 44.71 |
| tblVehicleEF | MCY | 1.23 | 0.54 |
| tblVehicleEF | MCY | 0.34 | 0.10 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 2.0080e-003 | 2.1840e-003 |
| tblVehicleEF | MCY | 3.7340e-003 | 3.4500e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 1.8770e-003 | 2.0370e-003 |
| tblVehicleEF | MCY | 3.5160e-003 | 3.2200e-003 |
| tblVehicleEF | MCY | 0.39 | 1.62 |
| tblVehicleEF | MCY | 0.84 | 3.33 |
| tblVehicleEF | MCY | 0.19 | 0.00 |
| tblVehicleEF | MCY | 2.29 | 0.88 |
| tblVehicleEF | MCY | 0.71 | 4.11 |
| tblVehicleEF | MCY | 2.54 | 1.20 |
| tblVehicleEF | MCY | 2.0940e-003 | 1.8690e-003 |
| tblVehicleEF | MCY | 7.1600e-004 | 4.4200e-004 |
| tblVehicleEF | MCY | 0.39 | 1.62 |
| tblVehicleEF | MCY | 0.84 | 3.33 |
| tblVehicleEF | MCY | 0.19 | 0.00 |
| tblVehicleEF | MCY | 2.84 | 1.31 |

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|---|---|---|---|
| tblVehicleEF | MCY | 0.71 | 4.11 |
| tblVehicleEF | MCY | 2.77 | 1.31 |
| tblVehicleEF | MDV | 9.4310e-003 | 1.3890e-003 |
| tblVehicleEF | MDV | 0.02 | 0.05 |
| tblVehicleEF | MDV | 1.06 | 0.56 |
| tblVehicleEF | MDV | 2.68 | 2.25 |
| tblVehicleEF | MDV | 444.47 | 331.52 |
| tblVehicleEF | MDV | 101.69 | 82.12 |
| tblVehicleEF | MDV | 0.13 | 0.03 |
| tblVehicleEF | MDV | 0.23 | 0.23 |
| tblVehicleEF | MDV | 0.04 | 9.0270e-003 |
| tblVehicleEF | MDV | 1.8000e-003 | 5.7400e-004 |
| tblVehicleEF | MDV | 2.4830e-003 | 9.6600e-004 |
| tblVehicleEF | MDV | 0.02 | 3.1590e-003 |
| tblVehicleEF | MDV | 1.6590e-003 | 5.2900e-004 |
| tblVehicleEF | MDV | 2.2840e-003 | 8.8800e-004 |
| tblVehicleEF | MDV | 0.06 | 0.24 |
| tblVehicleEF | MDV | 0.16 | 0.05 |
| tblVehicleEF | MDV | 0.06 | 0.00 |
| tblVehicleEF | MDV | 0.02 | 4.6340e-003 |
| tblVehicleEF | MDV | 0.11 | 0.18 |
| tblVehicleEF | MDV | 0.20 | 0.21 |
| tblVehicleEF | MDV | 4.4500e-003 | 3.2760e-003 |
| tblVehicleEF | MDV | 1.0640e-003 | 8.1200e-004 |
| tblVehicleEF | MDV | 0.06 | 0.24 |
| tblVehicleEF | MDV | 0.16 | 0.05 |
| tblVehicleEF | MDV | 0.06 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | MDV | 0.03 | 0.23 |
| tblVehicleEF | MDV | 0.11 | 0.18 |
| tblVehicleEF | MDV | 0.22 | 0.23 |
| tblVehicleEF | MDV | 0.01 | 1.4850e-003 |
| tblVehicleEF | MDV | 0.01 | 0.04 |
| tblVehicleEF | MDV | 1.24 | 0.74 |
| tblVehicleEF | MDV | 2.12 | 1.75 |
| tblVehicleEF | MDV | 477.37 | 348.59 |
| tblVehicleEF | MDV | 101.69 | 81.19 |
| tblVehicleEF | MDV | 0.12 | 0.02 |
| tblVehicleEF | MDV | 0.21 | 0.20 |
| tblVehicleEF | MDV | 0.04 | 9.0270e-003 |
| tblVehicleEF | MDV | 1.8000e-003 | 5.7400e-004 |
| tblVehicleEF | MDV | 2.4830e-003 | 9.6600e-004 |
| tblVehicleEF | MDV | 0.02 | 3.1590e-003 |
| tblVehicleEF | MDV | 1.6590e-003 | 5.2900e-004 |
| tblVehicleEF | MDV | 2.2840e-003 | 8.8800e-004 |
| tblVehicleEF | MDV | 0.14 | 0.27 |
| tblVehicleEF | MDV | 0.18 | 0.05 |
| tblVehicleEF | MDV | 0.11 | 0.00 |
| tblVehicleEF | MDV | 0.03 | 4.8630e-003 |
| tblVehicleEF | MDV | 0.10 | 0.18 |
| tblVehicleEF | MDV | 0.17 | 0.17 |
| tblVehicleEF | MDV | 4.7820e-003 | 3.4450e-003 |
| tblVehicleEF | MDV | 1.0540e-003 | 8.0300e-004 |
| tblVehicleEF | MDV | 0.14 | 0.27 |
| tblVehicleEF | MDV | 0.18 | 0.05 |

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|---|---|---|---|
| tblVehicleEF | MDV | 0.11 | 0.00 |
| tblVehicleEF | MDV | 0.04 | 0.19 |
| tblVehicleEF | MDV | 0.10 | 0.18 |
| tblVehicleEF | MDV | 0.18 | 0.18 |
| tblVehicleEF | MDV | 9.2130e-003 | 1.3450e-003 |
| tblVehicleEF | MDV | 0.02 | 0.05 |
| tblVehicleEF | MDV | 1.05 | 0.53 |
| tblVehicleEF | MDV | 3.14 | 2.66 |
| tblVehicleEF | MDV | 439.05 | 328.72 |
| tblVehicleEF | MDV | 101.69 | 82.85 |
| tblVehicleEF | MDV | 0.14 | 0.03 |
| tblVehicleEF | MDV | 0.25 | 0.25 |
| tblVehicleEF | MDV | 0.04 | 9.0270e-003 |
| tblVehicleEF | MDV | 1.8000e-003 | 5.7400e-004 |
| tblVehicleEF | MDV | 2.4830e-003 | 9.6600e-004 |
| tblVehicleEF | MDV | 0.02 | 3.1590e-003 |
| tblVehicleEF | MDV | 1.6590e-003 | 5.2900e-004 |
| tblVehicleEF | MDV | 2.2840e-003 | 8.8800e-004 |
| tblVehicleEF | MDV | 0.03 | 0.24 |
| tblVehicleEF | MDV | 0.17 | 0.04 |
| tblVehicleEF | MDV | 0.03 | 0.00 |
| tblVehicleEF | MDV | 0.02 | 4.5470e-003 |
| tblVehicleEF | MDV | 0.13 | 0.18 |
| tblVehicleEF | MDV | 0.23 | 0.23 |
| tblVehicleEF | MDV | 4.3960e-003 | 3.2480e-003 |
| tblVehicleEF | MDV | 1.0720e-003 | 8.1900e-004 |
| tblVehicleEF | MDV | 0.03 | 0.24 |

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|---|---|---|---|
| tblVehicleEF | MDV | 0.17 | 0.04 |
| tblVehicleEF | MDV | 0.03 | 0.00 |
| tblVehicleEF | MDV | 0.03 | 0.26 |
| tblVehicleEF | MDV | 0.13 | 0.18 |
| tblVehicleEF | MDV | 0.25 | 0.26 |
| tblVehicleEF | MH | 0.03 | 4.1240e-003 |
| tblVehicleEF | MH | 0.02 | 0.02 |
| tblVehicleEF | MH | 1.96 | 0.20 |
| tblVehicleEF | MH | 5.58 | 1.60 |
| tblVehicleEF | MH | 1,212.08 | 1,640.30 |
| tblVehicleEF | MH | 58.85 | 18.59 |
| tblVehicleEF | MH | 1.29 | 1.02 |
| tblVehicleEF | MH | 0.81 | 0.26 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.02 | 0.01 |
| tblVehicleEF | MH | 1.1290e-003 | 2.2500e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2190e-003 | 3.3550e-003 |
| tblVehicleEF | MH | 0.02 | 0.01 |
| tblVehicleEF | MH | 1.0380e-003 | 2.0700e-004 |
| tblVehicleEF | MH | 0.81 | 11.66 |
| tblVehicleEF | MH | 0.07 | 2.06 |
| tblVehicleEF | MH | 0.28 | 0.00 |
| tblVehicleEF | MH | 0.09 | 0.04 |
| tblVehicleEF | MH | 0.02 | 0.07 |
| tblVehicleEF | MH | 0.32 | 0.07 |

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|---|---|---|---|
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 6.8600e-004 | 1.8400e-004 |
| tblVehicleEF | MH | 0.81 | 11.66 |
| tblVehicleEF | MH | 0.07 | 2.06 |
| tblVehicleEF | MH | 0.28 | 0.00 |
| tblVehicleEF | MH | 0.12 | 0.08 |
| tblVehicleEF | MH | 0.02 | 0.07 |
| tblVehicleEF | MH | 0.35 | 0.08 |
| tblVehicleEF | MH | 0.03 | 4.2080e-003 |
| tblVehicleEF | MH | 0.02 | 0.02 |
| tblVehicleEF | MH | 2.04 | 0.21 |
| tblVehicleEF | MH | 5.06 | 1.46 |
| tblVehicleEF | MH | 1,212.08 | 1,640.31 |
| tblVehicleEF | MH | 58.85 | 18.35 |
| tblVehicleEF | MH | 1.21 | 0.98 |
| tblVehicleEF | MH | 0.76 | 0.24 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.02 | 0.01 |
| tblVehicleEF | MH | 1.1290e-003 | 2.2500e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2190e-003 | 3.3550e-003 |
| tblVehicleEF | MH | 0.02 | 0.01 |
| tblVehicleEF | MH | 1.0380e-003 | 2.0700e-004 |
| tblVehicleEF | MH | 1.81 | 13.04 |
| tblVehicleEF | MH | 0.07 | 2.19 |
| tblVehicleEF | MH | 0.59 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | MH | 0.09 | 0.04 |
| tblVehicleEF | MH | 0.02 | 0.07 |
| tblVehicleEF | MH | 0.30 | 0.07 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 6.7700e-004 | 1.8100e-004 |
| tblVehicleEF | MH | 1.81 | 13.04 |
| tblVehicleEF | MH | 0.07 | 2.19 |
| tblVehicleEF | MH | 0.59 | 0.00 |
| tblVehicleEF | MH | 0.13 | 0.08 |
| tblVehicleEF | MH | 0.02 | 0.07 |
| tblVehicleEF | MH | 0.33 | 0.08 |
| tblVehicleEF | MH | 0.03 | 4.0620e-003 |
| tblVehicleEF | MH | 0.03 | 0.02 |
| tblVehicleEF | MH | 1.89 | 0.20 |
| tblVehicleEF | MH | 6.07 | 1.72 |
| tblVehicleEF | MH | 1,212.08 | 1,640.29 |
| tblVehicleEF | MH | 58.85 | 18.81 |
| tblVehicleEF | MH | 1.33 | 1.04 |
| tblVehicleEF | MH | 0.86 | 0.28 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.02 | 0.01 |
| tblVehicleEF | MH | 1.1290e-003 | 2.2500e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2190e-003 | 3.3550e-003 |
| tblVehicleEF | MH | 0.02 | 0.01 |
| tblVehicleEF | MH | 1.0380e-003 | 2.0700e-004 |

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|---|---|---|---|
| tblVehicleEF | MH | 0.40 | 11.46 |
| tblVehicleEF | MH | 0.08 | 1.93 |
| tblVehicleEF | MH | 0.16 | 0.00 |
| tblVehicleEF | MH | 0.09 | 0.04 |
| tblVehicleEF | MH | 0.02 | 0.07 |
| tblVehicleEF | MH | 0.34 | 0.08 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 6.9400e-004 | 1.8600e-004 |
| tblVehicleEF | MH | 0.40 | 11.46 |
| tblVehicleEF | MH | 0.08 | 1.93 |
| tblVehicleEF | MH | 0.16 | 0.00 |
| tblVehicleEF | MH | 0.12 | 0.09 |
| tblVehicleEF | MH | 0.02 | 0.07 |
| tblVehicleEF | MH | 0.37 | 0.09 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 4.5180e-003 | 7.4200e-003 |
| tblVehicleEF | MHD | 0.05 | 4.2530e-003 |
| tblVehicleEF | MHD | 0.38 | 0.45 |
| tblVehicleEF | MHD | 0.36 | 0.07 |
| tblVehicleEF | MHD | 5.92 | 0.40 |
| tblVehicleEF | MHD | 132.71 | 100.29 |
| tblVehicleEF | MHD | 1,189.79 | 722.78 |
| tblVehicleEF | MHD | 61.47 | 4.49 |
| tblVehicleEF | MHD | 0.36 | 0.47 |
| tblVehicleEF | MHD | 1.11 | 0.22 |
| tblVehicleEF | MHD | 10.17 | 0.71 |
| tblVehicleEF | MHD | 1.2300e-004 | 1.6300e-004 |

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|---|---|---|---|
| tblVehicleEF | MHD | 0.13 | 0.04 |
| tblVehicleEF | MHD | 3.1090e-003 | 1.9590e-003 |
| tblVehicleEF | MHD | 9.0500e-004 | 5.6000e-005 |
| tblVehicleEF | MHD | 1.1800e-004 | 1.5600e-004 |
| tblVehicleEF | MHD | 0.06 | 0.01 |
| tblVehicleEF | MHD | 2.9680e-003 | 1.8690e-003 |
| tblVehicleEF | MHD | 8.3200e-004 | 5.1000e-005 |
| tblVehicleEF | MHD | 8.9400e-004 | 0.01 |
| tblVehicleEF | MHD | 0.04 | 1.6240e-003 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 4.6300e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 4.9990e-003 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.35 | 0.02 |
| tblVehicleEF | MHD | 1.2790e-003 | 9.0900e-004 |
| tblVehicleEF | MHD | 0.01 | 6.8090e-003 |
| tblVehicleEF | MHD | 7.1800e-004 | 4.4000e-005 |
| tblVehicleEF | MHD | 8.9400e-004 | 0.01 |
| tblVehicleEF | MHD | 0.04 | 1.6240e-003 |
| tblVehicleEF | MHD | 0.04 | 0.03 |
| tblVehicleEF | MHD | 4.6300e-004 | 0.00 |
| tblVehicleEF | MHD | 0.05 | 0.02 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.38 | 0.02 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 4.6140e-003 | 7.4310e-003 |
| tblVehicleEF | MHD | 0.04 | 4.0180e-003 |

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|---|---|---|---|
| tblVehicleEF | MHD | 0.26 | 0.42 |
| tblVehicleEF | MHD | 0.36 | 0.07 |
| tblVehicleEF | MHD | 5.44 | 0.36 |
| tblVehicleEF | MHD | 140.74 | 99.11 |
| tblVehicleEF | MHD | 1,189.79 | 722.78 |
| tblVehicleEF | MHD | 61.47 | 4.44 |
| tblVehicleEF | MHD | 0.37 | 0.45 |
| tblVehicleEF | MHD | 1.06 | 0.21 |
| tblVehicleEF | MHD | 10.11 | 0.71 |
| tblVehicleEF | MHD | 1.0400e-004 | 1.4600e-004 |
| tblVehicleEF | MHD | 0.13 | 0.04 |
| tblVehicleEF | MHD | 3.1090e-003 | 1.9590e-003 |
| tblVehicleEF | MHD | 9.0500e-004 | 5.6000e-005 |
| tblVehicleEF | MHD | 9.9000e-005 | 1.3900e-004 |
| tblVehicleEF | MHD | 0.06 | 0.01 |
| tblVehicleEF | MHD | 2.9680e-003 | 1.8690e-003 |
| tblVehicleEF | MHD | 8.3200e-004 | 5.1000e-005 |
| tblVehicleEF | MHD | 2.0590e-003 | 0.01 |
| tblVehicleEF | MHD | 0.05 | 1.7260e-003 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 9.9800e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 5.0360e-003 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.33 | 0.02 |
| tblVehicleEF | MHD | 1.3540e-003 | 8.9800e-004 |
| tblVehicleEF | MHD | 0.01 | 6.8090e-003 |
| tblVehicleEF | MHD | 7.1000e-004 | 4.4000e-005 |

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|---|---|---|---|
| tblVehicleEF | MHD | 2.0590e-003 | 0.01 |
| tblVehicleEF | MHD | 0.05 | 1.7260e-003 |
| tblVehicleEF | MHD | 0.03 | 0.03 |
| tblVehicleEF | MHD | 9.9800e-004 | 0.00 |
| tblVehicleEF | MHD | 0.05 | 0.02 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.36 | 0.02 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 4.4440e-003 | 7.4110e-003 |
| tblVehicleEF | MHD | 0.05 | 4.4440e-003 |
| tblVehicleEF | MHD | 0.49 | 0.48 |
| tblVehicleEF | MHD | 0.35 | 0.07 |
| tblVehicleEF | MHD | 6.36 | 0.43 |
| tblVehicleEF | MHD | 122.01 | 101.96 |
| tblVehicleEF | MHD | 1,189.79 | 722.78 |
| tblVehicleEF | MHD | 61.47 | 4.54 |
| tblVehicleEF | MHD | 0.35 | 0.50 |
| tblVehicleEF | MHD | 1.13 | 0.23 |
| tblVehicleEF | MHD | 10.22 | 0.71 |
| tblVehicleEF | MHD | 1.5000e-004 | 1.8800e-004 |
| tblVehicleEF | MHD | 0.13 | 0.04 |
| tblVehicleEF | MHD | 3.1090e-003 | 1.9590e-003 |
| tblVehicleEF | MHD | 9.0500e-004 | 5.6000e-005 |
| tblVehicleEF | MHD | 1.4300e-004 | 1.7900e-004 |
| tblVehicleEF | MHD | 0.06 | 0.01 |
| tblVehicleEF | MHD | 2.9680e-003 | 1.8690e-003 |
| tblVehicleEF | MHD | 8.3200e-004 | 5.1000e-005 |

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|---|---|---|---|
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| tblVehicleEF | MHD | 0.04 | 1.5190e-003 |
| tblVehicleEF | MHD | 0.03 | 0.01 |
| tblVehicleEF | MHD | 2.3900e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 4.9710e-003 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.37 | 0.02 |
| tblVehicleEF | MHD | 1.1780e-003 | 9.2500e-004 |
| tblVehicleEF | MHD | 0.01 | 6.8090e-003 |
| tblVehicleEF | MHD | 7.2600e-004 | 4.5000e-005 |
| tblVehicleEF | MHD | 4.4600e-004 | 0.01 |
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| tblVehicleEF | MHD | 2.3900e-004 | 0.00 |
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| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.40 | 0.02 |
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| tblVehicleEF | OBUS | 6.3660e-003 | 0.01 |
| tblVehicleEF | OBUS | 0.03 | 9.0620e-003 |
| tblVehicleEF | OBUS | 0.24 | 0.51 |
| tblVehicleEF | OBUS | 0.44 | 0.18 |
| tblVehicleEF | OBUS | 5.01 | 0.98 |
| tblVehicleEF | OBUS | 99.56 | 80.57 |
| tblVehicleEF | OBUS | 1,293.67 | 1,083.00 |
| tblVehicleEF | OBUS | 66.88 | 8.44 |
| tblVehicleEF | OBUS | 0.21 | 0.23 |

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| tblVehicleEF | OBUS | 2.72 | 0.70 |
| tblVehicleEF | OBUS | 1.9000e-005 | 1.7600e-004 |
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| tblVehicleEF | OBUS | 2.6550e-003 | 7.3580e-003 |
| tblVehicleEF | OBUS | 8.0900e-004 | 8.6000e-005 |
| tblVehicleEF | OBUS | 1.8000e-005 | 1.6800e-004 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 2.5210e-003 | 7.0340e-003 |
| tblVehicleEF | OBUS | 7.4400e-004 | 7.9000e-005 |
| tblVehicleEF | OBUS | 1.1720e-003 | 0.05 |
| tblVehicleEF | OBUS | 0.02 | 8.9120e-003 |
| tblVehicleEF | OBUS | 0.03 | 0.03 |
| tblVehicleEF | OBUS | 5.1500e-004 | 0.00 |
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| tblVehicleEF | OBUS | 0.03 | 0.06 |
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| tblVehicleEF | OBUS | 9.6200e-004 | 7.5500e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.5700e-004 | 8.3000e-005 |
| tblVehicleEF | OBUS | 1.1720e-003 | 0.05 |
| tblVehicleEF | OBUS | 0.02 | 8.9120e-003 |
| tblVehicleEF | OBUS | 0.05 | 0.05 |
| tblVehicleEF | OBUS | 5.1500e-004 | 0.00 |
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| tblVehicleEF | OBUS | 0.03 | 0.06 |
| tblVehicleEF | OBUS | 0.34 | 0.05 |

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| tblVehicleEF | OBUS | 0.02 | 8.5190e-003 |
| tblVehicleEF | OBUS | 0.24 | 0.51 |
| tblVehicleEF | OBUS | 0.45 | 0.18 |
| tblVehicleEF | OBUS | 4.57 | 0.89 |
| tblVehicleEF | OBUS | 104.50 | 79.59 |
| tblVehicleEF | OBUS | 1,293.67 | 1,083.00 |
| tblVehicleEF | OBUS | 66.88 | 8.29 |
| tblVehicleEF | OBUS | 0.22 | 0.22 |
| tblVehicleEF | OBUS | 0.84 | 0.54 |
| tblVehicleEF | OBUS | 2.67 | 0.69 |
| tblVehicleEF | OBUS | 1.6000e-005 | 1.5500e-004 |
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| tblVehicleEF | OBUS | 2.6550e-003 | 7.3580e-003 |
| tblVehicleEF | OBUS | 8.0900e-004 | 8.6000e-005 |
| tblVehicleEF | OBUS | 1.6000e-005 | 1.4800e-004 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 2.5210e-003 | 7.0340e-003 |
| tblVehicleEF | OBUS | 7.4400e-004 | 7.9000e-005 |
| tblVehicleEF | OBUS | 2.6050e-003 | 0.06 |
| tblVehicleEF | OBUS | 0.02 | 9.4520e-003 |
| tblVehicleEF | OBUS | 0.03 | 0.04 |
| tblVehicleEF | OBUS | 1.0740e-003 | 0.00 |
| tblVehicleEF | OBUS | 0.04 | 0.02 |
| tblVehicleEF | OBUS | 0.03 | 0.06 |
| tblVehicleEF | OBUS | 0.29 | 0.05 |

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| tblVehicleEF | OBUS | 7.4900e-004 | 8.2000e-005 |
| tblVehicleEF | OBUS | 2.6050e-003 | 0.06 |
| tblVehicleEF | OBUS | 0.02 | 9.4520e-003 |
| tblVehicleEF | OBUS | 0.04 | 0.05 |
| tblVehicleEF | OBUS | 1.0740e-003 | 0.00 |
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| tblVehicleEF | OBUS | 0.03 | 0.06 |
| tblVehicleEF | OBUS | 0.32 | 0.05 |
| tblVehicleEF | OBUS | 0.01 | 6.9910e-003 |
| tblVehicleEF | OBUS | 6.2370e-003 | 0.01 |
| tblVehicleEF | OBUS | 0.03 | 9.4960e-003 |
| tblVehicleEF | OBUS | 0.25 | 0.52 |
| tblVehicleEF | OBUS | 0.44 | 0.18 |
| tblVehicleEF | OBUS | 5.41 | 1.06 |
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| tblVehicleEF | OBUS | 66.88 | 8.57 |
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| tblVehicleEF | OBUS | 2.77 | 0.70 |
| tblVehicleEF | OBUS | 2.3000e-005 | 2.0500e-004 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |
| tblVehicleEF | OBUS | 2.6550e-003 | 7.3580e-003 |
| tblVehicleEF | OBUS | 8.0900e-004 | 8.6000e-005 |
| tblVehicleEF | OBUS | 2.2000e-005 | 1.9600e-004 |

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|---|---|---|---|
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| tblVehicleEF | OBUS | 2.5210e-003 | 7.0340e-003 |
| tblVehicleEF | OBUS | 7.4400e-004 | 7.9000e-005 |
| tblVehicleEF | OBUS | 6.3300e-004 | 0.05 |
| tblVehicleEF | OBUS | 0.02 | 8.3390e-003 |
| tblVehicleEF | OBUS | 0.03 | 0.03 |
| tblVehicleEF | OBUS | 2.9300e-004 | 0.00 |
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| tblVehicleEF | OBUS | 0.03 | 0.06 |
| tblVehicleEF | OBUS | 0.33 | 0.05 |
| tblVehicleEF | OBUS | 8.9700e-004 | 7.6800e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.6300e-004 | 8.5000e-005 |
| tblVehicleEF | OBUS | 6.3300e-004 | 0.05 |
| tblVehicleEF | OBUS | 0.02 | 8.3390e-003 |
| tblVehicleEF | OBUS | 0.05 | 0.04 |
| tblVehicleEF | OBUS | 2.9300e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.05 | 0.02 |
| tblVehicleEF | OBUS | 0.03 | 0.06 |
| tblVehicleEF | OBUS | 0.36 | 0.06 |
| tblVehicleEF | SBUS | 0.83 | 0.08 |
| tblVehicleEF | SBUS | 0.02 | 0.07 |
| tblVehicleEF | SBUS | 0.08 | 4.2920e-003 |
| tblVehicleEF | SBUS | 8.17 | 1.66 |
| tblVehicleEF | SBUS | 1.05 | 0.30 |
| tblVehicleEF | SBUS | 9.75 | 0.51 |
| tblVehicleEF | SBUS | 1,109.35 | 144.97 |

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| tblVehicleEF | SBUS | 56.07 | 3.34 |
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| tblVehicleEF | SBUS | 3.71 | 0.35 |
| tblVehicleEF | SBUS | 12.10 | 0.50 |
| tblVehicleEF | SBUS | 8.0590e-003 | 1.7700e-004 |
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 0.02 | 2.4950e-003 |
| tblVehicleEF | SBUS | 9.0100e-004 | 4.5000e-005 |
| tblVehicleEF | SBUS | 7.7100e-003 | 1.6800e-004 |
| tblVehicleEF | SBUS | 0.32 | 0.01 |
| tblVehicleEF | SBUS | 2.6280e-003 | 2.5800e-003 |
| tblVehicleEF | SBUS | 0.02 | 2.3710e-003 |
| tblVehicleEF | SBUS | 8.2900e-004 | 4.2000e-005 |
| tblVehicleEF | SBUS | 3.4510e-003 | 0.06 |
| tblVehicleEF | SBUS | 0.04 | 9.6170e-003 |
| tblVehicleEF | SBUS | 0.97 | 0.17 |
| tblVehicleEF | SBUS | 1.4880e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.11 | 0.01 |
| tblVehicleEF | SBUS | 0.02 | 0.04 |
| tblVehicleEF | SBUS | 0.48 | 0.02 |
| tblVehicleEF | SBUS | 0.01 | 1.2800e-003 |
| tblVehicleEF | SBUS | 0.01 | 6.6500e-003 |
| tblVehicleEF | SBUS | 7.2900e-004 | 3.3000e-005 |
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| tblVehicleEF | SBUS | 0.04 | 9.6170e-003 |

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| tblVehicleEF | SBUS | 1.40 | 0.29 |
| tblVehicleEF | SBUS | 1.4880e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.14 | 0.13 |
| tblVehicleEF | SBUS | 0.02 | 0.04 |
| tblVehicleEF | SBUS | 0.53 | 0.03 |
| tblVehicleEF | SBUS | 0.83 | 0.08 |
| tblVehicleEF | SBUS | 0.02 | 0.07 |
| tblVehicleEF | SBUS | 0.07 | 3.6120e-003 |
| tblVehicleEF | SBUS | 8.07 | 1.65 |
| tblVehicleEF | SBUS | 1.08 | 0.30 |
| tblVehicleEF | SBUS | 7.16 | 0.38 |
| tblVehicleEF | SBUS | 1,158.83 | 144.13 |
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| tblVehicleEF | SBUS | 3.55 | 0.33 |
| tblVehicleEF | SBUS | 12.05 | 0.49 |
| tblVehicleEF | SBUS | 6.7940e-003 | 1.6100e-004 |
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 0.02 | 2.4950e-003 |
| tblVehicleEF | SBUS | 9.0100e-004 | 4.5000e-005 |
| tblVehicleEF | SBUS | 6.5000e-003 | 1.5200e-004 |
| tblVehicleEF | SBUS | 0.32 | 0.01 |
| tblVehicleEF | SBUS | 2.6280e-003 | 2.5800e-003 |
| tblVehicleEF | SBUS | 0.02 | 2.3710e-003 |
| tblVehicleEF | SBUS | 8.2900e-004 | 4.2000e-005 |

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| tblVehicleEF | SBUS | 7.6490e-003 | 0.07 |
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| tblVehicleEF | SBUS | 0.97 | 0.17 |
| tblVehicleEF | SBUS | 3.0940e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.11 | 0.01 |
| tblVehicleEF | SBUS | 0.01 | 0.04 |
| tblVehicleEF | SBUS | 0.41 | 0.02 |
| tblVehicleEF | SBUS | 0.01 | 1.2720e-003 |
| tblVehicleEF | SBUS | 0.01 | 6.6500e-003 |
| tblVehicleEF | SBUS | 6.8500e-004 | 3.1000e-005 |
| tblVehicleEF | SBUS | 7.6490e-003 | 0.07 |
| tblVehicleEF | SBUS | 0.04 | 0.01 |
| tblVehicleEF | SBUS | 1.40 | 0.29 |
| tblVehicleEF | SBUS | 3.0940e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.14 | 0.11 |
| tblVehicleEF | SBUS | 0.01 | 0.04 |
| tblVehicleEF | SBUS | 0.44 | 0.02 |
| tblVehicleEF | SBUS | 0.83 | 0.08 |
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| tblVehicleEF | SBUS | 0.09 | 4.9020e-003 |
| tblVehicleEF | SBUS | 8.32 | 1.67 |
| tblVehicleEF | SBUS | 1.03 | 0.29 |
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| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
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| tblVehicleEF | SBUS | 9.3820e-003 | 1.9000e-004 |
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| tblVehicleEF | SBUS | 2.6280e-003 | 2.5800e-003 |
| tblVehicleEF | SBUS | 0.02 | 2.3710e-003 |
| tblVehicleEF | SBUS | 8.2900e-004 | 4.2000e-005 |
| tblVehicleEF | SBUS | 1.8830e-003 | 0.06 |
| tblVehicleEF | SBUS | 0.04 | 8.9920e-003 |
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| tblVehicleEF | SBUS | 8.5400e-004 | 0.00 |
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| tblVehicleEF | SBUS | 0.02 | 0.04 |
| tblVehicleEF | SBUS | 0.55 | 0.03 |
| tblVehicleEF | SBUS | 0.01 | 1.2910e-003 |
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| tblVehicleEF | SBUS | 7.7200e-004 | 3.5000e-005 |
| tblVehicleEF | SBUS | 1.8830e-003 | 0.06 |
| tblVehicleEF | SBUS | 0.04 | 8.9920e-003 |
| tblVehicleEF | SBUS | 1.41 | 0.29 |
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| tblVehicleEF | SBUS | 0.14 | 0.15 |

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| tblVehicleEF | SBUS | 0.60 | 0.03 |
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| tblVehicleEF | UBUS | 0.04 | 3.0380e-003 |
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| tblVehicleEF | UBUS | 7.98 | 0.56 |
| tblVehicleEF | UBUS | 2,067.88 | 225.12 |
| tblVehicleEF | UBUS | 103.85 | 3.50 |
| tblVehicleEF | UBUS | 9.47 | 0.03 |
| tblVehicleEF | UBUS | 14.57 | 0.03 |
| tblVehicleEF | UBUS | 0.59 | 0.06 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |
| tblVehicleEF | UBUS | 0.21 | 6.7700e-004 |
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| tblVehicleEF | UBUS | 0.25 | 0.02 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7770e-003 |
| tblVehicleEF | UBUS | 0.20 | 6.4400e-004 |
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| tblVehicleEF | UBUS | 0.58 | 7.8390e-003 |
| tblVehicleEF | UBUS | 8.3050e-003 | 7.8800e-003 |
| tblVehicleEF | UBUS | 0.58 | 0.01 |
| tblVehicleEF | UBUS | 0.02 | 1.7530e-003 |
| tblVehicleEF | UBUS | 1.1810e-003 | 3.5000e-005 |
| tblVehicleEF | UBUS | 2.2820e-003 | 7.0360e-003 |

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| tblVehicleEF | UBUS | 8.3050e-003 | 7.8800e-003 |
| tblVehicleEF | UBUS | 0.63 | 0.01 |
| tblVehicleEF | UBUS | 0.27 | 0.14 |
| tblVehicleEF | UBUS | 0.04 | 2.7430e-003 |
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| tblVehicleEF | UBUS | 14.51 | 0.03 |
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| tblVehicleEF | UBUS | 0.25 | 0.02 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7770e-003 |
| tblVehicleEF | UBUS | 0.20 | 6.4400e-004 |
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| tblVehicleEF | UBUS | 5.3820e-003 | 9.3690e-003 |
| tblVehicleEF | UBUS | 0.04 | 2.2680e-003 |
| tblVehicleEF | UBUS | 2.5900e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.59 | 7.8500e-003 |
| tblVehicleEF | UBUS | 7.6100e-003 | 8.0120e-003 |
| tblVehicleEF | UBUS | 0.50 | 9.3870e-003 |

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| tblVehicleEF | UBUS | 0.04 | 2.2680e-003 |
| tblVehicleEF | UBUS | 2.5900e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.91 | 9.6960e-003 |
| tblVehicleEF | UBUS | 7.6100e-003 | 8.0120e-003 |
| tblVehicleEF | UBUS | 0.55 | 0.01 |
| tblVehicleEF | UBUS | 0.26 | 0.14 |
| tblVehicleEF | UBUS | 0.05 | 3.2940e-003 |
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| tblVehicleEF | UBUS | 9.51 | 0.64 |
| tblVehicleEF | UBUS | 2,067.88 | 225.12 |
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| tblVehicleEF | UBUS | 9.63 | 0.03 |
| tblVehicleEF | UBUS | 14.62 | 0.04 |
| tblVehicleEF | UBUS | 0.59 | 0.06 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |
| tblVehicleEF | UBUS | 0.21 | 6.7700e-004 |
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| tblVehicleEF | UBUS | 0.25 | 0.02 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7770e-003 |
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| tblVehicleEF | UBUS | 1.0540e-003 | 1.2000e-005 |
| tblVehicleEF | UBUS | 1.2210e-003 | 6.5380e-003 |
| tblVehicleEF | UBUS | 0.05 | 1.9390e-003 |
| tblVehicleEF | UBUS | 5.9400e-004 | 0.00 |

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| tblVehicleEF | UBUS | 0.02 | 1.7530e-003 |
| tblVehicleEF | UBUS | 1.2070e-003 | 3.6000e-005 |
| tblVehicleEF | UBUS | 1.2210e-003 | 6.5380e-003 |
| tblVehicleEF | UBUS | 0.05 | 1.9390e-003 |
| tblVehicleEF | UBUS | 5.9400e-004 | 0.00 |
| tblVehicleEF | UBUS | 0.89 | 0.01 |
| tblVehicleEF | UBUS | 0.01 | 8.2130e-003 |
| tblVehicleEF | UBUS | 0.70 | 0.01 |
| tblVehicleTrips | ST_TR | 6.39 | 5.11 |
| tblVehicleTrips | ST_TR | 22.75 | 0.00 |
| tblVehicleTrips | ST_TR | 2.46 | 1.97 |
| tblVehicleTrips | ST_TR | 20.87 | 0.00 |
| tblVehicleTrips | ST_TR | 8.19 | 7.50 |
| tblVehicleTrips | ST_TR | 42.04 | 38.48 |
| tblVehicleTrips | SU_TR | 5.86 | 4.69 |
| tblVehicleTrips | SU_TR | 16.74 | 0.00 |
| tblVehicleTrips | SU_TR | 1.05 | 0.84 |
| tblVehicleTrips | SU_TR | 26.73 | 0.00 |
| tblVehicleTrips | SU_TR | 5.95 | 5.45 |
| tblVehicleTrips | SU_TR | 20.43 | 18.70 |
| tblVehicleTrips | WD_TR | 6.65 | 4.35 |
| tblVehicleTrips | WD_TR | 1.89 | 0.00 |
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| tblVehicleTrips | WD_TR | 32.93 | 0.00 |

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|---|---|---|---|
| tblVehicleTrips | WD_TR | 8.17 | 0.00 |
| tblVehicleTrips | WD_TR | 44.32 | 0.00 |
| tblWater | IndoorWaterUseRate | 234,554,492.24 | 257,416,250.00 |
| tblWater | IndoorWaterUseRate | 954,339,582.51 | 0.00 |
| tblWater | IndoorWaterUseRate | 434,702.11 | 0.00 |
| tblWater | IndoorWaterUseRate | 19,025,077.50 | 0.00 |
| tblWater | IndoorWaterUseRate | 148,145.04 | 0.00 |
| tblWater | OutdoorWaterUseRate | 147,871,310.32 | 7,447,752.00 |
| tblWater | OutdoorWaterUseRate | 2,382,962.70 | 0.00 |
| tblWater | OutdoorWaterUseRate | 584,917,808.64 | 0.00 |
| tblWater | OutdoorWaterUseRate | 266,430.32 | 0.00 |
| tblWater | OutdoorWaterUseRate | 2,113,897.50 | 0.00 |
| tblWater | OutdoorWaterUseRate | 90,798.57 | 0.00 |
| tblWoodstoves | NumberCatalytic | 72.00 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 72.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 582.40 | 0.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2039 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Maximum** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2039 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Maximum** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

| | **ROG** | **NOx** | **CO** | **SO2** | **Fugitive PM10** | **Exhaust PM10** | **PM10 Total** | **Fugitive PM2.5** | **Exhaust PM2.5** | **PM2.5 Total** | **Bio- CO2** | **NBio-CO2** | **Total CO2** | **CH4** | **N20** | **CO2e** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| | | **Highest** | | |

## 2.2 Overall Operational

**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 45.5250 | 0.4330 | 26.8540 | 2.2100e-003 | | 0.1583 | 0.1583 | | 0.1583 | 0.1583 | 0.0000 | 187.6045 | 187.6045 | 0.0451 | 2.6400e-003 | 189.5171 |
| Energy | 0.8959 | 8.0559 | 6.1907 | 0.0489 | | 0.6190 | 0.6190 | | 0.6190 | 0.6190 | 0.0000 | 8,866.4250 | 8,866.4250 | 0.1699 | 0.1626 | 8,919.1137 |
| Mobile | 13.9246 | 13.9620 | 112.4361 | 0.3777 | 42.5339 | 0.1740 | 42.7080 | 10.6059 | 0.1633 | 10.7692 | 0.0000 | 35,090.0436 | 35,090.0436 | 1.1685 | 0.0000 | 35,119.2568 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1,442.1331 | 0.0000 | 1,442.1331 | 85.2276 | 0.0000 | 3,572.8236 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 81.6663 | 0.0000 | 81.6663 | 8.3879 | 0.1981 | 350.3850 |
| **Total** | **60.3454** | **22.4509** | **145.4808** | **0.4288** | **42.5339** | **0.9513** | **43.4852** | **10.6059** | **0.9405** | **11.5465** | **1,523.7994** | **44,144.0731** | **45,667.8725** | **94.9991** | **0.3633** | **48,151.0963** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 45.5250 | 0.4330 | 26.8540 | 2.2100e-003 | | 0.1583 | 0.1583 | | 0.1583 | 0.1583 | 0.0000 | 187.6045 | 187.6045 | 0.0451 | 2.6400e-003 | 189.5171 |
| Energy | 0.8959 | 8.0559 | 6.1907 | 0.0489 | | 0.6190 | 0.6190 | | 0.6190 | 0.6190 | 0.0000 | 8,866.4250 | 8,866.4250 | 0.1699 | 0.1626 | 8,919.1137 |
| Mobile | 13.9246 | 13.9620 | 112.4361 | 0.3777 | 42.5339 | 0.1740 | 42.7080 | 10.6059 | 0.1633 | 10.7692 | 0.0000 | 35,090.0436 | 35,090.0436 | 1.1685 | 0.0000 | 35,119.2568 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1,442.1331 | 0.0000 | 1,442.1331 | 85.2276 | 0.0000 | 3,572.8236 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 81.6663 | 0.0000 | 81.6663 | 8.3879 | 0.1981 | 350.3850 |
| **Total** | **60.3454** | **22.4509** | **145.4808** | **0.4288** | **42.5339** | **0.9513** | **43.4852** | **10.6059** | **0.9405** | **11.5465** | **1,523.7994** | **44,144.0731** | **45,667.8725** | **94.9991** | **0.3633** | **48,151.0963** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

Freedom Circle Focus Plan - Buildout (2040; Mitigated) - Santa Clara County, Annual

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 1/1/2039 | 12/31/2038 | 5 | 0 | |
| 2 | Architectural Coating | Architectural Coating | 2/21/2039 | 2/20/2039 | 5 | 0 | |
| 3 | Grading | Grading | 3/24/2039 | 3/23/2039 | 5 | 0 | |
| 4 | Paving | Paving | 4/19/2039 | 4/18/2039 | 5 | 0 | |
| 5 | Building Construction | Building Construction | 6/1/2039 | 5/31/2039 | 5 | 0 | |
| 6 | Site Preparation | Site Preparation | 10/8/2039 | 10/7/2039 | 5 | 0 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 775**

**Acres of Paving: 4.4**

**Residential Indoor: 7,016,240; Residential Outdoor: 2,338,747; Non-Residential Indoor: 9,701,768; Non-Residential Outdoor: 3,233,923; Striped Parking Area: 66,359 (Architectural Coating – sqft)**

**OffRoad Equipment**

Freedom Circle Focus Plan - Buildout (2040; Mitigated) - Santa Clara County, Annual

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 1,054.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 5,272.00 | 1,640.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.3 Architectural Coating - 2039

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.3 Architectural Coating - 2039

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.3 Architectural Coating - 2039

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2039

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2039

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2039

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Paving - 2039

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Paving | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Paving - 2039

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Paving | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Paving - 2039

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Building Construction - 2039

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Building Construction - 2039

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Building Construction - 2039

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.7 Site Preparation - 2039

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.7 Site Preparation - 2039

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### 3.7 Site Preparation - 2039

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 13.9246 | 13.9620 | 112.4361 | 0.3777 | 42.5339 | 0.1740 | 42.7080 | 10.6059 | 0.1633 | 10.7692 | 0.0000 | 35,090.0436 | 35,090.0436 | 1.1685 | 0.0000 | 35,119.2568 |
| Unmitigated | 13.9246 | 13.9620 | 112.4361 | 0.3777 | 42.5339 | 0.1740 | 42.7080 | 10.6059 | 0.1633 | 10.7692 | 0.0000 | 35,090.0436 | 35,090.0436 | 1.1685 | 0.0000 | 35,119.2568 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Mid Rise | 15,660.00 | 18,396.00 | 16884.00 | 37,475,028 | 37,475,028 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | | |
| General Office Building | 46,929.34 | 10,577.90 | 4510.37 | 85,257,839 | 85,257,839 |
| Health Club | 0.00 | 0.00 | 0.00 | | |
| Hotel | 0.00 | 5,625.00 | 4087.50 | 2,636,154 | 2,636,154 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Strip Mall | 0.00 | 76.96 | 37.40 | 25,160 | 25,160 |
| Total | 62,589.34 | 34,675.86 | 25,519.27 | 125,394,181 | 125,394,181 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Mid Rise | 10.80 | 4.80 | 5.70 | 31.00 | 15.00 | 54.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Enclosed Parking with Elevator | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| General Office Building | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| Health Club | 9.50 | 7.30 | 7.30 | 16.90 | 64.10 | 19.00 | 52 | 39 | 9 |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Strip Mall | 9.50 | 7.30 | 7.30 | 16.60 | 64.40 | 19.00 | 45 | 40 | 15 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments Mid Rise | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| City Park | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| Enclosed Parking with Elevator | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| General Office Building | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| Health Club | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| Hotel | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| Other Asphalt Surfaces | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| Other Non-Asphalt Surfaces | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| Strip Mall | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| NaturalGas Mitigated | 0.8959 | 8.0559 | 6.1907 | 0.0489 | | 0.6190 | 0.6190 | | 0.6190 | 0.6190 | 0.0000 | 8,866.4250 | 8,866.4250 | 0.1699 | 0.1626 | 8,919.1137 |
| NaturalGas Unmitigated | 0.8959 | 8.0559 | 6.1907 | 0.0489 | | 0.6190 | 0.6190 | | 0.6190 | 0.6190 | 0.0000 | 8,866.4250 | 8,866.4250 | 0.1699 | 0.1626 | 8,919.1137 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Mid Rise | 3.0174e+007 | 0.1627 | 1.3904 | 0.5917 | 8.8700e-003 | | 0.1124 | 0.1124 | | 0.1124 | 0.1124 | 0.0000 | 1,610.2021 | 1,610.2021 | 0.0309 | 0.0295 | 1,619.7707 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 8.7308e+007 | 0.4708 | 4.2798 | 3.5950 | 0.0257 | | 0.3253 | 0.3253 | | 0.3253 | 0.3253 | 0.0000 | 4,659.0868 | 4,659.0868 | 0.0893 | 0.0854 | 4,686.7734 |
| Health Club | 192423 | 1.0400e-003 | 9.4300e-003 | 7.9200e-003 | 6.0000e-005 | | 7.2000e-004 | 7.2000e-004 | | 7.2000e-004 | 7.2000e-004 | 0.0000 | 10.2684 | 10.2684 | 2.0000e-004 | 1.9000e-004 | 10.3294 |
| Hotel | 4.84714e+007 | 0.2614 | 2.3761 | 1.9959 | 0.0143 | | 0.1806 | 0.1806 | | 0.1806 | 0.1806 | 0.0000 | 2,586.6180 | 2,586.6180 | 0.0496 | 0.0474 | 2,601.9889 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 4680 | 3.0000e-005 | 2.3000e-004 | 1.9000e-004 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 0.2497 | 0.2497 | 0.0000 | 0.0000 | 0.2512 |
| **Total** | | **0.8959** | **8.0559** | **6.1907** | **0.0489** | | **0.6190** | **0.6190** | | **0.6190** | **0.6190** | **0.0000** | **8,866.4250** | **8,866.4250** | **0.1699** | **0.1626** | **8,919.1137** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Mid Rise | 3.0174e+007 | 0.1627 | 1.3904 | 0.5917 | 8.8700e-003 | | 0.1124 | 0.1124 | | 0.1124 | 0.1124 | 0.0000 | 1,610.2021 | 1,610.2021 | 0.0309 | 0.0295 | 1,619.7707 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 8.7308e+007 | 0.4708 | 4.2798 | 3.5950 | 0.0257 | | 0.3253 | 0.3253 | | 0.3253 | 0.3253 | 0.0000 | 4,659.0868 | 4,659.0868 | 0.0893 | 0.0854 | 4,686.7734 |
| Health Club | 192423 | 1.0400e-003 | 9.4300e-003 | 7.9200e-003 | 6.0000e-005 | | 7.2000e-004 | 7.2000e-004 | | 7.2000e-004 | 7.2000e-004 | 0.0000 | 10.2684 | 10.2684 | 2.0000e-004 | 1.9000e-004 | 10.3294 |
| Hotel | 4.84714e+007 | 0.2614 | 2.3761 | 1.9959 | 0.0143 | | 0.1806 | 0.1806 | | 0.1806 | 0.1806 | 0.0000 | 2,586.6180 | 2,586.6180 | 0.0496 | 0.0474 | 2,601.9889 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 4680 | 3.0000e-005 | 2.3000e-004 | 1.9000e-004 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 0.2497 | 0.2497 | 0.0000 | 0.0000 | 0.2512 |
| **Total** | | **0.8959** | **8.0559** | **6.1907** | **0.0489** | | **0.6190** | **0.6190** | | **0.6190** | **0.6190** | **0.0000** | **8,866.4250** | **8,866.4250** | **0.1699** | **0.1626** | **8,919.1137** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 1.39191e+007 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 4.9739e+006 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 9.35366e+007 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 59535 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 8.45064e+006 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 20780 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 1.39191e+007 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 4.9739e+006 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 9.35366e+007 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 59535 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 8.45064e+006 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 20780 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 45.5250 | 0.4330 | 26.8540 | 2.2100e-003 | | 0.1583 | 0.1583 | | 0.1583 | 0.1583 | 0.0000 | 187.6045 | 187.6045 | 0.0451 | 2.6400e-003 | 189.5171 |
| Unmitigated | 45.5250 | 0.4330 | 26.8540 | 2.2100e-003 | | 0.1583 | 0.1583 | | 0.1583 | 0.1583 | 0.0000 | 187.6045 | 187.6045 | 0.0451 | 2.6400e-003 | 189.5171 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 5.8347 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 38.8643 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0145 | 0.1242 | 0.0528 | 7.9000e-004 | | 0.0100 | 0.0100 | | 0.0100 | 0.0100 | 0.0000 | 143.8149 | 143.8149 | 2.7600e-003 | 2.6400e-003 | 144.6695 |
| Landscaping | 0.8115 | 0.3088 | 26.8011 | 1.4200e-003 | | 0.1482 | 0.1482 | | 0.1482 | 0.1482 | 0.0000 | 43.7896 | 43.7896 | 0.0423 | 0.0000 | 44.8476 |
| **Total** | **45.5250** | **0.4330** | **26.8540** | **2.2100e-003** | | **0.1583** | **0.1583** | | **0.1583** | **0.1583** | **0.0000** | **187.6045** | **187.6045** | **0.0451** | **2.6400e-003** | **189.5171** |

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 5.8347 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 38.8643 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0145 | 0.1242 | 0.0528 | 7.9000e-004 | | 0.0100 | 0.0100 | | 0.0100 | 0.0100 | 0.0000 | 143.8149 | 143.8149 | 2.7600e-003 | 2.6400e-003 | 144.6695 |
| Landscaping | 0.8115 | 0.3088 | 26.8011 | 1.4200e-003 | | 0.1482 | 0.1482 | | 0.1482 | 0.1482 | 0.0000 | 43.7896 | 43.7896 | 0.0423 | 0.0000 | 44.8476 |
| **Total** | **45.5250** | **0.4330** | **26.8540** | **2.2100e-003** | | **0.1583** | **0.1583** | | **0.1583** | **0.1583** | **0.0000** | **187.6045** | **187.6045** | **0.0451** | **2.6400e-003** | **189.5171** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 81.6663 | 8.3879 | 0.1981 | 350.3850 |
| Unmitigated | 81.6663 | 8.3879 | 0.1981 | 350.3850 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Mid Rise | 257.416 / 7.44775 | 81.6663 | 8.3879 | 0.1981 | 350.3850 |
| City Park | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **81.6663** | **8.3879** | **0.1981** | **350.3850** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Mid Rise | 257.416 / 7.44775 | 81.6663 | 8.3879 | 0.1981 | 350.3850 |
| City Park | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **81.6663** | **8.3879** | **0.1981** | **350.3850** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 1,442.1331 | 85.2276 | 0.0000 | 3,572.8236 |
| Unmitigated | 1,442.1331 | 85.2276 | 0.0000 | 3,572.8236 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Mid Rise | 1656 | 336.1530 | 19.8661 | 0.0000 | 832.8049 |
| City Park | 0.17 | 0.0345 | 2.0400e-003 | 0.0000 | 0.0855 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 4993.63 | 1,013.6618 | 59.9057 | 0.0000 | 2,511.3041 |
| Health Club | 41.89 | 8.5033 | 0.5025 | 0.0000 | 21.0665 |
| Hotel | 410.63 | 83.3542 | 4.9261 | 0.0000 | 206.5065 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 2.1 | 0.4263 | 0.0252 | 0.0000 | 1.0561 |
| **Total** | | **1,442.1331** | **85.2276** | **0.0000** | **3,572.8236** |

## 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Mid Rise | 1656 | 336.1530 | 19.8661 | 0.0000 | 832.8049 |
| City Park | 0.17 | 0.0345 | 2.0400e-003 | 0.0000 | 0.0855 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 4993.63 | 1,013.6618 | 59.9057 | 0.0000 | 2,511.3041 |
| Health Club | 41.89 | 8.5033 | 0.5025 | 0.0000 | 21.0665 |
| Hotel | 410.63 | 83.3542 | 4.9261 | 0.0000 | 206.5065 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 2.1 | 0.4263 | 0.0252 | 0.0000 | 1.0561 |
| **Total** | | **1,442.1331** | **85.2276** | **0.0000** | **3,572.8236** |

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Freedom Circle Focus Plan - Buildout (2040; Unmitigated)

**Santa Clara County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Office Building | 5,369.49 | 1000sqft | 69.62 | 5,369,495.00 | 0 |
| Enclosed Parking with Elevator | 914.32 | 1000sqft | 0.00 | 914,320.00 | 0 |
| Other Asphalt Surfaces | 1.90 | Acre | 1.90 | 82,764.00 | 0 |
| Other Non-Asphalt Surfaces | 2.50 | Acre | 2.50 | 108,900.00 | 0 |
| City Park | 2.00 | Acre | 2.00 | 87,120.00 | 0 |
| Health Club | 7.35 | 1000sqft | 0.00 | 7,350.00 | 0 |
| Hotel | 750.00 | Room | 21.45 | 1,089,000.00 | 0 |
| Apartments Mid Rise | 3,600.00 | Dwelling Unit | 24.15 | 3,464,810.00 | 10296 |
| Strip Mall | 2.00 | 1000sqft | 0.05 | 2,000.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 58 |
| **Climate Zone** | 4 | | | **Operational Year** | 2023 |
| **Utility Company** | User Defined | | | | |
| **CO2 Intensity (lb/MWhr)** | 125.62 | **CH4 Intensity (lb/MWhr)** | 0.027 | **N2O Intensity (lb/MWhr)** | 0.003 |

### 1.3 User Entered Comments & Non-Default Data

Freedom Circle Focus Plan - Buildout (2040; Unmitigated) - Santa Clara County, Annual

Project Characteristics - MIG Modeler: Phil Gleason. CO2 intensity factor adjusted to reflect estimated Silicon Valley Power 2030 RPS energy mix; CH4 and N2O reflect 2018 US EPA EGRID data.

Land Use - Lot acreage and square footage updated to reflect proposed conditions (including CalEEMod defaults for res land use + those known for Greystar).

Construction Phase - Future operational run. No construction emissions modeled.

Vehicle Trips - Weekday trip rates provided by TA preparer Hexagon (2021). Trip rate breakdown based on residential vs. non-residential as opposed to for each land use. Weekend rates for all land uses reflect scaled rates based on TA reductions.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Woodstoves - Wood burning devices excluded from new development pursuant to BAAQMD Regulation 6-3-306. Modeling assumes new fireplaces would be entirely gas powered.

Energy Use - Energy efficiency standards adjusted to reflect some parcels would undergo no changes, while others would be redeveloped. Energy intensity values reflect a blend of old (2013 standards) and new buildings (2019 standards).

Water And Wastewater - Water consumption updated per estimates contained in WSA Table 7.

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 200.00 | 0.00 |
| tblConstructionPhase | NumDays | 220.00 | 0.00 |
| tblConstructionPhase | NumDays | 310.00 | 0.00 |
| tblConstructionPhase | NumDays | 220.00 | 0.00 |
| tblConstructionPhase | NumDays | 3,100.00 | 0.00 |
| tblConstructionPhase | NumDays | 120.00 | 0.00 |
| tblEnergyUse | LightingElect | 3.88 | 3.89 |
| tblEnergyUse | LightingElect | 2.35 | 2.39 |
| tblEnergyUse | T24E | 332.81 | 70.89 |
| tblEnergyUse | T24E | 3.92 | 3.50 |
| tblEnergyUse | T24E | 6.11 | 5.69 |
| tblEnergyUse | T24E | 1.48 | 1.32 |
| tblEnergyUse | T24E | 2.05 | 2.15 |
| tblEnergyUse | T24E | 2.76 | 2.46 |

| | | | |
|---|---|---|---|
| tblEnergyUse | T24NG | 5,484.45 | 5,226.68 |
| tblEnergyUse | T24NG | 16.31 | 16.20 |
| tblEnergyUse | T24NG | 19.71 | 19.51 |
| tblEnergyUse | T24NG | 39.56 | 39.76 |
| tblEnergyUse | T24NG | 2.37 | 2.34 |
| tblFireplaces | FireplaceWoodMass | 228.80 | 0.00 |
| tblFireplaces | NumberGas | 540.00 | 1,152.00 |
| tblFireplaces | NumberNoFireplace | 144.00 | 0.00 |
| tblFireplaces | NumberWood | 612.00 | 0.00 |
| tblGrading | AcresOfGrading | 0.00 | 775.00 |
| tblLandUse | LandUseSquareFeet | 5,369,490.00 | 5,369,495.00 |
| tblLandUse | LandUseSquareFeet | 3,600,000.00 | 3,464,810.00 |
| tblLandUse | LotAcreage | 123.27 | 69.62 |
| tblLandUse | LotAcreage | 20.99 | 0.00 |
| tblLandUse | LotAcreage | 0.17 | 0.00 |
| tblLandUse | LotAcreage | 25.00 | 21.45 |
| tblLandUse | LotAcreage | 94.74 | 24.15 |
| tblProjectCharacteristics | CH4IntensityFactor | 0 | 0.027 |
| tblProjectCharacteristics | CO2IntensityFactor | 0 | 125.62 |
| tblProjectCharacteristics | N2OIntensityFactor | 0 | 0.003 |
| tblVehicleEF | HHD | 0.34 | 0.13 |
| tblVehicleEF | HHD | 0.05 | 0.04 |
| tblVehicleEF | HHD | 0.08 | 0.00 |
| tblVehicleEF | HHD | 1.61 | 4.57 |
| tblVehicleEF | HHD | 0.91 | 0.36 |
| tblVehicleEF | HHD | 3.69 | 7.8500e-004 |
| tblVehicleEF | HHD | 4,386.48 | 641.66 |

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 1,557.95 | 1,202.89 |
| tblVehicleEF | HHD | 11.75 | 7.3110e-003 |
| tblVehicleEF | HHD | 13.99 | 3.41 |
| tblVehicleEF | HHD | 1.98 | 1.10 |
| tblVehicleEF | HHD | 19.39 | 2.18 |
| tblVehicleEF | HHD | 8.0650e-003 | 1.4160e-003 |
| tblVehicleEF | HHD | 0.06 | 0.08 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 6.1860e-003 | 0.02 |
| tblVehicleEF | HHD | 1.0500e-004 | 0.00 |
| tblVehicleEF | HHD | 7.7170e-003 | 1.3480e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.8320e-003 | 8.8020e-003 |
| tblVehicleEF | HHD | 5.9180e-003 | 0.02 |
| tblVehicleEF | HHD | 9.7000e-005 | 0.00 |
| tblVehicleEF | HHD | 9.8000e-005 | 8.0000e-006 |
| tblVehicleEF | HHD | 5.1360e-003 | 1.0000e-006 |
| tblVehicleEF | HHD | 0.42 | 0.28 |
| tblVehicleEF | HHD | 6.1000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.09 | 0.01 |
| tblVehicleEF | HHD | 4.1700e-004 | 1.6000e-005 |
| tblVehicleEF | HHD | 0.09 | 0.00 |
| tblVehicleEF | HHD | 0.04 | 5.5230e-003 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 1.7800e-004 | 0.00 |
| tblVehicleEF | HHD | 9.8000e-005 | 8.0000e-006 |
| tblVehicleEF | HHD | 5.1360e-003 | 1.0000e-006 |

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 0.48 | 0.44 |
| tblVehicleEF | HHD | 6.1000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.15 | 0.00 |
| tblVehicleEF | HHD | 4.1700e-004 | 1.6000e-005 |
| tblVehicleEF | HHD | 0.10 | 0.00 |
| tblVehicleEF | HHD | 0.32 | 0.13 |
| tblVehicleEF | HHD | 0.05 | 0.04 |
| tblVehicleEF | HHD | 0.08 | 0.00 |
| tblVehicleEF | HHD | 1.17 | 4.52 |
| tblVehicleEF | HHD | 0.92 | 0.36 |
| tblVehicleEF | HHD | 3.39 | 7.2200e-004 |
| tblVehicleEF | HHD | 4,647.09 | 634.19 |
| tblVehicleEF | HHD | 1,557.95 | 1,202.89 |
| tblVehicleEF | HHD | 11.75 | 7.2100e-003 |
| tblVehicleEF | HHD | 14.44 | 3.25 |
| tblVehicleEF | HHD | 1.91 | 1.06 |
| tblVehicleEF | HHD | 19.36 | 2.18 |
| tblVehicleEF | HHD | 6.8000e-003 | 1.2760e-003 |
| tblVehicleEF | HHD | 0.06 | 0.08 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 6.1860e-003 | 0.02 |
| tblVehicleEF | HHD | 1.0500e-004 | 0.00 |
| tblVehicleEF | HHD | 6.5060e-003 | 1.2140e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.8320e-003 | 8.8020e-003 |
| tblVehicleEF | HHD | 5.9180e-003 | 0.02 |
| tblVehicleEF | HHD | 9.7000e-005 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 2.1900e-004 | 9.0000e-006 |
| tblVehicleEF | HHD | 5.5190e-003 | 1.0000e-006 |
| tblVehicleEF | HHD | 0.39 | 0.30 |
| tblVehicleEF | HHD | 1.2600e-004 | 0.00 |
| tblVehicleEF | HHD | 0.09 | 0.01 |
| tblVehicleEF | HHD | 4.0400e-004 | 1.6000e-005 |
| tblVehicleEF | HHD | 0.09 | 0.00 |
| tblVehicleEF | HHD | 0.04 | 5.4520e-003 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 1.7400e-004 | 0.00 |
| tblVehicleEF | HHD | 2.1900e-004 | 9.0000e-006 |
| tblVehicleEF | HHD | 5.5190e-003 | 1.0000e-006 |
| tblVehicleEF | HHD | 0.46 | 0.46 |
| tblVehicleEF | HHD | 1.2600e-004 | 0.00 |
| tblVehicleEF | HHD | 0.15 | 0.00 |
| tblVehicleEF | HHD | 4.0400e-004 | 1.6000e-005 |
| tblVehicleEF | HHD | 0.10 | 0.00 |
| tblVehicleEF | HHD | 0.37 | 0.13 |
| tblVehicleEF | HHD | 0.05 | 0.04 |
| tblVehicleEF | HHD | 0.09 | 0.00 |
| tblVehicleEF | HHD | 2.21 | 4.65 |
| tblVehicleEF | HHD | 0.90 | 0.36 |
| tblVehicleEF | HHD | 3.96 | 8.4200e-004 |
| tblVehicleEF | HHD | 4,026.60 | 651.96 |
| tblVehicleEF | HHD | 1,557.95 | 1,202.89 |
| tblVehicleEF | HHD | 11.75 | 7.4020e-003 |
| tblVehicleEF | HHD | 13.37 | 3.64 |

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|---|---|---|---|
| tblVehicleEF | HHD | 2.02 | 1.12 |
| tblVehicleEF | HHD | 19.40 | 2.18 |
| tblVehicleEF | HHD | 9.8130e-003 | 1.6100e-003 |
| tblVehicleEF | HHD | 0.06 | 0.08 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 6.1860e-003 | 0.02 |
| tblVehicleEF | HHD | 1.0500e-004 | 0.00 |
| tblVehicleEF | HHD | 9.3890e-003 | 1.5340e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.8320e-003 | 8.8020e-003 |
| tblVehicleEF | HHD | 5.9180e-003 | 0.02 |
| tblVehicleEF | HHD | 9.7000e-005 | 0.00 |
| tblVehicleEF | HHD | 5.1000e-005 | 8.0000e-006 |
| tblVehicleEF | HHD | 5.3340e-003 | 1.0000e-006 |
| tblVehicleEF | HHD | 0.45 | 0.26 |
| tblVehicleEF | HHD | 3.2000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.09 | 0.01 |
| tblVehicleEF | HHD | 4.6600e-004 | 1.7000e-005 |
| tblVehicleEF | HHD | 0.10 | 0.00 |
| tblVehicleEF | HHD | 0.04 | 5.6200e-003 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 1.8300e-004 | 0.00 |
| tblVehicleEF | HHD | 5.1000e-005 | 8.0000e-006 |
| tblVehicleEF | HHD | 5.3340e-003 | 1.0000e-006 |
| tblVehicleEF | HHD | 0.52 | 0.42 |
| tblVehicleEF | HHD | 3.2000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.15 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | HHD | 4.6600e-004 | 1.7000e-005 |
| tblVehicleEF | HHD | 0.11 | 0.00 |
| tblVehicleEF | LDA | 3.3580e-003 | 8.7300e-004 |
| tblVehicleEF | LDA | 4.7330e-003 | 0.04 |
| tblVehicleEF | LDA | 0.50 | 0.41 |
| tblVehicleEF | LDA | 1.08 | 1.72 |
| tblVehicleEF | LDA | 234.26 | 201.94 |
| tblVehicleEF | LDA | 55.12 | 50.74 |
| tblVehicleEF | LDA | 0.04 | 0.02 |
| tblVehicleEF | LDA | 0.06 | 0.16 |
| tblVehicleEF | LDA | 0.04 | 7.1880e-003 |
| tblVehicleEF | LDA | 1.6260e-003 | 4.7800e-004 |
| tblVehicleEF | LDA | 2.2310e-003 | 8.5300e-004 |
| tblVehicleEF | LDA | 0.02 | 2.5160e-003 |
| tblVehicleEF | LDA | 1.4980e-003 | 4.4000e-004 |
| tblVehicleEF | LDA | 2.0520e-003 | 7.8400e-004 |
| tblVehicleEF | LDA | 0.03 | 0.18 |
| tblVehicleEF | LDA | 0.09 | 0.04 |
| tblVehicleEF | LDA | 0.02 | 0.00 |
| tblVehicleEF | LDA | 8.4470e-003 | 2.6600e-003 |
| tblVehicleEF | LDA | 0.04 | 0.13 |
| tblVehicleEF | LDA | 0.06 | 0.15 |
| tblVehicleEF | LDA | 2.3450e-003 | 1.9960e-003 |
| tblVehicleEF | LDA | 5.6900e-004 | 5.0200e-004 |
| tblVehicleEF | LDA | 0.03 | 0.18 |
| tblVehicleEF | LDA | 0.09 | 0.04 |
| tblVehicleEF | LDA | 0.02 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | LDA | 0.01 | 0.16 |
| tblVehicleEF | LDA | 0.04 | 0.13 |
| tblVehicleEF | LDA | 0.07 | 0.16 |
| tblVehicleEF | LDA | 3.7410e-003 | 9.3400e-004 |
| tblVehicleEF | LDA | 3.9240e-003 | 0.03 |
| tblVehicleEF | LDA | 0.59 | 0.55 |
| tblVehicleEF | LDA | 0.86 | 1.32 |
| tblVehicleEF | LDA | 252.52 | 217.84 |
| tblVehicleEF | LDA | 55.12 | 49.99 |
| tblVehicleEF | LDA | 0.04 | 0.01 |
| tblVehicleEF | LDA | 0.06 | 0.14 |
| tblVehicleEF | LDA | 0.04 | 7.1880e-003 |
| tblVehicleEF | LDA | 1.6260e-003 | 4.7800e-004 |
| tblVehicleEF | LDA | 2.2310e-003 | 8.5300e-004 |
| tblVehicleEF | LDA | 0.02 | 2.5160e-003 |
| tblVehicleEF | LDA | 1.4980e-003 | 4.4000e-004 |
| tblVehicleEF | LDA | 2.0520e-003 | 7.8400e-004 |
| tblVehicleEF | LDA | 0.06 | 0.21 |
| tblVehicleEF | LDA | 0.10 | 0.04 |
| tblVehicleEF | LDA | 0.05 | 0.00 |
| tblVehicleEF | LDA | 9.3950e-003 | 2.7920e-003 |
| tblVehicleEF | LDA | 0.03 | 0.13 |
| tblVehicleEF | LDA | 0.05 | 0.12 |
| tblVehicleEF | LDA | 2.5290e-003 | 2.1530e-003 |
| tblVehicleEF | LDA | 5.6500e-004 | 4.9400e-004 |
| tblVehicleEF | LDA | 0.06 | 0.21 |
| tblVehicleEF | LDA | 0.10 | 0.04 |

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|---|---|---|---|
| tblVehicleEF | LDA | 0.05 | 0.00 |
| tblVehicleEF | LDA | 0.01 | 0.13 |
| tblVehicleEF | LDA | 0.03 | 0.13 |
| tblVehicleEF | LDA | 0.06 | 0.13 |
| tblVehicleEF | LDA | 3.2660e-003 | 8.4600e-004 |
| tblVehicleEF | LDA | 5.3590e-003 | 0.04 |
| tblVehicleEF | LDA | 0.49 | 0.39 |
| tblVehicleEF | LDA | 1.26 | 2.04 |
| tblVehicleEF | LDA | 231.25 | 199.33 |
| tblVehicleEF | LDA | 55.12 | 51.32 |
| tblVehicleEF | LDA | 0.05 | 0.02 |
| tblVehicleEF | LDA | 0.07 | 0.18 |
| tblVehicleEF | LDA | 0.04 | 7.1880e-003 |
| tblVehicleEF | LDA | 1.6260e-003 | 4.7800e-004 |
| tblVehicleEF | LDA | 2.2310e-003 | 8.5300e-004 |
| tblVehicleEF | LDA | 0.02 | 2.5160e-003 |
| tblVehicleEF | LDA | 1.4980e-003 | 4.4000e-004 |
| tblVehicleEF | LDA | 2.0520e-003 | 7.8400e-004 |
| tblVehicleEF | LDA | 0.01 | 0.17 |
| tblVehicleEF | LDA | 0.09 | 0.03 |
| tblVehicleEF | LDA | 0.01 | 0.00 |
| tblVehicleEF | LDA | 8.2190e-003 | 2.6090e-003 |
| tblVehicleEF | LDA | 0.04 | 0.13 |
| tblVehicleEF | LDA | 0.07 | 0.17 |
| tblVehicleEF | LDA | 2.3150e-003 | 1.9710e-003 |
| tblVehicleEF | LDA | 5.7200e-004 | 5.0700e-004 |
| tblVehicleEF | LDA | 0.01 | 0.17 |

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|---|---|---|---|
| tblVehicleEF | LDA | 0.09 | 0.03 |
| tblVehicleEF | LDA | 0.01 | 0.00 |
| tblVehicleEF | LDA | 0.01 | 0.19 |
| tblVehicleEF | LDA | 0.04 | 0.13 |
| tblVehicleEF | LDA | 0.08 | 0.19 |
| tblVehicleEF | LDT1 | 7.8390e-003 | 1.2630e-003 |
| tblVehicleEF | LDT1 | 0.01 | 0.04 |
| tblVehicleEF | LDT1 | 1.00 | 0.53 |
| tblVehicleEF | LDT1 | 2.29 | 2.00 |
| tblVehicleEF | LDT1 | 292.52 | 264.26 |
| tblVehicleEF | LDT1 | 68.20 | 65.95 |
| tblVehicleEF | LDT1 | 0.10 | 0.03 |
| tblVehicleEF | LDT1 | 0.13 | 0.20 |
| tblVehicleEF | LDT1 | 0.04 | 9.0940e-003 |
| tblVehicleEF | LDT1 | 2.1830e-003 | 6.3000e-004 |
| tblVehicleEF | LDT1 | 2.9190e-003 | 1.1090e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.1830e-003 |
| tblVehicleEF | LDT1 | 2.0100e-003 | 5.7900e-004 |
| tblVehicleEF | LDT1 | 2.6840e-003 | 1.0190e-003 |
| tblVehicleEF | LDT1 | 0.08 | 0.34 |
| tblVehicleEF | LDT1 | 0.21 | 0.06 |
| tblVehicleEF | LDT1 | 0.06 | 0.00 |
| tblVehicleEF | LDT1 | 0.02 | 4.2150e-003 |
| tblVehicleEF | LDT1 | 0.15 | 0.25 |
| tblVehicleEF | LDT1 | 0.15 | 0.18 |
| tblVehicleEF | LDT1 | 2.9360e-003 | 2.6120e-003 |
| tblVehicleEF | LDT1 | 7.2200e-004 | 6.5200e-004 |

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|---|---|---|---|
| tblVehicleEF | LDT1 | 0.08 | 0.34 |
| tblVehicleEF | LDT1 | 0.21 | 0.06 |
| tblVehicleEF | LDT1 | 0.06 | 0.00 |
| tblVehicleEF | LDT1 | 0.03 | 0.19 |
| tblVehicleEF | LDT1 | 0.15 | 0.25 |
| tblVehicleEF | LDT1 | 0.16 | 0.19 |
| tblVehicleEF | LDT1 | 8.6410e-003 | 1.3500e-003 |
| tblVehicleEF | LDT1 | 9.1080e-003 | 0.04 |
| tblVehicleEF | LDT1 | 1.16 | 0.70 |
| tblVehicleEF | LDT1 | 1.80 | 1.56 |
| tblVehicleEF | LDT1 | 314.43 | 282.40 |
| tblVehicleEF | LDT1 | 68.20 | 65.15 |
| tblVehicleEF | LDT1 | 0.09 | 0.02 |
| tblVehicleEF | LDT1 | 0.11 | 0.17 |
| tblVehicleEF | LDT1 | 0.04 | 9.0940e-003 |
| tblVehicleEF | LDT1 | 2.1830e-003 | 6.3000e-004 |
| tblVehicleEF | LDT1 | 2.9190e-003 | 1.1090e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.1830e-003 |
| tblVehicleEF | LDT1 | 2.0100e-003 | 5.7900e-004 |
| tblVehicleEF | LDT1 | 2.6840e-003 | 1.0190e-003 |
| tblVehicleEF | LDT1 | 0.19 | 0.38 |
| tblVehicleEF | LDT1 | 0.23 | 0.07 |
| tblVehicleEF | LDT1 | 0.13 | 0.00 |
| tblVehicleEF | LDT1 | 0.02 | 4.4250e-003 |
| tblVehicleEF | LDT1 | 0.14 | 0.25 |
| tblVehicleEF | LDT1 | 0.12 | 0.15 |
| tblVehicleEF | LDT1 | 3.1580e-003 | 2.7920e-003 |

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|---|---|---|---|
| tblVehicleEF | LDT1 | 7.1300e-004 | 6.4400e-004 |
| tblVehicleEF | LDT1 | 0.19 | 0.38 |
| tblVehicleEF | LDT1 | 0.23 | 0.07 |
| tblVehicleEF | LDT1 | 0.13 | 0.00 |
| tblVehicleEF | LDT1 | 0.03 | 0.16 |
| tblVehicleEF | LDT1 | 0.14 | 0.25 |
| tblVehicleEF | LDT1 | 0.13 | 0.16 |
| tblVehicleEF | LDT1 | 7.6850e-003 | 1.2230e-003 |
| tblVehicleEF | LDT1 | 0.01 | 0.05 |
| tblVehicleEF | LDT1 | 0.99 | 0.51 |
| tblVehicleEF | LDT1 | 2.69 | 2.35 |
| tblVehicleEF | LDT1 | 288.91 | 261.28 |
| tblVehicleEF | LDT1 | 68.20 | 66.59 |
| tblVehicleEF | LDT1 | 0.11 | 0.03 |
| tblVehicleEF | LDT1 | 0.14 | 0.21 |
| tblVehicleEF | LDT1 | 0.04 | 9.0940e-003 |
| tblVehicleEF | LDT1 | 2.1830e-003 | 6.3000e-004 |
| tblVehicleEF | LDT1 | 2.9190e-003 | 1.1090e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.1830e-003 |
| tblVehicleEF | LDT1 | 2.0100e-003 | 5.7900e-004 |
| tblVehicleEF | LDT1 | 2.6840e-003 | 1.0190e-003 |
| tblVehicleEF | LDT1 | 0.04 | 0.33 |
| tblVehicleEF | LDT1 | 0.22 | 0.06 |
| tblVehicleEF | LDT1 | 0.03 | 0.00 |
| tblVehicleEF | LDT1 | 0.02 | 4.1340e-003 |
| tblVehicleEF | LDT1 | 0.18 | 0.25 |
| tblVehicleEF | LDT1 | 0.17 | 0.20 |

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|---|---|---|---|
| tblVehicleEF | LDT1 | 2.9000e-003 | 2.5830e-003 |
| tblVehicleEF | LDT1 | 7.2900e-004 | 6.5800e-004 |
| tblVehicleEF | LDT1 | 0.04 | 0.33 |
| tblVehicleEF | LDT1 | 0.22 | 0.06 |
| tblVehicleEF | LDT1 | 0.03 | 0.00 |
| tblVehicleEF | LDT1 | 0.03 | 0.22 |
| tblVehicleEF | LDT1 | 0.18 | 0.25 |
| tblVehicleEF | LDT1 | 0.19 | 0.22 |
| tblVehicleEF | LDT2 | 4.9930e-003 | 1.3420e-003 |
| tblVehicleEF | LDT2 | 6.4640e-003 | 0.05 |
| tblVehicleEF | LDT2 | 0.68 | 0.55 |
| tblVehicleEF | LDT2 | 1.42 | 2.25 |
| tblVehicleEF | LDT2 | 332.30 | 278.93 |
| tblVehicleEF | LDT2 | 77.35 | 69.38 |
| tblVehicleEF | LDT2 | 0.07 | 0.03 |
| tblVehicleEF | LDT2 | 0.11 | 0.21 |
| tblVehicleEF | LDT2 | 0.04 | 8.9690e-003 |
| tblVehicleEF | LDT2 | 1.6420e-003 | 5.7900e-004 |
| tblVehicleEF | LDT2 | 2.2820e-003 | 9.6700e-004 |
| tblVehicleEF | LDT2 | 0.02 | 3.1390e-003 |
| tblVehicleEF | LDT2 | 1.5110e-003 | 5.3300e-004 |
| tblVehicleEF | LDT2 | 2.0990e-003 | 8.8900e-004 |
| tblVehicleEF | LDT2 | 0.04 | 0.23 |
| tblVehicleEF | LDT2 | 0.10 | 0.04 |
| tblVehicleEF | LDT2 | 0.04 | 0.00 |
| tblVehicleEF | LDT2 | 0.01 | 4.3770e-003 |
| tblVehicleEF | LDT2 | 0.07 | 0.17 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 0.09 | 0.19 |
| tblVehicleEF | LDT2 | 3.3280e-003 | 2.7570e-003 |
| tblVehicleEF | LDT2 | 7.9700e-004 | 6.8600e-004 |
| tblVehicleEF | LDT2 | 0.04 | 0.23 |
| tblVehicleEF | LDT2 | 0.10 | 0.04 |
| tblVehicleEF | LDT2 | 0.04 | 0.00 |
| tblVehicleEF | LDT2 | 0.02 | 0.21 |
| tblVehicleEF | LDT2 | 0.07 | 0.17 |
| tblVehicleEF | LDT2 | 0.10 | 0.21 |
| tblVehicleEF | LDT2 | 5.5520e-003 | 1.4350e-003 |
| tblVehicleEF | LDT2 | 5.3620e-003 | 0.04 |
| tblVehicleEF | LDT2 | 0.80 | 0.73 |
| tblVehicleEF | LDT2 | 1.13 | 1.75 |
| tblVehicleEF | LDT2 | 357.57 | 296.38 |
| tblVehicleEF | LDT2 | 77.35 | 68.46 |
| tblVehicleEF | LDT2 | 0.06 | 0.02 |
| tblVehicleEF | LDT2 | 0.10 | 0.19 |
| tblVehicleEF | LDT2 | 0.04 | 8.9690e-003 |
| tblVehicleEF | LDT2 | 1.6420e-003 | 5.7900e-004 |
| tblVehicleEF | LDT2 | 2.2820e-003 | 9.6700e-004 |
| tblVehicleEF | LDT2 | 0.02 | 3.1390e-003 |
| tblVehicleEF | LDT2 | 1.5110e-003 | 5.3300e-004 |
| tblVehicleEF | LDT2 | 2.0990e-003 | 8.8900e-004 |
| tblVehicleEF | LDT2 | 0.09 | 0.26 |
| tblVehicleEF | LDT2 | 0.12 | 0.05 |
| tblVehicleEF | LDT2 | 0.07 | 0.00 |
| tblVehicleEF | LDT2 | 0.01 | 4.5930e-003 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 0.06 | 0.17 |
| tblVehicleEF | LDT2 | 0.07 | 0.16 |
| tblVehicleEF | LDT2 | 3.5820e-003 | 2.9300e-003 |
| tblVehicleEF | LDT2 | 7.9200e-004 | 6.7700e-004 |
| tblVehicleEF | LDT2 | 0.09 | 0.26 |
| tblVehicleEF | LDT2 | 0.12 | 0.05 |
| tblVehicleEF | LDT2 | 0.07 | 0.00 |
| tblVehicleEF | LDT2 | 0.02 | 0.17 |
| tblVehicleEF | LDT2 | 0.06 | 0.17 |
| tblVehicleEF | LDT2 | 0.08 | 0.17 |
| tblVehicleEF | LDT2 | 4.8570e-003 | 1.3000e-003 |
| tblVehicleEF | LDT2 | 7.3180e-003 | 0.05 |
| tblVehicleEF | LDT2 | 0.67 | 0.53 |
| tblVehicleEF | LDT2 | 1.67 | 2.65 |
| tblVehicleEF | LDT2 | 328.13 | 276.07 |
| tblVehicleEF | LDT2 | 77.35 | 70.10 |
| tblVehicleEF | LDT2 | 0.08 | 0.03 |
| tblVehicleEF | LDT2 | 0.12 | 0.23 |
| tblVehicleEF | LDT2 | 0.04 | 8.9690e-003 |
| tblVehicleEF | LDT2 | 1.6420e-003 | 5.7900e-004 |
| tblVehicleEF | LDT2 | 2.2820e-003 | 9.6700e-004 |
| tblVehicleEF | LDT2 | 0.02 | 3.1390e-003 |
| tblVehicleEF | LDT2 | 1.5110e-003 | 5.3300e-004 |
| tblVehicleEF | LDT2 | 2.0990e-003 | 8.8900e-004 |
| tblVehicleEF | LDT2 | 0.02 | 0.22 |
| tblVehicleEF | LDT2 | 0.11 | 0.04 |
| tblVehicleEF | LDT2 | 0.02 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 0.01 | 4.2940e-003 |
| tblVehicleEF | LDT2 | 0.09 | 0.17 |
| tblVehicleEF | LDT2 | 0.10 | 0.22 |
| tblVehicleEF | LDT2 | 3.2860e-003 | 2.7290e-003 |
| tblVehicleEF | LDT2 | 8.0200e-004 | 6.9300e-004 |
| tblVehicleEF | LDT2 | 0.02 | 0.22 |
| tblVehicleEF | LDT2 | 0.11 | 0.04 |
| tblVehicleEF | LDT2 | 0.02 | 0.00 |
| tblVehicleEF | LDT2 | 0.02 | 0.24 |
| tblVehicleEF | LDT2 | 0.09 | 0.17 |
| tblVehicleEF | LDT2 | 0.11 | 0.24 |
| tblVehicleEF | LHD1 | 5.3570e-003 | 2.7730e-003 |
| tblVehicleEF | LHD1 | 0.02 | 1.5390e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.01 |
| tblVehicleEF | LHD1 | 0.15 | 0.13 |
| tblVehicleEF | LHD1 | 1.02 | 0.29 |
| tblVehicleEF | LHD1 | 2.58 | 1.54 |
| tblVehicleEF | LHD1 | 8.98 | 6.18 |
| tblVehicleEF | LHD1 | 687.79 | 504.17 |
| tblVehicleEF | LHD1 | 32.26 | 11.94 |
| tblVehicleEF | LHD1 | 0.07 | 0.02 |
| tblVehicleEF | LHD1 | 1.10 | 0.09 |
| tblVehicleEF | LHD1 | 0.99 | 0.21 |
| tblVehicleEF | LHD1 | 8.6000e-004 | 5.2100e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.06 |
| tblVehicleEF | LHD1 | 0.01 | 8.9680e-003 |
| tblVehicleEF | LHD1 | 0.01 | 5.3100e-003 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 9.5500e-004 | 5.9000e-005 |
| tblVehicleEF | LHD1 | 8.2300e-004 | 4.9900e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.02 |
| tblVehicleEF | LHD1 | 2.5220e-003 | 2.2420e-003 |
| tblVehicleEF | LHD1 | 0.01 | 5.0620e-003 |
| tblVehicleEF | LHD1 | 8.7800e-004 | 5.4000e-005 |
| tblVehicleEF | LHD1 | 2.6370e-003 | 0.06 |
| tblVehicleEF | LHD1 | 0.10 | 0.01 |
| tblVehicleEF | LHD1 | 0.02 | 0.01 |
| tblVehicleEF | LHD1 | 1.3460e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.12 | 0.02 |
| tblVehicleEF | LHD1 | 0.32 | 0.08 |
| tblVehicleEF | LHD1 | 0.26 | 0.05 |
| tblVehicleEF | LHD1 | 9.0000e-005 | 6.0000e-005 |
| tblVehicleEF | LHD1 | 6.7510e-003 | 4.9140e-003 |
| tblVehicleEF | LHD1 | 3.7100e-004 | 1.1800e-004 |
| tblVehicleEF | LHD1 | 2.6370e-003 | 0.06 |
| tblVehicleEF | LHD1 | 0.10 | 0.01 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.3460e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.15 | 0.04 |
| tblVehicleEF | LHD1 | 0.32 | 0.08 |
| tblVehicleEF | LHD1 | 0.29 | 0.05 |
| tblVehicleEF | LHD1 | 5.3570e-003 | 2.7870e-003 |
| tblVehicleEF | LHD1 | 0.02 | 2.4610e-003 |
| tblVehicleEF | LHD1 | 0.02 | 9.5300e-003 |
| tblVehicleEF | LHD1 | 0.15 | 0.13 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 1.04 | 0.30 |
| tblVehicleEF | LHD1 | 2.39 | 1.44 |
| tblVehicleEF | LHD1 | 8.98 | 6.18 |
| tblVehicleEF | LHD1 | 687.79 | 504.18 |
| tblVehicleEF | LHD1 | 32.26 | 11.77 |
| tblVehicleEF | LHD1 | 0.07 | 0.02 |
| tblVehicleEF | LHD1 | 1.05 | 0.09 |
| tblVehicleEF | LHD1 | 0.93 | 0.19 |
| tblVehicleEF | LHD1 | 8.6000e-004 | 5.2100e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.06 |
| tblVehicleEF | LHD1 | 0.01 | 8.9680e-003 |
| tblVehicleEF | LHD1 | 0.01 | 5.3100e-003 |
| tblVehicleEF | LHD1 | 9.5500e-004 | 5.9000e-005 |
| tblVehicleEF | LHD1 | 8.2300e-004 | 4.9900e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.02 |
| tblVehicleEF | LHD1 | 2.5220e-003 | 2.2420e-003 |
| tblVehicleEF | LHD1 | 0.01 | 5.0620e-003 |
| tblVehicleEF | LHD1 | 8.7800e-004 | 5.4000e-005 |
| tblVehicleEF | LHD1 | 5.9200e-003 | 0.07 |
| tblVehicleEF | LHD1 | 0.12 | 0.01 |
| tblVehicleEF | LHD1 | 0.02 | 0.01 |
| tblVehicleEF | LHD1 | 2.7600e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.12 | 0.02 |
| tblVehicleEF | LHD1 | 0.31 | 0.08 |
| tblVehicleEF | LHD1 | 0.25 | 0.04 |
| tblVehicleEF | LHD1 | 9.0000e-005 | 6.0000e-005 |
| tblVehicleEF | LHD1 | 6.7510e-003 | 4.9140e-003 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 3.6800e-004 | 1.1600e-004 |
| tblVehicleEF | LHD1 | 5.9200e-003 | 0.07 |
| tblVehicleEF | LHD1 | 0.12 | 0.01 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 2.7600e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.15 | 0.04 |
| tblVehicleEF | LHD1 | 0.31 | 0.08 |
| tblVehicleEF | LHD1 | 0.27 | 0.05 |
| tblVehicleEF | LHD1 | 5.3570e-003 | 2.7610e-003 |
| tblVehicleEF | LHD1 | 0.02 | 2.4110e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.01 |
| tblVehicleEF | LHD1 | 0.15 | 0.13 |
| tblVehicleEF | LHD1 | 1.00 | 0.29 |
| tblVehicleEF | LHD1 | 2.77 | 1.64 |
| tblVehicleEF | LHD1 | 8.98 | 6.18 |
| tblVehicleEF | LHD1 | 687.79 | 504.16 |
| tblVehicleEF | LHD1 | 32.26 | 12.11 |
| tblVehicleEF | LHD1 | 0.07 | 0.02 |
| tblVehicleEF | LHD1 | 1.13 | 0.09 |
| tblVehicleEF | LHD1 | 1.05 | 0.22 |
| tblVehicleEF | LHD1 | 8.6000e-004 | 5.2100e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.06 |
| tblVehicleEF | LHD1 | 0.01 | 8.9680e-003 |
| tblVehicleEF | LHD1 | 0.01 | 5.3100e-003 |
| tblVehicleEF | LHD1 | 9.5500e-004 | 5.9000e-005 |
| tblVehicleEF | LHD1 | 8.2300e-004 | 4.9900e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.02 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 2.5220e-003 | 2.2420e-003 |
| tblVehicleEF | LHD1 | 0.01 | 5.0620e-003 |
| tblVehicleEF | LHD1 | 8.7800e-004 | 5.4000e-005 |
| tblVehicleEF | LHD1 | 1.3360e-003 | 0.06 |
| tblVehicleEF | LHD1 | 0.12 | 9.7100e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.01 |
| tblVehicleEF | LHD1 | 7.1100e-004 | 0.00 |
| tblVehicleEF | LHD1 | 0.12 | 0.02 |
| tblVehicleEF | LHD1 | 0.36 | 0.08 |
| tblVehicleEF | LHD1 | 0.27 | 0.05 |
| tblVehicleEF | LHD1 | 9.0000e-005 | 6.0000e-005 |
| tblVehicleEF | LHD1 | 6.7500e-003 | 4.9140e-003 |
| tblVehicleEF | LHD1 | 3.7400e-004 | 1.2000e-004 |
| tblVehicleEF | LHD1 | 1.3360e-003 | 0.06 |
| tblVehicleEF | LHD1 | 0.12 | 9.7100e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 7.1100e-004 | 0.00 |
| tblVehicleEF | LHD1 | 0.15 | 0.04 |
| tblVehicleEF | LHD1 | 0.36 | 0.08 |
| tblVehicleEF | LHD1 | 0.30 | 0.05 |
| tblVehicleEF | LHD2 | 3.3720e-003 | 1.5120e-003 |
| tblVehicleEF | LHD2 | 7.5730e-003 | 2.5880e-003 |
| tblVehicleEF | LHD2 | 6.7190e-003 | 4.7180e-003 |
| tblVehicleEF | LHD2 | 0.12 | 0.09 |
| tblVehicleEF | LHD2 | 0.55 | 0.24 |
| tblVehicleEF | LHD2 | 1.16 | 0.75 |
| tblVehicleEF | LHD2 | 13.98 | 10.26 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 705.76 | 550.85 |
| tblVehicleEF | LHD2 | 24.06 | 5.67 |
| tblVehicleEF | LHD2 | 0.10 | 0.04 |
| tblVehicleEF | LHD2 | 0.69 | 0.21 |
| tblVehicleEF | LHD2 | 0.44 | 0.10 |
| tblVehicleEF | LHD2 | 1.2420e-003 | 1.0580e-003 |
| tblVehicleEF | LHD2 | 0.09 | 0.07 |
| tblVehicleEF | LHD2 | 0.01 | 9.8450e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 4.1600e-004 | 2.3000e-005 |
| tblVehicleEF | LHD2 | 1.1880e-003 | 1.0120e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.6910e-003 | 2.4610e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 3.8300e-004 | 2.2000e-005 |
| tblVehicleEF | LHD2 | 8.1500e-004 | 0.03 |
| tblVehicleEF | LHD2 | 0.03 | 5.1160e-003 |
| tblVehicleEF | LHD2 | 0.01 | 8.7690e-003 |
| tblVehicleEF | LHD2 | 4.3700e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.10 | 0.05 |
| tblVehicleEF | LHD2 | 0.07 | 0.04 |
| tblVehicleEF | LHD2 | 0.09 | 0.02 |
| tblVehicleEF | LHD2 | 1.3600e-004 | 9.8000e-005 |
| tblVehicleEF | LHD2 | 6.8630e-003 | 5.2910e-003 |
| tblVehicleEF | LHD2 | 2.6100e-004 | 5.6000e-005 |
| tblVehicleEF | LHD2 | 8.1500e-004 | 0.03 |
| tblVehicleEF | LHD2 | 0.03 | 5.1160e-003 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.02 | 0.01 |
| tblVehicleEF | LHD2 | 4.3700e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.12 | 0.02 |
| tblVehicleEF | LHD2 | 0.07 | 0.04 |
| tblVehicleEF | LHD2 | 0.10 | 0.02 |
| tblVehicleEF | LHD2 | 3.3720e-003 | 1.5190e-003 |
| tblVehicleEF | LHD2 | 7.6800e-003 | 2.5960e-003 |
| tblVehicleEF | LHD2 | 6.3670e-003 | 4.4750e-003 |
| tblVehicleEF | LHD2 | 0.12 | 0.09 |
| tblVehicleEF | LHD2 | 0.56 | 0.25 |
| tblVehicleEF | LHD2 | 1.08 | 0.70 |
| tblVehicleEF | LHD2 | 13.98 | 10.26 |
| tblVehicleEF | LHD2 | 705.76 | 550.86 |
| tblVehicleEF | LHD2 | 24.06 | 5.59 |
| tblVehicleEF | LHD2 | 0.10 | 0.04 |
| tblVehicleEF | LHD2 | 0.67 | 0.20 |
| tblVehicleEF | LHD2 | 0.42 | 0.09 |
| tblVehicleEF | LHD2 | 1.2420e-003 | 1.0580e-003 |
| tblVehicleEF | LHD2 | 0.09 | 0.07 |
| tblVehicleEF | LHD2 | 0.01 | 9.8450e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 4.1600e-004 | 2.3000e-005 |
| tblVehicleEF | LHD2 | 1.1880e-003 | 1.0120e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.6910e-003 | 2.4610e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 3.8300e-004 | 2.2000e-005 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 1.8300e-003 | 0.03 |
| tblVehicleEF | LHD2 | 0.03 | 5.4280e-003 |
| tblVehicleEF | LHD2 | 0.01 | 8.7690e-003 |
| tblVehicleEF | LHD2 | 8.9900e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.10 | 0.05 |
| tblVehicleEF | LHD2 | 0.07 | 0.04 |
| tblVehicleEF | LHD2 | 0.09 | 0.02 |
| tblVehicleEF | LHD2 | 1.3600e-004 | 9.8000e-005 |
| tblVehicleEF | LHD2 | 6.8630e-003 | 5.2910e-003 |
| tblVehicleEF | LHD2 | 2.6000e-004 | 5.5000e-005 |
| tblVehicleEF | LHD2 | 1.8300e-003 | 0.03 |
| tblVehicleEF | LHD2 | 0.03 | 5.4280e-003 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |
| tblVehicleEF | LHD2 | 8.9900e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.12 | 0.02 |
| tblVehicleEF | LHD2 | 0.07 | 0.04 |
| tblVehicleEF | LHD2 | 0.09 | 0.02 |
| tblVehicleEF | LHD2 | 3.3720e-003 | 1.5060e-003 |
| tblVehicleEF | LHD2 | 7.4890e-003 | 2.5820e-003 |
| tblVehicleEF | LHD2 | 7.0230e-003 | 4.9270e-003 |
| tblVehicleEF | LHD2 | 0.12 | 0.09 |
| tblVehicleEF | LHD2 | 0.55 | 0.24 |
| tblVehicleEF | LHD2 | 1.24 | 0.80 |
| tblVehicleEF | LHD2 | 13.98 | 10.26 |
| tblVehicleEF | LHD2 | 705.76 | 550.85 |
| tblVehicleEF | LHD2 | 24.06 | 5.75 |
| tblVehicleEF | LHD2 | 0.10 | 0.04 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.71 | 0.21 |
| tblVehicleEF | LHD2 | 0.47 | 0.11 |
| tblVehicleEF | LHD2 | 1.2420e-003 | 1.0580e-003 |
| tblVehicleEF | LHD2 | 0.09 | 0.07 |
| tblVehicleEF | LHD2 | 0.01 | 9.8450e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 4.1600e-004 | 2.3000e-005 |
| tblVehicleEF | LHD2 | 1.1880e-003 | 1.0120e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.6910e-003 | 2.4610e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 3.8300e-004 | 2.2000e-005 |
| tblVehicleEF | LHD2 | 4.1700e-004 | 0.03 |
| tblVehicleEF | LHD2 | 0.03 | 4.7880e-003 |
| tblVehicleEF | LHD2 | 0.01 | 8.7690e-003 |
| tblVehicleEF | LHD2 | 2.3200e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.10 | 0.05 |
| tblVehicleEF | LHD2 | 0.08 | 0.04 |
| tblVehicleEF | LHD2 | 0.09 | 0.02 |
| tblVehicleEF | LHD2 | 1.3600e-004 | 9.8000e-005 |
| tblVehicleEF | LHD2 | 6.8630e-003 | 5.2910e-003 |
| tblVehicleEF | LHD2 | 2.6300e-004 | 5.7000e-005 |
| tblVehicleEF | LHD2 | 4.1700e-004 | 0.03 |
| tblVehicleEF | LHD2 | 0.03 | 4.7880e-003 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |
| tblVehicleEF | LHD2 | 2.3200e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.12 | 0.02 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.08 | 0.04 |
| tblVehicleEF | LHD2 | 0.10 | 0.02 |
| tblVehicleEF | MCY | 0.45 | 0.14 |
| tblVehicleEF | MCY | 0.16 | 0.15 |
| tblVehicleEF | MCY | 18.74 | 12.11 |
| tblVehicleEF | MCY | 10.18 | 7.31 |
| tblVehicleEF | MCY | 169.68 | 188.09 |
| tblVehicleEF | MCY | 45.14 | 42.49 |
| tblVehicleEF | MCY | 1.15 | 0.50 |
| tblVehicleEF | MCY | 0.32 | 0.09 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 2.0080e-003 | 2.1840e-003 |
| tblVehicleEF | MCY | 3.7340e-003 | 3.4500e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 1.8770e-003 | 2.0370e-003 |
| tblVehicleEF | MCY | 3.5160e-003 | 3.2200e-003 |
| tblVehicleEF | MCY | 0.90 | 1.69 |
| tblVehicleEF | MCY | 0.70 | 3.55 |
| tblVehicleEF | MCY | 0.49 | 0.00 |
| tblVehicleEF | MCY | 2.20 | 0.86 |
| tblVehicleEF | MCY | 0.60 | 3.79 |
| tblVehicleEF | MCY | 2.20 | 1.04 |
| tblVehicleEF | MCY | 2.0680e-003 | 1.8590e-003 |
| tblVehicleEF | MCY | 6.8300e-004 | 4.2000e-004 |
| tblVehicleEF | MCY | 0.90 | 1.69 |
| tblVehicleEF | MCY | 0.70 | 3.55 |
| tblVehicleEF | MCY | 0.49 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | MCY | 2.73 | 1.13 |
| tblVehicleEF | MCY | 0.60 | 3.79 |
| tblVehicleEF | MCY | 2.39 | 1.13 |
| tblVehicleEF | MCY | 0.43 | 0.14 |
| tblVehicleEF | MCY | 0.14 | 0.12 |
| tblVehicleEF | MCY | 18.08 | 11.94 |
| tblVehicleEF | MCY | 8.95 | 6.35 |
| tblVehicleEF | MCY | 169.68 | 187.77 |
| tblVehicleEF | MCY | 45.14 | 40.40 |
| tblVehicleEF | MCY | 1.01 | 0.44 |
| tblVehicleEF | MCY | 0.29 | 0.08 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 2.0080e-003 | 2.1840e-003 |
| tblVehicleEF | MCY | 3.7340e-003 | 3.4500e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 1.8770e-003 | 2.0370e-003 |
| tblVehicleEF | MCY | 3.5160e-003 | 3.2200e-003 |
| tblVehicleEF | MCY | 2.33 | 2.50 |
| tblVehicleEF | MCY | 0.92 | 3.71 |
| tblVehicleEF | MCY | 1.34 | 0.00 |
| tblVehicleEF | MCY | 2.13 | 0.84 |
| tblVehicleEF | MCY | 0.56 | 3.81 |
| tblVehicleEF | MCY | 1.85 | 0.87 |
| tblVehicleEF | MCY | 2.0550e-003 | 1.8560e-003 |
| tblVehicleEF | MCY | 6.5200e-004 | 3.9900e-004 |
| tblVehicleEF | MCY | 2.33 | 2.50 |
| tblVehicleEF | MCY | 0.92 | 3.71 |

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|---|---|---|---|
| tblVehicleEF | MCY | 1.34 | 0.00 |
| tblVehicleEF | MCY | 2.64 | 0.95 |
| tblVehicleEF | MCY | 0.56 | 3.81 |
| tblVehicleEF | MCY | 2.01 | 0.95 |
| tblVehicleEF | MCY | 0.46 | 0.14 |
| tblVehicleEF | MCY | 0.19 | 0.17 |
| tblVehicleEF | MCY | 20.17 | 12.64 |
| tblVehicleEF | MCY | 11.61 | 8.37 |
| tblVehicleEF | MCY | 169.68 | 189.02 |
| tblVehicleEF | MCY | 45.14 | 44.71 |
| tblVehicleEF | MCY | 1.23 | 0.54 |
| tblVehicleEF | MCY | 0.34 | 0.10 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 2.0080e-003 | 2.1840e-003 |
| tblVehicleEF | MCY | 3.7340e-003 | 3.4500e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 1.8770e-003 | 2.0370e-003 |
| tblVehicleEF | MCY | 3.5160e-003 | 3.2200e-003 |
| tblVehicleEF | MCY | 0.39 | 1.62 |
| tblVehicleEF | MCY | 0.84 | 3.33 |
| tblVehicleEF | MCY | 0.19 | 0.00 |
| tblVehicleEF | MCY | 2.29 | 0.88 |
| tblVehicleEF | MCY | 0.71 | 4.11 |
| tblVehicleEF | MCY | 2.54 | 1.20 |
| tblVehicleEF | MCY | 2.0940e-003 | 1.8690e-003 |
| tblVehicleEF | MCY | 7.1600e-004 | 4.4200e-004 |
| tblVehicleEF | MCY | 0.39 | 1.62 |

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|---|---|---|---|
| tblVehicleEF | MCY | 0.84 | 3.33 |
| tblVehicleEF | MCY | 0.19 | 0.00 |
| tblVehicleEF | MCY | 2.84 | 1.31 |
| tblVehicleEF | MCY | 0.71 | 4.11 |
| tblVehicleEF | MCY | 2.77 | 1.31 |
| tblVehicleEF | MDV | 9.4310e-003 | 1.3890e-003 |
| tblVehicleEF | MDV | 0.02 | 0.05 |
| tblVehicleEF | MDV | 1.06 | 0.56 |
| tblVehicleEF | MDV | 2.68 | 2.25 |
| tblVehicleEF | MDV | 444.47 | 331.52 |
| tblVehicleEF | MDV | 101.69 | 82.12 |
| tblVehicleEF | MDV | 0.13 | 0.03 |
| tblVehicleEF | MDV | 0.23 | 0.23 |
| tblVehicleEF | MDV | 0.04 | 9.0270e-003 |
| tblVehicleEF | MDV | 1.8000e-003 | 5.7400e-004 |
| tblVehicleEF | MDV | 2.4830e-003 | 9.6600e-004 |
| tblVehicleEF | MDV | 0.02 | 3.1590e-003 |
| tblVehicleEF | MDV | 1.6590e-003 | 5.2900e-004 |
| tblVehicleEF | MDV | 2.2840e-003 | 8.8800e-004 |
| tblVehicleEF | MDV | 0.06 | 0.24 |
| tblVehicleEF | MDV | 0.16 | 0.05 |
| tblVehicleEF | MDV | 0.06 | 0.00 |
| tblVehicleEF | MDV | 0.02 | 4.6340e-003 |
| tblVehicleEF | MDV | 0.11 | 0.18 |
| tblVehicleEF | MDV | 0.20 | 0.21 |
| tblVehicleEF | MDV | 4.4500e-003 | 3.2760e-003 |
| tblVehicleEF | MDV | 1.0640e-003 | 8.1200e-004 |

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|---|---|---|---|
| tblVehicleEF | MDV | 0.06 | 0.24 |
| tblVehicleEF | MDV | 0.16 | 0.05 |
| tblVehicleEF | MDV | 0.06 | 0.00 |
| tblVehicleEF | MDV | 0.03 | 0.23 |
| tblVehicleEF | MDV | 0.11 | 0.18 |
| tblVehicleEF | MDV | 0.22 | 0.23 |
| tblVehicleEF | MDV | 0.01 | 1.4850e-003 |
| tblVehicleEF | MDV | 0.01 | 0.04 |
| tblVehicleEF | MDV | 1.24 | 0.74 |
| tblVehicleEF | MDV | 2.12 | 1.75 |
| tblVehicleEF | MDV | 477.37 | 348.59 |
| tblVehicleEF | MDV | 101.69 | 81.19 |
| tblVehicleEF | MDV | 0.12 | 0.02 |
| tblVehicleEF | MDV | 0.21 | 0.20 |
| tblVehicleEF | MDV | 0.04 | 9.0270e-003 |
| tblVehicleEF | MDV | 1.8000e-003 | 5.7400e-004 |
| tblVehicleEF | MDV | 2.4830e-003 | 9.6600e-004 |
| tblVehicleEF | MDV | 0.02 | 3.1590e-003 |
| tblVehicleEF | MDV | 1.6590e-003 | 5.2900e-004 |
| tblVehicleEF | MDV | 2.2840e-003 | 8.8800e-004 |
| tblVehicleEF | MDV | 0.14 | 0.27 |
| tblVehicleEF | MDV | 0.18 | 0.05 |
| tblVehicleEF | MDV | 0.11 | 0.00 |
| tblVehicleEF | MDV | 0.03 | 4.8630e-003 |
| tblVehicleEF | MDV | 0.10 | 0.18 |
| tblVehicleEF | MDV | 0.17 | 0.17 |
| tblVehicleEF | MDV | 4.7820e-003 | 3.4450e-003 |

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|---|---|---|---|
| tblVehicleEF | MDV | 1.0540e-003 | 8.0300e-004 |
| tblVehicleEF | MDV | 0.14 | 0.27 |
| tblVehicleEF | MDV | 0.18 | 0.05 |
| tblVehicleEF | MDV | 0.11 | 0.00 |
| tblVehicleEF | MDV | 0.04 | 0.19 |
| tblVehicleEF | MDV | 0.10 | 0.18 |
| tblVehicleEF | MDV | 0.18 | 0.18 |
| tblVehicleEF | MDV | 9.2130e-003 | 1.3450e-003 |
| tblVehicleEF | MDV | 0.02 | 0.05 |
| tblVehicleEF | MDV | 1.05 | 0.53 |
| tblVehicleEF | MDV | 3.14 | 2.66 |
| tblVehicleEF | MDV | 439.05 | 328.72 |
| tblVehicleEF | MDV | 101.69 | 82.85 |
| tblVehicleEF | MDV | 0.14 | 0.03 |
| tblVehicleEF | MDV | 0.25 | 0.25 |
| tblVehicleEF | MDV | 0.04 | 9.0270e-003 |
| tblVehicleEF | MDV | 1.8000e-003 | 5.7400e-004 |
| tblVehicleEF | MDV | 2.4830e-003 | 9.6600e-004 |
| tblVehicleEF | MDV | 0.02 | 3.1590e-003 |
| tblVehicleEF | MDV | 1.6590e-003 | 5.2900e-004 |
| tblVehicleEF | MDV | 2.2840e-003 | 8.8800e-004 |
| tblVehicleEF | MDV | 0.03 | 0.24 |
| tblVehicleEF | MDV | 0.17 | 0.04 |
| tblVehicleEF | MDV | 0.03 | 0.00 |
| tblVehicleEF | MDV | 0.02 | 4.5470e-003 |
| tblVehicleEF | MDV | 0.13 | 0.18 |
| tblVehicleEF | MDV | 0.23 | 0.23 |

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|---|---|---|---|
| tblVehicleEF | MDV | 4.3960e-003 | 3.2480e-003 |
| tblVehicleEF | MDV | 1.0720e-003 | 8.1900e-004 |
| tblVehicleEF | MDV | 0.03 | 0.24 |
| tblVehicleEF | MDV | 0.17 | 0.04 |
| tblVehicleEF | MDV | 0.03 | 0.00 |
| tblVehicleEF | MDV | 0.03 | 0.26 |
| tblVehicleEF | MDV | 0.13 | 0.18 |
| tblVehicleEF | MDV | 0.25 | 0.26 |
| tblVehicleEF | MH | 0.03 | 4.1240e-003 |
| tblVehicleEF | MH | 0.02 | 0.02 |
| tblVehicleEF | MH | 1.96 | 0.20 |
| tblVehicleEF | MH | 5.58 | 1.60 |
| tblVehicleEF | MH | 1,212.08 | 1,640.30 |
| tblVehicleEF | MH | 58.85 | 18.59 |
| tblVehicleEF | MH | 1.29 | 1.02 |
| tblVehicleEF | MH | 0.81 | 0.26 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.02 | 0.01 |
| tblVehicleEF | MH | 1.1290e-003 | 2.2500e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2190e-003 | 3.3550e-003 |
| tblVehicleEF | MH | 0.02 | 0.01 |
| tblVehicleEF | MH | 1.0380e-003 | 2.0700e-004 |
| tblVehicleEF | MH | 0.81 | 11.66 |
| tblVehicleEF | MH | 0.07 | 2.06 |
| tblVehicleEF | MH | 0.28 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | MH | 0.09 | 0.04 |
| tblVehicleEF | MH | 0.02 | 0.07 |
| tblVehicleEF | MH | 0.32 | 0.07 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 6.8600e-004 | 1.8400e-004 |
| tblVehicleEF | MH | 0.81 | 11.66 |
| tblVehicleEF | MH | 0.07 | 2.06 |
| tblVehicleEF | MH | 0.28 | 0.00 |
| tblVehicleEF | MH | 0.12 | 0.08 |
| tblVehicleEF | MH | 0.02 | 0.07 |
| tblVehicleEF | MH | 0.35 | 0.08 |
| tblVehicleEF | MH | 0.03 | 4.2080e-003 |
| tblVehicleEF | MH | 0.02 | 0.02 |
| tblVehicleEF | MH | 2.04 | 0.21 |
| tblVehicleEF | MH | 5.06 | 1.46 |
| tblVehicleEF | MH | 1,212.08 | 1,640.31 |
| tblVehicleEF | MH | 58.85 | 18.35 |
| tblVehicleEF | MH | 1.21 | 0.98 |
| tblVehicleEF | MH | 0.76 | 0.24 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.02 | 0.01 |
| tblVehicleEF | MH | 1.1290e-003 | 2.2500e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2190e-003 | 3.3550e-003 |
| tblVehicleEF | MH | 0.02 | 0.01 |
| tblVehicleEF | MH | 1.0380e-003 | 2.0700e-004 |

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|---|---|---|---|
| tblVehicleEF | MH | 1.81 | 13.04 |
| tblVehicleEF | MH | 0.07 | 2.19 |
| tblVehicleEF | MH | 0.59 | 0.00 |
| tblVehicleEF | MH | 0.09 | 0.04 |
| tblVehicleEF | MH | 0.02 | 0.07 |
| tblVehicleEF | MH | 0.30 | 0.07 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 6.7700e-004 | 1.8100e-004 |
| tblVehicleEF | MH | 1.81 | 13.04 |
| tblVehicleEF | MH | 0.07 | 2.19 |
| tblVehicleEF | MH | 0.59 | 0.00 |
| tblVehicleEF | MH | 0.13 | 0.08 |
| tblVehicleEF | MH | 0.02 | 0.07 |
| tblVehicleEF | MH | 0.33 | 0.08 |
| tblVehicleEF | MH | 0.03 | 4.0620e-003 |
| tblVehicleEF | MH | 0.03 | 0.02 |
| tblVehicleEF | MH | 1.89 | 0.20 |
| tblVehicleEF | MH | 6.07 | 1.72 |
| tblVehicleEF | MH | 1,212.08 | 1,640.29 |
| tblVehicleEF | MH | 58.85 | 18.81 |
| tblVehicleEF | MH | 1.33 | 1.04 |
| tblVehicleEF | MH | 0.86 | 0.28 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.02 | 0.01 |
| tblVehicleEF | MH | 1.1290e-003 | 2.2500e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |

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|---|---|---|---|
| tblVehicleEF | MH | 3.2190e-003 | 3.3550e-003 |
| tblVehicleEF | MH | 0.02 | 0.01 |
| tblVehicleEF | MH | 1.0380e-003 | 2.0700e-004 |
| tblVehicleEF | MH | 0.40 | 11.46 |
| tblVehicleEF | MH | 0.08 | 1.93 |
| tblVehicleEF | MH | 0.16 | 0.00 |
| tblVehicleEF | MH | 0.09 | 0.04 |
| tblVehicleEF | MH | 0.02 | 0.07 |
| tblVehicleEF | MH | 0.34 | 0.08 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 6.9400e-004 | 1.8600e-004 |
| tblVehicleEF | MH | 0.40 | 11.46 |
| tblVehicleEF | MH | 0.08 | 1.93 |
| tblVehicleEF | MH | 0.16 | 0.00 |
| tblVehicleEF | MH | 0.12 | 0.09 |
| tblVehicleEF | MH | 0.02 | 0.07 |
| tblVehicleEF | MH | 0.37 | 0.09 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 4.5180e-003 | 7.4200e-003 |
| tblVehicleEF | MHD | 0.05 | 4.2530e-003 |
| tblVehicleEF | MHD | 0.38 | 0.45 |
| tblVehicleEF | MHD | 0.36 | 0.07 |
| tblVehicleEF | MHD | 5.92 | 0.40 |
| tblVehicleEF | MHD | 132.71 | 100.29 |
| tblVehicleEF | MHD | 1,189.79 | 722.78 |
| tblVehicleEF | MHD | 61.47 | 4.49 |
| tblVehicleEF | MHD | 0.36 | 0.47 |

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|---|---|---|---|
| tblVehicleEF | MHD | 1.11 | 0.22 |
| tblVehicleEF | MHD | 10.17 | 0.71 |
| tblVehicleEF | MHD | 1.2300e-004 | 1.6300e-004 |
| tblVehicleEF | MHD | 0.13 | 0.04 |
| tblVehicleEF | MHD | 3.1090e-003 | 1.9590e-003 |
| tblVehicleEF | MHD | 9.0500e-004 | 5.6000e-005 |
| tblVehicleEF | MHD | 1.1800e-004 | 1.5600e-004 |
| tblVehicleEF | MHD | 0.06 | 0.01 |
| tblVehicleEF | MHD | 2.9680e-003 | 1.8690e-003 |
| tblVehicleEF | MHD | 8.3200e-004 | 5.1000e-005 |
| tblVehicleEF | MHD | 8.9400e-004 | 0.01 |
| tblVehicleEF | MHD | 0.04 | 1.6240e-003 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 4.6300e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 4.9990e-003 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.35 | 0.02 |
| tblVehicleEF | MHD | 1.2790e-003 | 9.0900e-004 |
| tblVehicleEF | MHD | 0.01 | 6.8090e-003 |
| tblVehicleEF | MHD | 7.1800e-004 | 4.4000e-005 |
| tblVehicleEF | MHD | 8.9400e-004 | 0.01 |
| tblVehicleEF | MHD | 0.04 | 1.6240e-003 |
| tblVehicleEF | MHD | 0.04 | 0.03 |
| tblVehicleEF | MHD | 4.6300e-004 | 0.00 |
| tblVehicleEF | MHD | 0.05 | 0.02 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.38 | 0.02 |

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|---|---|---|---|
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 4.6140e-003 | 7.4310e-003 |
| tblVehicleEF | MHD | 0.04 | 4.0180e-003 |
| tblVehicleEF | MHD | 0.26 | 0.42 |
| tblVehicleEF | MHD | 0.36 | 0.07 |
| tblVehicleEF | MHD | 5.44 | 0.36 |
| tblVehicleEF | MHD | 140.74 | 99.11 |
| tblVehicleEF | MHD | 1,189.79 | 722.78 |
| tblVehicleEF | MHD | 61.47 | 4.44 |
| tblVehicleEF | MHD | 0.37 | 0.45 |
| tblVehicleEF | MHD | 1.06 | 0.21 |
| tblVehicleEF | MHD | 10.11 | 0.71 |
| tblVehicleEF | MHD | 1.0400e-004 | 1.4600e-004 |
| tblVehicleEF | MHD | 0.13 | 0.04 |
| tblVehicleEF | MHD | 3.1090e-003 | 1.9590e-003 |
| tblVehicleEF | MHD | 9.0500e-004 | 5.6000e-005 |
| tblVehicleEF | MHD | 9.9000e-005 | 1.3900e-004 |
| tblVehicleEF | MHD | 0.06 | 0.01 |
| tblVehicleEF | MHD | 2.9680e-003 | 1.8690e-003 |
| tblVehicleEF | MHD | 8.3200e-004 | 5.1000e-005 |
| tblVehicleEF | MHD | 2.0590e-003 | 0.01 |
| tblVehicleEF | MHD | 0.05 | 1.7260e-003 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 9.9800e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 5.0360e-003 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.33 | 0.02 |

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|---|---|---|---|
| tblVehicleEF | MHD | 1.3540e-003 | 8.9800e-004 |
| tblVehicleEF | MHD | 0.01 | 6.8090e-003 |
| tblVehicleEF | MHD | 7.1000e-004 | 4.4000e-005 |
| tblVehicleEF | MHD | 2.0590e-003 | 0.01 |
| tblVehicleEF | MHD | 0.05 | 1.7260e-003 |
| tblVehicleEF | MHD | 0.03 | 0.03 |
| tblVehicleEF | MHD | 9.9800e-004 | 0.00 |
| tblVehicleEF | MHD | 0.05 | 0.02 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.36 | 0.02 |
| tblVehicleEF | MHD | 0.02 | 0.01 |
| tblVehicleEF | MHD | 4.4440e-003 | 7.4110e-003 |
| tblVehicleEF | MHD | 0.05 | 4.4440e-003 |
| tblVehicleEF | MHD | 0.49 | 0.48 |
| tblVehicleEF | MHD | 0.35 | 0.07 |
| tblVehicleEF | MHD | 6.36 | 0.43 |
| tblVehicleEF | MHD | 122.01 | 101.96 |
| tblVehicleEF | MHD | 1,189.79 | 722.78 |
| tblVehicleEF | MHD | 61.47 | 4.54 |
| tblVehicleEF | MHD | 0.35 | 0.50 |
| tblVehicleEF | MHD | 1.13 | 0.23 |
| tblVehicleEF | MHD | 10.22 | 0.71 |
| tblVehicleEF | MHD | 1.5000e-004 | 1.8800e-004 |
| tblVehicleEF | MHD | 0.13 | 0.04 |
| tblVehicleEF | MHD | 3.1090e-003 | 1.9590e-003 |
| tblVehicleEF | MHD | 9.0500e-004 | 5.6000e-005 |
| tblVehicleEF | MHD | 1.4300e-004 | 1.7900e-004 |

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|---|---|---|---|
| tblVehicleEF | MHD | 0.06 | 0.01 |
| tblVehicleEF | MHD | 2.9680e-003 | 1.8690e-003 |
| tblVehicleEF | MHD | 8.3200e-004 | 5.1000e-005 |
| tblVehicleEF | MHD | 4.4600e-004 | 0.01 |
| tblVehicleEF | MHD | 0.04 | 1.5190e-003 |
| tblVehicleEF | MHD | 0.03 | 0.01 |
| tblVehicleEF | MHD | 2.3900e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 4.9710e-003 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.37 | 0.02 |
| tblVehicleEF | MHD | 1.1780e-003 | 9.2500e-004 |
| tblVehicleEF | MHD | 0.01 | 6.8090e-003 |
| tblVehicleEF | MHD | 7.2600e-004 | 4.5000e-005 |
| tblVehicleEF | MHD | 4.4600e-004 | 0.01 |
| tblVehicleEF | MHD | 0.04 | 1.5190e-003 |
| tblVehicleEF | MHD | 0.04 | 0.03 |
| tblVehicleEF | MHD | 2.3900e-004 | 0.00 |
| tblVehicleEF | MHD | 0.05 | 0.02 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.40 | 0.02 |
| tblVehicleEF | OBUS | 0.01 | 7.0920e-003 |
| tblVehicleEF | OBUS | 6.3660e-003 | 0.01 |
| tblVehicleEF | OBUS | 0.03 | 9.0620e-003 |
| tblVehicleEF | OBUS | 0.24 | 0.51 |
| tblVehicleEF | OBUS | 0.44 | 0.18 |
| tblVehicleEF | OBUS | 5.01 | 0.98 |
| tblVehicleEF | OBUS | 99.56 | 80.57 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 1,293.67 | 1,083.00 |
| tblVehicleEF | OBUS | 66.88 | 8.44 |
| tblVehicleEF | OBUS | 0.21 | 0.23 |
| tblVehicleEF | OBUS | 0.88 | 0.56 |
| tblVehicleEF | OBUS | 2.72 | 0.70 |
| tblVehicleEF | OBUS | 1.9000e-005 | 1.7600e-004 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |
| tblVehicleEF | OBUS | 2.6550e-003 | 7.3580e-003 |
| tblVehicleEF | OBUS | 8.0900e-004 | 8.6000e-005 |
| tblVehicleEF | OBUS | 1.8000e-005 | 1.6800e-004 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 2.5210e-003 | 7.0340e-003 |
| tblVehicleEF | OBUS | 7.4400e-004 | 7.9000e-005 |
| tblVehicleEF | OBUS | 1.1720e-003 | 0.05 |
| tblVehicleEF | OBUS | 0.02 | 8.9120e-003 |
| tblVehicleEF | OBUS | 0.03 | 0.03 |
| tblVehicleEF | OBUS | 5.1500e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.04 | 0.02 |
| tblVehicleEF | OBUS | 0.03 | 0.06 |
| tblVehicleEF | OBUS | 0.31 | 0.05 |
| tblVehicleEF | OBUS | 9.6200e-004 | 7.5500e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.5700e-004 | 8.3000e-005 |
| tblVehicleEF | OBUS | 1.1720e-003 | 0.05 |
| tblVehicleEF | OBUS | 0.02 | 8.9120e-003 |
| tblVehicleEF | OBUS | 0.05 | 0.05 |
| tblVehicleEF | OBUS | 5.1500e-004 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 0.05 | 0.02 |
| tblVehicleEF | OBUS | 0.03 | 0.06 |
| tblVehicleEF | OBUS | 0.34 | 0.05 |
| tblVehicleEF | OBUS | 0.01 | 7.1720e-003 |
| tblVehicleEF | OBUS | 6.5330e-003 | 0.01 |
| tblVehicleEF | OBUS | 0.02 | 8.5190e-003 |
| tblVehicleEF | OBUS | 0.24 | 0.51 |
| tblVehicleEF | OBUS | 0.45 | 0.18 |
| tblVehicleEF | OBUS | 4.57 | 0.89 |
| tblVehicleEF | OBUS | 104.50 | 79.59 |
| tblVehicleEF | OBUS | 1,293.67 | 1,083.00 |
| tblVehicleEF | OBUS | 66.88 | 8.29 |
| tblVehicleEF | OBUS | 0.22 | 0.22 |
| tblVehicleEF | OBUS | 0.84 | 0.54 |
| tblVehicleEF | OBUS | 2.67 | 0.69 |
| tblVehicleEF | OBUS | 1.6000e-005 | 1.5500e-004 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |
| tblVehicleEF | OBUS | 2.6550e-003 | 7.3580e-003 |
| tblVehicleEF | OBUS | 8.0900e-004 | 8.6000e-005 |
| tblVehicleEF | OBUS | 1.6000e-005 | 1.4800e-004 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 2.5210e-003 | 7.0340e-003 |
| tblVehicleEF | OBUS | 7.4400e-004 | 7.9000e-005 |
| tblVehicleEF | OBUS | 2.6050e-003 | 0.06 |
| tblVehicleEF | OBUS | 0.02 | 9.4520e-003 |
| tblVehicleEF | OBUS | 0.03 | 0.04 |
| tblVehicleEF | OBUS | 1.0740e-003 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 0.04 | 0.02 |
| tblVehicleEF | OBUS | 0.03 | 0.06 |
| tblVehicleEF | OBUS | 0.29 | 0.05 |
| tblVehicleEF | OBUS | 1.0090e-003 | 7.4600e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.4900e-004 | 8.2000e-005 |
| tblVehicleEF | OBUS | 2.6050e-003 | 0.06 |
| tblVehicleEF | OBUS | 0.02 | 9.4520e-003 |
| tblVehicleEF | OBUS | 0.04 | 0.05 |
| tblVehicleEF | OBUS | 1.0740e-003 | 0.00 |
| tblVehicleEF | OBUS | 0.05 | 0.02 |
| tblVehicleEF | OBUS | 0.03 | 0.06 |
| tblVehicleEF | OBUS | 0.32 | 0.05 |
| tblVehicleEF | OBUS | 0.01 | 6.9910e-003 |
| tblVehicleEF | OBUS | 6.2370e-003 | 0.01 |
| tblVehicleEF | OBUS | 0.03 | 9.4960e-003 |
| tblVehicleEF | OBUS | 0.25 | 0.52 |
| tblVehicleEF | OBUS | 0.44 | 0.18 |
| tblVehicleEF | OBUS | 5.41 | 1.06 |
| tblVehicleEF | OBUS | 92.74 | 81.93 |
| tblVehicleEF | OBUS | 1,293.67 | 1,083.00 |
| tblVehicleEF | OBUS | 66.88 | 8.57 |
| tblVehicleEF | OBUS | 0.20 | 0.24 |
| tblVehicleEF | OBUS | 0.90 | 0.57 |
| tblVehicleEF | OBUS | 2.77 | 0.70 |
| tblVehicleEF | OBUS | 2.3000e-005 | 2.0500e-004 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 2.6550e-003 | 7.3580e-003 |
| tblVehicleEF | OBUS | 8.0900e-004 | 8.6000e-005 |
| tblVehicleEF | OBUS | 2.2000e-005 | 1.9600e-004 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 2.5210e-003 | 7.0340e-003 |
| tblVehicleEF | OBUS | 7.4400e-004 | 7.9000e-005 |
| tblVehicleEF | OBUS | 6.3300e-004 | 0.05 |
| tblVehicleEF | OBUS | 0.02 | 8.3390e-003 |
| tblVehicleEF | OBUS | 0.03 | 0.03 |
| tblVehicleEF | OBUS | 2.9300e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.04 | 0.02 |
| tblVehicleEF | OBUS | 0.03 | 0.06 |
| tblVehicleEF | OBUS | 0.33 | 0.05 |
| tblVehicleEF | OBUS | 8.9700e-004 | 7.6800e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.6300e-004 | 8.5000e-005 |
| tblVehicleEF | OBUS | 6.3300e-004 | 0.05 |
| tblVehicleEF | OBUS | 0.02 | 8.3390e-003 |
| tblVehicleEF | OBUS | 0.05 | 0.04 |
| tblVehicleEF | OBUS | 2.9300e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.05 | 0.02 |
| tblVehicleEF | OBUS | 0.03 | 0.06 |
| tblVehicleEF | OBUS | 0.36 | 0.06 |
| tblVehicleEF | SBUS | 0.83 | 0.08 |
| tblVehicleEF | SBUS | 0.02 | 0.07 |
| tblVehicleEF | SBUS | 0.08 | 4.2920e-003 |
| tblVehicleEF | SBUS | 8.17 | 1.66 |

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|---|---|---|---|
| tblVehicleEF | SBUS | 1.05 | 0.30 |
| tblVehicleEF | SBUS | 9.75 | 0.51 |
| tblVehicleEF | SBUS | 1,109.35 | 144.97 |
| tblVehicleEF | SBUS | 1,051.90 | 719.00 |
| tblVehicleEF | SBUS | 56.07 | 3.34 |
| tblVehicleEF | SBUS | 8.47 | 0.52 |
| tblVehicleEF | SBUS | 3.71 | 0.35 |
| tblVehicleEF | SBUS | 12.10 | 0.50 |
| tblVehicleEF | SBUS | 8.0590e-003 | 1.7700e-004 |
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 0.02 | 2.4950e-003 |
| tblVehicleEF | SBUS | 9.0100e-004 | 4.5000e-005 |
| tblVehicleEF | SBUS | 7.7100e-003 | 1.6800e-004 |
| tblVehicleEF | SBUS | 0.32 | 0.01 |
| tblVehicleEF | SBUS | 2.6280e-003 | 2.5800e-003 |
| tblVehicleEF | SBUS | 0.02 | 2.3710e-003 |
| tblVehicleEF | SBUS | 8.2900e-004 | 4.2000e-005 |
| tblVehicleEF | SBUS | 3.4510e-003 | 0.06 |
| tblVehicleEF | SBUS | 0.04 | 9.6170e-003 |
| tblVehicleEF | SBUS | 0.97 | 0.17 |
| tblVehicleEF | SBUS | 1.4880e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.11 | 0.01 |
| tblVehicleEF | SBUS | 0.02 | 0.04 |
| tblVehicleEF | SBUS | 0.48 | 0.02 |
| tblVehicleEF | SBUS | 0.01 | 1.2800e-003 |
| tblVehicleEF | SBUS | 0.01 | 6.6500e-003 |

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|---|---|---|---|
| tblVehicleEF | SBUS | 7.2900e-004 | 3.3000e-005 |
| tblVehicleEF | SBUS | 3.4510e-003 | 0.06 |
| tblVehicleEF | SBUS | 0.04 | 9.6170e-003 |
| tblVehicleEF | SBUS | 1.40 | 0.29 |
| tblVehicleEF | SBUS | 1.4880e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.14 | 0.13 |
| tblVehicleEF | SBUS | 0.02 | 0.04 |
| tblVehicleEF | SBUS | 0.53 | 0.03 |
| tblVehicleEF | SBUS | 0.83 | 0.08 |
| tblVehicleEF | SBUS | 0.02 | 0.07 |
| tblVehicleEF | SBUS | 0.07 | 3.6120e-003 |
| tblVehicleEF | SBUS | 8.07 | 1.65 |
| tblVehicleEF | SBUS | 1.08 | 0.30 |
| tblVehicleEF | SBUS | 7.16 | 0.38 |
| tblVehicleEF | SBUS | 1,158.83 | 144.13 |
| tblVehicleEF | SBUS | 1,051.90 | 719.00 |
| tblVehicleEF | SBUS | 56.07 | 3.11 |
| tblVehicleEF | SBUS | 8.74 | 0.50 |
| tblVehicleEF | SBUS | 3.55 | 0.33 |
| tblVehicleEF | SBUS | 12.05 | 0.49 |
| tblVehicleEF | SBUS | 6.7940e-003 | 1.6100e-004 |
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 0.02 | 2.4950e-003 |
| tblVehicleEF | SBUS | 9.0100e-004 | 4.5000e-005 |
| tblVehicleEF | SBUS | 6.5000e-003 | 1.5200e-004 |
| tblVehicleEF | SBUS | 0.32 | 0.01 |

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 2.6280e-003 | 2.5800e-003 |
| tblVehicleEF | SBUS | 0.02 | 2.3710e-003 |
| tblVehicleEF | SBUS | 8.2900e-004 | 4.2000e-005 |
| tblVehicleEF | SBUS | 7.6490e-003 | 0.07 |
| tblVehicleEF | SBUS | 0.04 | 0.01 |
| tblVehicleEF | SBUS | 0.97 | 0.17 |
| tblVehicleEF | SBUS | 3.0940e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.11 | 0.01 |
| tblVehicleEF | SBUS | 0.01 | 0.04 |
| tblVehicleEF | SBUS | 0.41 | 0.02 |
| tblVehicleEF | SBUS | 0.01 | 1.2720e-003 |
| tblVehicleEF | SBUS | 0.01 | 6.6500e-003 |
| tblVehicleEF | SBUS | 6.8500e-004 | 3.1000e-005 |
| tblVehicleEF | SBUS | 7.6490e-003 | 0.07 |
| tblVehicleEF | SBUS | 0.04 | 0.01 |
| tblVehicleEF | SBUS | 1.40 | 0.29 |
| tblVehicleEF | SBUS | 3.0940e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.14 | 0.11 |
| tblVehicleEF | SBUS | 0.01 | 0.04 |
| tblVehicleEF | SBUS | 0.44 | 0.02 |
| tblVehicleEF | SBUS | 0.83 | 0.08 |
| tblVehicleEF | SBUS | 0.02 | 0.07 |
| tblVehicleEF | SBUS | 0.09 | 4.9020e-003 |
| tblVehicleEF | SBUS | 8.32 | 1.67 |
| tblVehicleEF | SBUS | 1.03 | 0.29 |
| tblVehicleEF | SBUS | 12.35 | 0.65 |
| tblVehicleEF | SBUS | 1,041.03 | 146.11 |

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 1,051.90 | 718.99 |
| tblVehicleEF | SBUS | 56.07 | 3.57 |
| tblVehicleEF | SBUS | 8.10 | 0.54 |
| tblVehicleEF | SBUS | 3.78 | 0.36 |
| tblVehicleEF | SBUS | 12.14 | 0.50 |
| tblVehicleEF | SBUS | 9.8060e-003 | 2.0000e-004 |
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 0.02 | 2.4950e-003 |
| tblVehicleEF | SBUS | 9.0100e-004 | 4.5000e-005 |
| tblVehicleEF | SBUS | 9.3820e-003 | 1.9000e-004 |
| tblVehicleEF | SBUS | 0.32 | 0.01 |
| tblVehicleEF | SBUS | 2.6280e-003 | 2.5800e-003 |
| tblVehicleEF | SBUS | 0.02 | 2.3710e-003 |
| tblVehicleEF | SBUS | 8.2900e-004 | 4.2000e-005 |
| tblVehicleEF | SBUS | 1.8830e-003 | 0.06 |
| tblVehicleEF | SBUS | 0.04 | 8.9920e-003 |
| tblVehicleEF | SBUS | 0.98 | 0.17 |
| tblVehicleEF | SBUS | 8.5400e-004 | 0.00 |
| tblVehicleEF | SBUS | 0.11 | 0.01 |
| tblVehicleEF | SBUS | 0.02 | 0.04 |
| tblVehicleEF | SBUS | 0.55 | 0.03 |
| tblVehicleEF | SBUS | 0.01 | 1.2910e-003 |
| tblVehicleEF | SBUS | 0.01 | 6.6500e-003 |
| tblVehicleEF | SBUS | 7.7200e-004 | 3.5000e-005 |
| tblVehicleEF | SBUS | 1.8830e-003 | 0.06 |
| tblVehicleEF | SBUS | 0.04 | 8.9920e-003 |

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 1.41 | 0.29 |
| tblVehicleEF | SBUS | 8.5400e-004 | 0.00 |
| tblVehicleEF | SBUS | 0.14 | 0.15 |
| tblVehicleEF | SBUS | 0.02 | 0.04 |
| tblVehicleEF | SBUS | 0.60 | 0.03 |
| tblVehicleEF | UBUS | 0.27 | 0.14 |
| tblVehicleEF | UBUS | 0.04 | 3.0380e-003 |
| tblVehicleEF | UBUS | 4.81 | 1.63 |
| tblVehicleEF | UBUS | 7.98 | 0.56 |
| tblVehicleEF | UBUS | 2,067.88 | 225.12 |
| tblVehicleEF | UBUS | 103.85 | 3.50 |
| tblVehicleEF | UBUS | 9.47 | 0.03 |
| tblVehicleEF | UBUS | 14.57 | 0.03 |
| tblVehicleEF | UBUS | 0.59 | 0.06 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |
| tblVehicleEF | UBUS | 0.21 | 6.7700e-004 |
| tblVehicleEF | UBUS | 1.1460e-003 | 1.3000e-005 |
| tblVehicleEF | UBUS | 0.25 | 0.02 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7770e-003 |
| tblVehicleEF | UBUS | 0.20 | 6.4400e-004 |
| tblVehicleEF | UBUS | 1.0540e-003 | 1.2000e-005 |
| tblVehicleEF | UBUS | 2.2820e-003 | 7.0360e-003 |
| tblVehicleEF | UBUS | 0.04 | 2.0930e-003 |
| tblVehicleEF | UBUS | 1.1230e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.58 | 7.8390e-003 |
| tblVehicleEF | UBUS | 8.3050e-003 | 7.8800e-003 |
| tblVehicleEF | UBUS | 0.58 | 0.01 |

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 0.02 | 1.7530e-003 |
| tblVehicleEF | UBUS | 1.1810e-003 | 3.5000e-005 |
| tblVehicleEF | UBUS | 2.2820e-003 | 7.0360e-003 |
| tblVehicleEF | UBUS | 0.04 | 2.0930e-003 |
| tblVehicleEF | UBUS | 1.1230e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.90 | 0.01 |
| tblVehicleEF | UBUS | 8.3050e-003 | 7.8800e-003 |
| tblVehicleEF | UBUS | 0.63 | 0.01 |
| tblVehicleEF | UBUS | 0.27 | 0.14 |
| tblVehicleEF | UBUS | 0.04 | 2.7430e-003 |
| tblVehicleEF | UBUS | 4.86 | 1.63 |
| tblVehicleEF | UBUS | 6.37 | 0.47 |
| tblVehicleEF | UBUS | 2,067.88 | 225.13 |
| tblVehicleEF | UBUS | 103.85 | 3.36 |
| tblVehicleEF | UBUS | 9.09 | 0.03 |
| tblVehicleEF | UBUS | 14.51 | 0.03 |
| tblVehicleEF | UBUS | 0.59 | 0.06 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |
| tblVehicleEF | UBUS | 0.21 | 6.7700e-004 |
| tblVehicleEF | UBUS | 1.1460e-003 | 1.3000e-005 |
| tblVehicleEF | UBUS | 0.25 | 0.02 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7770e-003 |
| tblVehicleEF | UBUS | 0.20 | 6.4400e-004 |
| tblVehicleEF | UBUS | 1.0540e-003 | 1.2000e-005 |
| tblVehicleEF | UBUS | 5.3820e-003 | 9.3690e-003 |
| tblVehicleEF | UBUS | 0.04 | 2.2680e-003 |
| tblVehicleEF | UBUS | 2.5900e-003 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 0.59 | 7.8500e-003 |
| tblVehicleEF | UBUS | 7.6100e-003 | 8.0120e-003 |
| tblVehicleEF | UBUS | 0.50 | 9.3870e-003 |
| tblVehicleEF | UBUS | 0.02 | 1.7530e-003 |
| tblVehicleEF | UBUS | 1.1530e-003 | 3.3000e-005 |
| tblVehicleEF | UBUS | 5.3820e-003 | 9.3690e-003 |
| tblVehicleEF | UBUS | 0.04 | 2.2680e-003 |
| tblVehicleEF | UBUS | 2.5900e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.91 | 9.6960e-003 |
| tblVehicleEF | UBUS | 7.6100e-003 | 8.0120e-003 |
| tblVehicleEF | UBUS | 0.55 | 0.01 |
| tblVehicleEF | UBUS | 0.26 | 0.14 |
| tblVehicleEF | UBUS | 0.05 | 3.2940e-003 |
| tblVehicleEF | UBUS | 4.77 | 1.62 |
| tblVehicleEF | UBUS | 9.51 | 0.64 |
| tblVehicleEF | UBUS | 2,067.88 | 225.12 |
| tblVehicleEF | UBUS | 103.85 | 3.64 |
| tblVehicleEF | UBUS | 9.63 | 0.03 |
| tblVehicleEF | UBUS | 14.62 | 0.04 |
| tblVehicleEF | UBUS | 0.59 | 0.06 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |
| tblVehicleEF | UBUS | 0.21 | 6.7700e-004 |
| tblVehicleEF | UBUS | 1.1460e-003 | 1.3000e-005 |
| tblVehicleEF | UBUS | 0.25 | 0.02 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7770e-003 |
| tblVehicleEF | UBUS | 0.20 | 6.4400e-004 |
| tblVehicleEF | UBUS | 1.0540e-003 | 1.2000e-005 |

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 1.2210e-003 | 6.5380e-003 |
| tblVehicleEF | UBUS | 0.05 | 1.9390e-003 |
| tblVehicleEF | UBUS | 5.9400e-004 | 0.00 |
| tblVehicleEF | UBUS | 0.58 | 7.8300e-003 |
| tblVehicleEF | UBUS | 0.01 | 8.2130e-003 |
| tblVehicleEF | UBUS | 0.64 | 0.01 |
| tblVehicleEF | UBUS | 0.02 | 1.7530e-003 |
| tblVehicleEF | UBUS | 1.2070e-003 | 3.6000e-005 |
| tblVehicleEF | UBUS | 1.2210e-003 | 6.5380e-003 |
| tblVehicleEF | UBUS | 0.05 | 1.9390e-003 |
| tblVehicleEF | UBUS | 5.9400e-004 | 0.00 |
| tblVehicleEF | UBUS | 0.89 | 0.01 |
| tblVehicleEF | UBUS | 0.01 | 8.2130e-003 |
| tblVehicleEF | UBUS | 0.70 | 0.01 |
| tblVehicleTrips | ST_TR | 6.39 | 5.41 |
| tblVehicleTrips | ST_TR | 22.75 | 0.00 |
| tblVehicleTrips | ST_TR | 2.46 | 2.25 |
| tblVehicleTrips | ST_TR | 20.87 | 0.00 |
| tblVehicleTrips | ST_TR | 8.19 | 7.50 |
| tblVehicleTrips | ST_TR | 42.04 | 38.48 |
| tblVehicleTrips | SU_TR | 5.86 | 4.96 |
| tblVehicleTrips | SU_TR | 16.74 | 0.00 |
| tblVehicleTrips | SU_TR | 1.05 | 0.96 |
| tblVehicleTrips | SU_TR | 26.73 | 0.00 |
| tblVehicleTrips | SU_TR | 5.95 | 5.45 |
| tblVehicleTrips | SU_TR | 20.43 | 18.70 |
| tblVehicleTrips | WD_TR | 6.65 | 4.60 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | WD_TR | 1.89 | 0.00 |
| tblVehicleTrips | WD_TR | 11.03 | 10.00 |
| tblVehicleTrips | WD_TR | 32.93 | 0.00 |
| tblVehicleTrips | WD_TR | 8.17 | 0.00 |
| tblVehicleTrips | WD_TR | 44.32 | 0.00 |
| tblWater | IndoorWaterUseRate | 234,554,492.24 | 257,416,250.00 |
| tblWater | IndoorWaterUseRate | 954,339,582.51 | 0.00 |
| tblWater | IndoorWaterUseRate | 434,702.11 | 0.00 |
| tblWater | IndoorWaterUseRate | 19,025,077.50 | 0.00 |
| tblWater | IndoorWaterUseRate | 148,145.04 | 0.00 |
| tblWater | OutdoorWaterUseRate | 147,871,310.32 | 7,447,752.00 |
| tblWater | OutdoorWaterUseRate | 2,382,962.70 | 0.00 |
| tblWater | OutdoorWaterUseRate | 584,917,808.64 | 0.00 |
| tblWater | OutdoorWaterUseRate | 266,430.32 | 0.00 |
| tblWater | OutdoorWaterUseRate | 2,113,897.50 | 0.00 |
| tblWater | OutdoorWaterUseRate | 90,798.57 | 0.00 |
| tblWoodstoves | NumberCatalytic | 72.00 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 72.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 582.40 | 0.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2039 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Maximum** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2039 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Maximum** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

| | **ROG** | **NOx** | **CO** | **SO2** | **Fugitive PM10** | **Exhaust PM10** | **PM10 Total** | **Fugitive PM2.5** | **Exhaust PM2.5** | **PM2.5 Total** | **Bio- CO2** | **NBio-CO2** | **Total CO2** | **CH4** | **N20** | **CO2e** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| | | **Highest** | | |

## 2.2 Overall Operational

**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 45.5250 | 0.4330 | 26.8540 | 2.2100e-003 | | 0.1583 | 0.1583 | | 0.1583 | 0.1583 | 0.0000 | 187.6045 | 187.6045 | 0.0451 | 2.6400e-003 | 189.5171 |
| Energy | 0.8959 | 8.0559 | 6.1907 | 0.0489 | | 0.6190 | 0.6190 | | 0.6190 | 0.6190 | 0.0000 | 15,758.7935 | 15,758.7935 | 1.6513 | 0.3272 | 15,897.5682 |
| Mobile | 15.5130 | 15.5622 | 125.3364 | 0.4212 | 47.4332 | 0.1940 | 47.6273 | 11.8276 | 0.1821 | 12.0097 | 0.0000 | 39,130.2492 | 39,130.2492 | 1.3022 | 0.0000 | 39,162.8033 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1,442.1331 | 0.0000 | 1,442.1331 | 85.2276 | 0.0000 | 3,572.8236 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 81.6663 | 80.8520 | 162.5183 | 8.4053 | 0.2000 | 432.2468 |
| **Total** | **61.9339** | **24.0510** | **158.3811** | **0.4723** | **47.4332** | **0.9713** | **48.4045** | **11.8276** | **0.9593** | **12.7869** | **1,523.7994** | **55,157.4992** | **56,681.2985** | **96.6315** | **0.5298** | **59,254.9590** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 45.5250 | 0.4330 | 26.8540 | 2.2100e-003 | | 0.1583 | 0.1583 | | 0.1583 | 0.1583 | 0.0000 | 187.6045 | 187.6045 | 0.0451 | 2.6400e-003 | 189.5171 |
| Energy | 0.8959 | 8.0559 | 6.1907 | 0.0489 | | 0.6190 | 0.6190 | | 0.6190 | 0.6190 | 0.0000 | 15,758.7935 | 15,758.7935 | 1.6513 | 0.3272 | 15,897.5682 |
| Mobile | 15.5130 | 15.5622 | 125.3364 | 0.4212 | 47.4332 | 0.1940 | 47.6273 | 11.8276 | 0.1821 | 12.0097 | 0.0000 | 39,130.2492 | 39,130.2492 | 1.3022 | 0.0000 | 39,162.8033 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1,442.1331 | 0.0000 | 1,442.1331 | 85.2276 | 0.0000 | 3,572.8236 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 81.6663 | 80.8520 | 162.5183 | 8.4053 | 0.2000 | 432.2468 |
| **Total** | **61.9339** | **24.0510** | **158.3811** | **0.4723** | **47.4332** | **0.9713** | **48.4045** | **11.8276** | **0.9593** | **12.7869** | **1,523.7994** | **55,157.4992** | **56,681.2985** | **96.6315** | **0.5298** | **59,254.9590** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 1/1/2039 | 12/31/2038 | 5 | 0 | |
| 2 | Architectural Coating | Architectural Coating | 2/21/2039 | 2/20/2039 | 5 | 0 | |
| 3 | Grading | Grading | 3/24/2039 | 3/23/2039 | 5 | 0 | |
| 4 | Paving | Paving | 4/19/2039 | 4/18/2039 | 5 | 0 | |
| 5 | Building Construction | Building Construction | 6/1/2039 | 5/31/2039 | 5 | 0 | |
| 6 | Site Preparation | Site Preparation | 10/8/2039 | 10/7/2039 | 5 | 0 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 775**

**Acres of Paving: 4.4**

**Residential Indoor: 7,016,240; Residential Outdoor: 2,338,747; Non-Residential Indoor: 9,701,768; Non-Residential Outdoor: 3,233,923; Striped Parking Area: 66,359 (Architectural Coating – sqft)**

**OffRoad Equipment**

Freedom Circle Focus Plan - Buildout (2040; Unmitigated) - Santa Clara County, Annual

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 1,054.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 5,272.00 | 1,640.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.3 Architectural Coating - 2039

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.3 Architectural Coating - 2039

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.3 Architectural Coating - 2039

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2039

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2039

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2039

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Paving - 2039

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Paving | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Paving - 2039

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Paving | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Paving - 2039

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Building Construction - 2039

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Building Construction - 2039

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Building Construction - 2039

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.7 Site Preparation - 2039

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.7 Site Preparation - 2039

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### 3.7 Site Preparation - 2039

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 15.5130 | 15.5622 | 125.3364 | 0.4212 | 47.4332 | 0.1940 | 47.6273 | 11.8276 | 0.1821 | 12.0097 | 0.0000 | 39,130.2492 | 39,130.2492 | 1.3022 | 0.0000 | 39,162.8033 |
| Unmitigated | 15.5130 | 15.5622 | 125.3364 | 0.4212 | 47.4332 | 0.1940 | 47.6273 | 11.8276 | 0.1821 | 12.0097 | 0.0000 | 39,130.2492 | 39,130.2492 | 1.3022 | 0.0000 | 39,162.8033 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Mid Rise | 16,560.00 | 19,476.00 | 17856.00 | 39,636,821 | 39,636,821 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | | |
| General Office Building | 53,694.90 | 12,081.35 | 5154.71 | 97,539,660 | 97,539,660 |
| Health Club | 0.00 | 0.00 | 0.00 | | |
| Hotel | 0.00 | 5,625.00 | 4087.50 | 2,636,154 | 2,636,154 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Strip Mall | 0.00 | 76.96 | 37.40 | 25,160 | 25,160 |
| Total | 70,254.90 | 37,259.31 | 27,135.61 | 139,837,795 | 139,837,795 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Mid Rise | 10.80 | 4.80 | 5.70 | 31.00 | 15.00 | 54.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Enclosed Parking with Elevator | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| General Office Building | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| Health Club | 9.50 | 7.30 | 7.30 | 16.90 | 64.10 | 19.00 | 52 | 39 | 9 |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Strip Mall | 9.50 | 7.30 | 7.30 | 16.60 | 64.40 | 19.00 | 45 | 40 | 15 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments Mid Rise | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| City Park | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| Enclosed Parking with Elevator | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| General Office Building | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| Health Club | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| Hotel | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| Other Asphalt Surfaces | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| Other Non-Asphalt Surfaces | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| Strip Mall | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 6,892.3685 | 6,892.3685 | 1.4814 | 0.1646 | 6,978.4545 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 6,892.3685 | 6,892.3685 | 1.4814 | 0.1646 | 6,978.4545 |
| NaturalGas Mitigated | 0.8959 | 8.0559 | 6.1907 | 0.0489 | | 0.6190 | 0.6190 | | 0.6190 | 0.6190 | 0.0000 | 8,866.4250 | 8,866.4250 | 0.1699 | 0.1626 | 8,919.1137 |
| NaturalGas Unmitigated | 0.8959 | 8.0559 | 6.1907 | 0.0489 | | 0.6190 | 0.6190 | | 0.6190 | 0.6190 | 0.0000 | 8,866.4250 | 8,866.4250 | 0.1699 | 0.1626 | 8,919.1137 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Mid Rise | 3.0174e+007 | 0.1627 | 1.3904 | 0.5917 | 8.8700e-003 | | 0.1124 | 0.1124 | | 0.1124 | 0.1124 | 0.0000 | 1,610.2021 | 1,610.2021 | 0.0309 | 0.0295 | 1,619.7707 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 8.7308e+007 | 0.4708 | 4.2798 | 3.5950 | 0.0257 | | 0.3253 | 0.3253 | | 0.3253 | 0.3253 | 0.0000 | 4,659.0868 | 4,659.0868 | 0.0893 | 0.0854 | 4,686.7734 |
| Health Club | 192423 | 1.0400e-003 | 9.4300e-003 | 7.9200e-003 | 6.0000e-005 | | 7.2000e-004 | 7.2000e-004 | | 7.2000e-004 | 7.2000e-004 | 0.0000 | 10.2684 | 10.2684 | 2.0000e-004 | 1.9000e-004 | 10.3294 |
| Hotel | 4.84714e+007 | 0.2614 | 2.3761 | 1.9959 | 0.0143 | | 0.1806 | 0.1806 | | 0.1806 | 0.1806 | 0.0000 | 2,586.6180 | 2,586.6180 | 0.0496 | 0.0474 | 2,601.9889 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 4680 | 3.0000e-005 | 2.3000e-004 | 1.9000e-004 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 0.2497 | 0.2497 | 0.0000 | 0.0000 | 0.2512 |
| **Total** | | **0.8959** | **8.0559** | **6.1907** | **0.0489** | | **0.6190** | **0.6190** | | **0.6190** | **0.6190** | **0.0000** | **8,866.4250** | **8,866.4250** | **0.1699** | **0.1626** | **8,919.1137** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Mid Rise | 3.0174e+007 | 0.1627 | 1.3904 | 0.5917 | 8.8700e-003 | | 0.1124 | 0.1124 | | 0.1124 | 0.1124 | 0.0000 | 1,610.2021 | 1,610.2021 | 0.0309 | 0.0295 | 1,619.7707 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 8.7308e+007 | 0.4708 | 4.2798 | 3.5950 | 0.0257 | | 0.3253 | 0.3253 | | 0.3253 | 0.3253 | 0.0000 | 4,659.0868 | 4,659.0868 | 0.0893 | 0.0854 | 4,686.7734 |
| Health Club | 192423 | 1.0400e-003 | 9.4300e-003 | 7.9200e-003 | 6.0000e-005 | | 7.2000e-004 | 7.2000e-004 | | 7.2000e-004 | 7.2000e-004 | 0.0000 | 10.2684 | 10.2684 | 2.0000e-004 | 1.9000e-004 | 10.3294 |
| Hotel | 4.84714e+007 | 0.2614 | 2.3761 | 1.9959 | 0.0143 | | 0.1806 | 0.1806 | | 0.1806 | 0.1806 | 0.0000 | 2,586.6180 | 2,586.6180 | 0.0496 | 0.0474 | 2,601.9889 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 4680 | 3.0000e-005 | 2.3000e-004 | 1.9000e-004 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 0.2497 | 0.2497 | 0.0000 | 0.0000 | 0.2512 |
| **Total** | | **0.8959** | **8.0559** | **6.1907** | **0.0489** | | **0.6190** | **0.6190** | | **0.6190** | **0.6190** | **0.0000** | **8,866.4250** | **8,866.4250** | **0.1699** | **0.1626** | **8,919.1137** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 1.39191e+007 | 793.1169 | 0.1705 | 0.0189 | 803.0229 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 4.9739e+006 | 283.4142 | 0.0609 | 6.7700e-003 | 286.9541 |
| General Office Building | 9.35366e+007 | 5,329.7412 | 1.1455 | 0.1273 | 5,396.3100 |
| Health Club | 59535 | 3.3923 | 7.3000e-004 | 8.0000e-005 | 3.4347 |
| Hotel | 8.45064e+006 | 481.5198 | 0.1035 | 0.0115 | 487.5340 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 20780 | 1.1841 | 2.5000e-004 | 3.0000e-005 | 1.1988 |
| **Total** | | **6,892.3685** | **1.4814** | **0.1646** | **6,978.4545** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 1.39191e+007 | 793.1169 | 0.1705 | 0.0189 | 803.0229 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 4.9739e+006 | 283.4142 | 0.0609 | 6.7700e-003 | 286.9541 |
| General Office Building | 9.35366e+007 | 5,329.7412 | 1.1455 | 0.1273 | 5,396.3100 |
| Health Club | 59535 | 3.3923 | 7.3000e-004 | 8.0000e-005 | 3.4347 |
| Hotel | 8.45064e+006 | 481.5198 | 0.1035 | 0.0115 | 487.5340 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 20780 | 1.1841 | 2.5000e-004 | 3.0000e-005 | 1.1988 |
| **Total** | | **6,892.3685** | **1.4814** | **0.1646** | **6,978.4545** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 45.5250 | 0.4330 | 26.8540 | 2.2100e-003 | | 0.1583 | 0.1583 | | 0.1583 | 0.1583 | 0.0000 | 187.6045 | 187.6045 | 0.0451 | 2.6400e-003 | 189.5171 |
| Unmitigated | 45.5250 | 0.4330 | 26.8540 | 2.2100e-003 | | 0.1583 | 0.1583 | | 0.1583 | 0.1583 | 0.0000 | 187.6045 | 187.6045 | 0.0451 | 2.6400e-003 | 189.5171 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 5.8347 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 38.8643 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0145 | 0.1242 | 0.0528 | 7.9000e-004 | | 0.0100 | 0.0100 | | 0.0100 | 0.0100 | 0.0000 | 143.8149 | 143.8149 | 2.7600e-003 | 2.6400e-003 | 144.6695 |
| Landscaping | 0.8115 | 0.3088 | 26.8011 | 1.4200e-003 | | 0.1482 | 0.1482 | | 0.1482 | 0.1482 | 0.0000 | 43.7896 | 43.7896 | 0.0423 | 0.0000 | 44.8476 |
| **Total** | **45.5250** | **0.4330** | **26.8540** | **2.2100e-003** | | **0.1583** | **0.1583** | | **0.1583** | **0.1583** | **0.0000** | **187.6045** | **187.6045** | **0.0451** | **2.6400e-003** | **189.5171** |

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 5.8347 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 38.8643 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0145 | 0.1242 | 0.0528 | 7.9000e-004 | | 0.0100 | 0.0100 | | 0.0100 | 0.0100 | 0.0000 | 143.8149 | 143.8149 | 2.7600e-003 | 2.6400e-003 | 144.6695 |
| Landscaping | 0.8115 | 0.3088 | 26.8011 | 1.4200e-003 | | 0.1482 | 0.1482 | | 0.1482 | 0.1482 | 0.0000 | 43.7896 | 43.7896 | 0.0423 | 0.0000 | 44.8476 |
| **Total** | **45.5250** | **0.4330** | **26.8540** | **2.2100e-003** | | **0.1583** | **0.1583** | | **0.1583** | **0.1583** | **0.0000** | **187.6045** | **187.6045** | **0.0451** | **2.6400e-003** | **189.5171** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 162.5183 | 8.4053 | 0.2000 | 432.2468 |
| Unmitigated | 162.5183 | 8.4053 | 0.2000 | 432.2468 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Mid Rise | 257.416 / 7.44775 | 162.5183 | 8.4053 | 0.2000 | 432.2468 |
| City Park | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **162.5183** | **8.4053** | **0.2000** | **432.2468** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Mid Rise | 257.416 / 7.44775 | 162.5183 | 8.4053 | 0.2000 | 432.2468 |
| City Park | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **162.5183** | **8.4053** | **0.2000** | **432.2468** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 1,442.1331 | 85.2276 | 0.0000 | 3,572.8236 |
| Unmitigated | 1,442.1331 | 85.2276 | 0.0000 | 3,572.8236 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Mid Rise | 1656 | 336.1530 | 19.8661 | 0.0000 | 832.8049 |
| City Park | 0.17 | 0.0345 | 2.0400e-003 | 0.0000 | 0.0855 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 4993.63 | 1,013.6618 | 59.9057 | 0.0000 | 2,511.3041 |
| Health Club | 41.89 | 8.5033 | 0.5025 | 0.0000 | 21.0665 |
| Hotel | 410.63 | 83.3542 | 4.9261 | 0.0000 | 206.5065 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 2.1 | 0.4263 | 0.0252 | 0.0000 | 1.0561 |
| **Total** | | **1,442.1331** | **85.2276** | **0.0000** | **3,572.8236** |

## 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Mid Rise | 1656 | 336.1530 | 19.8661 | 0.0000 | 832.8049 |
| City Park | 0.17 | 0.0345 | 2.0400e-003 | 0.0000 | 0.0855 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 4993.63 | 1,013.6618 | 59.9057 | 0.0000 | 2,511.3041 |
| Health Club | 41.89 | 8.5033 | 0.5025 | 0.0000 | 21.0665 |
| Hotel | 410.63 | 83.3542 | 4.9261 | 0.0000 | 206.5065 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 2.1 | 0.4263 | 0.0252 | 0.0000 | 1.0561 |
| **Total** | | **1,442.1331** | **85.2276** | **0.0000** | **3,572.8236** |

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Greystar Residential Development (2030; Mitigated)

**Santa Clara County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Enclosed Parking with Elevator | 914.32 | 1000sqft | 0.00 | 914,320.00 | 0 |
| Other Asphalt Surfaces | 1.90 | Acre | 1.90 | 82,764.00 | 0 |
| Other Non-Asphalt Surfaces | 2.50 | Acre | 2.50 | 108,900.00 | 0 |
| City Park | 2.00 | Acre | 2.00 | 87,120.00 | 0 |
| Health Club | 7.35 | 1000sqft | 0.00 | 7,350.00 | 0 |
| Apartments Mid Rise | 1,075.00 | Dwelling Unit | 6.87 | 939,810.00 | 3075 |
| Strip Mall | 2.00 | 1000sqft | 0.05 | 2,000.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 58 |
| **Climate Zone** | 4 | | | **Operational Year** | 2030 |
| **Utility Company** | User Defined | | | | |
| **CO2 Intensity (lb/MWhr)** | 125.62 | **CH4 Intensity (lb/MWhr)** | 0.027 | **N2O Intensity (lb/MWhr)** | 0.003 |

### 1.3 User Entered Comments & Non-Default Data

Greystar Residential Development (2030; Mitigated) - Santa Clara County, Annual

Project Characteristics - MIG Modeler: Phil Gleason. CO2 intensity factor adjusted to reflect Silicon Valley Power 2030 RPS energy mix; CH4 and N2O reflect 2018 US EPA EGRID data.

Land Use - Lot acreage and building size updated to reflect project conditions; health club (gym) included in residential development, non-asphalt surafces for public / private open space that is paved (e.g., sidewalks).

Construction Phase - Most construction emissions estimated in a separate set of spreadsheets; architectural coating phase retained for ROG emissions estiamtes.

Off-road Equipment - Assume 3 compressors per building, operating for 8 hours per day.

Trips and VMT - Worker trips already accounted for in excel spreadsheet.

Architectural Coating - Updating arch coating values for exterior reflects compliance with Mitigation Measure 5-4B.

Vehicle Trips - Only apartments and retail generate trips. Weekday trip gen rates updated to reflect trip gen, as presented in the TIA (Hexagon, 2021). Weekend rates adjusted based on internal capture, less external public transit trips, and less pass by.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Woodstoves - Wood burning devices excluded from new development pursuant to BAAQMD Regulation 6-3-306. Modeling assumes new fireplaces would be entirely gas powered.

Energy Use - T24 standards adjusted downwards to reflect increased efficiency between 2016-2019 standards.

Water And Wastewater - Water consumption updated based on porportion of Greystar residential units in comparision to FCFP buildout.

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 150.00 | 10.00 |
| tblArchitecturalCoating | EF_Residential_Exterior | 150.00 | 10.00 |
| tblConstructionPhase | NumDays | 20.00 | 0.00 |
| tblConstructionPhase | NumDays | 10.00 | 0.00 |
| tblConstructionPhase | NumDays | 30.00 | 0.00 |
| tblConstructionPhase | NumDays | 300.00 | 0.00 |
| tblConstructionPhase | NumDays | 20.00 | 0.00 |
| tblConstructionPhase | NumDays | 20.00 | 65.00 |
| tblEnergyUse | T24E | 332.81 | 70.89 |
| tblEnergyUse | T24E | 3.92 | 3.50 |

| | | | |
|---|---|---|---|
| tblEnergyUse | T24E | 1.48 | 1.32 |
| tblEnergyUse | T24E | 2.76 | 2.46 |
| tblEnergyUse | T24NG | 5,484.45 | 5,226.68 |
| tblEnergyUse | T24NG | 19.71 | 19.51 |
| tblEnergyUse | T24NG | 2.37 | 2.34 |
| tblFireplaces | FireplaceWoodMass | 228.80 | 0.00 |
| tblFireplaces | NumberGas | 161.25 | 344.00 |
| tblFireplaces | NumberNoFireplace | 43.00 | 0.00 |
| tblFireplaces | NumberWood | 182.75 | 0.00 |
| tblGrading | AcresOfGrading | 0.00 | 75.00 |
| tblLandUse | LandUseSquareFeet | 1,075,000.00 | 939,810.00 |
| tblLandUse | LotAcreage | 20.99 | 0.00 |
| tblLandUse | LotAcreage | 0.17 | 0.00 |
| tblLandUse | LotAcreage | 28.29 | 6.87 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 9.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 8.00 |
| tblProjectCharacteristics | CH4IntensityFactor | 0 | 0.027 |
| tblProjectCharacteristics | CO2IntensityFactor | 0 | 125.62 |
| tblProjectCharacteristics | N2OIntensityFactor | 0 | 0.003 |
| tblTripsAndVMT | WorkerTripNumber | 256.00 | 0.00 |
| tblVehicleEF | HHD | 0.27 | 0.20 |
| tblVehicleEF | HHD | 0.06 | 0.09 |
| tblVehicleEF | HHD | 0.06 | 0.00 |
| tblVehicleEF | HHD | 1.43 | 5.00 |
| tblVehicleEF | HHD | 0.94 | 0.63 |
| tblVehicleEF | HHD | 4.01 | 8.7300e-004 |
| tblVehicleEF | HHD | 4,037.05 | 735.05 |

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 1,498.85 | 1,431.68 |
| tblVehicleEF | HHD | 12.27 | 9.6720e-003 |
| tblVehicleEF | HHD | 12.16 | 3.81 |
| tblVehicleEF | HHD | 1.59 | 1.45 |
| tblVehicleEF | HHD | 19.20 | 2.60 |
| tblVehicleEF | HHD | 3.6830e-003 | 1.7380e-003 |
| tblVehicleEF | HHD | 0.06 | 0.08 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 5.6600e-003 | 0.02 |
| tblVehicleEF | HHD | 1.3500e-004 | 0.00 |
| tblVehicleEF | HHD | 3.5230e-003 | 1.6560e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.8550e-003 | 8.7860e-003 |
| tblVehicleEF | HHD | 5.4140e-003 | 0.02 |
| tblVehicleEF | HHD | 1.2400e-004 | 0.00 |
| tblVehicleEF | HHD | 1.0100e-004 | 4.0000e-005 |
| tblVehicleEF | HHD | 4.6010e-003 | 1.3000e-005 |
| tblVehicleEF | HHD | 0.37 | 0.31 |
| tblVehicleEF | HHD | 6.4000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.08 | 0.01 |
| tblVehicleEF | HHD | 4.1900e-004 | 1.1400e-004 |
| tblVehicleEF | HHD | 0.07 | 0.00 |
| tblVehicleEF | HHD | 0.04 | 6.3400e-003 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 1.8800e-004 | 0.00 |
| tblVehicleEF | HHD | 1.0100e-004 | 4.0000e-005 |
| tblVehicleEF | HHD | 4.6010e-003 | 1.3000e-005 |

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 0.43 | 0.54 |
| tblVehicleEF | HHD | 6.4000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.15 | 0.00 |
| tblVehicleEF | HHD | 4.1900e-004 | 1.1400e-004 |
| tblVehicleEF | HHD | 0.08 | 0.00 |
| tblVehicleEF | HHD | 0.26 | 0.20 |
| tblVehicleEF | HHD | 0.06 | 0.09 |
| tblVehicleEF | HHD | 0.05 | 0.00 |
| tblVehicleEF | HHD | 1.04 | 4.94 |
| tblVehicleEF | HHD | 0.95 | 0.63 |
| tblVehicleEF | HHD | 3.68 | 8.0200e-004 |
| tblVehicleEF | HHD | 4,276.90 | 726.99 |
| tblVehicleEF | HHD | 1,498.85 | 1,431.68 |
| tblVehicleEF | HHD | 12.27 | 9.5600e-003 |
| tblVehicleEF | HHD | 12.55 | 3.63 |
| tblVehicleEF | HHD | 1.53 | 1.39 |
| tblVehicleEF | HHD | 19.18 | 2.60 |
| tblVehicleEF | HHD | 3.1050e-003 | 1.5530e-003 |
| tblVehicleEF | HHD | 0.06 | 0.08 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 5.6600e-003 | 0.02 |
| tblVehicleEF | HHD | 1.3500e-004 | 0.00 |
| tblVehicleEF | HHD | 2.9700e-003 | 1.4790e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.8550e-003 | 8.7860e-003 |
| tblVehicleEF | HHD | 5.4140e-003 | 0.02 |
| tblVehicleEF | HHD | 1.2400e-004 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 2.2000e-004 | 5.8000e-005 |
| tblVehicleEF | HHD | 4.9400e-003 | 1.4000e-005 |
| tblVehicleEF | HHD | 0.35 | 0.33 |
| tblVehicleEF | HHD | 1.2700e-004 | 0.00 |
| tblVehicleEF | HHD | 0.08 | 0.01 |
| tblVehicleEF | HHD | 4.0200e-004 | 1.1900e-004 |
| tblVehicleEF | HHD | 0.07 | 0.00 |
| tblVehicleEF | HHD | 0.04 | 6.2630e-003 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 1.8200e-004 | 0.00 |
| tblVehicleEF | HHD | 2.2000e-004 | 5.8000e-005 |
| tblVehicleEF | HHD | 4.9400e-003 | 1.4000e-005 |
| tblVehicleEF | HHD | 0.41 | 0.56 |
| tblVehicleEF | HHD | 1.2700e-004 | 0.00 |
| tblVehicleEF | HHD | 0.15 | 0.00 |
| tblVehicleEF | HHD | 4.0200e-004 | 1.1900e-004 |
| tblVehicleEF | HHD | 0.07 | 0.00 |
| tblVehicleEF | HHD | 0.29 | 0.20 |
| tblVehicleEF | HHD | 0.06 | 0.09 |
| tblVehicleEF | HHD | 0.06 | 0.00 |
| tblVehicleEF | HHD | 1.97 | 5.08 |
| tblVehicleEF | HHD | 0.93 | 0.63 |
| tblVehicleEF | HHD | 4.30 | 9.3600e-004 |
| tblVehicleEF | HHD | 3,705.83 | 746.19 |
| tblVehicleEF | HHD | 1,498.85 | 1,431.68 |
| tblVehicleEF | HHD | 12.27 | 9.7730e-003 |
| tblVehicleEF | HHD | 11.62 | 4.05 |

| | | | |
|---|---|---|---|
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| tblVehicleEF | HHD | 19.22 | 2.60 |
| tblVehicleEF | HHD | 4.4810e-003 | 1.9920e-003 |
| tblVehicleEF | HHD | 0.06 | 0.08 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 5.6600e-003 | 0.02 |
| tblVehicleEF | HHD | 1.3500e-004 | 0.00 |
| tblVehicleEF | HHD | 4.2870e-003 | 1.8990e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.8550e-003 | 8.7860e-003 |
| tblVehicleEF | HHD | 5.4140e-003 | 0.02 |
| tblVehicleEF | HHD | 1.2400e-004 | 0.00 |
| tblVehicleEF | HHD | 5.4000e-005 | 3.5000e-005 |
| tblVehicleEF | HHD | 4.7240e-003 | 1.2000e-005 |
| tblVehicleEF | HHD | 0.40 | 0.29 |
| tblVehicleEF | HHD | 3.5000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.08 | 0.01 |
| tblVehicleEF | HHD | 4.7200e-004 | 1.2000e-004 |
| tblVehicleEF | HHD | 0.08 | 0.00 |
| tblVehicleEF | HHD | 0.03 | 6.4450e-003 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 1.9200e-004 | 0.00 |
| tblVehicleEF | HHD | 5.4000e-005 | 3.5000e-005 |
| tblVehicleEF | HHD | 4.7240e-003 | 1.2000e-005 |
| tblVehicleEF | HHD | 0.47 | 0.51 |
| tblVehicleEF | HHD | 3.5000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.15 | 0.00 |

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| tblVehicleEF | LDA | 2.1050e-003 | 0.05 |
| tblVehicleEF | LDA | 0.33 | 0.48 |
| tblVehicleEF | LDA | 0.63 | 2.25 |
| tblVehicleEF | LDA | 181.37 | 218.64 |
| tblVehicleEF | LDA | 42.51 | 56.35 |
| tblVehicleEF | LDA | 0.03 | 0.02 |
| tblVehicleEF | LDA | 0.03 | 0.19 |
| tblVehicleEF | LDA | 0.04 | 7.0780e-003 |
| tblVehicleEF | LDA | 1.1470e-003 | 8.3800e-004 |
| tblVehicleEF | LDA | 1.8260e-003 | 1.4820e-003 |
| tblVehicleEF | LDA | 0.02 | 2.4770e-003 |
| tblVehicleEF | LDA | 1.0560e-003 | 7.7100e-004 |
| tblVehicleEF | LDA | 1.6790e-003 | 1.3630e-003 |
| tblVehicleEF | LDA | 0.02 | 0.23 |
| tblVehicleEF | LDA | 0.06 | 0.06 |
| tblVehicleEF | LDA | 0.02 | 0.00 |
| tblVehicleEF | LDA | 4.7560e-003 | 4.3400e-003 |
| tblVehicleEF | LDA | 0.03 | 0.17 |
| tblVehicleEF | LDA | 0.03 | 0.22 |
| tblVehicleEF | LDA | 1.8150e-003 | 2.1610e-003 |
| tblVehicleEF | LDA | 4.3500e-004 | 5.5700e-004 |
| tblVehicleEF | LDA | 0.02 | 0.23 |
| tblVehicleEF | LDA | 0.06 | 0.06 |
| tblVehicleEF | LDA | 0.02 | 0.00 |

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| tblVehicleEF | LDA | 6.9190e-003 | 0.24 |
| tblVehicleEF | LDA | 0.03 | 0.17 |
| tblVehicleEF | LDA | 0.03 | 0.24 |
| tblVehicleEF | LDA | 2.1170e-003 | 1.3350e-003 |
| tblVehicleEF | LDA | 1.7490e-003 | 0.04 |
| tblVehicleEF | LDA | 0.40 | 0.64 |
| tblVehicleEF | LDA | 0.50 | 1.74 |
| tblVehicleEF | LDA | 195.48 | 235.79 |
| tblVehicleEF | LDA | 42.51 | 55.39 |
| tblVehicleEF | LDA | 0.02 | 0.02 |
| tblVehicleEF | LDA | 0.03 | 0.17 |
| tblVehicleEF | LDA | 0.04 | 7.0780e-003 |
| tblVehicleEF | LDA | 1.1470e-003 | 8.3800e-004 |
| tblVehicleEF | LDA | 1.8260e-003 | 1.4820e-003 |
| tblVehicleEF | LDA | 0.02 | 2.4770e-003 |
| tblVehicleEF | LDA | 1.0560e-003 | 7.7100e-004 |
| tblVehicleEF | LDA | 1.6790e-003 | 1.3630e-003 |
| tblVehicleEF | LDA | 0.04 | 0.28 |
| tblVehicleEF | LDA | 0.06 | 0.06 |
| tblVehicleEF | LDA | 0.03 | 0.00 |
| tblVehicleEF | LDA | 5.2960e-003 | 4.5560e-003 |
| tblVehicleEF | LDA | 0.03 | 0.17 |
| tblVehicleEF | LDA | 0.02 | 0.18 |
| tblVehicleEF | LDA | 1.9570e-003 | 2.3310e-003 |
| tblVehicleEF | LDA | 4.3300e-004 | 5.4800e-004 |
| tblVehicleEF | LDA | 0.04 | 0.28 |
| tblVehicleEF | LDA | 0.06 | 0.06 |

| | | | |
|---|---|---|---|
| tblVehicleEF | LDA | 0.03 | 0.00 |
| tblVehicleEF | LDA | 7.7080e-003 | 0.19 |
| tblVehicleEF | LDA | 0.03 | 0.17 |
| tblVehicleEF | LDA | 0.03 | 0.20 |
| tblVehicleEF | LDA | 1.8430e-003 | 1.2080e-003 |
| tblVehicleEF | LDA | 2.3800e-003 | 0.06 |
| tblVehicleEF | LDA | 0.33 | 0.46 |
| tblVehicleEF | LDA | 0.74 | 2.66 |
| tblVehicleEF | LDA | 179.05 | 215.83 |
| tblVehicleEF | LDA | 42.51 | 57.11 |
| tblVehicleEF | LDA | 0.03 | 0.03 |
| tblVehicleEF | LDA | 0.03 | 0.21 |
| tblVehicleEF | LDA | 0.04 | 7.0780e-003 |
| tblVehicleEF | LDA | 1.1470e-003 | 8.3800e-004 |
| tblVehicleEF | LDA | 1.8260e-003 | 1.4820e-003 |
| tblVehicleEF | LDA | 0.02 | 2.4770e-003 |
| tblVehicleEF | LDA | 1.0560e-003 | 7.7100e-004 |
| tblVehicleEF | LDA | 1.6790e-003 | 1.3630e-003 |
| tblVehicleEF | LDA | 8.9040e-003 | 0.22 |
| tblVehicleEF | LDA | 0.06 | 0.06 |
| tblVehicleEF | LDA | 8.0600e-003 | 0.00 |
| tblVehicleEF | LDA | 4.6190e-003 | 4.2580e-003 |
| tblVehicleEF | LDA | 0.04 | 0.17 |
| tblVehicleEF | LDA | 0.03 | 0.25 |
| tblVehicleEF | LDA | 1.7920e-003 | 2.1340e-003 |
| tblVehicleEF | LDA | 4.3700e-004 | 5.6500e-004 |
| tblVehicleEF | LDA | 8.9040e-003 | 0.22 |

| | | | |
|---|---|---|---|
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| tblVehicleEF | LDA | 8.0600e-003 | 0.00 |
| tblVehicleEF | LDA | 6.7200e-003 | 0.28 |
| tblVehicleEF | LDA | 0.04 | 0.17 |
| tblVehicleEF | LDA | 0.04 | 0.28 |
| tblVehicleEF | LDT1 | 3.6800e-003 | 3.2730e-003 |
| tblVehicleEF | LDT1 | 4.5270e-003 | 0.07 |
| tblVehicleEF | LDT1 | 0.55 | 0.90 |
| tblVehicleEF | LDT1 | 1.12 | 3.44 |
| tblVehicleEF | LDT1 | 233.07 | 296.02 |
| tblVehicleEF | LDT1 | 54.62 | 76.29 |
| tblVehicleEF | LDT1 | 0.05 | 0.07 |
| tblVehicleEF | LDT1 | 0.06 | 0.27 |
| tblVehicleEF | LDT1 | 0.04 | 9.1380e-003 |
| tblVehicleEF | LDT1 | 1.4520e-003 | 1.2600e-003 |
| tblVehicleEF | LDT1 | 2.1870e-003 | 2.0730e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.1980e-003 |
| tblVehicleEF | LDT1 | 1.3350e-003 | 1.1590e-003 |
| tblVehicleEF | LDT1 | 2.0110e-003 | 1.9060e-003 |
| tblVehicleEF | LDT1 | 0.05 | 0.47 |
| tblVehicleEF | LDT1 | 0.12 | 0.12 |
| tblVehicleEF | LDT1 | 0.04 | 0.00 |
| tblVehicleEF | LDT1 | 9.1170e-003 | 0.01 |
| tblVehicleEF | LDT1 | 0.09 | 0.36 |
| tblVehicleEF | LDT1 | 0.06 | 0.34 |
| tblVehicleEF | LDT1 | 2.3350e-003 | 2.9260e-003 |
| tblVehicleEF | LDT1 | 5.6500e-004 | 7.5400e-004 |

| | | | |
|---|---|---|---|
| tblVehicleEF | LDT1 | 0.05 | 0.47 |
| tblVehicleEF | LDT1 | 0.12 | 0.12 |
| tblVehicleEF | LDT1 | 0.04 | 0.00 |
| tblVehicleEF | LDT1 | 0.01 | 0.37 |
| tblVehicleEF | LDT1 | 0.09 | 0.36 |
| tblVehicleEF | LDT1 | 0.07 | 0.37 |
| tblVehicleEF | LDT1 | 4.0780e-003 | 3.4880e-003 |
| tblVehicleEF | LDT1 | 3.7490e-003 | 0.06 |
| tblVehicleEF | LDT1 | 0.64 | 1.18 |
| tblVehicleEF | LDT1 | 0.88 | 2.69 |
| tblVehicleEF | LDT1 | 250.70 | 316.52 |
| tblVehicleEF | LDT1 | 54.62 | 74.90 |
| tblVehicleEF | LDT1 | 0.04 | 0.06 |
| tblVehicleEF | LDT1 | 0.05 | 0.24 |
| tblVehicleEF | LDT1 | 0.04 | 9.1380e-003 |
| tblVehicleEF | LDT1 | 1.4520e-003 | 1.2600e-003 |
| tblVehicleEF | LDT1 | 2.1870e-003 | 2.0730e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.1980e-003 |
| tblVehicleEF | LDT1 | 1.3350e-003 | 1.1590e-003 |
| tblVehicleEF | LDT1 | 2.0110e-003 | 1.9060e-003 |
| tblVehicleEF | LDT1 | 0.10 | 0.59 |
| tblVehicleEF | LDT1 | 0.13 | 0.13 |
| tblVehicleEF | LDT1 | 0.08 | 0.00 |
| tblVehicleEF | LDT1 | 0.01 | 0.01 |
| tblVehicleEF | LDT1 | 0.09 | 0.36 |
| tblVehicleEF | LDT1 | 0.05 | 0.28 |
| tblVehicleEF | LDT1 | 2.5130e-003 | 3.1290e-003 |

| | | | |
|---|---|---|---|
| tblVehicleEF | LDT1 | 5.6100e-004 | 7.4000e-004 |
| tblVehicleEF | LDT1 | 0.10 | 0.59 |
| tblVehicleEF | LDT1 | 0.13 | 0.13 |
| tblVehicleEF | LDT1 | 0.08 | 0.00 |
| tblVehicleEF | LDT1 | 0.01 | 0.31 |
| tblVehicleEF | LDT1 | 0.09 | 0.36 |
| tblVehicleEF | LDT1 | 0.06 | 0.31 |
| tblVehicleEF | LDT1 | 3.5790e-003 | 3.1760e-003 |
| tblVehicleEF | LDT1 | 5.1270e-003 | 0.08 |
| tblVehicleEF | LDT1 | 0.54 | 0.86 |
| tblVehicleEF | LDT1 | 1.31 | 4.05 |
| tblVehicleEF | LDT1 | 230.17 | 292.66 |
| tblVehicleEF | LDT1 | 54.62 | 77.40 |
| tblVehicleEF | LDT1 | 0.05 | 0.07 |
| tblVehicleEF | LDT1 | 0.06 | 0.30 |
| tblVehicleEF | LDT1 | 0.04 | 9.1380e-003 |
| tblVehicleEF | LDT1 | 1.4520e-003 | 1.2600e-003 |
| tblVehicleEF | LDT1 | 2.1870e-003 | 2.0730e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.1980e-003 |
| tblVehicleEF | LDT1 | 1.3350e-003 | 1.1590e-003 |
| tblVehicleEF | LDT1 | 2.0110e-003 | 1.9060e-003 |
| tblVehicleEF | LDT1 | 0.02 | 0.44 |
| tblVehicleEF | LDT1 | 0.12 | 0.11 |
| tblVehicleEF | LDT1 | 0.02 | 0.00 |
| tblVehicleEF | LDT1 | 8.8690e-003 | 0.01 |
| tblVehicleEF | LDT1 | 0.11 | 0.36 |
| tblVehicleEF | LDT1 | 0.07 | 0.39 |

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|---|---|---|---|
| tblVehicleEF | LDT1 | 2.3060e-003 | 2.8930e-003 |
| tblVehicleEF | LDT1 | 5.6800e-004 | 7.6500e-004 |
| tblVehicleEF | LDT1 | 0.02 | 0.44 |
| tblVehicleEF | LDT1 | 0.12 | 0.11 |
| tblVehicleEF | LDT1 | 0.02 | 0.00 |
| tblVehicleEF | LDT1 | 0.01 | 0.42 |
| tblVehicleEF | LDT1 | 0.11 | 0.36 |
| tblVehicleEF | LDT1 | 0.08 | 0.42 |
| tblVehicleEF | LDT2 | 2.9960e-003 | 1.8770e-003 |
| tblVehicleEF | LDT2 | 3.1970e-003 | 0.06 |
| tblVehicleEF | LDT2 | 0.49 | 0.64 |
| tblVehicleEF | LDT2 | 0.89 | 2.80 |
| tblVehicleEF | LDT2 | 264.16 | 304.99 |
| tblVehicleEF | LDT2 | 61.38 | 77.29 |
| tblVehicleEF | LDT2 | 0.04 | 0.04 |
| tblVehicleEF | LDT2 | 0.05 | 0.25 |
| tblVehicleEF | LDT2 | 0.04 | 8.8380e-003 |
| tblVehicleEF | LDT2 | 1.3060e-003 | 9.8900e-004 |
| tblVehicleEF | LDT2 | 2.0190e-003 | 1.6570e-003 |
| tblVehicleEF | LDT2 | 0.02 | 3.0930e-003 |
| tblVehicleEF | LDT2 | 1.2010e-003 | 9.1000e-004 |
| tblVehicleEF | LDT2 | 1.8570e-003 | 1.5240e-003 |
| tblVehicleEF | LDT2 | 0.03 | 0.25 |
| tblVehicleEF | LDT2 | 0.07 | 0.06 |
| tblVehicleEF | LDT2 | 0.03 | 0.00 |
| tblVehicleEF | LDT2 | 7.4390e-003 | 6.8650e-003 |
| tblVehicleEF | LDT2 | 0.06 | 0.18 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 0.04 | 0.28 |
| tblVehicleEF | LDT2 | 2.6450e-003 | 3.0150e-003 |
| tblVehicleEF | LDT2 | 6.2800e-004 | 7.6400e-004 |
| tblVehicleEF | LDT2 | 0.03 | 0.25 |
| tblVehicleEF | LDT2 | 0.07 | 0.06 |
| tblVehicleEF | LDT2 | 0.03 | 0.00 |
| tblVehicleEF | LDT2 | 0.01 | 0.30 |
| tblVehicleEF | LDT2 | 0.06 | 0.18 |
| tblVehicleEF | LDT2 | 0.05 | 0.30 |
| tblVehicleEF | LDT2 | 3.3340e-003 | 2.0050e-003 |
| tblVehicleEF | LDT2 | 2.6800e-003 | 0.05 |
| tblVehicleEF | LDT2 | 0.58 | 0.85 |
| tblVehicleEF | LDT2 | 0.72 | 2.18 |
| tblVehicleEF | LDT2 | 284.25 | 324.13 |
| tblVehicleEF | LDT2 | 61.38 | 76.15 |
| tblVehicleEF | LDT2 | 0.04 | 0.04 |
| tblVehicleEF | LDT2 | 0.04 | 0.22 |
| tblVehicleEF | LDT2 | 0.04 | 8.8380e-003 |
| tblVehicleEF | LDT2 | 1.3060e-003 | 9.8900e-004 |
| tblVehicleEF | LDT2 | 2.0190e-003 | 1.6570e-003 |
| tblVehicleEF | LDT2 | 0.02 | 3.0930e-003 |
| tblVehicleEF | LDT2 | 1.2010e-003 | 9.1000e-004 |
| tblVehicleEF | LDT2 | 1.8570e-003 | 1.5240e-003 |
| tblVehicleEF | LDT2 | 0.06 | 0.31 |
| tblVehicleEF | LDT2 | 0.08 | 0.07 |
| tblVehicleEF | LDT2 | 0.06 | 0.00 |
| tblVehicleEF | LDT2 | 8.2750e-003 | 7.2050e-003 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 0.05 | 0.19 |
| tblVehicleEF | LDT2 | 0.04 | 0.23 |
| tblVehicleEF | LDT2 | 2.8470e-003 | 3.2040e-003 |
| tblVehicleEF | LDT2 | 6.2500e-004 | 7.5300e-004 |
| tblVehicleEF | LDT2 | 0.06 | 0.31 |
| tblVehicleEF | LDT2 | 0.08 | 0.07 |
| tblVehicleEF | LDT2 | 0.06 | 0.00 |
| tblVehicleEF | LDT2 | 0.01 | 0.25 |
| tblVehicleEF | LDT2 | 0.05 | 0.19 |
| tblVehicleEF | LDT2 | 0.04 | 0.25 |
| tblVehicleEF | LDT2 | 2.9100e-003 | 1.8180e-003 |
| tblVehicleEF | LDT2 | 3.5970e-003 | 0.07 |
| tblVehicleEF | LDT2 | 0.48 | 0.61 |
| tblVehicleEF | LDT2 | 1.03 | 3.29 |
| tblVehicleEF | LDT2 | 260.85 | 301.85 |
| tblVehicleEF | LDT2 | 61.38 | 78.19 |
| tblVehicleEF | LDT2 | 0.04 | 0.05 |
| tblVehicleEF | LDT2 | 0.05 | 0.27 |
| tblVehicleEF | LDT2 | 0.04 | 8.8380e-003 |
| tblVehicleEF | LDT2 | 1.3060e-003 | 9.8900e-004 |
| tblVehicleEF | LDT2 | 2.0190e-003 | 1.6570e-003 |
| tblVehicleEF | LDT2 | 0.02 | 3.0930e-003 |
| tblVehicleEF | LDT2 | 1.2010e-003 | 9.1000e-004 |
| tblVehicleEF | LDT2 | 1.8570e-003 | 1.5240e-003 |
| tblVehicleEF | LDT2 | 0.01 | 0.24 |
| tblVehicleEF | LDT2 | 0.07 | 0.06 |
| tblVehicleEF | LDT2 | 0.01 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 7.2270e-003 | 6.7360e-003 |
| tblVehicleEF | LDT2 | 0.07 | 0.19 |
| tblVehicleEF | LDT2 | 0.05 | 0.31 |
| tblVehicleEF | LDT2 | 2.6110e-003 | 2.9840e-003 |
| tblVehicleEF | LDT2 | 6.3000e-004 | 7.7300e-004 |
| tblVehicleEF | LDT2 | 0.01 | 0.24 |
| tblVehicleEF | LDT2 | 0.07 | 0.06 |
| tblVehicleEF | LDT2 | 0.01 | 0.00 |
| tblVehicleEF | LDT2 | 0.01 | 0.34 |
| tblVehicleEF | LDT2 | 0.07 | 0.19 |
| tblVehicleEF | LDT2 | 0.05 | 0.34 |
| tblVehicleEF | LHD1 | 3.9820e-003 | 4.3450e-003 |
| tblVehicleEF | LHD1 | 8.6490e-003 | 3.9970e-003 |
| tblVehicleEF | LHD1 | 0.01 | 0.02 |
| tblVehicleEF | LHD1 | 0.14 | 0.18 |
| tblVehicleEF | LHD1 | 0.61 | 0.54 |
| tblVehicleEF | LHD1 | 1.67 | 2.00 |
| tblVehicleEF | LHD1 | 8.93 | 8.03 |
| tblVehicleEF | LHD1 | 641.43 | 696.71 |
| tblVehicleEF | LHD1 | 26.94 | 16.13 |
| tblVehicleEF | LHD1 | 0.06 | 0.04 |
| tblVehicleEF | LHD1 | 0.53 | 0.31 |
| tblVehicleEF | LHD1 | 0.67 | 0.33 |
| tblVehicleEF | LHD1 | 7.8900e-004 | 6.6600e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.07 |
| tblVehicleEF | LHD1 | 0.01 | 9.3430e-003 |
| tblVehicleEF | LHD1 | 0.01 | 9.1890e-003 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 6.6500e-004 | 1.3400e-004 |
| tblVehicleEF | LHD1 | 7.5500e-004 | 6.3700e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.03 |
| tblVehicleEF | LHD1 | 2.6030e-003 | 2.3360e-003 |
| tblVehicleEF | LHD1 | 9.7020e-003 | 8.7600e-003 |
| tblVehicleEF | LHD1 | 6.1100e-004 | 1.2300e-004 |
| tblVehicleEF | LHD1 | 1.8620e-003 | 0.09 |
| tblVehicleEF | LHD1 | 0.08 | 0.02 |
| tblVehicleEF | LHD1 | 0.01 | 0.02 |
| tblVehicleEF | LHD1 | 1.0210e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.10 | 0.05 |
| tblVehicleEF | LHD1 | 0.26 | 0.12 |
| tblVehicleEF | LHD1 | 0.15 | 0.08 |
| tblVehicleEF | LHD1 | 8.9000e-005 | 7.8000e-005 |
| tblVehicleEF | LHD1 | 6.2670e-003 | 6.7980e-003 |
| tblVehicleEF | LHD1 | 3.0000e-004 | 1.5900e-004 |
| tblVehicleEF | LHD1 | 1.8620e-003 | 0.09 |
| tblVehicleEF | LHD1 | 0.08 | 0.02 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.0210e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.11 | 0.08 |
| tblVehicleEF | LHD1 | 0.26 | 0.12 |
| tblVehicleEF | LHD1 | 0.16 | 0.08 |
| tblVehicleEF | LHD1 | 3.9820e-003 | 4.3650e-003 |
| tblVehicleEF | LHD1 | 8.7940e-003 | 4.4780e-003 |
| tblVehicleEF | LHD1 | 0.01 | 0.02 |
| tblVehicleEF | LHD1 | 0.14 | 0.18 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 0.62 | 0.56 |
| tblVehicleEF | LHD1 | 1.55 | 1.87 |
| tblVehicleEF | LHD1 | 8.93 | 8.03 |
| tblVehicleEF | LHD1 | 641.43 | 696.73 |
| tblVehicleEF | LHD1 | 26.94 | 15.90 |
| tblVehicleEF | LHD1 | 0.06 | 0.04 |
| tblVehicleEF | LHD1 | 0.51 | 0.30 |
| tblVehicleEF | LHD1 | 0.63 | 0.31 |
| tblVehicleEF | LHD1 | 7.8900e-004 | 6.6600e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.07 |
| tblVehicleEF | LHD1 | 0.01 | 9.3430e-003 |
| tblVehicleEF | LHD1 | 0.01 | 9.1890e-003 |
| tblVehicleEF | LHD1 | 6.6500e-004 | 1.3400e-004 |
| tblVehicleEF | LHD1 | 7.5500e-004 | 6.3700e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.03 |
| tblVehicleEF | LHD1 | 2.6030e-003 | 2.3360e-003 |
| tblVehicleEF | LHD1 | 9.7020e-003 | 8.7600e-003 |
| tblVehicleEF | LHD1 | 6.1100e-004 | 1.2300e-004 |
| tblVehicleEF | LHD1 | 4.1100e-003 | 0.11 |
| tblVehicleEF | LHD1 | 0.09 | 0.02 |
| tblVehicleEF | LHD1 | 0.01 | 0.02 |
| tblVehicleEF | LHD1 | 2.0300e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.10 | 0.05 |
| tblVehicleEF | LHD1 | 0.25 | 0.13 |
| tblVehicleEF | LHD1 | 0.14 | 0.07 |
| tblVehicleEF | LHD1 | 8.9000e-005 | 7.8000e-005 |
| tblVehicleEF | LHD1 | 6.2670e-003 | 6.7980e-003 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 2.9800e-004 | 1.5700e-004 |
| tblVehicleEF | LHD1 | 4.1100e-003 | 0.11 |
| tblVehicleEF | LHD1 | 0.09 | 0.02 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 2.0300e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.11 | 0.07 |
| tblVehicleEF | LHD1 | 0.25 | 0.13 |
| tblVehicleEF | LHD1 | 0.15 | 0.08 |
| tblVehicleEF | LHD1 | 3.9820e-003 | 4.3280e-003 |
| tblVehicleEF | LHD1 | 8.5310e-003 | 4.3420e-003 |
| tblVehicleEF | LHD1 | 0.01 | 0.02 |
| tblVehicleEF | LHD1 | 0.14 | 0.18 |
| tblVehicleEF | LHD1 | 0.61 | 0.53 |
| tblVehicleEF | LHD1 | 1.78 | 2.13 |
| tblVehicleEF | LHD1 | 8.93 | 8.03 |
| tblVehicleEF | LHD1 | 641.43 | 696.69 |
| tblVehicleEF | LHD1 | 26.94 | 16.36 |
| tblVehicleEF | LHD1 | 0.06 | 0.04 |
| tblVehicleEF | LHD1 | 0.54 | 0.31 |
| tblVehicleEF | LHD1 | 0.71 | 0.35 |
| tblVehicleEF | LHD1 | 7.8900e-004 | 6.6600e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.07 |
| tblVehicleEF | LHD1 | 0.01 | 9.3430e-003 |
| tblVehicleEF | LHD1 | 0.01 | 9.1890e-003 |
| tblVehicleEF | LHD1 | 6.6500e-004 | 1.3400e-004 |
| tblVehicleEF | LHD1 | 7.5500e-004 | 6.3700e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.03 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 2.6030e-003 | 2.3360e-003 |
| tblVehicleEF | LHD1 | 9.7020e-003 | 8.7600e-003 |
| tblVehicleEF | LHD1 | 6.1100e-004 | 1.2300e-004 |
| tblVehicleEF | LHD1 | 9.7100e-004 | 0.08 |
| tblVehicleEF | LHD1 | 0.09 | 0.02 |
| tblVehicleEF | LHD1 | 0.01 | 0.02 |
| tblVehicleEF | LHD1 | 5.5400e-004 | 0.00 |
| tblVehicleEF | LHD1 | 0.10 | 0.05 |
| tblVehicleEF | LHD1 | 0.29 | 0.13 |
| tblVehicleEF | LHD1 | 0.16 | 0.08 |
| tblVehicleEF | LHD1 | 8.9000e-005 | 7.8000e-005 |
| tblVehicleEF | LHD1 | 6.2670e-003 | 6.7980e-003 |
| tblVehicleEF | LHD1 | 3.0200e-004 | 1.6200e-004 |
| tblVehicleEF | LHD1 | 9.7100e-004 | 0.08 |
| tblVehicleEF | LHD1 | 0.09 | 0.02 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 5.5400e-004 | 0.00 |
| tblVehicleEF | LHD1 | 0.11 | 0.08 |
| tblVehicleEF | LHD1 | 0.29 | 0.13 |
| tblVehicleEF | LHD1 | 0.17 | 0.09 |
| tblVehicleEF | LHD2 | 2.5430e-003 | 2.4970e-003 |
| tblVehicleEF | LHD2 | 5.3180e-003 | 4.4690e-003 |
| tblVehicleEF | LHD2 | 3.2330e-003 | 8.5110e-003 |
| tblVehicleEF | LHD2 | 0.12 | 0.13 |
| tblVehicleEF | LHD2 | 0.45 | 0.38 |
| tblVehicleEF | LHD2 | 0.88 | 1.01 |
| tblVehicleEF | LHD2 | 13.62 | 12.91 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 675.95 | 746.39 |
| tblVehicleEF | LHD2 | 21.83 | 8.14 |
| tblVehicleEF | LHD2 | 0.07 | 0.07 |
| tblVehicleEF | LHD2 | 0.22 | 0.49 |
| tblVehicleEF | LHD2 | 0.26 | 0.18 |
| tblVehicleEF | LHD2 | 1.0460e-003 | 1.3660e-003 |
| tblVehicleEF | LHD2 | 0.09 | 0.09 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 9.3120e-003 | 0.02 |
| tblVehicleEF | LHD2 | 3.7400e-004 | 5.3000e-005 |
| tblVehicleEF | LHD2 | 1.0000e-003 | 1.3070e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.7080e-003 | 2.6340e-003 |
| tblVehicleEF | LHD2 | 8.8860e-003 | 0.02 |
| tblVehicleEF | LHD2 | 3.4400e-004 | 4.9000e-005 |
| tblVehicleEF | LHD2 | 5.1500e-004 | 0.05 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 3.0800e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.09 | 0.08 |
| tblVehicleEF | LHD2 | 0.04 | 0.06 |
| tblVehicleEF | LHD2 | 0.04 | 0.04 |
| tblVehicleEF | LHD2 | 1.3300e-004 | 1.2400e-004 |
| tblVehicleEF | LHD2 | 6.5670e-003 | 7.1800e-003 |
| tblVehicleEF | LHD2 | 2.3300e-004 | 8.0000e-005 |
| tblVehicleEF | LHD2 | 5.1500e-004 | 0.05 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.01 | 0.02 |
| tblVehicleEF | LHD2 | 3.0800e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.11 | 0.04 |
| tblVehicleEF | LHD2 | 0.04 | 0.06 |
| tblVehicleEF | LHD2 | 0.05 | 0.04 |
| tblVehicleEF | LHD2 | 2.5430e-003 | 2.5080e-003 |
| tblVehicleEF | LHD2 | 5.3550e-003 | 4.4950e-003 |
| tblVehicleEF | LHD2 | 3.1180e-003 | 8.0650e-003 |
| tblVehicleEF | LHD2 | 0.12 | 0.13 |
| tblVehicleEF | LHD2 | 0.45 | 0.39 |
| tblVehicleEF | LHD2 | 0.83 | 0.94 |
| tblVehicleEF | LHD2 | 13.62 | 12.91 |
| tblVehicleEF | LHD2 | 675.95 | 746.40 |
| tblVehicleEF | LHD2 | 21.83 | 8.02 |
| tblVehicleEF | LHD2 | 0.07 | 0.07 |
| tblVehicleEF | LHD2 | 0.21 | 0.47 |
| tblVehicleEF | LHD2 | 0.25 | 0.17 |
| tblVehicleEF | LHD2 | 1.0460e-003 | 1.3660e-003 |
| tblVehicleEF | LHD2 | 0.09 | 0.09 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 9.3120e-003 | 0.02 |
| tblVehicleEF | LHD2 | 3.7400e-004 | 5.3000e-005 |
| tblVehicleEF | LHD2 | 1.0000e-003 | 1.3070e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.7080e-003 | 2.6340e-003 |
| tblVehicleEF | LHD2 | 8.8860e-003 | 0.02 |
| tblVehicleEF | LHD2 | 3.4400e-004 | 4.9000e-005 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 1.1340e-003 | 0.05 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 6.1500e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.09 | 0.08 |
| tblVehicleEF | LHD2 | 0.04 | 0.06 |
| tblVehicleEF | LHD2 | 0.04 | 0.04 |
| tblVehicleEF | LHD2 | 1.3300e-004 | 1.2400e-004 |
| tblVehicleEF | LHD2 | 6.5670e-003 | 7.1800e-003 |
| tblVehicleEF | LHD2 | 2.3200e-004 | 7.9000e-005 |
| tblVehicleEF | LHD2 | 1.1340e-003 | 0.05 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |
| tblVehicleEF | LHD2 | 0.01 | 0.02 |
| tblVehicleEF | LHD2 | 6.1500e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.11 | 0.04 |
| tblVehicleEF | LHD2 | 0.04 | 0.06 |
| tblVehicleEF | LHD2 | 0.05 | 0.04 |
| tblVehicleEF | LHD2 | 2.5430e-003 | 2.4880e-003 |
| tblVehicleEF | LHD2 | 5.2890e-003 | 4.4480e-003 |
| tblVehicleEF | LHD2 | 3.3310e-003 | 8.8940e-003 |
| tblVehicleEF | LHD2 | 0.12 | 0.13 |
| tblVehicleEF | LHD2 | 0.45 | 0.38 |
| tblVehicleEF | LHD2 | 0.94 | 1.08 |
| tblVehicleEF | LHD2 | 13.62 | 12.91 |
| tblVehicleEF | LHD2 | 675.95 | 746.38 |
| tblVehicleEF | LHD2 | 21.83 | 8.25 |
| tblVehicleEF | LHD2 | 0.07 | 0.07 |

| | | | |
|---|---|---|---|
| tblVehicleEF | LHD2 | 0.22 | 0.49 |
| tblVehicleEF | LHD2 | 0.27 | 0.19 |
| tblVehicleEF | LHD2 | 1.0460e-003 | 1.3660e-003 |
| tblVehicleEF | LHD2 | 0.09 | 0.09 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 9.3120e-003 | 0.02 |
| tblVehicleEF | LHD2 | 3.7400e-004 | 5.3000e-005 |
| tblVehicleEF | LHD2 | 1.0000e-003 | 1.3070e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.7080e-003 | 2.6340e-003 |
| tblVehicleEF | LHD2 | 8.8860e-003 | 0.02 |
| tblVehicleEF | LHD2 | 3.4400e-004 | 4.9000e-005 |
| tblVehicleEF | LHD2 | 2.7100e-004 | 0.04 |
| tblVehicleEF | LHD2 | 0.02 | 9.7350e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 1.6700e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.09 | 0.08 |
| tblVehicleEF | LHD2 | 0.05 | 0.06 |
| tblVehicleEF | LHD2 | 0.04 | 0.04 |
| tblVehicleEF | LHD2 | 1.3300e-004 | 1.2400e-004 |
| tblVehicleEF | LHD2 | 6.5670e-003 | 7.1800e-003 |
| tblVehicleEF | LHD2 | 2.3400e-004 | 8.2000e-005 |
| tblVehicleEF | LHD2 | 2.7100e-004 | 0.04 |
| tblVehicleEF | LHD2 | 0.02 | 9.7350e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.02 |
| tblVehicleEF | LHD2 | 1.6700e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.11 | 0.04 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.05 | 0.06 |
| tblVehicleEF | LHD2 | 0.05 | 0.05 |
| tblVehicleEF | MCY | 0.46 | 0.15 |
| tblVehicleEF | MCY | 0.16 | 0.17 |
| tblVehicleEF | MCY | 17.52 | 12.97 |
| tblVehicleEF | MCY | 10.34 | 7.46 |
| tblVehicleEF | MCY | 171.38 | 188.89 |
| tblVehicleEF | MCY | 42.85 | 46.79 |
| tblVehicleEF | MCY | 1.14 | 0.54 |
| tblVehicleEF | MCY | 0.32 | 0.12 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 2.1570e-003 | 2.0590e-003 |
| tblVehicleEF | MCY | 3.3210e-003 | 3.3140e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 2.0120e-003 | 1.9220e-003 |
| tblVehicleEF | MCY | 3.1070e-003 | 3.1020e-003 |
| tblVehicleEF | MCY | 0.88 | 1.84 |
| tblVehicleEF | MCY | 0.61 | 3.56 |
| tblVehicleEF | MCY | 0.46 | 0.00 |
| tblVehicleEF | MCY | 2.12 | 0.96 |
| tblVehicleEF | MCY | 0.46 | 3.78 |
| tblVehicleEF | MCY | 2.11 | 1.20 |
| tblVehicleEF | MCY | 2.0640e-003 | 1.8670e-003 |
| tblVehicleEF | MCY | 6.5900e-004 | 4.6300e-004 |
| tblVehicleEF | MCY | 0.88 | 1.84 |
| tblVehicleEF | MCY | 0.61 | 3.56 |
| tblVehicleEF | MCY | 0.46 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | MCY | 2.66 | 1.31 |
| tblVehicleEF | MCY | 0.46 | 3.78 |
| tblVehicleEF | MCY | 2.30 | 1.31 |
| tblVehicleEF | MCY | 0.44 | 0.15 |
| tblVehicleEF | MCY | 0.13 | 0.14 |
| tblVehicleEF | MCY | 16.97 | 12.72 |
| tblVehicleEF | MCY | 8.99 | 6.54 |
| tblVehicleEF | MCY | 171.38 | 188.39 |
| tblVehicleEF | MCY | 42.85 | 44.65 |
| tblVehicleEF | MCY | 1.00 | 0.48 |
| tblVehicleEF | MCY | 0.29 | 0.11 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 2.1570e-003 | 2.0590e-003 |
| tblVehicleEF | MCY | 3.3210e-003 | 3.3140e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 2.0120e-003 | 1.9220e-003 |
| tblVehicleEF | MCY | 3.1070e-003 | 3.1020e-003 |
| tblVehicleEF | MCY | 2.25 | 2.80 |
| tblVehicleEF | MCY | 0.83 | 3.73 |
| tblVehicleEF | MCY | 1.25 | 0.00 |
| tblVehicleEF | MCY | 2.06 | 0.93 |
| tblVehicleEF | MCY | 0.43 | 3.81 |
| tblVehicleEF | MCY | 1.79 | 1.00 |
| tblVehicleEF | MCY | 2.0530e-003 | 1.8620e-003 |
| tblVehicleEF | MCY | 6.2800e-004 | 4.4100e-004 |
| tblVehicleEF | MCY | 2.25 | 2.80 |
| tblVehicleEF | MCY | 0.83 | 3.73 |

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|---|---|---|---|
| tblVehicleEF | MCY | 1.25 | 0.00 |
| tblVehicleEF | MCY | 2.59 | 1.08 |
| tblVehicleEF | MCY | 0.43 | 3.81 |
| tblVehicleEF | MCY | 1.95 | 1.08 |
| tblVehicleEF | MCY | 0.47 | 0.16 |
| tblVehicleEF | MCY | 0.18 | 0.19 |
| tblVehicleEF | MCY | 18.76 | 13.67 |
| tblVehicleEF | MCY | 11.83 | 8.51 |
| tblVehicleEF | MCY | 171.38 | 190.12 |
| tblVehicleEF | MCY | 42.85 | 49.14 |
| tblVehicleEF | MCY | 1.22 | 0.58 |
| tblVehicleEF | MCY | 0.34 | 0.13 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 2.1570e-003 | 2.0590e-003 |
| tblVehicleEF | MCY | 3.3210e-003 | 3.3140e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 2.0120e-003 | 1.9220e-003 |
| tblVehicleEF | MCY | 3.1070e-003 | 3.1020e-003 |
| tblVehicleEF | MCY | 0.38 | 1.71 |
| tblVehicleEF | MCY | 0.71 | 3.33 |
| tblVehicleEF | MCY | 0.18 | 0.00 |
| tblVehicleEF | MCY | 2.19 | 0.99 |
| tblVehicleEF | MCY | 0.56 | 4.10 |
| tblVehicleEF | MCY | 2.43 | 1.40 |
| tblVehicleEF | MCY | 2.0860e-003 | 1.8800e-003 |
| tblVehicleEF | MCY | 6.9300e-004 | 4.8600e-004 |
| tblVehicleEF | MCY | 0.38 | 1.71 |

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|---|---|---|---|
| tblVehicleEF | MCY | 0.71 | 3.33 |
| tblVehicleEF | MCY | 0.18 | 0.00 |
| tblVehicleEF | MCY | 2.75 | 1.53 |
| tblVehicleEF | MCY | 0.56 | 4.10 |
| tblVehicleEF | MCY | 2.64 | 1.53 |
| tblVehicleEF | MDV | 5.1180e-003 | 2.0960e-003 |
| tblVehicleEF | MDV | 7.2260e-003 | 0.07 |
| tblVehicleEF | MDV | 0.68 | 0.66 |
| tblVehicleEF | MDV | 1.51 | 2.85 |
| tblVehicleEF | MDV | 358.67 | 364.04 |
| tblVehicleEF | MDV | 82.28 | 91.62 |
| tblVehicleEF | MDV | 0.07 | 0.05 |
| tblVehicleEF | MDV | 0.11 | 0.28 |
| tblVehicleEF | MDV | 0.04 | 8.8920e-003 |
| tblVehicleEF | MDV | 1.3880e-003 | 9.7100e-004 |
| tblVehicleEF | MDV | 2.0820e-003 | 1.6070e-003 |
| tblVehicleEF | MDV | 0.02 | 3.1120e-003 |
| tblVehicleEF | MDV | 1.2780e-003 | 8.9400e-004 |
| tblVehicleEF | MDV | 1.9150e-003 | 1.4780e-003 |
| tblVehicleEF | MDV | 0.05 | 0.28 |
| tblVehicleEF | MDV | 0.13 | 0.07 |
| tblVehicleEF | MDV | 0.05 | 0.00 |
| tblVehicleEF | MDV | 0.01 | 8.0910e-003 |
| tblVehicleEF | MDV | 0.09 | 0.21 |
| tblVehicleEF | MDV | 0.10 | 0.31 |
| tblVehicleEF | MDV | 3.5870e-003 | 3.5970e-003 |
| tblVehicleEF | MDV | 8.4800e-004 | 9.0600e-004 |

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|---|---|---|---|
| tblVehicleEF | MDV | 0.05 | 0.28 |
| tblVehicleEF | MDV | 0.13 | 0.07 |
| tblVehicleEF | MDV | 0.05 | 0.00 |
| tblVehicleEF | MDV | 0.02 | 0.34 |
| tblVehicleEF | MDV | 0.09 | 0.21 |
| tblVehicleEF | MDV | 0.11 | 0.34 |
| tblVehicleEF | MDV | 5.6870e-003 | 2.2400e-003 |
| tblVehicleEF | MDV | 6.0180e-003 | 0.06 |
| tblVehicleEF | MDV | 0.79 | 0.87 |
| tblVehicleEF | MDV | 1.21 | 2.23 |
| tblVehicleEF | MDV | 385.13 | 382.95 |
| tblVehicleEF | MDV | 82.28 | 90.44 |
| tblVehicleEF | MDV | 0.06 | 0.04 |
| tblVehicleEF | MDV | 0.10 | 0.25 |
| tblVehicleEF | MDV | 0.04 | 8.8920e-003 |
| tblVehicleEF | MDV | 1.3880e-003 | 9.7100e-004 |
| tblVehicleEF | MDV | 2.0820e-003 | 1.6070e-003 |
| tblVehicleEF | MDV | 0.02 | 3.1120e-003 |
| tblVehicleEF | MDV | 1.2780e-003 | 8.9400e-004 |
| tblVehicleEF | MDV | 1.9150e-003 | 1.4780e-003 |
| tblVehicleEF | MDV | 0.12 | 0.34 |
| tblVehicleEF | MDV | 0.14 | 0.07 |
| tblVehicleEF | MDV | 0.10 | 0.00 |
| tblVehicleEF | MDV | 0.01 | 8.4890e-003 |
| tblVehicleEF | MDV | 0.08 | 0.21 |
| tblVehicleEF | MDV | 0.08 | 0.26 |
| tblVehicleEF | MDV | 3.8530e-003 | 3.7840e-003 |

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|---|---|---|---|
| tblVehicleEF | MDV | 8.4300e-004 | 8.9400e-004 |
| tblVehicleEF | MDV | 0.12 | 0.34 |
| tblVehicleEF | MDV | 0.14 | 0.07 |
| tblVehicleEF | MDV | 0.10 | 0.00 |
| tblVehicleEF | MDV | 0.02 | 0.28 |
| tblVehicleEF | MDV | 0.08 | 0.21 |
| tblVehicleEF | MDV | 0.09 | 0.28 |
| tblVehicleEF | MDV | 4.9720e-003 | 2.0300e-003 |
| tblVehicleEF | MDV | 8.1580e-003 | 0.07 |
| tblVehicleEF | MDV | 0.66 | 0.63 |
| tblVehicleEF | MDV | 1.75 | 3.36 |
| tblVehicleEF | MDV | 354.31 | 360.94 |
| tblVehicleEF | MDV | 82.28 | 92.56 |
| tblVehicleEF | MDV | 0.08 | 0.05 |
| tblVehicleEF | MDV | 0.12 | 0.30 |
| tblVehicleEF | MDV | 0.04 | 8.8920e-003 |
| tblVehicleEF | MDV | 1.3880e-003 | 9.7100e-004 |
| tblVehicleEF | MDV | 2.0820e-003 | 1.6070e-003 |
| tblVehicleEF | MDV | 0.02 | 3.1120e-003 |
| tblVehicleEF | MDV | 1.2780e-003 | 8.9400e-004 |
| tblVehicleEF | MDV | 1.9150e-003 | 1.4780e-003 |
| tblVehicleEF | MDV | 0.03 | 0.27 |
| tblVehicleEF | MDV | 0.13 | 0.06 |
| tblVehicleEF | MDV | 0.03 | 0.00 |
| tblVehicleEF | MDV | 0.01 | 7.9400e-003 |
| tblVehicleEF | MDV | 0.11 | 0.21 |
| tblVehicleEF | MDV | 0.11 | 0.35 |

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|---|---|---|---|
| tblVehicleEF | MDV | 3.5440e-003 | 3.5660e-003 |
| tblVehicleEF | MDV | 8.5200e-004 | 9.1500e-004 |
| tblVehicleEF | MDV | 0.03 | 0.27 |
| tblVehicleEF | MDV | 0.13 | 0.06 |
| tblVehicleEF | MDV | 0.03 | 0.00 |
| tblVehicleEF | MDV | 0.02 | 0.39 |
| tblVehicleEF | MDV | 0.11 | 0.21 |
| tblVehicleEF | MDV | 0.12 | 0.39 |
| tblVehicleEF | MH | 8.2310e-003 | 6.0740e-003 |
| tblVehicleEF | MH | 0.02 | 0.02 |
| tblVehicleEF | MH | 0.45 | 0.37 |
| tblVehicleEF | MH | 3.72 | 1.92 |
| tblVehicleEF | MH | 1,184.19 | 1,656.25 |
| tblVehicleEF | MH | 56.79 | 20.13 |
| tblVehicleEF | MH | 0.84 | 1.28 |
| tblVehicleEF | MH | 0.62 | 0.30 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 8.8300e-004 | 2.3300e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2210e-003 | 3.3360e-003 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 8.1200e-004 | 2.1400e-004 |
| tblVehicleEF | MH | 0.46 | 20.30 |
| tblVehicleEF | MH | 0.04 | 4.90 |
| tblVehicleEF | MH | 0.18 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | MH | 0.04 | 0.05 |
| tblVehicleEF | MH | 0.01 | 0.12 |
| tblVehicleEF | MH | 0.22 | 0.09 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 6.3200e-004 | 1.9900e-004 |
| tblVehicleEF | MH | 0.46 | 20.30 |
| tblVehicleEF | MH | 0.04 | 4.90 |
| tblVehicleEF | MH | 0.18 | 0.00 |
| tblVehicleEF | MH | 0.05 | 0.10 |
| tblVehicleEF | MH | 0.01 | 0.12 |
| tblVehicleEF | MH | 0.24 | 0.10 |
| tblVehicleEF | MH | 8.4780e-003 | 6.2110e-003 |
| tblVehicleEF | MH | 0.02 | 0.02 |
| tblVehicleEF | MH | 0.46 | 0.38 |
| tblVehicleEF | MH | 3.39 | 1.75 |
| tblVehicleEF | MH | 1,184.19 | 1,656.27 |
| tblVehicleEF | MH | 56.79 | 19.84 |
| tblVehicleEF | MH | 0.80 | 1.22 |
| tblVehicleEF | MH | 0.58 | 0.28 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 8.8300e-004 | 2.3300e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2210e-003 | 3.3360e-003 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 8.1200e-004 | 2.1400e-004 |

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|---|---|---|---|
| tblVehicleEF | MH | 1.01 | 25.13 |
| tblVehicleEF | MH | 0.04 | 5.30 |
| tblVehicleEF | MH | 0.36 | 0.00 |
| tblVehicleEF | MH | 0.04 | 0.05 |
| tblVehicleEF | MH | 0.01 | 0.12 |
| tblVehicleEF | MH | 0.21 | 0.08 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 6.2700e-004 | 1.9600e-004 |
| tblVehicleEF | MH | 1.01 | 25.13 |
| tblVehicleEF | MH | 0.04 | 5.30 |
| tblVehicleEF | MH | 0.36 | 0.00 |
| tblVehicleEF | MH | 0.05 | 0.09 |
| tblVehicleEF | MH | 0.01 | 0.12 |
| tblVehicleEF | MH | 0.22 | 0.09 |
| tblVehicleEF | MH | 8.0400e-003 | 5.9710e-003 |
| tblVehicleEF | MH | 0.02 | 0.02 |
| tblVehicleEF | MH | 0.44 | 0.37 |
| tblVehicleEF | MH | 4.01 | 2.07 |
| tblVehicleEF | MH | 1,184.19 | 1,656.24 |
| tblVehicleEF | MH | 56.79 | 20.38 |
| tblVehicleEF | MH | 0.86 | 1.31 |
| tblVehicleEF | MH | 0.66 | 0.32 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 8.8300e-004 | 2.3300e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |

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|---|---|---|---|
| tblVehicleEF | MH | 3.2210e-003 | 3.3360e-003 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 8.1200e-004 | 2.1400e-004 |
| tblVehicleEF | MH | 0.24 | 19.24 |
| tblVehicleEF | MH | 0.04 | 4.55 |
| tblVehicleEF | MH | 0.10 | 0.00 |
| tblVehicleEF | MH | 0.04 | 0.05 |
| tblVehicleEF | MH | 0.01 | 0.12 |
| tblVehicleEF | MH | 0.23 | 0.09 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 6.3700e-004 | 2.0200e-004 |
| tblVehicleEF | MH | 0.24 | 19.24 |
| tblVehicleEF | MH | 0.04 | 4.55 |
| tblVehicleEF | MH | 0.10 | 0.00 |
| tblVehicleEF | MH | 0.05 | 0.10 |
| tblVehicleEF | MH | 0.01 | 0.12 |
| tblVehicleEF | MH | 0.25 | 0.10 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 2.7470e-003 | 9.4650e-003 |
| tblVehicleEF | MHD | 0.03 | 6.5780e-003 |
| tblVehicleEF | MHD | 0.37 | 0.63 |
| tblVehicleEF | MHD | 0.25 | 0.16 |
| tblVehicleEF | MHD | 3.74 | 0.72 |
| tblVehicleEF | MHD | 131.96 | 147.05 |
| tblVehicleEF | MHD | 1,167.79 | 1,112.26 |
| tblVehicleEF | MHD | 59.45 | 6.94 |
| tblVehicleEF | MHD | 0.34 | 0.73 |

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|---|---|---|---|
| tblVehicleEF | MHD | 1.04 | 0.58 |
| tblVehicleEF | MHD | 9.99 | 1.22 |
| tblVehicleEF | MHD | 5.2000e-005 | 6.5500e-004 |
| tblVehicleEF | MHD | 0.13 | 0.04 |
| tblVehicleEF | MHD | 3.0080e-003 | 5.4200e-003 |
| tblVehicleEF | MHD | 8.2100e-004 | 8.2000e-005 |
| tblVehicleEF | MHD | 5.0000e-005 | 6.2600e-004 |
| tblVehicleEF | MHD | 0.06 | 0.02 |
| tblVehicleEF | MHD | 2.8710e-003 | 5.1780e-003 |
| tblVehicleEF | MHD | 7.5400e-004 | 7.6000e-005 |
| tblVehicleEF | MHD | 6.4300e-004 | 0.01 |
| tblVehicleEF | MHD | 0.03 | 3.4200e-003 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 3.8200e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 0.01 |
| tblVehicleEF | MHD | 0.02 | 0.03 |
| tblVehicleEF | MHD | 0.23 | 0.03 |
| tblVehicleEF | MHD | 1.2710e-003 | 1.3520e-003 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 6.6000e-004 | 6.9000e-005 |
| tblVehicleEF | MHD | 6.4300e-004 | 0.01 |
| tblVehicleEF | MHD | 0.03 | 3.4200e-003 |
| tblVehicleEF | MHD | 0.03 | 0.04 |
| tblVehicleEF | MHD | 3.8200e-004 | 0.00 |
| tblVehicleEF | MHD | 0.05 | 0.03 |
| tblVehicleEF | MHD | 0.02 | 0.03 |
| tblVehicleEF | MHD | 0.25 | 0.04 |

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|---|---|---|---|
| tblVehicleEF | MHD | 0.01 | 0.02 |
| tblVehicleEF | MHD | 2.7800e-003 | 9.4960e-003 |
| tblVehicleEF | MHD | 0.03 | 6.2070e-003 |
| tblVehicleEF | MHD | 0.25 | 0.58 |
| tblVehicleEF | MHD | 0.25 | 0.16 |
| tblVehicleEF | MHD | 3.44 | 0.66 |
| tblVehicleEF | MHD | 139.94 | 145.65 |
| tblVehicleEF | MHD | 1,167.79 | 1,112.26 |
| tblVehicleEF | MHD | 59.45 | 6.84 |
| tblVehicleEF | MHD | 0.35 | 0.70 |
| tblVehicleEF | MHD | 0.99 | 0.56 |
| tblVehicleEF | MHD | 9.96 | 1.22 |
| tblVehicleEF | MHD | 4.4000e-005 | 5.6200e-004 |
| tblVehicleEF | MHD | 0.13 | 0.04 |
| tblVehicleEF | MHD | 3.0080e-003 | 5.4200e-003 |
| tblVehicleEF | MHD | 8.2100e-004 | 8.2000e-005 |
| tblVehicleEF | MHD | 4.2000e-005 | 5.3700e-004 |
| tblVehicleEF | MHD | 0.06 | 0.02 |
| tblVehicleEF | MHD | 2.8710e-003 | 5.1780e-003 |
| tblVehicleEF | MHD | 7.5400e-004 | 7.6000e-005 |
| tblVehicleEF | MHD | 1.4230e-003 | 0.02 |
| tblVehicleEF | MHD | 0.03 | 3.6980e-003 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 7.7100e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 0.02 |
| tblVehicleEF | MHD | 0.02 | 0.03 |
| tblVehicleEF | MHD | 0.22 | 0.03 |

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|---|---|---|---|
| tblVehicleEF | MHD | 1.3460e-003 | 1.3390e-003 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 6.5500e-004 | 6.8000e-005 |
| tblVehicleEF | MHD | 1.4230e-003 | 0.02 |
| tblVehicleEF | MHD | 0.03 | 3.6980e-003 |
| tblVehicleEF | MHD | 0.03 | 0.04 |
| tblVehicleEF | MHD | 7.7100e-004 | 0.00 |
| tblVehicleEF | MHD | 0.05 | 0.03 |
| tblVehicleEF | MHD | 0.02 | 0.03 |
| tblVehicleEF | MHD | 0.24 | 0.04 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 2.7220e-003 | 9.4410e-003 |
| tblVehicleEF | MHD | 0.03 | 6.8800e-003 |
| tblVehicleEF | MHD | 0.48 | 0.68 |
| tblVehicleEF | MHD | 0.25 | 0.15 |
| tblVehicleEF | MHD | 4.02 | 0.77 |
| tblVehicleEF | MHD | 121.31 | 149.07 |
| tblVehicleEF | MHD | 1,167.79 | 1,112.26 |
| tblVehicleEF | MHD | 59.45 | 7.03 |
| tblVehicleEF | MHD | 0.32 | 0.77 |
| tblVehicleEF | MHD | 1.05 | 0.60 |
| tblVehicleEF | MHD | 10.02 | 1.22 |
| tblVehicleEF | MHD | 6.3000e-005 | 7.8300e-004 |
| tblVehicleEF | MHD | 0.13 | 0.04 |
| tblVehicleEF | MHD | 3.0080e-003 | 5.4200e-003 |
| tblVehicleEF | MHD | 8.2100e-004 | 8.2000e-005 |
| tblVehicleEF | MHD | 6.0000e-005 | 7.4800e-004 |

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|---|---|---|---|
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| tblVehicleEF | MHD | 2.8710e-003 | 5.1780e-003 |
| tblVehicleEF | MHD | 7.5400e-004 | 7.6000e-005 |
| tblVehicleEF | MHD | 3.3700e-004 | 0.01 |
| tblVehicleEF | MHD | 0.03 | 3.1780e-003 |
| tblVehicleEF | MHD | 0.03 | 0.02 |
| tblVehicleEF | MHD | 2.0700e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 0.01 |
| tblVehicleEF | MHD | 0.02 | 0.03 |
| tblVehicleEF | MHD | 0.24 | 0.04 |
| tblVehicleEF | MHD | 1.1710e-003 | 1.3710e-003 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 6.6400e-004 | 7.0000e-005 |
| tblVehicleEF | MHD | 3.3700e-004 | 0.01 |
| tblVehicleEF | MHD | 0.03 | 3.1780e-003 |
| tblVehicleEF | MHD | 0.04 | 0.04 |
| tblVehicleEF | MHD | 2.0700e-004 | 0.00 |
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| tblVehicleEF | MHD | 0.02 | 0.03 |
| tblVehicleEF | MHD | 0.27 | 0.04 |
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| tblVehicleEF | OBUS | 4.0840e-003 | 0.01 |
| tblVehicleEF | OBUS | 0.02 | 0.01 |
| tblVehicleEF | OBUS | 0.24 | 0.55 |
| tblVehicleEF | OBUS | 0.30 | 0.29 |
| tblVehicleEF | OBUS | 4.08 | 1.46 |
| tblVehicleEF | OBUS | 110.55 | 89.94 |

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| tblVehicleEF | OBUS | 0.24 | 0.33 |
| tblVehicleEF | OBUS | 0.85 | 0.83 |
| tblVehicleEF | OBUS | 2.74 | 0.93 |
| tblVehicleEF | OBUS | 2.2000e-005 | 3.1100e-004 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |
| tblVehicleEF | OBUS | 2.8340e-003 | 0.01 |
| tblVehicleEF | OBUS | 9.3800e-004 | 1.1800e-004 |
| tblVehicleEF | OBUS | 2.1000e-005 | 2.9700e-004 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 2.6900e-003 | 0.01 |
| tblVehicleEF | OBUS | 8.6200e-004 | 1.0900e-004 |
| tblVehicleEF | OBUS | 1.1660e-003 | 0.07 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 0.03 | 0.04 |
| tblVehicleEF | OBUS | 5.3200e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.04 | 0.03 |
| tblVehicleEF | OBUS | 0.03 | 0.08 |
| tblVehicleEF | OBUS | 0.26 | 0.07 |
| tblVehicleEF | OBUS | 1.0660e-003 | 8.4700e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.2100e-004 | 1.2100e-004 |
| tblVehicleEF | OBUS | 1.1660e-003 | 0.07 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 0.05 | 0.05 |
| tblVehicleEF | OBUS | 5.3200e-004 | 0.00 |

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| tblVehicleEF | OBUS | 0.03 | 0.08 |
| tblVehicleEF | OBUS | 0.28 | 0.08 |
| tblVehicleEF | OBUS | 0.01 | 7.6050e-003 |
| tblVehicleEF | OBUS | 4.1700e-003 | 0.01 |
| tblVehicleEF | OBUS | 0.02 | 0.01 |
| tblVehicleEF | OBUS | 0.24 | 0.54 |
| tblVehicleEF | OBUS | 0.31 | 0.29 |
| tblVehicleEF | OBUS | 3.71 | 1.33 |
| tblVehicleEF | OBUS | 116.17 | 88.92 |
| tblVehicleEF | OBUS | 1,272.30 | 1,256.96 |
| tblVehicleEF | OBUS | 64.94 | 11.98 |
| tblVehicleEF | OBUS | 0.25 | 0.32 |
| tblVehicleEF | OBUS | 0.82 | 0.79 |
| tblVehicleEF | OBUS | 2.69 | 0.92 |
| tblVehicleEF | OBUS | 1.9000e-005 | 2.6800e-004 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |
| tblVehicleEF | OBUS | 2.8340e-003 | 0.01 |
| tblVehicleEF | OBUS | 9.3800e-004 | 1.1800e-004 |
| tblVehicleEF | OBUS | 1.8000e-005 | 2.5700e-004 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 2.6900e-003 | 0.01 |
| tblVehicleEF | OBUS | 8.6200e-004 | 1.0900e-004 |
| tblVehicleEF | OBUS | 2.5580e-003 | 0.09 |
| tblVehicleEF | OBUS | 0.02 | 0.01 |
| tblVehicleEF | OBUS | 0.03 | 0.04 |
| tblVehicleEF | OBUS | 1.0820e-003 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 0.04 | 0.03 |
| tblVehicleEF | OBUS | 0.03 | 0.08 |
| tblVehicleEF | OBUS | 0.24 | 0.07 |
| tblVehicleEF | OBUS | 1.1200e-003 | 8.3800e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.1500e-004 | 1.1800e-004 |
| tblVehicleEF | OBUS | 2.5580e-003 | 0.09 |
| tblVehicleEF | OBUS | 0.02 | 0.01 |
| tblVehicleEF | OBUS | 0.04 | 0.05 |
| tblVehicleEF | OBUS | 1.0820e-003 | 0.00 |
| tblVehicleEF | OBUS | 0.05 | 0.03 |
| tblVehicleEF | OBUS | 0.03 | 0.08 |
| tblVehicleEF | OBUS | 0.27 | 0.07 |
| tblVehicleEF | OBUS | 0.01 | 7.4160e-003 |
| tblVehicleEF | OBUS | 4.0170e-003 | 0.01 |
| tblVehicleEF | OBUS | 0.02 | 0.01 |
| tblVehicleEF | OBUS | 0.25 | 0.56 |
| tblVehicleEF | OBUS | 0.30 | 0.28 |
| tblVehicleEF | OBUS | 4.40 | 1.58 |
| tblVehicleEF | OBUS | 102.79 | 91.35 |
| tblVehicleEF | OBUS | 1,272.30 | 1,256.95 |
| tblVehicleEF | OBUS | 64.94 | 12.39 |
| tblVehicleEF | OBUS | 0.23 | 0.35 |
| tblVehicleEF | OBUS | 0.87 | 0.84 |
| tblVehicleEF | OBUS | 2.78 | 0.94 |
| tblVehicleEF | OBUS | 2.7000e-005 | 3.6900e-004 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |

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|---|---|---|---|
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| tblVehicleEF | OBUS | 9.3800e-004 | 1.1800e-004 |
| tblVehicleEF | OBUS | 2.6000e-005 | 3.5300e-004 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 2.6900e-003 | 0.01 |
| tblVehicleEF | OBUS | 8.6200e-004 | 1.0900e-004 |
| tblVehicleEF | OBUS | 6.4200e-004 | 0.07 |
| tblVehicleEF | OBUS | 0.02 | 0.01 |
| tblVehicleEF | OBUS | 0.03 | 0.04 |
| tblVehicleEF | OBUS | 3.0700e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.04 | 0.03 |
| tblVehicleEF | OBUS | 0.04 | 0.08 |
| tblVehicleEF | OBUS | 0.27 | 0.08 |
| tblVehicleEF | OBUS | 9.9200e-004 | 8.6100e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.2600e-004 | 1.2300e-004 |
| tblVehicleEF | OBUS | 6.4200e-004 | 0.07 |
| tblVehicleEF | OBUS | 0.02 | 0.01 |
| tblVehicleEF | OBUS | 0.05 | 0.05 |
| tblVehicleEF | OBUS | 3.0700e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.05 | 0.04 |
| tblVehicleEF | OBUS | 0.04 | 0.08 |
| tblVehicleEF | OBUS | 0.30 | 0.08 |
| tblVehicleEF | SBUS | 0.81 | 0.08 |
| tblVehicleEF | SBUS | 7.6490e-003 | 0.09 |
| tblVehicleEF | SBUS | 0.06 | 5.2160e-003 |
| tblVehicleEF | SBUS | 8.87 | 1.82 |

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| tblVehicleEF | SBUS | 1,008.60 | 957.44 |
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| tblVehicleEF | SBUS | 4.35 | 1.09 |
| tblVehicleEF | SBUS | 1.72 | 1.57 |
| tblVehicleEF | SBUS | 10.76 | 0.52 |
| tblVehicleEF | SBUS | 2.1870e-003 | 7.4600e-004 |
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 8.4940e-003 | 8.5750e-003 |
| tblVehicleEF | SBUS | 1.1020e-003 | 4.6000e-005 |
| tblVehicleEF | SBUS | 2.0920e-003 | 7.1300e-004 |
| tblVehicleEF | SBUS | 0.32 | 0.02 |
| tblVehicleEF | SBUS | 2.5880e-003 | 2.6100e-003 |
| tblVehicleEF | SBUS | 8.1060e-003 | 8.1870e-003 |
| tblVehicleEF | SBUS | 1.0130e-003 | 4.2000e-005 |
| tblVehicleEF | SBUS | 3.7080e-003 | 0.04 |
| tblVehicleEF | SBUS | 0.03 | 9.3350e-003 |
| tblVehicleEF | SBUS | 1.05 | 0.20 |
| tblVehicleEF | SBUS | 1.7580e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.07 | 0.04 |
| tblVehicleEF | SBUS | 0.02 | 0.03 |
| tblVehicleEF | SBUS | 0.40 | 0.03 |
| tblVehicleEF | SBUS | 0.01 | 1.6610e-003 |
| tblVehicleEF | SBUS | 9.7440e-003 | 8.8830e-003 |

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| tblVehicleEF | SBUS | 3.7080e-003 | 0.04 |
| tblVehicleEF | SBUS | 0.03 | 9.3350e-003 |
| tblVehicleEF | SBUS | 1.53 | 0.32 |
| tblVehicleEF | SBUS | 1.7580e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.08 | 0.17 |
| tblVehicleEF | SBUS | 0.02 | 0.03 |
| tblVehicleEF | SBUS | 0.43 | 0.03 |
| tblVehicleEF | SBUS | 0.81 | 0.08 |
| tblVehicleEF | SBUS | 7.8240e-003 | 0.09 |
| tblVehicleEF | SBUS | 0.05 | 4.3870e-003 |
| tblVehicleEF | SBUS | 8.81 | 1.81 |
| tblVehicleEF | SBUS | 0.49 | 0.73 |
| tblVehicleEF | SBUS | 5.56 | 0.49 |
| tblVehicleEF | SBUS | 1,066.28 | 185.74 |
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| tblVehicleEF | SBUS | 4.49 | 1.09 |
| tblVehicleEF | SBUS | 1.64 | 1.50 |
| tblVehicleEF | SBUS | 10.72 | 0.52 |
| tblVehicleEF | SBUS | 1.8430e-003 | 6.4000e-004 |
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 8.4940e-003 | 8.5750e-003 |
| tblVehicleEF | SBUS | 1.1020e-003 | 4.6000e-005 |
| tblVehicleEF | SBUS | 1.7640e-003 | 6.1100e-004 |
| tblVehicleEF | SBUS | 0.32 | 0.02 |

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|---|---|---|---|
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| tblVehicleEF | SBUS | 8.1060e-003 | 8.1870e-003 |
| tblVehicleEF | SBUS | 1.0130e-003 | 4.2000e-005 |
| tblVehicleEF | SBUS | 8.0010e-003 | 0.05 |
| tblVehicleEF | SBUS | 0.04 | 9.9280e-003 |
| tblVehicleEF | SBUS | 1.05 | 0.20 |
| tblVehicleEF | SBUS | 3.4860e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.07 | 0.04 |
| tblVehicleEF | SBUS | 0.02 | 0.03 |
| tblVehicleEF | SBUS | 0.33 | 0.02 |
| tblVehicleEF | SBUS | 0.01 | 1.6750e-003 |
| tblVehicleEF | SBUS | 9.7450e-003 | 8.8830e-003 |
| tblVehicleEF | SBUS | 7.1500e-004 | 3.6000e-005 |
| tblVehicleEF | SBUS | 8.0010e-003 | 0.05 |
| tblVehicleEF | SBUS | 0.04 | 9.9280e-003 |
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| tblVehicleEF | SBUS | 3.4860e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.08 | 0.14 |
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| tblVehicleEF | SBUS | 0.36 | 0.03 |
| tblVehicleEF | SBUS | 0.81 | 0.08 |
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| tblVehicleEF | SBUS | 0.07 | 5.9590e-003 |
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| tblVehicleEF | SBUS | 0.48 | 0.71 |
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| tblVehicleEF | SBUS | 964.61 | 182.33 |

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| tblVehicleEF | SBUS | 2.6610e-003 | 8.9300e-004 |
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| tblVehicleEF | SBUS | 0.01 | 0.01 |
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| tblVehicleEF | SBUS | 2.5460e-003 | 8.5300e-004 |
| tblVehicleEF | SBUS | 0.32 | 0.02 |
| tblVehicleEF | SBUS | 2.5880e-003 | 2.6100e-003 |
| tblVehicleEF | SBUS | 8.1060e-003 | 8.1870e-003 |
| tblVehicleEF | SBUS | 1.0130e-003 | 4.2000e-005 |
| tblVehicleEF | SBUS | 2.0880e-003 | 0.04 |
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| tblVehicleEF | SBUS | 1.05 | 0.20 |
| tblVehicleEF | SBUS | 1.0290e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.06 | 0.04 |
| tblVehicleEF | SBUS | 0.02 | 0.03 |
| tblVehicleEF | SBUS | 0.45 | 0.03 |
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| tblVehicleEF | SBUS | 9.7440e-003 | 8.8820e-003 |
| tblVehicleEF | SBUS | 7.8300e-004 | 4.2000e-005 |
| tblVehicleEF | SBUS | 2.0880e-003 | 0.04 |
| tblVehicleEF | SBUS | 0.04 | 8.7090e-003 |

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| tblVehicleEF | SBUS | 0.50 | 0.04 |
| tblVehicleEF | UBUS | 0.23 | 0.63 |
| tblVehicleEF | UBUS | 0.05 | 2.9120e-003 |
| tblVehicleEF | UBUS | 3.04 | 7.38 |
| tblVehicleEF | UBUS | 7.59 | 0.52 |
| tblVehicleEF | UBUS | 1,937.16 | 976.36 |
| tblVehicleEF | UBUS | 126.43 | 3.19 |
| tblVehicleEF | UBUS | 4.75 | 0.26 |
| tblVehicleEF | UBUS | 13.02 | 0.03 |
| tblVehicleEF | UBUS | 0.54 | 0.10 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |
| tblVehicleEF | UBUS | 0.10 | 4.8220e-003 |
| tblVehicleEF | UBUS | 1.3960e-003 | 1.3000e-005 |
| tblVehicleEF | UBUS | 0.23 | 0.04 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7770e-003 |
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| tblVehicleEF | UBUS | 2.5990e-003 | 7.0380e-003 |
| tblVehicleEF | UBUS | 0.04 | 2.0980e-003 |
| tblVehicleEF | UBUS | 1.5170e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.23 | 0.05 |
| tblVehicleEF | UBUS | 9.4350e-003 | 7.8780e-003 |
| tblVehicleEF | UBUS | 0.65 | 9.9040e-003 |

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| tblVehicleEF | UBUS | 2.5990e-003 | 7.0380e-003 |
| tblVehicleEF | UBUS | 0.04 | 2.0980e-003 |
| tblVehicleEF | UBUS | 1.5170e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.48 | 0.01 |
| tblVehicleEF | UBUS | 9.4350e-003 | 7.8780e-003 |
| tblVehicleEF | UBUS | 0.71 | 0.01 |
| tblVehicleEF | UBUS | 0.23 | 0.63 |
| tblVehicleEF | UBUS | 0.04 | 2.6300e-003 |
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| tblVehicleEF | UBUS | 6.17 | 0.44 |
| tblVehicleEF | UBUS | 1,937.16 | 976.36 |
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| tblVehicleEF | UBUS | 0.01 | 0.03 |
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| tblVehicleEF | UBUS | 1.3960e-003 | 1.3000e-005 |
| tblVehicleEF | UBUS | 0.23 | 0.04 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7770e-003 |
| tblVehicleEF | UBUS | 0.10 | 4.6090e-003 |
| tblVehicleEF | UBUS | 1.2840e-003 | 1.2000e-005 |
| tblVehicleEF | UBUS | 5.7570e-003 | 9.3750e-003 |
| tblVehicleEF | UBUS | 0.04 | 2.2740e-003 |
| tblVehicleEF | UBUS | 3.1080e-003 | 0.00 |

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| tblVehicleEF | UBUS | 8.4820e-003 | 8.0110e-003 |
| tblVehicleEF | UBUS | 0.57 | 8.9060e-003 |
| tblVehicleEF | UBUS | 0.02 | 7.4520e-003 |
| tblVehicleEF | UBUS | 1.3780e-003 | 3.0000e-005 |
| tblVehicleEF | UBUS | 5.7570e-003 | 9.3750e-003 |
| tblVehicleEF | UBUS | 0.04 | 2.2740e-003 |
| tblVehicleEF | UBUS | 3.1080e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.48 | 9.2000e-003 |
| tblVehicleEF | UBUS | 8.4820e-003 | 8.0110e-003 |
| tblVehicleEF | UBUS | 0.63 | 9.7510e-003 |
| tblVehicleEF | UBUS | 0.23 | 0.63 |
| tblVehicleEF | UBUS | 0.05 | 3.1560e-003 |
| tblVehicleEF | UBUS | 3.03 | 7.38 |
| tblVehicleEF | UBUS | 8.88 | 0.60 |
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| tblVehicleEF | UBUS | 13.08 | 0.03 |
| tblVehicleEF | UBUS | 0.54 | 0.10 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |
| tblVehicleEF | UBUS | 0.10 | 4.8220e-003 |
| tblVehicleEF | UBUS | 1.3960e-003 | 1.3000e-005 |
| tblVehicleEF | UBUS | 0.23 | 0.04 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7770e-003 |
| tblVehicleEF | UBUS | 0.10 | 4.6090e-003 |
| tblVehicleEF | UBUS | 1.2840e-003 | 1.2000e-005 |

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| tblVehicleEF | UBUS | 0.23 | 0.05 |
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| tblVehicleEF | UBUS | 0.02 | 7.4520e-003 |
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| tblVehicleTrips | ST_TR | 6.39 | 6.05 |
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| tblVehicleTrips | ST_TR | 20.87 | 0.00 |
| tblVehicleTrips | ST_TR | 42.04 | 33.74 |
| tblVehicleTrips | SU_TR | 5.86 | 5.54 |
| tblVehicleTrips | SU_TR | 16.74 | 0.00 |
| tblVehicleTrips | SU_TR | 26.73 | 0.00 |
| tblVehicleTrips | SU_TR | 20.43 | 16.40 |
| tblVehicleTrips | WD_TR | 6.65 | 5.27 |
| tblVehicleTrips | WD_TR | 1.89 | 0.00 |
| tblVehicleTrips | WD_TR | 32.93 | 0.00 |
| tblVehicleTrips | WD_TR | 44.32 | 30.50 |
| tblWater | IndoorWaterUseRate | 70,040,577.54 | 47,477,375.00 |

| | | | |
|---|---|---|---|
| tblWater | IndoorWaterUseRate | 434,702.11 | 0.00 |
| tblWater | IndoorWaterUseRate | 148,145.04 | 0.00 |
| tblWater | OutdoorWaterUseRate | 44,156,016.28 | 0.00 |
| tblWater | OutdoorWaterUseRate | 2,382,962.70 | 0.00 |
| tblWater | OutdoorWaterUseRate | 266,430.32 | 0.00 |
| tblWater | OutdoorWaterUseRate | 90,798.57 | 0.00 |
| tblWoodstoves | NumberCatalytic | 21.50 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 21.50 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 14.12 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 582.40 | 0.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2021 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| 2022 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| 2026 | 4.8884 | 0.4468 | 0.7056 | 1.1600e-003 | 0.0000 | 0.0201 | 0.0201 | 0.0000 | 0.0201 | 0.0201 | 0.0000 | 99.5769 | 99.5769 | 5.4300e-003 | 0.0000 | 99.7127 |
| **Maximum** | **4.8884** | **0.4468** | **0.7056** | **1.1600e-003** | **0.0000** | **0.0201** | **0.0201** | **0.0000** | **0.0201** | **0.0201** | **0.0000** | **99.5769** | **99.5769** | **5.4300e-003** | **0.0000** | **99.7127** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2021 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| 2022 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| 2026 | 4.8884 | 0.4468 | 0.7056 | 1.1600e-003 | 0.0000 | 0.0201 | 0.0201 | 0.0000 | 0.0201 | 0.0201 | 0.0000 | 99.5768 | 99.5768 | 5.4300e-003 | 0.0000 | 99.7126 |
| **Maximum** | **4.8884** | **0.4468** | **0.7056** | **1.1600e-003** | **0.0000** | **0.0201** | **0.0201** | **0.0000** | **0.0201** | **0.0201** | **0.0000** | **99.5768** | **99.5768** | **5.4300e-003** | **0.0000** | **99.7126** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| **20** | **1-5-2026** | **4-4-2026** | 0.2345 | 0.2345 |
| **21** | **4-5-2026** | **7-4-2026** | 5.1006 | 5.1006 |
| | | **Highest** | 5.1006 | 5.1006 |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 4.7120 | 0.1289 | 7.9852 | 6.6000e-004 | | 0.0473 | 0.0473 | | 0.0473 | 0.0473 | 0.0000 | 55.9998 | 55.9998 | 0.0133 | 7.9000e-004 | 56.5666 |
| Energy | 0.0497 | 0.4248 | 0.1848 | 2.7100e-003 | | 0.0343 | 0.0343 | | 0.0343 | 0.0343 | 0.0000 | 1,016.1665 | 1,016.1665 | 0.1222 | 0.0215 | 1,025.6414 |
| Mobile | 2.0054 | 2.1395 | 15.1472 | 0.0460 | 4.5993 | 0.0291 | 4.6284 | 1.1472 | 0.0272 | 1.1745 | 0.0000 | 4,286.2692 | 4,286.2692 | 0.1966 | 0.0000 | 4,291.1840 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 109.3431 | 0.0000 | 109.3431 | 6.4620 | 0.0000 | 270.8929 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 15.0624 | 14.6382 | 29.7006 | 1.5502 | 0.0369 | 79.4454 |
| **Total** | **6.7670** | **2.6933** | **23.3172** | **0.0494** | **4.5993** | **0.1107** | **4.7100** | **1.1472** | **0.1088** | **1.2560** | **124.4055** | **5,373.0737** | **5,497.4792** | **8.3443** | **0.0592** | **5,723.7304** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 4.7120 | 0.1289 | 7.9852 | 6.6000e-004 | | 0.0473 | 0.0473 | | 0.0473 | 0.0473 | 0.0000 | 55.9998 | 55.9998 | 0.0133 | 7.9000e-004 | 56.5666 |
| Energy | 0.0497 | 0.4248 | 0.1848 | 2.7100e-003 | | 0.0343 | 0.0343 | | 0.0343 | 0.0343 | 0.0000 | 1,016.1665 | 1,016.1665 | 0.1222 | 0.0215 | 1,025.6414 |
| Mobile | 2.0054 | 2.1395 | 15.1472 | 0.0460 | 4.5993 | 0.0291 | 4.6284 | 1.1472 | 0.0272 | 1.1745 | 0.0000 | 4,286.2692 | 4,286.2692 | 0.1966 | 0.0000 | 4,291.1840 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 109.3431 | 0.0000 | 109.3431 | 6.4620 | 0.0000 | 270.8929 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 15.0624 | 14.6382 | 29.7006 | 1.5502 | 0.0369 | 79.4454 |
| **Total** | **6.7670** | **2.6933** | **23.3172** | **0.0494** | **4.5993** | **0.1107** | **4.7100** | **1.1472** | **0.1088** | **1.2560** | **124.4055** | **5,373.0737** | **5,497.4792** | **8.3443** | **0.0592** | **5,723.7304** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 4/5/2021 | 4/4/2021 | 5 | 0 | |
| 2 | Site Preparation | Site Preparation | 5/1/2021 | 4/30/2021 | 5 | 0 | |
| 3 | Grading | Grading | 5/15/2021 | 5/14/2021 | 5 | 0 | |
| 4 | Building Construction | Building Construction | 6/26/2021 | 6/25/2021 | 5 | 0 | |
| 5 | Paving | Paving | 8/20/2022 | 8/19/2022 | 5 | 0 | |
| 6 | Architectural Coating | Architectural Coating | 4/1/2026 | 6/30/2026 | 5 | 65 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 4.4**

**Residential Indoor: 1,903,115; Residential Outdoor: 634,372; Non-Residential Indoor: 14,025; Non-Residential Outdoor: 4,675; Striped Parking Area: 66,359 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 9 | 8.00 | 78 | 0.48 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 1,279.00 | 312.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 9 | 0.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Demolition - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.2 Demolition - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.2 Demolition - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.3 Site Preparation - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.3 Site Preparation - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.3 Site Preparation - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Building Construction - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Building Construction - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Paving - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Paving | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Paving - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Paving | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Paving - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.7 Architectural Coating - 2026

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 4.8218 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0666 | 0.4468 | 0.7056 | 1.1600e-003 | | 0.0201 | 0.0201 | | 0.0201 | 0.0201 | 0.0000 | 99.5769 | 99.5769 | 5.4300e-003 | 0.0000 | 99.7127 |
| **Total** | **4.8884** | **0.4468** | **0.7056** | **1.1600e-003** | | **0.0201** | **0.0201** | | **0.0201** | **0.0201** | **0.0000** | **99.5769** | **99.5769** | **5.4300e-003** | **0.0000** | **99.7127** |

## 3.7 Architectural Coating - 2026

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 4.8218 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0666 | 0.4468 | 0.7056 | 1.1600e-003 | | 0.0201 | 0.0201 | | 0.0201 | 0.0201 | 0.0000 | 99.5768 | 99.5768 | 5.4300e-003 | 0.0000 | 99.7126 |
| **Total** | **4.8884** | **0.4468** | **0.7056** | **1.1600e-003** | | **0.0201** | **0.0201** | | **0.0201** | **0.0201** | **0.0000** | **99.5768** | **99.5768** | **5.4300e-003** | **0.0000** | **99.7126** |

## 3.7 Architectural Coating - 2026

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

# 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 2.0054 | 2.1395 | 15.1472 | 0.0460 | 4.5993 | 0.0291 | 4.6284 | 1.1472 | 0.0272 | 1.1745 | 0.0000 | 4,286.2692 | 4,286.2692 | 0.1966 | 0.0000 | 4,291.1840 |
| Unmitigated | 2.0054 | 2.1395 | 15.1472 | 0.0460 | 4.5993 | 0.0291 | 4.6284 | 1.1472 | 0.0272 | 1.1745 | 0.0000 | 4,286.2692 | 4,286.2692 | 0.1966 | 0.0000 | 4,291.1840 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Mid Rise | 5,665.25 | 6,503.75 | 5955.50 | 13,456,927 | 13,456,927 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | | |
| Health Club | 0.00 | 0.00 | 0.00 | | |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Strip Mall | 61.00 | 67.48 | 32.80 | 89,164 | 89,164 |
| Total | 5,726.25 | 6,571.23 | 5,988.30 | 13,546,090 | 13,546,090 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Mid Rise | 10.80 | 4.80 | 5.70 | 31.00 | 15.00 | 54.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Enclosed Parking with Elevator | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Health Club | 9.50 | 7.30 | 7.30 | 16.90 | 64.10 | 19.00 | 52 | 39 | 9 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Strip Mall | 9.50 | 7.30 | 7.30 | 16.60 | 64.40 | 19.00 | 45 | 40 | 15 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments Mid Rise | 0.621541 | 0.034056 | 0.180136 | 0.101248 | 0.011859 | 0.005060 | 0.013110 | 0.022881 | 0.002221 | 0.001470 | 0.005122 | 0.000646 | 0.000651 |
| City Park | 0.621541 | 0.034056 | 0.180136 | 0.101248 | 0.011859 | 0.005060 | 0.013110 | 0.022881 | 0.002221 | 0.001470 | 0.005122 | 0.000646 | 0.000651 |
| Enclosed Parking with Elevator | 0.621541 | 0.034056 | 0.180136 | 0.101248 | 0.011859 | 0.005060 | 0.013110 | 0.022881 | 0.002221 | 0.001470 | 0.005122 | 0.000646 | 0.000651 |
| Health Club | 0.621541 | 0.034056 | 0.180136 | 0.101248 | 0.011859 | 0.005060 | 0.013110 | 0.022881 | 0.002221 | 0.001470 | 0.005122 | 0.000646 | 0.000651 |
| Other Asphalt Surfaces | 0.621541 | 0.034056 | 0.180136 | 0.101248 | 0.011859 | 0.005060 | 0.013110 | 0.022881 | 0.002221 | 0.001470 | 0.005122 | 0.000646 | 0.000651 |
| Other Non-Asphalt Surfaces | 0.621541 | 0.034056 | 0.180136 | 0.101248 | 0.011859 | 0.005060 | 0.013110 | 0.022881 | 0.002221 | 0.001470 | 0.005122 | 0.000646 | 0.000651 |
| Strip Mall | 0.621541 | 0.034056 | 0.180136 | 0.101248 | 0.011859 | 0.005060 | 0.013110 | 0.022881 | 0.002221 | 0.001470 | 0.005122 | 0.000646 | 0.000651 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Greystar Residential Development (2030; Mitigated) - Santa Clara County, Annual

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 524.8241 | 524.8241 | 0.1128 | 0.0125 | 531.3792 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 524.8241 | 524.8241 | 0.1128 | 0.0125 | 531.3792 |
| NaturalGas Mitigated | 0.0497 | 0.4248 | 0.1848 | 2.7100e-003 | | 0.0343 | 0.0343 | | 0.0343 | 0.0343 | 0.0000 | 491.3424 | 491.3424 | 9.4200e-003 | 9.0100e-003 | 494.2622 |
| NaturalGas Unmitigated | 0.0497 | 0.4248 | 0.1848 | 2.7100e-003 | | 0.0343 | 0.0343 | | 0.0343 | 0.0343 | 0.0000 | 491.3424 | 491.3424 | 9.4200e-003 | 9.0100e-003 | 494.2622 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Mid Rise | 9.01031e+006 | 0.0486 | 0.4152 | 0.1767 | 2.6500e-003 | | 0.0336 | 0.0336 | | 0.0336 | 0.0336 | 0.0000 | 480.8242 | 480.8242 | 9.2200e-003 | 8.8200e-003 | 483.6815 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 192423 | 1.0400e-003 | 9.4300e-003 | 7.9200e-003 | 6.0000e-005 | | 7.2000e-004 | 7.2000e-004 | | 7.2000e-004 | 7.2000e-004 | 0.0000 | 10.2684 | 10.2684 | 2.0000e-004 | 1.9000e-004 | 10.3294 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 4680 | 3.0000e-005 | 2.3000e-004 | 1.9000e-004 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 0.2497 | 0.2497 | 0.0000 | 0.0000 | 0.2512 |
| **Total** | | **0.0497** | **0.4248** | **0.1848** | **2.7100e-003** | | **0.0343** | **0.0343** | | **0.0343** | **0.0343** | **0.0000** | **491.3424** | **491.3424** | **9.4200e-003** | **9.0100e-003** | **494.2622** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Mid Rise | 9.01031e+006 | 0.0486 | 0.4152 | 0.1767 | 2.6500e-003 | | 0.0336 | 0.0336 | | 0.0336 | 0.0336 | 0.0000 | 480.8242 | 480.8242 | 9.2200e-003 | 8.8200e-003 | 483.6815 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 192423 | 1.0400e-003 | 9.4300e-003 | 7.9200e-003 | 6.0000e-005 | | 7.2000e-004 | 7.2000e-004 | | 7.2000e-004 | 7.2000e-004 | 0.0000 | 10.2684 | 10.2684 | 2.0000e-004 | 1.9000e-004 | 10.3294 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 4680 | 3.0000e-005 | 2.3000e-004 | 1.9000e-004 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 0.2497 | 0.2497 | 0.0000 | 0.0000 | 0.2512 |
| **Total** | | **0.0497** | **0.4248** | **0.1848** | **2.7100e-003** | | **0.0343** | **0.0343** | | **0.0343** | **0.0343** | **0.0000** | **491.3424** | **491.3424** | **9.4200e-003** | **9.0100e-003** | **494.2622** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 4.15641e+006 | 236.8335 | 0.0509 | 5.6600e-003 | 239.7916 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 4.9739e+006 | 283.4142 | 0.0609 | 6.7700e-003 | 286.9541 |
| Health Club | 59535 | 3.3923 | 7.3000e-004 | 8.0000e-005 | 3.4347 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 20780 | 1.1841 | 2.5000e-004 | 3.0000e-005 | 1.1988 |
| **Total** | | **524.8241** | **0.1128** | **0.0125** | **531.3792** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 4.15641e+006 | 236.8335 | 0.0509 | 5.6600e-003 | 239.7916 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 4.9739e+006 | 283.4142 | 0.0609 | 6.7700e-003 | 286.9541 |
| Health Club | 59535 | 3.3923 | 7.3000e-004 | 8.0000e-005 | 3.4347 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 20780 | 1.1841 | 2.5000e-004 | 3.0000e-005 | 1.1988 |
| **Total** | | **524.8241** | **0.1128** | **0.0125** | **531.3792** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 4.7120 | 0.1289 | 7.9852 | 6.6000e-004 | | 0.0473 | 0.0473 | | 0.0473 | 0.0473 | 0.0000 | 55.9998 | 55.9998 | 0.0133 | 7.9000e-004 | 56.5666 |
| Unmitigated | 4.7120 | 0.1289 | 7.9852 | 6.6000e-004 | | 0.0473 | 0.0473 | | 0.0473 | 0.0473 | 0.0000 | 55.9998 | 55.9998 | 0.0133 | 7.9000e-004 | 56.5666 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.6895 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.7793 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 4.3400e-003 | 0.0371 | 0.0158 | 2.4000e-004 | | 3.0000e-003 | 3.0000e-003 | | 3.0000e-003 | 3.0000e-003 | 0.0000 | 42.9447 | 42.9447 | 8.2000e-004 | 7.9000e-004 | 43.1999 |
| Landscaping | 0.2389 | 0.0919 | 7.9694 | 4.2000e-004 | | 0.0443 | 0.0443 | | 0.0443 | 0.0443 | 0.0000 | 13.0551 | 13.0551 | 0.0125 | 0.0000 | 13.3667 |
| **Total** | **4.7120** | **0.1289** | **7.9852** | **6.6000e-004** | | **0.0473** | **0.0473** | | **0.0473** | **0.0473** | **0.0000** | **55.9998** | **55.9998** | **0.0133** | **7.9000e-004** | **56.5666** |

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.6895 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.7793 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 4.3400e-003 | 0.0371 | 0.0158 | 2.4000e-004 | | 3.0000e-003 | 3.0000e-003 | | 3.0000e-003 | 3.0000e-003 | 0.0000 | 42.9447 | 42.9447 | 8.2000e-004 | 7.9000e-004 | 43.1999 |
| Landscaping | 0.2389 | 0.0919 | 7.9694 | 4.2000e-004 | | 0.0443 | 0.0443 | | 0.0443 | 0.0443 | 0.0000 | 13.0551 | 13.0551 | 0.0125 | 0.0000 | 13.3667 |
| **Total** | **4.7120** | **0.1289** | **7.9852** | **6.6000e-004** | | **0.0473** | **0.0473** | | **0.0473** | **0.0473** | **0.0000** | **55.9998** | **55.9998** | **0.0133** | **7.9000e-004** | **56.5666** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 29.7006 | 1.5502 | 0.0369 | 79.4454 |
| Unmitigated | 29.7006 | 1.5502 | 0.0369 | 79.4454 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Mid Rise | 47.4774 / 0 | 29.7006 | 1.5502 | 0.0369 | 79.4454 |
| City Park | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **29.7006** | **1.5502** | **0.0369** | **79.4454** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Mid Rise | 47.4774 / 0 | 29.7006 | 1.5502 | 0.0369 | 79.4454 |
| City Park | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **29.7006** | **1.5502** | **0.0369** | **79.4454** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 109.3431 | 6.4620 | 0.0000 | 270.8929 |
| Unmitigated | 109.3431 | 6.4620 | 0.0000 | 270.8929 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Mid Rise | 494.5 | 100.3790 | 5.9322 | 0.0000 | 248.6848 |
| City Park | 0.17 | 0.0345 | 2.0400e-003 | 0.0000 | 0.0855 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 41.89 | 8.5033 | 0.5025 | 0.0000 | 21.0665 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 2.1 | 0.4263 | 0.0252 | 0.0000 | 1.0561 |
| **Total** | | **109.3431** | **6.4620** | **0.0000** | **270.8929** |

## 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Mid Rise | 494.5 | 100.3790 | 5.9322 | 0.0000 | 248.6848 |
| City Park | 0.17 | 0.0345 | 2.0400e-003 | 0.0000 | 0.0855 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 41.89 | 8.5033 | 0.5025 | 0.0000 | 21.0665 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 2.1 | 0.4263 | 0.0252 | 0.0000 | 1.0561 |
| **Total** | | **109.3431** | **6.4620** | **0.0000** | **270.8929** |

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Greystar Residential Development (2030; Unmitigated)

**Santa Clara County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Enclosed Parking with Elevator | 914.32 | 1000sqft | 0.00 | 914,320.00 | 0 |
| Other Asphalt Surfaces | 1.90 | Acre | 1.90 | 82,764.00 | 0 |
| Other Non-Asphalt Surfaces | 2.50 | Acre | 2.50 | 108,900.00 | 0 |
| City Park | 2.00 | Acre | 2.00 | 87,120.00 | 0 |
| Health Club | 7.35 | 1000sqft | 0.00 | 7,350.00 | 0 |
| Apartments Mid Rise | 1,075.00 | Dwelling Unit | 6.87 | 939,810.00 | 3075 |
| Strip Mall | 2.00 | 1000sqft | 0.05 | 2,000.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 58 |
| **Climate Zone** | 4 | | | **Operational Year** | 2030 |
| **Utility Company** | User Defined | | | | |
| **CO2 Intensity (lb/MWhr)** | 125.62 | **CH4 Intensity (lb/MWhr)** | 0.027 | **N2O Intensity (lb/MWhr)** | 0.003 |

### 1.3 User Entered Comments & Non-Default Data

Greystar Residential Development (2030; Unmitigated) - Santa Clara County, Annual

Project Characteristics - MIG Modeler: Phil Gleason. CO2 intensity factor adjusted to reflect Silicon Valley Power 2030 RPS energy mix; CH4 and N2O reflect 2018 US EPA EGRID data.

Land Use - Lot acreage and building size updated to reflect project conditions; health club (gym) included in residential development, non-asphalt surafces for public / private open space that is paved (e.g., sidewalks).

Construction Phase - Most construction emissions estimated in a separate set of spreadsheets; architectural coating phase retained for ROG emissions estiamtes.

Off-road Equipment - Assume 3 compressors per building, operating for 8 hours per day.

Trips and VMT - Worker trips already accounted for in excel spreadsheet.

Architectural Coating -

Vehicle Trips - Only apartments and retail generate trips. Weekday trip gen rates updated to reflect trip gen, as presented in the TIA (Hexagon, 2021). Weekend rates adjusted based on internal capture, less external public transit trips, and less pass by.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Vehicle Emission Factors - Updated with EMFAC2021 rates, derived based on methodology presented in Section 5.2 of CalEEMod User Manual Appendix A.

Woodstoves - Wood burning devices excluded from new development pursuant to BAAQMD Regulation 6-3-306. Modeling assumes new fireplaces would be entirely gas powered.

Energy Use - T24 standards adjusted downwards to reflect increased efficiency between 2016-2019 standards.

Water And Wastewater - Water consumption updated based on porportion of Greystar residential units in comparision to FCFP buildout.

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 20.00 | 0.00 |
| tblConstructionPhase | NumDays | 10.00 | 0.00 |
| tblConstructionPhase | NumDays | 30.00 | 0.00 |
| tblConstructionPhase | NumDays | 300.00 | 0.00 |
| tblConstructionPhase | NumDays | 20.00 | 0.00 |
| tblConstructionPhase | NumDays | 20.00 | 65.00 |
| tblEnergyUse | T24E | 332.81 | 70.89 |
| tblEnergyUse | T24E | 3.92 | 3.50 |
| tblEnergyUse | T24E | 1.48 | 1.32 |
| tblEnergyUse | T24E | 2.76 | 2.46 |

| | | | |
|---|---|---|---|
| tblEnergyUse | T24NG | 5,484.45 | 5,226.68 |
| tblEnergyUse | T24NG | 19.71 | 19.51 |
| tblEnergyUse | T24NG | 2.37 | 2.34 |
| tblFireplaces | FireplaceWoodMass | 228.80 | 0.00 |
| tblFireplaces | NumberGas | 161.25 | 344.00 |
| tblFireplaces | NumberNoFireplace | 43.00 | 0.00 |
| tblFireplaces | NumberWood | 182.75 | 0.00 |
| tblGrading | AcresOfGrading | 0.00 | 75.00 |
| tblLandUse | LandUseSquareFeet | 1,075,000.00 | 939,810.00 |
| tblLandUse | LotAcreage | 20.99 | 0.00 |
| tblLandUse | LotAcreage | 0.17 | 0.00 |
| tblLandUse | LotAcreage | 28.29 | 6.87 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 9.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 8.00 |
| tblProjectCharacteristics | CH4IntensityFactor | 0 | 0.027 |
| tblProjectCharacteristics | CO2IntensityFactor | 0 | 125.62 |
| tblProjectCharacteristics | N2OIntensityFactor | 0 | 0.003 |
| tblTripsAndVMT | WorkerTripNumber | 256.00 | 0.00 |
| tblVehicleEF | HHD | 0.27 | 0.20 |
| tblVehicleEF | HHD | 0.06 | 0.09 |
| tblVehicleEF | HHD | 0.06 | 0.00 |
| tblVehicleEF | HHD | 1.43 | 5.00 |
| tblVehicleEF | HHD | 0.94 | 0.63 |
| tblVehicleEF | HHD | 4.01 | 8.7300e-004 |
| tblVehicleEF | HHD | 4,037.05 | 735.05 |
| tblVehicleEF | HHD | 1,498.85 | 1,431.68 |
| tblVehicleEF | HHD | 12.27 | 9.6720e-003 |

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 12.16 | 3.81 |
| tblVehicleEF | HHD | 1.59 | 1.45 |
| tblVehicleEF | HHD | 19.20 | 2.60 |
| tblVehicleEF | HHD | 3.6830e-003 | 1.7380e-003 |
| tblVehicleEF | HHD | 0.06 | 0.08 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 5.6600e-003 | 0.02 |
| tblVehicleEF | HHD | 1.3500e-004 | 0.00 |
| tblVehicleEF | HHD | 3.5230e-003 | 1.6560e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.8550e-003 | 8.7860e-003 |
| tblVehicleEF | HHD | 5.4140e-003 | 0.02 |
| tblVehicleEF | HHD | 1.2400e-004 | 0.00 |
| tblVehicleEF | HHD | 1.0100e-004 | 4.0000e-005 |
| tblVehicleEF | HHD | 4.6010e-003 | 1.3000e-005 |
| tblVehicleEF | HHD | 0.37 | 0.31 |
| tblVehicleEF | HHD | 6.4000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.08 | 0.01 |
| tblVehicleEF | HHD | 4.1900e-004 | 1.1400e-004 |
| tblVehicleEF | HHD | 0.07 | 0.00 |
| tblVehicleEF | HHD | 0.04 | 6.3400e-003 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 1.8800e-004 | 0.00 |
| tblVehicleEF | HHD | 1.0100e-004 | 4.0000e-005 |
| tblVehicleEF | HHD | 4.6010e-003 | 1.3000e-005 |
| tblVehicleEF | HHD | 0.43 | 0.54 |
| tblVehicleEF | HHD | 6.4000e-005 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 0.15 | 0.00 |
| tblVehicleEF | HHD | 4.1900e-004 | 1.1400e-004 |
| tblVehicleEF | HHD | 0.08 | 0.00 |
| tblVehicleEF | HHD | 0.26 | 0.20 |
| tblVehicleEF | HHD | 0.06 | 0.09 |
| tblVehicleEF | HHD | 0.05 | 0.00 |
| tblVehicleEF | HHD | 1.04 | 4.94 |
| tblVehicleEF | HHD | 0.95 | 0.63 |
| tblVehicleEF | HHD | 3.68 | 8.0200e-004 |
| tblVehicleEF | HHD | 4,276.90 | 726.99 |
| tblVehicleEF | HHD | 1,498.85 | 1,431.68 |
| tblVehicleEF | HHD | 12.27 | 9.5600e-003 |
| tblVehicleEF | HHD | 12.55 | 3.63 |
| tblVehicleEF | HHD | 1.53 | 1.39 |
| tblVehicleEF | HHD | 19.18 | 2.60 |
| tblVehicleEF | HHD | 3.1050e-003 | 1.5530e-003 |
| tblVehicleEF | HHD | 0.06 | 0.08 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 5.6600e-003 | 0.02 |
| tblVehicleEF | HHD | 1.3500e-004 | 0.00 |
| tblVehicleEF | HHD | 2.9700e-003 | 1.4790e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.8550e-003 | 8.7860e-003 |
| tblVehicleEF | HHD | 5.4140e-003 | 0.02 |
| tblVehicleEF | HHD | 1.2400e-004 | 0.00 |
| tblVehicleEF | HHD | 2.2000e-004 | 5.8000e-005 |
| tblVehicleEF | HHD | 4.9400e-003 | 1.4000e-005 |

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|---|---|---|---|
| tblVehicleEF | HHD | 0.35 | 0.33 |
| tblVehicleEF | HHD | 1.2700e-004 | 0.00 |
| tblVehicleEF | HHD | 0.08 | 0.01 |
| tblVehicleEF | HHD | 4.0200e-004 | 1.1900e-004 |
| tblVehicleEF | HHD | 0.07 | 0.00 |
| tblVehicleEF | HHD | 0.04 | 6.2630e-003 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 1.8200e-004 | 0.00 |
| tblVehicleEF | HHD | 2.2000e-004 | 5.8000e-005 |
| tblVehicleEF | HHD | 4.9400e-003 | 1.4000e-005 |
| tblVehicleEF | HHD | 0.41 | 0.56 |
| tblVehicleEF | HHD | 1.2700e-004 | 0.00 |
| tblVehicleEF | HHD | 0.15 | 0.00 |
| tblVehicleEF | HHD | 4.0200e-004 | 1.1900e-004 |
| tblVehicleEF | HHD | 0.07 | 0.00 |
| tblVehicleEF | HHD | 0.29 | 0.20 |
| tblVehicleEF | HHD | 0.06 | 0.09 |
| tblVehicleEF | HHD | 0.06 | 0.00 |
| tblVehicleEF | HHD | 1.97 | 5.08 |
| tblVehicleEF | HHD | 0.93 | 0.63 |
| tblVehicleEF | HHD | 4.30 | 9.3600e-004 |
| tblVehicleEF | HHD | 3,705.83 | 746.19 |
| tblVehicleEF | HHD | 1,498.85 | 1,431.68 |
| tblVehicleEF | HHD | 12.27 | 9.7730e-003 |
| tblVehicleEF | HHD | 11.62 | 4.05 |
| tblVehicleEF | HHD | 1.62 | 1.47 |
| tblVehicleEF | HHD | 19.22 | 2.60 |

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|---|---|---|---|
| tblVehicleEF | HHD | 4.4810e-003 | 1.9920e-003 |
| tblVehicleEF | HHD | 0.06 | 0.08 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 5.6600e-003 | 0.02 |
| tblVehicleEF | HHD | 1.3500e-004 | 0.00 |
| tblVehicleEF | HHD | 4.2870e-003 | 1.8990e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.8550e-003 | 8.7860e-003 |
| tblVehicleEF | HHD | 5.4140e-003 | 0.02 |
| tblVehicleEF | HHD | 1.2400e-004 | 0.00 |
| tblVehicleEF | HHD | 5.4000e-005 | 3.5000e-005 |
| tblVehicleEF | HHD | 4.7240e-003 | 1.2000e-005 |
| tblVehicleEF | HHD | 0.40 | 0.29 |
| tblVehicleEF | HHD | 3.5000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.08 | 0.01 |
| tblVehicleEF | HHD | 4.7200e-004 | 1.2000e-004 |
| tblVehicleEF | HHD | 0.08 | 0.00 |
| tblVehicleEF | HHD | 0.03 | 6.4450e-003 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 1.9200e-004 | 0.00 |
| tblVehicleEF | HHD | 5.4000e-005 | 3.5000e-005 |
| tblVehicleEF | HHD | 4.7240e-003 | 1.2000e-005 |
| tblVehicleEF | HHD | 0.47 | 0.51 |
| tblVehicleEF | HHD | 3.5000e-005 | 0.00 |
| tblVehicleEF | HHD | 0.15 | 0.00 |
| tblVehicleEF | HHD | 4.7200e-004 | 1.2000e-004 |
| tblVehicleEF | HHD | 0.08 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | LDA | 1.8990e-003 | 1.2480e-003 |
| tblVehicleEF | LDA | 2.1050e-003 | 0.05 |
| tblVehicleEF | LDA | 0.33 | 0.48 |
| tblVehicleEF | LDA | 0.63 | 2.25 |
| tblVehicleEF | LDA | 181.37 | 218.64 |
| tblVehicleEF | LDA | 42.51 | 56.35 |
| tblVehicleEF | LDA | 0.03 | 0.02 |
| tblVehicleEF | LDA | 0.03 | 0.19 |
| tblVehicleEF | LDA | 0.04 | 7.0780e-003 |
| tblVehicleEF | LDA | 1.1470e-003 | 8.3800e-004 |
| tblVehicleEF | LDA | 1.8260e-003 | 1.4820e-003 |
| tblVehicleEF | LDA | 0.02 | 2.4770e-003 |
| tblVehicleEF | LDA | 1.0560e-003 | 7.7100e-004 |
| tblVehicleEF | LDA | 1.6790e-003 | 1.3630e-003 |
| tblVehicleEF | LDA | 0.02 | 0.23 |
| tblVehicleEF | LDA | 0.06 | 0.06 |
| tblVehicleEF | LDA | 0.02 | 0.00 |
| tblVehicleEF | LDA | 4.7560e-003 | 4.3400e-003 |
| tblVehicleEF | LDA | 0.03 | 0.17 |
| tblVehicleEF | LDA | 0.03 | 0.22 |
| tblVehicleEF | LDA | 1.8150e-003 | 2.1610e-003 |
| tblVehicleEF | LDA | 4.3500e-004 | 5.5700e-004 |
| tblVehicleEF | LDA | 0.02 | 0.23 |
| tblVehicleEF | LDA | 0.06 | 0.06 |
| tblVehicleEF | LDA | 0.02 | 0.00 |
| tblVehicleEF | LDA | 6.9190e-003 | 0.24 |
| tblVehicleEF | LDA | 0.03 | 0.17 |

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|---|---|---|---|
| tblVehicleEF | LDA | 0.03 | 0.24 |
| tblVehicleEF | LDA | 2.1170e-003 | 1.3350e-003 |
| tblVehicleEF | LDA | 1.7490e-003 | 0.04 |
| tblVehicleEF | LDA | 0.40 | 0.64 |
| tblVehicleEF | LDA | 0.50 | 1.74 |
| tblVehicleEF | LDA | 195.48 | 235.79 |
| tblVehicleEF | LDA | 42.51 | 55.39 |
| tblVehicleEF | LDA | 0.02 | 0.02 |
| tblVehicleEF | LDA | 0.03 | 0.17 |
| tblVehicleEF | LDA | 0.04 | 7.0780e-003 |
| tblVehicleEF | LDA | 1.1470e-003 | 8.3800e-004 |
| tblVehicleEF | LDA | 1.8260e-003 | 1.4820e-003 |
| tblVehicleEF | LDA | 0.02 | 2.4770e-003 |
| tblVehicleEF | LDA | 1.0560e-003 | 7.7100e-004 |
| tblVehicleEF | LDA | 1.6790e-003 | 1.3630e-003 |
| tblVehicleEF | LDA | 0.04 | 0.28 |
| tblVehicleEF | LDA | 0.06 | 0.06 |
| tblVehicleEF | LDA | 0.03 | 0.00 |
| tblVehicleEF | LDA | 5.2960e-003 | 4.5560e-003 |
| tblVehicleEF | LDA | 0.03 | 0.17 |
| tblVehicleEF | LDA | 0.02 | 0.18 |
| tblVehicleEF | LDA | 1.9570e-003 | 2.3310e-003 |
| tblVehicleEF | LDA | 4.3300e-004 | 5.4800e-004 |
| tblVehicleEF | LDA | 0.04 | 0.28 |
| tblVehicleEF | LDA | 0.06 | 0.06 |
| tblVehicleEF | LDA | 0.03 | 0.00 |
| tblVehicleEF | LDA | 7.7080e-003 | 0.19 |

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|---|---|---|---|
| tblVehicleEF | LDA | 0.03 | 0.17 |
| tblVehicleEF | LDA | 0.03 | 0.20 |
| tblVehicleEF | LDA | 1.8430e-003 | 1.2080e-003 |
| tblVehicleEF | LDA | 2.3800e-003 | 0.06 |
| tblVehicleEF | LDA | 0.33 | 0.46 |
| tblVehicleEF | LDA | 0.74 | 2.66 |
| tblVehicleEF | LDA | 179.05 | 215.83 |
| tblVehicleEF | LDA | 42.51 | 57.11 |
| tblVehicleEF | LDA | 0.03 | 0.03 |
| tblVehicleEF | LDA | 0.03 | 0.21 |
| tblVehicleEF | LDA | 0.04 | 7.0780e-003 |
| tblVehicleEF | LDA | 1.1470e-003 | 8.3800e-004 |
| tblVehicleEF | LDA | 1.8260e-003 | 1.4820e-003 |
| tblVehicleEF | LDA | 0.02 | 2.4770e-003 |
| tblVehicleEF | LDA | 1.0560e-003 | 7.7100e-004 |
| tblVehicleEF | LDA | 1.6790e-003 | 1.3630e-003 |
| tblVehicleEF | LDA | 8.9040e-003 | 0.22 |
| tblVehicleEF | LDA | 0.06 | 0.06 |
| tblVehicleEF | LDA | 8.0600e-003 | 0.00 |
| tblVehicleEF | LDA | 4.6190e-003 | 4.2580e-003 |
| tblVehicleEF | LDA | 0.04 | 0.17 |
| tblVehicleEF | LDA | 0.03 | 0.25 |
| tblVehicleEF | LDA | 1.7920e-003 | 2.1340e-003 |
| tblVehicleEF | LDA | 4.3700e-004 | 5.6500e-004 |
| tblVehicleEF | LDA | 8.9040e-003 | 0.22 |
| tblVehicleEF | LDA | 0.06 | 0.06 |
| tblVehicleEF | LDA | 8.0600e-003 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | LDA | 6.7200e-003 | 0.28 |
| tblVehicleEF | LDA | 0.04 | 0.17 |
| tblVehicleEF | LDA | 0.04 | 0.28 |
| tblVehicleEF | LDT1 | 3.6800e-003 | 3.2730e-003 |
| tblVehicleEF | LDT1 | 4.5270e-003 | 0.07 |
| tblVehicleEF | LDT1 | 0.55 | 0.90 |
| tblVehicleEF | LDT1 | 1.12 | 3.44 |
| tblVehicleEF | LDT1 | 233.07 | 296.02 |
| tblVehicleEF | LDT1 | 54.62 | 76.29 |
| tblVehicleEF | LDT1 | 0.05 | 0.07 |
| tblVehicleEF | LDT1 | 0.06 | 0.27 |
| tblVehicleEF | LDT1 | 0.04 | 9.1380e-003 |
| tblVehicleEF | LDT1 | 1.4520e-003 | 1.2600e-003 |
| tblVehicleEF | LDT1 | 2.1870e-003 | 2.0730e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.1980e-003 |
| tblVehicleEF | LDT1 | 1.3350e-003 | 1.1590e-003 |
| tblVehicleEF | LDT1 | 2.0110e-003 | 1.9060e-003 |
| tblVehicleEF | LDT1 | 0.05 | 0.47 |
| tblVehicleEF | LDT1 | 0.12 | 0.12 |
| tblVehicleEF | LDT1 | 0.04 | 0.00 |
| tblVehicleEF | LDT1 | 9.1170e-003 | 0.01 |
| tblVehicleEF | LDT1 | 0.09 | 0.36 |
| tblVehicleEF | LDT1 | 0.06 | 0.34 |
| tblVehicleEF | LDT1 | 2.3350e-003 | 2.9260e-003 |
| tblVehicleEF | LDT1 | 5.6500e-004 | 7.5400e-004 |
| tblVehicleEF | LDT1 | 0.05 | 0.47 |
| tblVehicleEF | LDT1 | 0.12 | 0.12 |

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|---|---|---|---|
| tblVehicleEF | LDT1 | 0.04 | 0.00 |
| tblVehicleEF | LDT1 | 0.01 | 0.37 |
| tblVehicleEF | LDT1 | 0.09 | 0.36 |
| tblVehicleEF | LDT1 | 0.07 | 0.37 |
| tblVehicleEF | LDT1 | 4.0780e-003 | 3.4880e-003 |
| tblVehicleEF | LDT1 | 3.7490e-003 | 0.06 |
| tblVehicleEF | LDT1 | 0.64 | 1.18 |
| tblVehicleEF | LDT1 | 0.88 | 2.69 |
| tblVehicleEF | LDT1 | 250.70 | 316.52 |
| tblVehicleEF | LDT1 | 54.62 | 74.90 |
| tblVehicleEF | LDT1 | 0.04 | 0.06 |
| tblVehicleEF | LDT1 | 0.05 | 0.24 |
| tblVehicleEF | LDT1 | 0.04 | 9.1380e-003 |
| tblVehicleEF | LDT1 | 1.4520e-003 | 1.2600e-003 |
| tblVehicleEF | LDT1 | 2.1870e-003 | 2.0730e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.1980e-003 |
| tblVehicleEF | LDT1 | 1.3350e-003 | 1.1590e-003 |
| tblVehicleEF | LDT1 | 2.0110e-003 | 1.9060e-003 |
| tblVehicleEF | LDT1 | 0.10 | 0.59 |
| tblVehicleEF | LDT1 | 0.13 | 0.13 |
| tblVehicleEF | LDT1 | 0.08 | 0.00 |
| tblVehicleEF | LDT1 | 0.01 | 0.01 |
| tblVehicleEF | LDT1 | 0.09 | 0.36 |
| tblVehicleEF | LDT1 | 0.05 | 0.28 |
| tblVehicleEF | LDT1 | 2.5130e-003 | 3.1290e-003 |
| tblVehicleEF | LDT1 | 5.6100e-004 | 7.4000e-004 |
| tblVehicleEF | LDT1 | 0.10 | 0.59 |

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|---|---|---|---|
| tblVehicleEF | LDT1 | 0.13 | 0.13 |
| tblVehicleEF | LDT1 | 0.08 | 0.00 |
| tblVehicleEF | LDT1 | 0.01 | 0.31 |
| tblVehicleEF | LDT1 | 0.09 | 0.36 |
| tblVehicleEF | LDT1 | 0.06 | 0.31 |
| tblVehicleEF | LDT1 | 3.5790e-003 | 3.1760e-003 |
| tblVehicleEF | LDT1 | 5.1270e-003 | 0.08 |
| tblVehicleEF | LDT1 | 0.54 | 0.86 |
| tblVehicleEF | LDT1 | 1.31 | 4.05 |
| tblVehicleEF | LDT1 | 230.17 | 292.66 |
| tblVehicleEF | LDT1 | 54.62 | 77.40 |
| tblVehicleEF | LDT1 | 0.05 | 0.07 |
| tblVehicleEF | LDT1 | 0.06 | 0.30 |
| tblVehicleEF | LDT1 | 0.04 | 9.1380e-003 |
| tblVehicleEF | LDT1 | 1.4520e-003 | 1.2600e-003 |
| tblVehicleEF | LDT1 | 2.1870e-003 | 2.0730e-003 |
| tblVehicleEF | LDT1 | 0.02 | 3.1980e-003 |
| tblVehicleEF | LDT1 | 1.3350e-003 | 1.1590e-003 |
| tblVehicleEF | LDT1 | 2.0110e-003 | 1.9060e-003 |
| tblVehicleEF | LDT1 | 0.02 | 0.44 |
| tblVehicleEF | LDT1 | 0.12 | 0.11 |
| tblVehicleEF | LDT1 | 0.02 | 0.00 |
| tblVehicleEF | LDT1 | 8.8690e-003 | 0.01 |
| tblVehicleEF | LDT1 | 0.11 | 0.36 |
| tblVehicleEF | LDT1 | 0.07 | 0.39 |
| tblVehicleEF | LDT1 | 2.3060e-003 | 2.8930e-003 |
| tblVehicleEF | LDT1 | 5.6800e-004 | 7.6500e-004 |

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|---|---|---|---|
| tblVehicleEF | LDT1 | 0.02 | 0.44 |
| tblVehicleEF | LDT1 | 0.12 | 0.11 |
| tblVehicleEF | LDT1 | 0.02 | 0.00 |
| tblVehicleEF | LDT1 | 0.01 | 0.42 |
| tblVehicleEF | LDT1 | 0.11 | 0.36 |
| tblVehicleEF | LDT1 | 0.08 | 0.42 |
| tblVehicleEF | LDT2 | 2.9960e-003 | 1.8770e-003 |
| tblVehicleEF | LDT2 | 3.1970e-003 | 0.06 |
| tblVehicleEF | LDT2 | 0.49 | 0.64 |
| tblVehicleEF | LDT2 | 0.89 | 2.80 |
| tblVehicleEF | LDT2 | 264.16 | 304.99 |
| tblVehicleEF | LDT2 | 61.38 | 77.29 |
| tblVehicleEF | LDT2 | 0.04 | 0.04 |
| tblVehicleEF | LDT2 | 0.05 | 0.25 |
| tblVehicleEF | LDT2 | 0.04 | 8.8380e-003 |
| tblVehicleEF | LDT2 | 1.3060e-003 | 9.8900e-004 |
| tblVehicleEF | LDT2 | 2.0190e-003 | 1.6570e-003 |
| tblVehicleEF | LDT2 | 0.02 | 3.0930e-003 |
| tblVehicleEF | LDT2 | 1.2010e-003 | 9.1000e-004 |
| tblVehicleEF | LDT2 | 1.8570e-003 | 1.5240e-003 |
| tblVehicleEF | LDT2 | 0.03 | 0.25 |
| tblVehicleEF | LDT2 | 0.07 | 0.06 |
| tblVehicleEF | LDT2 | 0.03 | 0.00 |
| tblVehicleEF | LDT2 | 7.4390e-003 | 6.8650e-003 |
| tblVehicleEF | LDT2 | 0.06 | 0.18 |
| tblVehicleEF | LDT2 | 0.04 | 0.28 |
| tblVehicleEF | LDT2 | 2.6450e-003 | 3.0150e-003 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 6.2800e-004 | 7.6400e-004 |
| tblVehicleEF | LDT2 | 0.03 | 0.25 |
| tblVehicleEF | LDT2 | 0.07 | 0.06 |
| tblVehicleEF | LDT2 | 0.03 | 0.00 |
| tblVehicleEF | LDT2 | 0.01 | 0.30 |
| tblVehicleEF | LDT2 | 0.06 | 0.18 |
| tblVehicleEF | LDT2 | 0.05 | 0.30 |
| tblVehicleEF | LDT2 | 3.3340e-003 | 2.0050e-003 |
| tblVehicleEF | LDT2 | 2.6800e-003 | 0.05 |
| tblVehicleEF | LDT2 | 0.58 | 0.85 |
| tblVehicleEF | LDT2 | 0.72 | 2.18 |
| tblVehicleEF | LDT2 | 284.25 | 324.13 |
| tblVehicleEF | LDT2 | 61.38 | 76.15 |
| tblVehicleEF | LDT2 | 0.04 | 0.04 |
| tblVehicleEF | LDT2 | 0.04 | 0.22 |
| tblVehicleEF | LDT2 | 0.04 | 8.8380e-003 |
| tblVehicleEF | LDT2 | 1.3060e-003 | 9.8900e-004 |
| tblVehicleEF | LDT2 | 2.0190e-003 | 1.6570e-003 |
| tblVehicleEF | LDT2 | 0.02 | 3.0930e-003 |
| tblVehicleEF | LDT2 | 1.2010e-003 | 9.1000e-004 |
| tblVehicleEF | LDT2 | 1.8570e-003 | 1.5240e-003 |
| tblVehicleEF | LDT2 | 0.06 | 0.31 |
| tblVehicleEF | LDT2 | 0.08 | 0.07 |
| tblVehicleEF | LDT2 | 0.06 | 0.00 |
| tblVehicleEF | LDT2 | 8.2750e-003 | 7.2050e-003 |
| tblVehicleEF | LDT2 | 0.05 | 0.19 |
| tblVehicleEF | LDT2 | 0.04 | 0.23 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 2.8470e-003 | 3.2040e-003 |
| tblVehicleEF | LDT2 | 6.2500e-004 | 7.5300e-004 |
| tblVehicleEF | LDT2 | 0.06 | 0.31 |
| tblVehicleEF | LDT2 | 0.08 | 0.07 |
| tblVehicleEF | LDT2 | 0.06 | 0.00 |
| tblVehicleEF | LDT2 | 0.01 | 0.25 |
| tblVehicleEF | LDT2 | 0.05 | 0.19 |
| tblVehicleEF | LDT2 | 0.04 | 0.25 |
| tblVehicleEF | LDT2 | 2.9100e-003 | 1.8180e-003 |
| tblVehicleEF | LDT2 | 3.5970e-003 | 0.07 |
| tblVehicleEF | LDT2 | 0.48 | 0.61 |
| tblVehicleEF | LDT2 | 1.03 | 3.29 |
| tblVehicleEF | LDT2 | 260.85 | 301.85 |
| tblVehicleEF | LDT2 | 61.38 | 78.19 |
| tblVehicleEF | LDT2 | 0.04 | 0.05 |
| tblVehicleEF | LDT2 | 0.05 | 0.27 |
| tblVehicleEF | LDT2 | 0.04 | 8.8380e-003 |
| tblVehicleEF | LDT2 | 1.3060e-003 | 9.8900e-004 |
| tblVehicleEF | LDT2 | 2.0190e-003 | 1.6570e-003 |
| tblVehicleEF | LDT2 | 0.02 | 3.0930e-003 |
| tblVehicleEF | LDT2 | 1.2010e-003 | 9.1000e-004 |
| tblVehicleEF | LDT2 | 1.8570e-003 | 1.5240e-003 |
| tblVehicleEF | LDT2 | 0.01 | 0.24 |
| tblVehicleEF | LDT2 | 0.07 | 0.06 |
| tblVehicleEF | LDT2 | 0.01 | 0.00 |
| tblVehicleEF | LDT2 | 7.2270e-003 | 6.7360e-003 |
| tblVehicleEF | LDT2 | 0.07 | 0.19 |

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|---|---|---|---|
| tblVehicleEF | LDT2 | 0.05 | 0.31 |
| tblVehicleEF | LDT2 | 2.6110e-003 | 2.9840e-003 |
| tblVehicleEF | LDT2 | 6.3000e-004 | 7.7300e-004 |
| tblVehicleEF | LDT2 | 0.01 | 0.24 |
| tblVehicleEF | LDT2 | 0.07 | 0.06 |
| tblVehicleEF | LDT2 | 0.01 | 0.00 |
| tblVehicleEF | LDT2 | 0.01 | 0.34 |
| tblVehicleEF | LDT2 | 0.07 | 0.19 |
| tblVehicleEF | LDT2 | 0.05 | 0.34 |
| tblVehicleEF | LHD1 | 3.9820e-003 | 4.3450e-003 |
| tblVehicleEF | LHD1 | 8.6490e-003 | 3.9970e-003 |
| tblVehicleEF | LHD1 | 0.01 | 0.02 |
| tblVehicleEF | LHD1 | 0.14 | 0.18 |
| tblVehicleEF | LHD1 | 0.61 | 0.54 |
| tblVehicleEF | LHD1 | 1.67 | 2.00 |
| tblVehicleEF | LHD1 | 8.93 | 8.03 |
| tblVehicleEF | LHD1 | 641.43 | 696.71 |
| tblVehicleEF | LHD1 | 26.94 | 16.13 |
| tblVehicleEF | LHD1 | 0.06 | 0.04 |
| tblVehicleEF | LHD1 | 0.53 | 0.31 |
| tblVehicleEF | LHD1 | 0.67 | 0.33 |
| tblVehicleEF | LHD1 | 7.8900e-004 | 6.6600e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.07 |
| tblVehicleEF | LHD1 | 0.01 | 9.3430e-003 |
| tblVehicleEF | LHD1 | 0.01 | 9.1890e-003 |
| tblVehicleEF | LHD1 | 6.6500e-004 | 1.3400e-004 |
| tblVehicleEF | LHD1 | 7.5500e-004 | 6.3700e-004 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 0.03 | 0.03 |
| tblVehicleEF | LHD1 | 2.6030e-003 | 2.3360e-003 |
| tblVehicleEF | LHD1 | 9.7020e-003 | 8.7600e-003 |
| tblVehicleEF | LHD1 | 6.1100e-004 | 1.2300e-004 |
| tblVehicleEF | LHD1 | 1.8620e-003 | 0.09 |
| tblVehicleEF | LHD1 | 0.08 | 0.02 |
| tblVehicleEF | LHD1 | 0.01 | 0.02 |
| tblVehicleEF | LHD1 | 1.0210e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.10 | 0.05 |
| tblVehicleEF | LHD1 | 0.26 | 0.12 |
| tblVehicleEF | LHD1 | 0.15 | 0.08 |
| tblVehicleEF | LHD1 | 8.9000e-005 | 7.8000e-005 |
| tblVehicleEF | LHD1 | 6.2670e-003 | 6.7980e-003 |
| tblVehicleEF | LHD1 | 3.0000e-004 | 1.5900e-004 |
| tblVehicleEF | LHD1 | 1.8620e-003 | 0.09 |
| tblVehicleEF | LHD1 | 0.08 | 0.02 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.0210e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.11 | 0.08 |
| tblVehicleEF | LHD1 | 0.26 | 0.12 |
| tblVehicleEF | LHD1 | 0.16 | 0.08 |
| tblVehicleEF | LHD1 | 3.9820e-003 | 4.3650e-003 |
| tblVehicleEF | LHD1 | 8.7940e-003 | 4.4780e-003 |
| tblVehicleEF | LHD1 | 0.01 | 0.02 |
| tblVehicleEF | LHD1 | 0.14 | 0.18 |
| tblVehicleEF | LHD1 | 0.62 | 0.56 |
| tblVehicleEF | LHD1 | 1.55 | 1.87 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 8.93 | 8.03 |
| tblVehicleEF | LHD1 | 641.43 | 696.73 |
| tblVehicleEF | LHD1 | 26.94 | 15.90 |
| tblVehicleEF | LHD1 | 0.06 | 0.04 |
| tblVehicleEF | LHD1 | 0.51 | 0.30 |
| tblVehicleEF | LHD1 | 0.63 | 0.31 |
| tblVehicleEF | LHD1 | 7.8900e-004 | 6.6600e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.07 |
| tblVehicleEF | LHD1 | 0.01 | 9.3430e-003 |
| tblVehicleEF | LHD1 | 0.01 | 9.1890e-003 |
| tblVehicleEF | LHD1 | 6.6500e-004 | 1.3400e-004 |
| tblVehicleEF | LHD1 | 7.5500e-004 | 6.3700e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.03 |
| tblVehicleEF | LHD1 | 2.6030e-003 | 2.3360e-003 |
| tblVehicleEF | LHD1 | 9.7020e-003 | 8.7600e-003 |
| tblVehicleEF | LHD1 | 6.1100e-004 | 1.2300e-004 |
| tblVehicleEF | LHD1 | 4.1100e-003 | 0.11 |
| tblVehicleEF | LHD1 | 0.09 | 0.02 |
| tblVehicleEF | LHD1 | 0.01 | 0.02 |
| tblVehicleEF | LHD1 | 2.0300e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.10 | 0.05 |
| tblVehicleEF | LHD1 | 0.25 | 0.13 |
| tblVehicleEF | LHD1 | 0.14 | 0.07 |
| tblVehicleEF | LHD1 | 8.9000e-005 | 7.8000e-005 |
| tblVehicleEF | LHD1 | 6.2670e-003 | 6.7980e-003 |
| tblVehicleEF | LHD1 | 2.9800e-004 | 1.5700e-004 |
| tblVehicleEF | LHD1 | 4.1100e-003 | 0.11 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 0.09 | 0.02 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 2.0300e-003 | 0.00 |
| tblVehicleEF | LHD1 | 0.11 | 0.07 |
| tblVehicleEF | LHD1 | 0.25 | 0.13 |
| tblVehicleEF | LHD1 | 0.15 | 0.08 |
| tblVehicleEF | LHD1 | 3.9820e-003 | 4.3280e-003 |
| tblVehicleEF | LHD1 | 8.5310e-003 | 4.3420e-003 |
| tblVehicleEF | LHD1 | 0.01 | 0.02 |
| tblVehicleEF | LHD1 | 0.14 | 0.18 |
| tblVehicleEF | LHD1 | 0.61 | 0.53 |
| tblVehicleEF | LHD1 | 1.78 | 2.13 |
| tblVehicleEF | LHD1 | 8.93 | 8.03 |
| tblVehicleEF | LHD1 | 641.43 | 696.69 |
| tblVehicleEF | LHD1 | 26.94 | 16.36 |
| tblVehicleEF | LHD1 | 0.06 | 0.04 |
| tblVehicleEF | LHD1 | 0.54 | 0.31 |
| tblVehicleEF | LHD1 | 0.71 | 0.35 |
| tblVehicleEF | LHD1 | 7.8900e-004 | 6.6600e-004 |
| tblVehicleEF | LHD1 | 0.08 | 0.07 |
| tblVehicleEF | LHD1 | 0.01 | 9.3430e-003 |
| tblVehicleEF | LHD1 | 0.01 | 9.1890e-003 |
| tblVehicleEF | LHD1 | 6.6500e-004 | 1.3400e-004 |
| tblVehicleEF | LHD1 | 7.5500e-004 | 6.3700e-004 |
| tblVehicleEF | LHD1 | 0.03 | 0.03 |
| tblVehicleEF | LHD1 | 2.6030e-003 | 2.3360e-003 |
| tblVehicleEF | LHD1 | 9.7020e-003 | 8.7600e-003 |

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|---|---|---|---|
| tblVehicleEF | LHD1 | 6.1100e-004 | 1.2300e-004 |
| tblVehicleEF | LHD1 | 9.7100e-004 | 0.08 |
| tblVehicleEF | LHD1 | 0.09 | 0.02 |
| tblVehicleEF | LHD1 | 0.01 | 0.02 |
| tblVehicleEF | LHD1 | 5.5400e-004 | 0.00 |
| tblVehicleEF | LHD1 | 0.10 | 0.05 |
| tblVehicleEF | LHD1 | 0.29 | 0.13 |
| tblVehicleEF | LHD1 | 0.16 | 0.08 |
| tblVehicleEF | LHD1 | 8.9000e-005 | 7.8000e-005 |
| tblVehicleEF | LHD1 | 6.2670e-003 | 6.7980e-003 |
| tblVehicleEF | LHD1 | 3.0200e-004 | 1.6200e-004 |
| tblVehicleEF | LHD1 | 9.7100e-004 | 0.08 |
| tblVehicleEF | LHD1 | 0.09 | 0.02 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 5.5400e-004 | 0.00 |
| tblVehicleEF | LHD1 | 0.11 | 0.08 |
| tblVehicleEF | LHD1 | 0.29 | 0.13 |
| tblVehicleEF | LHD1 | 0.17 | 0.09 |
| tblVehicleEF | LHD2 | 2.5430e-003 | 2.4970e-003 |
| tblVehicleEF | LHD2 | 5.3180e-003 | 4.4690e-003 |
| tblVehicleEF | LHD2 | 3.2330e-003 | 8.5110e-003 |
| tblVehicleEF | LHD2 | 0.12 | 0.13 |
| tblVehicleEF | LHD2 | 0.45 | 0.38 |
| tblVehicleEF | LHD2 | 0.88 | 1.01 |
| tblVehicleEF | LHD2 | 13.62 | 12.91 |
| tblVehicleEF | LHD2 | 675.95 | 746.39 |
| tblVehicleEF | LHD2 | 21.83 | 8.14 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.07 | 0.07 |
| tblVehicleEF | LHD2 | 0.22 | 0.49 |
| tblVehicleEF | LHD2 | 0.26 | 0.18 |
| tblVehicleEF | LHD2 | 1.0460e-003 | 1.3660e-003 |
| tblVehicleEF | LHD2 | 0.09 | 0.09 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 9.3120e-003 | 0.02 |
| tblVehicleEF | LHD2 | 3.7400e-004 | 5.3000e-005 |
| tblVehicleEF | LHD2 | 1.0000e-003 | 1.3070e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.7080e-003 | 2.6340e-003 |
| tblVehicleEF | LHD2 | 8.8860e-003 | 0.02 |
| tblVehicleEF | LHD2 | 3.4400e-004 | 4.9000e-005 |
| tblVehicleEF | LHD2 | 5.1500e-004 | 0.05 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 3.0800e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.09 | 0.08 |
| tblVehicleEF | LHD2 | 0.04 | 0.06 |
| tblVehicleEF | LHD2 | 0.04 | 0.04 |
| tblVehicleEF | LHD2 | 1.3300e-004 | 1.2400e-004 |
| tblVehicleEF | LHD2 | 6.5670e-003 | 7.1800e-003 |
| tblVehicleEF | LHD2 | 2.3300e-004 | 8.0000e-005 |
| tblVehicleEF | LHD2 | 5.1500e-004 | 0.05 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |
| tblVehicleEF | LHD2 | 0.01 | 0.02 |
| tblVehicleEF | LHD2 | 3.0800e-004 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.11 | 0.04 |
| tblVehicleEF | LHD2 | 0.04 | 0.06 |
| tblVehicleEF | LHD2 | 0.05 | 0.04 |
| tblVehicleEF | LHD2 | 2.5430e-003 | 2.5080e-003 |
| tblVehicleEF | LHD2 | 5.3550e-003 | 4.4950e-003 |
| tblVehicleEF | LHD2 | 3.1180e-003 | 8.0650e-003 |
| tblVehicleEF | LHD2 | 0.12 | 0.13 |
| tblVehicleEF | LHD2 | 0.45 | 0.39 |
| tblVehicleEF | LHD2 | 0.83 | 0.94 |
| tblVehicleEF | LHD2 | 13.62 | 12.91 |
| tblVehicleEF | LHD2 | 675.95 | 746.40 |
| tblVehicleEF | LHD2 | 21.83 | 8.02 |
| tblVehicleEF | LHD2 | 0.07 | 0.07 |
| tblVehicleEF | LHD2 | 0.21 | 0.47 |
| tblVehicleEF | LHD2 | 0.25 | 0.17 |
| tblVehicleEF | LHD2 | 1.0460e-003 | 1.3660e-003 |
| tblVehicleEF | LHD2 | 0.09 | 0.09 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 9.3120e-003 | 0.02 |
| tblVehicleEF | LHD2 | 3.7400e-004 | 5.3000e-005 |
| tblVehicleEF | LHD2 | 1.0000e-003 | 1.3070e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.7080e-003 | 2.6340e-003 |
| tblVehicleEF | LHD2 | 8.8860e-003 | 0.02 |
| tblVehicleEF | LHD2 | 3.4400e-004 | 4.9000e-005 |
| tblVehicleEF | LHD2 | 1.1340e-003 | 0.05 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 6.1500e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.09 | 0.08 |
| tblVehicleEF | LHD2 | 0.04 | 0.06 |
| tblVehicleEF | LHD2 | 0.04 | 0.04 |
| tblVehicleEF | LHD2 | 1.3300e-004 | 1.2400e-004 |
| tblVehicleEF | LHD2 | 6.5670e-003 | 7.1800e-003 |
| tblVehicleEF | LHD2 | 2.3200e-004 | 7.9000e-005 |
| tblVehicleEF | LHD2 | 1.1340e-003 | 0.05 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |
| tblVehicleEF | LHD2 | 0.01 | 0.02 |
| tblVehicleEF | LHD2 | 6.1500e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.11 | 0.04 |
| tblVehicleEF | LHD2 | 0.04 | 0.06 |
| tblVehicleEF | LHD2 | 0.05 | 0.04 |
| tblVehicleEF | LHD2 | 2.5430e-003 | 2.4880e-003 |
| tblVehicleEF | LHD2 | 5.2890e-003 | 4.4480e-003 |
| tblVehicleEF | LHD2 | 3.3310e-003 | 8.8940e-003 |
| tblVehicleEF | LHD2 | 0.12 | 0.13 |
| tblVehicleEF | LHD2 | 0.45 | 0.38 |
| tblVehicleEF | LHD2 | 0.94 | 1.08 |
| tblVehicleEF | LHD2 | 13.62 | 12.91 |
| tblVehicleEF | LHD2 | 675.95 | 746.38 |
| tblVehicleEF | LHD2 | 21.83 | 8.25 |
| tblVehicleEF | LHD2 | 0.07 | 0.07 |
| tblVehicleEF | LHD2 | 0.22 | 0.49 |
| tblVehicleEF | LHD2 | 0.27 | 0.19 |

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|---|---|---|---|
| tblVehicleEF | LHD2 | 1.0460e-003 | 1.3660e-003 |
| tblVehicleEF | LHD2 | 0.09 | 0.09 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 9.3120e-003 | 0.02 |
| tblVehicleEF | LHD2 | 3.7400e-004 | 5.3000e-005 |
| tblVehicleEF | LHD2 | 1.0000e-003 | 1.3070e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 2.7080e-003 | 2.6340e-003 |
| tblVehicleEF | LHD2 | 8.8860e-003 | 0.02 |
| tblVehicleEF | LHD2 | 3.4400e-004 | 4.9000e-005 |
| tblVehicleEF | LHD2 | 2.7100e-004 | 0.04 |
| tblVehicleEF | LHD2 | 0.02 | 9.7350e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 1.6700e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.09 | 0.08 |
| tblVehicleEF | LHD2 | 0.05 | 0.06 |
| tblVehicleEF | LHD2 | 0.04 | 0.04 |
| tblVehicleEF | LHD2 | 1.3300e-004 | 1.2400e-004 |
| tblVehicleEF | LHD2 | 6.5670e-003 | 7.1800e-003 |
| tblVehicleEF | LHD2 | 2.3400e-004 | 8.2000e-005 |
| tblVehicleEF | LHD2 | 2.7100e-004 | 0.04 |
| tblVehicleEF | LHD2 | 0.02 | 9.7350e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.02 |
| tblVehicleEF | LHD2 | 1.6700e-004 | 0.00 |
| tblVehicleEF | LHD2 | 0.11 | 0.04 |
| tblVehicleEF | LHD2 | 0.05 | 0.06 |
| tblVehicleEF | LHD2 | 0.05 | 0.05 |

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|---|---|---|---|
| tblVehicleEF | MCY | 0.46 | 0.15 |
| tblVehicleEF | MCY | 0.16 | 0.17 |
| tblVehicleEF | MCY | 17.52 | 12.97 |
| tblVehicleEF | MCY | 10.34 | 7.46 |
| tblVehicleEF | MCY | 171.38 | 188.89 |
| tblVehicleEF | MCY | 42.85 | 46.79 |
| tblVehicleEF | MCY | 1.14 | 0.54 |
| tblVehicleEF | MCY | 0.32 | 0.12 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 2.1570e-003 | 2.0590e-003 |
| tblVehicleEF | MCY | 3.3210e-003 | 3.3140e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 2.0120e-003 | 1.9220e-003 |
| tblVehicleEF | MCY | 3.1070e-003 | 3.1020e-003 |
| tblVehicleEF | MCY | 0.88 | 1.84 |
| tblVehicleEF | MCY | 0.61 | 3.56 |
| tblVehicleEF | MCY | 0.46 | 0.00 |
| tblVehicleEF | MCY | 2.12 | 0.96 |
| tblVehicleEF | MCY | 0.46 | 3.78 |
| tblVehicleEF | MCY | 2.11 | 1.20 |
| tblVehicleEF | MCY | 2.0640e-003 | 1.8670e-003 |
| tblVehicleEF | MCY | 6.5900e-004 | 4.6300e-004 |
| tblVehicleEF | MCY | 0.88 | 1.84 |
| tblVehicleEF | MCY | 0.61 | 3.56 |
| tblVehicleEF | MCY | 0.46 | 0.00 |
| tblVehicleEF | MCY | 2.66 | 1.31 |
| tblVehicleEF | MCY | 0.46 | 3.78 |

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|---|---|---|---|
| tblVehicleEF | MCY | 2.30 | 1.31 |
| tblVehicleEF | MCY | 0.44 | 0.15 |
| tblVehicleEF | MCY | 0.13 | 0.14 |
| tblVehicleEF | MCY | 16.97 | 12.72 |
| tblVehicleEF | MCY | 8.99 | 6.54 |
| tblVehicleEF | MCY | 171.38 | 188.39 |
| tblVehicleEF | MCY | 42.85 | 44.65 |
| tblVehicleEF | MCY | 1.00 | 0.48 |
| tblVehicleEF | MCY | 0.29 | 0.11 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 2.1570e-003 | 2.0590e-003 |
| tblVehicleEF | MCY | 3.3210e-003 | 3.3140e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 2.0120e-003 | 1.9220e-003 |
| tblVehicleEF | MCY | 3.1070e-003 | 3.1020e-003 |
| tblVehicleEF | MCY | 2.25 | 2.80 |
| tblVehicleEF | MCY | 0.83 | 3.73 |
| tblVehicleEF | MCY | 1.25 | 0.00 |
| tblVehicleEF | MCY | 2.06 | 0.93 |
| tblVehicleEF | MCY | 0.43 | 3.81 |
| tblVehicleEF | MCY | 1.79 | 1.00 |
| tblVehicleEF | MCY | 2.0530e-003 | 1.8620e-003 |
| tblVehicleEF | MCY | 6.2800e-004 | 4.4100e-004 |
| tblVehicleEF | MCY | 2.25 | 2.80 |
| tblVehicleEF | MCY | 0.83 | 3.73 |
| tblVehicleEF | MCY | 1.25 | 0.00 |
| tblVehicleEF | MCY | 2.59 | 1.08 |

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|---|---|---|---|
| tblVehicleEF | MCY | 0.43 | 3.81 |
| tblVehicleEF | MCY | 1.95 | 1.08 |
| tblVehicleEF | MCY | 0.47 | 0.16 |
| tblVehicleEF | MCY | 0.18 | 0.19 |
| tblVehicleEF | MCY | 18.76 | 13.67 |
| tblVehicleEF | MCY | 11.83 | 8.51 |
| tblVehicleEF | MCY | 171.38 | 190.12 |
| tblVehicleEF | MCY | 42.85 | 49.14 |
| tblVehicleEF | MCY | 1.22 | 0.58 |
| tblVehicleEF | MCY | 0.34 | 0.13 |
| tblVehicleEF | MCY | 0.01 | 0.01 |
| tblVehicleEF | MCY | 2.1570e-003 | 2.0590e-003 |
| tblVehicleEF | MCY | 3.3210e-003 | 3.3140e-003 |
| tblVehicleEF | MCY | 5.0400e-003 | 4.2000e-003 |
| tblVehicleEF | MCY | 2.0120e-003 | 1.9220e-003 |
| tblVehicleEF | MCY | 3.1070e-003 | 3.1020e-003 |
| tblVehicleEF | MCY | 0.38 | 1.71 |
| tblVehicleEF | MCY | 0.71 | 3.33 |
| tblVehicleEF | MCY | 0.18 | 0.00 |
| tblVehicleEF | MCY | 2.19 | 0.99 |
| tblVehicleEF | MCY | 0.56 | 4.10 |
| tblVehicleEF | MCY | 2.43 | 1.40 |
| tblVehicleEF | MCY | 2.0860e-003 | 1.8800e-003 |
| tblVehicleEF | MCY | 6.9300e-004 | 4.8600e-004 |
| tblVehicleEF | MCY | 0.38 | 1.71 |
| tblVehicleEF | MCY | 0.71 | 3.33 |
| tblVehicleEF | MCY | 0.18 | 0.00 |

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|---|---|---|---|
| tblVehicleEF | MCY | 2.75 | 1.53 |
| tblVehicleEF | MCY | 0.56 | 4.10 |
| tblVehicleEF | MCY | 2.64 | 1.53 |
| tblVehicleEF | MDV | 5.1180e-003 | 2.0960e-003 |
| tblVehicleEF | MDV | 7.2260e-003 | 0.07 |
| tblVehicleEF | MDV | 0.68 | 0.66 |
| tblVehicleEF | MDV | 1.51 | 2.85 |
| tblVehicleEF | MDV | 358.67 | 364.04 |
| tblVehicleEF | MDV | 82.28 | 91.62 |
| tblVehicleEF | MDV | 0.07 | 0.05 |
| tblVehicleEF | MDV | 0.11 | 0.28 |
| tblVehicleEF | MDV | 0.04 | 8.8920e-003 |
| tblVehicleEF | MDV | 1.3880e-003 | 9.7100e-004 |
| tblVehicleEF | MDV | 2.0820e-003 | 1.6070e-003 |
| tblVehicleEF | MDV | 0.02 | 3.1120e-003 |
| tblVehicleEF | MDV | 1.2780e-003 | 8.9400e-004 |
| tblVehicleEF | MDV | 1.9150e-003 | 1.4780e-003 |
| tblVehicleEF | MDV | 0.05 | 0.28 |
| tblVehicleEF | MDV | 0.13 | 0.07 |
| tblVehicleEF | MDV | 0.05 | 0.00 |
| tblVehicleEF | MDV | 0.01 | 8.0910e-003 |
| tblVehicleEF | MDV | 0.09 | 0.21 |
| tblVehicleEF | MDV | 0.10 | 0.31 |
| tblVehicleEF | MDV | 3.5870e-003 | 3.5970e-003 |
| tblVehicleEF | MDV | 8.4800e-004 | 9.0600e-004 |
| tblVehicleEF | MDV | 0.05 | 0.28 |
| tblVehicleEF | MDV | 0.13 | 0.07 |

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|---|---|---|---|
| tblVehicleEF | MDV | 0.05 | 0.00 |
| tblVehicleEF | MDV | 0.02 | 0.34 |
| tblVehicleEF | MDV | 0.09 | 0.21 |
| tblVehicleEF | MDV | 0.11 | 0.34 |
| tblVehicleEF | MDV | 5.6870e-003 | 2.2400e-003 |
| tblVehicleEF | MDV | 6.0180e-003 | 0.06 |
| tblVehicleEF | MDV | 0.79 | 0.87 |
| tblVehicleEF | MDV | 1.21 | 2.23 |
| tblVehicleEF | MDV | 385.13 | 382.95 |
| tblVehicleEF | MDV | 82.28 | 90.44 |
| tblVehicleEF | MDV | 0.06 | 0.04 |
| tblVehicleEF | MDV | 0.10 | 0.25 |
| tblVehicleEF | MDV | 0.04 | 8.8920e-003 |
| tblVehicleEF | MDV | 1.3880e-003 | 9.7100e-004 |
| tblVehicleEF | MDV | 2.0820e-003 | 1.6070e-003 |
| tblVehicleEF | MDV | 0.02 | 3.1120e-003 |
| tblVehicleEF | MDV | 1.2780e-003 | 8.9400e-004 |
| tblVehicleEF | MDV | 1.9150e-003 | 1.4780e-003 |
| tblVehicleEF | MDV | 0.12 | 0.34 |
| tblVehicleEF | MDV | 0.14 | 0.07 |
| tblVehicleEF | MDV | 0.10 | 0.00 |
| tblVehicleEF | MDV | 0.01 | 8.4890e-003 |
| tblVehicleEF | MDV | 0.08 | 0.21 |
| tblVehicleEF | MDV | 0.08 | 0.26 |
| tblVehicleEF | MDV | 3.8530e-003 | 3.7840e-003 |
| tblVehicleEF | MDV | 8.4300e-004 | 8.9400e-004 |
| tblVehicleEF | MDV | 0.12 | 0.34 |

| | | | |
|---|---|---|---|
| tblVehicleEF | MDV | 0.14 | 0.07 |
| tblVehicleEF | MDV | 0.10 | 0.00 |
| tblVehicleEF | MDV | 0.02 | 0.28 |
| tblVehicleEF | MDV | 0.08 | 0.21 |
| tblVehicleEF | MDV | 0.09 | 0.28 |
| tblVehicleEF | MDV | 4.9720e-003 | 2.0300e-003 |
| tblVehicleEF | MDV | 8.1580e-003 | 0.07 |
| tblVehicleEF | MDV | 0.66 | 0.63 |
| tblVehicleEF | MDV | 1.75 | 3.36 |
| tblVehicleEF | MDV | 354.31 | 360.94 |
| tblVehicleEF | MDV | 82.28 | 92.56 |
| tblVehicleEF | MDV | 0.08 | 0.05 |
| tblVehicleEF | MDV | 0.12 | 0.30 |
| tblVehicleEF | MDV | 0.04 | 8.8920e-003 |
| tblVehicleEF | MDV | 1.3880e-003 | 9.7100e-004 |
| tblVehicleEF | MDV | 2.0820e-003 | 1.6070e-003 |
| tblVehicleEF | MDV | 0.02 | 3.1120e-003 |
| tblVehicleEF | MDV | 1.2780e-003 | 8.9400e-004 |
| tblVehicleEF | MDV | 1.9150e-003 | 1.4780e-003 |
| tblVehicleEF | MDV | 0.03 | 0.27 |
| tblVehicleEF | MDV | 0.13 | 0.06 |
| tblVehicleEF | MDV | 0.03 | 0.00 |
| tblVehicleEF | MDV | 0.01 | 7.9400e-003 |
| tblVehicleEF | MDV | 0.11 | 0.21 |
| tblVehicleEF | MDV | 0.11 | 0.35 |
| tblVehicleEF | MDV | 3.5440e-003 | 3.5660e-003 |
| tblVehicleEF | MDV | 8.5200e-004 | 9.1500e-004 |

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|---|---|---|---|
| tblVehicleEF | MDV | 0.03 | 0.27 |
| tblVehicleEF | MDV | 0.13 | 0.06 |
| tblVehicleEF | MDV | 0.03 | 0.00 |
| tblVehicleEF | MDV | 0.02 | 0.39 |
| tblVehicleEF | MDV | 0.11 | 0.21 |
| tblVehicleEF | MDV | 0.12 | 0.39 |
| tblVehicleEF | MH | 8.2310e-003 | 6.0740e-003 |
| tblVehicleEF | MH | 0.02 | 0.02 |
| tblVehicleEF | MH | 0.45 | 0.37 |
| tblVehicleEF | MH | 3.72 | 1.92 |
| tblVehicleEF | MH | 1,184.19 | 1,656.25 |
| tblVehicleEF | MH | 56.79 | 20.13 |
| tblVehicleEF | MH | 0.84 | 1.28 |
| tblVehicleEF | MH | 0.62 | 0.30 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 8.8300e-004 | 2.3300e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2210e-003 | 3.3360e-003 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 8.1200e-004 | 2.1400e-004 |
| tblVehicleEF | MH | 0.46 | 20.30 |
| tblVehicleEF | MH | 0.04 | 4.90 |
| tblVehicleEF | MH | 0.18 | 0.00 |
| tblVehicleEF | MH | 0.04 | 0.05 |
| tblVehicleEF | MH | 0.01 | 0.12 |

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|---|---|---|---|
| tblVehicleEF | MH | 0.22 | 0.09 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 6.3200e-004 | 1.9900e-004 |
| tblVehicleEF | MH | 0.46 | 20.30 |
| tblVehicleEF | MH | 0.04 | 4.90 |
| tblVehicleEF | MH | 0.18 | 0.00 |
| tblVehicleEF | MH | 0.05 | 0.10 |
| tblVehicleEF | MH | 0.01 | 0.12 |
| tblVehicleEF | MH | 0.24 | 0.10 |
| tblVehicleEF | MH | 8.4780e-003 | 6.2110e-003 |
| tblVehicleEF | MH | 0.02 | 0.02 |
| tblVehicleEF | MH | 0.46 | 0.38 |
| tblVehicleEF | MH | 3.39 | 1.75 |
| tblVehicleEF | MH | 1,184.19 | 1,656.27 |
| tblVehicleEF | MH | 56.79 | 19.84 |
| tblVehicleEF | MH | 0.80 | 1.22 |
| tblVehicleEF | MH | 0.58 | 0.28 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 8.8300e-004 | 2.3300e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2210e-003 | 3.3360e-003 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 8.1200e-004 | 2.1400e-004 |
| tblVehicleEF | MH | 1.01 | 25.13 |
| tblVehicleEF | MH | 0.04 | 5.30 |

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|---|---|---|---|
| tblVehicleEF | MH | 0.36 | 0.00 |
| tblVehicleEF | MH | 0.04 | 0.05 |
| tblVehicleEF | MH | 0.01 | 0.12 |
| tblVehicleEF | MH | 0.21 | 0.08 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 6.2700e-004 | 1.9600e-004 |
| tblVehicleEF | MH | 1.01 | 25.13 |
| tblVehicleEF | MH | 0.04 | 5.30 |
| tblVehicleEF | MH | 0.36 | 0.00 |
| tblVehicleEF | MH | 0.05 | 0.09 |
| tblVehicleEF | MH | 0.01 | 0.12 |
| tblVehicleEF | MH | 0.22 | 0.09 |
| tblVehicleEF | MH | 8.0400e-003 | 5.9710e-003 |
| tblVehicleEF | MH | 0.02 | 0.02 |
| tblVehicleEF | MH | 0.44 | 0.37 |
| tblVehicleEF | MH | 4.01 | 2.07 |
| tblVehicleEF | MH | 1,184.19 | 1,656.24 |
| tblVehicleEF | MH | 56.79 | 20.38 |
| tblVehicleEF | MH | 0.86 | 1.31 |
| tblVehicleEF | MH | 0.66 | 0.32 |
| tblVehicleEF | MH | 0.13 | 0.04 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 8.8300e-004 | 2.3300e-004 |
| tblVehicleEF | MH | 0.06 | 0.02 |
| tblVehicleEF | MH | 3.2210e-003 | 3.3360e-003 |
| tblVehicleEF | MH | 0.01 | 0.02 |

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|---|---|---|---|
| tblVehicleEF | MH | 8.1200e-004 | 2.1400e-004 |
| tblVehicleEF | MH | 0.24 | 19.24 |
| tblVehicleEF | MH | 0.04 | 4.55 |
| tblVehicleEF | MH | 0.10 | 0.00 |
| tblVehicleEF | MH | 0.04 | 0.05 |
| tblVehicleEF | MH | 0.01 | 0.12 |
| tblVehicleEF | MH | 0.23 | 0.09 |
| tblVehicleEF | MH | 0.01 | 0.02 |
| tblVehicleEF | MH | 6.3700e-004 | 2.0200e-004 |
| tblVehicleEF | MH | 0.24 | 19.24 |
| tblVehicleEF | MH | 0.04 | 4.55 |
| tblVehicleEF | MH | 0.10 | 0.00 |
| tblVehicleEF | MH | 0.05 | 0.10 |
| tblVehicleEF | MH | 0.01 | 0.12 |
| tblVehicleEF | MH | 0.25 | 0.10 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 2.7470e-003 | 9.4650e-003 |
| tblVehicleEF | MHD | 0.03 | 6.5780e-003 |
| tblVehicleEF | MHD | 0.37 | 0.63 |
| tblVehicleEF | MHD | 0.25 | 0.16 |
| tblVehicleEF | MHD | 3.74 | 0.72 |
| tblVehicleEF | MHD | 131.96 | 147.05 |
| tblVehicleEF | MHD | 1,167.79 | 1,112.26 |
| tblVehicleEF | MHD | 59.45 | 6.94 |
| tblVehicleEF | MHD | 0.34 | 0.73 |
| tblVehicleEF | MHD | 1.04 | 0.58 |
| tblVehicleEF | MHD | 9.99 | 1.22 |

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|---|---|---|---|
| tblVehicleEF | MHD | 5.2000e-005 | 6.5500e-004 |
| tblVehicleEF | MHD | 0.13 | 0.04 |
| tblVehicleEF | MHD | 3.0080e-003 | 5.4200e-003 |
| tblVehicleEF | MHD | 8.2100e-004 | 8.2000e-005 |
| tblVehicleEF | MHD | 5.0000e-005 | 6.2600e-004 |
| tblVehicleEF | MHD | 0.06 | 0.02 |
| tblVehicleEF | MHD | 2.8710e-003 | 5.1780e-003 |
| tblVehicleEF | MHD | 7.5400e-004 | 7.6000e-005 |
| tblVehicleEF | MHD | 6.4300e-004 | 0.01 |
| tblVehicleEF | MHD | 0.03 | 3.4200e-003 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 3.8200e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 0.01 |
| tblVehicleEF | MHD | 0.02 | 0.03 |
| tblVehicleEF | MHD | 0.23 | 0.03 |
| tblVehicleEF | MHD | 1.2710e-003 | 1.3520e-003 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 6.6000e-004 | 6.9000e-005 |
| tblVehicleEF | MHD | 6.4300e-004 | 0.01 |
| tblVehicleEF | MHD | 0.03 | 3.4200e-003 |
| tblVehicleEF | MHD | 0.03 | 0.04 |
| tblVehicleEF | MHD | 3.8200e-004 | 0.00 |
| tblVehicleEF | MHD | 0.05 | 0.03 |
| tblVehicleEF | MHD | 0.02 | 0.03 |
| tblVehicleEF | MHD | 0.25 | 0.04 |
| tblVehicleEF | MHD | 0.01 | 0.02 |
| tblVehicleEF | MHD | 2.7800e-003 | 9.4960e-003 |

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|---|---|---|---|
| tblVehicleEF | MHD | 0.03 | 6.2070e-003 |
| tblVehicleEF | MHD | 0.25 | 0.58 |
| tblVehicleEF | MHD | 0.25 | 0.16 |
| tblVehicleEF | MHD | 3.44 | 0.66 |
| tblVehicleEF | MHD | 139.94 | 145.65 |
| tblVehicleEF | MHD | 1,167.79 | 1,112.26 |
| tblVehicleEF | MHD | 59.45 | 6.84 |
| tblVehicleEF | MHD | 0.35 | 0.70 |
| tblVehicleEF | MHD | 0.99 | 0.56 |
| tblVehicleEF | MHD | 9.96 | 1.22 |
| tblVehicleEF | MHD | 4.4000e-005 | 5.6200e-004 |
| tblVehicleEF | MHD | 0.13 | 0.04 |
| tblVehicleEF | MHD | 3.0080e-003 | 5.4200e-003 |
| tblVehicleEF | MHD | 8.2100e-004 | 8.2000e-005 |
| tblVehicleEF | MHD | 4.2000e-005 | 5.3700e-004 |
| tblVehicleEF | MHD | 0.06 | 0.02 |
| tblVehicleEF | MHD | 2.8710e-003 | 5.1780e-003 |
| tblVehicleEF | MHD | 7.5400e-004 | 7.6000e-005 |
| tblVehicleEF | MHD | 1.4230e-003 | 0.02 |
| tblVehicleEF | MHD | 0.03 | 3.6980e-003 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 7.7100e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 0.02 |
| tblVehicleEF | MHD | 0.02 | 0.03 |
| tblVehicleEF | MHD | 0.22 | 0.03 |
| tblVehicleEF | MHD | 1.3460e-003 | 1.3390e-003 |
| tblVehicleEF | MHD | 0.01 | 0.01 |

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|---|---|---|---|
| tblVehicleEF | MHD | 6.5500e-004 | 6.8000e-005 |
| tblVehicleEF | MHD | 1.4230e-003 | 0.02 |
| tblVehicleEF | MHD | 0.03 | 3.6980e-003 |
| tblVehicleEF | MHD | 0.03 | 0.04 |
| tblVehicleEF | MHD | 7.7100e-004 | 0.00 |
| tblVehicleEF | MHD | 0.05 | 0.03 |
| tblVehicleEF | MHD | 0.02 | 0.03 |
| tblVehicleEF | MHD | 0.24 | 0.04 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 2.7220e-003 | 9.4410e-003 |
| tblVehicleEF | MHD | 0.03 | 6.8800e-003 |
| tblVehicleEF | MHD | 0.48 | 0.68 |
| tblVehicleEF | MHD | 0.25 | 0.15 |
| tblVehicleEF | MHD | 4.02 | 0.77 |
| tblVehicleEF | MHD | 121.31 | 149.07 |
| tblVehicleEF | MHD | 1,167.79 | 1,112.26 |
| tblVehicleEF | MHD | 59.45 | 7.03 |
| tblVehicleEF | MHD | 0.32 | 0.77 |
| tblVehicleEF | MHD | 1.05 | 0.60 |
| tblVehicleEF | MHD | 10.02 | 1.22 |
| tblVehicleEF | MHD | 6.3000e-005 | 7.8300e-004 |
| tblVehicleEF | MHD | 0.13 | 0.04 |
| tblVehicleEF | MHD | 3.0080e-003 | 5.4200e-003 |
| tblVehicleEF | MHD | 8.2100e-004 | 8.2000e-005 |
| tblVehicleEF | MHD | 6.0000e-005 | 7.4800e-004 |
| tblVehicleEF | MHD | 0.06 | 0.02 |
| tblVehicleEF | MHD | 2.8710e-003 | 5.1780e-003 |

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|---|---|---|---|
| tblVehicleEF | MHD | 7.5400e-004 | 7.6000e-005 |
| tblVehicleEF | MHD | 3.3700e-004 | 0.01 |
| tblVehicleEF | MHD | 0.03 | 3.1780e-003 |
| tblVehicleEF | MHD | 0.03 | 0.02 |
| tblVehicleEF | MHD | 2.0700e-004 | 0.00 |
| tblVehicleEF | MHD | 0.04 | 0.01 |
| tblVehicleEF | MHD | 0.02 | 0.03 |
| tblVehicleEF | MHD | 0.24 | 0.04 |
| tblVehicleEF | MHD | 1.1710e-003 | 1.3710e-003 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 6.6400e-004 | 7.0000e-005 |
| tblVehicleEF | MHD | 3.3700e-004 | 0.01 |
| tblVehicleEF | MHD | 0.03 | 3.1780e-003 |
| tblVehicleEF | MHD | 0.04 | 0.04 |
| tblVehicleEF | MHD | 2.0700e-004 | 0.00 |
| tblVehicleEF | MHD | 0.05 | 0.03 |
| tblVehicleEF | MHD | 0.02 | 0.03 |
| tblVehicleEF | MHD | 0.27 | 0.04 |
| tblVehicleEF | OBUS | 0.01 | 7.5210e-003 |
| tblVehicleEF | OBUS | 4.0840e-003 | 0.01 |
| tblVehicleEF | OBUS | 0.02 | 0.01 |
| tblVehicleEF | OBUS | 0.24 | 0.55 |
| tblVehicleEF | OBUS | 0.30 | 0.29 |
| tblVehicleEF | OBUS | 4.08 | 1.46 |
| tblVehicleEF | OBUS | 110.55 | 89.94 |
| tblVehicleEF | OBUS | 1,272.30 | 1,256.96 |
| tblVehicleEF | OBUS | 64.94 | 12.20 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 0.24 | 0.33 |
| tblVehicleEF | OBUS | 0.85 | 0.83 |
| tblVehicleEF | OBUS | 2.74 | 0.93 |
| tblVehicleEF | OBUS | 2.2000e-005 | 3.1100e-004 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |
| tblVehicleEF | OBUS | 2.8340e-003 | 0.01 |
| tblVehicleEF | OBUS | 9.3800e-004 | 1.1800e-004 |
| tblVehicleEF | OBUS | 2.1000e-005 | 2.9700e-004 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 2.6900e-003 | 0.01 |
| tblVehicleEF | OBUS | 8.6200e-004 | 1.0900e-004 |
| tblVehicleEF | OBUS | 1.1660e-003 | 0.07 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 0.03 | 0.04 |
| tblVehicleEF | OBUS | 5.3200e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.04 | 0.03 |
| tblVehicleEF | OBUS | 0.03 | 0.08 |
| tblVehicleEF | OBUS | 0.26 | 0.07 |
| tblVehicleEF | OBUS | 1.0660e-003 | 8.4700e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.2100e-004 | 1.2100e-004 |
| tblVehicleEF | OBUS | 1.1660e-003 | 0.07 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 0.05 | 0.05 |
| tblVehicleEF | OBUS | 5.3200e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.05 | 0.04 |
| tblVehicleEF | OBUS | 0.03 | 0.08 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 0.28 | 0.08 |
| tblVehicleEF | OBUS | 0.01 | 7.6050e-003 |
| tblVehicleEF | OBUS | 4.1700e-003 | 0.01 |
| tblVehicleEF | OBUS | 0.02 | 0.01 |
| tblVehicleEF | OBUS | 0.24 | 0.54 |
| tblVehicleEF | OBUS | 0.31 | 0.29 |
| tblVehicleEF | OBUS | 3.71 | 1.33 |
| tblVehicleEF | OBUS | 116.17 | 88.92 |
| tblVehicleEF | OBUS | 1,272.30 | 1,256.96 |
| tblVehicleEF | OBUS | 64.94 | 11.98 |
| tblVehicleEF | OBUS | 0.25 | 0.32 |
| tblVehicleEF | OBUS | 0.82 | 0.79 |
| tblVehicleEF | OBUS | 2.69 | 0.92 |
| tblVehicleEF | OBUS | 1.9000e-005 | 2.6800e-004 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |
| tblVehicleEF | OBUS | 2.8340e-003 | 0.01 |
| tblVehicleEF | OBUS | 9.3800e-004 | 1.1800e-004 |
| tblVehicleEF | OBUS | 1.8000e-005 | 2.5700e-004 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 2.6900e-003 | 0.01 |
| tblVehicleEF | OBUS | 8.6200e-004 | 1.0900e-004 |
| tblVehicleEF | OBUS | 2.5580e-003 | 0.09 |
| tblVehicleEF | OBUS | 0.02 | 0.01 |
| tblVehicleEF | OBUS | 0.03 | 0.04 |
| tblVehicleEF | OBUS | 1.0820e-003 | 0.00 |
| tblVehicleEF | OBUS | 0.04 | 0.03 |
| tblVehicleEF | OBUS | 0.03 | 0.08 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 0.24 | 0.07 |
| tblVehicleEF | OBUS | 1.1200e-003 | 8.3800e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.1500e-004 | 1.1800e-004 |
| tblVehicleEF | OBUS | 2.5580e-003 | 0.09 |
| tblVehicleEF | OBUS | 0.02 | 0.01 |
| tblVehicleEF | OBUS | 0.04 | 0.05 |
| tblVehicleEF | OBUS | 1.0820e-003 | 0.00 |
| tblVehicleEF | OBUS | 0.05 | 0.03 |
| tblVehicleEF | OBUS | 0.03 | 0.08 |
| tblVehicleEF | OBUS | 0.27 | 0.07 |
| tblVehicleEF | OBUS | 0.01 | 7.4160e-003 |
| tblVehicleEF | OBUS | 4.0170e-003 | 0.01 |
| tblVehicleEF | OBUS | 0.02 | 0.01 |
| tblVehicleEF | OBUS | 0.25 | 0.56 |
| tblVehicleEF | OBUS | 0.30 | 0.28 |
| tblVehicleEF | OBUS | 4.40 | 1.58 |
| tblVehicleEF | OBUS | 102.79 | 91.35 |
| tblVehicleEF | OBUS | 1,272.30 | 1,256.95 |
| tblVehicleEF | OBUS | 64.94 | 12.39 |
| tblVehicleEF | OBUS | 0.23 | 0.35 |
| tblVehicleEF | OBUS | 0.87 | 0.84 |
| tblVehicleEF | OBUS | 2.78 | 0.94 |
| tblVehicleEF | OBUS | 2.7000e-005 | 3.6900e-004 |
| tblVehicleEF | OBUS | 0.13 | 0.05 |
| tblVehicleEF | OBUS | 2.8340e-003 | 0.01 |
| tblVehicleEF | OBUS | 9.3800e-004 | 1.1800e-004 |

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|---|---|---|---|
| tblVehicleEF | OBUS | 2.6000e-005 | 3.5300e-004 |
| tblVehicleEF | OBUS | 0.06 | 0.02 |
| tblVehicleEF | OBUS | 2.6900e-003 | 0.01 |
| tblVehicleEF | OBUS | 8.6200e-004 | 1.0900e-004 |
| tblVehicleEF | OBUS | 6.4200e-004 | 0.07 |
| tblVehicleEF | OBUS | 0.02 | 0.01 |
| tblVehicleEF | OBUS | 0.03 | 0.04 |
| tblVehicleEF | OBUS | 3.0700e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.04 | 0.03 |
| tblVehicleEF | OBUS | 0.04 | 0.08 |
| tblVehicleEF | OBUS | 0.27 | 0.08 |
| tblVehicleEF | OBUS | 9.9200e-004 | 8.6100e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 7.2600e-004 | 1.2300e-004 |
| tblVehicleEF | OBUS | 6.4200e-004 | 0.07 |
| tblVehicleEF | OBUS | 0.02 | 0.01 |
| tblVehicleEF | OBUS | 0.05 | 0.05 |
| tblVehicleEF | OBUS | 3.0700e-004 | 0.00 |
| tblVehicleEF | OBUS | 0.05 | 0.04 |
| tblVehicleEF | OBUS | 0.04 | 0.08 |
| tblVehicleEF | OBUS | 0.30 | 0.08 |
| tblVehicleEF | SBUS | 0.81 | 0.08 |
| tblVehicleEF | SBUS | 7.6490e-003 | 0.09 |
| tblVehicleEF | SBUS | 0.06 | 5.2160e-003 |
| tblVehicleEF | SBUS | 8.87 | 1.82 |
| tblVehicleEF | SBUS | 0.48 | 0.72 |
| tblVehicleEF | SBUS | 7.57 | 0.67 |

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|---|---|---|---|
| tblVehicleEF | SBUS | 1,023.58 | 184.31 |
| tblVehicleEF | SBUS | 1,008.60 | 957.44 |
| tblVehicleEF | SBUS | 61.81 | 3.98 |
| tblVehicleEF | SBUS | 4.35 | 1.09 |
| tblVehicleEF | SBUS | 1.72 | 1.57 |
| tblVehicleEF | SBUS | 10.76 | 0.52 |
| tblVehicleEF | SBUS | 2.1870e-003 | 7.4600e-004 |
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 8.4940e-003 | 8.5750e-003 |
| tblVehicleEF | SBUS | 1.1020e-003 | 4.6000e-005 |
| tblVehicleEF | SBUS | 2.0920e-003 | 7.1300e-004 |
| tblVehicleEF | SBUS | 0.32 | 0.02 |
| tblVehicleEF | SBUS | 2.5880e-003 | 2.6100e-003 |
| tblVehicleEF | SBUS | 8.1060e-003 | 8.1870e-003 |
| tblVehicleEF | SBUS | 1.0130e-003 | 4.2000e-005 |
| tblVehicleEF | SBUS | 3.7080e-003 | 0.04 |
| tblVehicleEF | SBUS | 0.03 | 9.3350e-003 |
| tblVehicleEF | SBUS | 1.05 | 0.20 |
| tblVehicleEF | SBUS | 1.7580e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.07 | 0.04 |
| tblVehicleEF | SBUS | 0.02 | 0.03 |
| tblVehicleEF | SBUS | 0.40 | 0.03 |
| tblVehicleEF | SBUS | 0.01 | 1.6610e-003 |
| tblVehicleEF | SBUS | 9.7440e-003 | 8.8830e-003 |
| tblVehicleEF | SBUS | 7.4900e-004 | 3.9000e-005 |
| tblVehicleEF | SBUS | 3.7080e-003 | 0.04 |

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 0.03 | 9.3350e-003 |
| tblVehicleEF | SBUS | 1.53 | 0.32 |
| tblVehicleEF | SBUS | 1.7580e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.08 | 0.17 |
| tblVehicleEF | SBUS | 0.02 | 0.03 |
| tblVehicleEF | SBUS | 0.43 | 0.03 |
| tblVehicleEF | SBUS | 0.81 | 0.08 |
| tblVehicleEF | SBUS | 7.8240e-003 | 0.09 |
| tblVehicleEF | SBUS | 0.05 | 4.3870e-003 |
| tblVehicleEF | SBUS | 8.81 | 1.81 |
| tblVehicleEF | SBUS | 0.49 | 0.73 |
| tblVehicleEF | SBUS | 5.56 | 0.49 |
| tblVehicleEF | SBUS | 1,066.28 | 185.74 |
| tblVehicleEF | SBUS | 1,008.60 | 957.46 |
| tblVehicleEF | SBUS | 61.81 | 3.68 |
| tblVehicleEF | SBUS | 4.49 | 1.09 |
| tblVehicleEF | SBUS | 1.64 | 1.50 |
| tblVehicleEF | SBUS | 10.72 | 0.52 |
| tblVehicleEF | SBUS | 1.8430e-003 | 6.4000e-004 |
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 8.4940e-003 | 8.5750e-003 |
| tblVehicleEF | SBUS | 1.1020e-003 | 4.6000e-005 |
| tblVehicleEF | SBUS | 1.7640e-003 | 6.1100e-004 |
| tblVehicleEF | SBUS | 0.32 | 0.02 |
| tblVehicleEF | SBUS | 2.5880e-003 | 2.6100e-003 |
| tblVehicleEF | SBUS | 8.1060e-003 | 8.1870e-003 |

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 1.0130e-003 | 4.2000e-005 |
| tblVehicleEF | SBUS | 8.0010e-003 | 0.05 |
| tblVehicleEF | SBUS | 0.04 | 9.9280e-003 |
| tblVehicleEF | SBUS | 1.05 | 0.20 |
| tblVehicleEF | SBUS | 3.4860e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.07 | 0.04 |
| tblVehicleEF | SBUS | 0.02 | 0.03 |
| tblVehicleEF | SBUS | 0.33 | 0.02 |
| tblVehicleEF | SBUS | 0.01 | 1.6750e-003 |
| tblVehicleEF | SBUS | 9.7450e-003 | 8.8830e-003 |
| tblVehicleEF | SBUS | 7.1500e-004 | 3.6000e-005 |
| tblVehicleEF | SBUS | 8.0010e-003 | 0.05 |
| tblVehicleEF | SBUS | 0.04 | 9.9280e-003 |
| tblVehicleEF | SBUS | 1.52 | 0.32 |
| tblVehicleEF | SBUS | 3.4860e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.08 | 0.14 |
| tblVehicleEF | SBUS | 0.02 | 0.03 |
| tblVehicleEF | SBUS | 0.36 | 0.03 |
| tblVehicleEF | SBUS | 0.81 | 0.08 |
| tblVehicleEF | SBUS | 7.5090e-003 | 0.09 |
| tblVehicleEF | SBUS | 0.07 | 5.9590e-003 |
| tblVehicleEF | SBUS | 8.95 | 1.84 |
| tblVehicleEF | SBUS | 0.48 | 0.71 |
| tblVehicleEF | SBUS | 9.60 | 0.85 |
| tblVehicleEF | SBUS | 964.61 | 182.33 |
| tblVehicleEF | SBUS | 1,008.60 | 957.42 |
| tblVehicleEF | SBUS | 61.81 | 4.28 |

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 4.16 | 1.08 |
| tblVehicleEF | SBUS | 1.75 | 1.60 |
| tblVehicleEF | SBUS | 10.79 | 0.52 |
| tblVehicleEF | SBUS | 2.6610e-003 | 8.9300e-004 |
| tblVehicleEF | SBUS | 0.74 | 0.04 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 8.4940e-003 | 8.5750e-003 |
| tblVehicleEF | SBUS | 1.1020e-003 | 4.6000e-005 |
| tblVehicleEF | SBUS | 2.5460e-003 | 8.5300e-004 |
| tblVehicleEF | SBUS | 0.32 | 0.02 |
| tblVehicleEF | SBUS | 2.5880e-003 | 2.6100e-003 |
| tblVehicleEF | SBUS | 8.1060e-003 | 8.1870e-003 |
| tblVehicleEF | SBUS | 1.0130e-003 | 4.2000e-005 |
| tblVehicleEF | SBUS | 2.0880e-003 | 0.04 |
| tblVehicleEF | SBUS | 0.04 | 8.7090e-003 |
| tblVehicleEF | SBUS | 1.05 | 0.20 |
| tblVehicleEF | SBUS | 1.0290e-003 | 0.00 |
| tblVehicleEF | SBUS | 0.06 | 0.04 |
| tblVehicleEF | SBUS | 0.02 | 0.03 |
| tblVehicleEF | SBUS | 0.45 | 0.03 |
| tblVehicleEF | SBUS | 9.5170e-003 | 1.6420e-003 |
| tblVehicleEF | SBUS | 9.7440e-003 | 8.8820e-003 |
| tblVehicleEF | SBUS | 7.8300e-004 | 4.2000e-005 |
| tblVehicleEF | SBUS | 2.0880e-003 | 0.04 |
| tblVehicleEF | SBUS | 0.04 | 8.7090e-003 |
| tblVehicleEF | SBUS | 1.53 | 0.32 |
| tblVehicleEF | SBUS | 1.0290e-003 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 0.08 | 0.19 |
| tblVehicleEF | SBUS | 0.02 | 0.03 |
| tblVehicleEF | SBUS | 0.50 | 0.04 |
| tblVehicleEF | UBUS | 0.23 | 0.63 |
| tblVehicleEF | UBUS | 0.05 | 2.9120e-003 |
| tblVehicleEF | UBUS | 3.04 | 7.38 |
| tblVehicleEF | UBUS | 7.59 | 0.52 |
| tblVehicleEF | UBUS | 1,937.16 | 976.36 |
| tblVehicleEF | UBUS | 126.43 | 3.19 |
| tblVehicleEF | UBUS | 4.75 | 0.26 |
| tblVehicleEF | UBUS | 13.02 | 0.03 |
| tblVehicleEF | UBUS | 0.54 | 0.10 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |
| tblVehicleEF | UBUS | 0.10 | 4.8220e-003 |
| tblVehicleEF | UBUS | 1.3960e-003 | 1.3000e-005 |
| tblVehicleEF | UBUS | 0.23 | 0.04 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7770e-003 |
| tblVehicleEF | UBUS | 0.10 | 4.6090e-003 |
| tblVehicleEF | UBUS | 1.2840e-003 | 1.2000e-005 |
| tblVehicleEF | UBUS | 2.5990e-003 | 7.0380e-003 |
| tblVehicleEF | UBUS | 0.04 | 2.0980e-003 |
| tblVehicleEF | UBUS | 1.5170e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.23 | 0.05 |
| tblVehicleEF | UBUS | 9.4350e-003 | 7.8780e-003 |
| tblVehicleEF | UBUS | 0.65 | 9.9040e-003 |
| tblVehicleEF | UBUS | 0.02 | 7.4520e-003 |
| tblVehicleEF | UBUS | 1.4020e-003 | 3.1000e-005 |

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 2.5990e-003 | 7.0380e-003 |
| tblVehicleEF | UBUS | 0.04 | 2.0980e-003 |
| tblVehicleEF | UBUS | 1.5170e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.48 | 0.01 |
| tblVehicleEF | UBUS | 9.4350e-003 | 7.8780e-003 |
| tblVehicleEF | UBUS | 0.71 | 0.01 |
| tblVehicleEF | UBUS | 0.23 | 0.63 |
| tblVehicleEF | UBUS | 0.04 | 2.6300e-003 |
| tblVehicleEF | UBUS | 3.05 | 7.38 |
| tblVehicleEF | UBUS | 6.17 | 0.44 |
| tblVehicleEF | UBUS | 1,937.16 | 976.36 |
| tblVehicleEF | UBUS | 126.43 | 3.06 |
| tblVehicleEF | UBUS | 4.55 | 0.26 |
| tblVehicleEF | UBUS | 12.95 | 0.03 |
| tblVehicleEF | UBUS | 0.54 | 0.10 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |
| tblVehicleEF | UBUS | 0.10 | 4.8220e-003 |
| tblVehicleEF | UBUS | 1.3960e-003 | 1.3000e-005 |
| tblVehicleEF | UBUS | 0.23 | 0.04 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7770e-003 |
| tblVehicleEF | UBUS | 0.10 | 4.6090e-003 |
| tblVehicleEF | UBUS | 1.2840e-003 | 1.2000e-005 |
| tblVehicleEF | UBUS | 5.7570e-003 | 9.3750e-003 |
| tblVehicleEF | UBUS | 0.04 | 2.2740e-003 |
| tblVehicleEF | UBUS | 3.1080e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.23 | 0.05 |
| tblVehicleEF | UBUS | 8.4820e-003 | 8.0110e-003 |

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 0.57 | 8.9060e-003 |
| tblVehicleEF | UBUS | 0.02 | 7.4520e-003 |
| tblVehicleEF | UBUS | 1.3780e-003 | 3.0000e-005 |
| tblVehicleEF | UBUS | 5.7570e-003 | 9.3750e-003 |
| tblVehicleEF | UBUS | 0.04 | 2.2740e-003 |
| tblVehicleEF | UBUS | 3.1080e-003 | 0.00 |
| tblVehicleEF | UBUS | 0.48 | 9.2000e-003 |
| tblVehicleEF | UBUS | 8.4820e-003 | 8.0110e-003 |
| tblVehicleEF | UBUS | 0.63 | 9.7510e-003 |
| tblVehicleEF | UBUS | 0.23 | 0.63 |
| tblVehicleEF | UBUS | 0.05 | 3.1560e-003 |
| tblVehicleEF | UBUS | 3.03 | 7.38 |
| tblVehicleEF | UBUS | 8.88 | 0.60 |
| tblVehicleEF | UBUS | 1,937.16 | 976.35 |
| tblVehicleEF | UBUS | 126.43 | 3.32 |
| tblVehicleEF | UBUS | 4.83 | 0.26 |
| tblVehicleEF | UBUS | 13.08 | 0.03 |
| tblVehicleEF | UBUS | 0.54 | 0.10 |
| tblVehicleEF | UBUS | 0.01 | 0.03 |
| tblVehicleEF | UBUS | 0.10 | 4.8220e-003 |
| tblVehicleEF | UBUS | 1.3960e-003 | 1.3000e-005 |
| tblVehicleEF | UBUS | 0.23 | 0.04 |
| tblVehicleEF | UBUS | 3.0000e-003 | 7.7770e-003 |
| tblVehicleEF | UBUS | 0.10 | 4.6090e-003 |
| tblVehicleEF | UBUS | 1.2840e-003 | 1.2000e-005 |
| tblVehicleEF | UBUS | 1.4920e-003 | 6.5380e-003 |
| tblVehicleEF | UBUS | 0.04 | 1.9440e-003 |

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 8.9600e-004 | 0.00 |
| tblVehicleEF | UBUS | 0.23 | 0.05 |
| tblVehicleEF | UBUS | 0.01 | 8.2110e-003 |
| tblVehicleEF | UBUS | 0.71 | 0.01 |
| tblVehicleEF | UBUS | 0.02 | 7.4520e-003 |
| tblVehicleEF | UBUS | 1.4250e-003 | 3.3000e-005 |
| tblVehicleEF | UBUS | 1.4920e-003 | 6.5380e-003 |
| tblVehicleEF | UBUS | 0.04 | 1.9440e-003 |
| tblVehicleEF | UBUS | 8.9600e-004 | 0.00 |
| tblVehicleEF | UBUS | 0.48 | 0.01 |
| tblVehicleEF | UBUS | 0.01 | 8.2110e-003 |
| tblVehicleEF | UBUS | 0.78 | 0.01 |
| tblVehicleTrips | ST_TR | 6.39 | 6.05 |
| tblVehicleTrips | ST_TR | 22.75 | 0.00 |
| tblVehicleTrips | ST_TR | 20.87 | 0.00 |
| tblVehicleTrips | ST_TR | 42.04 | 33.74 |
| tblVehicleTrips | SU_TR | 5.86 | 5.54 |
| tblVehicleTrips | SU_TR | 16.74 | 0.00 |
| tblVehicleTrips | SU_TR | 26.73 | 0.00 |
| tblVehicleTrips | SU_TR | 20.43 | 16.40 |
| tblVehicleTrips | WD_TR | 6.65 | 5.27 |
| tblVehicleTrips | WD_TR | 1.89 | 0.00 |
| tblVehicleTrips | WD_TR | 32.93 | 0.00 |
| tblVehicleTrips | WD_TR | 44.32 | 30.50 |
| tblWater | IndoorWaterUseRate | 70,040,577.54 | 47,477,375.00 |
| tblWater | IndoorWaterUseRate | 434,702.11 | 0.00 |
| tblWater | IndoorWaterUseRate | 148,145.04 | 0.00 |

| | | | |
|---|---|---|---|
| tblWater | OutdoorWaterUseRate | 44,156,016.28 | 0.00 |
| tblWater | OutdoorWaterUseRate | 2,382,962.70 | 0.00 |
| tblWater | OutdoorWaterUseRate | 266,430.32 | 0.00 |
| tblWater | OutdoorWaterUseRate | 90,798.57 | 0.00 |
| tblWoodstoves | NumberCatalytic | 21.50 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 21.50 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 14.12 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 582.40 | 0.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2021 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| 2022 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| 2026 | 6.9618 | 0.4468 | 0.7056 | 1.1600e-003 | 0.0000 | 0.0201 | 0.0201 | 0.0000 | 0.0201 | 0.0201 | 0.0000 | 99.5769 | 99.5769 | 5.4300e-003 | 0.0000 | 99.7127 |
| **Maximum** | **6.9618** | **0.4468** | **0.7056** | **1.1600e-003** | **0.0000** | **0.0201** | **0.0201** | **0.0000** | **0.0201** | **0.0201** | **0.0000** | **99.5769** | **99.5769** | **5.4300e-003** | **0.0000** | **99.7127** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2021 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| 2022 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| 2026 | 6.9618 | 0.4468 | 0.7056 | 1.1600e-003 | 0.0000 | 0.0201 | 0.0201 | 0.0000 | 0.0201 | 0.0201 | 0.0000 | 99.5768 | 99.5768 | 5.4300e-003 | 0.0000 | 99.7126 |
| **Maximum** | **6.9618** | **0.4468** | **0.7056** | **1.1600e-003** | **0.0000** | **0.0201** | **0.0201** | **0.0000** | **0.0201** | **0.0201** | **0.0000** | **99.5768** | **99.5768** | **5.4300e-003** | **0.0000** | **99.7126** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| **20** | **1-5-2026** | **4-4-2026** | 0.3256 | 0.3256 |
| **21** | **4-5-2026** | **7-4-2026** | 7.0829 | 7.0829 |
| | | **Highest** | 7.0829 | 7.0829 |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 4.7120 | 0.1289 | 7.9852 | 6.6000e-004 | | 0.0473 | 0.0473 | | 0.0473 | 0.0473 | 0.0000 | 55.9998 | 55.9998 | 0.0133 | 7.9000e-004 | 56.5666 |
| Energy | 0.0497 | 0.4248 | 0.1848 | 2.7100e-003 | | 0.0343 | 0.0343 | | 0.0343 | 0.0343 | 0.0000 | 1,016.1665 | 1,016.1665 | 0.1222 | 0.0215 | 1,025.6414 |
| Mobile | 2.0054 | 2.1395 | 15.1472 | 0.0460 | 4.5993 | 0.0291 | 4.6284 | 1.1472 | 0.0272 | 1.1745 | 0.0000 | 4,286.2692 | 4,286.2692 | 0.1966 | 0.0000 | 4,291.1840 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 109.3431 | 0.0000 | 109.3431 | 6.4620 | 0.0000 | 270.8929 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 15.0624 | 14.6382 | 29.7006 | 1.5502 | 0.0369 | 79.4454 |
| **Total** | **6.7670** | **2.6933** | **23.3172** | **0.0494** | **4.5993** | **0.1107** | **4.7100** | **1.1472** | **0.1088** | **1.2560** | **124.4055** | **5,373.0737** | **5,497.4792** | **8.3443** | **0.0592** | **5,723.7304** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 4.7120 | 0.1289 | 7.9852 | 6.6000e-004 | | 0.0473 | 0.0473 | | 0.0473 | 0.0473 | 0.0000 | 55.9998 | 55.9998 | 0.0133 | 7.9000e-004 | 56.5666 |
| Energy | 0.0497 | 0.4248 | 0.1848 | 2.7100e-003 | | 0.0343 | 0.0343 | | 0.0343 | 0.0343 | 0.0000 | 1,016.1665 | 1,016.1665 | 0.1222 | 0.0215 | 1,025.6414 |
| Mobile | 2.0054 | 2.1395 | 15.1472 | 0.0460 | 4.5993 | 0.0291 | 4.6284 | 1.1472 | 0.0272 | 1.1745 | 0.0000 | 4,286.2692 | 4,286.2692 | 0.1966 | 0.0000 | 4,291.1840 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 109.3431 | 0.0000 | 109.3431 | 6.4620 | 0.0000 | 270.8929 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 15.0624 | 14.6382 | 29.7006 | 1.5502 | 0.0369 | 79.4454 |
| **Total** | **6.7670** | **2.6933** | **23.3172** | **0.0494** | **4.5993** | **0.1107** | **4.7100** | **1.1472** | **0.1088** | **1.2560** | **124.4055** | **5,373.0737** | **5,497.4792** | **8.3443** | **0.0592** | **5,723.7304** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 4/5/2021 | 4/4/2021 | 5 | 0 | |
| 2 | Site Preparation | Site Preparation | 5/1/2021 | 4/30/2021 | 5 | 0 | |
| 3 | Grading | Grading | 5/15/2021 | 5/14/2021 | 5 | 0 | |
| 4 | Building Construction | Building Construction | 6/26/2021 | 6/25/2021 | 5 | 0 | |
| 5 | Paving | Paving | 8/20/2022 | 8/19/2022 | 5 | 0 | |
| 6 | Architectural Coating | Architectural Coating | 4/1/2026 | 6/30/2026 | 5 | 65 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 4.4**

**Residential Indoor: 1,903,115; Residential Outdoor: 634,372; Non-Residential Indoor: 14,025; Non-Residential Outdoor: 4,675; Striped Parking Area: 66,359 (Architectural Coating – sqft)**

**OffRoad Equipment**

Greystar Residential Development (2030; Unmitigated) - Santa Clara County, Annual

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 9 | 8.00 | 78 | 0.48 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 1,279.00 | 312.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 9 | 0.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Demolition - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.2 Demolition - 2021

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.2 Demolition - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.3 Site Preparation - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.3 Site Preparation - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.3 Site Preparation - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2021

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.4 Grading - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Building Construction - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.5 Building Construction - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Paving - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Paving | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Paving - 2022

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Paving | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.6 Paving - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 3.7 Architectural Coating - 2026

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 6.8951 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0666 | 0.4468 | 0.7056 | 1.1600e-003 | | 0.0201 | 0.0201 | | 0.0201 | 0.0201 | 0.0000 | 99.5769 | 99.5769 | 5.4300e-003 | 0.0000 | 99.7127 |
| **Total** | **6.9618** | **0.4468** | **0.7056** | **1.1600e-003** | | **0.0201** | **0.0201** | | **0.0201** | **0.0201** | **0.0000** | **99.5769** | **99.5769** | **5.4300e-003** | **0.0000** | **99.7127** |

## 3.7 Architectural Coating - 2026

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 6.8951 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0666 | 0.4468 | 0.7056 | 1.1600e-003 | | 0.0201 | 0.0201 | | 0.0201 | 0.0201 | 0.0000 | 99.5768 | 99.5768 | 5.4300e-003 | 0.0000 | 99.7126 |
| **Total** | **6.9618** | **0.4468** | **0.7056** | **1.1600e-003** | | **0.0201** | **0.0201** | | **0.0201** | **0.0201** | **0.0000** | **99.5768** | **99.5768** | **5.4300e-003** | **0.0000** | **99.7126** |

## 3.7 Architectural Coating - 2026

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

# 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 2.0054 | 2.1395 | 15.1472 | 0.0460 | 4.5993 | 0.0291 | 4.6284 | 1.1472 | 0.0272 | 1.1745 | 0.0000 | 4,286.2692 | 4,286.2692 | 0.1966 | 0.0000 | 4,291.1840 |
| Unmitigated | 2.0054 | 2.1395 | 15.1472 | 0.0460 | 4.5993 | 0.0291 | 4.6284 | 1.1472 | 0.0272 | 1.1745 | 0.0000 | 4,286.2692 | 4,286.2692 | 0.1966 | 0.0000 | 4,291.1840 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Mid Rise | 5,665.25 | 6,503.75 | 5955.50 | 13,456,927 | 13,456,927 |
| City Park | 0.00 | 0.00 | 0.00 | | |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | | |
| Health Club | 0.00 | 0.00 | 0.00 | | |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | |
| Strip Mall | 61.00 | 67.48 | 32.80 | 89,164 | 89,164 |
| Total | 5,726.25 | 6,571.23 | 5,988.30 | 13,546,090 | 13,546,090 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Mid Rise | 10.80 | 4.80 | 5.70 | 31.00 | 15.00 | 54.00 | 86 | 11 | 3 |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Enclosed Parking with Elevator | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Health Club | 9.50 | 7.30 | 7.30 | 16.90 | 64.10 | 19.00 | 52 | 39 | 9 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Other Non-Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Strip Mall | 9.50 | 7.30 | 7.30 | 16.60 | 64.40 | 19.00 | 45 | 40 | 15 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments Mid Rise | 0.621541 | 0.034056 | 0.180136 | 0.101248 | 0.011859 | 0.005060 | 0.013110 | 0.022881 | 0.002221 | 0.001470 | 0.005122 | 0.000646 | 0.000651 |
| City Park | 0.621541 | 0.034056 | 0.180136 | 0.101248 | 0.011859 | 0.005060 | 0.013110 | 0.022881 | 0.002221 | 0.001470 | 0.005122 | 0.000646 | 0.000651 |
| Enclosed Parking with Elevator | 0.621541 | 0.034056 | 0.180136 | 0.101248 | 0.011859 | 0.005060 | 0.013110 | 0.022881 | 0.002221 | 0.001470 | 0.005122 | 0.000646 | 0.000651 |
| Health Club | 0.621541 | 0.034056 | 0.180136 | 0.101248 | 0.011859 | 0.005060 | 0.013110 | 0.022881 | 0.002221 | 0.001470 | 0.005122 | 0.000646 | 0.000651 |
| Other Asphalt Surfaces | 0.621541 | 0.034056 | 0.180136 | 0.101248 | 0.011859 | 0.005060 | 0.013110 | 0.022881 | 0.002221 | 0.001470 | 0.005122 | 0.000646 | 0.000651 |
| Other Non-Asphalt Surfaces | 0.621541 | 0.034056 | 0.180136 | 0.101248 | 0.011859 | 0.005060 | 0.013110 | 0.022881 | 0.002221 | 0.001470 | 0.005122 | 0.000646 | 0.000651 |
| Strip Mall | 0.621541 | 0.034056 | 0.180136 | 0.101248 | 0.011859 | 0.005060 | 0.013110 | 0.022881 | 0.002221 | 0.001470 | 0.005122 | 0.000646 | 0.000651 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Greystar Residential Development (2030; Unmitigated) - Santa Clara County, Annual

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 524.8241 | 524.8241 | 0.1128 | 0.0125 | 531.3792 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 524.8241 | 524.8241 | 0.1128 | 0.0125 | 531.3792 |
| NaturalGas Mitigated | 0.0497 | 0.4248 | 0.1848 | 2.7100e-003 | | 0.0343 | 0.0343 | | 0.0343 | 0.0343 | 0.0000 | 491.3424 | 491.3424 | 9.4200e-003 | 9.0100e-003 | 494.2622 |
| NaturalGas Unmitigated | 0.0497 | 0.4248 | 0.1848 | 2.7100e-003 | | 0.0343 | 0.0343 | | 0.0343 | 0.0343 | 0.0000 | 491.3424 | 491.3424 | 9.4200e-003 | 9.0100e-003 | 494.2622 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Mid Rise | 9.01031e+006 | 0.0486 | 0.4152 | 0.1767 | 2.6500e-003 | | 0.0336 | 0.0336 | | 0.0336 | 0.0336 | 0.0000 | 480.8242 | 480.8242 | 9.2200e-003 | 8.8200e-003 | 483.6815 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 192423 | 1.0400e-003 | 9.4300e-003 | 7.9200e-003 | 6.0000e-005 | | 7.2000e-004 | 7.2000e-004 | | 7.2000e-004 | 7.2000e-004 | 0.0000 | 10.2684 | 10.2684 | 2.0000e-004 | 1.9000e-004 | 10.3294 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 4680 | 3.0000e-005 | 2.3000e-004 | 1.9000e-004 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 0.2497 | 0.2497 | 0.0000 | 0.0000 | 0.2512 |
| **Total** | | **0.0497** | **0.4248** | **0.1848** | **2.7100e-003** | | **0.0343** | **0.0343** | | **0.0343** | **0.0343** | **0.0000** | **491.3424** | **491.3424** | **9.4200e-003** | **9.0100e-003** | **494.2622** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Mid Rise | 9.01031e+006 | 0.0486 | 0.4152 | 0.1767 | 2.6500e-003 | | 0.0336 | 0.0336 | | 0.0336 | 0.0336 | 0.0000 | 480.8242 | 480.8242 | 9.2200e-003 | 8.8200e-003 | 483.6815 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 192423 | 1.0400e-003 | 9.4300e-003 | 7.9200e-003 | 6.0000e-005 | | 7.2000e-004 | 7.2000e-004 | | 7.2000e-004 | 7.2000e-004 | 0.0000 | 10.2684 | 10.2684 | 2.0000e-004 | 1.9000e-004 | 10.3294 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 4680 | 3.0000e-005 | 2.3000e-004 | 1.9000e-004 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 0.2497 | 0.2497 | 0.0000 | 0.0000 | 0.2512 |
| **Total** | | **0.0497** | **0.4248** | **0.1848** | **2.7100e-003** | | **0.0343** | **0.0343** | | **0.0343** | **0.0343** | **0.0000** | **491.3424** | **491.3424** | **9.4200e-003** | **9.0100e-003** | **494.2622** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 4.15641e+006 | 236.8335 | 0.0509 | 5.6600e-003 | 239.7916 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 4.9739e+006 | 283.4142 | 0.0609 | 6.7700e-003 | 286.9541 |
| Health Club | 59535 | 3.3923 | 7.3000e-004 | 8.0000e-005 | 3.4347 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 20780 | 1.1841 | 2.5000e-004 | 3.0000e-005 | 1.1988 |
| **Total** | | **524.8241** | **0.1128** | **0.0125** | **531.3792** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 4.15641e+006 | 236.8335 | 0.0509 | 5.6600e-003 | 239.7916 |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 4.9739e+006 | 283.4142 | 0.0609 | 6.7700e-003 | 286.9541 |
| Health Club | 59535 | 3.3923 | 7.3000e-004 | 8.0000e-005 | 3.4347 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 20780 | 1.1841 | 2.5000e-004 | 3.0000e-005 | 1.1988 |
| **Total** | | **524.8241** | **0.1128** | **0.0125** | **531.3792** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 4.7120 | 0.1289 | 7.9852 | 6.6000e-004 | | 0.0473 | 0.0473 | | 0.0473 | 0.0473 | 0.0000 | 55.9998 | 55.9998 | 0.0133 | 7.9000e-004 | 56.5666 |
| Unmitigated | 4.7120 | 0.1289 | 7.9852 | 6.6000e-004 | | 0.0473 | 0.0473 | | 0.0473 | 0.0473 | 0.0000 | 55.9998 | 55.9998 | 0.0133 | 7.9000e-004 | 56.5666 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.6895 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.7793 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 4.3400e-003 | 0.0371 | 0.0158 | 2.4000e-004 | | 3.0000e-003 | 3.0000e-003 | | 3.0000e-003 | 3.0000e-003 | 0.0000 | 42.9447 | 42.9447 | 8.2000e-004 | 7.9000e-004 | 43.1999 |
| Landscaping | 0.2389 | 0.0919 | 7.9694 | 4.2000e-004 | | 0.0443 | 0.0443 | | 0.0443 | 0.0443 | 0.0000 | 13.0551 | 13.0551 | 0.0125 | 0.0000 | 13.3667 |
| **Total** | **4.7120** | **0.1289** | **7.9852** | **6.6000e-004** | | **0.0473** | **0.0473** | | **0.0473** | **0.0473** | **0.0000** | **55.9998** | **55.9998** | **0.0133** | **7.9000e-004** | **56.5666** |

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.6895 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.7793 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 4.3400e-003 | 0.0371 | 0.0158 | 2.4000e-004 | | 3.0000e-003 | 3.0000e-003 | | 3.0000e-003 | 3.0000e-003 | 0.0000 | 42.9447 | 42.9447 | 8.2000e-004 | 7.9000e-004 | 43.1999 |
| Landscaping | 0.2389 | 0.0919 | 7.9694 | 4.2000e-004 | | 0.0443 | 0.0443 | | 0.0443 | 0.0443 | 0.0000 | 13.0551 | 13.0551 | 0.0125 | 0.0000 | 13.3667 |
| **Total** | **4.7120** | **0.1289** | **7.9852** | **6.6000e-004** | | **0.0473** | **0.0473** | | **0.0473** | **0.0473** | **0.0000** | **55.9998** | **55.9998** | **0.0133** | **7.9000e-004** | **56.5666** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 29.7006 | 1.5502 | 0.0369 | 79.4454 |
| Unmitigated | 29.7006 | 1.5502 | 0.0369 | 79.4454 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Mid Rise | 47.4774 / 0 | 29.7006 | 1.5502 | 0.0369 | 79.4454 |
| City Park | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **29.7006** | **1.5502** | **0.0369** | **79.4454** |

## 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Mid Rise | 47.4774 / 0 | 29.7006 | 1.5502 | 0.0369 | 79.4454 |
| City Park | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Enclosed Parking with Elevator | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **29.7006** | **1.5502** | **0.0369** | **79.4454** |

# 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 109.3431 | 6.4620 | 0.0000 | 270.8929 |
| Unmitigated | 109.3431 | 6.4620 | 0.0000 | 270.8929 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Mid Rise | 494.5 | 100.3790 | 5.9322 | 0.0000 | 248.6848 |
| City Park | 0.17 | 0.0345 | 2.0400e-003 | 0.0000 | 0.0855 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 41.89 | 8.5033 | 0.5025 | 0.0000 | 21.0665 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 2.1 | 0.4263 | 0.0252 | 0.0000 | 1.0561 |
| **Total** | | **109.3431** | **6.4620** | **0.0000** | **270.8929** |

## 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Mid Rise | 494.5 | 100.3790 | 5.9322 | 0.0000 | 248.6848 |
| City Park | 0.17 | 0.0345 | 2.0400e-003 | 0.0000 | 0.0855 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Health Club | 41.89 | 8.5033 | 0.5025 | 0.0000 | 21.0665 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Strip Mall | 2.1 | 0.4263 | 0.0252 | 0.0000 | 1.0561 |
| **Total** | | **109.3431** | **6.4620** | **0.0000** | **270.8929** |

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Greystar General Plan Amendment (City of Santa Clara, CA)

**Construction Criteria Air Pollutant and GHG Emissions Calculations**
**Prepared by: MIG, Inc.**

Contents:


Sheet 1 Annual - Greenhouse Gas Emissions Summary
Sheet 2 Annual - Criteria Air Pollutant Emissions (Summary)
Sheet 3 Annual - Mitigated Criteria Air Pollutant Emissions
Sheet 4 Annual - Unmitigated Criteria Air Pollutant Emissions
Sheet 5 Worker and Vendor Mobile Source Emissions
Sheet 6 Off-road Hauling Emissions (Exhaust)
Sheet 7 On- and Off-road Motor Vehicle Emissions Factors (Exhaust)
Sheet 8 Off-road Heavy-duty Equipment Emissions (Summary)
Sheet 9 Off-road Heavy-duty Emissions Calculations
Sheet 10 Equipment Category and Emissions Assignment
Sheet 11 Tier III and Tier IV Emission Factors

**Sheet 1: Annual - Greenhouse Gas Emissions Summary**

**Table 1-1: GWP Values**

| IPCC 4AR GWPS | |
|---|---|
| **N2O** | **CH4** |
| 298 | 25 |

Source: U.S. EPA 2018b

**Table 1-2: Conversion**

| tons/metric ton |
|---|
| 0.907184741 |

**Table 1-3: GHG Emissions (tons)**

| Year / Source | CO2 | N2O | CH4 | CO2e |
|---|---|---|---|---|
| **2022** | | | | |
| Offroad Equip | 412.37 | 0.45 | 0.99 | 572.14 |
| Mobile | 894.04 | 0.13 | 0.06 | 933.16 |
| Total | 1,306.41 | 0.58 | 1.05 | 1,505.30 |
| **2023** | | | | |
| Offroad Equip | 100.05 | 0.13 | 0.27 | 144.27 |
| Mobile | 549.12 | 0.02 | 0.01 | 554.43 |
| Total | 649.17 | 0.14 | 0.28 | 698.70 |
| **2024** | | | | |
| Offroad Equip | 152.22 | 0.21 | 0.47 | 227.45 |
| Mobile | 525.47 | 0.01 | 0.01 | 529.72 |
| Total | 677.69 | 0.23 | 0.48 | 757.16 |
| **2025** | | | | |
| Offroad Equip | 220.33 | 0.29 | 0.63 | 322.33 |
| Mobile | 654.07 | 0.02 | 0.01 | 659.19 |
| Total | 874.40 | 0.31 | 0.64 | 981.52 |
| **2026** | | | | |
| Offroad Equip | 197.82 | 0.13 | 0.28 | 242.89 |
| Mobile | 346.42 | 0.01 | 0.01 | 349.16 |
| Total | 544.24 | 0.14 | 0.29 | 592.05 |

**Table 1-4: GHG Emissions (Metric Tons)**

| Year / Source | CO2 | N2O | CH4 | MTCO2e |
|---|---|---|---|---|
| **2022** | | | | |
| OFFROAD | 374.10 | 0.41 | 0.90 | 519.04 |
| Mobile | 811.06 | 0.11 | 0.06 | 846.55 |
| Total | 1,185.16 | 0.53 | 0.96 | 1,365.58 |
| **2023** | | | | |
| OFFROAD | 90.76 | 0.11 | 0.25 | 130.88 |
| Mobile | 498.15 | 0.02 | 0.01 | 502.97 |
| Total | 588.92 | 0.13 | 0.26 | 633.85 |
| **2024** | | | | |
| OFFROAD | 138.09 | 0.19 | 0.42 | 206.34 |
| Mobile | 476.70 | 0.01 | 0.01 | 480.55 |
| Total | 614.79 | 0.21 | 0.43 | 686.89 |
| **2025** | | | | |
| OFFROAD | 199.88 | 0.26 | 0.57 | 292.41 |
| Mobile | 593.36 | 0.01 | 0.01 | 598.01 |
| Total | 793.24 | 0.28 | 0.58 | 890.42 |
| **2026** | | | | |
| OFFROAD | 179.46 | 0.12 | 0.26 | 220.35 |
| Mobile | 314.27 | 0.01 | 0.01 | 316.76 |
| Total | 493.72 | 0.12 | 0.26 | 537.10 |
| Grand Total | 3,675.82 | 1.26 | 2.49 | 4,113.84 |
| | | | Amortized (30 Years) | 137.13 |

**Sheet 2: Annual - Criteria Air Pollutant Emissions (Summary)**

**Table 2-1: Criteria Air Pollutant Emissions (Unmitigated)**

| Year / Phase | Emissions (tons/yr) | | | | | |
|---|---|---|---|---|---|---|
| | NOx | CO | ROG | PM10 (Exh) | PM2.5 (Exh) | SOx |
| Year 2022 | | | | | | |
| Off-road Equipment | 0.6 | 4.0 | 0.3 | 0.0 | 0.0 | 0.0 |
| On-road Mobile | 1.2 | 0.8 | 0.1 | 0.1 | 0.0 | 0.0 |
| Year 2022 Total | 1.8 | 4.8 | 0.3 | 0.1 | 0.1 | 0.0 |
| Year 2023 | | | | | | |
| Off-road Equipment | 1.4 | 1.8 | 0.1 | 0.1 | 0.1 | 0.0 |
| On-road Mobile | 0.2 | 1.6 | 0.1 | 0.0 | 0.0 | 0.0 |
| Year 2023 Total | 1.6 | 3.4 | 0.2 | 0.1 | 0.1 | 0.0 |
| Year 2024 | | | | | | |
| Off-road Equipment | 2.4 | 2.7 | 0.2 | 0.2 | 0.2 | 0.0 |
| On-road Mobile | 0.1 | 1.6 | 0.1 | 0.0 | 0.0 | 0.0 |
| Year 2024 Total | 2.6 | 4.3 | 0.2 | 0.2 | 0.2 | 0.0 |
| Year 2025 | | | | | | |
| Off-road Equipment | 3.5 | 4.0 | 0.2 | 0.3 | 0.2 | 0.0 |
| On-road Mobile | 0.2 | 2.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Year 2025 Total | 3.6 | 6.0 | 0.3 | 0.3 | 0.3 | 0.0 |
| Year 2026 | | | | | | |
| Off-road Equipment | 2.0 | 2.5 | 7.1 | 0.1 | 0.1 | 0.0 |
| On-road Mobile | 0.1 | 1.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Year 2026 Total | 2.1 | 3.6 | 7.1 | 0.2 | 0.1 | 0.0 |

**Table 2-2: Criteria Air Pollutant Emissions (Mitigated)**

| Year / Phase | Emissions (tons/yr) | | | | | |
|---|---|---|---|---|---|---|
| | NOx | CO | ROG | PM10 (Exh) | PM2.5 (Exh) | SOx |
| Year 2022 | | | | | | |
| Off-road Equipment | 0.6 | 4.0 | 0.3 | 0.0 | 0.0 | 0.0 |
| On-road Mobile | 1.2 | 0.8 | 0.1 | 0.1 | 0.0 | 0.0 |
| Year 2022 Total | 1.8 | 4.8 | 0.3 | 0.1 | 0.1 | 0.0 |
| Year 2023 | | | | | | |
| Off-road Equipment | 1.4 | 1.8 | 0.1 | 0.1 | 0.1 | 0.0 |
| On-road Mobile | 0.2 | 1.6 | 0.1 | 0.0 | 0.0 | 0.0 |
| Year 2023 Total | 1.6 | 3.4 | 0.2 | 0.1 | 0.1 | 0.0 |
| Year 2024 | | | | | | |
| Off-road Equipment | 2.4 | 2.7 | 0.2 | 0.2 | 0.2 | 0.0 |
| On-road Mobile | 0.1 | 1.6 | 0.1 | 0.0 | 0.0 | 0.0 |
| Year 2024 Total | 2.6 | 4.3 | 0.2 | 0.2 | 0.2 | 0.0 |
| Year 2025 | | | | | | |
| Off-road Equipment | 3.5 | 4.0 | 0.2 | 0.3 | 0.2 | 0.0 |
| On-road Mobile | 0.2 | 2.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Year 2025 Total | 3.6 | 6.0 | 0.3 | 0.3 | 0.3 | 0.0 |
| Year 2026 | | | | | | |
| Off-road Equipment | 2.0 | 2.5 | 5.0 | 0.1 | 0.1 | 0.0 |
| On-road Mobile | 0.1 | 1.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Year 2026 Total | 2.1 | 3.6 | 5.0 | 0.2 | 0.1 | 0.0 |

**Table 2-3: Average Days Per Year**

| Year | Average Construction Days |
|---|---|
| 2022 | 132 |
| 2023 | 264 |
| 2024 | 264 |
| 2025 | 264 |
| 2026 | 132 |

**Table 2-4: Criteria Air Pollutant Emissions (Unmitigated)**

| Year / Phase | Emissions (avg lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | NOx | CO | ROG | PM10 (Exh) | PM2.5 (Exh) | SOx |
| Year 2022 | | | | | | |
| Off-road Equipment | 9.1 | 60.4 | 4.5 | 0.5 | 0.5 | 0.1 |
| On-road Mobile | 17.7 | 12.7 | 0.8 | 1.1 | 0.5 | 0.1 |
| Year 2022 Total | 26.8 | 73.1 | 5.3 | 1.6 | 0.9 | 0.2 |
| Year 2023 | | | | | | |
| Off-road Equipment | 10.9 | 13.5 | 0.7 | 0.9 | 0.8 | 0.0 |
| On-road Mobile | 1.4 | 12.3 | 0.6 | 0.3 | 0.1 | 0.0 |
| Year 2023 Total | 12.3 | 25.9 | 1.3 | 1.1 | 0.9 | 0.0 |
| Year 2024 | | | | | | |
| Off-road Equipment | 18.3 | 20.3 | 1.2 | 1.3 | 1.2 | 0.0 |
| On-road Mobile | 1.1 | 12.2 | 0.5 | 0.2 | 0.1 | 0.0 |
| Year 2024 Total | 19.4 | 32.6 | 1.7 | 1.5 | 1.3 | 0.0 |
| Year 2025 | | | | | | |
| Off-road Equipment | 26.3 | 30.3 | 1.7 | 2.0 | 1.8 | 0.0 |
| On-road Mobile | 1.3 | 15.1 | 0.5 | 0.3 | 0.1 | 0.0 |
| Year 2025 Total | 27.6 | 45.4 | 2.2 | 2.3 | 1.9 | 0.1 |
| Year 2026 | | | | | | |
| Off-road Equipment | 30.8 | 38.2 | 54.3 | 2.2 | 2.0 | 0.0 |
| On-road Mobile | 1.4 | 16.8 | 0.8 | 0.3 | 0.1 | 0.1 |
| Year 2026 Total | 32.2 | 55.0 | 55.0 | 2.5 | 2.1 | 0.1 |

**Table 2-5: Criteria Air Pollutant Emissions (Mitigated)**

| Year / Phase | Emissions (avg lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | NOx | CO | ROG | PM10 (Exh) | PM2.5 (Exh) | SOx |
| Year 2022 | | | | | | |
| Off-road Equipment | 9.1 | 60.4 | 4.5 | 0.5 | 0.5 | 0.1 |
| On-road Mobile | 17.7 | 12.7 | 0.8 | 1.1 | 0.5 | 0.1 |
| Year 2022 Total | 26.8 | 73.1 | 5.3 | 1.6 | 0.9 | 0.2 |
| Year 2023 | | | | | | |
| Off-road Equipment | 10.9 | 13.5 | 0.7 | 0.9 | 0.8 | 0.0 |
| On-road Mobile | 1.4 | 12.3 | 0.6 | 0.3 | 0.1 | 0.0 |
| Year 2023 Total | 12.3 | 25.9 | 1.3 | 1.1 | 0.9 | 0.0 |
| Year 2024 | | | | | | |
| Off-road Equipment | 18.3 | 20.3 | 1.2 | 1.3 | 1.2 | 0.0 |
| On-road Mobile | 1.1 | 12.2 | 0.5 | 0.2 | 0.1 | 0.0 |
| Year 2024 Total | 19.4 | 32.6 | 1.7 | 1.5 | 1.3 | 0.0 |
| Year 2025 | | | | | | |
| Off-road Equipment | 26.3 | 30.3 | 1.7 | 2.0 | 1.8 | 0.0 |
| On-road Mobile | 1.3 | 15.1 | 0.5 | 0.3 | 0.1 | 0.0 |
| Year 2025 Total | 27.6 | 45.4 | 2.2 | 2.3 | 1.9 | 0.1 |
| Year 2026 | | | | | | |
| Off-road Equipment | 30.8 | 38.2 | 38.6 | 2.2 | 2.0 | 0.0 |
| On-road Mobile | 1.4 | 16.8 | 0.8 | 0.3 | 0.1 | 0.1 |
| Year 2026 Total | 32.2 | 55.0 | 39.3 | 2.5 | 2.1 | 0.1 |

**Sheet 3: Annual - On- and Off-road Equipment Emissions (Mitigated)**

**Table 3-1: On-site, Off-road Emissions**

| Year / Phase | Emissions (tons) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | NOx | CO | ROG | PM10 (Exh) | PM2.5 (Exh) | SOx | CO2 | N2O | CH4 |
| Year 2022 | | | | | | | | | |
| Clear and Grub, Jul 2022 | 0.03 | 0.27 | 0.02 | 0.00 | 0.00 | 0.00 | 23.69 | 0.03 | 0.06 |
| Mass Excavation, Aug - Nov 2022 | 0.48 | 3.61 | 0.27 | 0.02 | 0.02 | 0.00 | 382.09 | 0.42 | 0.91 |
| Structural Concrete, Dec 2022 | 0.09 | 0.11 | 0.01 | 0.01 | 0.01 | 0.00 | 6.59 | 0.01 | 0.02 |
| Year 2022 Total | 0.60 | 3.99 | 0.30 | 0.03 | 0.03 | 0.00 | 412.37 | 0.45 | 0.99 |
| Year 2023 Total | | | | | | | | | |
| Structural Concrete, Jan 2023 - Apr 2023 | 0.35 | 0.46 | 0.02 | 0.03 | 0.03 | 0.00 | 26.35 | 0.03 | 0.07 |
| Structural Concrete, Structural Framing / Rough-In, May 2023 - Sep 2023 | 0.76 | 0.93 | 0.05 | 0.06 | 0.06 | 0.00 | 51.47 | 0.07 | 0.14 |
| Structural Concrete, Structural Framing / Rough-In, Oct 2023 - Dec 2023 | 0.33 | 0.40 | 0.02 | 0.03 | 0.02 | 0.00 | 22.23 | 0.03 | 0.06 |
| Year 2023 Total | 1.44 | 1.78 | 0.09 | 0.12 | 0.11 | 0.00 | 100.05 | 0.13 | 0.27 |
| Year 2024 Total | | | | | | | | | |
| Structural Concrete, Structural Framing / Rough-In, Jan 2024 - Mar 2024 | 0.33 | 0.40 | 0.02 | 0.03 | 0.02 | 0.00 | 22.23 | 0.03 | 0.06 |
| Exterior / Interior Work, Structural Framing / Rough-In, Apr 2024 - Oct 2024 | 1.62 | 1.78 | 0.10 | 0.11 | 0.10 | 0.00 | 101.10 | 0.14 | 0.32 |
| Exterior / Interior Work, Nov 2024 - Dec 2024 | 0.46 | 0.51 | 0.03 | 0.03 | 0.03 | 0.00 | 28.88 | 0.04 | 0.09 |
| Year 2024 Total | 2.41 | 2.68 | 0.15 | 0.17 | 0.16 | 0.00 | 152.22 | 0.21 | 0.47 |
| Year 2025 Total | | | | | | | | | |
| Exterior / Interior Work, Jan 2025 - Mar 2025 | 0.69 | 0.76 | 0.04 | 0.05 | 0.04 | 0.00 | 43.33 | 0.06 | 0.14 |
| Exterior / Interior Work Site Work / Landscape Apr 2025 - Dec 2025 | 2.78 | 3.24 | 0.18 | 0.21 | 0.20 | 0.00 | 177.00 | 0.23 | 0.50 |
| Year 2025 Total | 3.47 | 4.00 | 0.22 | 0.26 | 0.24 | 0.00 | 220.33 | 0.29 | 0.63 |
| Year 2026 Total | | | | | | | | | |
| Exterior / Interior Work, Site Work / Landscape, Jan 2026 - Mar 2026 | 0.93 | 1.08 | 0.06 | 0.07 | 0.07 | 0.00 | 59.00 | 0.08 | 0.17 |
| Exterior / Interior Work, Site Work / Landscape, Apr 2026 - Jun 2026 | 0.66 | 0.73 | 0.04 | 0.05 | 0.05 | 0.00 | 39.24 | 0.05 | 0.11 |
| Architectural Coating (CalEEMod) | 0.45 | 0.71 | 4.89 | 0.02 | 0.02 | 0.00 | 99.58 | 0.00 | 0.01 |
| Year 2026 Total | 2.03 | 2.52 | 4.99 | 0.14 | 0.13 | 0.00 | 197.82 | 0.13 | 0.28 |

**Table 3-2: On- and Off-Road Worker, Vendor, and Hauling Trip Emissions**

| Year / Activity | Emissions (tons) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | NOx | CO | ROG | PM10 (Exh) | PM2.5 (Exh) | SOx | CO2 | N2O | CH4 |
| Year 2022 | | | | | | | | | |
| Commute | 0.04 | 0.47 | 0.04 | 0.01 | 0.00 | 0.00 | 124.19 | 0.00 | 0.00 |
| Vendor | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.28 | 0.00 | 0.00 |
| Hauling | 1.13 | 0.37 | 0.02 | 0.07 | 0.03 | 0.01 | 766.57 | 0.12 | 0.06 |
| Year 2022 Total | 1.17 | 0.84 | 0.05 | 0.07 | 0.03 | 0.01 | 894.04 | 0.13 | 0.06 |
| Year 2023 | | | | | | | | | |
| Commute | 0.12 | 1.61 | 0.05 | 0.03 | 0.01 | 0.01 | 509.05 | 0.01 | 0.01 |
| Vendor | 0.06 | 0.02 | 0.03 | 0.00 | 0.00 | 0.00 | 40.07 | 0.01 | 0.00 |
| Hauling | - | - | - | - | - | - | - | - | - |
| Year 2023 Total | 0.18 | 1.63 | 0.08 | 0.03 | 0.01 | 0.01 | 549.12 | 0.02 | 0.01 |
| Year 2024 | | | | | | | | | |
| Commute | 0.12 | 1.61 | 0.05 | 0.03 | 0.01 | 0.01 | 509.05 | 0.01 | 0.01 |
| Vendor | 0.03 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 16.42 | 0.00 | 0.00 |
| Hauling | - | - | - | - | - | - | - | - | - |
| Year 2024 Total | 0.15 | 1.62 | 0.07 | 0.03 | 0.01 | 0.01 | 525.47 | 0.01 | 0.01 |
| Year 2025 | | | | | | | | | |
| Commute | 0.15 | 1.98 | 0.06 | 0.04 | 0.01 | 0.01 | 635.77 | 0.01 | 0.01 |
| Vendor | 0.03 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 18.30 | 0.00 | 0.00 |
| Hauling | - | - | - | - | - | - | - | - | - |
| Year 2025 Total | 0.18 | 1.99 | 0.07 | 0.04 | 0.01 | 0.01 | 654.07 | 0.02 | 0.01 |
| Year 2026 | | | | | | | | | |
| Commute | 0.08 | 1.11 | 0.05 | 0.02 | 0.01 | 0.00 | 340.08 | 0.01 | 0.01 |
| Vendor | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.34 | 0.00 | 0.00 |
| Hauling | - | - | - | - | - | - | - | - | - |
| Year 2026 Total | 0.09 | 1.11 | 0.05 | 0.02 | 0.01 | 0.00 | 346.42 | 0.01 | 0.01 |

**Sheet 4: Annual - On- and Off-road Equipment Emissions (Unmitigated)**

**Table 4-1: On-site, Off-road Emissions**

| Year / Phase | Emissions (tons) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | NOx | CO | ROG | PM10 (Exh) | PM2.5 (Exh) | SOx | CO2 | N2O | CH4 |
| Year 2022 | | | | | | | | | |
| Clear and Grub, Jul 2022 | 0.03 | 0.27 | 0.02 | 0.00 | 0.00 | 0.00 | 23.69 | 0.03 | 0.06 |
| Mass Excavation, Aug - Nov 2022 | 0.48 | 3.61 | 0.27 | 0.02 | 0.02 | 0.00 | 382.09 | 0.42 | 0.91 |
| Structural Concrete, Dec 2022 | 0.09 | 0.11 | 0.01 | 0.01 | 0.01 | 0.00 | 6.59 | 0.01 | 0.02 |
| Year 2022 Total | 0.60 | 3.99 | 0.30 | 0.03 | 0.03 | 0.00 | 412.37 | 0.45 | 0.99 |
| Year 2023 Total | | | | | | | | | |
| Structural Concrete, Jan 2023 - Apr 2023 | 0.35 | 0.46 | 0.02 | 0.03 | 0.03 | 0.00 | 26.35 | 0.03 | 0.07 |
| Structural Concrete, Structural Framing / Rough-In, May 2023 - Sep 2023 | 0.76 | 0.93 | 0.05 | 0.06 | 0.06 | 0.00 | 51.47 | 0.07 | 0.14 |
| Structural Concrete, Structural Framing / Rough-In, Oct 2023 - Dec 2023 | 0.33 | 0.40 | 0.02 | 0.03 | 0.02 | 0.00 | 22.23 | 0.03 | 0.06 |
| Year 2023 Total | 1.44 | 1.78 | 0.09 | 0.12 | 0.11 | 0.00 | 100.05 | 0.13 | 0.27 |
| Year 2024 Total | | | | | | | | | |
| Structural Concrete, Structural Framing / Rough-In, Jan 2024 - Mar 2024 | 0.33 | 0.40 | 0.02 | 0.03 | 0.02 | 0.00 | 22.23 | 0.03 | 0.06 |
| Exterior / Interior Work, Structural Framing / Rough-In, Apr 2024 - Oct 2024 | 1.62 | 1.78 | 0.10 | 0.11 | 0.10 | 0.00 | 101.10 | 0.14 | 0.32 |
| Exterior / Interior Work, Nov 2024 - Dec 2024 | 0.46 | 0.51 | 0.03 | 0.03 | 0.03 | 0.00 | 28.88 | 0.04 | 0.09 |
| Year 2024 Total | 2.41 | 2.68 | 0.15 | 0.17 | 0.16 | 0.00 | 152.22 | 0.21 | 0.47 |
| Year 2025 Total | | | | | | | | | |
| Exterior / Interior Work, Jan 2025 - Mar 2025 | 0.69 | 0.76 | 0.04 | 0.05 | 0.04 | 0.00 | 43.33 | 0.06 | 0.14 |
| Exterior / Interior Work Site Work / Landscape Apr 2025 - Dec 2025 | 2.78 | 3.24 | 0.18 | 0.21 | 0.20 | 0.00 | 177.00 | 0.23 | 0.50 |
| Year 2025 Total | 3.47 | 4.00 | 0.22 | 0.26 | 0.24 | 0.00 | 220.33 | 0.29 | 0.63 |
| Year 2026 Total | | | | | | | | | |
| Exterior / Interior Work, Site Work / Landscape, Jan 2026 - Mar 2026 | 0.93 | 1.08 | 0.06 | 0.07 | 0.07 | 0.00 | 59.00 | 0.08 | 0.17 |
| Exterior / Interior Work, Site Work / Landscape, Apr 2026 - Jun 2026 | 0.66 | 0.73 | 0.04 | 0.05 | 0.05 | 0.00 | 39.24 | 0.05 | 0.11 |
| Architectural Coating (CalEEMod) | 0.45 | 0.71 | 6.96 | 0.02 | 0.02 | 0.00 | 99.58 | 0.00 | 0.01 |
| Year 2026 Total | 2.03 | 2.52 | 7.06 | 0.14 | 0.13 | 0.00 | 197.82 | 0.13 | 0.28 |

**Table 4-2: On- and Off-Road Worker, Vendor, and Hauling Trip Emissions**

| Year / Activity | Emissions (tons) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | NOx | CO | ROG | PM10 (Exh) | PM2.5 (Exh) | SOx | CO2 | N2O | CH4 |
| Year 2022 | | | | | | | | | |
| Commute | 0.04 | 0.47 | 0.04 | 0.01 | 0.00 | 0.00 | 124.19 | 0.00 | 0.00 |
| Vendor | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.28 | 0.00 | 0.00 |
| Hauling | 1.13 | 0.37 | 0.02 | 0.07 | 0.03 | 0.01 | 766.57 | 0.12 | 0.06 |
| Year 2022 Total | 1.17 | 0.84 | 0.05 | 0.07 | 0.03 | 0.01 | 894.04 | 0.13 | 0.06 |
| Year 2023 | | | | | | | | | |
| Commute | 0.12 | 1.61 | 0.05 | 0.03 | 0.01 | 0.01 | 509.05 | 0.01 | 0.01 |
| Vendor | 0.06 | 0.02 | 0.03 | 0.00 | 0.00 | 0.00 | 40.07 | 0.01 | 0.00 |
| Hauling | - | - | - | - | - | - | - | - | - |
| Year 2023 Total | 0.18 | 1.63 | 0.08 | 0.03 | 0.01 | 0.01 | 549.12 | 0.02 | 0.01 |
| Year 2024 | | | | | | | | | |
| Commute | 0.12 | 1.61 | 0.05 | 0.03 | 0.01 | 0.01 | 509.05 | 0.01 | 0.01 |
| Vendor | 0.03 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 16.42 | 0.00 | 0.00 |
| Hauling | - | - | - | - | - | - | - | - | - |
| Year 2024 Total | 0.15 | 1.62 | 0.07 | 0.03 | 0.01 | 0.01 | 525.47 | 0.01 | 0.01 |
| Year 2025 | | | | | | | | | |
| Commute | 0.15 | 1.98 | 0.06 | 0.04 | 0.01 | 0.01 | 635.77 | 0.01 | 0.01 |
| Vendor | 0.03 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 18.30 | 0.00 | 0.00 |
| Hauling | - | - | - | - | - | - | - | - | - |
| Year 2025 Total | 0.18 | 1.99 | 0.07 | 0.04 | 0.01 | 0.01 | 654.07 | 0.02 | 0.01 |
| Year 2026 | | | | | | | | | |
| Commute | 0.08 | 1.11 | 0.05 | 0.02 | 0.01 | 0.00 | 340.08 | 0.01 | 0.01 |
| Vendor | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.34 | 0.00 | 0.00 |
| Hauling | - | - | - | - | - | - | - | - | - |
| Year 2026 Total | 0.09 | 1.11 | 0.05 | 0.02 | 0.01 | 0.00 | 346.42 | 0.01 | 0.01 |

**Sheet 5: Worker and Vendor Mobile Source Emissions**

**Table 5-1: Number of Workers per Phase w/ Duration**

| Phase / Year | # of Workers | Days / Phase |
|---|---|---|
| Clear and Grub, Jul 2022 | 100 | 20 |
| Mass Excavation, Aug - Nov 2022 | 150 | 100 |
| Structural Concrete, Dec 2022 | 450 | 20 |
| Structural Concrete, Jan 2023 - Apr 2023 | 450 | 80 |
| Structural Concrete, Structural Framing / Rough-In, May 2023 - Sep 2023 | 450 | 100 |
| Structural Concrete, Structural Framing / Rough-In, Oct 2023 - Dec 2023 | 450 | 60 |
| Structural Concrete, Structural Framing / Rough-In, Jan 2024 - Mar 2024 | 450 | 60 |
| Exterior / Interior Work, Structural Framing / Rough-In, Apr 2024 - Oct 2024 | 450 | 140 |
| Exterior / Interior Work, Nov 2024 - Dec 2024 | 450 | 40 |
| Exterior / Interior Work, Jan 2025 - Mar 2025 | 450 | 60 |
| Exterior / Interior Work Site Work / Landscape Apr 2025 - Dec 2025 | 600 | 180 |
| Exterior / Interior Work, Site Work / Landscape, Jan 2026 - Mar 2026 | 600 | 60 |
| Exterior / Interior Work, Site Work / Landscape, Apr 2026 - Jun 2026 | 600 | 60 |

**Table 5-2: Worker Trip Assumptions**

| Year | Annual Trips | Average Trip Distance | Annual VMT |
|---|---|---|---|
| 2022 | 26,000 | 14.7 | 382200 |
| 2023 | 108,000 | | 1587600 |
| 2024 | 108,000 | | 1587600 |
| 2025 | 135,000 | | 1984500 |
| 2026 | 72,000 | | 1058400 |

**Table 5-3: Worker Trips - Annual Running and Non-Running Emissions (grams)**

| Year | ROG | CO | NOX | CO2 | CH4 | PM10 (Exh) | PM2.5 (Exh) | Sox | N2O |
|---|---|---|---|---|---|---|---|---|---|
| 2022 | 32,428 | 425,328 | 32,601 | 112,660,254 | 3,336 | 6,611 | 2,340 | 1,114 | 3,124 |
| 2023 | 48,677 | 1,459,206 | 110,063 | 461,799,250 | 7,043 | 27,285 | 9,555 | 4,565 | 10,092 |
| 2024 | 48,677 | 1,459,206 | 110,063 | 461,799,250 | 7,043 | 27,285 | 9,555 | 4,565 | 10,092 |
| 2025 | 54,028 | 1,799,629 | 135,568 | 576,759,651 | 8,263 | 34,092 | 11,931 | 5,701 | 12,386 |
| 2026 | 41,544 | 1,005,308 | 76,055 | 308,518,715 | 5,415 | 18,209 | 6,387 | 3,050 | 7,033 |

**Table 5-4: Conversions**

| lbs / ton | grams / lbs |
|---|---|
| 2000 | 453.59237 |

**Table 5-5: Worker Trips - Annual Running and Non-running Emissions (tons)**

| Year | ROG | CO | NOX | CO2 | CH4 | PM10(Exh) | PM2.5(Exh) | Sox | N2O |
|---|---|---|---|---|---|---|---|---|---|
| 2022 | 0.04 | 0.47 | 0.04 | 124.19 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 |
| 2023 | 0.05 | 1.61 | 0.12 | 509.05 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 |
| 2024 | 0.05 | 1.61 | 0.12 | 509.05 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 |
| 2025 | 0.06 | 1.98 | 0.15 | 635.77 | 0.01 | 0.04 | 0.01 | 0.01 | 0.01 |
| 2026 | 0.05 | 1.11 | 0.08 | 340.08 | 0.01 | 0.02 | 0.01 | 0.00 | 0.01 |

**Table 5-6: Worker Trips - Annual Running and Non-running Emissions (tons) - Reformat for Compilation**

| Year | NOX | CO | ROG | PM10(Exh) | PM2.5(Exh) | Sox | CO2 | N2O | CH4 |
|---|---|---|---|---|---|---|---|---|---|
| 2022 | 0.04 | 0.47 | 0.04 | 0.01 | 0.00 | 0.00 | 124.19 | 0.00 | 0.00 |
| 2023 | 0.12 | 1.61 | 0.05 | 0.03 | 0.01 | 0.01 | 509.05 | 0.01 | 0.01 |
| 2024 | 0.12 | 1.61 | 0.05 | 0.03 | 0.01 | 0.01 | 509.05 | 0.01 | 0.01 |
| 2025 | 0.15 | 1.98 | 0.06 | 0.04 | 0.01 | 0.01 | 635.77 | 0.01 | 0.01 |
| 2026 | 0.08 | 1.11 | 0.05 | 0.02 | 0.01 | 0.00 | 340.08 | 0.01 | 0.01 |

**Table 5-7: Vendor Deliveries (Non-Hauling)**

| Phase | Month / Year | Deliveries / Type (Week) | | # of Months | Total Trips |
|---|---|---|---|---|---|
| Structural Concrete | Dec 2022 | 50 | Concrete | 1 | 200 |
| | | 20 | Rebar | | 80 |
| Structural Concrete | Jan 2023 - Apr 2023 | 50 | Concrete | 4 | 800 |
| | | 20 | Rebar | | 320 |
| Structural Concrete, Framing and Rough-In | May 2023 - Sep 2023 | 50 | Concrete | 5 | 1,000 |
| | | 20 | Rebar | | 400 |
| | | 8 | Lumber | | 160 |
| | | 10 | MEP | | 200 |
| | | 5 | Rec Lumber | | 100 |
| | | 5 | Rec Const | | 100 |
| Structural Concrete, Framing and Rough-In | Oct 2023 - Dec 2023 | 8 | Lumber | 3 | 96 |
| | | 5 | Rec Lumber | | 60 |
| | | 10 | MEP | | 120 |
| | | 5 | Rec Const | | 60 |
| Structural Concrete, Framing and Rough-In | Jan 2024 - Sep 2024 | 8 | Lumber | 9 | 288 |
| | | 5 | Rec Lumber | | 180 |
| | | 10 | MEP | | 360 |
| | | 5 | Rec Const | | 180 |
| Structural Concrete, Framing and Rough-In | Oct 2024 | 8 | Lumber | 1 | 32 |
| | | 5 | Rec Lumber | | 20 |
| | | 10 | MEP | | 40 |
| | | 5 | Rec Const | | 20 |
| | | 20 | Ext/Int | | 80 |
| Exterior / Interior Work | Nov 2024 - Dec 2024 | 5 | Rec Const | 2 | 40 |
| | | 20 | Ext/Int | | 160 |
| Exterior / Interior Work | Jan 2025 - Mar 2025 | 5 | Rec Const | 3 | 60 |
| | | 20 | Ext/Int | | 240 |
| Exterior / Interior Work | Apr 2025 - Dec 2025 | 5 | Rec Const | 9 | 180 |
| | | 20 | Ext/Int | | 720 |
| | | 10 | Site | | 360 |
| Exterior / Interior Work | Jan 2026 - Mar 2026 | 5 | Rec Const | 3 | 60 |
| | | 20 | Ext/Int | | 240 |
| | | 10 | Site | | 120 |
| Landscape | Apr 2026 - Jun 2026 | 10 | Site | 3 | 120 |

**Table 5-8: Summary of Vendor VMT / Trips Per Year**

| Year | Annual Trips | Distance Per Trip | Annual VMT |
|---|---|---|---|
| 2022 | 280 | 7.3 | 2044 |
| 2023 | 3,416 | | 24937 |
| 2024 | 1,400 | | 10220 |
| 2025 | 1,560 | | 11388 |
| 2026 | 540 | | 3942 |

**Table 5-9: Vendor - Annual Running and Non-Running Emissions (grams)**

| Year | ROG | CO | NOX | CO2 | CH4 | PM10 (Exh) | PM2.5 (Exh) | Sox | N2O |
|---|---|---|---|---|---|---|---|---|---|
| 2022 | 2,072 | 1,503 | 4,576 | 2,979,953 | 141 | 226 | 102 | 28 | 438 |
| 2023 | 25,279 | 18,339 | 55,831 | 36,355,423 | 1,718 | 2,753 | 1,250 | 337 | 5,338 |
| 2024 | 10,360 | 7,516 | 22,881 | 14,899,763 | 704 | 1,128 | 512 | 138 | 2,188 |
| 2025 | 11,544 | 8,375 | 25,496 | 16,602,593 | 785 | 1,257 | 571 | 154 | 2,438 |
| 2026 | 3,996 | 2,899 | 8,826 | 5,747,052 | 272 | 435 | 198 | 53 | 844 |

**Table 5-10: Conversions**

| lbs / ton | grams / lbs |
|---|---|
| 2000 | 453.59237 |

**Table 5-11: Vendor - Annual Running and Non-running Emissions (tons)**

| Year | ROG | CO | NOX | CO2 | CH4 | PM10(Exh) | PM2.5(Exh) | Sox | N2O |
|---|---|---|---|---|---|---|---|---|---|
| 2022 | 0.00 | 0.00 | 0.01 | 3.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2023 | 0.03 | 0.02 | 0.06 | 40.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| 2024 | 0.01 | 0.01 | 0.03 | 16.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2025 | 0.01 | 0.01 | 0.03 | 18.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2026 | 0.00 | 0.00 | 0.01 | 6.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

**Table 5-12: Hauling - Annual Running and Non-running Emissions (tons) - Reformat for Compilation**

| Year | NOX | CO | ROG | PM10(Exh) | PM2.5(Exh) | Sox | CO2 | N2O | CH4 |
|---|---|---|---|---|---|---|---|---|---|
| 2022 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.28 | 0.00 | 0.00 |
| 2023 | 0.06 | 0.02 | 0.03 | 0.00 | 0.00 | 0.00 | 40.07 | 0.01 | 0.00 |
| 2024 | 0.03 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 16.42 | 0.00 | 0.00 |
| 2025 | 0.03 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 18.30 | 0.00 | 0.00 |
| 2026 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.34 | 0.00 | 0.00 |

**Sheet 6: Off-road Hauling Emissions (Exhaust)**

**Table 6-1: Earthwork Quantities (CY)**

| Year / Phase | Net Soil Export |
|---|---|
| Clear and Grub, Jul 2022 | 71500 |
| Mass Excavation, Aug - Nov 2022 | |

Source: Greystar, 2021

**Table 6-2: Size of Haul Truck (CY)**

| |
|---|
| 16 |

**Table 6-3: Haul Trips Required (One-way)**

| Year / Phase | Total |
|---|---|
| Clear and Grub, Jul 2022 | 8,938 |
| Mass Excavation, Aug - Nov 2022 | |

**Table 6-4: Average Off-site One-way Haul Truck Trip Distance (mi)**

| |
|---|
| 46.7 |

**Table 6-5: Annual Haul Trip Distribution (VMT)**

| Year / Phase | Total VMT |
|---|---|
| Clear and Grub, Jul 2022 | 417,381 |
| Mass Excavation, Aug - Nov 2022 | |

**Table 6-6: Hauling - Annual Running and Non-Running Emissions (grams)**

| Year | ROG | CO | NOX | CO2 | CH4 | PM10 (Exh | PM2.5 (Exh | Sox | N2O |
|---|---|---|---|---|---|---|---|---|---|
| 2022 | 13,827 | 334,014 | 1,021,293 | 695,420,618 | 52,430 | 60,500 | 26,617 | 6,324 | 110,834 |

**Table 6-7: Conversions**

| lbs / ton | grams / lbs |
|---|---|
| 2000 | 453.59237 |

**Table 6-8: Hauling - Annual Running and Non-running Emissions (tons)**

| Year | ROG | CO | NOX | CO2 | CH4 | PM10(Exh | PM2.5(Exh | Sox | N2O |
|---|---|---|---|---|---|---|---|---|---|
| 2022 | 0.02 | 0.37 | 1.13 | 766.57 | 0.06 | 0.07 | 0.03 | 0.01 | 0.12 |

**Table 6-9: Hauling - Annual Running and Non-running Emissions (tons) - Reformat for Compilation**

| Year | NOX | CO | ROG | PM10(Exh) | PM2.5(Exh | Sox | CO2 | N2O | CH4 |
|---|---|---|---|---|---|---|---|---|---|
| 2022 | 1.13 | 0.37 | 0.02 | 0.07 | 0.03 | 0.01 | 766.57 | 0.12 | 0.06 |

**Sheet 7: On- and Off-road Motor Vehicle Emission Factors (Exhaust)**

**Table 7-1: Mobile Source Emissions Running Rate (g/mi)**

| Vehicle Type | ROG | CO | NOX | CO2 | CH4 | PM10 (Exh) | PM2.5 (Exh) | Sox | N2O |
|---|---|---|---|---|---|---|---|---|---|
| LDA-LDT1-LDT2 | 0.013480289 | 0.85770494 | 0.064262165 | 289.6457571 | 0.003074745 | 0.017150842 | 0.005985895 | 0.002863155 | 0.005780773 |
| MHDT | 1.97242079 | 0.501332961 | 1.574898567 | 1248.397567 | 0.010833447 | 0.075815567 | 0.036455303 | 0.011852231 | 0.161707453 |
| HHDT | 0.033100538 | 0.800251888 | 2.394964694 | 1666.15138 | 0.125617691 | 0.144952201 | 0.063770574 | 0.01515239 | 0.265544942 |

Source: EMFAC2021 (v1.0.0); rates derived by MIG

**Table 7-2: Mobile Source Emissions Trip Rate (g/trip)**

| Vehicle Type | ROG | CO | NOX | CO2 | CH4 | PM10 (Exh) | PM2.5 (Exh) | Sox | N2O |
|---|---|---|---|---|---|---|---|---|---|
| LDA-LDT1-LDT2 | 1.04907819 | 3.750513966 | 0.309232878 | 75.29408104 | 0.083117417 | 0.002170616 | 0.001995869 | 0.000744359 | 0.035166606 |
| MHDT | 0.158666271 | 1.235153621 | 1.281987002 | 9.13844039 | 0.009681555 | 0.000122251 | 0.000112405 | 9.03428E-05 | 0.006082031 |
| HHDT | 0.00133701 | 0.000436679 | 2.425660412 | 0.03044473 | 9.94409E-08 | 1.13121E-06 | 1.04011E-06 | 3.00977E-07 | 2.37172E-05 |

Source: EMFAC2021 (v1.0.0); rates derived by MIG

**Sheet 8: Off-road Heavy-duty Equipment Emissions (Summary)**

**Table 8-1: Off-road Emissions by Phase / Year**

| Phase / Year | Emissions (tons) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | NOx | CO | ROG | PM10 | M2.5 (Exh | SOx | CO2 | N2O | CH4 |
| Clear and Grub, Jul 2022 | 0.03 | 0.27 | 0.02 | 0.00 | 0.00 | 0.00 | 23.69 | 0.03 | 0.06 |
| Mass Excavation, Aug - Nov 2022 | 0.48 | 3.61 | 0.27 | 0.02 | 0.02 | 0.00 | 382.09 | 0.42 | 0.91 |
| Structural Concrete, Dec 2022 | 0.09 | 0.11 | 0.01 | 0.01 | 0.01 | 0.00 | 6.59 | 0.01 | 0.02 |
| Structural Concrete, Jan 2023 - Apr 2023 | 0.35 | 0.46 | 0.02 | 0.03 | 0.03 | 0.00 | 26.35 | 0.03 | 0.07 |
| Structural Concrete, Structural Framing / Rough-In, May 2023 - Sep 2023 | 0.76 | 0.93 | 0.05 | 0.06 | 0.06 | 0.00 | 51.47 | 0.07 | 0.14 |
| Structural Concrete, Structural Framing / Rough-In, Oct 2023 - Dec 2023 | 0.33 | 0.40 | 0.02 | 0.03 | 0.02 | 0.00 | 22.23 | 0.03 | 0.06 |
| Structural Concrete, Structural Framing / Rough-In, Jan 2024 - Mar 2024 | 0.33 | 0.40 | 0.02 | 0.03 | 0.02 | 0.00 | 22.23 | 0.03 | 0.06 |
| Exterior / Interior Work, Structural Framing / Rough-In, Apr 2024 - Oct 2024 | 1.62 | 1.78 | 0.10 | 0.11 | 0.10 | 0.00 | 101.10 | 0.14 | 0.32 |
| Exterior / Interior Work, Nov 2024 - Dec 2024 | 0.46 | 0.51 | 0.03 | 0.03 | 0.03 | 0.00 | 28.88 | 0.04 | 0.09 |
| Exterior / Interior Work, Jan 2025 - Mar 2025 | 0.69 | 0.76 | 0.04 | 0.05 | 0.04 | 0.00 | 43.33 | 0.06 | 0.14 |
| Exterior / Interior Work Site Work / Landscape Apr 2025 - Dec 2025 | 2.78 | 3.24 | 0.18 | 0.21 | 0.20 | 0.00 | 177.00 | 0.23 | 0.50 |
| Exterior / Interior Work, Site Work / Landscape, Jan 2026 - Mar 2026 | 0.93 | 1.08 | 0.06 | 0.07 | 0.07 | 0.00 | 59.00 | 0.08 | 0.17 |
| Exterior / Interior Work, Site Work / Landscape, Apr 2026 - Jun 2026 | 0.66 | 0.73 | 0.04 | 0.05 | 0.05 | 0.00 | 39.24 | 0.05 | 0.11 |
| **2022 Total** | **0.60** | **3.99** | **0.30** | **0.03** | **0.03** | **0.00** | **412.37** | **0.45** | **0.99** |
| **2023 Total** | **1.44** | **1.78** | **0.09** | **0.12** | **0.11** | **0.00** | **100.05** | **0.13** | **0.27** |
| **2024 Total** | **2.41** | **2.68** | **0.15** | **0.17** | **0.16** | **0.00** | **152.22** | **0.21** | **0.47** |
| **2025 Total** | **3.47** | **4.00** | **0.22** | **0.26** | **0.24** | **0.00** | **220.33** | **0.29** | **0.63** |
| **2026 Total** | **1.58** | **1.81** | **0.10** | **0.12** | **0.11** | **0.00** | **98.24** | **0.13** | **0.28** |

**Sheet 9: Off-road Heavy-duty Exhaust Emissions Calculations**

**Table 9-1: Emissions Calculations**

| Phase | Equipment | Quantity | Daily Hours In Use | Anticipated Duration of Use (days) | Total Runtime Hours |
|---|---|---|---|---|---|
| Clear and Grub, Jul 2022 | CAT 140 Grader T4 | 4 | 8 | 20 | 640 |
| | CAT D7 Dozer T4 | 2 | 8 | 20 | 320 |
| | CAT 320 Excavator T4 | 1 | 8 | 20 | 160 |
| | CAT 415 Backhoe T4 | 2 | 8 | 20 | 320 |
| Mass Excavation, Aug - Nov 2022 | CAT 140 Grader T4 | 4 | 8 | 100 | 3200 |
| | CAT D7 Dozer T4 | 2 | 8 | 100 | 1600 |
| | CAT 320 Excavator T4 | 1 | 8 | 100 | 800 |
| | CAT 623K Scraper T4 | 6 | 8 | 100 | 4800 |
| | CAT 415 Backhoe T4 | 2 | 8 | 100 | 1600 |
| Structural Concrete, Dec 2022 | Telehandler: Gradall (T3) | 4 | 8 | 20 | 640 |
| Structural Concrete, Jan 2023 - Apr 2023 | Telehandler: Gradall (T3) | 4 | 8 | 80 | 2560 |
| Structural Concrete, Structural Framing / Rough-In, May 2023 - Sep 2023 | Telehandler: Gradall (T3) | 4 | 8 | 100 | 3200 |
| | TLB (T3) | 3 | 8 | 100 | 2400 |
| Structural Concrete, Structural Framing / | Telehandler: Gradall (T3) | 3 | 8 | 60 | 1440 |
| | TLB (T3) | 2 | 8 | 60 | 960 |
| Structural Concrete, Structural Framing / | Telehandler: Gradall (T3) | 3 | 8 | 60 | 1440 |
| | TLB (T3) | 2 | 8 | 60 | 960 |
| Exterior / Interior Work, Structural Framing / Rough-In, | Telehandler: Gradall (T3) | 4 | 8 | 140 | 4480 |
| | TLB (T3) | 2 | 8 | 140 | 2240 |
| | Crane (T3) | 3 | 8 | 140 | 3360 |
| Exterior / Interior Work, Nov 2024 - Dec 2024 | Telehandler: Gradall (T3) | 4 | 8 | 40 | 1280 |
| | TLB (T3) | 2 | 8 | 40 | 640 |
| | Crane (T3) | 3 | 8 | 40 | 960 |
| Exterior / Interior Work, Jan 2025 - Mar 2025 | Telehandler: Gradall (T3) | 4 | 8 | 60 | 1920 |
| | TLB (T3) | 2 | 8 | 60 | 960 |
| | Crane (T3) | 3 | 8 | 60 | 1440 |
| Exterior / Interior Work Site Work / Landscape Apr 2025 - Dec 2025 | Telehandler: Gradall (T3) | 4 | 8 | 180 | 5760 |
| | Backhoe T3 | 6 | 8 | 180 | 8640 |
| | Mini Excavator T4 | 6 | 8 | 180 | 8640 |
| Exterior / Interior Work, Site Work / Landscape, Jan 2026 - Mar 2026 | Telehandler: Gradall (T3) | 4 | 8 | 60 | 1920 |
| | Backhoe T3 | 6 | 8 | 60 | 2880 |
| | Mini Excavator T4 | 6 | 8 | 60 | 2880 |
| Exterior / Interior Work, Site Work / Landscape, | Backhoe T3 | 6 | 8 | 60 | 2880 |
| | Mini Excavator T4 | 6 | 8 | 60 | 2880 |

Source: U.S EPA 2018b for CH4 and N2O g/gal emfac; CARB 2017a for load factor information

| Horsepower | Load Factor | Emission Factor (g/hp-hr) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | NOx | CO | ROG | PM10 | PM2.5 | SOx | CO2 |
| 179 | 0.41 | 0.3 | 2.2 | 0.1694 | 0.015 | 0.0138 | 0.00199 | 215.79273 |
| 265 | 0.40 | 0.3 | 2.2 | 0.1694 | 0.015 | 0.0138 | 0.00193 | 209.35852 |
| 172 | 0.38 | 0.3 | 2.2 | 0.1694 | 0.015 | 0.0138 | 0.00186 | 201.64273 |
| 93 | 0.37 | 0.3 | 3.7 | 0.1694 | 0.015 | 0.0138 | 0.00180 | 195.21422 |
| 179 | 0.41 | 0.3 | 2.2 | 0.1694 | 0.015 | 0.0138 | 0.00199 | 215.79273 |
| 265 | 0.40 | 0.3 | 2.2 | 0.1694 | 0.015 | 0.0138 | 0.00193 | 209.35852 |
| 172 | 0.38 | 0.3 | 2.2 | 0.1694 | 0.015 | 0.0138 | 0.00186 | 201.64273 |
| 407 | 0.48 | 0.3 | 2.2 | 0.1694 | 0.015 | 0.0138 | 0.00235 | 255.03222 |
| 93 | 0.37 | 0.3 | 3.7 | 0.1694 | 0.015 | 0.0138 | 0.00180 | 195.21422 |
| 110 | 0.40 | 2.85 | 3.7 | 0.1815 | 0.22 | 0.2024 | 0.00196 | 212.18286 |
| 110 | 0.40 | 2.85 | 3.7 | 0.1815 | 0.22 | 0.2024 | 0.00196 | 212.18286 |
| 110 | 0.40 | 2.85 | 3.7 | 0.1815 | 0.22 | 0.2024 | 0.00196 | 212.18286 |
| 97 | 0.37 | 3.325 | 3.7 | 0.21175 | 0.3 | 0.276 | 0.00180 | 195.21422 |
| 110 | 0.40 | 2.85 | 3.7 | 0.1815 | 0.22 | 0.2024 | 0.00196 | 212.18286 |
| 97 | 0.37 | 3.325 | 3.7 | 0.21175 | 0.3 | 0.276 | 0.00180 | 195.21422 |
| 110 | 0.40 | 2.85 | 3.7 | 0.1815 | 0.22 | 0.2024 | 0.00196 | 212.18286 |
| 97 | 0.37 | 3.325 | 3.7 | 0.21175 | 0.3 | 0.276 | 0.00180 | 195.21422 |
| 110 | 0.40 | 2.85 | 3.7 | 0.1815 | 0.22 | 0.2024 | 0.00196 | 212.18286 |
| 97 | 0.37 | 3.325 | 3.7 | 0.21175 | 0.3 | 0.276 | 0.00180 | 195.21422 |
| 231 | 0.29 | 2.85 | 2.6 | 0.1815 | 0.15 | 0.138 | 0.00140 | 151.91485 |
| 110 | 0.40 | 2.85 | 3.7 | 0.1815 | 0.22 | 0.2024 | 0.00196 | 212.18286 |
| 97 | 0.37 | 3.325 | 3.7 | 0.21175 | 0.3 | 0.276 | 0.00180 | 195.21422 |
| 231 | 0.29 | 2.85 | 2.6 | 0.1815 | 0.15 | 0.138 | 0.00140 | 151.91485 |
| 110 | 0.40 | 2.85 | 3.7 | 0.1815 | 0.22 | 0.2024 | 0.00196 | 212.18286 |
| 97 | 0.37 | 3.325 | 3.7 | 0.21175 | 0.3 | 0.276 | 0.00180 | 195.21422 |
| 231 | 0.29 | 2.85 | 2.6 | 0.1815 | 0.15 | 0.138 | 0.00140 | 151.91485 |
| 110 | 0.40 | 2.85 | 3.7 | 0.1815 | 0.22 | 0.2024 | 0.00196 | 212.18286 |
| 97 | 0.37 | 3.325 | 3.7 | 0.21175 | 0.3 | 0.276 | 0.00180 | 195.21422 |
| 70 | 0.38 | 3.325 | 3.7 | 0.21175 | 0.2 | 0.184 | 0.00184 | 201.29133 |
| 110 | 0.40 | 2.85 | 3.7 | 0.1815 | 0.22 | 0.2024 | 0.00196 | 212.18286 |
| 97 | 0.37 | 3.325 | 3.7 | 0.21175 | 0.3 | 0.276 | 0.00180 | 195.21422 |
| 70 | 0.38 | 3.325 | 3.7 | 0.21175 | 0.2 | 0.184 | 0.00184 | 201.29133 |
| 97 | 0.37 | 3.325 | 3.7 | 0.21175 | 0.3 | 0.276 | 0.00180 | 195.21422 |
| 70 | 0.38 | 3.325 | 3.7 | 0.21175 | 0.2 | 0.184 | 0.00184 | 201.29133 |

| Emission Factor (g/gal) | | | | Emissions (tons) | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| N2O | CH4 | gal/hp-hr | gal | NOx | CO | ROG | PM10 | PM2.5 | SOx |
| 0.26 | 0.57 | 0.021144 | 993.1117 | 0.015533 | 0.113905 | 0.008771 | 0.000777 | 0.000714 | 0.000103 |
| 0.26 | 0.57 | 0.020513 | 695.8104 | 0.011217 | 0.082259 | 0.006334 | 0.000561 | 0.000516 | 7.22E-05 |
| 0.26 | 0.57 | 0.019757 | 206.6137 | 0.003458 | 0.025361 | 0.001953 | 0.000173 | 0.000159 | 2.15E-05 |
| 0.26 | 0.57 | 0.019127 | 210.6156 | 0.003641 | 0.04491 | 0.002056 | 0.000182 | 0.000168 | 2.19E-05 |
| 0.26 | 0.57 | 0.021144 | 4965.559 | 0.077663 | 0.569526 | 0.043854 | 0.003883 | 0.003572 | 0.000516 |
| 0.26 | 0.57 | 0.020513 | 3479.052 | 0.056086 | 0.411294 | 0.03167 | 0.002804 | 0.00258 | 0.000361 |
| 0.26 | 0.57 | 0.019757 | 1033.068 | 0.017291 | 0.126803 | 0.009764 | 0.000865 | 0.000795 | 0.000107 |
| 0.26 | 0.57 | 0.024988 | 23432.38 | 0.3101 | 2.27407 | 0.175103 | 0.015505 | 0.014265 | 0.002434 |
| 0.26 | 0.57 | 0.019127 | 1053.078 | 0.018207 | 0.224549 | 0.010281 | 0.00091 | 0.000838 | 0.000109 |
| 0.26 | 0.57 | 0.02079 | 585.4467 | 0.088467 | 0.114852 | 0.005634 | 0.006829 | 0.006283 | 6.08E-05 |
| 0.26 | 0.57 | 0.02079 | 2341.787 | 0.353868 | 0.459408 | 0.022536 | 0.027316 | 0.025131 | 0.000243 |
| 0.26 | 0.57 | 0.02079 | 2927.234 | 0.442335 | 0.57426 | 0.02817 | 0.034145 | 0.031414 | 0.000304 |
| 0.26 | 0.57 | 0.019127 | 1647.558 | 0.315704 | 0.35131 | 0.020105 | 0.028485 | 0.026206 | 0.000171 |
| 0.26 | 0.57 | 0.02079 | 1317.255 | 0.199051 | 0.258417 | 0.012676 | 0.015365 | 0.014136 | 0.000137 |
| 0.26 | 0.57 | 0.019127 | 659.023 | 0.126282 | 0.140524 | 0.008042 | 0.011394 | 0.010482 | 6.85E-05 |
| 0.26 | 0.57 | 0.02079 | 1317.255 | 0.199051 | 0.258417 | 0.012676 | 0.015365 | 0.014136 | 0.000137 |
| 0.26 | 0.57 | 0.019127 | 659.023 | 0.126282 | 0.140524 | 0.008042 | 0.011394 | 0.010482 | 6.85E-05 |
| 0.26 | 0.57 | 0.02079 | 4098.127 | 0.61927 | 0.803964 | 0.039438 | 0.047803 | 0.043979 | 0.000426 |
| 0.26 | 0.57 | 0.019127 | 1537.72 | 0.294657 | 0.327889 | 0.018765 | 0.026586 | 0.024459 | 0.00016 |
| 0.26 | 0.57 | 0.014885 | 3350.379 | 0.707129 | 0.6451 | 0.045033 | 0.037217 | 0.03424 | 0.000348 |
| 0.26 | 0.57 | 0.02079 | 1170.893 | 0.176934 | 0.229704 | 0.011268 | 0.013658 | 0.012565 | 0.000122 |
| 0.26 | 0.57 | 0.019127 | 439.3487 | 0.084188 | 0.093683 | 0.005361 | 0.007596 | 0.006988 | 4.56E-05 |
| 0.26 | 0.57 | 0.014885 | 957.2511 | 0.202037 | 0.184314 | 0.012867 | 0.010634 | 0.009783 | 9.94E-05 |
| 0.26 | 0.57 | 0.02079 | 1756.34 | 0.265401 | 0.344556 | 0.016902 | 0.020487 | 0.018848 | 0.000182 |
| 0.26 | 0.57 | 0.019127 | 659.023 | 0.126282 | 0.140524 | 0.008042 | 0.011394 | 0.010482 | 6.85E-05 |
| 0.26 | 0.57 | 0.014885 | 1435.877 | 0.303055 | 0.276471 | 0.0193 | 0.01595 | 0.014674 | 0.000149 |
| 0.26 | 0.57 | 0.02079 | 5269.021 | 0.796204 | 1.033668 | 0.050706 | 0.061461 | 0.056544 | 0.000547 |
| 0.26 | 0.57 | 0.019127 | 5931.207 | 1.136536 | 1.264717 | 0.072379 | 0.102545 | 0.094341 | 0.000616 |
| 0.26 | 0.57 | 0.019723 | 4532.783 | 0.842348 | 0.937349 | 0.053644 | 0.050668 | 0.046614 | 0.000467 |
| 0.26 | 0.57 | 0.02079 | 1756.34 | 0.265401 | 0.344556 | 0.016902 | 0.020487 | 0.018848 | 0.000182 |
| 0.26 | 0.57 | 0.019127 | 1977.069 | 0.378845 | 0.421572 | 0.024126 | 0.034182 | 0.031447 | 0.000205 |
| 0.26 | 0.57 | 0.019723 | 1510.928 | 0.280783 | 0.31245 | 0.017881 | 0.016889 | 0.015538 | 0.000156 |
| 0.26 | 0.57 | 0.019127 | 1977.069 | 0.378845 | 0.421572 | 0.024126 | 0.034182 | 0.031447 | 0.000205 |
| 0.26 | 0.57 | 0.019723 | 1510.928 | 0.280783 | 0.31245 | 0.017881 | 0.016889 | 0.015538 | 0.000156 |

| CO2 | N2O | CH4 |
|---|---|---|
| 11.17269 | 0.013462 | 0.029512 |
| 7.827999 | 0.009722 | 0.021313 |
| 2.324443 | 0.002997 | 0.006571 |
| 2.369465 | 0.003156 | 0.006919 |
| 55.86347 | 0.067308 | 0.147559 |
| 39.13999 | 0.048608 | 0.106563 |
| 11.62221 | 0.014986 | 0.032853 |
| 263.6187 | 0.268754 | 0.589191 |
| 11.84733 | 0.015779 | 0.034593 |
| 6.586387 | 0.008071 | 0.017693 |
| 26.34555 | 0.032283 | 0.070774 |
| 32.93193 | 0.040353 | 0.088467 |
| 18.53533 | 0.024687 | 0.054121 |
| 14.81937 | 0.018159 | 0.03981 |
| 7.414133 | 0.009875 | 0.021648 |
| 14.81937 | 0.018159 | 0.03981 |
| 7.414133 | 0.009875 | 0.021648 |
| 46.10471 | 0.056495 | 0.123854 |
| 17.29964 | 0.023041 | 0.050513 |
| 37.6924 | 0.06451 | 0.141426 |
| 13.17277 | 0.016141 | 0.035387 |
| 4.942756 | 0.006583 | 0.014432 |
| 10.76926 | 0.018431 | 0.040407 |
| 19.75916 | 0.024212 | 0.05308 |
| 7.414133 | 0.009875 | 0.021648 |
| 16.15388 | 0.027647 | 0.060611 |
| 59.27748 | 0.072636 | 0.159241 |
| 66.7272 | 0.088872 | 0.194835 |
| 50.99466 | 0.065868 | 0.144402 |
| 19.75916 | 0.024212 | 0.05308 |
| 22.2424 | 0.029624 | 0.064945 |
| 16.99822 | 0.021956 | 0.048134 |
| 22.2424 | 0.029624 | 0.064945 |
| 16.99822 | 0.021956 | 0.048134 |

**Sheet 10: Equipment Category and Emissions Assignment**

**Table 10: Equipment Category and Emissions Assignment**

| Row Labels | Average of Horsepower | OFFROAD Cat | HP_Bin | Load Factor | ROG g_hp-hr | CO g_hp-hr | Nox g_hp-hr | PM10 g_hp-hr | PM2_5 g_hp-hr | Sox_g_hp-hr | Co2_g_hp-hr | gal/hp-hr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Backhoe T3 | 97 | ConstMin - Tractors/Loaders/Backhoes | 100 | 0.37 | 0.212 | 3.7 | 3.325 | 0.3 | 0.276 | 0.002 | 195.2 | 0.019 |
| CAT 140 Grader T4 | 179 | ConstMin - Graders | 300 | 0.41 | 0.169 | 2.2 | 0.3 | 0.015 | 0.014 | 0.002 | 215.8 | 0.021 |
| CAT 320 Excavator T4 | 172 | ConstMin - Excavators | 300 | 0.38 | 0.169 | 2.2 | 0.3 | 0.015 | 0.014 | 0.002 | 201.6 | 0.02 |
| CAT 415 Backhoe T4 | 93 | ConstMin - Tractors/Loaders/Backhoes | 100 | 0.37 | 0.169 | 3.7 | 0.3 | 0.015 | 0.014 | 0.002 | 195.2 | 0.019 |
| CAT 623K Scraper T4 | 407 | ConstMin - Scrapers | 600 | 0.48 | 0.169 | 2.2 | 0.3 | 0.015 | 0.014 | 0.002 | 255 | 0.025 |
| CAT D7 Dozer T4 | 265 | ConstMin - Rubber Tired Dozers | 300 | 0.40 | 0.169 | 2.2 | 0.3 | 0.015 | 0.014 | 0.002 | 209.4 | 0.021 |
| Crane (T3) | 231 | ConstMin - Cranes | 300 | 0.29 | 0.182 | 2.6 | 2.85 | 0.15 | 0.138 | 0.001 | 151.9 | 0.015 |
| Mini Excavator T4 | 70 | ConstMin - Excavators | 75 | 0.38 | 0.212 | 3.7 | 3.325 | 0.2 | 0.184 | 0.002 | 201.3 | 0.02 |
| Telehandler: Gradall (T3) | 110 | ConstMin - Rough Terrain Forklifts | 175 | 0.4 | 0.182 | 3.7 | 2.85 | 0.22 | 0.202 | 0.002 | 212.2 | 0.021 |
| TLB (T3) | 97 | ConstMin - Tractors/Loaders/Backhoes | 100 | 0.37 | 0.212 | 3.7 | 3.325 | 0.3 | 0.276 | 0.002 | 195.2 | 0.019 |

Source: CARB 2017a

**Sheet 11: Tier III and Tier IV Emission Factors**

**Table 11-1: U.S. EPA Tier III Emission Standards**

| | | EMFAC (g/hp-hr) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Maximum Horsepower | Assigned HP Bin | NMHC+NOx | CO | PM | NMHC | Nox | ROG | PM10 | PM2.5 |
| 50≤hp<75 (I-T4) | 75 | 3.5 | 3.7 | 0.22 | 0.175 | 3.325 | 0.21175 | 0.22 | 0.2024 |
| 75≤hp<100 | 100 | 3.5 | 3.7 | 0.3 | 0.175 | 3.325 | 0.21175 | 0.3 | 0.276 |
| 100≤hp<175 | 175 | 3 | 3.7 | 0.22 | 0.15 | 2.85 | 0.1815 | 0.22 | 0.2024 |
| 175≤hp<300 | 300 | 3 | 2.6 | 0.15 | 0.15 | 2.85 | 0.1815 | 0.15 | 0.138 |
| 300≤hp<600 | 600 | 3 | 2.6 | 0.15 | 0.15 | 2.85 | 0.1815 | 0.15 | 0.138 |
| 600≤hp<750 | 750 | 3 | 2.6 | 0.15 | 0.15 | 2.85 | 0.1815 | 0.15 | 0.138 |
| Mobile > 750 hp (I-T4) | 9999 | N/A | 2.6 | 0.07 | 0.3 | 2.6 | 0.363 | 0.07 | 0.0644 |

Source: CARB 2017b; CARB 2005

**Table 11-2: U.S. EPA Tier IV Emission Standards**

| | | EMFAC (g/hp-hr) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Maximum Horsepower | Assigned HP Bin | NMHC+NOx | CO | PM | NMHC | Nox | ROG | PM10 | PM2.5 |
| 50≤hp<75 (I-T4) | 75 | 3.5 | 3.7 | 0.2 | 0.175 | 3.325 | 0.21175 | 0.2 | 0.184 |
| 75≤hp<100 | 100 | | 3.7 | 0.015 | 0.14 | 0.3 | 0.1694 | 0.015 | 0.0138 |
| 100≤hp<175 | 175 | | 3.7 | 0.015 | 0.14 | 0.3 | 0.1694 | 0.015 | 0.0138 |
| 175≤hp<300 | 300 | | 2.2 | 0.015 | 0.14 | 0.3 | 0.1694 | 0.015 | 0.0138 |
| 300≤hp<600 | 600 | | 2.2 | 0.015 | 0.14 | 0.3 | 0.1694 | 0.015 | 0.0138 |
| 600≤hp<750 | 750 | | 2.2 | 0.015 | 0.14 | 0.3 | 0.1694 | 0.015 | 0.0138 |
| Mobile > 750 hp (I-T4) | 9999 | | 2.6 | 0.03 | 0.14 | 2.6 | 0.1694 | 0.03 | 0.0276 |

Source: CARB 2017b; CARB 2005

**Table 11-3: U.S. EPA Tier III Emission Standards - Reformat**

| Maximum Horsepower | Assigned HP Bin | EMFAC (g/hp-hr) | | | | |
|---|---|---|---|---|---|---|
| | | ROG | CO | Nox | PM10 | PM2.5 |
| 50≤hp<75 | 75 | 0.21175 | 3.7 | 3.325 | 0.22 | 0.2024 |
| 75≤hp<100 | 100 | 0.21175 | 3.7 | 3.325 | 0.3 | 0.276 |
| 100≤hp<175 | 175 | 0.1815 | 3.7 | 2.85 | 0.22 | 0.2024 |
| 175≤hp<300 | 300 | 0.1815 | 2.6 | 2.85 | 0.15 | 0.138 |
| 300≤hp<600 | 600 | 0.1815 | 2.6 | 2.85 | 0.15 | 0.138 |
| 600≤hp<750 | 750 | 0.1815 | 2.6 | 2.85 | 0.15 | 0.138 |
| Mobile > 750 hp | 9999 | 0.363 | 2.6 | 2.6 | 0.07 | 0.0644 |

**Table 11-4: U.S. EPA Tier IV Emission Standards - Reformat**

| Maximum Horsepower | Assigned HP Bin | EMFAC (g/hp-hr) | | | | |
|---|---|---|---|---|---|---|
| | | ROG | CO | Nox | PM10 | PM2.5 |
| 50≤hp<75 | 75 | 0.21175 | 3.7 | 3.325 | 0.2 | 0.184 |
| 75≤hp<100 | 100 | 0.1694 | 3.7 | 0.3 | 0.015 | 0.0138 |
| 100≤hp<175 | 175 | 0.1694 | 3.7 | 0.3 | 0.015 | 0.0138 |
| 175≤hp<300 | 300 | 0.1694 | 2.2 | 0.3 | 0.015 | 0.0138 |
| 300≤hp<600 | 600 | 0.1694 | 2.2 | 0.3 | 0.015 | 0.0138 |
| 600≤hp<750 | 750 | 0.1694 | 2.2 | 0.3 | 0.015 | 0.0138 |
| Mobile > 750 hp | 9999 | 0.1694 | 2.6 | 2.6 | 0.03 | 0.0276 |

# APPENDIX 25.3

## WATER SUPPLY ASSESSMENT

# Freedom Circle Focus Area Water Supply Assessment

for Compliance with California Water Code Section 10910

Approved by City Council

Resolution #TBD

DRAFT

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# Introduction

Senate Bill 610 (2001) codified at Water Code Section 10910 et seq, requires detailed information on water supply availability for certain projects that meet or exceed the following criteria:

- A residential development of more than 500 dwelling units
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- A proposed hotel or motel, or both, having more than 500 rooms.
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- A mixed-use project that includes one or more of the projects specified in this subdivision.
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Freedom Circle Focus Area("Focus Area"), a plan area located in the City of Santa Clara ("City") is subject to a Water Supply Assessment ("WSA" or Assessment") in accordance with the California Water Code and the California Environmental Quality Act. The proposed Freedom Circle Focus Area encompasses approximately 108 gross acres, bounded by San Tomas Aquino Creek to the east, Great America Parkway to the west, Great America Theme Park to the north, and Highway 101 to the south. The City of Santa Clara's City Council approved and adopted an Urban Water Management Plan in 2016 ("UWMP" or "2015 UWMP"). The 2015 UWMP did not specifically include or address this Focus Area since it was proposed and evaluated after the adoption of the UWMP. However, the UWMP included projected increases in water demand due to densification and intensification of both residential and non-residential land uses. Projected uses within the proposed development are described in further detail in the Projected Water Demand for the Proposed Focus Area Plan section.

This Assessment relies on the data contained in and used to develop the 2015 UWMP to analyze the availability of the City's water supply to serve the Specific Plan along with existing and planned future uses. Unless noted, all figures in this Assessment are in acre-feet (AF) and are for total water demand or supply, i.e. both potable and recycled water.

The findings of this Assessment will be submitted to the City Council for approval and included in the environmental review process. The City's approval, denial, conditional approval or any act on this Assessment does not guarantee that the Specific Plan will be approved and does not obligate the City to approve, deny, conditionally approve, take any action, or make any decision on the Focus Area Plan application.

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# Water Supply

The City of Santa Clara has four sources of water. These sources include two treated water sources from the Santa Clara Valley Water District ("SCVWD" or "Valley Water") and the San Francisco Public Utilities Commission ("SFPUC"), groundwater pumped from the Santa Clara sub-basin through the City's owned and operated groundwater wells, and recycled water purchased from South Bay Water Recycling ("SBWR").

Recycled water use within the City is limited by the availability of acceptable uses and proximity to the recycled water distribution system. The use of treated surface water from SCVWD and SFPUC is limited by their respective executed contracts.

## *Potable Water Supply*

The Santa Clara potable water system is separated into four interconnected zones in order to provide optimum pressures throughout the City. The four pressure zones and the location of the Project are shown in Figure 1.

Figure 2 shows the water source by area. Treated water purchased from SFPUC is used to supply water north of Highway 101. Treated water purchased from the SCVWD is used in conjunction with groundwater to supply water to the southern portion of the City.

Table 1 below summarizes the amount of water pumped by the City's groundwater wells from 2010-2019. Table 1A summarizes purchased volumes from the City's two wholesalers.

**Table 1: Historical Volume of Groundwater Pumped (AF)**

| Source | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|---|---|---|---|
| Wells | 13,930 | 14,958 | 14,194 | 14,096 | 11,450 | 10,108 | 12,200 | 10,671 | 9,790 | 10,835 |

**Table 1A: Historical Treated Water Purchases (AF)**

| Source | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|---|---|---|---|
| SCVWD | 4,527 | 3,971 | 4,949 | 3,634 | 3,701 | 4,683 | 4,123 | 4,752 | 4,452 | 3,982 |
| SFPUC | 2,225 | 2,264 | 2,457 | 2,069 | 2,470 | 2,371 | 2,317 | 3,059 | 3,548 | 3,485 |

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Figure 1: Pressure Zones

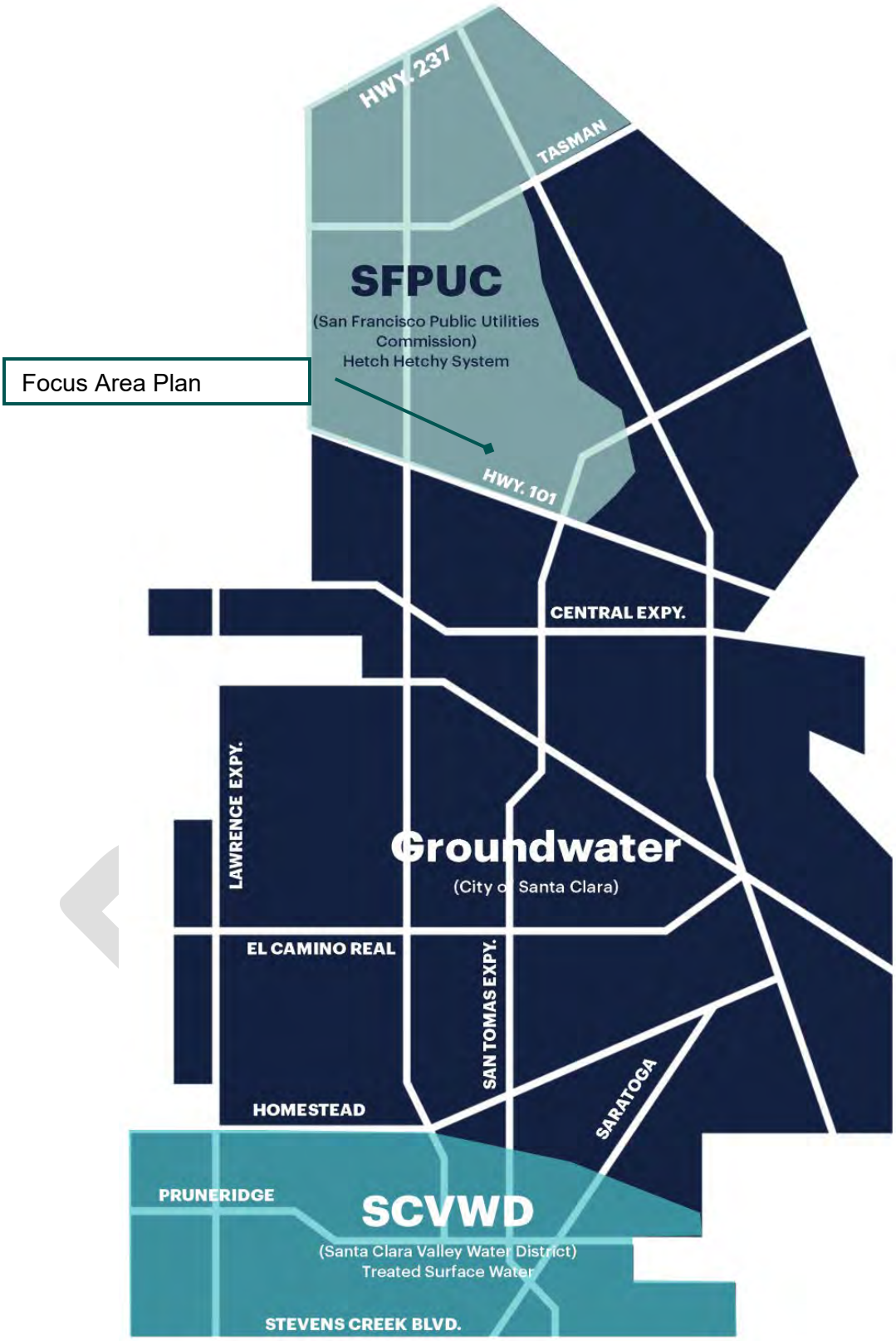


Figure 2: Sources of Water by Area

## *Groundwater Supply*

The local groundwater basin currently provides about two thirds of the City's potable water supply. It is the primary source of water for domestic, industrial, and agricultural use in the City since the area was first settled. This aquifer acts as a large underground reservoir that the City's 26 wells use as a water source.

The Santa Clara Valley groundwater basin extends from the Coyote Narrows at Metcalf Road in San Jose to Santa Clara County's northern boundary. It is bounded on the west by the Santa Cruz Mountains and on the east by the Diablo Range: these two mountain ranges converge at the Coyote Narrows to form the southern limit of the sub-basin. The sub-basin is 22 miles long and 15 miles wide at its widest point, with a surface area of 225 square miles. The southern area is an unconfined zone, or "forebay", where confining clay layers do not extend. SCVWD staff estimates the operational storage capacity of the sub-basin to be 350,000 AF. The Santa Clara Valley groundwater basin is shown in Figure 3 (225 square miles, 144,000 acres) and is the largest of three interconnected groundwater basins occupying a total of 240,000 acres of the 849,000 acres in Santa Clara County. Under the Sustainable Groundwater Management Act (SGMA, the Santa Clara Valley Water District is designated as the local Groundwater Sustainability Agency (GSA) to develop and implement Groundwater Sustainability Plans for the Santa Clara Subbasin[1][2]

The Santa Clara Valley groundwater basin is not adjudicated. The most recent information from DWR indicates that the Santa Clara Sub-basin is a medium-priority sub-basin based on criteria that include overlying population, projected growth, number of wells, irrigation acreage, groundwater reliance, and groundwater impacts[3]. The sub-basin is not currently listed as overdrafted[4]. Even when the City was at the historic peak for groundwater production FY1986/87 (23,048 AF), the basin was not approaching overdraft. Though the Santa Clara Valley groundwater basin is not considered overdrafted by the Department of Water Resources and is not adjudicated, the District monitors the basin for local subsidence and works with various water retailers in the area to prevent subsidence and overdraft of the basin.

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[1] Santa Clara Valley Water District Sustainable Groundwater Management – January 2021 https://www.valleywater.org/your-water/where-your-water-comes-from/groundwater/sustainable-groundwater-management

[2] Santa Clara Valley Water District 2016 Groundwater Management Plan – February 2021 https://s3.us-west-2.amazonaws.com/assets.valleywater.org/2016%20Groundwater%20Management%20Plan.pdf

[3] Department of Water Resources, Basin Prioritization Dashboard – December 2019 https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization

[4] Department of Water Resources, California's Groundwater Interim Update 2016, DWR Bulletin 118 (California Department of Water Resources, 2016)

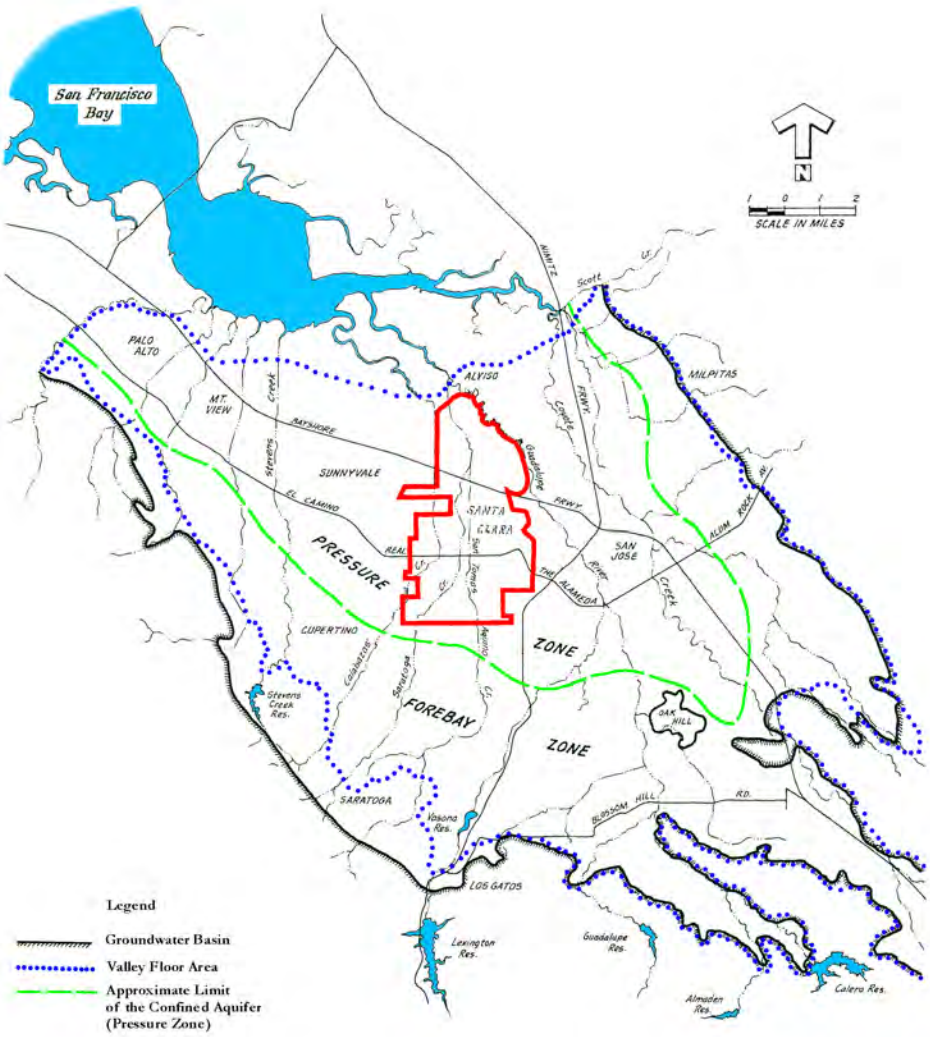


Figure 3: Map of Groundwater Basin

The allowable withdrawal or safe yield of groundwater by the City of Santa Clara is dependent upon a number of factors including: withdrawals by other water agencies, quantity of water recharged and the carry over storage from the previous year. Development and agricultural needs in the 1920s increased the demand on the water systems within the Santa Clara Valley. This increased extraction of groundwater led to subsidence in several of the aquifers. The Santa Clara Valley Water Conservation District (currently Santa Clara Valley Water District) was originally formed in 1929 to alleviate land surface subsidence in and around San Jose through artificial recharge of the groundwater. The rapid development of Santa Clara County occurred again in the 1960s and the corresponding increased demand on the existing water supply again resulted in the over-drafting of the groundwater basin. The continued over-drafting of the basin resulted in a significant lowering of the groundwater table, significant subsidence of the land in the northern portion of the valley and compaction of several aquifers. When an aquifer is

compacted the storage capacity of the aquifer can be substantially reduced. Once lost, storage capacity cannot be regained.

In order to avoid any further subsidence and loss of aquifer capacity the District has attempted to operate the basin to maintain or increase groundwater storage through managed recharge with local supplies augmented with imported raw water. In the late 1960s/ early 1970s the District's conjunctive management of surface water and groundwater effectively halted the over-drafting and resulting subsidence. The District is currently using projected supply, carryover capacity and anticipated demand to predict potential water shortages. Santa Clara Valley Water District Groundwater Management Plans describe the groundwater recharge program in detail.

The City's wells are strategically distributed around the City. The exact location of the wells is not included in this Assessment for security reasons. This distribution of wells adds to the reliability of the water system and minimizes the possibility of localized subsidence due to localized over-drafting. To eliminate the possibility of long-term overdraft conditions, at all of the City's 26 production wells, the City monitors groundwater levels and meters the groundwater pumping. To further ensure that no over-drafting is occurring the City operates a recycled water system and requires new development along the recycled water distribution system to use recycled water for approved irrigation and industrial uses. Additionally, as an effort to minimize the amount of groundwater used, the City encourages and promotes water conservation. The SCVWD recharges the groundwater basins to bank water locally and protect against drought or emergency outages. This strategy allows the District to store surplus water in the groundwater basins and enables part of the county's supply to be carried over from wet years to dry years. The District operates and maintains major recharge systems, which consist of both in-stream and off-stream facilities. Most of the local supply is recharged into the groundwater basin, either through natural stream channels, through canals, or through in-stream and off-stream ponds. In addition, imported water is delivered by the raw water conveyance system to streams and ponds for the District managed groundwater recharge program.

## *Recycled Water Supply*

The recycled water available in the City is provided by South Bay Water Recycling (SBWR) and meets current regulations of the California State Water Resources Control Board, Division of Drinking Water (DDW) for unrestricted use. This designation allows for the use of recycled water for irrigation and industrial use within specific guidelines. The recycled water distribution system is shown in Figure 4 below.

The recycled water system has operated since 1989 with minimal interruptions in service. SBWR strives to reduce the number of instances, duration, and magnitude of any service interruptions. The use of recycled water at any site is contingent upon the completion of the necessary arrangements in accordance with SBWR, City of Santa Clara and DDW rules and regulations regarding the use of recycled water. In addition, payment must be made of applicable fees, rates and charges. These fees/rates and charges may include but are not limited to charges for major facilities described above and delivery charges for the recycled water used.

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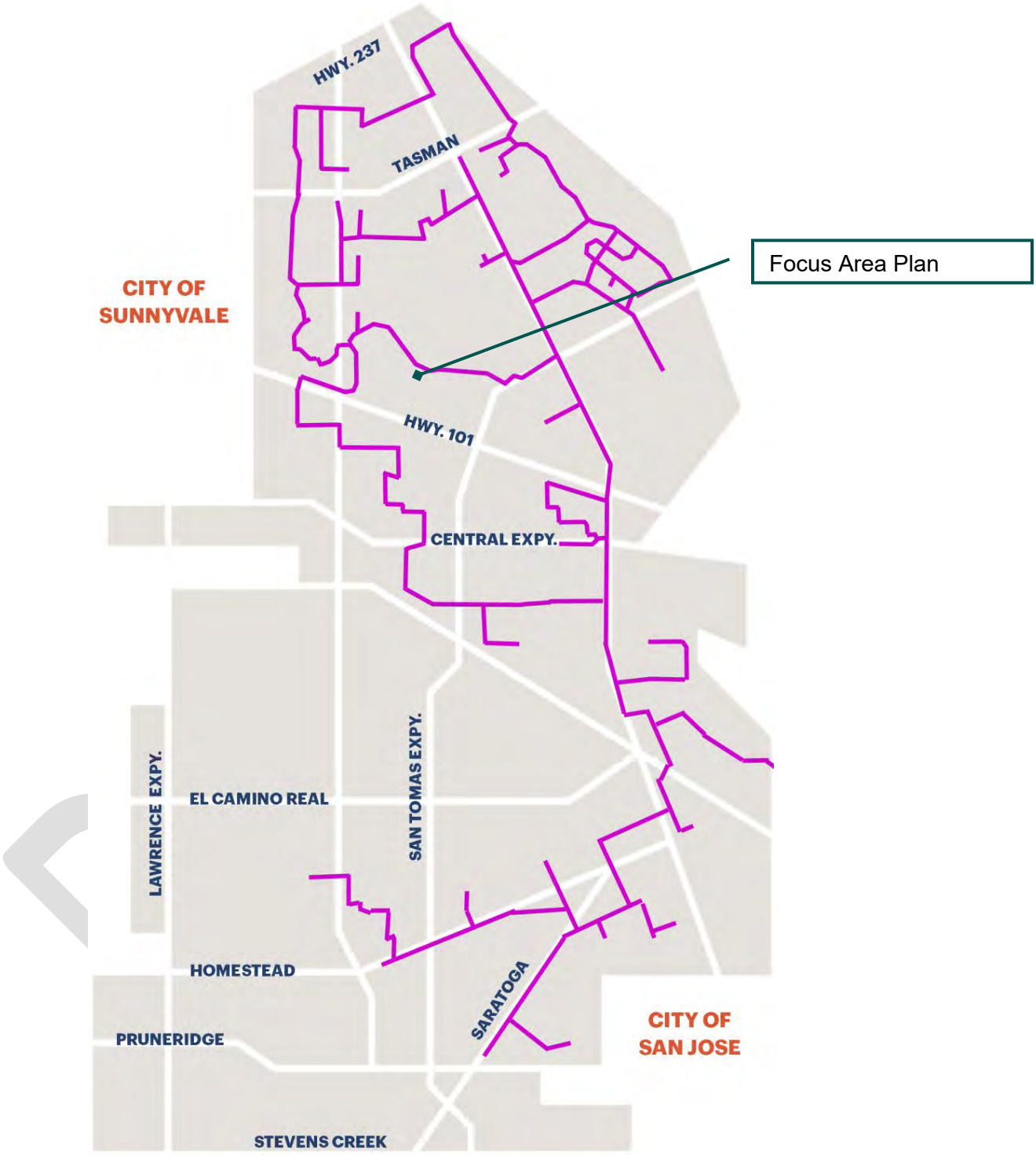


Figure 4: Recycled Water Distribution System

### *Water Supply Projections*

The tables below show the City's projected water supplies in acre-feet for 2020-2040 per the 2015 UWMP. Table 2A accounts for the possibility of the City's SFPUC water supply being interrupted after 2018, which is discussed later in the section titled, Water Supply and Demand Comparisons (Single, Dry, Multiple Dry Year Scenarios). Since the adoption of the 2015 UWMP, SFPUC with Santa Clara and other water retail agencies executed a 2019 Amended and Restated Water Supply Agreement, which assumes no water supply reduction or interruption for the City of Santa Clara through 2028.

| Table 2A: Projected Water Supplies (AF) (2015 UWMP) | | | | | |
|---|---|---|---|---|---|
| Water Supply | Projected Water Supply | | | | |
| | 2020 | 2025 | 2030 | 2035 | 2040 |
| SCVWD | 5,236 | 5,236 | 5,236 | 5,236 | 5,236 |
| SFPUC | 0 | 0 | 0 | 0 | 0 |
| Wells | 23,048 | 23,048 | 23,048 | 23,048 | 23,048 |
| Recycled Water | 5,200 | 5,700 | 6,100 | 6,500 | 6,900 |
| Total | 33,484 | 33,984 | 34,384 | 34,784 | 35,184 |
| NOTES: Assumes interruption of SFPUC water supply after 2018. | | | | | |

| Table 2B: Projected Water Supplies (AF) (2015 UWMP) | | | | | |
|---|---|---|---|---|---|
| Water Supply | Projected Water Supply | | | | |
| | 2020 | 2025 | 2030 | 2035 | 2040 |
| SCVWD | 5,236 | 5,236 | 5,236 | 5,236 | 5,236 |
| SFPUC | 5,040 | 5,040 | 5,040 | 5,040 | 5,040 |
| Wells | 23,048 | 23,048 | 23,048 | 23,048 | 23,048 |
| Recycled Water | 5,200 | 5,700 | 6,100 | 6,500 | 6,900 |
| Total | 38,524 | 39,024 | 39,424 | 39,824 | 40,224 |
| NOTES: Assumes no interruption of SFPUC water supply after 2018 . | | | | | |

## Water Demands

The water demand projections were developed using an "End Use" model. Two main steps are involved in developing an End Use model: 1) Establishing base year water demand at the end-use level (such as toilets, showers) and calibrating the model to initial conditions; and, 2) Forecasting future water demand based on future demands of existing water service accounts and future growth in the number of water service accounts.

Establishing the base-year water demand at the end-use level is accomplished by breaking down total historical water use for each type of water service account (single family, multifamily, commercial, irrigation, etc.) to specific end uses (such as toilets, faucets, showers, and irrigation).

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Forecasting future water demand is accomplished by determining the growth in the number of water service accounts. Once these rates of change were determined, they were input into the model and applied to those accounts and their end water uses. The end use model also incorporates the effects of the plumbing (California Plumbing Code 401.3) and appliance codes on fixtures and appliances including toilets (1.6 gal/flush), showerheads (2.5 gal/minute), and washing machines (lower water use) on existing and future accounts.

The basic methodology of the model is to break down water usage into an average consumption per account type. Projections are made regarding potential reductions in average consumption based on water conservation programs, and natural replacement of less water efficient processes with more efficient processes. These projections are used to adjust the future average consumption per account figures. Projections of the future number of accounts for each user type of the future number of accounts are also calculated, typically based on other technical studies such as Association of Bay Area Governments (ABAG) projections or census data. The projected number of accounts is based on the projected number of housing units for residential or the projected number of jobs in the case of the industrial and commercial categories. Once the number of accounts and the average consumption per account are calculated, the number of accounts for each future year is multiplied by the average consumption per account for that year to arrive at a total water demand for each user type. The 2015 UWMP Demand Projections by Category are listed below in Table 3. Projected increases in demands for each use category are found in Table 3A.

Table 3: 2015 Demand and 2020-2040 Demand Projections by Category (AF)

| Use Type | 2015 | 2020 | 2025 | 2030 | 2035 | 2040 |
|---|---|---|---|---|---|---|
| Single Family | 4,153.0 | 5,926.6 | 6,320.5 | 6,405.2 | 6,467.3 | 6,492.7 |
| Multi-Family | 4,075.0 | 5,633.8 | 6,128.3 | 6,340.5 | 6,544.8 | 6,719.8 |
| Commercial | 5,240.0 | 7,101.4 | 7,640.0 | 7,819.2 | 8,043.0 | 8,217.3 |
| Industrial | 1,903.0 | 2,282.1 | 2,430.6 | 2,459.9 | 2,487.5 | 2,500.8 |
| Institutional | 577.0 | 827.0 | 910.1 | 951.8 | 991.8 | 1,027.6 |
| Municipal | 405.0 | 593.9 | 653.6 | 683.5 | 712.2 | 737.8 |
| Recycled Water | 3,529.0 | 4,700.0 | 5,700.0 | 6,100.0 | 6,500.0 | 6,900.0 |
| Losses | 1,267.0 | 1,167.2 | 1,256.9 | 1,287.0 | 1,317.6 | 1,341.0 |
| TOTAL | 21,149.0 | 28,232.0 | 31,040.0 | 32,047.1 | 33,064.2 | 33,937.0 |

Table 3A: Projected Changes in Water Demands (AF) (2015 UWMP)

| Use Type | 2015-2019 | 2020-2024 | 2025-2029 | 2030-2034 | 2035-2040 |
|---|---|---|---|---|---|
| Single Family | 1,773.6 | 393.9 | 84.7 | 62.1 | 25.4 |
| Multi-Family | 1,558.8 | 494.5 | 212.2 | 204.3 | 175.0 |
| Commercial | 1,861.4 | 538.6 | 179.2 | 223.8 | 174.3 |
| Industrial | 379.1 | 148.5 | 29.3 | 27.6 | 13.3 |
| Institutional | 250.0 | 83.1 | 41.7 | 40.0 | 35.8 |
| Municipal | 188.9 | 59.7 | 29.9 | 28.7 | 25.6 |
| Recycled Water | 1,717.0 | 1,000.0 | 400.0 | 400.0 | 400.0 |
| Losses | -99.8[a] | 89.7 | 30.1 | 30.6 | 23.4 |
| TOTAL | 7,083.0 | 2,808.0 | 1,007.1 | 1,017.1 | 872.8 |

[a] negative losses for 2015-2019 are due to anticipated reductions in water loss due to system improvements and increased water loss monitoring

## Water Supply and Demand Comparisons (Normal, Single, Dry, Multiple Dry Year Scenarios)[6]

Average, single, and multiple dry years based on historic hydrologic and water supply conditions were identified by the SCVWD. During normal water years, water supplies should be adequate to meet projected demands through 2040.

| Table 4A: Normal Year Supply and Demand Comparison (AF) | | | | | |
|---|---|---|---|---|---|
| | 2020 | 2025 | 2030 | 2035 | 2040 |
| Supply | 33,484 | 33,984 | 34,384 | 34,784 | 35,184 |
| Demand | 28,232 | 31,040 | 32,047 | 33,064 | 33,937 |
| Difference | 5,252 | 2,944 | 2,337 | 1,720 | 1,247 |
| NOTES: Assumes SFPUC supply does *not* exist beyond 2018 | | | | | |

| Table 4B: Normal Year Supply and Demand Comparison (AF) | | | | | |
|---|---|---|---|---|---|
| | 2020 | 2025 | 2030 | 2035 | 2040 |
| Supply | 38,524 | 39,024 | 39,424 | 39,824 | 40,224 |
| Demand | 28,232 | 31,040 | 32,047 | 33,064 | 33,937 |
| Difference | 10,292 | 7,984 | 7,377 | 6,760 | 6,287 |
| NOTES: Assumes SFPUC supply exists beyond 2018 | | | | | |

During a single dry year, the 2015 UWMP projects no reduction in supplies from groundwater. Per the SCVWD handout dated May 18, 2016[7], treated surface water is not expected to be reduced in a single dry year event until 2040, when it could be reduced anywhere from 5-10%. For planning purposes, the 10% worst case scenario will be used in all single dry year projections. SFPUC has indicated that during a single critical dry year it will follow the Tier 2 reduction plan described in the 2015 UWMP. SFPUC will reduce their total water supply by 10% from 184 mgd to 152.6 mgd in a single dry year as shown in Table 1 of the letter from the SFPUC[8]. City of Santa Clara will receive 1.17% of the 152.6 mgd as shown in Table 3 of the letter from the SFPUC. Recycled water use and water conservation are projected to remain unchanged or potentially increase due to public awareness, during a critical dry year. The resulting analysis of available supplies is shown in Table 5A and Table 5B below. During a

[6] City of Santa Clara 2015 Urban Water Management Plan
[7] City of Santa Clara 2015 Urban Water Management Plan, Appendix H
[8] City of Santa Clara 2015 Urban Water Management Plan, Appendix I

single critical dry year, there are no projected shortfalls in total available water supplies independent of whether the City receives or does not receive SFPUC water supply. Since the adoption of the 2015 UWMP, SFPUC issued a Restated Water Supply Agreement in 2019 indicating that a reduction or interruption to the City's SFPUC water supply would not occur prior to 2028.

| Table 5A: Single Dry Year Supply and Demand Comparison (AF) | | | | | |
|---|---|---|---|---|---|
| | 2020 | 2025 | 2030 | 2035 | 2040 |
| Supply | 33,484 | 33,984 | 34,384 | 34,784 | 34,660 |
| Demand | 28,232 | 31,040 | 32,047 | 33,064 | 33,937 |
| Difference | 5,252 | 2,944 | 2,337 | 1,720 | 723 |
| NOTES: Assumes SFPUC supply does *not* exist beyond 2018 | | | | | |

| Table 5B: Single Dry Year Supply and Demand Comparison (AF) | | | | | |
|---|---|---|---|---|---|
| | 2020 | 2025 | 2030 | 2035 | 2040 |
| Supply | 35,485 | 35,985 | 36,385 | 36,785 | 36,661 |
| Demand | 28,232 | 31,040 | 32,047 | 33,064 | 33,937 |
| Difference | 7,253 | 4,945 | 4,338 | 3,721 | 2,724 |
| NOTES: Assumes SFPUC supply exists beyond 2018 | | | | | |

During a multiple dry year event, the 2015 UWMP projects no reduction in supplies from groundwater. Per a SCVWD handout dated May 18, 2016[9], treated surface water is expected to be reduced in a multiple dry year event beginning in 2020, when it could be reduced anywhere from 0-40%. For planning purposes, a 30% worst case scenario will be used in 2020 projections, 15% in 2025 projections, 25% in 2030 projections, 35% in 2035 projections, and 40% in 2040 projections based on SCVWD demand reductions. SFPUC has indicated that during multiple critical dry years the City can expect a maximum reduction of SFPUC water supplies of 33% of normal. SFPUC has indicated that in the second and third year of a drought, they will reduce their water supply from 184 mgd to 129.2 mgd. For SFPUC supplies, Table 6B assumes a worst-case scenario based on a replication of the 1987-1992 multiple dry year event. The City of Santa Clara will still receive 1.17% of the 129.2 mgd amount as shown in Table 3 of SFPUC's Tier 2 plan in the 2015 UWMP[10]. As noted in the 2015 UWMP, Table 6A assumed the worst-case scenario that SFPUC water would be unavailable after 2018. Recycled water use and water conservation are projected to remain unchanged during a multiple dry year event. The resulting analysis of all available supplies is shown in Table 6A and 6B below. During a multiple critical dry year event, there is a projected shortfall in available water supplies after 2035 if the City does not receive SFPUC water supply after 2018. As part of the 2015 UWMP the City must provide the worst-case scenario related to not receiving water from SFPUC after 2018. As noted above, the Restated Water Supply Agreement in 2019 indicates no reduction or interruption to the City's SFPUC water supply prior to 2028. In order to make Santa Clara a

[9] City of Santa Clara 2015 Urban Water Management Plan, Appendix H
[10] City of Santa Clara 2015 Urban Water Management Plan, Appendix L

permanent customer, SFPUC must develop new water supplies and SFPUC has made a commitment to actively pursue and develop an Alternative Water Supply Planning Program. The City is in regular talks with the SFPUC and Bay Area Water Supply and Conservation Agency (BAWSCA) representatives regarding the Alternative Water Supply Planning Program and related projects. As a long-term customer Santa Clara does expect and makes the assumption utilizing Table 6B that San Francisco will continue to provide current contractual supplies after 2028. Any difference in supply can be made-up through water provided by projected future water supply projects discussed in the 2015 UWMP and other projects the City continues to explore with SFPUC and Valley Water such as indirect and direct potable reuse. These assumptions also yield a conservative estimate since during a critical multiple dry year event, mandatory conservation measures and increased recycled water usage would be expected to reduce potable water demand. In 2020, the City achieved a 15.3% reduction in water use compared to water use prior to the most recent drought (2013). This reduction equates to 3,298 AF of water conserved in the absence of additional water conservation measures.

**Table 6A: Multiple Dry Years Supply and Demand Comparison (AF)**

| | | 2020 | 2025 | 2030 | 2035 | 2040 |
|---|---|---|---|---|---|---|
| First year | Supply | 31,913 | 33,199 | 33,075 | 32,951 | 33,090 |
| | Demand | 28,232 | 31,040 | 32,047 | 33,064 | 33,937 |
| | Difference | 3,681 | 2,159 | 1,028 | -113 | -847 |
| Second year | Supply | 31,913 | 33,199 | 33,075 | 32,951 | 33,090 |
| | Demand | 28,232 | 31,040 | 32,047 | 33,064 | 33,937 |
| | Difference | 3,681 | 2,159 | 1,028 | -113 | -847 |
| Third year | Supply | 31,913 | 33,199 | 33,075 | 32,951 | 33,090 |
| | Demand | 28,232 | 31,040 | 32,047 | 33,064 | 33,937 |
| | Difference | 3,681 | 2,159 | 1,028 | -113 | -847 |
| NOTES: Assumes SFPUC supply does *not* exist beyond 2018 | | | | | | |

**Table 6B: Multiple Dry Years Supply and Demand Comparison (AF)**

| | | 2020 | 2025 | 2030 | 2035 | 2040 |
|---|---|---|---|---|---|---|
| First year | Supply | 33,914 | 35,200 | 35,076 | 34,952 | 35,091 |
| | Demand | 28,232 | 31,040 | 32,047 | 33,064 | 33,937 |
| | Difference | 5,682 | 4,160 | 3,029 | 1,888 | 1,154 |
| Second year | Supply | 33,607 | 34,892 | 34,768 | 34,645 | 34,783 |
| | Demand | 28,232 | 31,040 | 32,047 | 33,064 | 33,937 |
| | Difference | 5,375 | 3,852 | 2,721 | 1,581 | 846 |
| Third year | Supply | 33,607 | 34,892 | 34,768 | 34,645 | 34,783 |
| | Demand | 28,232 | 31,040 | 32,047 | 33,064 | 33,937 |
| | Difference | 5,375 | 3,852 | 2,721 | 1,581 | 846 |
| NOTES: Assumes SFPUC supply exists beyond 2018 | | | | | | |

In December 2018, the State Water Resources Control Board (SWRCB) adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment) to establish water quality objectives to maintain the health of the Bay-Delta ecosystem. The SWRCB is required by law to regularly review this plan. The

adopted Bay-Delta Plan Amendment was developed with the stated goal of increasing salmonid populations in three San Joaquin River tributaries (the Stanislaus, Merced, and Tuolumne Rivers) and the Bay-Delta. The Bay-Delta Plan Amendment requires the release of 30-50% of the "unimpaired flow"[11] on the three tributaries from February through June in every year type. In SFPUC modeling of the new flow standard, it is assumed that the required release is 40% of unimpaired flow.

If the Bay-Delta Plan Amendment is implemented, the SFPUC will be able to meet the projected water demands presented in the 2015 UWMP in normal years but would experience supply shortages in single dry years or multiple dry years. Implementation of the Bay-Delta Plan Amendment will require rationing in all single dry years and multiple dry years. In SFPUC's 2020 UWMP, SFPUC will be planning to incorporate supply projections as if the Bay Delta is implemented as currently approved by the SWRCB. This would result in potential reductions in supply to BAWSCA agencies including Santa Clara of approximately 50% during multiple dry years according to allocations provided by BAWSCA. The SFPUC has initiated an Alternative Water Supply Planning Program to ensure that San Francisco can meet its Retail and Wholesale Customer water needs, address projected dry years shortages, and limit rationing to a maximum 20 percent system-wide in accordance with adopted SFPUC policies. This program is in early planning stages and is intended to meet future water supply challenges and vulnerabilities such as environmental flow needs and other regulatory changes; earthquakes, disasters, and emergencies; increases in population and employment; and climate change. As the region faces future challenges – both known and unknown – the SFPUC is considering this suite of diverse non-traditional supplies and leveraging regional partnerships to meet Retail and Wholesale Customer needs through 2045. SPUC has allocated approximately $288M toward alternative water supply projects. On March 26, 2019, the SFPUC adopted Resolution No. 19-0057 to support the SFPUC's participation in the Voluntary Agreement negotiation process. To date, those negotiations are ongoing under the California Natural Resources Agency and includes SFPUC and other stakeholders.

With the uncertainties inherent in future imported water supplies, the City plans to meet future demand growth by pumping additional groundwater, relying on more recycled water, and increased conservation. Given the potential for decreased SFPUC imported surface deliveries, CEQA requires disclosure of the environmental impacts, if any, of meeting future demand growth with increased supplies coming from pumping more groundwater. As mentioned in the Groundwater Supply section, even when the City was at the historic peak for groundwater production in FY1986/87 (23,048 AF), the basin was not approaching overdraft. There are not anticipated to be any reasonably foreseeable impacts associated with increased use of recycled water and conservation, which is anticipated to occur through replacement of more water-efficient appliances, i.e. clothes washers, dishwashers, toilets, etc., and programs to encourage drought-tolerant landscaping on private property and on City properties. Mandatory conservation during a multiple year drought may also require prohibitions on outdoor use

[11] "Unimpaired flow represents the natural water production of a river basin, unaltered by upstream diversions, storage, or by export or import of water to or from other watersheds." (Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Dec. 12, 2018) p.17, fn. 14, available at https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf.)

(irrigation, car washing, washing down pavement, etc.) and water rationing. As noted above, numerous conservative assumptions were made regarding both water supply and demand. Therefore, it is the conclusion of the Water Utility that adequate water supplies are available to meet the water demands projected until 2040.

# Projected Water Demand for the Proposed Focus Area Plan

Freedom Circle Focus Area represents an increase in water demand of 748.3 AF/yr over the historic water demand across the Focus Area Plan. Historic water usage at the original Focus Area Plan development was considered in the 2015 UWMP, therefore this Assessment will only address the City's ability to meet the increased water demand. Average historical usage was calculated using the Focus Area's existing water demand from 2011-2015, excluding the period from August 2014 through 2015 when the City implemented its Water Shortage Contingency Plan in an effort to meet potable water demand reduction targets in response to the Governor's Emergency Drought Regulations. The proposed increase, tabulated in Table 9 of this section, is not within the modeled 2015 UWMP growth projections for 2035-2040 (Table 3A of this Assessment).

## *Water Demand to Be Met by Recycled Water*

It is the purpose and intent of the City Council to require the use of recycled water for all non-potable uses where recycled water is made available per Santa Clara City code Article IV, Regulation of Recycled Water Service and Use, Section 13.15.160. Recycled Water should be utilized for this project to the maximum extent possible to supplant the use of potable water. Utilization of recycled water for approved uses is addressed during the development application process in order to promote sustainability and conservation of the City's potable water supply. Expansion of the existing recycled water system may be required to serve future uses as deemed necessary.

Recycled water is currently available at some locations within the Focus Area Plan. All recycled water line extensions for on-site use and demand to the Specific Plan area would require City, South Bay Water Recycling, and State Water Resources Control Board - Division of Drinking Water approval. Although recycled water service is available to serve some uses within the Specific Plan and would result in significant potable water savings, all water demands will be calculated as potable water demand for this assessment.

## *Summary of Existing and Estimated Water Demands*

A summary of the existing and estimated water demands for the Focus Area are found in Table 7. The existing and estimated water demands are further broken down in Table 7A into projected annual demand increases based on construction timelines submitted by the Applicant.

Table 7: Existing and Estimated Water Demand per Year for Focus Area

| | Status | Development | Units | Gal/Day | Acre-Ft/Yr |
|---|---|---|---|---|---|
| Residential | Proposed | 3,600 | Units | 435,600.0 | 487.9 |
| Retail | Proposed | 2,000 | sq. ft | 100.0 | 0.1 |

| | | | | | |
|---|---|---|---|---|---|
| Office | Proposed | 2,995,000 | sq. ft | 269,550.0 | 301.7 |
| Irrigation | Proposed | 264,997 | sq. ft | 20,404.8 | 22.8 |
| Historic Usage | Existing | Commercial | | (57,351.4) | (64.2) |
| **TOTAL DEMAND** (increase per year) | | | | 668,303.4 | 748.3 |

| Table 7A: Project Water Demand Increase (Acre-Ft/Yr) | | | | | |
|---|---|---|---|---|---|
| | 2015-2019 | 2020-2024 | 2025-2029 | 2030-2034 | 2035-2040 |
| Residential | 0.0 | 149.1 | 0.0 | 0.0 | 338.8 |
| Retail | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Office | 0.0 | 0.0 | 0.0 | 0.0 | 301.7 |
| Irrigation | 0.0 | 1.9 | 0.0 | 0.0 | 20.9 |
| Historic Usage | 0.0 | 0.0 | 0.0 | 0.0 | (64.2) |
| TOTAL | 0.0 | 151.1 | 0.0 | 0.0 | 597.2 |

## *Projected Water Demand for Other Proposed Projects*

Tables 8 and 9 show a summary of the projected water demand changes by user category. If the timeframe for a project to be built spans several years, the earliest possible date was used to calculate the changes in Table 9. The use categories of Single Family, Multi-Family, Commercial, Industrial, Institutional, and Municipal match the use categories used in the development of the 2015 UWMP. The values in Tables 8 and 9 below summarize the projected changes in water demand for each user category and the planning period in which the change is expected to occur. If a proposed project resulted in a change of use, such as a commercial building being converted to single-family residential housing, the existing water demand was subtracted from the corresponding category and the new water demand was added to the category for the new use. Table 8 summarizes proposed water demands for Projects assessed since the adoption of the 2015 UWMP as well as previous WSAs for projects that were incorporated into the 2015 UWMP that have not yet been completed. A complete listing of these projects and their associated water demands are contained in Appendix A.

| Table 8: Changes in Water Demand (excluding Freedom Circle Focus Area) | | | | | |
|---|---|---|---|---|---|
| | 2015-2019 | 2020-2024 | 2025-2029 | 2030-2034 | 2035-2040 |
| Single Family | 0 | 0 | 0 | 0 | 0 |
| Multi-Family | 644.6 | 1176.9 | 524.0 | 1048.5 | 1171.6 |
| Commercial | 1,050.60 | 478.6 | 676.4 | 95.2 | -8.9 |
| Industrial | 0 | -35.7 | 0 | 0 | 0 |
| Institutional | 39.9 | 0 | 0 | 0 | 23.7 |
| Municipal | -311.3 | 11.8 | 0 | 11.4 | 10.8 |
| TOTAL | 1,423.8 | 1,631.6 | 1,200.4 | 1,155.1 | 1,197.2 |

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| Table 9: Changes in Water Demand (including Freedom Circle Focus Area) | | | | | |
|---|---|---|---|---|---|
| Use Type | 2015-2019 | 2020-2024 | 2025-2029 | 2030-2034 | 2035-2040 |
| Single Family | 0 | 0 | 0 | 0 | 0 |
| Multi-Family | 644.6 | 1,326.0 | 524.0 | 1048.5 | 1510.4 |
| Commercial | 1,050.60 | 478.7 | 676.4 | 95.2 | 228.6 |
| Industrial | 0 | -35.7 | 0 | 0 | 0 |
| Institutional | 39.9 | 0 | 0 | 0 | 23.7 |
| Municipal | -311.3 | 13.7 | 0 | 11.4 | 31.7 |
| TOTAL | 1,423.8 | 1,782.7 | 1,200.4 | 1,155.1 | 1,794.4 |

# Conclusion

This Assessment analyzed the impacts of changes in contractual limitations on water supply, proposed development projects, and other additional factors that have occurred since the original 2015 UWMP was developed and adopted. Freedom Circle Focus Area demand (Table 7A), when combined with projected water demands contained in Appendix A exceeds the 2015 UWMP total projected demand changes in Table 3A by 921.6 AF/yr during the 2035-2040 planning horizon. Based on the analysis contained in this Assessment, the City of Santa Clara Water Utility has determined that this exceedance would potentially result in a 213.4AF/yr supply shortfall in the second year of a multi-year drought scenario beginning in 2035 (Table 6B). In a normal or single-dry hydrology year, supplies would be sufficient to provide service for the Focus Area plan.

As mentioned previously, if the Bay Delta Plan is implemented as approved by the SWRCB, SFPUC supply deliveries to BAWSCA agencies including Santa Clara could be reduced by approximately 50% during multiple dry years according to allocations provided by BAWSCA based on SFPUC modeling. Potable water supply for this project would be a combination of SFPUC water and groundwater. In order to ensure adequate groundwater availability and reliability for this Specific Plan, this project could be required to provide a supplemental ground water well supply in order to enhance the current supplies in the development area. The City is in process of completing the 2020 Urban Water Management Plan, a document which will incorporate short-term and long-term land use planning assumptions and goals, account for specific and infill development projects over the course of the 2020 UWMP planning period. It will allow the City to plan for the changing dynamics related to water supplies and demands through sound water-shortage contingency planning. The 2020 UWMP could reveal revised conditions that could impact the water supply and could be different from what is being supplied in this WSA and may require an amendment.

| Table 10: Freedom Circle Focus Area Water Demand Impact Summary (Acre-Ft) | | | | |
|---|---|---|---|---|
| Use Type | 2020-2024 | 2025-2029 | 2030-2034 | 2035-2040 |
| Table 7A Freedom Circle Focus Area Water Demand Increase | **151.1** | 0.0 | 0.0 | **597.2** |
| Table 9 Changes in Water | **1,782.7** | 1,200.4 | 1,155.1 | **1,794.4** |

| | | | | |
|---|---|---|---|---|
| Demand (including Freedom Circle Focus Area) | | | | |
| Table 3A Projected Changes in Water Demand – 2015 UWMP | 2,808.0 | 1,007.1 | 1,017.1 | 872.8 |
| Table 9 minus 3A resulting in cumulative demand changes below() or above 2015 UWMP projections | **(1,025.3)** | 193.3 | 138.0 | **921.6** |
| Table 6B Excess Supply Available – 2nd Multiple Dry Year (worst-case scenario) | 5,375 | 3,852 | 2,721 | 1,581 |
| Table 9 Changes in Demand minus Table 6B Excess Supply in Multiple Dry Years resulting in surplus or deficit() | **3,592.3** | 2,651.6 | 1,565.9 | **(213.4)** |

Freedom Circle Focus Area Plan Impacts are **bolded** and underlined in Table 10

This Focus Area adds significant projected water demand when combined with the City's 2015 UWMP projected growth water demands. Therefore, projects within the Focus Area may be subject to water supply or capacity fees, additional water efficiency standards, establishment of annual water budgets. Additionally, use of alternative water supplies must be utilized to the maximum extent possible. Supplies such as recycled water (see Water Demand to be Met by Recycled Water section, page 17), rainwater/stormwater capture and reuse, greywater reuse, reclaiming wastewater onsite or other water supplies (potable and/or non-potable) will need to be developed to mitigate the excess 597.2 AF/yr.

# References


California Department of Water Resources. (2016). *California's Groundwater: Bulletin 118*. Retrieved 2020, from http://www.water.ca.gov/groundwater/bulletin118/index.cfm/

California Department of Water Resources. (2019, December). *Basin Prioritization*. Retrieved 2020, from https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization

City of Santa Clara. (2016). *City of Santa Clara 2015 Urban Water Management Plan.* Retrieved from www.santaclaraca.gov/uwmp

# Appendix A

| Project | Address | Number | Units | Use | Water Demand (AF) | Existing Demand (AF) | Demand Delta (AF) | Recycled Water Available? | Buildout Completion Date |
|---|---|---|---|---|---|---|---|---|---|
| Freedom Circle Focus Area | Various | 1,100 | Dwelling Units | Residential | 149.1 | 64.2 | 748.3 | No | 2020-2025 |
| | | 2,000 | Sq. ft | Retail | 0.1 | | | No | 2020-2025 |
| | | 22,259 | Sq. ft | Irrigation | 1.9 | | | Yes | 2020-2025 |
| | | 2,500 | Dwelling Units | Residential | 338.8 | | | No | 2035-2040 |
| | | 2,993,000 | Sq. ft | Office | 301.7 | | | Yes | 2035-2040 |
| | | 242,738 | Sq. ft | Irrigation | 20.9 | | | Yes | 2035-2040 |
| Patrick Henry Drive Specific Plan - Scenario A | Various | 4,400 | Dwelling Units | Residential | 596.3 | 79.6 | 1649.9 | No | 2020-2025 |
| | | 83,500 | Sq. ft | Retail | 4.7 | | | No | 2020-2025 |
| | | 61,500 | Sq. ft | Flex/Community /Library | 7.6 | | | No | 2020-2025 |
| | | 281,398 | Sq. ft | Irrigation | 24.3 | | | Yes | 2020-2025 |
| | | 4,900 | Dwelling Units | Residential | 664.1 | | | No | 2030-2035 |
| | | 26,500 | Sq. ft | Retail | 1.5 | | | No | 2030-2035 |
| | | 28,500 | Sq. ft | Flex/Community | 3.5 | | | No | 2030-2035 |
| | | 357,628 | Sq. ft | Irrigation | 30.8 | | | Yes | 2030-2035 |
| | | 2,700 | Dwelling Units | Residential | 366.0 | | | No | 2035-2040 |
| | | 110,000 | Sq. ft | Flex/Community /School | 13.6 | | | No | 2035-2040 |
| | | 198,252 | Sq. ft | Irrigation | 17.1 | | | Yes | 2035-2040 |

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|---|---|---|---|---|---|---|---|---|---|
| Patrick Henry Drive Specific Plan - Scenario B | Various | 2,700 | Dwelling Units | Residential | 366.0 | | 1491.1 | No | 2020-2025 |
| | | 83,500 | Sq. ft | Retail | 4.7 | | | No | 2020-2025 |
| | | 785,000 | Sq. ft | Office | 79.1 | | | Yes | 2020-2025 |
| | | 61,500 | Sq. ft | Flex/Community /Library | 7.6 | | | No | 2020-2025 |
| | | 194,278 | Sq. ft | Irrigation | 16.8 | | | Yes | 2020-2025 |
| | | 4,900 | Dwelling Units | Residential | 664.1 | | | No | 2030-2035 |
| | | 26,500 | Sq. ft | Retail | 1.5 | | | No | 2030-2035 |
| | | 28,500 | Sq. ft | Flex/Community | 3.5 | | | No | 2030-2035 |
| | | 357,628 | Sq. ft | Irrigation | 30.8 | | | Yes | 2030-2035 |
| | | 2,700 | Dwelling Units | Residential | 366.0 | | | No | 2035-2040 |
| | | 110,000 | Sq. ft | Flex/Community /School | 13.6 | | | No | 2035-2040 |
| | | 198,252 | Sq. ft | Irrigation | 17.1 | | | Yes | 2035-2040 |
| El Camino Real Specific Plan | Various | 3,646 | Dwelling Units | Residential | 494.2 | 224.1 | 662.0 | No | 2025-2030 |
| | | 317,609 | Sq. ft | Retail | 17.8 | | | No | 2025-2030 |
| | | 79,402 | Sq. ft | Irrigation | 6.8 | | | Yes** | 2025-2030 |
| | | 1,716 | Dwelling Units | Residential | 232.6 | | | No | 2030-2035 |
| | | 164,857 | Sq. ft | Retail | 9.2 | | | No | 2030-2035 |
| | | 58,635 | Sq. ft | Irrigation | 5.1 | | | Yes** | 2030-2035 |
| | | 849 | Dwelling Units | Residential | 115.1 | | | No | 2035-2040 |
| | | 42,002 | Sq. ft | Retail | 2.4 | | | No | 2035-2040 |
| | | 34,854 | Sq. ft | Irrigation | 3.0 | | | Yes** | 2035-2040 |
| | | 504,715 | Sq. ft | Data Center | 65.1 | 62.0 | 28.1 | Yes | 2027 |

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|---|---|---|---|---|---|---|---|---|---|
| 2825 Lafayette Street | 2825 Lafayette Street | 71,405 | Sq. ft | Office | 7.2 | | | Yes | 2027 |
| | | 206,450 | Sq. ft | Irrigation | 17.8 | | | Yes | 2027 |
| Tasman East Specific Plan | TBD | 4,500 | Dwelling Units | Residential | 609.9 | 35.7 | 627.3 | No | 2035 |
| | | 106,000 | Sq. ft | Retail | 5.9 | | | No | 2035 |
| | | 600 | Students | School | 10.1 | | | No | 2035 |
| | | 430,000 | Sq. ft | Irrigation | 37.1 | | | Yes | 2035 |
| 3625 Peterson Way | 3625 Peterson Way | 672,000 | Sq. ft | Office | 67.7 | 26.4 | 54.1 | Yes | 2020 |
| | | 148, 100 | Sq. ft | Irrigation | 12.8 | | | Yes | 2020 |
| 2305 Mission College Boulevard | 2305 Mission College Boulevard | 25,000 | Sq. ft | Office | 2.5 | 12.0 | 216.4 | Yes | 2018 |
| | | 470,600 | Sq. ft | Data Center | 225.8 | | | Yes | 2018 |
| Gateway Crossings | 1205 Coleman Avenue | 33,000 | Sq. ft | Retail | 1.8 | 14.7 | 320.3 | No | 2019-2025 |
| | | 182,000 | Sq. ft | Hotel | 97.9 | | | No | 2025 |
| | | 1,600 | Dwelling Units | Residential | 216.9 | | | No | 2019-2022 |
| | | 213,800 | Sq. ft | Irrigation | 18.4 | | | Yes | 2019-2025 |
| BART Santa Clara Station and Joint Development WSA | 335 Brokaw Road | 30,000 | Sq. ft | Retail | 1.7 | 6.7 | 80.6 | No | 2025 |
| | | 500,000 | Sq. ft | Office | 50.4 | | | | |
| | | 9,000 | Sq. ft | BART Station/Maintenance Yard | 5.4 | | | | |
| | | 220 | Dwelling Units | Residential | 29.8 | | | | |
| Santa Clara University Development Plan | 500 El Camino Real | 528,900 | Sq. ft | Institutional | 82.9 | 43.0 | 60.4 | No | 2016-2019 |
| | | 151 | Dwelling Units | Residential | 20.5 | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| Lawrence Station Area Plan (Phase I) | TBD | 53,040 | Sq. ft | Retail | 3.0 | 45.4 | 232.7 | No | 2020 |
| | | 12,904 | Sq. ft | Amenity | 1.6 | | | | |
| | | 366,351 | Sq. ft | Irrigation | 31.6 | | | | |
| | | 1,785 | Dwelling Units | Residential | 241.9 | | | | |
| Lawrence Station Area Plan (Phase II) | TBD | 33,280 | Sq. ft | Retail | 1.9 | 28.5 | 146.0 | No | 2030 |
| | | 8,097 | Sq. ft | Amenity | 1.0 | | | | |
| | | 229,867 | Sq. ft | Irrigation | 19.8 | | | | |
| | | 1,120 | Dwelling Units | Residential | 151.8 | | | | |
| Lawrence Station Area Plan (Phase III) | TBD | 17,680 | Sq. ft | Retail | 1.0 | 15.1 | 77.5 | No | 2035 |
| | | 4,301 | Sq. ft | Amenity | 0.5 | | | | |
| | | 122,117 | Sq. ft | Irrigation | 10.5 | | | | |
| | | 595 | Dwelling Units | Residential | 80.6 | | | | |
| Santa Clara Square Apartments | TBD | 4,500 | Sq. ft | Office | 0.5 | 119.5 | 168.3 | Yes | 2018 |
| | | 40,000 | Sq. ft | Retail | 2.2 | | | | |
| | | 38,000 | Sq. ft | Amenity | 4.7 | | | | |
| | | 422,000 | Sq. ft | Irrigation | 36.4 | | | | |
| | | 1,800 | Dwelling Units | Residential | 244.0 | | | | |
| City Place Parcel 5 (Phase 1) | TBD | 258,000 | Sq. ft | Office | 26.0 | 311.3 | (95.3) | Yes | 2019 |
| | | 87,000 | Sq. ft | Retail | 4.9 | | | | |
| | | 280,000 | Sq. ft | Hotel | 150.5 | | | | |
| | | 87,100 | Sq. ft | Irrigation | 7.5 | | | | |
| | | 200 | Dwelling Units | Residential | 27.1 | | | | |
| City Place Parcel 4 (Phases 2-4) | TBD | 1,386,400 | Sq. ft | Office | 139.8 | 0* | 656.6 | Yes | 2020-2023 |
| | | 1,415,000 | Sq. ft | Retail | 79.2 | | | | |
| | | 298,000 | Sq. ft | Hotel | 160.2 | | | | |
| | | 1,393,900 | Sq. ft | Irrigation | 120.2 | | | | |
| | | 1,160 | Dwelling Units | Residential | 157.2 | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| City Place Parcel 3 (Phase 5) | TBD | 720,000 | Sq. ft | Office | 72.6 | 0* | 152.6 | Yes | 2025 |
| | | 927,800 | Sq. ft | Irrigation | 80.0 | | | | |
| City Place Parcel 1 (Phase 6) | TBD | 1,200,000 | Sq. ft | Office | 121.0 | 0* | 192.8 | Yes | 2027 |
| | | 832,000 | Sq. ft | Irrigation | 71.8 | | | | |
| City Place Parcel 2 (Phase 7) | TBD | 1,080,000 | Sq. ft | Office | 108.9 | 0* | 164.1 | Yes | 2029 |
| | | 640,350 | Sq. ft | Irrigation | 55.2 | | | | |
| City Place Parcel 2 (Phase 8) | TBD | 1,080,000 | Sq. ft | Office | 108.9 | 0* | 164.1 | Yes | 2031 |
| | | 640,350 | Sq. ft | Irrigation | 55.2 | | | | |
| Santa Clara Square | 2465-2727 Augustine 3333 Bowers | 138,000 | Sq. ft | Retail | 7.7 | 46.8 | 207.7 | Yes | 2014-2015 |
| | | 1,862,100 | Sq. ft | Office | 189.7 | | | | |
| | | 661,900 | Sq. ft | Irrigation | 57.1 | | | | |
| 3515 Monroe St. | 3515 Monroe St. | 825 | Dwelling Units | Residential | 158.0 | 6.1 | 179.2 | No | 2015-2017 |
| | | 14,929 | Sq. ft | Amenity | 1.3 | | | | |
| | | 15,200 | Sq. ft | Retail | 0.9 | | | | |
| | | 20,000 | Sq. ft | Market | 5.4 | | | | |
| | | 5,000 | Sq. ft | Restaurant | 5.8 | | | | |
| | | 161,483 | Sq. ft | Irrigation | 13.9 | | | | |
| 3333 Scott Blvd. | 3333 Scott Blvd. | 1,358,647 | Sq. ft | Office | 137.0 | 9.5 | 154.5 | Yes | 2015-2017 |
| | | 284,000 | Sq. ft | Irrigation | 27.0 | | | | |
| 3700 El Camino Real | 3700 El Camino Real | 475 | Dwelling Units | Residential | 159.6 | 1.2 | 283.7 | No | 2016-2019 |
| | | 86,388 | Sq. ft | Retail | 4.8 | | | | |
| | | 133,000 | Sq. ft | Irrigation | 120.5 | | | | |
| 2200 Lawson Lane | 2200 Lawson Lane | 300,000 | Sq. ft | Office | 30.2 | 5.8 | 110.8 | No | 2014-2016 |
| | | 95,300 | Sq. ft | Irrigation | 86.4 | | | | |
| | | 300,000 | Sq. ft | Office | 30.2 | 0.7 | 113.7 | No | 2013-2015 |

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| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 3000 Bowers Avenue | 3000 Bowers Avenue | 92,925 | Sq. ft | Irrigation | 84.2 | | | | |

*Existing demand accounted for in Phase 1 of City Place Project
**Recycled water use is only available at specific locations throughout the Specific Plan/Project
Water demands were recalculated using the updated water use factors in the 2015 UWMP: Office (0.09 gpd/sf); Retail (0.05 gpd/sf)
gpd = gallons per day
sf = square feet

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# APPENDIX 25.4

## SANITARY SEWER TECHNICAL MEMORANDA
## (WOODARD & CURRAN, 2-17-21; SCHAAF & WHEELER, 3-16-21)

# Technical Memorandum

| | |
|---|---|
| **Subject:** | **Sanitary Sewer Capacity Evaluation for Proposed Freedom Circle Focus Area and Greystar General Plan Amendment (APN 104-40-019, 020, 021, 030, 031, 034, 035, 036, 038; APN 104-41-031, 032, 043, 044; APN 104-42-020, 021)** |
| **Prepared for:** | Evelyn Liang, City of Santa Clara |
| **Prepared by:** | Nuria Bertran-Ortiz, P.E. California License No. C68537 |
| **Reviewed by:** | Gisa Ju, P.E. California License No. C31823 |
| **Reference:** | Project 0011096, Task 2.19 |
| **Date:** | February 17, 2021 |

At the request of the City of Santa Clara (City), Woodard & Curran evaluated potential sanitary sewer capacity impacts of the proposed Freedom Circle Focus Area and Greystar General Plan Amendment (GPA) using the City's sanitary sewer hydraulic model. This technical memorandum (TM) summarizes the approach, model input, and results of the analysis.

The proposed development redevelops the area that includes assessor's parcel numbers (APN) 104-40-019, 020, 021, 030, 031, 034, 035, 036; APN 104-41-031, 032, 043; and APN 104-42-020, 021). The Greystar GPA includes two parcels adjacent to Saratoga Creek (APNs 104-40-036 and 104-40-021). The remaining parcels make up the Freedom Circle Focus Area. The Marriott Hotel parcels (APNs 104-41-044 and 104-40-038) are in the Freedom Circle Focus Area but will not be redeveloped. The redevelopment is located immediately north of Highway 101 and east of Great America Parkway. **Figure 1** shows the development parcels and surrounding modeled sewers.

Flow from the development would enter the City's sanitary sewer system at manholes along Freedom Circle and Mission College Boulevard into existing 12-inch sewers. The Mission College Boulevard 12-inch sewer discharges into the existing 33-inch East trunk on Great America Parkway (at manhole S83-18). At this manhole, there is a connection between the East and West trunks. As a result, the flow can enter both parallel Great America Parkway trunks. The northernmost parcel (APN 104-42-020) enters a 15-inch sewer along Patrick Henry Drive which eventually discharges into the existing 33-inch East trunk on Great America Parkway (at manhole S83-30).

The flow in the Great America Parkway trunks continues north, past Tasman Drive and turns northeast along the Santa Clara Golf and Tennis Club. It then discharges into two parallel 42-inch trunks that run northwest along Lafayette Street to the Rabello and Northside pump stations where it is pumped to the San Jose/Santa Clara Regional Wastewater Facility for treatment. It is important to note that several connecting sewers exist between the parallel trunks along Great America Parkway including connections between manholes S93-53 (West trunk) and S93-52 (East trunk); and S103-22 (West trunk) and S103-23 (East trunk). **Figure 2** shows the sewer lines that are affected by the flow from this development (affected lines in red). The interconnections between the two Great America Parkway trunks are also shown.

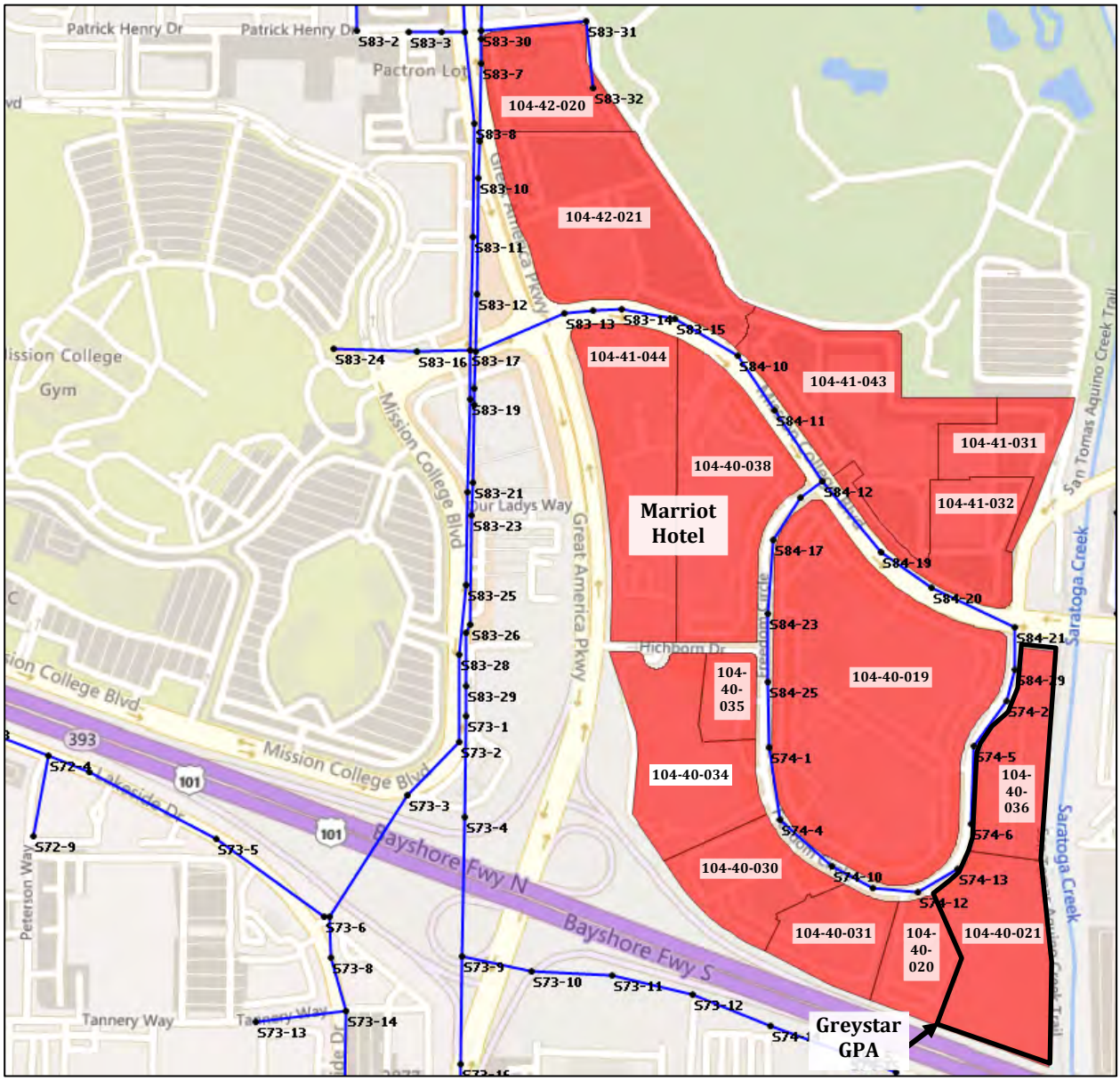


**Figure 1: Modeled Sewers around Proposed Project Site**

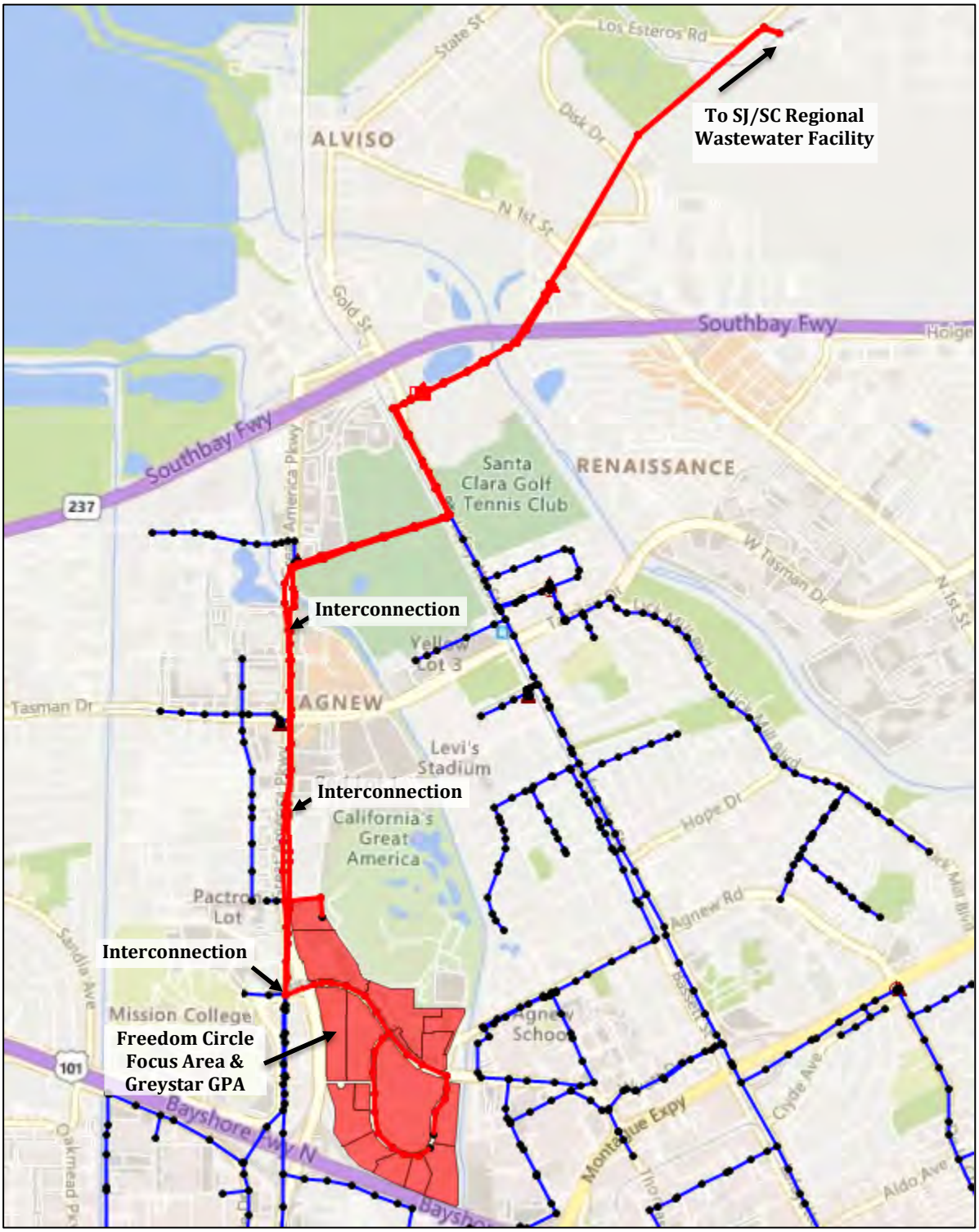


**Figure 2: Trunk Sewers Downstream of the Proposed Project Site**

# 1 Approach

To evaluate the potential sewer capacity impact of the proposed development, the following model configurations were used:

- *Sewer network*: The City's current solution network was used. The network consists of the City's expanded trunk sewer system that was developed as part of the Sanitary Sewer Master Plan Update (2016 Master Plan). The network includes the improvements recommended by the 2016 Master Plan (P1, P2, P3, P4, P5, and E1 Modified) as well as the recent construction of project P6 alternative (per the conformed drawings dated September 2019 with City of Santa Clara (CSC) tracking number 12,175-D) and the NVIDIA improvements (per the conformed drawings dated December 2014 with CSC tracking number 11,988-D). There are no recommended 2016 Master Plan improvements downstream of the Freedom Circle/Greystar GPA development.
- *Sanitary sewer load*: The Updated General Plan Phase 3 Loads (aka 2035 Loads) were used for this analysis. The 2035 loads were recently updated for the 2016 Master Plan, which includes updated base loads, updated development assumptions consistent with the City's 2035 General Plan, and projected loads for additional developments that were approved between 2009 (after the completion of the original 2035 Loads) and the completion of the 2016 Master Plan. The model also includes other developments that have been evaluated since completion of the 2016 Master Plan. In addition to the wastewater flows generated within the City's service area, the City also receives flow from the Cupertino Sanitary District (CuSD). For planning purposes, the model capped the peak wet weather flow (PWWF) discharge from CuSD at 13.8 mgd, which is the contractual maximum flow rate that CuSD is allowed to discharge into the Santa Clara system.
- *Flow Scenario*: System capacity was evaluated based on the ability of the sanitary sewer system to convey future peak dry weather flow (PDWF) and PWWF under design storm conditions. This analysis used the same 10-year design storm that was used for the 2016 Master Plan.

# 2 Model Input

The development parcels were added to the model as individual subcatchments with the following settings, based on information provided by the City's Planning Department received September 9, 2020 and updated on December 22, 2020:

- *Sanitary Sewer Loads:* The City is proposing a Focus Area plan to establish future capacity and overall vision for a new, high-density mixed-use community. The Focus Area includes the Greystar GPA which proposes to change the General Plan land use designation for two parcels (APNs 104-40-036 and 104-40-021) from High Intensity Office to Very High Density Residential. The City requested analysis of two development phases:
  - Phase 1 – Greystar GPA only; and
  - Buildout (Greystar GPA and Freedom Circle Focus Area)

  Under Phase 1, all parcels would retain their existing usage except for the Greystar GPA parcels. **Table 1** provides a detailed summary of the existing parcel base wastewater flows (BWF; based on actual water consumption recorded in the City's customer billing database, as presented in the City's 2016 Master Plan) as well as the development plans for the two Greystar GPA parcels. As shown on this table, the two Greystar GPA parcels are currently vacant. The proposed development would add approximately 0.17 mgd to the existing BWF.

The buildout scenario includes development of the Greystar GPA parcels (Phase 1) and the Freedom Circle Focus Area parcels. **Table 2** provides a detailed summary of the buildout BWF. Some of the parcels have existing office buildings that will remain in place. The Focus Area is proposing to add square footage to the existing uses. Development quantities for these parcels were calculated by subtracting the existing building square footage from the proposed cumulative development square footage. The resulting buildout flow for these parcels was calculated by adding the existing flow from the existing buildings to the additional development flow. In addition, two parcels have entitlement flows that exceed the proposed development flows. The buildout flow for these parcels was assumed to be equal to the entitlement flow. The buildout scenario will result in an approximate average BWF of 1 mgd. This flow will replace the General Plan 2035 flow of 0.37 mgd estimated for these parcels.

The development is proposed to discharge to the 12-inch sewer along Freedom Circle and Mission College Boulevard. One parcel will discharge to the 15-inch sewer along Patrick Henry Drive. Tables 1 and 2 show the load manholes for each development parcel.

- *Diurnal Profile:* A residential diurnal curve was applied to the residential flows, and a commercial diurnal curve was applied to retail and office flows.
- *Rainfall Event:* The rainfall event used was the same 10-year design event used for the City's 2016 Sanitary Sewer Master Plan Update.
- *Contributing Area and rainfall-dependent infiltration/inflow (RDI/I) Parameters:* The RDI/I parameters used were the calibrated parameters from the City's 2016 Sanitary Sewer Master Plan Update. The contributing area remained the same. This means that the RDI/I response is assumed to neither increase nor decrease within the Focus Area Plan.

**Table 1: Sewer Load Estimates for Phase 1 – Greystar GPA**

| APN | Address | Current Use | Greystar GPA Land Use | Greystar GPA Quantity | Unit | Unit Flow Factor[2] | Existing Base Wastewater Flow (mgd) | Greystar GPA Average Flow (mgd) | Phase 1 Base Wastewater Flow (mgd) | Load MH |
|---|---|---|---|---|---|---|---|---|---|---|
| 104-40-019 | 3900-3990 Freedom Circle; 2518-2650 Mission College Blvd | 12 buildings, office, R+D and site-serving retail | NA | NA | NA | NA | 0.005 | NA | 0.005 | Various |
| 104-40-020 | 3935 Freedom Circle | Pedro's restaurant (HI-O) | NA | NA | NA | NA | 0.006 | NA | 0.006 | S74-12 |
| 104-40-021 | 3905 Freedom Circle | vacant | Residential (apartments) | 550 | DU | 154 gpd/DU | 0.000 | 0.085 | 0.085 | S74-13 |
| 104-40-030 | 3965 Freedom Circle | Office | NA | NA | NA | NA | 0.003 | NA | 0.003 | S74-10 |
| 104-40-031 | 3945 Freedom Circle | Office | NA | NA | NA | NA | 0.005 | NA | 0.005 | S74-10 |
| 104-40-034 | 3989 Freedom Circle | Office | NA | NA | NA | NA | 0.007 | NA | 0.007 | S74-1 |
| 104-40-035 | 3979 Freedom Circle | Office | NA | NA | NA | NA | 0.006 | NA | 0.006 | S84-25 |
| 104-40-036 | 3933 Freedom Circle | vacant | Residential (apartments) | 550 | DU | 154 gpd/DU | 0.000 | 0.085 | 0.085 | S74-6 |
| | | | Retail | 2000 | SF | 0.1 gpd/SF | | 0.0002 | 0.0002 | |
| 104-40-038 | 2700 Mission College Blvd (1) | Marriott hotel | NA | NA | NA | NA | 0.038 | NA | 0.038 | S84-10 |
| 104-41-031 | 2431 Mission College Blvd | Office | NA | NA | NA | NA | 0.003 | NA | 0.003 | S84-12 |
| 104-41-032 | 2421 Mission College Blvd | Office | NA | NA | NA | NA | 0.019 | NA | 0.019 | S84-12 |
| 104-41-043 | 2441 Mission College Blvd | Office | NA | NA | NA | NA | 0.008 | NA | 0.008 | S84-12 |
| 104-41-044 | 2700 Mission College Blvd (2) | Marriott hotel (see above) | NA | NA | NA | NA | 0.000 | NA | 0.000 | S83-14 |
| 104-42-020 | 4551 Great America Parkway | Office | NA | NA | NA | NA | 0.001 | NA | 0.001 | S83-32 |
| 104-42-021 | 4301-4401 Great America Parkway | Office | NA | NA | NA | NA | 0.010 | NA | 0.010 | S83-14 |
| | | | | | | **TOTAL:** | **0.111** | **0.170** | **0.280** | |

**Notes:**

1. Land use and values were obtained from information provided by the Planning Division (including the spreadsheet "Freedom_Circle_WSA_growth_projections.xlsx" received on December 22, 2020; and an email from Mr. John Davidson dated January 15, 2021).
2. Unit flow factors per the City's 2016 Sanitary Sewer Master Plan Update.

**Table 2: Sewer Load Estimates for Buildout (Greystar GPA and Freedom Circle Focus Area)**

| APN | Address | Current Use | Assumed to be demolished? | Current Building Size to Remain (SF) | Development (Dvpt) Land Use[1] | Dvpt Quantity[2] | Unit | Unit Flow Factor[3] | Dvpt Average Flow (mgd) | Existing Base Wastewater Flow (mgd) | Entitlement Flow (mgd) | Total Buildout Average Flow[4] (mgd) | Load MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3900-3990 Freedom Circle; 2518- | 12 buildings, office, R+D and | | | Residential (apartments) | 2,500 | DU | 154 gpd/DU | 0.385 | NA | | 0.3850 | |
| 104-40-019 | 2650 Mission College Blvd | site-serving retail | yes | NA | Office | 1,223,000 | SF | 0.1 gpd/SF | 0.122 | NA | 0.000 | 0.1223 | Various |
| 104-40-020 | 3935 Freedom Circle | Pedro's restaurant (HI-O) | yes | NA | Office | 119,000 | SF | 0.1 gpd/SF | NA | NA | 0.018 | 0.0176 | S74-12 |
| 104-40-021 | 3905 Freedom Circle | vacant | n/a | NA | Residential (apartments) | 550 | DU | 154 gpd/DU | 0.085 | NA | 0.000 | 0.0847 | S74-13 |
| 104-40-030 | 3965 Freedom Circle | Office | no | 225,000 | Office | 145,000 | SF | 0.1 gpd/SF | 0.015 | 0.003 | 0.000 | 0.0173 | S74-10 |
| 104-40-031 | 3945 Freedom Circle | Office | no | 210,000 | Office | 145,000 | SF | 0.1 gpd/SF | NA | NA | 0.030 | 0.0295 | S74-10 |
| 104-40-034 | 3989 Freedom Circle | Office | no | 293,000 | Office | 252,000 | SF | 0.1 gpd/SF | 0.025 | 0.007 | 0.000 | 0.0325 | S74-1 |
| 104-40-035 | 3979 Freedom Circle | Office | no | 294,000 | Office | 61,000 | SF | 0.1 gpd/SF | 0.006 | 0.006 | 0.000 | 0.0119 | S84-25 |
| | | | | | Residential (apartments) | 550 | DU | 154 gpd/DU | 0.085 | NA | | 0.0847 | |
| 104-40-036 | 3933 Freedom Circle | vacant | n/a | NA | Retail | 2,000 | SF | 0.1 gpd/SF | 0.0002 | NA | 0.000 | 0.0002 | S74-6 |
| 104-40-038 | 2700 Mission College Blvd (1) | Marriott hotel | no | 0 | None (Hotel remains) | 0 | NA | NA | 0.000 | 0.038 | 0.000 | 0.0383 | S84-10 |
| 104-41-031 | 2431 Mission College Blvd | Office | yes | NA | Office | 206,000 | SF | 0.1 gpd/SF | 0.021 | NA | 0.000 | 0.0206 | S84-12 |
| 104-41-032 | 2421 Mission College Blvd | Office | yes | NA | Office | 262,000 | SF | 0.1 gpd/SF | 0.026 | NA | 0.000 | 0.0262 | S84-12 |
| 104-41-043 | 2441 Mission College Blvd | Office | yes | NA | Office | 590,000 | SF | 0.1 gpd/SF | 0.059 | NA | 0.000 | 0.0590 | S84-12 |
| 104-41-044 | 2700 Mission College Blvd (2) | Marriott hotel (see above) | no | 0 | None (Hotel remains) | 0 | NA | NA | 0.000 | 0.000 | 0.000 | 0.0000 | S83-14 |
| 104-42-020 | 4551 Great America Parkway | Office | no | 118,000 | Office | 157,000 | SF | 0.1 gpd/SF | 0.016 | 0.001 | 0.000 | 0.0162 | S83-32 |
| 104-42-021 | 4301-4401 Great America Parkway | Office | yes | NA | Office | 1,069,000 | SF | 0.1 gpd/SF | 0.107 | 0.010 | 0.000 | 0.1174 | S83-14 |
| | | | **TOTAL:** | **1,140,000** | **TOTAL:** | **4,231,000** | **SF** | **TOTAL:** | **0.951** | **0.065** | **0.047** | **1.063** | |
| | | | | | | **3,600** | **DU** | | | | | | |

**Notes:**

1. Land use and quantities were obtained from information provided by the Planning Division (including the spreadsheet "Freedom_Circle_WSA_growth_projections.xlsx" received on December 22, 2020; and an email from Mr. John Davidson dated January 15, 2021).
2. Development quantities for parcels where existing uses will not be demolished were calculated by subtracting the existing building square footage from the proposed cumulative development square footage.
3. Unit flow factors per the City's 2016 Sanitary Sewer Master Plan Update.
4. Build out flow calculated based on demolishment plans and entitlement flows. For parcels with existing uses to be demolished, the total buildout flow is equal to the proposed development flow. For parcels with existing uses that will remain in place, the total buildout flow is equal to the existing flows associated with the existing buildings plus the proposed development flows (based on development quantity and unit flow factor). For parcels with entitlement flow, the total buildout flow is equal to the entitlement flow.

# 3 Model Results

Hydraulic profiles and predicted PWWF under future (2035) conditions in the sewers along Freedom Circle and Mission College Boulevard were reviewed for each development scenario. To determine if capacity deficiencies were caused by the RDI/I response, hydraulic profiles were also reviewed for predicted PDWF under future (2035) conditions.

***Without the development:*** A plan and profile view of model results under future (2035) PWWF without development flows is included in the attached profiles. As shown on the plan and profile views, the model predicts the 12-inch along Freedom Circle from manhole S74-13 to S84-12 to be about 9% to 23% full. The 12-inch along Freedom Circle from manhole S74-6 to S84-21 is about 7% to 9% full. The Mission College Boulevard sewer from manhole S84-21 to S83-18 is about 9% to 29% full; however, the downstream 15-inch sewer on Mission College Boulevard experiences backwater surcharge conditions caused by the hydraulic grade line in the Great America Parkway East trunk.

The model predicts the 33-inch Great America Parkway East trunk from manhole S83-18 to S103-15 to be about 67% to 95% full. The trunk along the Santa Clara Golf & Tennis Club from manhole S103-15 to S104-30 is 73% to 91% full. The 42-inch Lafayette Street trunk from manhole S104-30 to the Rabello Pump Station is 65% to 74% full.

The model predicts the 33-inch Great America Parkway West trunk from manhole S83-17 to S103-14 to be about 65% full to surcharged due to throttle conditions. The throttle surcharge occurs downstream of the Tasman Drive connection. The surcharge does not exceed the City's deficiency criteria (surcharge greater than 1 foot over crown under PWWF, for pipes deeper than 6 feet). The remaining downstream segments of the 33-inch trunk from manhole S103-16 to S104-19 are about 78% to 97% full. The 42-inch Lafayette Street West trunk from manhole S104-19 to S114-19 is about 64% to 70% full.

***With the development (Phase 1 – Greystar GPA)****:* A plan and profile view of model results under future (2035) PWWF including the proposed Phase 1 – Greystar GPA development flows is included in the attached profiles. As shown on the plan and profile views, the additional flow from the Phase 1 – Greystar GPA development does not cause any surcharge conditions in the downstream Freedom Circle and Mission College Boulevard sewers. The model predicts the 12-inch sewer along Freedom Circle from manhole S74-13 to S84-12 to be about 27% to 40% full. The 12-inch along Freedom Circle from manhole S74-6 to S84-21 is about 25% to 27% full. The Mission College Boulevard sewer from manhole S84-21 to S83-18 is about 26% to 69% full; however, the downstream 15-inch sewer on Mission College Boulevard experiences backwater surcharge conditions caused by the hydraulic grade line in the Great America Parkway (East) trunk.

The model does not predict any significant change in the hydraulic grade line in the 33-inch Great America Parkway East trunk when compared to the "without development" conditions. The trunk from manhole S83-18 to S103-15 remains at about 67% to 95% full. The trunk along the Santa Clara Golf & Tennis Club from manhole S103-15 to S104-30 is now 74% to 92% full. The 42-inch Lafayette Street trunk from manhole S104-30 to the Rabello Pump Station remains at 65% to 74% full.

As with the Great America Parkway East trunk, the model does not predict any significant change in the hydraulic grade line in the West trunk when compared to the "without development" conditions. The West trunk from manhole S83-17 to S103-14 is 66% full to surcharged due to throttle conditions. Again, the surcharge does not exceed the City's deficiency criteria. The remaining downstream segments of the 33-inch West trunk from manhole S103-16 to S104-19 are about 78% to 98% full. The 42-inch Lafayette Street West trunk from manhole S104-19 to S114-19 is about 64% to 71% full.

***With the development (Buildout)****:* Under the buildout scenario, there is throttle surcharge in the 12-inch sewer along Mission College Boulevard which causes backwater surcharge upstream in the Freedom Circle

12-inch sewers. As shown in the profiles, sewers shown in red (lines above the profile view) indicate surcharge conditions that exceed the City's PWWF deficiency criteria.

The model predicts the 12-inch sewer along Freedom Circle from manhole S74-13 to S84-12 to be about 32% full to backwater surcharged. The 12-inch along Freedom Circle from manhole S74-6 to S84-21 is about 35% to 62% full. The Mission College Boulevard sewer from manhole S84-21 to S83-18 is surcharged due to backwater and throttled conditions. The throttled segments are downstream of the connection to the Freedom Circle sewer from manhole S84-12 to S83-13. The surcharge exceeds the City's PWWF deficiency criteria. The minimum freeboard (3.3 feet) occurs at manhole S84-10. The downstream 15-inch sewer on Mission College Boulevard experiences backwater surcharge conditions, again caused by the hydraulic grade line in the Great America Parkway (East) trunk.

The model does not predict any significant change in the hydraulic grade line of the 33-inch Great America Parkway East trunk when compared to the "Phase 1 – Greystar GPA" conditions. The trunk from manhole S83-18 to S103-15 is about 69% full to throttled surcharged. The throttle surcharge occurs in one segment (from manhole S103-17 to S103-15) and it does not exceed the City's PWWF deficiency criteria. The trunk along the Santa Clara Golf & Tennis Club from manhole S103-15 to S104-30 is now 76% to 96% full. The 42-inch Lafayette Street trunk from manhole S104-30 to the Rabello Pump Station remains at 65% to 75% full.

As with the Great America Parkway East trunk, the model does not predict any significant change in the hydraulic grade line of the West trunk when compared to the "Phase 1 – Greystar GPA" conditions. The West trunk from manhole S83-17 to S103-14 is 70% full to surcharged due to throttle conditions. There is one segment (from manhole S93-42 to S93-36) that is backwater surcharged and the surcharge level (1 foot above pipe crown) just exceeds the City's PWWF deficiency criteria. The remaining downstream segments of the 33-inch West trunk from manhole S103-16 to S104-19 are about 79% full to surcharged due to backwater and throttle conditions. The 42-inch Lafayette Street West trunk from manhole S104-19 to S114-19 is about 65% to 72% full.

As shown on the profiles, the 15 and 18-inch sewer along Patrick Henry Drive has capacity to accommodate the additional flows from the development parcel. The trunk from manhole S83-32 to S83-30 is about 15% to 67% full.

To determine if capacity deficiencies were caused by the RDI/I response, hydraulic profiles were also reviewed for predicted PDWF under future (2035) conditions. A plan and profile view under future (2035) PDWF conditions including the proposed buildout development flows is shown in the attached profiles. As shown, the additional PDWF from the development continue to cause surcharging along the 12-inch Mission College Boulevard sewer (from manhole S84-21 to S83-13).

# 4 Deficiencies and Solutions

As presented in Section 3, the buildout development scenario results in capacity deficiencies along the 12-inch Mission College Boulevard sewer. Approximately 1,460 linear feet (from manhole S84-12 to S83-13) will have to be upsized to a 15-inch per the City's sizing criteria for new sewer facilities (i.e., maximum allowable d/D of 0.75). The upsized pipes were based on the buildout scenario future (2035) PWWF and assumed the slope of the existing sewers is maintained. The analysis did not include flow re-routing alternatives. A profile of the upsized sewer under future (2035) PWWF conditions is included in the attached profiles. It should be noted that the Great America Parkway (East) trunk hydraulic grade line still affects the existing incoming 15-inch Mission Boulevard sewer. To reduce the influence of the Great America Parkway trunk, the 15-inch could be raised such that its crown matches the crown of the 33-inch trunk. However, this would reduce the slope of the 15-inch to 0.19% which would affect its full pipe capacity (although it would still be adequate). A profile of the upsized sewer with the modified vertical alignment (to match the crown of the 33-inch Great America Parkway trunk) under future (2035) PWWF

conditions is included in the attached profiles. The modification would add another 420 linear feet of improvements (for a total of 1,880 LF).

Profiles of the Great America Parkway trunk sewers (with the proposed Freedom Circle development capacity improvement project) are also included in the attached profiles. As shown, the one segment on the West trunk (from manhole S93-42 to S93-36) is still backwater surcharged and the surcharge level (1-foot above pipe crown) just exceeds the City's PWWF deficiency criteria. A capacity improvement project at this location is not recommended at this time since the surcharge level just exceeds the City's PWWF deficiency criteria by 0.07 inches which could be within the model's accuracy. In the future, the City may choose to re-evaluate this location to plan for a future capacity improvement project on this sewer.

Under the development buildout scenario, the PWWF reaching the Rabello and Northside pump stations would be 46.3 mgd or 1 mgd more than the PWWF without the development (45.3 mgd). The City recently conducted a firm capacity evaluation of its Northside and Rabello pump stations. According to Schaaf & Wheeler's Memorandum dated November 19, 2020, the rated firm capacities of the Rabello and Northside pump stations are 26.4 mgd and 19.7 mgd, respectively. The updated total flow to the pump stations (46.3 mgd) would just exceed the current combined rated firm capacities (46.1 mgd). The City may therefore wish to consider planning for future pump station capacity improvements.

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**Schaaf & Wheeler**
CONSULTING CIVIL ENGINEERS

# MEMORANDUM

| | | | |
|---|---|---|---|
| TO: | Evelyn Liang, PE, City of Santa Clara | DATE: | March 16, 2021 |
| FROM: | Logan Fox, PE, Glen Anderson, PE | JOB#: | CSCL.33.19 |
| SUBJECT: | Northside and Rabello Pump Station Firm Capacity Evaluation | | |

## Background

The City of Santa Clara's Northside and Rabello sewer pump stations firm capacities were evaluated in 2015 as part of the City's sanitary sewer master plan update. This evaluation indicated the pump station firm capacities were near the City's projected sewer flow for the City's General Plan 2035 buildout condition.

The firm capacities were evaluated again in 2019 after new flow meters were installed at these two sewer pump stations. The firm capacity of the Northside Pump Station estimated in the 2019 evaluation was 19.8 MGD. This capacity is 2.0 MGD under the 2035 General Plan peak wet weather flow (2035 PWWF) of 21.8 MGD estimated in 2019.

The firm capacity of the Rabello Pump Station estimated from the 2019 evaluation was 20.1 MGD. This capacity is 1.3 MGD under the 2035 PWWF of 21.4 MGD estimated in 2019. The Rabello test data indicated that the pump performance was significantly lower than expected based on the pump manufacturer's published performance data. The 2019 evaluations assumed the recently installed flow meters had been properly calibrated and pointed to possible causes of the apparent performance reduction. However; after the evaluation was complete, the City determined that the new flow meters installed at the Northside Pump Station and Rabello Pump Station were incorrectly calibrated.

The City has retained Schaaf & Wheeler to perform retesting to determine the firm flow capacities of the Northside and Rabello sanitary sewer pump stations using the properly calibrated flow meters. The new firm capacity values will assist the City in planning future sewer pump station capacity improvements.

The firm capacity of a pump station is considered the capacity with all pumps running except for the highest flow pump. One pump is omitted since a redundant pump is included in standard pump station design in the case one pump is out of service.

## Flow Tests

The flow tests were conducted on the morning of Thursday July 1, 2020. The tests at both stations utilized an electro-magnetic flow meter, pressure gauge, wet well level transducer, and discharge box level measurements. Each of the two pump stations are equipped with flow meters which transmit the flow value to a local display panel. A pressure gauge was located on each station force main just downstream of where the pump discharge pipes combine. The level in each wet well is measured by a transducer that transmits the level value to a local display panel. The Northside and Rabello pump stations pump to a discharge box located at the San José-Santa Clara Regional Wastewater Facility. A

Schaaf & Wheeler staff member was at the discharge box during the pump test to measure and record the level.

## Northside Pump Station

The Northside Station is equipped with four, 70 horsepower Flygt NP 3356 MT pumps with model 870 (430 millimeter) impellers. Two of the pumps (Pump 1 and Pump 4) were installed in early 2019 and are assumed to have a capacity greater than or equal to the two older pumps (Pump 2 and Pump 3). Therefore, two of the older pumps and one of the newer pumps (Pump 1, Pump 2 and Pump 3) were used in the firm capacity test. During the flow test, combinations of pumps were run, and the wet well level, flow rate, force main pressure gauge, and discharge box level were recorded. The results of the Northside Pump Station flow test are presented in Table 1 below. The pressure gauge readings are unrealistically low and are not included in the table. (The pressure gauge readings recorded in 2019 evaluation ranged between 5 and 12 psi with one to three pumps running.) The million gallons per day (MGD) flow rate values shown in the table are converted from the gallon per minute (gpm) values recorded in the field.

**Table 1: Northside Pump Test Results**

| No. of Pumps | Flow Rate (MGD) | Wet Well Level (ft) | Discharge Box Depth From Top (ft) |
|---|---|---|---|
| 1 | 9.65 | 3.9 | 10.00 |
| 2 | 15.12 | 4.2 | 8.58 |
| 3 | 19.15 | 4.9 | 10.08 |

## Rabello Pump Station

The Rabello Pump Station is equipped with eight, 60 horsepower Flygt NP 3202 LT pumps with model 614 (356 millimeter) impellers. The eight pumps were purchased from 2010 to 2012, and there is no known performance difference between the pumps when properly running. During the flow test, combinations of pumps were run, and the flow rate, force main pressure, wet well level, and discharge box levels were recorded. The recorded values of the Rabello Pump Station flow test are presented in Table 2 below. The pressure gauge readings are unrealistically low and are not included in the table. (The pressure gauge readings recorded in 2019 evaluation ranged between 7 and 18 psi with two to seven pumps running.) The million gallons per day (MGD) flow rate values shown in the table are converted from the gallon per minute (gpm) values recorded in the field.

**Table 2: Rabello Pump Test Results**

| No. of Pumps | Flow Rate (MGD) | Wet Well Level (ft) | Discharge Box Depth From Top (ft) |
|---|---|---|---|
| 1 | 6.91 | 3.8 | 7.58 |
| 2 | 13.68 | 3.9 | 9.75 |
| 3 | 18.72 | 4.3 | 9.17 |
| 5 | 23.33 | 4.9 | 8.58 |
| 7 | 25.92 | 5.4 | 6.50 |

## Results

The recorded flow rates are plotted along with derated pump curves for the number of pumps that were running as shown in Figure 1 and Figure 2. These derated pump curves were generated by subtracting calculated pressure losses through the individual pump discharge piping from the manufacturer's rated pump performance curve. The flow rate lines are depicted in the figures as terminating at the pump curves. The total dynamic head (TDH) at these termination points represents the TDH required to pump through the force main at the test flow rates.

A theoretical force main system curve, modeling the TDH required to pump through the force main at various flow rates, was generated using the Hazen-Williams friction loss equation and minor loss equation. The pipe lengths and diameters used in the friction loss calculations and fittings and valves used in the minor loss calculations are from City record drawings. Typical Hazen-Williams roughness coefficients for force mains range from 100 to 150, with the higher coefficient representing a smoother pipe. The Hazen-Williams pipe roughness coefficients were adjusted as described later in this memorandum so the theoretical force main system curve matched the test data points. The static head used in generating the theoretical system curve is the difference between the discharge box water surface elevations and the wet well water surface elevations during the firm capacity point tests.

## Northside Pump Station

By adjusting the roughness coefficients for the Northside force main to a Hazen-Williams C value of 93, the theoretical force main system curve matches the test flow and pump curve intersection points reasonably well. The low roughness coefficients of the Northside force main piping used to match the test data indicates the force main pipe has more resistance to flow than typical. This resistance can be attributed to the pipe wall roughness being somewhat higher than typical, the pipeline having a minor buildup of solids, or the presence of localized restrictions in the force main.

The Northside pump tests were conducted with the wet well level 2.5 to 3.1 feet lower than the normal, automatic pump starting levels. The force main system curve was adjusted to account for the difference between the wet well level at the three-pump test point (firm capacity test point) of 4.9 feet and the normal, programmed third pump start level of 7.4 feet. This curve, also shown in Figure 1, assumes the discharge box water surface elevation is the same as the firm capacity test level.

The firm capacity of the Northside Pump Station is estimated as 19.7 MGD from the point where the three pumps curve intersects the normal third pump start level system curve. This point, shown in Figure 1, represents the flow expected with three pumps running at the normal wet well start level.

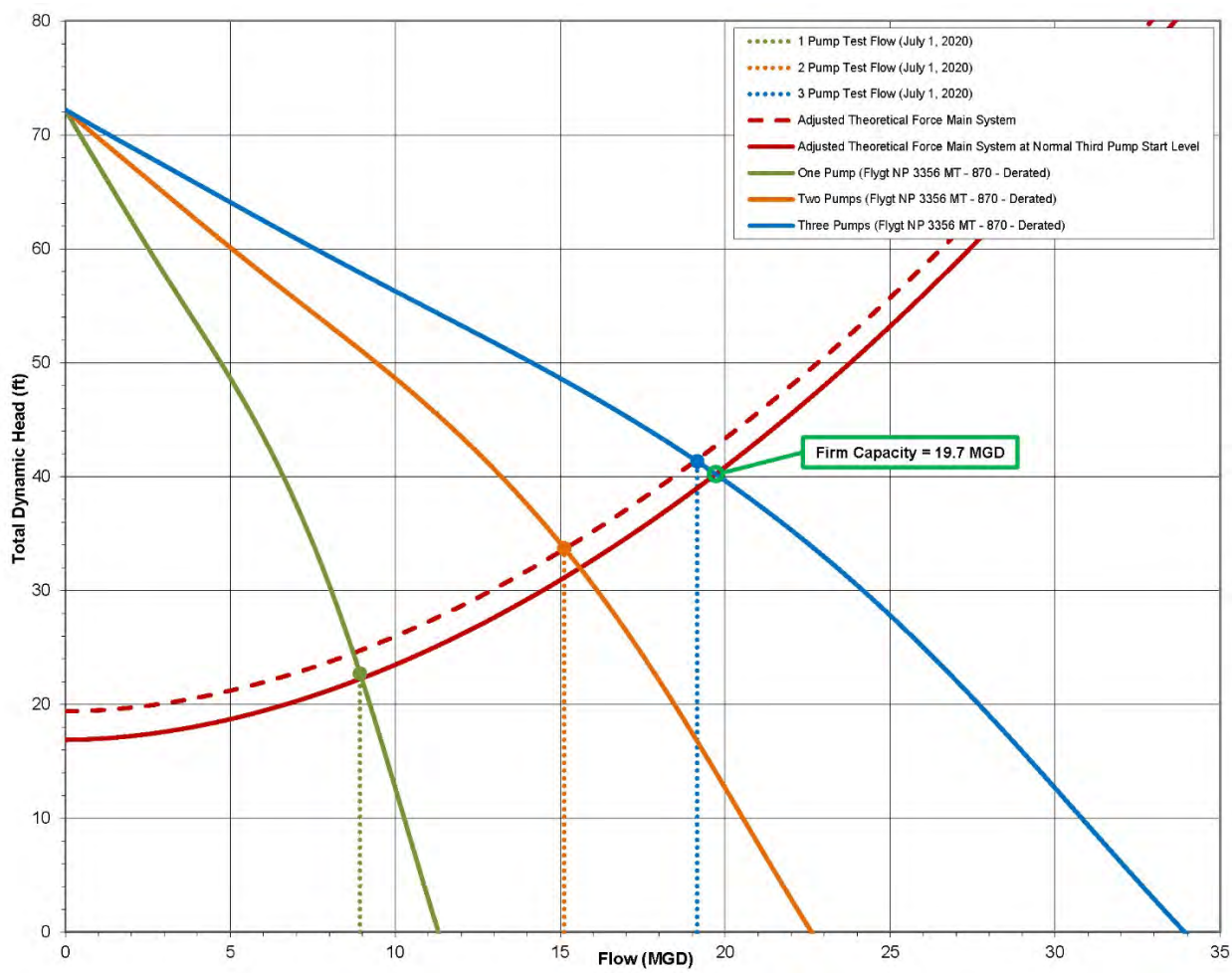


**Figure 1: Northside Hydraulic Curves**

## Rabello Pump Station

By adjusting the roughness coefficients for the Rabello force main to a Hazen-Williams C value of 102, the theoretical force main system curve matches the test flow and pump curve intersection points reasonably well. The relatively low roughness coefficients of the Rabello force main piping used to match the test data indicates the force main pipe has more resistance to flow than typical. This resistance can be attributed to the pipe wall roughness being somewhat higher than typical, the pipeline having a minor buildup of solids, or the presence of localized restrictions, such as an air pocket in a high point, of the force main.

The Rabello pump tests were conducted with the wet well level 2.0 to 2.3 feet lower than the normal, automatic pump start levels. The force main system curve was adjusted to account for the difference between the wet well level at the seven-pump test point (firm capacity test point) of 5.4 feet and the normal programmed seven pump start level of 7.4 feet. This curve, also shown in Figure 2, assumes the discharge box water surface elevation is the same as the firm capacity test level.

The firm capacity of the Rabello Pump Station is estimated as 26.4 MGD from the point where the seven pumps curve intersects the normal seventh pump start level system curve. This point, shown in Figure 2, represents the flow expected with seven pumps running at the normal wet well start level.

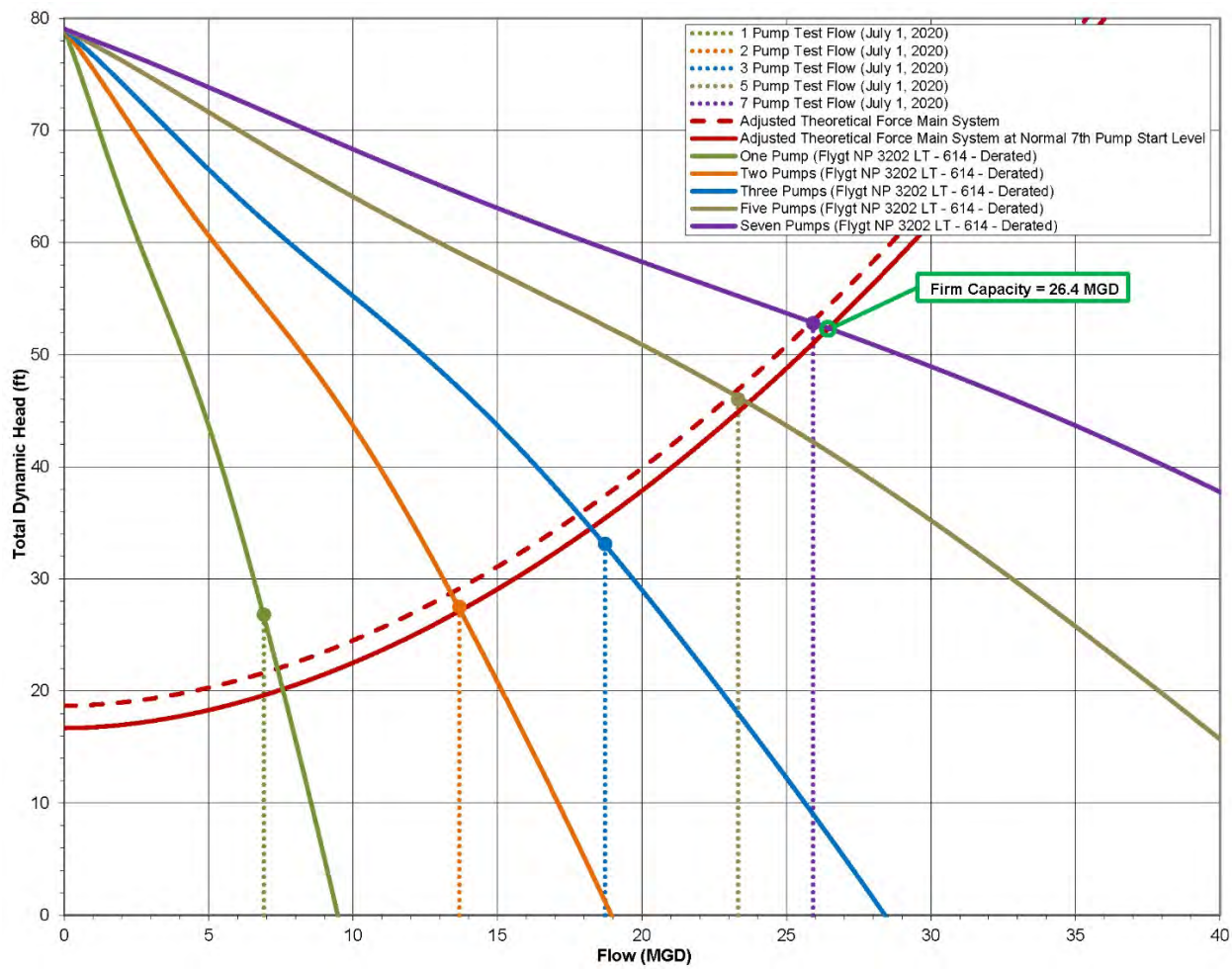


**Figure 2: Rabello Hydraulic Curves**

## Accuracy and Reliability

It is important to note that the tests were performed under dynamic circumstances and are only as accurate as the measurement devices used in the tests under these dynamic conditions.

The critical measurements recorded during the tests were the flow rates at the firm capacity for each station. The flow meters have a published accuracy of ±0.5% within a flow velocity range of 1 to 39 feet per second (fps). (Rosemount Product Data Sheet 00813-0300-4750, Rev CB May 2019, page 27) The flow velocities through both the Northside 24" flow meter and the Rabello 36" flow meter are within the velocity range required for as ±0.5% accurate flow measurement. Therefore, as long as the flow meters are properly calibrated, it is expected that the flow meters provided accurate flow measurements.

The flow meter output is to the nearest 100 gpm. The flow readings increased as the pumps came up to speed and eventually came to fluctuate within approximately a few hundred gpm (less than 0.5 MGD) of the recorded values. This flow fluctuation was likely caused by some surge due to the starting of the pumps as well as the changing of the wet well and discharge box levels. It is expected that the firm capacity test results are within approximately 0.5 MGD of the actual firm capacity.

## Conclusions and Recommendations

### Northside Pump Station

The firm capacity estimated from this evaluation of the Northside Pump Station is 19.7 MGD as described in this memorandum. This capacity is 3.81 MGD under the currently-estimated 2035 General Plan peak wet weather flow (2035 PWWF) of 23.51 MGD.

The 2019 evaluation estimated a firm capacity of 19.8 MGD, which is very close to the 19.7 MGD estimated in this evaluation. The firm capacity estimated in the 2015 evaluation was 21 MGD. The apparent decrease in the firm capacity test from 21 MGD to 19.7 MGD may be attributable to the previous flow meter being less accurate due to the location near an elbow which creates disturbances to the flow. The low Hazen-Williams coefficient value of 93 used to match the test data indicates the force main pipe has more resistance to flow than typical.

To increase pump station flow, it is recommended that the following be considered.

- Cleaning and inspection of the length of the force main should be included in the City's operations plan moving forward. If the force main were cleaned to have a Hazen-Williams coefficient of 130 and any buildup or restrictions that may be present are eliminated, the capacity would be increased to about 22.5 MGD, still short of the 2035 PWWF. Also, it is uncertain if this can be achieved, and the capacity increase may not be long-lasting as solids can build up over time.

- To meet the 2035 PWWF, the City may consider upsizing the pumps in the future. The existing pumps are equipped with the largest impeller available that would not overload the existing 70 hp (horsepower) motors. Therefore, it is impossible to increase the pumping capacity without replacing the entire drive unit. If the pump capacity is to be increased to the 2035 PWWF, it is anticipated that approximately 90 hp motors would be needed. Using these larger motors may require the upsizing of primary (utility) and standby (generator) power equipment serving the pump station. To limit electrical upsizing, the City may choose to limit the station to running only up to three pumps simultaneously with the fourth pump serving as a dedicated standby pump.

## Rabello Pump Station

The firm capacity estimated from this evaluation of the Rabello Pump Station is 26.4 MGD as described in this memorandum. This capacity is 3.57 MGD above the currently-estimated 2035 PWWF of 22.83 MGD.

A pump station firm capacity of 20.1 MGD was estimated in the 2019 evaluation. It is understood that the flow meter was not correctly calibrated during the 2019 evaluation, so the significant difference is not unexpected. The firm capacity estimated in the 2015 evaluation was 20 MGD. The apparent, significant increase in the firm capacity test from 20 MGD to 26.4 MGD may be attributable to the previous flow meter being inaccurate due to the location near the pump discharge piping which creates turbulence. The relatively low Hazen-Williams coefficient value of 102 used to match the test data indicates the force main pipe has more resistance to flow than typical.

To increase pump station flow, it is recommended that the following be considered.

- Cleaning and inspection of the length of the force main should be included in the City's operations plan moving forward.
- The air valves on the force main should be inspected to determine if they are properly releasing air. There are combination air/vacuum valves located in the Rabello dry well structure (per City record drawing 7798-D-24-07) and in a pressure manhole located on the Northside Pump Station site (per City Record Drawing 7798-D-24-03).
- The City may consider reinstating the blow-off valve (per City Record Drawing 7798-D-24-02) to allow solids that may be accumulating at the low point to be flushed out of the force main.

## Summary

The flow rates described in this memorandum are summarized in Table 3 below.

**Table 3: Summary of Flows**

| Pump Station | 2015 Evaluation | 2019 Evaluation - Flow Meters Incorrectly Calibrated (MGD) | 2020 Evaluation (MGD) | 2035 PWWF (MGD) |
|---|---|---|---|---|
| Northside | 21 | 19.8 | 19.7 | 23.51 |
| Rabello | 20 | 20.1 | 26.4 | 22.83 |

It is understood that there is a flow diversion structure upstream of both the Northside and Rebello pump stations that can be used to control the flow that is directed to each station. Given the excess capacity of the Rabello Pump Station above the 2035 PWWF, a portion of the flow that was directed to the Northside Pump Station in the 2035 PWWF model scenario could be redirected to the Rabello Pump Station. The impacts of any adjustments to the operations of the flow diversion structure should be analyzed prior to implementation.

# APPENDIX 25.5

## SUPPLEMENTAL NOISE INFORMATION

# Ambient Noise Monitoring Locations

Freedom Circle Focus Area Plan /
Greystar General Plan Amendment EIR
Appendix 25.5

**Freedom Circle Focus Area Plan/Greystar General Plan Amendment**
**Santa Clara, CA**
**Appendix: Ambient Noise Monitoring Data**
**Prepared by MIG, September 2020**

| TABLE 1: SUMMARY OF SITE LT1 NOISE MONITORING DATA | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Time | Duration | Leq | CNEL | Lmin | Lmax | L(1.6) | L(8.3) | L(25) | L(50) | L(66.6) | L(90) |
| 9/16/2020 | 10:00 AM | 1-hour | 74.4 | 74.4 | 65.6 | 88.0 | 78.5 | 76.7 | 75.4 | 74.0 | 73.2 | 71.1 |
| 9/16/2020 | 11:00 AM | 1-hour | 74.4 | 74.4 | 64.9 | 88.2 | 78.8 | 76.7 | 75.3 | 73.9 | 72.9 | 71.0 |
| 9/16/2020 | 12:00 PM | 1-hour | 74.1 | 74.1 | 64.8 | 76.4 | 76.3 | 75.9 | 75.1 | 74.5 | 73.9 | 73.0 |
| 9/16/2020 | 1:00 PM | 1-hour | 73.8 | 73.8 | 65.8 | 77.4 | 77.0 | 75.7 | 74.6 | 73.8 | 73.0 | 70.5 |
| 9/16/2020 | 2:00 PM | 1-hour | 73.9 | 73.9 | 64.5 | 78.2 | 77.3 | 74.5 | 73.0 | 72.0 | 71.2 | 68.8 |
| 9/16/2020 | 3:00 PM | 1-hour | 73.5 | 73.5 | 62.5 | 83.3 | 81.7 | 75.8 | 74.8 | 73.3 | 72.4 | 70.2 |
| 9/16/2020 | 4:00 PM | 1-hour | 73.5 | 73.5 | 61.2 | 75.5 | 75.3 | 74.7 | 73.6 | 72.5 | 71.9 | 70.0 |
| 9/16/2020 | 5:00 PM | 1-hour | 74.0 | 74.0 | 62.8 | 78.6 | 77.7 | 76.1 | 74.7 | 73.4 | 72.6 | 71.0 |
| 9/16/2020 | 6:00 PM | 1-hour | 73.6 | 73.6 | 63.6 | 76.6 | 76.1 | 75.5 | 74.6 | 73.7 | 73.1 | 70.9 |
| 9/16/2020 | 7:00 PM | 1-hour | 72.7 | 77.7 | 63.3 | 76.5 | 75.8 | 74.6 | 73.1 | 71.7 | 70.1 | 67.8 |
| 9/16/2020 | 8:00 PM | 1-hour | 71.8 | 76.8 | 61.6 | 79.0 | 78.4 | 76.0 | 73.6 | 70.9 | 69.1 | 66.4 |
| 9/16/2020 | 9:00 PM | 1-hour | 71.1 | 76.1 | 59.3 | 77.1 | 76.5 | 74.4 | 72.5 | 69.0 | 67.1 | 60.8 |
| 9/16/2020 | 10:00 PM | 1-hour | 70.5 | 80.5 | 56.2 | 82.0 | 80.7 | 76.6 | 72.5 | 68.5 | 66.0 | 63.1 |
| 9/16/2020 | 11:00 PM | 1-hour | 69.4 | 79.4 | 51.3 | 77.8 | 77.0 | 72.9 | 69.7 | 65.6 | 63.4 | 61.4 |
| 9/16/2020 | 12:00 AM | 1-hour | 66.7 | 76.7 | 46.0 | 75.5 | 74.8 | 71.4 | 65.8 | 60.9 | 56.3 | 48.3 |
| 9/17/2020 | 1:00 AM | 1-hour | 66.0 | 76.0 | 44.2 | 74.5 | 73.6 | 70.9 | 65.4 | 58.0 | 56.2 | 50.7 |
| 9/17/2020 | 2:00 AM | 1-hour | 66.2 | 76.2 | 42.3 | 71.6 | 71.2 | 66.3 | 58.2 | 54.4 | 52.2 | 47.4 |
| 9/17/2020 | 3:00 AM | 1-hour | 67.4 | 77.4 | 43.1 | 75.3 | 74.4 | 72.8 | 70.1 | 67.2 | 65.4 | 61.6 |
| 9/17/2020 | 4:00 AM | 1-hour | 72.1 | 82.1 | 51.7 | 78.9 | 78.5 | 78.2 | 76.4 | 74.6 | 73.6 | 71.9 |
| 9/17/2020 | 5:00 AM | 1-hour | 75.3 | 85.3 | 61.8 | 78.4 | 78.1 | 77.5 | 76.0 | 75.0 | 74.3 | 73.1 |
| 9/17/2020 | 6:00 AM | 1-hour | 75.7 | 85.7 | 66.1 | 79.1 | 78.6 | 77.6 | 75.9 | 75.0 | 74.3 | 73.0 |
| 9/17/2020 | 7:00 AM | 1-hour | 75.8 | 75.8 | 67.4 | 79.2 | 79.1 | 77.7 | 77.0 | 75.8 | 75.0 | 73.5 |
| 9/17/2020 | 8:00 AM | 1-hour | 75.4 | 75.4 | 67.3 | 79.2 | 78.9 | 77.6 | 76.0 | 74.9 | 74.3 | 72.8 |
| 9/17/2020 | 9:00 AM | 1-hour | 74.8 | 74.8 | 63.9 | 77.2 | 76.5 | 75.6 | 74.6 | 73.7 | 73.0 | 71.6 |
| *Daytime (7 AM to 7 PM)* | | | *74.3* | *--* | *61.2* | *88.2* | *78.1* | *76.2* | *75.0* | *73.9* | *73.2* | *71.4* |
| *Evening (7 PM to 10 PM)* | | | *71.9* | *--* | *59.3* | *79.0* | *77.0* | *75.1* | *73.1* | *70.7* | *68.9* | *65.9* |
| *Nightime (10 PM to 7 AM)* | | | *71.4* | *--* | *42.3* | *82.0* | *77.2* | *75.1* | *72.7* | *70.9* | *69.9* | *68.3* |
| | *24-hour CNEL* | | *--* | *78.6* | *-* | *--* | *-* | *-* | *-* | *-* | *-* | *-* |

| TABLE 2: SUMMARY OF SITE LT1 NOISE MONITORING DATA (10-minute period for comparison to ST sites) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Time | Duration | Leq | Lmin | Lmax | L(1.6) | L(8.3) | L(25) | L(50) | L(66.6) | L(90) |
| 9/16/2020 | 10:10 AM | 10-minutes | 74.2 | 66.4 | 79.6 | 77.9 | 76.5 | 75.3 | 73.9 | 72.9 | 70.5 |
| 9/16/2020 | 10:20 AM | 10-minutes | 74.2 | 66.7 | 80.1 | 77.5 | 76.4 | 75.1 | 73.9 | 73.2 | 71.5 |
| 9/16/2020 | 10:50 AM | 10-minutes | 74.5 | 65.6 | 81.2 | 78.6 | 77.1 | 75.5 | 74.0 | 73.0 | 70.9 |
| 9/16/2020 | 11:00 AM | 10-minutes | 73.9 | 64.9 | 79.9 | 77.5 | 76.1 | 75.1 | 73.7 | 72.5 | 70.3 |
| 9/16/2020 | 11:22 AM | 10-minutes | 74.4 | 65.4 | 83.5 | 78.5 | 76.8 | 75.4 | 74.0 | 73.1 | 71.2 |
| 9/16/2020 | 11:32 AM | 10-minutes | 74.3 | 67.5 | 80.0 | 77.9 | 76.6 | 75.3 | 73.8 | 72.9 | 71.2 |

| TABLE 3: SUMMARY OF SITE ST1 NOISE MONITORING DATA | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Time | Duration | Leq | Lmin | Lmax | L(1.6) | L(8.3) | L(25) | L(50) | L(66.6) | L(90) |
| 9/16/2020 | 10:10 AM | 10-minutes | 65.4 | 47.8 | 79.9 | 73.1 | 70.6 | 65.7 | 61.5 | 60.0 | 56.3 |
| 9/16/2020 | 10:20 AM | 10-minutes | 67.4 | 50.5 | 81.0 | 75.7 | 72.0 | 68.4 | 63.2 | 60.6 | 57.5 |

| TABLE 4: SUMMARY OF SITE ST2 NOISE MONITORING DATA | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Time | Duration | Leq | Lmin | Lmax | L(1.6) | L(8.3) | L(25) | L(50) | L(66.6) | L(90) |
| 9/16/2020 | 10:50 AM | 10-minutes | 59.8 | 47.8 | 74.8 | 68.7 | 65.0 | 59.7 | 55.2 | 51.4 | 49.9 |
| 9/16/2020 | 11:00 AM | 10-minutes | 58.6 | 47.9 | 74.9 | 67.9 | 63.5 | 57.7 | 54.6 | 52.2 | 49.7 |

| TABLE 5: SUMMARY OF SITE ST3 NOISE MONITORING DATA | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Date | Time | Duration | Leq | Lmin | Lmax | L(1.6) | L(8.3) | L(25) | L(50) | L(66.6) | L(90) |
| 9/16/2020 | 11:22 AM | 10-minutes | 65.4 | 54.3 | 76.7 | 72.1 | 69.1 | 66.6 | 63.1 | 61.2 | 59.1 |
| 9/16/2020 | 11:32 AM | 10-minutes | 65.2 | 54.5 | 75.8 | 71.9 | 69.2 | 66.2 | 62.9 | 61.3 | 59.3 |

| | |
|---|---|
| **Summary** | |
| **Filename** | LxT_Data.040 |
| **Serial Number** | 5065 |
| **Model** | SoundTrack LxT® |
| **Firmware Version** | 2.402 |
| **User** | |
| **Location** | |
| **Job Description** | |
| **Note** | |
| **Measurement Description** | Plan - SJ2 |
| **Start** | 2020/09/16 10:00:00 |
| **Stop** | 2020/09/17 10:00:00 |
| **Duration** | 1 Day 00:00:00.0 |
| **Run Time** | 1 Day 00:00:00.0 |
| **Pause** | 0:00:00.0 |
| | |
| **Pre Calibration** | 2020/09/16 9:43:01 |
| **Post Calibration** | 2020/09/17 10:04:30 |
| **Calibration Deviation** | -0.01 dB |
| | |
| **Overall Settings** | |
| **RMS Weight** | A Weighting |
| **Peak Weight** | A Weighting |
| **Detector** | Slow |
| **Preamp** | PRMLxT1L |
| **Microphone Correction** | Off |
| **Integration Method** | Exponential |
| **OBA Range** | Normal |
| **OBA Bandwidth** | 1/1 and 1/3 |
| **OBA Freq. Weighting** | A Weighting |
| **OBA Max Spectrum** | At Lmax |
| **Overload** | 122.3 dB |

| | **A** | **C** | **Z** |
|---|---|---|---|
| **Under Range Peak** | **78.8** | 75.8 | 80.8 dB |
| **Under Range Limit** | **25.2** | 25.9 | 31.5 dB |
| **Noise Floor** | 16.1 | 16.7 | 22.3 dB |

| | | |
|---|---|---|
| **Results** | | |
| **LASeq** | 73.2 dB | |
| **LASE** | 122.5 dB | |
| **EAS** | 198.448 mPa²h | |
| **EAS8** | 66.149 mPa²h | |
| **EAS40** | 330.747 mPa²h | |
| **LApeak (max)** | 2020/09/16 23:31:45 | 116.8 dB |
| **LASmax** | 2020/09/16 23:31:45 | 95.1 dB |
| **LASmin** | 2020/09/17 2:49:58 | 42.3 dB |
| **SEA** | -99.9 dB | |

| | | |
|---|---|---|
| **LAS > 100.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s |
| **LAS > 85.0 dB (Exceedence Counts / Duration)** | 16 | 38.9 s |

| | | |
|---|---|---|
| **LApeak > 120.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s |
| **LApeak > 140.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s |
| **LApeak > 140.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s |

| **Community Noise** | **Ldn** | **LDay 07:00-22:00** | **LNight 22:00-07:00** | **Lden** | **LDay 07:00-19:00** | **LEvening 19:00-22:00** | **LNight 22:00-07:00** |
|---|---|---|---|---|---|---|---|
| | 78.3 | 73.9 | 71.4 | 78.6 | 74.3 | 71.9 | 71.4 |

| | | |
|---|---|---|
| **LCSeq** | 77.4 | dB |
| **LASeq** | 73.2 | dB |
| **LCSeq - LASeq** | 4.2 | dB |
| **LAIeq** | 74.4 | dB |
| **LAeq** | 73.2 | dB |
| **LAIeq - LAeq** | 1.3 | dB |
| **# Overloads** | 0 | |
| **Overload Duration** | 0.0 | s |
| **# OBA Overloads** | 0 | |
| **OBA Overload Duration** | 0.0 | s |

**Dose Settings**

| **Dose Name** | OSHA-1 | OSHA-2 | |
|---|---|---|---|
| **Exch. Rate** | 5 | 5 | dB |
| **Threshold** | None | None | dB |
| **Criterion Level** | 90 | 90 | dB |
| **Criterion Duration** | 8 | 8 | h |

**Results**

| | | | |
|---|---|---|---|
| **Dose** | 26.5 | 26.5 | % |
| **Projected Dose** | 8.84 | 8.84 | % |
| **TWA (Projected)** | 72.5 | 72.5 | dB |
| **TWA (t)** | 80.4 | 80.4 | dB |
| **Lep (t)** | 77.9 | 77.9 | dB |

**Statistics**

| | | |
|---|---|---|
| **LAS1.66** | 77.9 | dB |
| **LAS8.33** | 76.3 | dB |
| **LAS25.00** | 74.7 | dB |
| **LAS50.00** | 72.7 | dB |
| **LAS66.66** | 70.7 | dB |
| **LAS90.00** | 62.4 | dB |

**Calibration History**

| **Preamp** | **Date** | **dB re. 1V/Pa** |
|---|---|---|
| **Direct** | 2020/01/28 6:05:01 | -28.5 |
| **PRMLxT1L** | 2020/09/17 10:04:28 | -28.5 |
| **PRMLxT1L** | 2020/09/16 9:43:00 | -28.5 |

| | | |
|---|---|---|
| **PRMLxT1L** | 2020/09/16 9:05:48 | -28.4 |
| **PRMLxT1L** | 2020/09/15 8:48:41 | -28.5 |
| **PRMLxT1L** | 2020/09/12 14:03:45 | -28.4 |
| **PRMLxT1L** | 2020/09/10 14:19:25 | -28.4 |
| **PRMLxT1L** | 2020/08/13 11:55:20 | -28.2 |
| **PRMLxT1L** | 2020/08/10 11:16:35 | -28.3 |
| **PRMLxT1L** | 2020/07/29 11:31:07 | -28.2 |
| **PRMLxT1L** | 2020/07/29 9:14:01 | -28.3 |
| **PRMLxT1L** | 2020/07/28 15:01:19 | -28.4 |
| **Other** | 2018/11/13 8:29:15 | -28.3 |
| **Other** | 2018/11/05 14:21:01 | -28.3 |
| **Other** | 2018/06/27 10:46:33 | -28.0 |
| **Other** | 2018/06/27 10:46:16 | -28.0 |

Note: Full calibration record available upon request.

| | | | |
|---|---|---|---|
| **Summary** | | | |
| **Filename** | LxT_Data.058 | | |
| **Serial Number** | 3790 | | |
| **Model** | SoundExpert™ LxT | | |
| **Firmware Version** | 2.402 | | |
| **User** | | | |
| **Location** | | | |
| **Job Description** | | | |
| **Note** | | | |
| **Measurement Description** | Freedom Circle Specific Plan - RVS | | |
| **Start** | 16/09/2020 10:10:00 | | |
| **Stop** | 16/09/2020 11:49:18 | | |
| **Duration** | 1:39:18.7 | | |
| **Run Time** | 1:39:18.7 | | |
| **Pause** | 0:00:00.0 | | |
| | | | |
| **Pre Calibration** | 16/09/2020 09:51:03 | | |
| **Post Calibration** | 16/09/2020 11:49:49 | | |
| **Calibration Deviation** | -0.08 dB | | |
| | | | |
| **Overall Settings** | | | |
| **RMS Weight** | A Weighting | | |
| **Peak Weight** | A Weighting | | |
| **Detector** | Slow | | |
| **Preamp** | Direct | | |
| **Microphone Correction** | Off | | |
| **Integration Method** | Exponential | | |
| **OBA Range** | Normal | | |
| **OBA Bandwidth** | 1/1 and 1/3 | | |
| **OBA Freq. Weighting** | A Weighting | | |
| **OBA Max Spectrum** | At Lmax | | |
| **Overload** | 120.1 dB | | |
| | **A** | **C** | **Z** |
| **Under Range Peak** | **76.4** | 73.4 | 78.4 dB |
| **Under Range Limit** | **12.3** | 10.8 | 15.1 dB |
| **Noise Floor** | 3.2 | 1.7 | 6.0 dB |
| | | | |
| **Results** | | | |
| **LASeq** | 65.8 dB | | |
| **LASE** | 103.5 dB | | |
| **EAS** | 2.499 mPa²h | | |
| **LApeak (max)** | 16/09/2020 10:31:05 | 107.9 dB | |
| **LASmax** | 16/09/2020 10:31:05 | 83.3 dB | |
| **LASmin** | 16/09/2020 10:46:52 | 34.3 dB | |
| **SEA** | -99.9 dB | | |
| | | | |
| **LAS > 100.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s | |
| | | | |
| **LAS > 85.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s | |

| | | |
|---|---|---|
| **LApeak > 120.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s |
| **LApeak > 140.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s |
| **LApeak > 140.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s |

| **Community Noise** | **Ldn** | **LDay 07:00-22:00** | **LNight 22:00-07:00** | **Lden** | **LDay 07:00-19:00** | **LEvening 19:00-22:00** | **LNight 22:00-07:00** |
|---|---|---|---|---|---|---|---|
| | 65.8 | 65.8 | -99.9 | 65.8 | 65.8 | -99.9 | -99.9 |
| **LCSeq** | 77.1 dB | | | | | | |
| **LASeq** | 65.8 dB | | | | | | |
| **LCSeq - LASeq** | 11.3 dB | | | | | | |
| **LAIeq** | 69.3 dB | | | | | | |
| **LAeq** | 65.8 dB | | | | | | |
| **LAIeq - LAeq** | 3.5 dB | | | | | | |
| **# Overloads** | 6 | | | | | | |
| **Overload Duration** | 13.6 s | | | | | | |
| **# OBA Overloads** | 6 | | | | | | |
| **OBA Overload Duration** | 13.6 s | | | | | | |

| **Statistics** | |
|---|---|
| **LAS1.66** | 75.0 dB |
| **LAS8.33** | 69.9 dB |
| **LAS25.00** | 65.2 dB |
| **LAS50.00** | 60.7 dB |
| **LAS66.66** | 57.8 dB |
| **LAS90.00** | 50.6 dB |

**Calibration History**

| **Preamp** | **Date** | **dB re. 1V/Pa** |
|---|---|---|
| **Direct** | 28/01/2020 6:13:43 | -26.4 |
| **Direct** | 27/01/2020 13:00:51 | -29.0 |
| **PRMLxT1L** | 16/09/2020 11:49:47 | -29.0 |
| **PRMLxT1L** | 16/09/2020 9:51:01 | -28.9 |
| **PRMLxT1L** | 15/09/2020 12:12:00 | -29.0 |
| **PRMLxT1L** | 15/09/2020 9:19:48 | -28.9 |
| **PRMLxT1L** | 10/09/2020 16:42:28 | -29.0 |
| **PRMLxT1L** | 10/09/2020 14:27:22 | -28.8 |
| **PRMLxT1L** | 10/08/2020 17:47:22 | -28.8 |
| **PRMLxT1L** | 10/08/2020 13:10:03 | -28.8 |
| **PRMLxT1L** | 10/08/2020 13:00:53 | -28.9 |
| **PRMLxT1L** | 10/08/2020 11:53:14 | -28.9 |
| **PRMLxT1L** | 28/07/2020 15:09:11 | -29.0 |
| **Other** | 01/12/2019 17:09:04 | -29.0 |

Note: Full calibration record available upon request.

TABLE 6: COMPARISON OF EXISTING CONDITIONS AND FUTURE BASELINE (2030) TRAFFIC NOISE LEVELS

| ROAD SEGMENT | EXISTING CONDITIONS (2019) | | FUTURE BASELINE (2030 NO PROJECT) | | NET CHANGE | |
|---|---|---|---|---|---|---|
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Lawrence Expressway | | | | | | |
| SR 237 to Tasman Drive | 36,920 | 75.1 | 39,070 | 76.6 | 2,150 | 1.5 |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 39,500 | 75.9 | 41,040 | 76.0 | 1,540 | 0.2 |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 43,593 | 75.6 | 47,880 | 76.0 | 4,287 | 0.4 |
| U.S. 101 to East Arques Avenue | 44,590 | 76.0 | 49,610 | 76.5 | 5,020 | 0.5 |
| East Arques Avenuto Kifer Road | 54,110 | 77.8 | 61,390 | 78.3 | 7,280 | 0.6 |
| Kifer Road to Monroe Street | 59,900 | 78.3 | 66,230 | 78.7 | 6,330 | 0.4 |
| Monroe Street to Homestead Avenue | 59,590 | 78.5 | 63,765 | 78.8 | 4,175 | 0.3 |
| Homestead Avenue to Pruneridge Ave | 54,680 | 78.5 | 60,085 | 78.9 | 5,405 | 0.4 |
| Patrick Henry Drive | | | | | | |
| South of Tasman Drive | 5,370 | 63.9 | 6,970 | 65.1 | 1,600 | 1.1 |
| Great America Parkway to Old Ironside Drive | 4,260 | 62.0 | 4,470 | 62.2 | 210 | 0.2 |
| West of Old Ironsides Drive | 6,550 | 60.1 | 8,090 | 61.0 | 1,540 | 0.9 |
| Old Ironsides Drive | | | | | | |
| Tasman Drive to Old Glory Lane | 2,080 | 57.6 | 2,080 | 57.7 | 0 | 0.0 |
| Old Glory Lane to Patrick Henry Drive | 1,360 | 52.5 | 1,385 | 52.5 | 25 | 0.0 |
| Great America Parkway | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 23,475 | 70.1 | 27,915 | 70.9 | 4,440 | 0.7 |
| Great America Parkway to Old Mountain View Alviso Road | 21,890 | 71.7 | 26,715 | 72.6 | 4,825 | 0.9 |
| Old Mountain View Alviso Road to Bunker Hill Lane | 18,050 | 71.0 | 29,800 | 73.2 | 11,750 | 2.2 |
| Bunker Hill Lane to Tasman Drive | 19,670 | 70.8 | 34,840 | 73.3 | 15,170 | 2.5 |
| Tasman Drive to Old Glory Lane | 24,690 | 72.2 | 36,135 | 73.9 | 11,445 | 1.6 |
| Old Glory Lane to Patrick Henry Drive | 26,745 | 72.7 | 37,165 | 74.1 | 10,420 | 1.4 |
| Patrick Henry Drive to Mission College Boulevard | 35,645 | 73.8 | 46,745 | 75.0 | 11,100 | 1.2 |
| Ramp | 42,140 | 74.0 | 55,225 | 75.2 | 13,085 | 1.2 |
| Bowers Avenue | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 39,355 | 72.0 | 47,535 | 72.8 | 8,180 | 0.8 |
| Augustine Drive to Scott Boulevard | 25,210 | 71.7 | 35,020 | 73.1 | 9,810 | 1.4 |
| Scott Boulevard to Central Expressway | 20,280 | 71.4 | 26,245 | 72.5 | 5,965 | 1.2 |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 22,200 | 71.1 | 26,965 | 72.0 | 4,765 | 0.8 |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 19,875 | 72.0 | 24,600 | 72.9 | 4,725 | 0.9 |
| Monroe Street to El Camino Real | 15,715 | 70.4 | 17,525 | 70.9 | 1,810 | 0.5 |
| El Camino Real to Benton Street | 16,700 | 70.6 | 18,650 | 71.0 | 1,950 | 0.5 |
| Benton Street to Homestead Avenue | 18,295 | 71.1 | 19,895 | 71.4 | 1,600 | 0.4 |
| Mission College Boulevard | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 14,025 | 69.3 | 14,815 | 69.6 | 790 | 0.2 |
| Great America Pkwy to Marriot Driveway | 20,090 | 70.9 | 23,455 | 71.6 | 3,365 | 0.7 |
| Marriot Driveway to Freedom Circle West | 19,185 | 70.3 | 22,555 | 71.0 | 3,370 | 0.7 |
| Freedom Circle West to Freedom Circle East | 15,335 | 70.0 | 17,755 | 70.6 | 2,420 | 0.6 |
| Agnew Rd / Freedom Circle East to Juliet Lane | 14,730 | 69.6 | 15,825 | 69.9 | 1,095 | 0.3 |
| Juliette Lane to Burton Circle | 18,870 | 70.8 | 19,425 | 71.0 | 555 | 0.1 |
| Burton Circle to Montague Expressway | 23,410 | 73.5 | 23,915 | 73.5 | 505 | 0.1 |

| TABLE 6: COMPARISON OF EXISTING CONDITIONS AND FUTURE BASELINE (2030) TRAFFIC NOISE LEVELS | | | | | | |
|---|---|---|---|---|---|---|
| ROAD SEGMENT | EXISTING CONDITIONS (2019) | | FUTURE BASELINE (2030 NO PROJECT) | | NET CHANGE | |
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Mission College Boulevard Loop | | | | | | |
| North of Mission College Boulevard | 4,930 | 63.2 | 4,930 | 63.2 | 0 | 0.0 |
| South of Mission College Boulevard | 10,280 | 66.6 | 11,290 | 67.0 | 1,010 | 0.4 |
| Agnew Road / Freedom Circle East | | | | | | |
| North of Mission College Boulevard | 9,865 | 65.5 | 12,450 | 66.5 | 2,585 | 1.0 |
| South of Mission College Boulevard | 3,970 | 63.3 | 4,380 | 63.7 | 410 | 0.4 |
| San Tomas Expressway | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 71,315 | 77.6 | 83,720 | 78.2 | 12,405 | 0.7 |
| Scott Boulevard to Monroe Street | 61,010 | 77.1 | 67,195 | 77.5 | 6,185 | 0.4 |
| Monroe Street to El Camino Real | 52,105 | 76.3 | 57,730 | 76.7 | 5,625 | 0.4 |
| Tasman Drive | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 18,930 | 71.2 | 28,010 | 72.9 | 9,080 | 1.7 |
| Patrick Henry Drive to Old Ironsides Drive | 11,490 | 69.1 | 21,945 | 72.0 | 10,455 | 2.8 |
| Old Ironsides Drive to Great America Parkway | 11,835 | 68.7 | 22,140 | 71.4 | 10,305 | 2.7 |
| Great America Parkway to Convention Center | 22,515 | 71.4 | 30,380 | 72.7 | 7,865 | 1.3 |
| Convention Center to Centennial Boulevard | 25,815 | 72.4 | 32,955 | 73.5 | 7,140 | 1.0 |
| Centennial Boulevard to Calle Del Sol | 22,830 | 71.9 | 28,545 | 72.9 | 5,715 | 1.0 |
| Calle Del Sol to Lick Mill Boulevard | 19,670 | 70.8 | 22,555 | 71.4 | 2,885 | 0.6 |
| Lafayette Street | | | | | | |
| North of Calle De Luna | 14,740 | 69.1 | 20,400 | 70.5 | 5,660 | 1.4 |
| Calle Del Luna to Agnew Road | 20,255 | 70.6 | 30,195 | 72.4 | 9,940 | 1.8 |
| Agnew Road to Central Expressway | 18,880 | 71.1 | 24,295 | 72.3 | 5,415 | 1.1 |
| South of Central Expressway | 22,400 | 69.5 | 25,310 | 70.1 | 2,910 | 0.5 |
| East Arques / Scott Boulevard | | | | | | |
| West of Lawrence Expressway | 22,130 | 70.9 | 27,580 | 71.9 | 5,450 | 1.0 |
| Lawrence Expressway to Bowers Avenue | 15,355 | 70.2 | 21,505 | 71.7 | 6,150 | 1.5 |
| Bowers Avenue to San Tomas Expressway | 18,285 | 71.0 | 25,410 | 72.5 | 7,125 | 1.4 |
| San Tomas Expressway to Central Expressway | 13,755 | 69.8 | 14,480 | 70.1 | 725 | 0.2 |
| South of Central Expressway | 23,790 | 71.3 | 27,300 | 71.9 | 3,510 | 0.6 |
| Central Expressway | | | | | | |
| West of Bowers Avenue | 44,250 | 76.2 | 68,040 | 78.0 | 23,790 | 1.9 |
| Bowers Avenue to Scott Boulevard | 41,750 | 76.3 | 59,820 | 77.9 | 18,070 | 1.5 |
| Scott Boulevard to Lafayette Street | 37,595 | 75.7 | 52,520 | 77.1 | 14,925 | 1.4 |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 37,385 | 75.4 | 50,900 | 76.7 | 13,515 | 1.3 |

| TABLE 6: COMPARISON OF EXISTING CONDITIONS AND FUTURE BASELINE (2030) TRAFFIC NOISE LEVELS | | | | | | |
|---|---|---|---|---|---|---|
| ROAD SEGMENT | EXISTING CONDITIONS (2019) | | FUTURE BASELINE (2030 NO PROJECT) | | NET CHANGE | |
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Montague Expressway | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 70,940 | 76.6 | 87,100 | 77.4 | 16,160 | 0.9 |
| Mission College Boulevard / Thomas Road to Agnew Road / De La Cruz Boulevard | 65,900 | 77.3 | 82,770 | 78.3 | 16,870 | 1.0 |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 62,435 | 77.0 | 78,655 | 77.9 | 16,220 | 1.0 |
| Lick Mill Boulevard to North 1st Street | 64,090 | 77.1 | 85,450 | 78.3 | 21,360 | 1.2 |
| North 1st Street to Zanker Rd | 53,690 | 76.2 | 73,545 | 77.6 | 19,855 | 1.4 |
| Zanker Road to Trimble Road | 37,605 | 75.1 | 52,870 | 76.5 | 15,265 | 1.5 |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 55,380 | 76.5 | 73,215 | 77.7 | 17,835 | 1.2 |
| North of McCarthy Boulevard / O'Toole Avenue | 56,750 | 76.3 | 71,750 | 77.3 | 15,000 | 1.0 |
| Trimble Road | | | | | | |
| South of Montague Expressway | 19,360 | 71.4 | 24,050 | 72.4 | 4,690 | 0.9 |
| North of Central Expressway | 44,780 | 74.9 | 52,400 | 75.5 | 7,620 | 0.7 |
| De La Cruz Boulevard | | | | | | |
| South of Central Expressway | 27,860 | 73.0 | 32,700 | 73.6 | 4,840 | 0.7 |
| Kifer Road | | | | | | |
| West of Lawrence Expressway | 16,740 | 71.1 | 28,510 | 73.4 | 11,770 | 2.3 |
| East of Lawrence Expressway | 18,190 | 71.5 | 24,750 | 72.8 | 6,560 | 1.4 |
| West of Bowers Avenue | 31,890 | 73.8 | 45,570 | 75.3 | 13,680 | 1.5 |
| East of Bowers Avenue | 13,140 | 70.0 | 18,640 | 71.6 | 5,500 | 1.6 |
| Monroe Street | | | | | | |
| West of Lawrence Expressway | 21,380 | 71.7 | 27,470 | 72.8 | 6,090 | 1.1 |
| East of Lawrence Expressway | 18,040 | 71.0 | 21,525 | 71.7 | 3,485 | 0.8 |
| West of Bowers Avenue | 19,470 | 71.2 | 22,955 | 71.9 | 3,485 | 0.7 |
| East of Bowers Avenue | 21,700 | 71.8 | 24,960 | 72.4 | 3,260 | 0.6 |
| El Camino Real | | | | | | |
| West of Bowers Avenue | 28,560 | 73.1 | 34,740 | 74.0 | 6,180 | 0.8 |
| East of Bowers Avenue | 26,590 | 72.8 | 32,890 | 73.8 | 6,300 | 0.9 |
| Benton Street | | | | | | |
| West of Bowers Avenue | 13,270 | 69.6 | 20,250 | 71.5 | 6,980 | 1.9 |
| East of Bowers Avenue | 13,410 | 69.6 | 18,900 | 71.1 | 5,490 | 1.5 |
| Homestead Avenue | | | | | | |
| West of Lawrence Expressway | 22,690 | 71.9 | 27,840 | 72.8 | 5,150 | 0.9 |
| East of Lawrence Expressway | 21,030 | 71.5 | 24,585 | 72.2 | 3,555 | 0.7 |
| West of Bowers Avenue | 21,030 | 71.5 | 24,585 | 72.2 | 3,555 | 0.7 |
| East of Bowers Avenue | 18,020 | 70.9 | 22,080 | 71.8 | 4,060 | 0.9 |
| Pruneridge Avenue | | | | | | |
| West of Lawrence Expressway | 9,370 | 68.1 | 13,990 | 69.9 | 4,620 | 1.8 |
| East of Lawrence Expressway | 17,680 | 70.8 | 20,980 | 71.5 | 3,300 | 0.7 |

TABLE 7: COMPARISON OF EXISTING CONDITIONS AND GREYSTAR PROJECT (2030) TRAFFIC NOISE LEVELS

| ROAD SEGMENT | EXISTING CONDITIONS (2019) | | GREYSTAR 2030 | | NET CHANGE | |
|---|---|---|---|---|---|---|
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Lawrence Expressway | | | | | | |
| SR 237 to Tasman Drive | 36,920 | 75.1 | 39,010 | 76.6 | 2,090 | 1.5 |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 39,500 | 75.9 | 41,100 | 76.0 | 1,600 | 0.2 |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 43,593 | 75.6 | 48,020 | 76.0 | 4,427 | 0.4 |
| U.S. 101 to East Arques Avenue | 44,590 | 76.0 | 49,740 | 76.5 | 5,150 | 0.5 |
| East Arques Avenuto Kifer Road | 54,110 | 77.8 | 60,710 | 78.3 | 6,600 | 0.5 |
| Kifer Road to Monroe Street | 59,900 | 78.3 | 64,700 | 78.6 | 4,800 | 0.3 |
| Monroe Street to Homestead Avenue | 59,590 | 78.5 | 63,970 | 78.8 | 4,380 | 0.3 |
| Homestead Avenue to Pruneridge Ave | 54,680 | 78.5 | 60,075 | 78.9 | 5,395 | 0.4 |
| Patrick Henry Drive | | | | | | |
| South of Tasman Drive | 5,370 | 63.9 | 7,071 | 65.1 | 1,701 | 1.2 |
| Great America Parkway to Old Ironside Drive | 4,260 | 62.0 | 4,470 | 62.2 | 210 | 0.2 |
| West of Old Ironsides Drive | 6,550 | 60.1 | 8,183 | 61.1 | 1,633 | 1.0 |
| Old Ironsides Drive | | | | | | |
| Tasman Drive to Old Glory Lane | 2,080 | 57.6 | 2,091 | 57.7 | 11 | 0.0 |
| Old Glory Lane to Patrick Henry Drive | 1,360 | 52.5 | 1,403 | 52.6 | 43 | 0.1 |
| Great America Parkway | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 23,475 | 70.1 | 27,915 | 70.9 | 4,440 | 0.7 |
| Great America Parkway to Old Mountain View Alviso Road | 21,890 | 71.7 | 26,560 | 72.6 | 4,670 | 0.8 |
| Old Mountain View Alviso Road to Bunker Hill Lane | 18,050 | 71.0 | 29,655 | 73.2 | 11,605 | 2.1 |
| Bunker Hill Lane to Tasman Drive | 19,670 | 70.8 | 34,908 | 73.3 | 15,238 | 2.5 |
| Tasman Drive to Old Glory Lane | 24,690 | 72.2 | 36,171 | 73.9 | 11,481 | 1.6 |
| Old Glory Lane to Patrick Henry Drive | 26,745 | 72.7 | 37,120 | 74.1 | 10,375 | 1.4 |
| Patrick Henry Drive to Mission College Boulevard | 35,645 | 73.8 | 46,670 | 75.0 | 11,025 | 1.2 |
| Ramp | 42,140 | 74.0 | 55,603 | 75.2 | 13,463 | 1.2 |
| Bowers Avenue | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 39,355 | 72.0 | 47,595 | 72.8 | 8,240 | 0.8 |
| Augustine Drive to Scott Boulevard | 25,210 | 71.7 | 35,055 | 73.1 | 9,845 | 1.4 |
| Scott Boulevard to Central Expressway | 20,280 | 71.4 | 26,270 | 72.5 | 5,990 | 1.2 |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 22,200 | 71.1 | 26,950 | 72.0 | 4,750 | 0.8 |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 19,875 | 72.0 | 24,610 | 72.9 | 4,735 | 0.9 |
| Monroe Street to El Camino Real | 15,715 | 70.4 | 17,385 | 70.8 | 1,670 | 0.5 |
| El Camino Real to Benton Street | 16,700 | 70.6 | 18,440 | 71.0 | 1,740 | 0.4 |
| Benton Street to Homestead Avenue | 18,295 | 71.1 | 19,620 | 71.4 | 1,325 | 0.3 |
| Mission College Boulevard | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 14,025 | 69.3 | 15,218 | 69.7 | 1,193 | 0.4 |
| Great America Pkwy to Marriot Driveway | 20,090 | 70.9 | 24,324 | 71.8 | 4,234 | 0.8 |
| Marriot Driveway to Freedom Circle West | 19,185 | 70.3 | 23,325 | 71.2 | 4,140 | 0.8 |
| Freedom Circle West to Freedom Circle East | 15,335 | 70.0 | 18,574 | 70.8 | 3,239 | 0.8 |
| Agnew Rd / Freedom Circle East to Juliet Lane | 14,730 | 69.6 | 17,255 | 70.2 | 2,525 | 0.7 |
| Juliette Lane to Burton Circle | 18,870 | 70.8 | 20,845 | 71.3 | 1,975 | 0.4 |
| Burton Circle to Montague Expressway | 23,410 | 73.5 | 25,093 | 73.8 | 1,683 | 0.3 |

TABLE 7: COMPARISON OF EXISTING CONDITIONS AND GREYSTAR PROJECT (2030) TRAFFIC NOISE LEVELS

| ROAD SEGMENT | EXISTING CONDITIONS (2019) | | GREYSTAR 2030 | | NET CHANGE | |
|---|---|---|---|---|---|---|
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Mission College Boulevard Loop | | | | | | |
| North of Mission College Boulevard | 4,930 | 63.2 | 5,192 | 63.4 | 262 | 0.2 |
| South of Mission College Boulevard | 10,280 | 66.6 | 11,427 | 67.0 | 1,147 | 0.5 |
| Agnew Road / Freedom Circle East | | | | | | |
| North of Mission College Boulevard | 9,865 | 65.5 | 12,590 | 66.5 | 2,725 | 1.1 |
| South of Mission College Boulevard | 3,970 | 63.3 | 8,222 | 66.5 | 4,252 | 3.1 |
| San Tomas Expressway | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 71,315 | 77.6 | 84,116 | 78.3 | 12,801 | 0.7 |
| Scott Boulevard to Monroe Street | 61,010 | 77.1 | 67,415 | 77.5 | 6,405 | 0.4 |
| Monroe Street to El Camino Real | 52,105 | 76.3 | 57,825 | 76.7 | 5,720 | 0.5 |
| Tasman Drive | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 18,930 | 71.2 | 28,147 | 72.9 | 9,217 | 1.7 |
| Patrick Henry Drive to Old Ironsides Drive | 11,490 | 69.1 | 22,021 | 72.0 | 10,531 | 2.8 |
| Old Ironsides Drive to Great America Parkway | 11,835 | 68.7 | 22,186 | 71.4 | 10,351 | 2.7 |
| Great America Parkway to Convention Center | 22,515 | 71.4 | 30,325 | 72.7 | 7,810 | 1.3 |
| Convention Center to Centennial Boulevard | 25,815 | 72.4 | 32,875 | 73.5 | 7,060 | 1.0 |
| Centennial Boulevard to Calle Del Sol | 22,830 | 71.9 | 28,430 | 72.9 | 5,600 | 0.9 |
| Calle Del Sol to Lick Mill Boulevard | 19,670 | 70.8 | 22,530 | 71.4 | 2,860 | 0.6 |
| Lafayette Street | | | | | | |
| North of Calle De Luna | 14,740 | 69.1 | 20,550 | 70.5 | 5,810 | 1.4 |
| Calle Del Luna to Agnew Road | 20,255 | 70.6 | 30,220 | 72.4 | 9,965 | 1.8 |
| Agnew Road to Central Expressway | 18,880 | 71.1 | 24,305 | 72.3 | 5,425 | 1.1 |
| South of Central Expressway | 22,400 | 69.5 | 25,400 | 70.1 | 3,000 | 0.6 |
| East Arques / Scott Boulevard | | | | | | |
| West of Lawrence Expressway | 22,130 | 70.9 | 27,680 | 71.9 | 5,550 | 1.0 |
| Lawrence Expressway to Bowers Avenue | 15,355 | 70.2 | 21,865 | 71.8 | 6,510 | 1.6 |
| Bowers Avenue to San Tomas Expressway | 18,285 | 71.0 | 24,725 | 72.4 | 6,440 | 1.3 |
| San Tomas Expressway to Central Expressway | 13,755 | 69.8 | 14,410 | 70.0 | 655 | 0.2 |
| South of Central Expressway | 23,790 | 71.3 | 27,240 | 71.9 | 3,450 | 0.6 |
| Central Expressway | | | | | | |
| West of Bowers Avenue | 44,250 | 76.2 | 68,230 | 78.1 | 23,980 | 1.9 |
| Bowers Avenue to Scott Boulevard | 41,750 | 76.3 | 59,910 | 77.9 | 18,160 | 1.5 |
| Scott Boulevard to Lafayette Street | 37,595 | 75.7 | 52,725 | 77.1 | 15,130 | 1.5 |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 37,385 | 75.4 | 51,160 | 76.7 | 13,775 | 1.4 |

TABLE 7: COMPARISON OF EXISTING CONDITIONS AND GREYSTAR PROJECT (2030) TRAFFIC NOISE LEVELS

| ROAD SEGMENT | EXISTING CONDITIONS (2019) | | GREYSTAR 2030 | | NET CHANGE | |
|---|---|---|---|---|---|---|
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Montague Expressway | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 70,940 | 76.6 | 87,693 | 77.5 | 16,753 | 0.9 |
| Mission College Boulevard / Thomas Road to Agnew Road / De La Cruz Boulevard | 65,900 | 77.3 | 82,991 | 78.3 | 17,091 | 1.0 |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 62,435 | 77.0 | 78,880 | 78.0 | 16,445 | 1.0 |
| Lick Mill Boulevard to North 1st Street | 64,090 | 77.1 | 85,785 | 78.3 | 21,695 | 1.3 |
| North 1st Street to Zanker Rd | 53,690 | 76.2 | 73,745 | 77.6 | 20,055 | 1.4 |
| Zanker Road to Trimble Road | 37,605 | 75.1 | 52,845 | 76.5 | 15,240 | 1.5 |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 55,380 | 76.5 | 73,020 | 77.7 | 17,640 | 1.2 |
| North of McCarthy Boulevard / O'Toole Avenue | 56,750 | 76.3 | 71,590 | 77.3 | 14,840 | 1.0 |
| Trimble Road | | | | | | |
| South of Montague Expressway | 19,360 | 71.4 | 23,970 | 72.4 | 4,610 | 0.9 |
| North of Central Expressway | 44,780 | 74.9 | 52,320 | 75.5 | 7,540 | 0.7 |
| De La Cruz Boulevard | | | | | | |
| South of Central Expressway | 27,860 | 73.0 | 32,790 | 73.6 | 4,930 | 0.7 |
| Kifer Road | | | | | | |
| West of Lawrence Expressway | 16,740 | 71.1 | 28,660 | 73.4 | 11,920 | 2.3 |
| East of Lawrence Expressway | 18,190 | 71.5 | 24,865 | 72.8 | 6,675 | 1.4 |
| West of Bowers Avenue | 31,890 | 73.8 | 45,715 | 75.3 | 13,825 | 1.6 |
| East of Bowers Avenue | 13,140 | 70.0 | 18,730 | 71.6 | 5,590 | 1.6 |
| Monroe Street | | | | | | |
| West of Lawrence Expressway | 21,380 | 71.7 | 27,540 | 72.8 | 6,160 | 1.1 |
| East of Lawrence Expressway | 18,040 | 71.0 | 21,590 | 71.8 | 3,550 | 0.8 |
| West of Bowers Avenue | 19,470 | 71.2 | 23,020 | 71.9 | 3,550 | 0.7 |
| East of Bowers Avenue | 21,700 | 71.8 | 24,920 | 72.4 | 3,220 | 0.6 |
| El Camino Real | | | | | | |
| West of Bowers Avenue | 28,560 | 73.1 | 34,610 | 74.0 | 6,050 | 0.8 |
| East of Bowers Avenue | 26,590 | 72.8 | 32,780 | 73.7 | 6,190 | 0.9 |
| Benton Street | | | | | | |
| West of Bowers Avenue | 13,270 | 69.6 | 20,310 | 71.5 | 7,040 | 1.9 |
| East of Bowers Avenue | 13,410 | 69.6 | 18,980 | 71.1 | 5,570 | 1.6 |
| Homestead Avenue | | | | | | |
| West of Lawrence Expressway | 22,690 | 71.9 | 27,910 | 72.8 | 5,220 | 0.9 |
| East of Lawrence Expressway | 21,030 | 71.5 | 24,730 | 72.2 | 3,700 | 0.7 |
| West of Bowers Avenue | 21,030 | 71.5 | 24,730 | 72.2 | 3,700 | 0.7 |
| East of Bowers Avenue | 18,020 | 70.9 | 21,820 | 71.7 | 3,800 | 0.8 |
| Pruneridge Avenue | | | | | | |
| West of Lawrence Expressway | 9,370 | 68.1 | 14,140 | 69.9 | 4,770 | 1.8 |
| East of Lawrence Expressway | 17,680 | 70.8 | 21,220 | 71.5 | 3,540 | 0.8 |

Note: Value in **bold** indicates traffic noise level increase exceeds significance criteria.

| TABLE 8: COMPARISON OF FUTURE BASELINE (2030) AND GREYSTAR PROJECT (2030) TRAFFIC NOISE LEVELS | | | | | | |
|---|---|---|---|---|---|---|
| ROAD SEGMENT | FUTURE BASELINE (2030 NO PROJECT) | | GREYSTAR 2030 | | NET CHANGE | |
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Lawrence Expressway | | | | | | |
| SR 237 to Tasman Drive | 39,070 | 76.6 | 39,010 | 76.6 | -60 | 0.0 |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 41,040 | 76.0 | 41,100 | 76.0 | 60 | 0.0 |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 47,880 | 76.0 | 48,020 | 76.0 | 140 | 0.0 |
| U.S. 101 to East Arques Avenue | 49,610 | 76.5 | 49,740 | 76.5 | 130 | 0.0 |
| East Arques Avenuto Kifer Road | 61,390 | 78.3 | 60,710 | 78.3 | -680 | 0.0 |
| Kifer Road to Monroe Street | 66,230 | 78.7 | 64,700 | 78.6 | -1,530 | -0.1 |
| Monroe Street to Homestead Avenue | 63,765 | 78.8 | 63,970 | 78.8 | 205 | 0.0 |
| Homestead Avenue to Pruneridge Ave | 60,085 | 78.9 | 60,075 | 78.9 | -10 | 0.0 |
| Patrick Henry Drive | | | | | | |
| South of Tasman Drive | 6,970 | 65.1 | 7,071 | 65.1 | 101 | 0.1 |
| Great America Parkway to Old Ironside Drive | 4,470 | 62.2 | 4,470 | 62.2 | 0 | 0.0 |
| West of Old Ironsides Drive | 8,090 | 61.0 | 8,183 | 61.1 | 93 | 0.0 |
| Old Ironsides Drive | | | | | | |
| Tasman Drive to Old Glory Lane | 2,080 | 57.7 | 2,091 | 57.7 | 11 | 0.0 |
| Old Glory Lane to Patrick Henry Drive | 1,385 | 52.5 | 1,403 | 52.6 | 18 | 0.1 |
| Great America Parkway | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 27,915 | 70.9 | 27,915 | 70.9 | 0 | 0.0 |
| Great America Parkway to Old Mountain View Alviso Road | 26,715 | 72.6 | 26,560 | 72.6 | -155 | 0.0 |
| Old Mountain View Alviso Road to Bunker Hill Lane | 29,800 | 73.2 | 29,655 | 73.2 | -145 | 0.0 |
| Bunker Hill Lane to Tasman Drive | 34,840 | 73.3 | 34,908 | 73.3 | 68 | 0.0 |
| Tasman Drive to Old Glory Lane | 36,135 | 73.9 | 36,171 | 73.9 | 36 | 0.0 |
| Old Glory Lane to Patrick Henry Drive | 37,165 | 74.1 | 37,120 | 74.1 | -45 | 0.0 |
| Patrick Henry Drive to Mission College Boulevard | 46,745 | 75.0 | 46,670 | 75.0 | -75 | 0.0 |
| Ramp | 55,225 | 75.2 | 55,603 | 75.2 | 378 | 0.0 |
| Bowers Avenue | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 47,535 | 72.8 | 47,595 | 72.8 | 60 | 0.0 |
| Augustine Drive to Scott Boulevard | 35,020 | 73.1 | 35,055 | 73.1 | 35 | 0.0 |
| Scott Boulevard to Central Expressway | 26,245 | 72.5 | 26,270 | 72.5 | 25 | 0.0 |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 26,965 | 72.0 | 26,950 | 72.0 | -15 | 0.0 |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 24,600 | 72.9 | 24,610 | 72.9 | 10 | 0.0 |
| Monroe Street to El Camino Real | 17,525 | 70.9 | 17,385 | 70.8 | -140 | 0.0 |
| El Camino Real to Benton Street | 18,650 | 71.0 | 18,440 | 71.0 | -210 | 0.0 |
| Benton Street to Homestead Avenue | 19,895 | 71.4 | 19,620 | 71.4 | -275 | -0.1 |
| Mission College Boulevard | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 14,815 | 69.6 | 15,218 | 69.7 | 403 | 0.1 |
| Great America Pkwy to Marriot Driveway | 23,455 | 71.6 | 24,324 | 71.8 | 869 | 0.2 |
| Marriot Driveway to Freedom Circle West | 22,555 | 71.0 | 23,325 | 71.2 | 770 | 0.1 |
| Freedom Circle West to Freedom Circle East | 17,755 | 70.6 | 18,574 | 70.8 | 819 | 0.2 |
| Agnew Rd / Freedom Circle East to Juliet Lane | 15,825 | 69.9 | 17,255 | 70.2 | 1,430 | 0.4 |
| Juliette Lane to Burton Circle | 19,425 | 71.0 | 20,845 | 71.3 | 1,420 | 0.3 |
| Burton Circle to Montague Expressway | 23,915 | 73.5 | 25,093 | 73.8 | 1,178 | 0.2 |

| TABLE 8: COMPARISON OF FUTURE BASELINE (2030) AND GREYSTAR PROJECT (2030) TRAFFIC NOISE LEVELS | | | | | | |
|---|---|---|---|---|---|---|
| ROAD SEGMENT | FUTURE BASELINE (2030 NO PROJECT) | | GREYSTAR 2030 | | NET CHANGE | |
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Mission College Boulevard Loop | | | | | | |
| North of Mission College Boulevard | 4,930 | 63.2 | 5,192 | 63.4 | 262 | 0.2 |
| South of Mission College Boulevard | 11,290 | 67.0 | 11,427 | 67.0 | 137 | 0.0 |
| Agnew Road / Freedom Circle East | | | | | | |
| North of Mission College Boulevard | 12,450 | 66.5 | 12,590 | 66.5 | 140 | 0.0 |
| South of Mission College Boulevard | 4,380 | 63.7 | 8,222 | 66.5 | 3,842 | 2.8 |
| San Tomas Expressway | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 83,720 | 78.2 | 84,116 | 78.3 | 396 | 0.0 |
| Scott Boulevard to Monroe Street | 67,195 | 77.5 | 67,415 | 77.5 | 220 | 0.0 |
| Monroe Street to El Camino Real | 57,730 | 76.7 | 57,825 | 76.7 | 95 | 0.0 |
| Tasman Drive | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 28,010 | 72.9 | 28,147 | 72.9 | 137 | 0.0 |
| Patrick Henry Drive to Old Ironsides Drive | 21,945 | 72.0 | 22,021 | 72.0 | 76 | 0.0 |
| Old Ironsides Drive to Great America Parkway | 22,140 | 71.4 | 22,186 | 71.4 | 46 | 0.0 |
| Great America Parkway to Convention Center | 30,380 | 72.7 | 30,325 | 72.7 | -55 | 0.0 |
| Convention Center to Centennial Boulevard | 32,955 | 73.5 | 32,875 | 73.5 | -80 | 0.0 |
| Centennial Boulevard to Calle Del Sol | 28,545 | 72.9 | 28,430 | 72.9 | -115 | 0.0 |
| Calle Del Sol to Lick Mill Boulevard | 22,555 | 71.4 | 22,530 | 71.4 | -25 | 0.0 |
| Lafayette Street | | | | | | |
| North of Calle De Luna | 20,400 | 70.5 | 20,550 | 70.5 | 150 | 0.0 |
| Calle Del Luna to Agnew Road | 30,195 | 72.4 | 30,220 | 72.4 | 25 | 0.0 |
| Agnew Road to Central Expressway | 24,295 | 72.3 | 24,305 | 72.3 | 10 | 0.0 |
| South of Central Expressway | 25,310 | 70.1 | 25,400 | 70.1 | 90 | 0.0 |
| East Arques / Scott Boulevard | | | | | | |
| West of Lawrence Expressway | 27,580 | 71.9 | 27,680 | 71.9 | 100 | 0.0 |
| Lawrence Expressway to Bowers Avenue | 21,505 | 71.7 | 21,865 | 71.8 | 360 | 0.1 |
| Bowers Avenue to San Tomas Expressway | 25,410 | 72.5 | 24,725 | 72.4 | -685 | -0.1 |
| San Tomas Expressway to Central Expressway | 14,480 | 70.1 | 14,410 | 70.0 | -70 | 0.0 |
| South of Central Expressway | 27,300 | 71.9 | 27,240 | 71.9 | -60 | 0.0 |
| Central Expressway | | | | | | |
| West of Bowers Avenue | 68,040 | 78.0 | 68,230 | 78.1 | 190 | 0.0 |
| Bowers Avenue to Scott Boulevard | 59,820 | 77.9 | 59,910 | 77.9 | 90 | 0.0 |
| Scott Boulevard to Lafayette Street | 52,520 | 77.1 | 52,725 | 77.1 | 205 | 0.0 |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 50,900 | 76.7 | 51,160 | 76.7 | 260 | 0.0 |

TABLE 8: COMPARISON OF FUTURE BASELINE (2030) AND GREYSTAR PROJECT (2030) TRAFFIC NOISE LEVELS

| ROAD SEGMENT | FUTURE BASELINE (2030 NO PROJECT) | | GREYSTAR 2030 | | NET CHANGE | |
|---|---|---|---|---|---|---|
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Montague Expressway | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 87,100 | 77.4 | 87,693 | 77.5 | 593 | 0.0 |
| Boulevard | 82,770 | 78.3 | 82,991 | 78.3 | 221 | 0.0 |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 78,655 | 77.9 | 78,880 | 78.0 | 225 | 0.0 |
| Lick Mill Boulevard to North 1st Street | 85,450 | 78.3 | 85,785 | 78.3 | 335 | 0.0 |
| North 1st Street to Zanker Rd | 73,545 | 77.6 | 73,745 | 77.6 | 200 | 0.0 |
| Zanker Road to Trimble Road | 52,870 | 76.5 | 52,845 | 76.5 | -25 | 0.0 |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 73,215 | 77.7 | 73,020 | 77.7 | -195 | 0.0 |
| North of McCarthy Boulevard / O'Toole Avenue | 71,750 | 77.3 | 71,590 | 77.3 | -160 | 0.0 |
| Trimble Road | | | | | | |
| South of Montague Expressway | 24,050 | 72.4 | 23,970 | 72.4 | -80 | 0.0 |
| North of Central Expressway | 52,400 | 75.5 | 52,320 | 75.5 | -80 | 0.0 |
| De La Cruz Boulevard | | | | | | |
| South of Central Expressway | 32,700 | 73.6 | 32,790 | 73.6 | 90 | 0.0 |
| Kifer Road | | | | | | |
| West of Lawrence Expressway | 28,510 | 73.4 | 28,660 | 73.4 | 150 | 0.0 |
| East of Lawrence Expressway | 24,750 | 72.8 | 24,865 | 72.8 | 115 | 0.0 |
| West of Bowers Avenue | 45,570 | 75.3 | 45,715 | 75.3 | 145 | 0.0 |
| East of Bowers Avenue | 18,640 | 71.6 | 18,730 | 71.6 | 90 | 0.0 |
| Monroe Street | | | | | | |
| West of Lawrence Expressway | 27,470 | 72.8 | 27,540 | 72.8 | 70 | 0.0 |
| East of Lawrence Expressway | 21,525 | 71.7 | 21,590 | 71.8 | 65 | 0.0 |
| West of Bowers Avenue | 22,955 | 71.9 | 23,020 | 71.9 | 65 | 0.0 |
| East of Bowers Avenue | 24,960 | 72.4 | 24,920 | 72.4 | -40 | 0.0 |
| El Camino Real | | | | | | |
| West of Bowers Avenue | 34,740 | 74.0 | 34,610 | 74.0 | -130 | 0.0 |
| East of Bowers Avenue | 32,890 | 73.8 | 32,780 | 73.7 | -110 | 0.0 |
| Benton Street | | | | | | |
| West of Bowers Avenue | 20,250 | 71.5 | 20,310 | 71.5 | 60 | 0.0 |
| East of Bowers Avenue | 18,900 | 71.1 | 18,980 | 71.1 | 80 | 0.0 |
| Homestead Avenue | | | | | | |
| West of Lawrence Expressway | 27,840 | 72.8 | 27,910 | 72.8 | 70 | 0.0 |
| East of Lawrence Expressway | 24,585 | 72.2 | 24,730 | 72.2 | 145 | 0.0 |
| West of Bowers Avenue | 24,585 | 72.2 | 24,730 | 72.2 | 145 | 0.0 |
| East of Bowers Avenue | 22,080 | 71.8 | 21,820 | 71.7 | -260 | -0.1 |
| Pruneridge Avenue | | | | | | |
| West of Lawrence Expressway | 13,990 | 69.9 | 14,140 | 69.9 | 150 | 0.0 |
| East of Lawrence Expressway | 20,980 | 71.5 | 21,220 | 71.5 | 240 | 0.1 |

Note: Value in **bold** indicates traffic noise level increase exceeds significance criteria.

TABLE 9: COMPARISON OF EXISTING CONDITIONS (2019) AND FUTURE BASELINE (2040) TRAFFIC NOISE LEVELS

| ROAD SEGMENT | EXISTING CONDITIONS (2019) | | FUTURE BASELINE (2040 NO PROJECT) | | NET CHANGE | |
|---|---|---|---|---|---|---|
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Lawrence Expressway | | | | | | |
| SR 237 to Tasman Drive | 36,920 | 75.1 | 44,720 | 77.2 | 7,800 | 2.1 |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 39,500 | 75.9 | 50,114 | 76.9 | 10,614 | 1.0 |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 43,593 | 75.6 | 64,741 | 77.3 | 21,148 | 1.8 |
| U.S. 101 to East Arques Avenue | 44,590 | 76.0 | 57,700 | 77.2 | 13,110 | 1.1 |
| East Arques Avenuto Kifer Road | 54,110 | 77.8 | 68,130 | 78.8 | 14,020 | 1.0 |
| Kifer Road to Monroe Street | 59,900 | 78.3 | 73,385 | 79.2 | 13,485 | 0.9 |
| Monroe Street to Homestead Avenue | 59,590 | 78.5 | 69,290 | 79.1 | 9,700 | 0.6 |
| Homestead Avenue to Pruneridge Ave | 54,680 | 78.5 | 66,665 | 79.4 | 11,985 | 0.9 |
| Patrick Henry Drive | | | | | | |
| South of Tasman Drive | 5,370 | 63.9 | 29,978 | 71.2 | 24,608 | 7.2 |
| Great America Parkway to Old Ironside Drive | 4,260 | 62.0 | 18,410 | 68.4 | 14,150 | 6.4 |
| West of Old Ironsides Drive | 6,550 | 60.1 | 15,536 | 63.7 | 8,986 | 3.6 |
| Old Ironsides Drive | | | | | | |
| Tasman Drive to Old Glory Lane | 2,080 | 57.6 | 24,458 | 68.1 | 22,378 | 10.4 |
| Old Glory Lane to Patrick Henry Drive | 1,360 | 52.5 | 10,771 | 61.3 | 9,411 | 8.8 |
| Great America Parkway | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 23,475 | 70.1 | 38,805 | 72.3 | 15,330 | 2.1 |
| Great America Parkway to Old Mountain View Alviso Road | 21,890 | 71.7 | 38,720 | 74.2 | 16,830 | 2.4 |
| Old Mountain View Alviso Road to Bunker Hill Lane | 18,050 | 71.0 | 45,020 | 75.0 | 26,970 | 4.0 |
| Bunker Hill Lane to Tasman Drive | 19,670 | 70.8 | 53,165 | 75.1 | 33,495 | 4.3 |
| Tasman Drive to Old Glory Lane | 24,690 | 72.2 | 42,597 | 74.6 | 17,907 | 2.3 |
| Old Glory Lane to Patrick Henry Drive | 26,745 | 72.7 | 70,438 | 76.9 | 43,693 | 4.2 |
| Patrick Henry Drive to Mission College Boulevard | 35,645 | 73.8 | 92,405 | 77.9 | 56,760 | 4.1 |
| Ramp | 42,140 | 74.0 | 80,198 | 76.8 | 38,058 | 2.8 |
| Bowers Avenue | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 39,355 | 72.0 | 52,580 | 73.2 | 13,225 | 1.2 |
| Augustine Drive to Scott Boulevard | 25,210 | 71.7 | 41,165 | 73.8 | 15,955 | 2.1 |
| Scott Boulevard to Central Expressway | 20,280 | 71.4 | 33,590 | 73.6 | 13,310 | 2.2 |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 22,200 | 71.1 | 30,140 | 72.5 | 7,940 | 1.3 |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 19,875 | 72.0 | 29,445 | 73.6 | 9,570 | 1.7 |
| Monroe Street to El Camino Real | 15,715 | 70.4 | 19,185 | 71.2 | 3,470 | 0.9 |
| El Camino Real to Benton Street | 16,700 | 70.6 | 21,010 | 71.6 | 4,310 | 1.0 |
| Benton Street to Homestead Avenue | 18,295 | 71.1 | 22,295 | 71.9 | 4,000 | 0.9 |
| Mission College Boulevard | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 14,025 | 69.3 | 20,447 | 71.0 | 6,422 | 1.6 |
| Great America Pkwy to Marriot Driveway | 20,090 | 70.9 | 33,635 | 73.1 | 13,545 | 2.2 |
| Marriot Driveway to Freedom Circle West | 19,185 | 70.3 | 33,627 | 72.7 | 14,442 | 2.4 |
| Freedom Circle West to Freedom Circle East | 15,335 | 70.0 | 28,581 | 72.7 | 13,246 | 2.7 |
| Agnew Rd / Freedom Circle East to Juliet Lane | 14,730 | 69.6 | 26,092 | 72.0 | 11,362 | 2.5 |
| Juliette Lane to Burton Circle | 18,870 | 70.8 | 28,879 | 72.7 | 10,009 | 1.8 |
| Burton Circle to Montague Expressway | 23,410 | 73.5 | 30,636 | 74.6 | 7,226 | 1.1 |

| TABLE 9: COMPARISON OF EXISTING CONDITIONS (2019) AND FUTURE BASELINE (2040) TRAFFIC NOISE LEVELS | | | | | | |
|---|---|---|---|---|---|---|
| ROAD SEGMENT | EXISTING CONDITIONS (2019) | | FUTURE BASELINE (2040 NO PROJECT) | | NET CHANGE | |
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Mission College Boulevard Loop | | | | | | |
| North of Mission College Boulevard | 4,930 | 63.2 | 5,642 | 63.8 | 712 | 0.6 |
| South of Mission College Boulevard | 10,280 | 66.6 | 15,987 | 68.5 | 5,707 | 1.9 |
| Agnew Road / Freedom Circle East | | | | | | |
| North of Mission College Boulevard | 9,865 | 65.5 | 13,370 | 66.7 | 3,505 | 1.3 |
| South of Mission College Boulevard | 3,970 | 63.3 | 5,167 | 64.5 | 1,197 | 1.1 |
| San Tomas Expressway | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 71,315 | 77.6 | 93,806 | 78.7 | 22,491 | 1.2 |
| Scott Boulevard to Monroe Street | 61,010 | 77.1 | 74,610 | 77.9 | 13,600 | 0.9 |
| Monroe Street to El Camino Real | 52,105 | 76.3 | 65,925 | 77.3 | 13,820 | 1.0 |
| Tasman Drive | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 18,930 | 71.2 | 45,908 | 75.0 | 26,978 | 3.8 |
| Patrick Henry Drive to Old Ironsides Drive | 11,490 | 69.1 | 21,995 | 72.0 | 10,505 | 2.8 |
| Old Ironsides Drive to Great America Parkway | 11,835 | 68.7 | 34,628 | 73.4 | 22,793 | 4.6 |
| Great America Parkway to Convention Center | 22,515 | 71.4 | 33,289 | 73.1 | 10,774 | 1.7 |
| Convention Center to Centennial Boulevard | 25,815 | 72.4 | 36,335 | 73.9 | 10,520 | 1.4 |
| Centennial Boulevard to Calle Del Sol | 22,830 | 71.9 | 31,105 | 73.3 | 8,275 | 1.3 |
| Calle Del Sol to Lick Mill Boulevard | 19,670 | 70.8 | 25,195 | 71.9 | 5,525 | 1.1 |
| Lafayette Street | | | | | | |
| North of Calle De Luna | 14,740 | 69.1 | 25,840 | 71.5 | 11,100 | 2.5 |
| Calle Del Luna to Agnew Road | 20,255 | 70.6 | 40,540 | 73.7 | 20,285 | 3.0 |
| Agnew Road to Central Expressway | 18,880 | 71.1 | 31,355 | 73.3 | 12,475 | 2.2 |
| South of Central Expressway | 22,400 | 69.5 | 27,710 | 70.5 | 5,310 | 0.9 |
| East Arques / Scott Boulevard | | | | | | |
| West of Lawrence Expressway | 22,130 | 70.9 | 32,880 | 72.6 | 10,750 | 1.7 |
| Lawrence Expressway to Bowers Avenue | 15,355 | 70.2 | 24,360 | 72.3 | 9,005 | 2.0 |
| Bowers Avenue to San Tomas Expressway | 18,285 | 71.0 | 29,245 | 73.1 | 10,960 | 2.0 |
| San Tomas Expressway to Central Expressway | 13,755 | 69.8 | 15,875 | 70.5 | 2,120 | 0.6 |
| South of Central Expressway | 23,790 | 71.3 | 29,390 | 72.2 | 5,600 | 0.9 |
| Central Expressway | | | | | | |
| West of Bowers Avenue | 44,250 | 76.2 | 73,490 | 78.4 | 29,240 | 2.2 |
| Bowers Avenue to Scott Boulevard | 41,750 | 76.3 | 66,950 | 78.4 | 25,200 | 2.0 |
| Scott Boulevard to Lafayette Street | 37,595 | 75.7 | 59,585 | 77.7 | 21,990 | 2.0 |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 37,385 | 75.4 | 58,790 | 77.3 | 21,405 | 2.0 |

| TABLE 9: COMPARISON OF EXISTING CONDITIONS (2019) AND FUTURE BASELINE (2040) TRAFFIC NOISE LEVELS | | | | | | |
|---|---|---|---|---|---|---|
| ROAD SEGMENT | EXISTING CONDITIONS (2019) | | FUTURE BASELINE (2040 NO PROJECT) | | NET CHANGE | |
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Montague Expressway | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 70,940 | 76.6 | 98,562 | 78.0 | 27,622 | 1.4 |
| Mission College Boulevard / Thomas Road to Agnew Road / De La Cruz Boulevard | 65,900 | 77.3 | 93,407 | 78.8 | 27,507 | 1.5 |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 62,435 | 77.0 | 87,445 | 78.4 | 25,010 | 1.4 |
| Lick Mill Boulevard to North 1st Street | 64,090 | 77.1 | 102,000 | 79.1 | 37,910 | 2.0 |
| North 1st Street to Zanker Rd | 53,690 | 76.2 | 82,940 | 78.1 | 29,250 | 1.9 |
| Zanker Road to Trimble Road | 37,605 | 75.1 | 60,375 | 77.1 | 22,770 | 2.0 |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 55,380 | 76.5 | 79,975 | 78.1 | 24,595 | 1.6 |
| North of McCarthy Boulevard / O'Toole Avenue | 56,750 | 76.3 | 74,140 | 77.4 | 17,390 | 1.2 |
| Trimble Road | | | | | | |
| South of Montague Expressway | 19,360 | 71.4 | 30,860 | 73.5 | 11,500 | 2.0 |
| North of Central Expressway | 44,780 | 74.9 | 56,580 | 75.9 | 11,800 | 1.0 |
| De La Cruz Boulevard | | | | | | |
| South of Central Expressway | 27,860 | 73.0 | 38,280 | 74.4 | 10,420 | 1.4 |
| Kifer Road | | | | | | |
| West of Lawrence Expressway | 16,740 | 71.1 | 35,590 | 74.3 | 18,850 | 3.3 |
| East of Lawrence Expressway | 18,190 | 71.5 | 27,690 | 73.3 | 9,500 | 1.8 |
| West of Bowers Avenue | 31,890 | 73.8 | 49,530 | 75.7 | 17,640 | 1.9 |
| East of Bowers Avenue | 13,140 | 70.0 | 23,240 | 72.6 | 10,100 | 2.6 |
| Monroe Street | | | | | | |
| West of Lawrence Expressway | 21,380 | 71.7 | 31,520 | 73.4 | 10,140 | 1.7 |
| East of Lawrence Expressway | 18,040 | 71.0 | 23,165 | 72.1 | 5,125 | 1.1 |
| West of Bowers Avenue | 19,470 | 71.2 | 25,375 | 72.3 | 5,905 | 1.2 |
| East of Bowers Avenue | 21,700 | 71.8 | 26,390 | 72.6 | 4,690 | 0.8 |
| El Camino Real | | | | | | |
| West of Bowers Avenue | 28,560 | 73.1 | 38,360 | 74.4 | 9,800 | 1.3 |
| East of Bowers Avenue | 26,590 | 72.8 | 37,070 | 74.3 | 10,480 | 1.4 |
| Benton Street | | | | | | |
| West of Bowers Avenue | 13,270 | 69.6 | 24,910 | 72.4 | 11,640 | 2.8 |
| East of Bowers Avenue | 13,410 | 69.6 | 22,860 | 71.9 | 9,450 | 2.3 |
| Homestead Avenue | | | | | | |
| West of Lawrence Expressway | 22,690 | 71.9 | 31,180 | 73.3 | 8,490 | 1.4 |
| East of Lawrence Expressway | 21,030 | 71.5 | 26,050 | 72.4 | 5,020 | 0.9 |
| West of Bowers Avenue | 21,030 | 71.5 | 26,050 | 72.4 | 5,020 | 0.9 |
| East of Bowers Avenue | 18,020 | 70.9 | 23,870 | 72.1 | 5,850 | 1.2 |
| Pruneridge Avenue | | | | | | |
| West of Lawrence Expressway | 9,370 | 68.1 | 15,950 | 70.4 | 6,580 | 2.3 |
| East of Lawrence Expressway | 17,680 | 70.8 | 22,740 | 71.9 | 5,060 | 1.1 |

TABLE 10: COMPARISON OF EXISTING CONDITIONS (2019) AND FCFACP WITHOUT GREYSTAR (2040) TRAFFIC NOISE LEVELS

| ROAD SEGMENT | EXISTING CONDITIONS (2019) | | FCFAP 2040 W/O GREYSTAR | | NET CHANGE | |
|---|---|---|---|---|---|---|
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Lawrence Expressway | | | | | | |
| SR 237 to Tasman Drive | 36,920 | 75.1 | 49,750 | 77.7 | 12,830 | 2.6 |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 39,500 | 75.9 | 51,618 | 77.0 | 12,118 | 1.1 |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 43,593 | 75.6 | 67,780 | 77.5 | 24,187 | 2.0 |
| U.S. 101 to East Arques Avenue | 44,590 | 76.0 | 58,150 | 77.2 | 13,560 | 1.1 |
| East Arques Avenuto Kifer Road | 54,110 | 77.8 | 69,635 | 78.9 | 15,525 | 1.1 |
| Kifer Road to Monroe Street | 59,900 | 78.3 | 75,560 | 79.3 | 15,660 | 1.0 |
| Monroe Street to Homestead Avenue | 59,590 | 78.5 | 70,390 | 79.2 | 10,800 | 0.7 |
| Homestead Avenue to Pruneridge Ave | 54,680 | 78.5 | 67,930 | 79.5 | 13,250 | 1.0 |
| Patrick Henry Drive | | | | | | |
| South of Tasman Drive | 5,370 | 63.9 | 31,559 | 71.4 | 26,189 | 7.5 |
| Great America Parkway to Old Ironside Drive | 4,260 | 62.0 | 20,239 | 68.8 | 15,979 | 6.8 |
| West of Old Ironsides Drive | 6,550 | 60.1 | 15,867 | 63.8 | 9,317 | 3.7 |
| Old Ironsides Drive | | | | | | |
| Tasman Drive to Old Glory Lane | 2,080 | 57.6 | 26,372 | 68.4 | 24,292 | 10.8 |
| Old Glory Lane to Patrick Henry Drive | 1,360 | 52.5 | 9,281 | 60.6 | 7,921 | 8.1 |
| Great America Parkway | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 23,475 | 70.1 | 41,415 | 72.6 | 17,940 | 2.4 |
| Great America Parkway to Old Mountain View Alviso Road | 21,890 | 71.7 | 42,520 | 74.6 | 20,630 | 2.8 |
| Old Mountain View Alviso Road to Bunker Hill Lane | 18,050 | 71.0 | 47,750 | 75.2 | 29,700 | 4.2 |
| Bunker Hill Lane to Tasman Drive | 19,670 | 70.8 | 53,796 | 75.2 | 34,126 | 4.3 |
| Tasman Drive to Old Glory Lane | 24,690 | 72.2 | 43,974 | 74.7 | 19,284 | 2.5 |
| Old Glory Lane to Patrick Henry Drive | 26,745 | 72.7 | 72,949 | 77.0 | 46,204 | 4.3 |
| Patrick Henry Drive to Mission College Boulevard | 35,645 | 73.8 | 95,801 | 78.1 | 60,156 | 4.2 |
| Ramp | 42,140 | 74.0 | 86,034 | 77.1 | 43,894 | 3.1 |
| Bowers Avenue | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 39,355 | 72.0 | 53,655 | 73.3 | 14,300 | 1.3 |
| Augustine Drive to Scott Boulevard | 25,210 | 71.7 | 42,695 | 73.9 | 17,485 | 2.2 |
| Scott Boulevard to Central Expressway | 20,280 | 71.4 | 35,605 | 73.8 | 15,325 | 2.5 |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 22,200 | 71.1 | 30,425 | 72.5 | 8,225 | 1.4 |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 19,875 | 72.0 | 30,435 | 73.8 | 10,560 | 1.8 |
| Monroe Street to El Camino Real | 15,715 | 70.4 | 19,765 | 71.4 | 4,050 | 1.0 |
| El Camino Real to Benton Street | 16,700 | 70.6 | 21,865 | 71.8 | 5,165 | 1.2 |
| Benton Street to Homestead Avenue | 18,295 | 71.1 | 23,415 | 72.2 | 5,120 | 1.1 |
| Mission College Boulevard | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 14,025 | 69.3 | 21,101 | 71.1 | 7,076 | 1.8 |
| Great America Pkwy to Marriot Driveway | 20,090 | 70.9 | 40,597 | 73.9 | 20,507 | 3.0 |
| Marriot Driveway to Freedom Circle West | 19,185 | 70.3 | 38,050 | 73.3 | 18,865 | 2.9 |
| Freedom Circle West to Freedom Circle East | 15,335 | 70.0 | 27,640 | 72.5 | 12,305 | 2.5 |
| Agnew Rd / Freedom Circle East to Juliet Lane | 14,730 | 69.6 | 28,533 | 72.4 | 13,803 | 2.8 |
| Juliette Lane to Burton Circle | 18,870 | 70.8 | 27,445 | 72.4 | 8,575 | 1.5 |
| Burton Circle to Montague Expressway | 23,410 | 73.5 | 32,459 | 74.8 | 9,049 | 1.4 |

| TABLE 10: COMPARISON OF EXISTING CONDITIONS (2019) AND FCFACP WITHOUT GREYSTAR (2040) TRAFFIC NOISE LEVELS | | | | | | |
|---|---|---|---|---|---|---|
| ROAD SEGMENT | EXISTING CONDITIONS (2019) | | FCFAP 2040 W/O GREYSTAR | | NET CHANGE | |
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Mission College Boulevard Loop | | | | | | |
| North of Mission College Boulevard | 4,930 | 63.2 | 5,040 | 63.2 | 110 | 0.1 |
| South of Mission College Boulevard | 10,280 | 66.6 | 17,331 | 68.8 | 7,051 | 2.2 |
| Agnew Road / Freedom Circle East | | | | | | |
| North of Mission College Boulevard | 9,865 | 65.5 | 18,100 | 68.1 | 8,235 | 2.6 |
| South of Mission College Boulevard | 3,970 | 63.3 | 18,558 | 70.0 | 14,588 | 6.6 |
| San Tomas Expressway | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 71,315 | 77.6 | 97,012 | 78.9 | 25,697 | 1.3 |
| Scott Boulevard to Monroe Street | 61,010 | 77.1 | 75,585 | 78.0 | 14,575 | 0.9 |
| Monroe Street to El Camino Real | 52,105 | 76.3 | 67,205 | 77.4 | 15,100 | 1.1 |
| Tasman Drive | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 18,930 | 71.2 | 46,843 | 75.1 | 27,913 | 3.9 |
| Patrick Henry Drive to Old Ironsides Drive | 11,490 | 69.1 | 22,784 | 72.1 | 11,294 | 3.0 |
| Old Ironsides Drive to Great America Parkway | 11,835 | 68.7 | 37,025 | 73.7 | 25,190 | 4.9 |
| Great America Parkway to Convention Center | 22,515 | 71.4 | 34,650 | 73.2 | 12,135 | 1.8 |
| Convention Center to Centennial Boulevard | 25,815 | 72.4 | 36,880 | 74.0 | 11,065 | 1.5 |
| Centennial Boulevard to Calle Del Sol | 22,830 | 71.9 | 32,410 | 73.4 | 9,580 | 1.5 |
| Calle Del Sol to Lick Mill Boulevard | 19,670 | 70.8 | 27,785 | 72.3 | 8,115 | 1.5 |
| Lafayette Street | | | | | | |
| North of Calle De Luna | 14,740 | 69.1 | 27,010 | 71.7 | 12,270 | 2.7 |
| Calle Del Luna to Agnew Road | 20,255 | 70.6 | 42,045 | 73.8 | 21,790 | 3.2 |
| Agnew Road to Central Expressway | 18,880 | 71.1 | 33,400 | 73.6 | 14,520 | 2.5 |
| South of Central Expressway | 22,400 | 69.5 | 28,280 | 70.6 | 5,880 | 1.0 |
| East Arques / Scott Boulevard | | | | | | |
| West of Lawrence Expressway | 22,130 | 70.9 | 33,390 | 72.7 | 11,260 | 1.8 |
| Lawrence Expressway to Bowers Avenue | 15,355 | 70.2 | 24,430 | 72.3 | 9,075 | 2.0 |
| Bowers Avenue to San Tomas Expressway | 18,285 | 71.0 | 29,245 | 73.1 | 10,960 | 2.0 |
| San Tomas Expressway to Central Expressway | 13,755 | 69.8 | 16,395 | 70.6 | 2,640 | 0.8 |
| South of Central Expressway | 23,790 | 71.3 | 29,440 | 72.2 | 5,650 | 0.9 |
| Central Expressway | | | | | | |
| West of Bowers Avenue | 44,250 | 76.2 | 72,920 | 78.3 | 28,670 | 2.2 |
| Bowers Avenue to Scott Boulevard | 41,750 | 76.3 | 67,985 | 78.4 | 26,235 | 2.1 |
| Scott Boulevard to Lafayette Street | 37,595 | 75.7 | 60,900 | 77.8 | 23,305 | 2.1 |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 37,385 | 75.4 | 59,460 | 77.4 | 22,075 | 2.0 |

| TABLE 10: COMPARISON OF EXISTING CONDITIONS (2019) AND FCFACP WITHOUT GREYSTAR (2040) TRAFFIC NOISE LEVELS | | | | | | |
|---|---|---|---|---|---|---|
| ROAD SEGMENT | EXISTING CONDITIONS (2019) | | FCFAP 2040 W/O GREYSTAR | | NET CHANGE | |
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Montague Expressway | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 70,940 | 76.6 | 103,634 | 78.2 | 32,694 | 1.6 |
| Mission College Boulevard / Thomas Road to Agnew Road / De La Cruz Boulevard | 65,900 | 77.3 | 88,579 | 78.6 | 22,679 | 1.2 |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 62,435 | 77.0 | 85,260 | 78.3 | 22,825 | 1.3 |
| Lick Mill Boulevard to North 1st Street | 64,090 | 77.1 | 101,305 | 79.0 | 37,215 | 2.0 |
| North 1st Street to Zanker Rd | 53,690 | 76.2 | 80,515 | 78.0 | 26,825 | 1.7 |
| Zanker Road to Trimble Road | 37,605 | 75.1 | 59,130 | 77.0 | 21,525 | 2.0 |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 55,380 | 76.5 | 78,345 | 78.0 | 22,965 | 1.5 |
| North of McCarthy Boulevard / O'Toole Avenue | 56,750 | 76.3 | 72,360 | 77.3 | 15,610 | 1.1 |
| Trimble Road | | | | | | |
| South of Montague Expressway | 19,360 | 71.4 | 31,610 | 73.6 | 12,250 | 2.2 |
| North of Central Expressway | 44,780 | 74.9 | 57,030 | 75.9 | 12,250 | 1.1 |
| De La Cruz Boulevard | | | | | | |
| South of Central Expressway | 27,860 | 73.0 | 38,540 | 74.4 | 10,680 | 1.4 |
| Kifer Road | | | | | | |
| West of Lawrence Expressway | 16,740 | 71.1 | 36,090 | 74.4 | 19,350 | 3.3 |
| East of Lawrence Expressway | 18,190 | 71.5 | 27,260 | 73.2 | 9,070 | 1.7 |
| West of Bowers Avenue | 31,890 | 73.8 | 49,175 | 75.6 | 17,285 | 1.9 |
| East of Bowers Avenue | 13,140 | 70.0 | 23,460 | 72.6 | 10,320 | 2.6 |
| Monroe Street | | | | | | |
| West of Lawrence Expressway | 21,380 | 71.7 | 31,410 | 73.4 | 10,030 | 1.7 |
| East of Lawrence Expressway | 18,040 | 71.0 | 23,435 | 72.1 | 5,395 | 1.1 |
| West of Bowers Avenue | 19,470 | 71.2 | 25,700 | 72.4 | 6,230 | 1.2 |
| East of Bowers Avenue | 21,700 | 71.8 | 26,360 | 72.6 | 4,660 | 0.8 |
| El Camino Real | | | | | | |
| West of Bowers Avenue | 28,560 | 73.1 | 38,550 | 74.4 | 9,990 | 1.3 |
| East of Bowers Avenue | 26,590 | 72.8 | 36,760 | 74.2 | 10,170 | 1.4 |
| Benton Street | | | | | | |
| West of Bowers Avenue | 13,270 | 69.6 | 24,840 | 72.3 | 11,570 | 2.8 |
| East of Bowers Avenue | 13,410 | 69.6 | 22,980 | 72.0 | 9,570 | 2.4 |
| Homestead Avenue | | | | | | |
| West of Lawrence Expressway | 22,690 | 71.9 | 31,070 | 73.2 | 8,380 | 1.4 |
| East of Lawrence Expressway | 21,030 | 71.5 | 25,860 | 72.4 | 4,830 | 0.9 |
| West of Bowers Avenue | 21,030 | 71.5 | 25,860 | 72.4 | 4,830 | 0.9 |
| East of Bowers Avenue | 18,020 | 70.9 | 24,050 | 72.1 | 6,030 | 1.3 |
| Pruneridge Avenue | | | | | | |
| West of Lawrence Expressway | 9,370 | 68.1 | 15,680 | 70.3 | 6,310 | 2.2 |
| East of Lawrence Expressway | 17,680 | 70.8 | 23,030 | 71.9 | 5,350 | 1.1 |

Note: Value in **bold** indicates traffic noise level increase exceeds significance criteria.

TABLE 11: COMPARISON OF EXISTING CONDITIONS (2019) AND FCFAP WITH GREYSTAR (2040) TRAFFIC NOISE LEVELS

| ROAD SEGMENT | EXISTING CONDITIONS (2019) | | FCFAP 2040 W/ GREYSTAR | | NET CHANGE | |
|---|---|---|---|---|---|---|
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Lawrence Expressway | | | | | | |
| SR 237 to Tasman Drive | 36,920 | 75.1 | 49,690 | 77.7 | 12,770 | 2.6 |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 39,500 | 75.9 | 51,678 | 77.0 | 12,178 | 1.1 |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 43,593 | 75.6 | 67,943 | 77.5 | 24,350 | 2.0 |
| U.S. 101 to East Arques Avenue | 44,590 | 76.0 | 58,280 | 77.2 | 13,690 | 1.2 |
| East Arques Avenuto Kifer Road | 54,110 | 77.8 | 68,955 | 78.9 | 14,845 | 1.1 |
| Kifer Road to Monroe Street | 59,900 | 78.3 | 74,030 | 79.2 | 14,130 | 0.9 |
| Monroe Street to Homestead Avenue | 59,590 | 78.5 | 70,595 | 79.2 | 11,005 | 0.7 |
| Homestead Avenue to Pruneridge Ave | 54,680 | 78.5 | 67,920 | 79.5 | 13,240 | 1.0 |
| Patrick Henry Drive | | | | | | |
| South of Tasman Drive | 5,370 | 63.9 | 31,660 | 71.4 | 26,290 | 7.5 |
| Great America Parkway to Old Ironside Drive | 4,260 | 62.0 | 20,237 | 68.8 | 15,977 | 6.8 |
| West of Old Ironsides Drive | 6,550 | 60.1 | 15,961 | 63.8 | 9,411 | 3.8 |
| Old Ironsides Drive | | | | | | |
| Tasman Drive to Old Glory Lane | 2,080 | 57.6 | 26,383 | 68.4 | 24,303 | 10.8 |
| Old Glory Lane to Patrick Henry Drive | 1,360 | 52.5 | 9,271 | 60.6 | 7,911 | 8.1 |
| Great America Parkway | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 23,475 | 70.1 | 41,415 | 72.6 | 17,940 | 2.4 |
| Great America Parkway to Old Mountain View Alviso Road | 21,890 | 71.7 | 42,365 | 74.5 | 20,475 | 2.8 |
| Old Mountain View Alviso Road to Bunker Hill Lane | 18,050 | 71.0 | 47,605 | 75.2 | 29,555 | 4.2 |
| Bunker Hill Lane to Tasman Drive | 19,670 | 70.8 | 53,864 | 75.2 | 34,194 | 4.3 |
| Tasman Drive to Old Glory Lane | 24,690 | 72.2 | 44,010 | 74.7 | 19,320 | 2.5 |
| Old Glory Lane to Patrick Henry Drive | 26,745 | 72.7 | 72,904 | 77.0 | 46,159 | 4.3 |
| Patrick Henry Drive to Mission College Boulevard | 35,645 | 73.8 | 95,727 | 78.1 | 60,082 | 4.2 |
| Ramp | 42,140 | 74.0 | 86,412 | 77.1 | 44,272 | 3.1 |
| Bowers Avenue | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 39,355 | 72.0 | 53,715 | 73.3 | 14,360 | 1.3 |
| Augustine Drive to Scott Boulevard | 25,210 | 71.7 | 42,730 | 73.9 | 17,520 | 2.2 |
| Scott Boulevard to Central Expressway | 20,280 | 71.4 | 35,630 | 73.8 | 15,350 | 2.5 |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 22,200 | 71.1 | 30,410 | 72.5 | 8,210 | 1.4 |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 19,875 | 72.0 | 30,445 | 73.8 | 10,570 | 1.8 |
| Monroe Street to El Camino Real | 15,715 | 70.4 | 19,625 | 71.3 | 3,910 | 1.0 |
| El Camino Real to Benton Street | 16,700 | 70.6 | 21,655 | 71.7 | 4,955 | 1.2 |
| Benton Street to Homestead Avenue | 18,295 | 71.1 | 23,140 | 72.1 | 4,845 | 1.0 |
| Mission College Boulevard | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 14,025 | 69.3 | 21,504 | 71.2 | 7,479 | 1.9 |
| Great America Pkwy to Marriot Driveway | 20,090 | 70.9 | 41,467 | 74.0 | 21,377 | 3.1 |
| Marriot Driveway to Freedom Circle West | 19,185 | 70.3 | 38,820 | 73.3 | 19,635 | 3.0 |
| Freedom Circle West to Freedom Circle East | 15,335 | 70.0 | 28,315 | 72.6 | 12,980 | 2.6 |
| Agnew Rd / Freedom Circle East to Juliet Lane | 14,730 | 69.6 | 29,785 | 72.6 | 15,055 | 3.0 |
| Juliette Lane to Burton Circle | 18,870 | 70.8 | 28,865 | 72.6 | 9,995 | 1.8 |
| Burton Circle to Montague Expressway | 23,410 | 73.5 | 33,412 | 74.9 | 10,002 | 1.5 |

| TABLE 11: COMPARISON OF EXISTING CONDITIONS (2019) AND FCFAP WITH GREYSTAR (2040) TRAFFIC NOISE LEVELS | | | | | | |
|---|---|---|---|---|---|---|
| ROAD SEGMENT | EXISTING CONDITIONS (2019) | | FCFAP 2040 W/ GREYSTAR | | NET CHANGE | |
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Mission College Boulevard Loop | | | | | | |
| North of Mission College Boulevard | 4,930 | 63.2 | 5,302 | 63.5 | 372 | 0.3 |
| South of Mission College Boulevard | 10,280 | 66.6 | 17,468 | 68.8 | 7,188 | 2.3 |
| Agnew Road / Freedom Circle East | | | | | | |
| North of Mission College Boulevard | 9,865 | 65.5 | 18,240 | 68.1 | 8,375 | 2.7 |
| South of Mission College Boulevard | 3,970 | 63.3 | 22,400 | 70.8 | 18,430 | 7.5 |
| San Tomas Expressway | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 71,315 | 77.6 | 97,408 | 78.9 | 26,093 | 1.3 |
| Scott Boulevard to Monroe Street | 61,010 | 77.1 | 75,805 | 78.0 | 14,795 | 1.0 |
| Monroe Street to El Camino Real | 52,105 | 76.3 | 67,300 | 77.4 | 15,195 | 1.1 |
| Tasman Drive | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 18,930 | 71.2 | 46,980 | 75.1 | 28,050 | 3.9 |
| Patrick Henry Drive to Old Ironsides Drive | 11,490 | 69.1 | 22,860 | 72.1 | 11,370 | 3.0 |
| Old Ironsides Drive to Great America Parkway | 11,835 | 68.7 | 37,071 | 73.7 | 25,236 | 5.0 |
| Great America Parkway to Convention Center | 22,515 | 71.4 | 34,595 | 73.2 | 12,080 | 1.8 |
| Convention Center to Centennial Boulevard | 25,815 | 72.4 | 36,800 | 74.0 | 10,985 | 1.5 |
| Centennial Boulevard to Calle Del Sol | 22,830 | 71.9 | 32,295 | 73.4 | 9,465 | 1.5 |
| Calle Del Sol to Lick Mill Boulevard | 19,670 | 70.8 | 27,810 | 72.3 | 8,140 | 1.5 |
| Lafayette Street | | | | | | |
| North of Calle De Luna | 14,740 | 69.1 | 27,160 | 71.7 | 12,420 | 2.7 |
| Calle Del Luna to Agnew Road | 20,255 | 70.6 | 42,070 | 73.8 | 21,815 | 3.2 |
| Agnew Road to Central Expressway | 18,880 | 71.1 | 33,410 | 73.6 | 14,530 | 2.5 |
| South of Central Expressway | 22,400 | 69.5 | 28,370 | 70.6 | 5,970 | 1.0 |
| East Arques / Scott Boulevard | | | | | | |
| West of Lawrence Expressway | 22,130 | 70.9 | 33,490 | 72.7 | 11,360 | 1.8 |
| Lawrence Expressway to Bowers Avenue | 15,355 | 70.2 | 24,790 | 72.3 | 9,435 | 2.1 |
| Bowers Avenue to San Tomas Expressway | 18,285 | 71.0 | 28,560 | 72.9 | 10,275 | 1.9 |
| San Tomas Expressway to Central Expressway | 13,755 | 69.8 | 16,325 | 70.6 | 2,570 | 0.8 |
| South of Central Expressway | 23,790 | 71.3 | 29,380 | 72.2 | 5,590 | 0.9 |
| Central Expressway | | | | | | |
| West of Bowers Avenue | 44,250 | 76.2 | 73,110 | 78.3 | 28,860 | 2.2 |
| Bowers Avenue to Scott Boulevard | 41,750 | 76.3 | 68,075 | 78.4 | 26,325 | 2.1 |
| Scott Boulevard to Lafayette Street | 37,595 | 75.7 | 61,105 | 77.8 | 23,510 | 2.1 |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 37,385 | 75.4 | 59,720 | 77.4 | 22,335 | 2.0 |

TABLE 11: COMPARISON OF EXISTING CONDITIONS (2019) AND FCFAP WITH GREYSTAR (2040) TRAFFIC NOISE LEVELS

| ROAD SEGMENT | EXISTING CONDITIONS (2019) | | FCFAP 2040 W/ GREYSTAR | | NET CHANGE | |
|---|---|---|---|---|---|---|
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Montague Expressway | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 70,940 | 76.6 | 104,227 | 78.2 | 33,287 | 1.7 |
| Mission College Boulevard / Thomas Road to Agnew Road / De La Cruz Boulevard | 65,900 | 77.3 | 88,800 | 78.6 | 22,900 | 1.3 |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 62,435 | 77.0 | 85,445 | 78.3 | 23,010 | 1.3 |
| Lick Mill Boulevard to North 1st Street | 64,090 | 77.1 | 101,640 | 79.1 | 37,550 | 2.0 |
| North 1st Street to Zanker Rd | 53,690 | 76.2 | 80,715 | 78.0 | 27,025 | 1.7 |
| Zanker Road to Trimble Road | 37,605 | 75.1 | 59,105 | 77.0 | 21,500 | 1.9 |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 55,380 | 76.5 | 78,150 | 78.0 | 22,770 | 1.5 |
| North of McCarthy Boulevard / O'Toole Avenue | 56,750 | 76.3 | 72,200 | 77.3 | 15,450 | 1.0 |
| Trimble Road | | | | | | |
| South of Montague Expressway | 19,360 | 71.4 | 31,530 | 73.6 | 12,170 | 2.2 |
| North of Central Expressway | 44,780 | 74.9 | 56,950 | 75.9 | 12,170 | 1.0 |
| De La Cruz Boulevard | | | | | | |
| South of Central Expressway | 27,860 | 73.0 | 38,630 | 74.4 | 10,770 | 1.4 |
| Kifer Road | | | | | | |
| West of Lawrence Expressway | 16,740 | 71.1 | 36,240 | 74.4 | 19,500 | 3.4 |
| East of Lawrence Expressway | 18,190 | 71.5 | 27,375 | 73.2 | 9,185 | 1.8 |
| West of Bowers Avenue | 31,890 | 73.8 | 49,320 | 75.6 | 17,430 | 1.9 |
| East of Bowers Avenue | 13,140 | 70.0 | 23,550 | 72.6 | 10,410 | 2.6 |
| Monroe Street | | | | | | |
| West of Lawrence Expressway | 21,380 | 71.7 | 31,480 | 73.4 | 10,100 | 1.7 |
| East of Lawrence Expressway | 18,040 | 71.0 | 23,500 | 72.1 | 5,460 | 1.2 |
| West of Bowers Avenue | 19,470 | 71.2 | 25,765 | 72.4 | 6,295 | 1.2 |
| East of Bowers Avenue | 21,700 | 71.8 | 26,320 | 72.6 | 4,620 | 0.8 |
| El Camino Real | | | | | | |
| West of Bowers Avenue | 28,560 | 73.1 | 38,420 | 74.4 | 9,860 | 1.3 |
| East of Bowers Avenue | 26,590 | 72.8 | 36,650 | 74.2 | 10,060 | 1.4 |
| Benton Street | | | | | | |
| West of Bowers Avenue | 13,270 | 69.6 | 24,900 | 72.4 | 11,630 | 2.8 |
| East of Bowers Avenue | 13,410 | 69.6 | 23,060 | 72.0 | 9,650 | 2.4 |
| Homestead Avenue | | | | | | |
| West of Lawrence Expressway | 22,690 | 71.9 | 31,140 | 73.3 | 8,450 | 1.4 |
| East of Lawrence Expressway | 21,030 | 71.5 | 26,005 | 72.4 | 4,975 | 0.9 |
| West of Bowers Avenue | 21,030 | 71.5 | 26,005 | 72.4 | 4,975 | 0.9 |
| East of Bowers Avenue | 18,020 | 70.9 | 23,790 | 72.1 | 5,770 | 1.2 |
| Pruneridge Avenue | | | | | | |
| West of Lawrence Expressway | 9,370 | 68.1 | 15,830 | 70.4 | 6,460 | 2.3 |
| East of Lawrence Expressway | 17,680 | 70.8 | 22,970 | 71.9 | 5,290 | 1.1 |

Note: Value in **bold** indicates traffic noise level increase exceeds significance criteria.

TABLE 12: COMPARISON OF FUTURE BASELINE (2040) AND FCFAP WITHOUT GREYSTAR (2040) TRAFFIC NOISE LEVELS

| ROAD SEGMENT | FUTURE BASELINE (2040 NO PROJECT) | | FCFAP 2040 W/O GREYSTAR | | NET CHANGE | |
|---|---|---|---|---|---|---|
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Lawrence Expressway | | | | | | |
| SR 237 to Tasman Drive | 44,720 | 77.2 | 49,750 | 77.7 | 5,030 | 0.5 |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 50,114 | 76.9 | 51,618 | 77.0 | 1,504 | 0.1 |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 64,741 | 77.3 | 67,780 | 77.5 | 3,039 | 0.2 |
| U.S. 101 to East Arques Avenue | 57,700 | 77.2 | 58,150 | 77.2 | 450 | 0.0 |
| East Arques Avenuto Kifer Road | 68,130 | 78.8 | 69,635 | 78.9 | 1,505 | 0.1 |
| Kifer Road to Monroe Street | 73,385 | 79.2 | 75,560 | 79.3 | 2,175 | 0.1 |
| Monroe Street to Homestead Avenue | 69,290 | 79.1 | 70,390 | 79.2 | 1,100 | 0.1 |
| Homestead Avenue to Pruneridge Ave | 66,665 | 79.4 | 67,930 | 79.5 | 1,265 | 0.1 |
| Patrick Henry Drive | | | | | | |
| South of Tasman Drive | 29,978 | 71.2 | 31,559 | 71.4 | 1,582 | 0.2 |
| Great America Parkway to Old Ironside Drive | 18,410 | 68.4 | 20,239 | 68.8 | 1,829 | 0.5 |
| West of Old Ironsides Drive | 15,536 | 63.7 | 15,867 | 63.8 | 332 | 0.1 |
| Old Ironsides Drive | | | | | | |
| Tasman Drive to Old Glory Lane | 24,458 | 68.1 | 26,372 | 68.4 | 1,914 | 0.4 |
| Old Glory Lane to Patrick Henry Drive | 10,771 | 61.3 | 9,281 | 60.6 | -1,489 | -0.6 |
| Great America Parkway | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 38,805 | 72.3 | 41,415 | 72.6 | 2,610 | 0.3 |
| Great America Parkway to Old Mountain View Alviso Road | 38,720 | 74.2 | 42,520 | 74.6 | 3,800 | 0.4 |
| Old Mountain View Alviso Road to Bunker Hill Lane | 45,020 | 75.0 | 47,750 | 75.2 | 2,730 | 0.3 |
| Bunker Hill Lane to Tasman Drive | 53,165 | 75.1 | 53,796 | 75.2 | 630 | 0.0 |
| Tasman Drive to Old Glory Lane | 42,597 | 74.6 | 43,974 | 74.7 | 1,377 | 0.1 |
| Old Glory Lane to Patrick Henry Drive | 70,438 | 76.9 | 72,949 | 77.0 | 2,511 | 0.1 |
| Patrick Henry Drive to Mission College Boulevard | 92,405 | 77.9 | 95,801 | 78.1 | 3,397 | 0.2 |
| Ramp | 80,198 | 76.8 | 86,034 | 77.1 | 5,836 | 0.3 |
| Bowers Avenue | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 52,580 | 73.2 | 53,655 | 73.3 | 1,075 | 0.1 |
| Augustine Drive to Scott Boulevard | 41,165 | 73.8 | 42,695 | 73.9 | 1,530 | 0.2 |
| Scott Boulevard to Central Expressway | 33,590 | 73.6 | 35,605 | 73.8 | 2,015 | 0.2 |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 30,140 | 72.5 | 30,425 | 72.5 | 285 | 0.0 |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 29,445 | 73.6 | 30,435 | 73.8 | 990 | 0.1 |
| Monroe Street to El Camino Real | 19,185 | 71.2 | 19,765 | 71.4 | 580 | 0.1 |
| El Camino Real to Benton Street | 21,010 | 71.6 | 21,865 | 71.8 | 855 | 0.2 |
| Benton Street to Homestead Avenue | 22,295 | 71.9 | 23,415 | 72.2 | 1,120 | 0.2 |
| Mission College Boulevard | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 20,447 | 71.0 | 21,101 | 71.1 | 654 | 0.1 |
| Great America Pkwy to Marriot Driveway | 33,635 | 73.1 | 40,597 | 73.9 | 6,963 | 0.8 |
| Marriot Driveway to Freedom Circle West | 33,627 | 72.7 | 38,050 | 73.3 | 4,423 | 0.5 |
| Freedom Circle West to Freedom Circle East | 28,581 | 72.7 | 27,640 | 72.5 | -941 | -0.2 |
| Agnew Rd / Freedom Circle East to Juliet Lane | 26,092 | 72.0 | 28,533 | 72.4 | 2,442 | 0.4 |
| Juliette Lane to Burton Circle | 28,879 | 72.7 | 27,445 | 72.4 | -1,434 | -0.3 |
| Burton Circle to Montague Expressway | 30,636 | 74.6 | 32,459 | 74.8 | 1,823 | 0.2 |

| TABLE 12: COMPARISON OF FUTURE BASELINE (2040) AND FCFAP WITHOUT GREYSTAR (2040) TRAFFIC NOISE LEVELS | | | | | | |
|---|---|---|---|---|---|---|
| ROAD SEGMENT | FUTURE BASELINE (2040 NO PROJECT) | | FCFAP 2040 W/O GREYSTAR | | NET CHANGE | |
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Mission College Boulevard Loop | | | | | | |
| North of Mission College Boulevard | 5,642 | 63.8 | 5,040 | 63.2 | -603 | -0.5 |
| South of Mission College Boulevard | 15,987 | 68.5 | 17,331 | 68.8 | 1,343 | 0.3 |
| Agnew Road / Freedom Circle East | | | | | | |
| North of Mission College Boulevard | 13,370 | 66.7 | 18,100 | 68.1 | 4,730 | 1.4 |
| South of Mission College Boulevard | 5,167 | 64.5 | 18,558 | 70.0 | 13,391 | 5.5 |
| San Tomas Expressway | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 93,806 | 78.7 | 97,012 | 78.9 | 3,206 | 0.2 |
| Scott Boulevard to Monroe Street | 74,610 | 77.9 | 75,585 | 78.0 | 975 | 0.1 |
| Monroe Street to El Camino Real | 65,925 | 77.3 | 67,205 | 77.4 | 1,280 | 0.1 |
| Tasman Drive | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 45,908 | 75.0 | 46,843 | 75.1 | 935 | 0.1 |
| Patrick Henry Drive to Old Ironsides Drive | 21,995 | 72.0 | 22,784 | 72.1 | 788 | 0.1 |
| Old Ironsides Drive to Great America Parkway | 34,628 | 73.4 | 37,025 | 73.7 | 2,397 | 0.3 |
| Great America Parkway to Convention Center | 33,289 | 73.1 | 34,650 | 73.2 | 1,361 | 0.2 |
| Convention Center to Centennial Boulevard | 36,335 | 73.9 | 36,880 | 74.0 | 545 | 0.1 |
| Centennial Boulevard to Calle Del Sol | 31,105 | 73.3 | 32,410 | 73.4 | 1,305 | 0.2 |
| Calle Del Sol to Lick Mill Boulevard | 25,195 | 71.9 | 27,785 | 72.3 | 2,590 | 0.4 |
| Lafayette Street | | | | | | |
| North of Calle De Luna | 25,840 | 71.5 | 27,010 | 71.7 | 1,170 | 0.2 |
| Calle Del Luna to Agnew Road | 40,540 | 73.7 | 42,045 | 73.8 | 1,505 | 0.2 |
| Agnew Road to Central Expressway | 31,355 | 73.3 | 33,400 | 73.6 | 2,045 | 0.3 |
| South of Central Expressway | 27,710 | 70.5 | 28,280 | 70.6 | 570 | 0.1 |
| East Arques / Scott Boulevard | | | | | | |
| West of Lawrence Expressway | 32,880 | 72.6 | 33,390 | 72.7 | 510 | 0.1 |
| Lawrence Expressway to Bowers Avenue | 24,360 | 72.3 | 24,430 | 72.3 | 70 | 0.0 |
| Bowers Avenue to San Tomas Expressway | 29,245 | 73.1 | 29,245 | 73.1 | 0 | 0.0 |
| San Tomas Expressway to Central Expressway | 15,875 | 70.5 | 16,395 | 70.6 | 520 | 0.1 |
| South of Central Expressway | 29,390 | 72.2 | 29,440 | 72.2 | 50 | 0.0 |
| Central Expressway | | | | | | |
| West of Bowers Avenue | 73,490 | 78.4 | 72,920 | 78.3 | -570 | 0.0 |
| Bowers Avenue to Scott Boulevard | 66,950 | 78.4 | 67,985 | 78.4 | 1,035 | 0.1 |
| Scott Boulevard to Lafayette Street | 59,585 | 77.7 | 60,900 | 77.8 | 1,315 | 0.1 |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 58,790 | 77.3 | 59,460 | 77.4 | 670 | 0.0 |

TABLE 12: COMPARISON OF FUTURE BASELINE (2040) AND FCFAP WITHOUT GREYSTAR (2040) TRAFFIC NOISE LEVELS

| ROAD SEGMENT | FUTURE BASELINE (2040 NO PROJECT) | | FCFAP 2040 W/O GREYSTAR | | NET CHANGE | |
|---|---|---|---|---|---|---|
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Montague Expressway | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 98,562 | 78.0 | 103,634 | 78.2 | 5,072 | 0.2 |
| Boulevard | 93,407 | 78.8 | 88,579 | 78.6 | -4,828 | -0.2 |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 87,445 | 78.4 | 85,260 | 78.3 | -2,185 | -0.1 |
| Lick Mill Boulevard to North 1st Street | 102,000 | 79.1 | 101,305 | 79.0 | -695 | 0.0 |
| North 1st Street to Zanker Rd | 82,940 | 78.1 | 80,515 | 78.0 | -2,425 | -0.1 |
| Zanker Road to Trimble Road | 60,375 | 77.1 | 59,130 | 77.0 | -1,245 | -0.1 |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 79,975 | 78.1 | 78,345 | 78.0 | -1,630 | -0.1 |
| North of McCarthy Boulevard / O'Toole Avenue | 74,140 | 77.4 | 72,360 | 77.3 | -1,780 | -0.1 |
| Trimble Road | | | | | | |
| South of Montague Expressway | 30,860 | 73.5 | 31,610 | 73.6 | 750 | 0.1 |
| North of Central Expressway | 56,580 | 75.9 | 57,030 | 75.9 | 450 | 0.0 |
| De La Cruz Boulevard | | | | | | |
| South of Central Expressway | 38,280 | 74.4 | 38,540 | 74.4 | 260 | 0.0 |
| Kifer Road | | | | | | |
| West of Lawrence Expressway | 35,590 | 74.3 | 36,090 | 74.4 | 500 | 0.1 |
| East of Lawrence Expressway | 27,690 | 73.3 | 27,260 | 73.2 | -430 | -0.1 |
| West of Bowers Avenue | 49,530 | 75.7 | 49,175 | 75.6 | -355 | 0.0 |
| East of Bowers Avenue | 23,240 | 72.6 | 23,460 | 72.6 | 220 | 0.0 |
| Monroe Street | | | | | | |
| West of Lawrence Expressway | 31,520 | 73.4 | 31,410 | 73.4 | -110 | 0.0 |
| East of Lawrence Expressway | 23,165 | 72.1 | 23,435 | 72.1 | 270 | 0.1 |
| West of Bowers Avenue | 25,375 | 72.3 | 25,700 | 72.4 | 325 | 0.1 |
| East of Bowers Avenue | 26,390 | 72.6 | 26,360 | 72.6 | -30 | 0.0 |
| El Camino Real | | | | | | |
| West of Bowers Avenue | 38,360 | 74.4 | 38,550 | 74.4 | 190 | 0.0 |
| East of Bowers Avenue | 37,070 | 74.3 | 36,760 | 74.2 | -310 | 0.0 |
| Benton Street | | | | | | |
| West of Bowers Avenue | 24,910 | 72.4 | 24,840 | 72.3 | -70 | 0.0 |
| East of Bowers Avenue | 22,860 | 71.9 | 22,980 | 72.0 | 120 | 0.0 |
| Homestead Avenue | | | | | | |
| West of Lawrence Expressway | 31,180 | 73.3 | 31,070 | 73.2 | -110 | 0.0 |
| East of Lawrence Expressway | 26,050 | 72.4 | 25,860 | 72.4 | -190 | 0.0 |
| West of Bowers Avenue | 26,050 | 72.4 | 25,860 | 72.4 | -190 | 0.0 |
| East of Bowers Avenue | 23,870 | 72.1 | 24,050 | 72.1 | 180 | 0.0 |
| Pruneridge Avenue | | | | | | |
| West of Lawrence Expressway | 15,950 | 70.4 | 15,680 | 70.3 | -270 | -0.1 |
| East of Lawrence Expressway | 22,740 | 71.9 | 23,030 | 71.9 | 290 | 0.1 |

Note: Value in **bold** indicates traffic noise level increase exceeds significance criteria.

TABLE 13: COMPARISON OF FUTURE BASELINE (2040) AND FCFAP WITH GREYSTAR (2040) TRAFFIC NOISE LEVELS

| ROAD SEGMENT | FUTURE BASELINE (2040 NO PROJECT) | | FCFAP 2040 W/ GREYSTAR | | NET CHANGE | |
|---|---|---|---|---|---|---|
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Lawrence Expressway | | | | | | |
| SR 237 to Tasman Drive | 44,720 | 77.2 | 49,690 | 77.7 | 4,970 | 0.5 |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 50,114 | 76.9 | 51,678 | 77.0 | 1,564 | 0.1 |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 64,741 | 77.3 | 67,943 | 77.5 | 3,202 | 0.2 |
| U.S. 101 to East Arques Avenue | 57,700 | 77.2 | 58,280 | 77.2 | 580 | 0.0 |
| East Arques Avenuto Kifer Road | 68,130 | 78.8 | 68,955 | 78.9 | 825 | 0.0 |
| Kifer Road to Monroe Street | 73,385 | 79.2 | 74,030 | 79.2 | 645 | 0.0 |
| Monroe Street to Homestead Avenue | 69,290 | 79.1 | 70,595 | 79.2 | 1,305 | 0.1 |
| Homestead Avenue to Pruneridge Ave | 66,665 | 79.4 | 67,920 | 79.5 | 1,255 | 0.1 |
| Patrick Henry Drive | | | | | | |
| South of Tasman Drive | 29,978 | 71.2 | 31,660 | 71.4 | 1,682 | 0.3 |
| Great America Parkway to Old Ironside Drive | 18,410 | 68.4 | 20,237 | 68.8 | 1,828 | 0.5 |
| West of Old Ironsides Drive | 15,536 | 63.7 | 15,961 | 63.8 | 425 | 0.1 |
| Old Ironsides Drive | | | | | | |
| Tasman Drive to Old Glory Lane | 24,458 | 68.1 | 26,383 | 68.4 | 1,924 | 0.4 |
| Old Glory Lane to Patrick Henry Drive | 10,771 | 61.3 | 9,271 | 60.6 | -1,499 | -0.6 |
| Great America Parkway | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 38,805 | 72.3 | 41,415 | 72.6 | 2,610 | 0.3 |
| Great America Parkway to Old Mountain View Alviso Road | 38,720 | 74.2 | 42,365 | 74.5 | 3,645 | 0.4 |
| Old Mountain View Alviso Road to Bunker Hill Lane | 45,020 | 75.0 | 47,605 | 75.2 | 2,585 | 0.2 |
| Bunker Hill Lane to Tasman Drive | 53,165 | 75.1 | 53,864 | 75.2 | 699 | 0.0 |
| Tasman Drive to Old Glory Lane | 42,597 | 74.6 | 44,010 | 74.7 | 1,413 | 0.1 |
| Old Glory Lane to Patrick Henry Drive | 70,438 | 76.9 | 72,904 | 77.0 | 2,466 | 0.1 |
| Patrick Henry Drive to Mission College Boulevard | 92,405 | 77.9 | 95,727 | 78.1 | 3,322 | 0.2 |
| Ramp | 80,198 | 76.8 | 86,412 | 77.1 | 6,214 | 0.3 |
| Bowers Avenue | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 52,580 | 73.2 | 53,715 | 73.3 | 1,135 | 0.1 |
| Augustine Drive to Scott Boulevard | 41,165 | 73.8 | 42,730 | 73.9 | 1,565 | 0.2 |
| Scott Boulevard to Central Expressway | 33,590 | 73.6 | 35,630 | 73.8 | 2,040 | 0.2 |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 30,140 | 72.5 | 30,410 | 72.5 | 270 | 0.0 |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 29,445 | 73.6 | 30,445 | 73.8 | 1,000 | 0.1 |
| Monroe Street to El Camino Real | 19,185 | 71.2 | 19,625 | 71.3 | 440 | 0.1 |
| El Camino Real to Benton Street | 21,010 | 71.6 | 21,655 | 71.7 | 645 | 0.1 |
| Benton Street to Homestead Avenue | 22,295 | 71.9 | 23,140 | 72.1 | 845 | 0.2 |
| Mission College Boulevard | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 20,447 | 71.0 | 21,504 | 71.2 | 1,057 | 0.2 |
| Great America Pkwy to Marriot Driveway | 33,635 | 73.1 | 41,467 | 74.0 | 7,832 | 0.9 |
| Marriot Driveway to Freedom Circle West | 33,627 | 72.7 | 38,820 | 73.3 | 5,193 | 0.6 |
| Freedom Circle West to Freedom Circle East | 28,581 | 72.7 | 28,315 | 72.6 | -266 | -0.1 |
| Agnew Rd / Freedom Circle East to Juliet Lane | 26,092 | 72.0 | 29,785 | 72.6 | 3,693 | 0.5 |
| Juliette Lane to Burton Circle | 28,879 | 72.7 | 28,865 | 72.6 | -14 | -0.1 |
| Burton Circle to Montague Expressway | 30,636 | 74.6 | 33,412 | 74.9 | 2,776 | 0.4 |

| TABLE 13: COMPARISON OF FUTURE BASELINE (2040) AND FCFAP WITH GREYSTAR (2040) TRAFFIC NOISE LEVELS | | | | | | |
|---|---|---|---|---|---|---|
| ROAD SEGMENT | FUTURE BASELINE (2040 NO PROJECT) | | FCFAP 2040 W/ GREYSTAR | | NET CHANGE | |
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Mission College Boulevard Loop | | | | | | |
| North of Mission College Boulevard | 5,642 | 63.8 | 5,302 | 63.5 | -341 | -0.3 |
| South of Mission College Boulevard | 15,987 | 68.5 | 17,468 | 68.8 | 1,480 | 0.3 |
| Agnew Road / Freedom Circle East | | | | | | |
| North of Mission College Boulevard | 13,370 | 66.7 | 18,240 | 68.1 | 4,870 | 1.4 |
| South of Mission College Boulevard | 5,167 | 64.5 | 22,400 | 70.8 | 17,233 | 6.3 |
| San Tomas Expressway | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 93,806 | 78.7 | 97,408 | 78.9 | 3,603 | 0.2 |
| Scott Boulevard to Monroe Street | 74,610 | 77.9 | 75,805 | 78.0 | 1,195 | 0.1 |
| Monroe Street to El Camino Real | 65,925 | 77.3 | 67,300 | 77.4 | 1,375 | 0.1 |
| Tasman Drive | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 45,908 | 75.0 | 46,980 | 75.1 | 1,072 | 0.1 |
| Patrick Henry Drive to Old Ironsides Drive | 21,995 | 72.0 | 22,860 | 72.1 | 865 | 0.2 |
| Old Ironsides Drive to Great America Parkway | 34,628 | 73.4 | 37,071 | 73.7 | 2,443 | 0.3 |
| Great America Parkway to Convention Center | 33,289 | 73.1 | 34,595 | 73.2 | 1,306 | 0.2 |
| Convention Center to Centennial Boulevard | 36,335 | 73.9 | 36,800 | 74.0 | 465 | 0.1 |
| Centennial Boulevard to Calle Del Sol | 31,105 | 73.3 | 32,295 | 73.4 | 1,190 | 0.2 |
| Calle Del Sol to Lick Mill Boulevard | 25,195 | 71.9 | 27,810 | 72.3 | 2,615 | 0.4 |
| Lafayette Street | | | | | | |
| North of Calle De Luna | 25,840 | 71.5 | 27,160 | 71.7 | 1,320 | 0.2 |
| Calle Del Luna to Agnew Road | 40,540 | 73.7 | 42,070 | 73.8 | 1,530 | 0.2 |
| Agnew Road to Central Expressway | 31,355 | 73.3 | 33,410 | 73.6 | 2,055 | 0.3 |
| South of Central Expressway | 27,710 | 70.5 | 28,370 | 70.6 | 660 | 0.1 |
| East Arques / Scott Boulevard | | | | | | |
| West of Lawrence Expressway | 32,880 | 72.6 | 33,490 | 72.7 | 610 | 0.1 |
| Lawrence Expressway to Bowers Avenue | 24,360 | 72.3 | 24,790 | 72.3 | 430 | 0.1 |
| Bowers Avenue to San Tomas Expressway | 29,245 | 73.1 | 28,560 | 72.9 | -685 | -0.1 |
| San Tomas Expressway to Central Expressway | 15,875 | 70.5 | 16,325 | 70.6 | 450 | 0.1 |
| South of Central Expressway | 29,390 | 72.2 | 29,380 | 72.2 | -10 | 0.0 |
| Central Expressway | | | | | | |
| West of Bowers Avenue | 73,490 | 78.4 | 73,110 | 78.3 | -380 | 0.0 |
| Bowers Avenue to Scott Boulevard | 66,950 | 78.4 | 68,075 | 78.4 | 1,125 | 0.1 |
| Scott Boulevard to Lafayette Street | 59,585 | 77.7 | 61,105 | 77.8 | 1,520 | 0.1 |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 58,790 | 77.3 | 59,720 | 77.4 | 930 | 0.1 |

TABLE 13: COMPARISON OF FUTURE BASELINE (2040) AND FCFAP WITH GREYSTAR (2040) TRAFFIC NOISE LEVELS

| ROAD SEGMENT | FUTURE BASELINE (2040 NO PROJECT) | | FCFAP 2040 W/ GREYSTAR | | NET CHANGE | |
|---|---|---|---|---|---|---|
| | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET | ADT | CNEL @ 100 FEET |
| Montague Expressway | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 98,562 | 78.0 | 104,227 | 78.2 | 5,665 | 0.3 |
| Mission College Boulevard / Thomas Road to Agnew Road / De La Cruz Boulevard | 93,407 | 78.8 | 88,800 | 78.6 | -4,607 | -0.2 |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 87,445 | 78.4 | 85,445 | 78.3 | -2,000 | -0.1 |
| Lick Mill Boulevard to North 1st Street | 102,000 | 79.1 | 101,640 | 79.1 | -360 | 0.0 |
| North 1st Street to Zanker Rd | 82,940 | 78.1 | 80,715 | 78.0 | -2,225 | -0.1 |
| Zanker Road to Trimble Road | 60,375 | 77.1 | 59,105 | 77.0 | -1,270 | -0.1 |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 79,975 | 78.1 | 78,150 | 78.0 | -1,825 | -0.1 |
| North of McCarthy Boulevard / O'Toole Avenue | 74,140 | 77.4 | 72,200 | 77.3 | -1,940 | -0.1 |
| Trimble Road | | | | | | |
| South of Montague Expressway | 30,860 | 73.5 | 31,530 | 73.6 | 670 | 0.1 |
| North of Central Expressway | 56,580 | 75.9 | 56,950 | 75.9 | 370 | 0.0 |
| De La Cruz Boulevard | | | | | | |
| South of Central Expressway | 38,280 | 74.4 | 38,630 | 74.4 | 350 | 0.0 |
| Kifer Road | | | | | | |
| West of Lawrence Expressway | 35,590 | 74.3 | 36,240 | 74.4 | 650 | 0.1 |
| East of Lawrence Expressway | 27,690 | 73.3 | 27,375 | 73.2 | -315 | -0.1 |
| West of Bowers Avenue | 49,530 | 75.7 | 49,320 | 75.6 | -210 | 0.0 |
| East of Bowers Avenue | 23,240 | 72.6 | 23,550 | 72.6 | 310 | 0.0 |
| Monroe Street | | | | | | |
| West of Lawrence Expressway | 31,520 | 73.4 | 31,480 | 73.4 | -40 | 0.0 |
| East of Lawrence Expressway | 23,165 | 72.1 | 23,500 | 72.1 | 335 | 0.1 |
| West of Bowers Avenue | 25,375 | 72.3 | 25,765 | 72.4 | 390 | 0.1 |
| East of Bowers Avenue | 26,390 | 72.6 | 26,320 | 72.6 | -70 | 0.0 |
| El Camino Real | | | | | | |
| West of Bowers Avenue | 38,360 | 74.4 | 38,420 | 74.4 | 60 | 0.0 |
| East of Bowers Avenue | 37,070 | 74.3 | 36,650 | 74.2 | -420 | -0.1 |
| Benton Street | | | | | | |
| West of Bowers Avenue | 24,910 | 72.4 | 24,900 | 72.4 | -10 | 0.0 |
| East of Bowers Avenue | 22,860 | 71.9 | 23,060 | 72.0 | 200 | 0.0 |
| Homestead Avenue | | | | | | |
| West of Lawrence Expressway | 31,180 | 73.3 | 31,140 | 73.3 | -40 | 0.0 |
| East of Lawrence Expressway | 26,050 | 72.4 | 26,005 | 72.4 | -45 | 0.0 |
| West of Bowers Avenue | 26,050 | 72.4 | 26,005 | 72.4 | -45 | 0.0 |
| East of Bowers Avenue | 23,870 | 72.1 | 23,790 | 72.1 | -80 | 0.0 |
| Pruneridge Avenue | | | | | | |
| West of Lawrence Expressway | 15,950 | 70.4 | 15,830 | 70.4 | -120 | 0.0 |
| East of Lawrence Expressway | 22,740 | 71.9 | 22,970 | 71.9 | 230 | 0.0 |

Note: Value in **bold** indicates traffic noise level increase exceeds significance criteria.

TABLE 14: EXISTING (2019) HOURLY VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Lawrence Expressway | | | | | | | | | | | | |
| SR 237 to Tasman Drive | 36,920 | 7,193 | 1,351 | 1,640 | 27 | 18 | 42 | 1,285 | 21 | 14 | 33 | A,B,C,D,E |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 39,500 | 7,461 | 1,456 | 1,745 | 29 | 19 | 45 | 1,384 | 23 | 15 | 36 | A,B,C,D,E |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 43,593 | 8,478 | 1,596 | 1,936 | 32 | 21 | 50 | 1,517 | 25 | 17 | 39 | A,B,C,D,E |
| U.S. 101 to East Arques Avenue | 44,590 | 8,247 | 1,652 | 1,962 | 32 | 21 | 51 | 1,570 | 26 | 17 | 41 | A,B,C,D,E |
| East Arques Avenuto Kifer Road | 54,110 | 10,559 | 1,980 | 2,404 | 39 | 26 | 62 | 1,882 | 31 | 20 | 49 | A,B,C,D,E |
| Kifer Road to Monroe Street | 59,900 | 11,638 | 2,194 | 2,659 | 43 | 29 | 68 | 2,085 | 34 | 23 | 54 | A,B,C,D,E |
| Monroe Street to Homestead Avenue | 59,590 | 11,295 | 2,195 | 2,633 | 43 | 28 | 68 | 2,087 | 34 | 23 | 54 | A,B,C,D,E |
| Homestead Avenue to Pruneridge Ave | 54,680 | 10,611 | 2,003 | 2,427 | 40 | 26 | 63 | 1,904 | 31 | 21 | 49 | A,B,C,D,E |
| Patrick Henry Drive | | | | | | | | | | | | |
| South of Tasman Drive | 5,370 | 743 | 210 | 226 | 4 | 3 | 6 | 200 | 4 | 3 | 6 | A,B,C,D,E |
| Great America Parkway to Old Ironside Drive | 4,260 | 808 | 157 | 189 | 4 | 2 | 5 | 150 | 3 | 2 | 4 | A,B,C,D,E |
| West of Old Ironsides Drive | 6,550 | 1,007 | 252 | 280 | 5 | 3 | 8 | 240 | 4 | 3 | 7 | A,B,C,D,E |
| Old Ironsides Drive | | | | | | | | | | | | |
| Tasman Drive to Old Glory Lane | 2,080 | 275 | 82 | 87 | 2 | 1 | 3 | 78 | 2 | 1 | 2 | A,B,C,D,E |
| Old Glory Lane to Patrick Henry Drive | 1,360 | 223 | 52 | 59 | 1 | 1 | 2 | 50 | 1 | 1 | 2 | A,B,C,D,E |
| Great America Parkway | | | | | | | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 23,475 | 4,225 | 875 | 1,028 | 17 | 11 | 27 | 832 | 14 | 9 | 22 | A,B,C,D,E |
| Great America Parkway to Old Mountain View Alviso | 21,890 | 3,868 | 819 | 956 | 16 | 11 | 25 | 779 | 13 | 9 | 20 | A,B,C,D,E |
| Old Mountain View Alviso Road to Bunker Hill Lane | 18,050 | 3,213 | 674 | 789 | 13 | 9 | 21 | 641 | 11 | 7 | 17 | A,B,C,D,E |
| Bunker Hill Lane to Tasman Drive | 19,670 | 3,408 | 739 | 856 | 14 | 10 | 22 | 703 | 12 | 8 | 18 | A,B,C,D,E |
| Tasman Drive to Old Glory Lane | 24,690 | 4,465 | 919 | 1,082 | 18 | 12 | 28 | 874 | 15 | 10 | 23 | A,B,C,D,E |
| Old Glory Lane to Patrick Henry Drive | 26,745 | 4,667 | 1,004 | 1,165 | 19 | 13 | 30 | 954 | 16 | 11 | 25 | A,B,C,D,E |
| Patrick Henry Drive to Mission College Boulevard | 35,645 | 6,070 | 1,344 | 1,546 | 25 | 17 | 40 | 1,278 | 21 | 14 | 33 | A,B,C,D,E |
| Mission College Boulevard to Bowers Avenue / U.S. | 42,140 | 7,738 | 1,564 | 1,852 | 30 | 20 | 48 | 1,487 | 24 | 16 | 38 | A,B,C,D,E |

TABLE 14: EXISTING (2019) HOURLY VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Bowers Avenue | | | | | | | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 39,355 | 6,670 | 1,486 | 1,705 | 28 | 19 | 44 | 1,412 | 23 | 15 | 37 | A,B,C,D,E |
| Augustine Drive to Scott Boulevard | 25,210 | 4,305 | 950 | 1,094 | 18 | 12 | 28 | 904 | 15 | 10 | 24 | A,B,C,D,E |
| Scott Boulevard to Central Expressway | 20,280 | 3,821 | 748 | 896 | 15 | 10 | 23 | 711 | 12 | 8 | 19 | A,B,C,D,E |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 22,200 | 3,845 | 834 | 966 | 16 | 11 | 25 | 793 | 13 | 9 | 21 | A,B,C,D,E |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 19,875 | 3,436 | 747 | 864 | 14 | 10 | 23 | 711 | 12 | 8 | 19 | A,B,C,D,E |
| Monroe Street to El Camino Real | 15,715 | 2,832 | 586 | 689 | 12 | 8 | 18 | 557 | 9 | 6 | 15 | A,B,C,D,E |
| El Camino Real to Benton Street | 16,700 | 3,086 | 619 | 735 | 12 | 8 | 19 | 589 | 10 | 7 | 16 | A,B,C,D,E |
| Benton Street to Homestead Avenue | 18,295 | 3,336 | 680 | 803 | 13 | 9 | 21 | 647 | 11 | 7 | 17 | A,B,C,D,E |
| Mission College Boulevard | | | | | | | | | | | | |
| Mission College Boulevard Loop to Great America | 14,025 | 2,428 | 527 | 610 | 10 | 7 | 16 | 501 | 9 | 6 | 13 | A,B,C,D,E |
| Great America Pkwy to Marriot Driveway | 20,090 | 3,612 | 749 | 880 | 15 | 10 | 23 | 712 | 12 | 8 | 19 | A,B,C,D,E |
| Marriot Driveway to Freedom Circle West | 19,185 | 3,361 | 719 | 836 | 14 | 9 | 22 | 684 | 12 | 8 | 18 | A,B,C,D,E |
| Freedom Circle West to Freedom Circle East | 15,335 | 2,953 | 563 | 680 | 11 | 8 | 18 | 535 | 9 | 6 | 14 | A,B,C,D,E |
| Agnew Rd / Freedom Circle East to Juliet Lane | 14,730 | 2,860 | 540 | 654 | 11 | 7 | 17 | 513 | 9 | 6 | 14 | A,B,C,D,E |
| Juliette Lane to Burton Circle | 18,870 | 3,374 | 704 | 825 | 14 | 9 | 22 | 670 | 11 | 8 | 18 | A,B,C,D,E |
| Burton Circle to Montague Expressway | 23,410 | 4,089 | 878 | 1,020 | 17 | 11 | 27 | 835 | 14 | 9 | 22 | A,B,C,D,E |
| Mission College Boulevard Loop | | | | | | | | | | | | |
| North of Mission College Boulevard | 4,930 | 846 | 186 | 215 | 4 | 3 | 6 | 177 | 3 | 2 | 5 | A,B,C,D,E |
| South of Mission College Boulevard | 10,280 | 1,467 | 401 | 434 | 7 | 5 | 12 | 381 | 7 | 5 | 10 | A,B,C,D,E |
| Agnew Road / Freedom Circle East | | | | | | | | | | | | |
| North of Mission College Boulevard | 9,865 | 1,761 | 368 | 432 | 7 | 5 | 12 | 351 | 6 | 4 | 9 | A,B,C,D,E |
| South of Mission College Boulevard | 3,970 | 771 | 145 | 177 | 3 | 2 | 5 | 139 | 3 | 2 | 4 | A,B,C,D,E |

TABLE 14: EXISTING (2019) HOURLY VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| San Tomas Expressway | | | | | | | | | | | | |
| Mission College Boulevard / Thomas Road to Scott | 71,315 | 13,591 | 2,624 | 3,155 | 51 | 34 | 81 | 2,494 | 41 | 27 | 64 | A,B,C,D,E |
| Scott Boulevard to Monroe Street | 61,010 | 11,804 | 2,237 | 2,707 | 44 | 29 | 70 | 2,126 | 35 | 23 | 55 | A,B,C,D,E |
| Monroe Street to El Camino Real | 52,105 | 10,220 | 1,904 | 2,318 | 38 | 25 | 60 | 1,810 | 30 | 20 | 47 | A,B,C,D,E |
| Tasman Drive | | | | | | | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 18,930 | 3,110 | 719 | 816 | 14 | 9 | 21 | 684 | 12 | 8 | 18 | A,B,C,D,E |
| Patrick Henry Drive to Old Ironsides Drive | 11,490 | 2,191 | 423 | 509 | 9 | 6 | 13 | 402 | 7 | 5 | 11 | A,B,C,D,E |
| Old Ironsides Drive to Great America Parkway | 11,835 | 2,265 | 435 | 524 | 9 | 6 | 14 | 414 | 7 | 5 | 11 | A,B,C,D,E |
| Great America Parkway to Convention Center | 22,515 | 3,859 | 848 | 978 | 16 | 11 | 25 | 806 | 14 | 9 | 21 | A,B,C,D,E |
| Convention Center to Centennial Boulevard | 25,815 | 4,552 | 967 | 1,126 | 19 | 12 | 29 | 919 | 15 | 10 | 24 | A,B,C,D,E |
| Centennial Boulevard to Calle Del Sol | 22,830 | 4,166 | 848 | 1,002 | 17 | 11 | 26 | 807 | 14 | 9 | 21 | A,B,C,D,E |
| Calle Del Sol to Lick Mill Boulevard | 19,670 | 3,655 | 728 | 866 | 14 | 10 | 23 | 692 | 12 | 8 | 18 | A,B,C,D,E |
| Lafayette Street | | | | | | | | | | | | |
| North of Calle De Luna | 14,740 | 2,737 | 546 | 649 | 11 | 7 | 17 | 519 | 9 | 6 | 14 | A,B,C,D,E |
| Calle Del Luna to Agnew Road | 20,255 | 3,710 | 752 | 890 | 15 | 10 | 23 | 715 | 12 | 8 | 19 | A,B,C,D,E |
| Agnew Road to Central Expressway | 18,880 | 3,523 | 698 | 832 | 14 | 9 | 22 | 664 | 11 | 8 | 17 | A,B,C,D,E |
| South of Central Expressway | 22,400 | 4,159 | 829 | 986 | 16 | 11 | 26 | 788 | 13 | 9 | 21 | A,B,C,D,E |
| East Arques / Scott Boulevard | | | | | | | | | | | | |
| West of Lawrence Expressway | 22,130 | 3,730 | 836 | 958 | 16 | 11 | 25 | 795 | 13 | 9 | 21 | A,B,C,D,E |
| Lawrence Expressway to Bowers Avenue | 15,355 | 2,810 | 570 | 675 | 11 | 8 | 18 | 542 | 9 | 6 | 14 | A,B,C,D,E |
| Bowers Avenue to San Tomas Expressway | 18,285 | 3,422 | 676 | 807 | 14 | 9 | 21 | 643 | 11 | 7 | 17 | A,B,C,D,E |
| San Tomas Expressway to Central Expressway | 13,755 | 2,416 | 515 | 600 | 10 | 7 | 16 | 490 | 8 | 6 | 13 | A,B,C,D,E |
| South of Central Expressway | 23,790 | 4,093 | 895 | 1,034 | 17 | 11 | 27 | 851 | 14 | 9 | 22 | A,B,C,D,E |

TABLE 14: EXISTING (2019) HOURLY VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Central Expressway | | | | | | | | | | | | |
| West of Bowers Avenue | 44,250 | 8,561 | 1,622 | 1,963 | 32 | 21 | 51 | 1,542 | 25 | 17 | 40 | A,B,C,D,E |
| Bowers Avenue to Scott Boulevard | 41,750 | 7,683 | 1,549 | 1,835 | 30 | 20 | 47 | 1,472 | 24 | 16 | 38 | A,B,C,D,E |
| Scott Boulevard to Lafayette Street | 37,595 | 7,138 | 1,384 | 1,662 | 27 | 18 | 43 | 1,316 | 22 | 14 | 34 | A,B,C,D,E |
| Lafayette Stree to De La Cruz Boulevard / Trimble | 37,385 | 7,288 | 1,368 | 1,661 | 27 | 18 | 43 | 1,301 | 21 | 14 | 34 | A,B,C,D,E |
| Montague Expressway | | | | | | | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 70,940 | 13,462 | 2,613 | 3,136 | 51 | 34 | 81 | 2,483 | 41 | 27 | 64 | A,B,C,D,E |
| Mission College Boulevard / Thomas Road to Agnew | 65,900 | 12,167 | 2,442 | 2,898 | 47 | 31 | 75 | 2,322 | 38 | 25 | 60 | A,B,C,D,E |
| Agnew Road / De La Cruz Boulevard to Lick Mill | 62,435 | 11,878 | 2,298 | 2,761 | 45 | 30 | 71 | 2,184 | 36 | 24 | 56 | A,B,C,D,E |
| Lick Mill Boulevard to North 1st Street | 64,090 | 12,053 | 2,365 | 2,828 | 46 | 30 | 73 | 2,248 | 37 | 24 | 58 | A,B,C,D,E |
| North 1st Street to Zanker Rd | 53,690 | 9,828 | 1,994 | 2,358 | 39 | 25 | 61 | 1,895 | 31 | 21 | 49 | A,B,C,D,E |
| Zanker Road to Trimble Road | 37,605 | 7,026 | 1,390 | 1,658 | 27 | 18 | 43 | 1,321 | 22 | 14 | 34 | A,B,C,D,E |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 55,380 | 10,436 | 2,043 | 2,445 | 40 | 26 | 63 | 1,942 | 32 | 21 | 50 | A,B,C,D,E |
| North of McCarthy Boulevard / O'Toole Avenue | 56,750 | 11,202 | 2,070 | 2,527 | 41 | 27 | 65 | 1,968 | 32 | 21 | 51 | A,B,C,D,E |
| Trimble Road | | | | | | | | | | | | |
| South of Montague Expressway | 19,360 | 3,746 | 710 | 859 | 14 | 10 | 22 | 675 | 11 | 8 | 18 | A,B,C,D,E |
| North of Central Expressway | 44,780 | 8,798 | 1,636 | 1,992 | 33 | 22 | 51 | 1,555 | 26 | 17 | 40 | A,B,C,D,E |
| De La Cruz Boulevard | | | | | | | | | | | | |
| South of Central Expressway | 27,860 | 5,416 | 1,020 | 1,237 | 20 | 14 | 32 | 970 | 16 | 11 | 25 | A,B,C,D,E |
| Kifer Road | | | | | | | | | | | | |
| West of Lawrence Expressway | 16,740 | 3,079 | 621 | 736 | 12 | 8 | 19 | 591 | 10 | 7 | 16 | A,B,C,D,E |
| East of Lawrence Expressway | 18,190 | 3,294 | 677 | 798 | 13 | 9 | 21 | 644 | 11 | 7 | 17 | A,B,C,D,E |
| West of Bowers Avenue | 31,890 | 5,823 | 1,185 | 1,400 | 23 | 15 | 36 | 1,127 | 19 | 12 | 29 | A,B,C,D,E |
| East of Bowers Avenue | 13,140 | 2,607 | 479 | 586 | 10 | 7 | 15 | 455 | 8 | 5 | 12 | A,B,C,D,E |

TABLE 14: EXISTING (2019) HOURLY VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Monroe Street | | | | | | | | | | | | |
| West of Lawrence Expressway | 21,380 | 3,545 | 811 | 923 | 15 | 10 | 24 | 771 | 13 | 9 | 20 | A,B,C,D,E |
| East of Lawrence Expressway | 18,040 | 3,336 | 668 | 794 | 13 | 9 | 21 | 636 | 11 | 7 | 17 | A,B,C,D,E |
| West of Bowers Avenue | 19,470 | 3,771 | 714 | 864 | 14 | 10 | 23 | 679 | 11 | 8 | 18 | A,B,C,D,E |
| East of Bowers Avenue | 21,700 | 4,143 | 798 | 961 | 16 | 11 | 25 | 759 | 13 | 9 | 20 | A,B,C,D,E |
| El Camino Real | | | | | | | | | | | | |
| West of Bowers Avenue | 28,560 | 4,780 | 1,081 | 1,235 | 20 | 14 | 32 | 1,028 | 17 | 11 | 27 | A,B,C,D,E |
| East of Bowers Avenue | 26,590 | 4,465 | 1,006 | 1,151 | 19 | 13 | 30 | 956 | 16 | 11 | 25 | A,B,C,D,E |
| Benton Street | | | | | | | | | | | | |
| West of Bowers Avenue | 13,270 | 2,518 | 489 | 587 | 10 | 7 | 15 | 465 | 8 | 5 | 12 | A,B,C,D,E |
| East of Bowers Avenue | 13,410 | 2,534 | 494 | 593 | 10 | 7 | 16 | 470 | 8 | 5 | 13 | A,B,C,D,E |
| Homestead Avenue | | | | | | | | | | | | |
| West of Lawrence Expressway | 22,690 | 4,500 | 827 | 1,012 | 17 | 11 | 26 | 786 | 13 | 9 | 21 | A,B,C,D,E |
| East of Lawrence Expressway | 21,030 | 4,081 | 770 | 934 | 16 | 10 | 24 | 733 | 12 | 8 | 19 | A,B,C,D,E |
| West of Bowers Avenue | 21,030 | 4,081 | 770 | 934 | 16 | 10 | 24 | 733 | 12 | 8 | 19 | A,B,C,D,E |
| East of Bowers Avenue | 18,020 | 3,564 | 657 | 803 | 13 | 9 | 21 | 625 | 11 | 7 | 16 | A,B,C,D,E |
| Pruneridge Avenue | | | | | | | | | | | | |
| West of Lawrence Expressway | 9,370 | 1,732 | 347 | 413 | 7 | 5 | 11 | 330 | 6 | 4 | 9 | A,B,C,D,E |
| East of Lawrence Expressway | 17,680 | 3,381 | 650 | 783 | 13 | 9 | 21 | 618 | 10 | 7 | 16 | A,B,C,D,E |

TABLE NOTES:

A) Average daily traffic (ADT) volumes derived from peak hour traffic volume information provided by Hexagon Transportation Consultants. The highest AM or PM peak hour volume was assumed to be equal to 10% of ADT.

B) Total peak hour vehicles is based on AM and PM peak hour traffic volume information provided by Hexagon Transportation Consultants.

C) Non peak-hour vehicles are derived by subtrating total peak hour traffic from ADT volumes and dividing by 22 (the number of non=peak hours in the day).

D) Vehicles per daytime includes peak hour traffic and non-peak hour traffic (10 hours) multiplied by EMFAC vehicle class distribution percentages.

E) Vehicles per nighttime includes non-peak hour traffic (12 hours) multipled by EMFAC vehicle class distribution percentages.

TABLE 15: EXISTING (2019) TRAFFIC NOISE ESTIMATE

| Road Segment | ADT | Daytime | Evening | | Nighttime | | 24-Hour CNEL | Notes |
|---|---|---|---|---|---|---|---|---|
| | | Leq(h) | Leq(h) | CNEL Value | Leq(h) | CNEL Value | | |
| Lawrence Expressway | | | | | | | | |
| SR 237 to Tasman Drive | 36,920 | 69.7 | 69.7 | 74.5 | 68.1 | 78.1 | 75.1 | A,B |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 39,500 | 70.6 | 69.0 | 73.8 | 69.0 | 79.0 | 75.9 | A,B |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 43,593 | 70.3 | 68.7 | 73.5 | 68.7 | 78.7 | 75.6 | A,B |
| U.S. 101 to East Arques Avenue | 44,590 | 70.7 | 69.2 | 74.0 | 69.2 | 79.2 | 76.0 | A,B |
| East Arques Avenuto Kifer Road | 54,110 | 72.1 | 71.0 | 75.8 | 71.0 | 81.0 | 77.8 | A,B |
| Kifer Road to Monroe Street | 59,900 | 72.5 | 71.5 | 76.3 | 71.5 | 81.5 | 78.3 | A,B |
| Monroe Street to Homestead Avenue | 59,590 | 72.7 | 71.7 | 76.5 | 71.7 | 81.7 | 78.5 | A,B |
| Homestead Avenue to Pruneridge Ave | 54,680 | 72.2 | 71.8 | 76.6 | 71.8 | 81.8 | 78.5 | A,B |
| Patrick Henry Drive | | | | | | | | |
| South of Tasman Drive | 5,370 | 58.0 | 57.2 | 62.0 | 57.2 | 67.2 | 63.9 | A,B |
| Great America Parkway to Old Ironside Drive | 4,260 | 56.4 | 55.2 | 60.0 | 55.2 | 65.2 | 62.0 | A,B |
| West of Old Ironsides Drive | 6,550 | 54.2 | 53.3 | 58.1 | 53.3 | 63.3 | 60.1 | A,B |
| Old Ironsides Drive | | | | | | | | |
| Tasman Drive to Old Glory Lane | 2,080 | 51.7 | 50.9 | 55.7 | 50.9 | 60.9 | 57.6 | A,B |
| Old Glory Lane to Patrick Henry Drive | 1,360 | 46.3 | 45.8 | 50.6 | 45.8 | 55.8 | 52.5 | A,B |
| Great America Parkway | | | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 23,475 | 64.7 | 63.3 | 68.1 | 63.3 | 73.3 | 70.1 | A,B |
| Great America Parkway to Old Mountain View Alviso Road | 21,890 | 66.3 | 64.9 | 69.7 | 64.9 | 74.9 | 71.7 | A,B |
| Old Mountain View Alviso Road to Bunker Hill Lane | 18,050 | 65.6 | 64.2 | 69.0 | 64.2 | 74.2 | 71.0 | A,B |
| Bunker Hill Lane to Tasman Drive | 19,670 | 65.5 | 64.0 | 68.8 | 64.0 | 74.0 | 70.8 | A,B |
| Tasman Drive to Old Glory Lane | 24,690 | 66.9 | 65.4 | 70.2 | 65.4 | 75.4 | 72.2 | A,B |
| Old Glory Lane to Patrick Henry Drive | 26,745 | 67.2 | 65.9 | 70.7 | 65.9 | 75.9 | 72.7 | A,B |
| Patrick Henry Drive to Mission College Boulevard | 35,645 | 68.4 | 67.0 | 71.8 | 67.0 | 77.0 | 73.8 | A,B |
| Mission College Boulevard to Bowers Avenue / U.S. 1010 Northbound Ramp | 42,140 | 68.6 | 67.2 | 72.0 | 67.2 | 77.2 | 74.0 | A,B |
| Bowers Avenue | | | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 39,355 | 66.0 | 65.3 | 70.1 | 65.3 | 75.3 | 72.0 | A,B |
| Augustine Drive to Scott Boulevard | 25,210 | 66.2 | 64.9 | 69.7 | 64.9 | 74.9 | 71.7 | A,B |
| Scott Boulevard to Central Expressway | 20,280 | 66.1 | 64.5 | 69.3 | 64.5 | 74.5 | 71.4 | A,B |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 22,200 | 65.7 | 64.3 | 69.1 | 64.3 | 74.3 | 71.1 | A,B |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 19,875 | 66.1 | 65.2 | 70.0 | 65.2 | 75.2 | 72.0 | A,B |
| Monroe Street to El Camino Real | 15,715 | 64.5 | 63.6 | 68.4 | 63.6 | 73.6 | 70.4 | A,B |
| El Camino Real to Benton Street | 16,700 | 64.7 | 63.8 | 68.6 | 63.8 | 73.8 | 70.6 | A,B |
| Benton Street to Homestead Avenue | 18,295 | 65.2 | 64.3 | 69.1 | 64.3 | 74.3 | 71.1 | A,B |
| Mission College Boulevard | | | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 14,025 | 63.9 | 62.5 | 67.3 | 62.5 | 72.5 | 69.3 | A,B |
| Great America Pkwy to Marriot Driveway | 20,090 | 65.5 | 64.1 | 68.9 | 64.1 | 74.1 | 70.9 | A,B |
| Marriot Driveway to Freedom Circle West | 19,185 | 65.0 | 63.5 | 68.3 | 63.5 | 73.5 | 70.3 | A,B |
| Freedom Circle West to Freedom Circle East | 15,335 | 64.7 | 63.1 | 67.9 | 63.1 | 73.1 | 70.0 | A,B |
| Agnew Rd / Freedom Circle East to Juliet Lane | 14,730 | 64.3 | 62.7 | 67.5 | 62.7 | 72.7 | 69.6 | A,B |
| Juliette Lane to Burton Circle | 18,870 | 65.5 | 64.0 | 68.8 | 64.0 | 74.0 | 70.8 | A,B |
| Burton Circle to Montague Expressway | 23,410 | 67.7 | 66.7 | 71.5 | 66.7 | 76.7 | 73.5 | A,B |

TABLE 15: EXISTING (2019) TRAFFIC NOISE ESTIMATE

| Road Segment | ADT | Daytime | Evening | | Nighttime | | 24-Hour CNEL | Notes |
|---|---|---|---|---|---|---|---|---|
| | | Leq(h) | Leq(h) | CNEL Value | Leq(h) | CNEL Value | | |
| Mission College Boulevard Loop | | | | | | | | |
| North of Mission College Boulevard | 4,930 | 58.0 | 56.3 | 61.1 | 56.3 | 66.3 | 63.2 | A,B |
| South of Mission College Boulevard | 10,280 | 60.7 | 59.8 | 64.6 | 59.8 | 69.8 | 66.6 | A,B |
| Agnew Road / Freedom Circle East | | | | | | | | |
| North of Mission College Boulevard | 9,865 | 60.2 | 58.6 | 63.4 | 58.6 | 68.6 | 65.5 | A,B |
| South of Mission College Boulevard | 3,970 | 57.9 | 56.5 | 61.3 | 56.5 | 66.5 | 63.3 | A,B |
| San Tomas Expressway | | | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 71,315 | 72.3 | 70.7 | 75.5 | 70.7 | 80.7 | 77.6 | A,B |
| Scott Boulevard to Monroe Street | 61,010 | 71.8 | 70.2 | 75.0 | 70.2 | 80.2 | 77.1 | A,B |
| Monroe Street to El Camino Real | 52,105 | 71.1 | 69.4 | 74.2 | 69.4 | 79.4 | 76.3 | A,B |
| Tasman Drive | | | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 18,930 | 65.8 | 64.4 | 69.2 | 64.4 | 74.4 | 71.2 | A,B |
| Patrick Henry Drive to Old Ironsides Drive | 11,490 | 63.7 | 62.3 | 67.1 | 62.3 | 72.3 | 69.1 | A,B |
| Old Ironsides Drive to Great America Parkway | 11,835 | 63.2 | 61.9 | 66.7 | 61.9 | 71.9 | 68.7 | A,B |
| Great America Parkway to Convention Center | 22,515 | 65.9 | 64.6 | 69.4 | 64.6 | 74.6 | 71.4 | A,B |
| Convention Center to Centennial Boulevard | 25,815 | 67.1 | 65.6 | 70.4 | 65.6 | 75.6 | 72.4 | A,B |
| Centennial Boulevard to Calle Del Sol | 22,830 | 66.6 | 65.1 | 69.9 | 65.1 | 75.1 | 71.9 | A,B |
| Calle Del Sol to Lick Mill Boulevard | 19,670 | 65.5 | 64.0 | 68.8 | 64.0 | 74.0 | 70.8 | A,B |
| Lafayette Street | | | | | | | | |
| North of Calle De Luna | 14,740 | 63.8 | 62.2 | 67.0 | 62.2 | 72.2 | 69.1 | A,B |
| Calle Del Luna to Agnew Road | 20,255 | 65.3 | 63.8 | 68.6 | 63.8 | 73.8 | 70.6 | A,B |
| Agnew Road to Central Expressway | 18,880 | 65.8 | 64.3 | 69.1 | 64.3 | 74.3 | 71.1 | A,B |
| South of Central Expressway | 22,400 | 64.2 | 62.7 | 67.5 | 62.7 | 72.7 | 69.5 | A,B |
| East Arques / Scott Boulevard | | | | | | | | |
| West of Lawrence Expressway | 22,130 | 65.4 | 64.1 | 68.9 | 64.1 | 74.1 | 70.9 | A,B |
| Lawrence Expressway to Bowers Avenue | 15,355 | 64.9 | 63.4 | 68.2 | 63.4 | 73.4 | 70.2 | A,B |
| Bowers Avenue to San Tomas Expressway | 18,285 | 65.7 | 64.2 | 69.0 | 64.2 | 74.2 | 71.0 | A,B |
| San Tomas Expressway to Central Expressway | 13,755 | 64.4 | 63.0 | 67.8 | 63.0 | 73.0 | 69.8 | A,B |
| South of Central Expressway | 23,790 | 65.9 | 64.5 | 69.3 | 64.5 | 74.5 | 71.3 | A,B |
| Central Expressway | | | | | | | | |
| West of Bowers Avenue | 44,250 | 70.9 | 69.3 | 74.1 | 69.3 | 79.3 | 76.2 | A,B |
| Bowers Avenue to Scott Boulevard | 41,750 | 71.0 | 69.5 | 74.3 | 69.5 | 79.5 | 76.3 | A,B |
| Scott Boulevard to Lafayette Street | 37,595 | 70.5 | 68.8 | 73.6 | 68.8 | 78.8 | 75.7 | A,B |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 37,385 | 70.2 | 68.5 | 73.3 | 68.5 | 78.5 | 75.4 | A,B |

TABLE 15: EXISTING (2019) TRAFFIC NOISE ESTIMATE

| Road Segment | ADT | Daytime | Evening | | Nighttime | | 24-Hour CNEL | Notes |
|---|---|---|---|---|---|---|---|---|
| | | Leq(h) | Leq(h) | CNEL Value | Leq(h) | CNEL Value | | |
| Montague Expressway | | | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 70,940 | 71.3 | 69.7 | 74.5 | 69.7 | 79.7 | 76.6 | A,B |
| Mission College Boulevard / Thomas Road to Agnew Road / De La Cruz Boulevard | 65,900 | 72.0 | 70.5 | 75.3 | 70.5 | 80.5 | 77.3 | A,B |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 62,435 | 71.7 | 70.1 | 74.9 | 70.1 | 80.1 | 77.0 | A,B |
| Lick Mill Boulevard to North 1st Street | 64,090 | 71.8 | 70.2 | 75.0 | 70.2 | 80.2 | 77.1 | A,B |
| North 1st Street to Zanker Rd | 53,690 | 70.9 | 69.4 | 74.2 | 69.4 | 79.4 | 76.2 | A,B |
| Zanker Road to Trimble Road | 37,605 | 69.8 | 68.2 | 73.0 | 68.2 | 78.2 | 75.1 | A,B |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 55,380 | 71.2 | 69.7 | 74.5 | 69.7 | 79.7 | 76.5 | A,B |
| North of McCarthy Boulevard / O'Toole Avenue | 56,750 | 71.1 | 69.4 | 74.2 | 69.4 | 79.4 | 76.3 | A,B |
| Trimble Road | | | | | | | | |
| South of Montague Expressway | 19,360 | 66.1 | 64.6 | 69.4 | 64.6 | 74.6 | 71.4 | A,B |
| North of Central Expressway | 44,780 | 69.6 | 68.0 | 72.8 | 68.0 | 78.0 | 74.9 | A,B |
| De La Cruz Boulevard | | | | | | | | |
| South of Central Expressway | 27,860 | 67.7 | 66.1 | 70.9 | 66.1 | 76.1 | 73.0 | A,B |
| Kifer Road | | | | | | | | |
| West of Lawrence Expressway | 16,740 | 65.2 | 64.3 | 69.1 | 64.3 | 74.3 | 71.1 | A,B |
| East of Lawrence Expressway | 18,190 | 65.6 | 64.7 | 69.5 | 64.7 | 74.7 | 71.5 | A,B |
| West of Bowers Avenue | 31,890 | 68.0 | 67.0 | 71.8 | 67.0 | 77.0 | 73.8 | A,B |
| East of Bowers Avenue | 13,140 | 64.3 | 63.2 | 68.0 | 63.2 | 73.2 | 70.0 | A,B |
| Monroe Street | | | | | | | | |
| West of Lawrence Expressway | 21,380 | 65.7 | 65.0 | 69.8 | 65.0 | 75.0 | 71.7 | A,B |
| East of Lawrence Expressway | 18,040 | 65.1 | 64.2 | 69.0 | 64.2 | 74.2 | 71.0 | A,B |
| West of Bowers Avenue | 19,470 | 65.4 | 64.4 | 69.2 | 64.4 | 74.4 | 71.2 | A,B |
| East of Bowers Avenue | 21,700 | 65.9 | 65.0 | 69.8 | 65.0 | 75.0 | 71.8 | A,B |
| El Camino Real | | | | | | | | |
| West of Bowers Avenue | 28,560 | 67.2 | 66.4 | 71.2 | 66.4 | 76.4 | 73.1 | A,B |
| East of Bowers Avenue | 26,590 | 66.9 | 66.1 | 70.9 | 66.1 | 76.1 | 72.8 | A,B |
| Benton Street | | | | | | | | |
| West of Bowers Avenue | 13,270 | 63.8 | 62.8 | 67.6 | 62.8 | 72.8 | 69.6 | A,B |
| East of Bowers Avenue | 13,410 | 63.9 | 62.8 | 67.6 | 62.8 | 72.8 | 69.6 | A,B |
| Homestead Avenue | | | | | | | | |
| West of Lawrence Expressway | 22,690 | 66.1 | 65.1 | 69.9 | 65.1 | 75.1 | 71.9 | A,B |
| East of Lawrence Expressway | 21,030 | 65.7 | 64.7 | 69.5 | 64.7 | 74.7 | 71.5 | A,B |
| West of Bowers Avenue | 21,030 | 65.7 | 64.7 | 69.5 | 64.7 | 74.7 | 71.5 | A,B |
| East of Bowers Avenue | 18,020 | 65.2 | 64.1 | 68.9 | 64.1 | 74.1 | 70.9 | A,B |

TABLE 15: EXISTING (2019) TRAFFIC NOISE ESTIMATE

| Road Segment | ADT | Daytime | Evening | | Nighttime | | 24-Hour CNEL | Notes |
|---|---|---|---|---|---|---|---|---|
| | | Leq(h) | Leq(h) | CNEL Value | Leq(h) | CNEL Value | | |
| Pruneridge Avenue | | | | | | | | |
| West of Lawrence Expressway | 9,370 | 62.4 | 61.3 | 66.1 | 61.3 | 71.3 | 68.1 | A,B |
| East of Lawrence Expressway | 17,680 | 65.0 | 64.0 | 68.8 | 64.0 | 74.0 | 70.8 | A,B |
| TABLE NOTES: | | | | | | | | |

A) Average daily traffic (ADT) volumes derived from peak hour traffic volume information provided by Hexagon Transportation Consultants. The highest AM or PM peak hour volume was assumed to be equal to 10% of ADT.

B) 24-hour CNEL assumes 12 hours of daytime Leq (h), plus 3 hours of evening CNEL value Leq (h), plus 9 hours of nighttime CNEL value Leq (h).

TABLE 16: FUTURE BASELINE (2030 NO PROJECT) VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Lawrence Expressway | | | | | | | | | | | | |
| SR 237 to Tasman Drive | 39,070 | 7,423 | 1,439 | 1,728 | 28 | 19 | 45 | 1,368 | 23 | 15 | 35 | A,B,C,D,E |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 41,040 | 7,675 | 1,517 | 1,809 | 30 | 20 | 47 | 1,442 | 24 | 16 | 37 | A,B,C,D,E |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 47,880 | 9,158 | 1,760 | 2,120 | 35 | 23 | 55 | 1,673 | 27 | 18 | 43 | A,B,C,D,E |
| U.S. 101 to East Arques Avenue | 49,610 | 9,013 | 1,845 | 2,176 | 36 | 24 | 56 | 1,754 | 29 | 19 | 45 | A,B,C,D,E |
| East Arques Avenuto Kifer Road | 61,390 | 11,747 | 2,257 | 2,718 | 44 | 29 | 70 | 2,145 | 35 | 23 | 55 | A,B,C,D,E |
| Kifer Road to Monroe Street | 66,230 | 12,777 | 2,430 | 2,936 | 48 | 32 | 76 | 2,309 | 38 | 25 | 60 | A,B,C,D,E |
| Monroe Street to Homestead Avenue | 63,765 | 12,215 | 2,343 | 2,823 | 46 | 30 | 73 | 2,227 | 36 | 24 | 57 | A,B,C,D,E |
| Homestead Avenue to Pruneridge Ave | 60,085 | 11,684 | 2,200 | 2,668 | 44 | 29 | 69 | 2,091 | 34 | 23 | 54 | A,B,C,D,E |
| Patrick Henry Drive | | | | | | | | | | | | |
| South of Tasman Drive | 6,970 | 937 | 274 | 292 | 5 | 4 | 8 | 261 | 5 | 3 | 7 | A,B,C,D,E |
| Great America Parkway to Old Ironside Drive | 4,470 | 869 | 164 | 199 | 4 | 3 | 6 | 156 | 3 | 2 | 4 | A,B,C,D,E |
| West of Old Ironsides Drive | 8,090 | 1,161 | 315 | 342 | 6 | 4 | 9 | 300 | 5 | 4 | 8 | A,B,C,D,E |
| Old Ironsides Drive | | | | | | | | | | | | |
| Tasman Drive to Old Glory Lane | 2,080 | 285 | 82 | 88 | 2 | 1 | 3 | 78 | 2 | 1 | 2 | A,B,C,D,E |
| Old Glory Lane to Patrick Henry Drive | 1,385 | 233 | 52 | 60 | 1 | 1 | 2 | 50 | 1 | 1 | 2 | A,B,C,D,E |
| Great America Parkway | | | | | | | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 27,915 | 5,201 | 1,032 | 1,230 | 20 | 14 | 32 | 982 | 16 | 11 | 26 | A,B,C,D,E |
| Great America Parkway to Old Mountain View Alviso | 26,715 | 4,818 | 995 | 1,170 | 19 | 13 | 30 | 946 | 16 | 11 | 25 | A,B,C,D,E |
| Old Mountain View Alviso Road to Bunker Hill Lane | 29,800 | 5,319 | 1,113 | 1,303 | 22 | 14 | 34 | 1,058 | 18 | 12 | 28 | A,B,C,D,E |
| Bunker Hill Lane to Tasman Drive | 34,840 | 6,074 | 1,308 | 1,517 | 25 | 17 | 39 | 1,243 | 21 | 14 | 32 | A,B,C,D,E |
| Tasman Drive to Old Glory Lane | 36,135 | 6,666 | 1,340 | 1,589 | 26 | 17 | 41 | 1,273 | 21 | 14 | 33 | A,B,C,D,E |
| Old Glory Lane to Patrick Henry Drive | 37,165 | 6,702 | 1,385 | 1,628 | 27 | 18 | 42 | 1,316 | 22 | 14 | 34 | A,B,C,D,E |
| Patrick Henry Drive to Mission College Boulevard | 46,745 | 8,151 | 1,754 | 2,035 | 33 | 22 | 53 | 1,668 | 27 | 18 | 43 | A,B,C,D,E |
| Mission College Boulevard to Bowers Avenue / U.S. | 55,225 | 10,126 | 2,050 | 2,426 | 40 | 26 | 62 | 1,949 | 32 | 21 | 50 | A,B,C,D,E |

TABLE 16: FUTURE BASELINE (2030 NO PROJECT) VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Bowers Avenue | | | | | | | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 47,535 | 8,323 | 1,782 | 2,071 | 34 | 22 | 53 | 1,694 | 28 | 18 | 44 | A,B,C,D,E |
| Augustine Drive to Scott Boulevard | 35,020 | 6,095 | 1,315 | 1,524 | 25 | 17 | 39 | 1,250 | 21 | 14 | 32 | A,B,C,D,E |
| Scott Boulevard to Central Expressway | 26,245 | 4,698 | 979 | 1,148 | 19 | 13 | 30 | 931 | 16 | 10 | 24 | A,B,C,D,E |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 26,965 | 4,673 | 1,013 | 1,173 | 19 | 13 | 30 | 963 | 16 | 11 | 25 | A,B,C,D,E |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 24,600 | 4,248 | 925 | 1,070 | 18 | 12 | 28 | 880 | 15 | 10 | 23 | A,B,C,D,E |
| Monroe Street to El Camino Real | 17,525 | 3,070 | 657 | 764 | 13 | 9 | 20 | 625 | 11 | 7 | 16 | A,B,C,D,E |
| El Camino Real to Benton Street | 18,650 | 3,329 | 696 | 816 | 14 | 9 | 21 | 662 | 11 | 7 | 17 | A,B,C,D,E |
| Benton Street to Homestead Avenue | 19,895 | 3,537 | 744 | 869 | 15 | 10 | 23 | 707 | 12 | 8 | 19 | A,B,C,D,E |
| Mission College Boulevard | | | | | | | | | | | | |
| Mission College Boulevard Loop to Great America | 14,815 | 2,547 | 558 | 644 | 11 | 7 | 17 | 530 | 9 | 6 | 14 | A,B,C,D,E |
| Great America Pkwy to Marriot Driveway | 23,455 | 4,224 | 874 | 1,027 | 17 | 11 | 27 | 831 | 14 | 9 | 22 | A,B,C,D,E |
| Marriot Driveway to Freedom Circle West | 22,555 | 3,993 | 844 | 985 | 16 | 11 | 26 | 802 | 13 | 9 | 21 | A,B,C,D,E |
| Freedom Circle West to Freedom Circle East | 17,755 | 3,399 | 653 | 786 | 13 | 9 | 21 | 621 | 11 | 7 | 16 | A,B,C,D,E |
| Agnew Rd / Freedom Circle East to Juliet Lane | 15,825 | 3,081 | 579 | 703 | 12 | 8 | 18 | 551 | 9 | 6 | 15 | A,B,C,D,E |
| Juliette Lane to Burton Circle | 19,425 | 3,531 | 722 | 852 | 14 | 10 | 22 | 687 | 12 | 8 | 18 | A,B,C,D,E |
| Burton Circle to Montague Expressway | 23,915 | 4,269 | 893 | 1,046 | 17 | 12 | 27 | 849 | 14 | 9 | 22 | A,B,C,D,E |
| Mission College Boulevard Loop | | | | | | | | | | | | |
| North of Mission College Boulevard | 4,930 | 847 | 186 | 215 | 4 | 3 | 6 | 177 | 3 | 2 | 5 | A,B,C,D,E |
| South of Mission College Boulevard | 11,290 | 1,601 | 440 | 476 | 8 | 6 | 13 | 419 | 7 | 5 | 11 | A,B,C,D,E |
| Agnew Road / Freedom Circle East | | | | | | | | | | | | |
| North of Mission College Boulevard | 12,450 | 2,210 | 465 | 544 | 9 | 6 | 14 | 443 | 8 | 5 | 12 | A,B,C,D,E |
| South of Mission College Boulevard | 4,380 | 865 | 160 | 196 | 4 | 3 | 5 | 152 | 3 | 2 | 4 | A,B,C,D,E |

TABLE 16: FUTURE BASELINE (2030 NO PROJECT) VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| San Tomas Expressway | | | | | | | | | | | | |
| Mission College Boulevard / Thomas Road to Scott | 83,720 | 16,324 | 3,063 | 3,719 | 61 | 40 | 96 | 2,912 | 47 | 31 | 75 | A,B,C,D,E |
| Scott Boulevard to Monroe Street | 67,195 | 12,886 | 2,469 | 2,976 | 49 | 32 | 77 | 2,346 | 38 | 25 | 60 | A,B,C,D,E |
| Monroe Street to El Camino Real | 57,730 | 11,252 | 2,113 | 2,565 | 42 | 28 | 66 | 2,008 | 33 | 22 | 52 | A,B,C,D,E |
| Tasman Drive | | | | | | | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 28,010 | 4,703 | 1,059 | 1,212 | 20 | 13 | 31 | 1,007 | 17 | 11 | 26 | A,B,C,D,E |
| Patrick Henry Drive to Old Ironsides Drive | 21,945 | 4,002 | 816 | 963 | 16 | 11 | 25 | 776 | 13 | 9 | 20 | A,B,C,D,E |
| Old Ironsides Drive to Great America Parkway | 22,140 | 4,176 | 817 | 978 | 16 | 11 | 25 | 777 | 13 | 9 | 20 | A,B,C,D,E |
| Great America Parkway to Convention Center | 30,380 | 5,358 | 1,137 | 1,326 | 22 | 15 | 34 | 1,081 | 18 | 12 | 28 | A,B,C,D,E |
| Convention Center to Centennial Boulevard | 32,955 | 5,976 | 1,226 | 1,445 | 24 | 16 | 37 | 1,166 | 19 | 13 | 30 | A,B,C,D,E |
| Centennial Boulevard to Calle Del Sol | 28,545 | 5,240 | 1,059 | 1,254 | 21 | 14 | 33 | 1,007 | 17 | 11 | 26 | A,B,C,D,E |
| Calle Del Sol to Lick Mill Boulevard | 22,555 | 4,295 | 830 | 998 | 17 | 11 | 26 | 789 | 13 | 9 | 21 | A,B,C,D,E |
| Lafayette Street | | | | | | | | | | | | |
| North of Calle De Luna | 20,400 | 3,812 | 754 | 900 | 15 | 10 | 23 | 717 | 12 | 8 | 19 | A,B,C,D,E |
| Calle Del Luna to Agnew Road | 30,195 | 5,297 | 1,132 | 1,316 | 22 | 14 | 34 | 1,076 | 18 | 12 | 28 | A,B,C,D,E |
| Agnew Road to Central Expressway | 24,295 | 4,427 | 903 | 1,066 | 18 | 12 | 28 | 859 | 14 | 10 | 22 | A,B,C,D,E |
| South of Central Expressway | 25,310 | 4,631 | 940 | 1,112 | 18 | 12 | 29 | 894 | 15 | 10 | 23 | A,B,C,D,E |
| East Arques / Scott Boulevard | | | | | | | | | | | | |
| West of Lawrence Expressway | 27,580 | 4,477 | 1,050 | 1,187 | 20 | 13 | 31 | 998 | 17 | 11 | 26 | A,B,C,D,E |
| Lawrence Expressway to Bowers Avenue | 21,505 | 3,844 | 803 | 941 | 16 | 10 | 25 | 763 | 13 | 9 | 20 | A,B,C,D,E |
| Bowers Avenue to San Tomas Expressway | 25,410 | 4,603 | 946 | 1,114 | 18 | 12 | 29 | 899 | 15 | 10 | 23 | A,B,C,D,E |
| San Tomas Expressway to Central Expressway | 14,480 | 2,537 | 543 | 631 | 11 | 7 | 17 | 516 | 9 | 6 | 14 | A,B,C,D,E |
| South of Central Expressway | 27,300 | 4,887 | 1,019 | 1,194 | 20 | 13 | 31 | 969 | 16 | 11 | 25 | A,B,C,D,E |

TABLE 16: FUTURE BASELINE (2030 NO PROJECT) VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Central Expressway | | | | | | | | | | | | |
| West of Bowers Avenue | 68,040 | 12,784 | 2,512 | 3,002 | 49 | 32 | 77 | 2,387 | 39 | 26 | 62 | A,B,C,D,E |
| Bowers Avenue to Scott Boulevard | 59,820 | 11,386 | 2,202 | 2,646 | 43 | 28 | 68 | 2,093 | 34 | 23 | 54 | A,B,C,D,E |
| Scott Boulevard to Lafayette Street | 52,520 | 10,067 | 1,930 | 2,326 | 38 | 25 | 60 | 1,834 | 30 | 20 | 47 | A,B,C,D,E |
| Lafayette Stree to De La Cruz Boulevard / Trimble | 50,900 | 10,050 | 1,857 | 2,267 | 37 | 24 | 58 | 1,765 | 29 | 19 | 46 | A,B,C,D,E |
| Montague Expressway | | | | | | | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 87,100 | 17,054 | 3,184 | 3,873 | 63 | 41 | 99 | 3,026 | 49 | 32 | 78 | A,B,C,D,E |
| Mission College Boulevard / Thomas Road to Agnew | 82,770 | 15,606 | 3,053 | 3,654 | 59 | 39 | 94 | 2,902 | 47 | 31 | 75 | A,B,C,D,E |
| Agnew Road / De La Cruz Boulevard to Lick Mill | 78,655 | 15,343 | 2,878 | 3,495 | 57 | 37 | 90 | 2,735 | 45 | 29 | 70 | A,B,C,D,E |
| Lick Mill Boulevard to North 1st Street | 85,450 | 16,191 | 3,148 | 3,776 | 61 | 40 | 97 | 2,992 | 49 | 32 | 77 | A,B,C,D,E |
| North 1st Street to Zanker Rd | 73,545 | 13,606 | 2,725 | 3,236 | 53 | 35 | 83 | 2,590 | 42 | 28 | 67 | A,B,C,D,E |
| Zanker Road to Trimble Road | 52,870 | 9,972 | 1,950 | 2,334 | 38 | 25 | 60 | 1,854 | 30 | 20 | 48 | A,B,C,D,E |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 73,215 | 13,899 | 2,696 | 3,236 | 53 | 35 | 83 | 2,563 | 42 | 28 | 66 | A,B,C,D,E |
| North of McCarthy Boulevard / O'Toole Avenue | 71,750 | 13,942 | 2,628 | 3,186 | 52 | 34 | 82 | 2,498 | 41 | 27 | 64 | A,B,C,D,E |
| Trimble Road | | | | | | | | | | | | |
| South of Montague Expressway | 24,050 | 4,728 | 878 | 1,070 | 18 | 12 | 28 | 835 | 14 | 9 | 22 | A,B,C,D,E |
| North of Central Expressway | 52,400 | 10,360 | 1,911 | 2,334 | 38 | 25 | 60 | 1,816 | 30 | 20 | 47 | A,B,C,D,E |
| De La Cruz Boulevard | | | | | | | | | | | | |
| South of Central Expressway | 32,700 | 6,515 | 1,190 | 1,459 | 24 | 16 | 38 | 1,132 | 19 | 12 | 29 | A,B,C,D,E |
| Kifer Road | | | | | | | | | | | | |
| West of Lawrence Expressway | 28,510 | 5,112 | 1,064 | 1,248 | 21 | 14 | 32 | 1,011 | 17 | 11 | 26 | A,B,C,D,E |
| East of Lawrence Expressway | 24,750 | 4,382 | 926 | 1,081 | 18 | 12 | 28 | 880 | 15 | 10 | 23 | A,B,C,D,E |
| West of Bowers Avenue | 45,570 | 8,459 | 1,687 | 2,006 | 33 | 22 | 52 | 1,604 | 26 | 17 | 41 | A,B,C,D,E |
| East of Bowers Avenue | 18,640 | 3,330 | 696 | 815 | 14 | 9 | 21 | 662 | 11 | 7 | 17 | A,B,C,D,E |

TABLE 16: FUTURE BASELINE (2030 NO PROJECT) VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Monroe Street | | | | | | | | | | | | |
| West of Lawrence Expressway | 27,470 | 4,605 | 1,039 | 1,188 | 20 | 13 | 31 | 988 | 16 | 11 | 26 | A,B,C,D,E |
| East of Lawrence Expressway | 21,525 | 3,858 | 803 | 942 | 16 | 10 | 25 | 764 | 13 | 9 | 20 | A,B,C,D,E |
| West of Bowers Avenue | 22,955 | 4,366 | 845 | 1,015 | 17 | 11 | 26 | 803 | 13 | 9 | 21 | A,B,C,D,E |
| East of Bowers Avenue | 24,960 | 4,771 | 918 | 1,105 | 18 | 12 | 29 | 873 | 15 | 10 | 23 | A,B,C,D,E |
| El Camino Real | | | | | | | | | | | | |
| West of Bowers Avenue | 34,740 | 5,935 | 1,309 | 1,507 | 25 | 16 | 39 | 1,245 | 21 | 14 | 32 | A,B,C,D,E |
| East of Bowers Avenue | 32,890 | 5,633 | 1,239 | 1,428 | 24 | 16 | 37 | 1,178 | 20 | 13 | 31 | A,B,C,D,E |
| Benton Street | | | | | | | | | | | | |
| West of Bowers Avenue | 20,250 | 3,426 | 765 | 877 | 15 | 10 | 23 | 727 | 12 | 8 | 19 | A,B,C,D,E |
| East of Bowers Avenue | 18,900 | 3,325 | 708 | 824 | 14 | 9 | 22 | 673 | 11 | 8 | 18 | A,B,C,D,E |
| Homestead Avenue | | | | | | | | | | | | |
| West of Lawrence Expressway | 27,840 | 5,445 | 1,018 | 1,238 | 20 | 14 | 32 | 968 | 16 | 11 | 25 | A,B,C,D,E |
| East of Lawrence Expressway | 24,585 | 4,738 | 902 | 1,090 | 18 | 12 | 28 | 858 | 14 | 10 | 22 | A,B,C,D,E |
| West of Bowers Avenue | 24,585 | 4,738 | 902 | 1,090 | 18 | 12 | 28 | 858 | 14 | 10 | 22 | A,B,C,D,E |
| East of Bowers Avenue | 22,080 | 4,300 | 808 | 981 | 16 | 11 | 26 | 769 | 13 | 9 | 20 | A,B,C,D,E |
| Pruneridge Avenue | | | | | | | | | | | | |
| West of Lawrence Expressway | 13,990 | 2,475 | 523 | 611 | 10 | 7 | 16 | 498 | 9 | 6 | 13 | A,B,C,D,E |
| East of Lawrence Expressway | 20,980 | 4,191 | 763 | 937 | 16 | 10 | 24 | 726 | 12 | 8 | 19 | A,B,C,D,E |

TABLE NOTES:

A) Average daily traffic (ADT) volumes derived from peak hour traffic volume information provided by Hexagon Transportation Consultants. The highest AM or PM peak hour volume was assumed to be equal to 10% of ADT.

B) Total peak hour vehicles is based on AM and PM peak hour traffic volume information provided by Hexagon Transportation Consultants.

C) Non peak-hour vehicles are derived by subtrating total peak hour traffic from ADT volumes and dividing by 22 (the number of non=peak hours in the day).

D) Vehicles per daytime includes peak hour traffic and non-peak hour traffic (10 hours) multiplied by EMFAC vehicle class distribution percentages.

E) Vehicles per nighttime includes non-peak hour traffic (12 hours) multipled by EMFAC vehicle class distribution percentages.

TABLE 17: FUTURE BASELINE (2030 NO PROJECT) TRAFFIC NOISE ESTIMATE

| Road Segment | ADT | Daytime | Evening | | Nighttime | | 24-Hour CNEL | Notes |
|---|---|---|---|---|---|---|---|---|
| | | Leq(h) | Leq(h) | CNEL Value | Leq(h) | CNEL Value | | |
| Lawrence Expressway | | | | | | | | |
| SR 237 to Tasman Drive | 39,070 | 69.9 | 70.0 | 74.8 | 70.0 | 80.0 | 76.6 | A,B |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 41,040 | 70.8 | 69.2 | 74.0 | 69.2 | 79.2 | 76.0 | A,B |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 47,880 | 70.7 | 69.1 | 73.9 | 69.1 | 79.1 | 76.0 | A,B |
| U.S. 101 to East Arques Avenue | 49,610 | 71.2 | 69.7 | 74.5 | 69.7 | 79.7 | 76.5 | A,B |
| East Arques Avenuto Kifer Road | 61,390 | 72.6 | 71.6 | 76.4 | 71.6 | 81.6 | 78.3 | A,B |
| Kifer Road to Monroe Street | 66,230 | 72.9 | 71.9 | 76.7 | 71.9 | 81.9 | 78.7 | A,B |
| Monroe Street to Homestead Avenue | 63,765 | 73.0 | 72.0 | 76.8 | 72.0 | 82.0 | 78.8 | A,B |
| Homestead Avenue to Pruneridge Ave | 60,085 | 72.6 | 72.2 | 77.0 | 72.2 | 82.2 | 78.9 | A,B |
| Patrick Henry Drive | | | | | | | | |
| South of Tasman Drive | 6,970 | 59.1 | 58.3 | 63.1 | 58.3 | 68.3 | 65.1 | A,B |
| Great America Parkway to Old Ironside Drive | 4,470 | 56.7 | 55.4 | 60.2 | 55.4 | 65.4 | 62.2 | A,B |
| West of Old Ironsides Drive | 8,090 | 55.1 | 54.3 | 59.1 | 54.3 | 64.3 | 61.0 | A,B |
| Old Ironsides Drive | | | | | | | | |
| Tasman Drive to Old Glory Lane | 2,080 | 51.7 | 50.9 | 55.7 | 50.9 | 60.9 | 57.7 | A,B |
| Old Glory Lane to Patrick Henry Drive | 1,385 | 46.4 | 45.8 | 50.6 | 45.8 | 55.8 | 52.5 | A,B |
| Great America Parkway | | | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 27,915 | 65.5 | 64.0 | 68.8 | 64.0 | 74.0 | 70.9 | A,B |
| Great America Parkway to Old Mountain View Alviso Road | 26,715 | 67.2 | 65.7 | 70.5 | 65.7 | 75.7 | 72.6 | A,B |
| Old Mountain View Alviso Road to Bunker Hill Lane | 29,800 | 67.8 | 66.4 | 71.2 | 66.4 | 76.4 | 73.2 | A,B |
| Bunker Hill Lane to Tasman Drive | 34,840 | 68.0 | 66.5 | 71.3 | 66.5 | 76.5 | 73.3 | A,B |
| Tasman Drive to Old Glory Lane | 36,135 | 68.6 | 67.0 | 71.8 | 67.0 | 77.0 | 73.9 | A,B |
| Old Glory Lane to Patrick Henry Drive | 37,165 | 68.7 | 67.3 | 72.1 | 67.3 | 77.3 | 74.1 | A,B |
| Patrick Henry Drive to Mission College Boulevard | 46,745 | 69.6 | 68.2 | 73.0 | 68.2 | 78.2 | 75.0 | A,B |
| Mission College Boulevard to Bowers Avenue / U.S. 1010 Northbound Ramp | 55,225 | 69.8 | 68.4 | 73.2 | 68.4 | 78.4 | 75.2 | A,B |
| Bowers Avenue | | | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 47,535 | 66.8 | 66.1 | 70.9 | 66.1 | 76.1 | 72.8 | A,B |
| Augustine Drive to Scott Boulevard | 35,020 | 67.6 | 66.3 | 71.1 | 66.3 | 76.3 | 73.1 | A,B |
| Scott Boulevard to Central Expressway | 26,245 | 67.2 | 65.7 | 70.5 | 65.7 | 75.7 | 72.5 | A,B |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 26,965 | 66.5 | 65.1 | 69.9 | 65.1 | 75.1 | 72.0 | A,B |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 24,600 | 67.0 | 66.1 | 70.9 | 66.1 | 76.1 | 72.9 | A,B |
| Monroe Street to El Camino Real | 17,525 | 64.9 | 64.1 | 68.9 | 64.1 | 74.1 | 70.9 | A,B |
| El Camino Real to Benton Street | 18,650 | 65.2 | 64.3 | 69.1 | 64.3 | 74.3 | 71.0 | A,B |
| Benton Street to Homestead Avenue | 19,895 | 65.5 | 64.7 | 69.5 | 64.7 | 74.7 | 71.4 | A,B |
| Mission College Boulevard | | | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 14,815 | 64.1 | 62.7 | 67.5 | 62.7 | 72.7 | 69.6 | A,B |
| Great America Pkwy to Marriot Driveway | 23,455 | 66.2 | 64.8 | 69.6 | 64.8 | 74.8 | 71.6 | A,B |
| Marriot Driveway to Freedom Circle West | 22,555 | 65.7 | 64.2 | 69.0 | 64.2 | 74.2 | 71.0 | A,B |
| Freedom Circle West to Freedom Circle East | 17,755 | 65.3 | 63.7 | 68.5 | 63.7 | 73.7 | 70.6 | A,B |
| Agnew Rd / Freedom Circle East to Juliet Lane | 15,825 | 64.6 | 63.0 | 67.8 | 63.0 | 73.0 | 69.9 | A,B |
| Juliette Lane to Burton Circle | 19,425 | 65.6 | 64.1 | 68.9 | 64.1 | 74.1 | 71.0 | A,B |
| Burton Circle to Montague Expressway | 23,915 | 67.8 | 66.8 | 71.6 | 66.8 | 76.8 | 73.5 | A,B |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Mission College Boulevard Loop | | | | | | | | |
| North of Mission College Boulevard | 4,930 | 58.0 | 56.3 | 61.1 | 56.3 | 66.3 | 63.2 | A,B |
| South of Mission College Boulevard | 11,290 | 61.1 | 60.2 | 65.0 | 60.2 | 70.2 | 67.0 | A,B |
| Agnew Road / Freedom Circle East | | | | | | | | |
| North of Mission College Boulevard | 12,450 | 61.2 | 59.6 | 64.4 | 59.6 | 69.6 | 66.5 | A,B |
| South of Mission College Boulevard | 4,380 | 58.4 | 56.9 | 61.7 | 56.9 | 66.9 | 63.7 | A,B |
| San Tomas Expressway | | | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 83,720 | 73.0 | 71.4 | 76.2 | 71.4 | 81.4 | 78.2 | A,B |
| Scott Boulevard to Monroe Street | 67,195 | 72.2 | 70.6 | 75.4 | 70.6 | 80.6 | 77.5 | A,B |
| Monroe Street to El Camino Real | 57,730 | 71.5 | 69.8 | 74.6 | 69.8 | 79.8 | 76.7 | A,B |
| Tasman Drive | | | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 28,010 | 67.5 | 66.1 | 70.9 | 66.1 | 76.1 | 72.9 | A,B |
| Patrick Henry Drive to Old Ironsides Drive | 21,945 | 66.5 | 65.1 | 69.9 | 65.1 | 75.1 | 72.0 | A,B |
| Old Ironsides Drive to Great America Parkway | 22,140 | 65.9 | 64.6 | 69.4 | 64.6 | 74.6 | 71.4 | A,B |
| Great America Parkway to Convention Center | 30,380 | 67.2 | 65.9 | 70.7 | 65.9 | 75.9 | 72.7 | A,B |
| Convention Center to Centennial Boulevard | 32,955 | 68.2 | 66.6 | 71.4 | 66.6 | 76.6 | 73.5 | A,B |
| Centennial Boulevard to Calle Del Sol | 28,545 | 67.6 | 66.1 | 70.9 | 66.1 | 76.1 | 72.9 | A,B |
| Calle Del Sol to Lick Mill Boulevard | 22,555 | 66.1 | 64.6 | 69.4 | 64.6 | 74.6 | 71.4 | A,B |
| Lafayette Street | | | | | | | | |
| North of Calle De Luna | 20,400 | 65.2 | 63.6 | 68.4 | 63.6 | 73.6 | 70.5 | A,B |
| Calle Del Luna to Agnew Road | 30,195 | 67.0 | 65.6 | 70.4 | 65.6 | 75.6 | 72.4 | A,B |
| Agnew Road to Central Expressway | 24,295 | 66.9 | 65.4 | 70.2 | 65.4 | 75.4 | 72.3 | A,B |
| South of Central Expressway | 25,310 | 64.7 | 63.2 | 68.0 | 63.2 | 73.2 | 70.1 | A,B |
| East Arques / Scott Boulevard | | | | | | | | |
| West of Lawrence Expressway | 27,580 | 66.3 | 65.1 | 69.9 | 65.1 | 75.1 | 71.9 | A,B |
| Lawrence Expressway to Bowers Avenue | 21,505 | 66.3 | 64.9 | 69.7 | 64.9 | 74.9 | 71.7 | A,B |
| Bowers Avenue to San Tomas Expressway | 25,410 | 67.1 | 65.7 | 70.5 | 65.7 | 75.7 | 72.5 | A,B |
| San Tomas Expressway to Central Expressway | 14,480 | 64.6 | 63.2 | 68.0 | 63.2 | 73.2 | 70.1 | A,B |
| South of Central Expressway | 27,300 | 66.5 | 65.1 | 69.9 | 65.1 | 75.1 | 71.9 | A,B |
| Central Expressway | | | | | | | | |
| West of Bowers Avenue | 68,040 | 72.7 | 71.2 | 76.0 | 71.2 | 81.2 | 78.0 | A,B |
| Bowers Avenue to Scott Boulevard | 59,820 | 72.6 | 71.0 | 75.8 | 71.0 | 81.0 | 77.9 | A,B |
| Scott Boulevard to Lafayette Street | 52,520 | 72.0 | 70.2 | 75.0 | 70.2 | 80.2 | 77.1 | A,B |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 50,900 | 71.5 | 69.8 | 74.6 | 69.8 | 79.8 | 76.7 | A,B |
| Montague Expressway | | | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 87,100 | 72.2 | 70.6 | 75.4 | 70.6 | 80.6 | 77.4 | A,B |
| Mission College Boulevard / Thomas Road to Agnew Road / De La Cruz Boulevard | 82,770 | 73.0 | 71.5 | 76.3 | 71.5 | 81.5 | 78.3 | A,B |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 78,655 | 72.7 | 71.1 | 75.9 | 71.1 | 81.1 | 77.9 | A,B |
| Lick Mill Boulevard to North 1st Street | 85,450 | 73.1 | 71.4 | 76.2 | 71.4 | 81.4 | 78.3 | A,B |
| North 1st Street to Zanker Rd | 73,545 | 72.3 | 70.8 | 75.6 | 70.8 | 80.8 | 77.6 | A,B |
| Zanker Road to Trimble Road | 52,870 | 71.3 | 69.7 | 74.5 | 69.7 | 79.7 | 76.5 | A,B |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 73,215 | 72.4 | 70.9 | 75.7 | 70.9 | 80.9 | 77.7 | A,B |
| North of McCarthy Boulevard / O'Toole Avenue | 71,750 | 72.1 | 70.4 | 75.2 | 70.4 | 80.4 | 77.3 | A,B |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Trimble Road | | | | | | | | |
| South of Montague Expressway | 24,050 | 67.1 | 65.5 | 70.3 | 65.5 | 75.5 | 72.4 | A,B |
| North of Central Expressway | 52,400 | 70.3 | 68.7 | 73.5 | 68.7 | 78.7 | 75.5 | A,B |
| De La Cruz Boulevard | | | | | | | | |
| South of Central Expressway | 32,700 | 68.4 | 66.8 | 71.6 | 66.8 | 76.8 | 73.6 | A,B |
| Kifer Road | | | | | | | | |
| West of Lawrence Expressway | 28,510 | 67.5 | 66.6 | 71.4 | 66.6 | 76.6 | 73.4 | A,B |
| East of Lawrence Expressway | 24,750 | 66.9 | 66.1 | 70.9 | 66.1 | 76.1 | 72.8 | A,B |
| West of Bowers Avenue | 45,570 | 69.6 | 68.5 | 73.3 | 68.5 | 78.5 | 75.3 | A,B |
| East of Bowers Avenue | 18,640 | 65.7 | 64.8 | 69.6 | 64.8 | 74.8 | 71.6 | A,B |
| Monroe Street | | | | | | | | |
| West of Lawrence Expressway | 27,470 | 66.8 | 66.1 | 70.9 | 66.1 | 76.1 | 72.8 | A,B |
| East of Lawrence Expressway | 21,525 | 65.8 | 65.0 | 69.8 | 65.0 | 75.0 | 71.7 | A,B |
| West of Bowers Avenue | 22,955 | 66.1 | 65.1 | 69.9 | 65.1 | 75.1 | 71.9 | A,B |
| East of Bowers Avenue | 24,960 | 66.5 | 65.6 | 70.4 | 65.6 | 75.6 | 72.4 | A,B |
| El Camino Real | | | | | | | | |
| West of Bowers Avenue | 34,740 | 68.1 | 67.2 | 72.0 | 67.2 | 77.2 | 74.0 | A,B |
| East of Bowers Avenue | 32,890 | 67.8 | 67.0 | 71.8 | 67.0 | 77.0 | 73.8 | A,B |
| Benton Street | | | | | | | | |
| West of Bowers Avenue | 20,250 | 65.5 | 64.7 | 69.5 | 64.7 | 74.7 | 71.5 | A,B |
| East of Bowers Avenue | 18,900 | 65.3 | 64.4 | 69.2 | 64.4 | 74.4 | 71.1 | A,B |
| Homestead Avenue | | | | | | | | |
| West of Lawrence Expressway | 27,840 | 67.0 | 66.0 | 70.8 | 66.0 | 76.0 | 72.8 | A,B |
| East of Lawrence Expressway | 24,585 | 66.4 | 65.4 | 70.2 | 65.4 | 75.4 | 72.2 | A,B |
| West of Bowers Avenue | 24,585 | 66.4 | 65.4 | 70.2 | 65.4 | 75.4 | 72.2 | A,B |
| East of Bowers Avenue | 22,080 | 66.1 | 65.0 | 69.8 | 65.0 | 75.0 | 71.8 | A,B |
| Pruneridge Avenue | | | | | | | | |
| West of Lawrence Expressway | 13,990 | 64.1 | 63.1 | 67.9 | 63.1 | 73.1 | 69.9 | A,B |
| East of Lawrence Expressway | 20,980 | 65.8 | 64.7 | 69.5 | 64.7 | 74.7 | 71.5 | A,B |
| TABLE NOTES: | | | | | | | | |
| A) Average daily traffic (ADT) volumes derived from peak hour traffic volume information provided by Hexagon Transportation Consultants. The highest AM or PM peak hour volume was assumed to be equal to 10% of ADT. | | | | | | | | |
| B) 24-hour CNEL assumes 12 hours of daytime Leq (h), plus 3 hours of evening CNEL value Leq (h), plus 9 hours of nighttime CNEL value Leq (h). | | | | | | | | |

TABLE 18: 2030 GREYSTAR VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Lawrence Expressway | | | | | | | | | | | | |
| SR 237 to Tasman Drive | 39,010 | 7,414 | 1,436 | 1,725 | 28 | 19 | 45 | 1,365 | 23 | 15 | 35 | A,B,C,D,E |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 41,100 | 7,676 | 1,519 | 1,812 | 30 | 20 | 47 | 1,444 | 24 | 16 | 37 | A,B,C,D,E |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 48,020 | 9,174 | 1,766 | 2,125 | 35 | 23 | 55 | 1,679 | 28 | 18 | 43 | A,B,C,D,E |
| U.S. 101 to East Arques Avenue | 49,740 | 9,019 | 1,851 | 2,181 | 36 | 24 | 56 | 1,759 | 29 | 19 | 45 | A,B,C,D,E |
| East Arques Avenuto Kifer Road | 60,710 | 11,527 | 2,236 | 2,684 | 44 | 29 | 69 | 2,125 | 35 | 23 | 55 | A,B,C,D,E |
| Kifer Road to Monroe Street | 64,700 | 12,541 | 2,371 | 2,871 | 47 | 31 | 74 | 2,254 | 37 | 24 | 58 | A,B,C,D,E |
| Monroe Street to Homestead Avenue | 63,970 | 12,235 | 2,352 | 2,832 | 46 | 30 | 73 | 2,235 | 37 | 24 | 58 | A,B,C,D,E |
| Homestead Avenue to Pruneridge Ave | 60,075 | 11,710 | 2,198 | 2,669 | 44 | 29 | 69 | 2,090 | 34 | 23 | 54 | A,B,C,D,E |
| Patrick Henry Drive | | | | | | | | | | | | |
| South of Tasman Drive | 7,071 | 957 | 278 | 296 | 5 | 4 | 8 | 265 | 5 | 3 | 7 | A,B,C,D,E |
| Great America Parkway to Old Ironside Drive | 4,470 | 869 | 164 | 199 | 4 | 3 | 6 | 156 | 3 | 2 | 4 | A,B,C,D,E |
| West of Old Ironsides Drive | 8,183 | 1,176 | 319 | 346 | 6 | 4 | 9 | 303 | 5 | 4 | 8 | A,B,C,D,E |
| Old Ironsides Drive | | | | | | | | | | | | |
| Tasman Drive to Old Glory Lane | 2,091 | 285 | 82 | 88 | 2 | 1 | 3 | 78 | 2 | 1 | 2 | A,B,C,D,E |
| Old Glory Lane to Patrick Henry Drive | 1,403 | 234 | 53 | 61 | 1 | 1 | 2 | 51 | 1 | 1 | 2 | A,B,C,D,E |
| Great America Parkway | | | | | | | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 27,915 | 5,198 | 1,033 | 1,230 | 20 | 14 | 32 | 982 | 16 | 11 | 26 | A,B,C,D,E |
| Great America Parkway to Old Mountain View Alviso | 26,560 | 4,812 | 989 | 1,164 | 19 | 13 | 30 | 940 | 16 | 10 | 25 | A,B,C,D,E |
| Old Mountain View Alviso Road to Bunker Hill Lane | 29,655 | 5,323 | 1,106 | 1,298 | 21 | 14 | 34 | 1,052 | 17 | 12 | 27 | A,B,C,D,E |
| Bunker Hill Lane to Tasman Drive | 34,908 | 6,109 | 1,309 | 1,521 | 25 | 17 | 39 | 1,245 | 21 | 14 | 32 | A,B,C,D,E |
| Tasman Drive to Old Glory Lane | 36,171 | 6,703 | 1,339 | 1,592 | 26 | 17 | 41 | 1,273 | 21 | 14 | 33 | A,B,C,D,E |
| Old Glory Lane to Patrick Henry Drive | 37,120 | 6,722 | 1,382 | 1,627 | 27 | 18 | 42 | 1,314 | 22 | 14 | 34 | A,B,C,D,E |
| Patrick Henry Drive to Mission College Boulevard | 46,670 | 8,162 | 1,750 | 2,033 | 33 | 22 | 52 | 1,664 | 27 | 18 | 43 | A,B,C,D,E |
| Mission College Boulevard to Bowers Avenue / U.S. | 55,603 | 10,255 | 2,061 | 2,445 | 40 | 26 | 63 | 1,959 | 32 | 21 | 51 | A,B,C,D,E |

TABLE 18: 2030 GREYSTAR VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Bowers Avenue | | | | | | | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 47,595 | 8,364 | 1,783 | 2,075 | 34 | 22 | 54 | 1,695 | 28 | 18 | 44 | A,B,C,D,E |
| Augustine Drive to Scott Boulevard | 35,055 | 6,137 | 1,314 | 1,527 | 25 | 17 | 40 | 1,250 | 21 | 14 | 32 | A,B,C,D,E |
| Scott Boulevard to Central Expressway | 26,270 | 4,687 | 981 | 1,149 | 19 | 13 | 30 | 933 | 16 | 10 | 24 | A,B,C,D,E |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 26,950 | 4,681 | 1,012 | 1,173 | 19 | 13 | 30 | 962 | 16 | 11 | 25 | A,B,C,D,E |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 24,610 | 4,234 | 926 | 1,069 | 18 | 12 | 28 | 881 | 15 | 10 | 23 | A,B,C,D,E |
| Monroe Street to El Camino Real | 17,385 | 3,048 | 652 | 758 | 13 | 9 | 20 | 620 | 10 | 7 | 16 | A,B,C,D,E |
| El Camino Real to Benton Street | 18,440 | 3,305 | 688 | 807 | 14 | 9 | 21 | 654 | 11 | 7 | 17 | A,B,C,D,E |
| Benton Street to Homestead Avenue | 19,620 | 3,499 | 733 | 858 | 14 | 10 | 22 | 697 | 12 | 8 | 18 | A,B,C,D,E |
| Mission College Boulevard | | | | | | | | | | | | |
| Mission College Boulevard Loop to Great America | 15,218 | 2,610 | 573 | 661 | 11 | 7 | 17 | 545 | 9 | 6 | 14 | A,B,C,D,E |
| Great America Pkwy to Marriot Driveway | 24,324 | 4,409 | 905 | 1,067 | 18 | 12 | 28 | 861 | 14 | 10 | 22 | A,B,C,D,E |
| Marriot Driveway to Freedom Circle West | 23,325 | 4,157 | 871 | 1,020 | 17 | 11 | 27 | 828 | 14 | 9 | 22 | A,B,C,D,E |
| Freedom Circle West to Freedom Circle East | 18,574 | 3,595 | 681 | 824 | 14 | 9 | 22 | 648 | 11 | 7 | 17 | A,B,C,D,E |
| Agnew Rd / Freedom Circle East to Juliet Lane | 17,255 | 3,363 | 631 | 767 | 13 | 9 | 20 | 601 | 10 | 7 | 16 | A,B,C,D,E |
| Juliette Lane to Burton Circle | 20,845 | 3,771 | 776 | 914 | 15 | 10 | 24 | 738 | 12 | 8 | 19 | A,B,C,D,E |
| Burton Circle to Montague Expressway | 25,093 | 4,484 | 937 | 1,097 | 18 | 12 | 29 | 891 | 15 | 10 | 23 | A,B,C,D,E |
| Mission College Boulevard Loop | | | | | | | | | | | | |
| North of Mission College Boulevard | 5,192 | 894 | 195 | 226 | 4 | 3 | 6 | 186 | 3 | 2 | 5 | A,B,C,D,E |
| South of Mission College Boulevard | 11,427 | 1,621 | 446 | 482 | 8 | 6 | 13 | 424 | 7 | 5 | 11 | A,B,C,D,E |
| Agnew Road / Freedom Circle East | | | | | | | | | | | | |
| North of Mission College Boulevard | 12,590 | 2,245 | 470 | 551 | 9 | 6 | 15 | 447 | 8 | 5 | 12 | A,B,C,D,E |
| South of Mission College Boulevard | 8,222 | 1,552 | 303 | 363 | 6 | 4 | 10 | 289 | 5 | 4 | 8 | A,B,C,D,E |

TABLE 18: 2030 GREYSTAR VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| San Tomas Expressway | | | | | | | | | | | | |
| Mission College Boulevard / Thomas Road to Scott | 84,116 | 16,388 | 3,079 | 3,736 | 61 | 40 | 96 | 2,926 | 48 | 31 | 75 | A,B,C,D,E |
| Scott Boulevard to Monroe Street | 67,415 | 12,923 | 2,477 | 2,985 | 49 | 32 | 77 | 2,354 | 38 | 25 | 61 | A,B,C,D,E |
| Monroe Street to El Camino Real | 57,825 | 11,265 | 2,116 | 2,569 | 42 | 28 | 66 | 2,012 | 33 | 22 | 52 | A,B,C,D,E |
| Tasman Drive | | | | | | | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 28,147 | 4,718 | 1,065 | 1,218 | 20 | 13 | 32 | 1,013 | 17 | 11 | 26 | A,B,C,D,E |
| Patrick Henry Drive to Old Ironsides Drive | 22,021 | 4,012 | 819 | 966 | 16 | 11 | 25 | 778 | 13 | 9 | 20 | A,B,C,D,E |
| Old Ironsides Drive to Great America Parkway | 22,186 | 4,183 | 818 | 980 | 16 | 11 | 26 | 778 | 13 | 9 | 20 | A,B,C,D,E |
| Great America Parkway to Convention Center | 30,325 | 5,345 | 1,135 | 1,323 | 22 | 14 | 34 | 1,080 | 18 | 12 | 28 | A,B,C,D,E |
| Convention Center to Centennial Boulevard | 32,875 | 5,961 | 1,223 | 1,441 | 24 | 16 | 37 | 1,163 | 19 | 13 | 30 | A,B,C,D,E |
| Centennial Boulevard to Calle Del Sol | 28,430 | 5,217 | 1,055 | 1,249 | 21 | 14 | 32 | 1,003 | 17 | 11 | 26 | A,B,C,D,E |
| Calle Del Sol to Lick Mill Boulevard | 22,530 | 4,287 | 829 | 997 | 17 | 11 | 26 | 789 | 13 | 9 | 21 | A,B,C,D,E |
| Lafayette Street | | | | | | | | | | | | |
| North of Calle De Luna | 20,550 | 3,828 | 760 | 906 | 15 | 10 | 24 | 723 | 12 | 8 | 19 | A,B,C,D,E |
| Calle Del Luna to Agnew Road | 30,220 | 5,303 | 1,133 | 1,317 | 22 | 14 | 34 | 1,077 | 18 | 12 | 28 | A,B,C,D,E |
| Agnew Road to Central Expressway | 24,305 | 4,430 | 903 | 1,067 | 18 | 12 | 28 | 859 | 14 | 10 | 22 | A,B,C,D,E |
| South of Central Expressway | 25,400 | 4,648 | 943 | 1,116 | 18 | 12 | 29 | 897 | 15 | 10 | 23 | A,B,C,D,E |
| East Arques / Scott Boulevard | | | | | | | | | | | | |
| West of Lawrence Expressway | 27,680 | 4,469 | 1,055 | 1,190 | 20 | 13 | 31 | 1,003 | 17 | 11 | 26 | A,B,C,D,E |
| Lawrence Expressway to Bowers Avenue | 21,865 | 3,870 | 818 | 955 | 16 | 11 | 25 | 778 | 13 | 9 | 20 | A,B,C,D,E |
| Bowers Avenue to San Tomas Expressway | 24,725 | 4,529 | 918 | 1,086 | 18 | 12 | 28 | 873 | 15 | 10 | 23 | A,B,C,D,E |
| San Tomas Expressway to Central Expressway | 14,410 | 2,531 | 540 | 629 | 11 | 7 | 17 | 514 | 9 | 6 | 14 | A,B,C,D,E |
| South of Central Expressway | 27,240 | 4,875 | 1,017 | 1,192 | 20 | 13 | 31 | 967 | 16 | 11 | 25 | A,B,C,D,E |

TABLE 18: 2030 GREYSTAR VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Central Expressway | | | | | | | | | | | | |
| West of Bowers Avenue | 68,230 | 12,798 | 2,520 | 3,009 | 49 | 32 | 77 | 2,395 | 39 | 26 | 62 | A,B,C,D,E |
| Bowers Avenue to Scott Boulevard | 59,910 | 11,369 | 2,206 | 2,648 | 43 | 28 | 68 | 2,097 | 34 | 23 | 54 | A,B,C,D,E |
| Scott Boulevard to Lafayette Street | 52,725 | 10,074 | 1,939 | 2,334 | 38 | 25 | 60 | 1,843 | 30 | 20 | 48 | A,B,C,D,E |
| Lafayette Stree to De La Cruz Boulevard / Trimble | 51,160 | 10,070 | 1,868 | 2,277 | 37 | 25 | 59 | 1,775 | 29 | 19 | 46 | A,B,C,D,E |
| Montague Expressway | | | | | | | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 87,693 | 17,155 | 3,206 | 3,898 | 63 | 42 | 100 | 3,047 | 50 | 33 | 78 | A,B,C,D,E |
| Mission College Boulevard / Thomas Road to Agnew | 82,991 | 15,651 | 3,061 | 3,664 | 60 | 39 | 94 | 2,909 | 47 | 31 | 75 | A,B,C,D,E |
| Agnew Road / De La Cruz Boulevard to Lick Mill | 78,880 | 15,382 | 2,886 | 3,504 | 57 | 38 | 90 | 2,743 | 45 | 30 | 71 | A,B,C,D,E |
| Lick Mill Boulevard to North 1st Street | 85,785 | 16,245 | 3,161 | 3,790 | 62 | 41 | 97 | 3,004 | 49 | 32 | 77 | A,B,C,D,E |
| North 1st Street to Zanker Rd | 73,745 | 13,636 | 2,732 | 3,244 | 53 | 35 | 83 | 2,597 | 42 | 28 | 67 | A,B,C,D,E |
| Zanker Road to Trimble Road | 52,845 | 9,970 | 1,949 | 2,333 | 38 | 25 | 60 | 1,853 | 30 | 20 | 48 | A,B,C,D,E |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 73,020 | 13,889 | 2,688 | 3,229 | 53 | 35 | 83 | 2,555 | 42 | 28 | 66 | A,B,C,D,E |
| North of McCarthy Boulevard / O'Toole Avenue | 71,590 | 13,945 | 2,620 | 3,180 | 52 | 34 | 82 | 2,491 | 41 | 27 | 64 | A,B,C,D,E |
| Trimble Road | | | | | | | | | | | | |
| South of Montague Expressway | 23,970 | 4,714 | 875 | 1,067 | 18 | 12 | 28 | 832 | 14 | 9 | 22 | A,B,C,D,E |
| North of Central Expressway | 52,320 | 10,368 | 1,907 | 2,332 | 38 | 25 | 60 | 1,813 | 30 | 20 | 47 | A,B,C,D,E |
| De La Cruz Boulevard | | | | | | | | | | | | |
| South of Central Expressway | 32,790 | 6,524 | 1,194 | 1,463 | 24 | 16 | 38 | 1,135 | 19 | 12 | 30 | A,B,C,D,E |
| Kifer Road | | | | | | | | | | | | |
| West of Lawrence Expressway | 28,660 | 5,130 | 1,070 | 1,254 | 21 | 14 | 33 | 1,017 | 17 | 11 | 26 | A,B,C,D,E |
| East of Lawrence Expressway | 24,865 | 4,397 | 930 | 1,085 | 18 | 12 | 28 | 885 | 15 | 10 | 23 | A,B,C,D,E |
| West of Bowers Avenue | 45,715 | 8,475 | 1,693 | 2,012 | 33 | 22 | 52 | 1,609 | 26 | 18 | 42 | A,B,C,D,E |
| East of Bowers Avenue | 18,730 | 3,341 | 700 | 819 | 14 | 9 | 21 | 665 | 11 | 8 | 17 | A,B,C,D,E |

TABLE 18: 2030 GREYSTAR VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Monroe Street | | | | | | | | | | | | |
| West of Lawrence Expressway | 27,540 | 4,610 | 1,042 | 1,191 | 20 | 13 | 31 | 991 | 16 | 11 | 26 | A,B,C,D,E |
| East of Lawrence Expressway | 21,590 | 3,862 | 806 | 944 | 16 | 10 | 25 | 766 | 13 | 9 | 20 | A,B,C,D,E |
| West of Bowers Avenue | 23,020 | 4,371 | 848 | 1,018 | 17 | 11 | 27 | 806 | 14 | 9 | 21 | A,B,C,D,E |
| East of Bowers Avenue | 24,920 | 4,745 | 917 | 1,103 | 18 | 12 | 29 | 872 | 15 | 10 | 23 | A,B,C,D,E |
| El Camino Real | | | | | | | | | | | | |
| West of Bowers Avenue | 34,610 | 5,904 | 1,305 | 1,501 | 25 | 16 | 39 | 1,240 | 21 | 14 | 32 | A,B,C,D,E |
| East of Bowers Avenue | 32,780 | 5,607 | 1,235 | 1,423 | 23 | 16 | 37 | 1,174 | 19 | 13 | 31 | A,B,C,D,E |
| Benton Street | | | | | | | | | | | | |
| West of Bowers Avenue | 20,310 | 3,424 | 768 | 880 | 15 | 10 | 23 | 730 | 12 | 8 | 19 | A,B,C,D,E |
| East of Bowers Avenue | 18,980 | 3,334 | 711 | 828 | 14 | 9 | 22 | 676 | 11 | 8 | 18 | A,B,C,D,E |
| Homestead Avenue | | | | | | | | | | | | |
| West of Lawrence Expressway | 27,910 | 5,446 | 1,021 | 1,240 | 21 | 14 | 32 | 971 | 16 | 11 | 25 | A,B,C,D,E |
| East of Lawrence Expressway | 24,730 | 4,753 | 908 | 1,096 | 18 | 12 | 29 | 863 | 14 | 10 | 23 | A,B,C,D,E |
| West of Bowers Avenue | 24,730 | 4,753 | 908 | 1,096 | 18 | 12 | 29 | 863 | 14 | 10 | 23 | A,B,C,D,E |
| East of Bowers Avenue | 21,820 | 4,254 | 798 | 970 | 16 | 11 | 25 | 759 | 13 | 9 | 20 | A,B,C,D,E |
| Pruneridge Avenue | | | | | | | | | | | | |
| West of Lawrence Expressway | 14,140 | 2,491 | 530 | 617 | 10 | 7 | 16 | 504 | 9 | 6 | 13 | A,B,C,D,E |
| East of Lawrence Expressway | 21,220 | 4,214 | 773 | 946 | 16 | 11 | 25 | 735 | 12 | 8 | 19 | A,B,C,D,E |

TABLE NOTES:

A) Average daily traffic (ADT) volumes derived from peak hour traffic volume information provided by Hexagon Transportation Consultants. The highest AM or PM peak hour volume was assumed to be equal to 10% of ADT.

B) Total peak hour vehicles is based on AM and PM peak hour traffic volume information provided by Hexagon Transportation Consultants.

C) Non peak-hour vehicles are derived by subtrating total peak hour traffic from ADT volumes and dividing by 22 (the number of non=peak hours in the day).

D) Vehicles per daytime includes peak hour traffic and non-peak hour traffic (10 hours) multiplied by EMFAC vehicle class distribution percentages.

E) Vehicles per nighttime includes non-peak hour traffic (12 hours) multipled by EMFAC vehicle class distribution percentages.

TABLE 19: 2030 GREYSTAR TRAFFIC NOISE ESTIMATE

| Road Segment | ADT | Daytime | Evening | | Nighttime | | 24-Hour CNEL | Notes |
|---|---|---|---|---|---|---|---|---|
| | | Leq(h) | Leq(h) | CNEL Value | Leq(h) | CNEL Value | | |
| Lawrence Expressway | | | | | | | | |
| SR 237 to Tasman Drive | 39,010 | 69.9 | 70.0 | 74.8 | 70.0 | 80.0 | 76.6 | A,B |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 41,100 | 70.8 | 69.2 | 74.0 | 69.2 | 79.2 | 76.0 | A,B |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 48,020 | 70.7 | 69.1 | 73.9 | 69.1 | 79.1 | 76.0 | A,B |
| U.S. 101 to East Arques Avenue | 49,740 | 71.2 | 69.7 | 74.5 | 69.7 | 79.7 | 76.5 | A,B |
| East Arques Avenuto Kifer Road | 60,710 | 72.6 | 71.5 | 76.3 | 71.5 | 81.5 | 78.3 | A,B |
| Kifer Road to Monroe Street | 64,700 | 72.8 | 71.8 | 76.6 | 71.8 | 81.8 | 78.6 | A,B |
| Monroe Street to Homestead Avenue | 63,970 | 73.0 | 72.0 | 76.8 | 72.0 | 82.0 | 78.8 | A,B |
| Homestead Avenue to Pruneridge Ave | 60,075 | 72.6 | 72.2 | 77.0 | 72.2 | 82.2 | 78.9 | A,B |
| Patrick Henry Drive | | | | | | | | |
| South of Tasman Drive | 7,071 | 59.2 | 58.4 | 63.2 | 58.4 | 68.4 | 65.1 | A,B |
| Great America Parkway to Old Ironside Drive | 4,470 | 56.7 | 55.4 | 60.2 | 55.4 | 65.4 | 62.2 | A,B |
| West of Old Ironsides Drive | 8,183 | 55.1 | 54.3 | 59.1 | 54.3 | 64.3 | 61.1 | A,B |
| Old Ironsides Drive | | | | | | | | |
| Tasman Drive to Old Glory Lane | 2,091 | 51.7 | 50.9 | 55.7 | 50.9 | 60.9 | 57.7 | A,B |
| Old Glory Lane to Patrick Henry Drive | 1,403 | 46.4 | 45.9 | 50.7 | 45.9 | 55.9 | 52.6 | A,B |
| Great America Parkway | | | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 27,915 | 65.5 | 64.0 | 68.8 | 64.0 | 74.0 | 70.9 | A,B |
| Great America Parkway to Old Mountain View Alviso Road | 26,560 | 67.2 | 65.7 | 70.5 | 65.7 | 75.7 | 72.6 | A,B |
| Old Mountain View Alviso Road to Bunker Hill Lane | 29,655 | 67.8 | 66.3 | 71.1 | 66.3 | 76.3 | 73.2 | A,B |
| Bunker Hill Lane to Tasman Drive | 34,908 | 68.0 | 66.5 | 71.3 | 66.5 | 76.5 | 73.3 | A,B |
| Tasman Drive to Old Glory Lane | 36,171 | 68.6 | 67.0 | 71.8 | 67.0 | 77.0 | 73.9 | A,B |
| Old Glory Lane to Patrick Henry Drive | 37,120 | 68.7 | 67.3 | 72.1 | 67.3 | 77.3 | 74.1 | A,B |
| Patrick Henry Drive to Mission College Boulevard | 46,670 | 69.6 | 68.1 | 72.9 | 68.1 | 78.1 | 75.0 | A,B |
| Mission College Boulevard to Bowers Avenue / U.S. 1010 Northbound Ramp | 55,603 | 69.8 | 68.4 | 73.2 | 68.4 | 78.4 | 75.2 | A,B |
| Bowers Avenue | | | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 47,595 | 66.9 | 66.1 | 70.9 | 66.1 | 76.1 | 72.8 | A,B |
| Augustine Drive to Scott Boulevard | 35,055 | 67.7 | 66.3 | 71.1 | 66.3 | 76.3 | 73.1 | A,B |
| Scott Boulevard to Central Expressway | 26,270 | 67.2 | 65.7 | 70.5 | 65.7 | 75.7 | 72.5 | A,B |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 26,950 | 66.5 | 65.1 | 69.9 | 65.1 | 75.1 | 72.0 | A,B |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 24,610 | 67.0 | 66.1 | 70.9 | 66.1 | 76.1 | 72.9 | A,B |
| Monroe Street to El Camino Real | 17,385 | 64.9 | 64.1 | 68.9 | 64.1 | 74.1 | 70.8 | A,B |
| El Camino Real to Benton Street | 18,440 | 65.1 | 64.2 | 69.0 | 64.2 | 74.2 | 71.0 | A,B |
| Benton Street to Homestead Avenue | 19,620 | 65.5 | 64.6 | 69.4 | 64.6 | 74.6 | 71.4 | A,B |
| Mission College Boulevard | | | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 15,218 | 64.2 | 62.9 | 67.7 | 62.9 | 72.9 | 69.7 | A,B |
| Great America Pkwy to Marriot Driveway | 24,324 | 66.3 | 64.9 | 69.7 | 64.9 | 74.9 | 71.8 | A,B |
| Marriot Driveway to Freedom Circle West | 23,325 | 65.9 | 64.3 | 69.1 | 64.3 | 74.3 | 71.2 | A,B |
| Freedom Circle West to Freedom Circle East | 18,574 | 65.5 | 63.9 | 68.7 | 63.9 | 73.9 | 70.8 | A,B |
| Agnew Rd / Freedom Circle East to Juliet Lane | 17,255 | 65.0 | 63.4 | 68.2 | 63.4 | 73.4 | 70.2 | A,B |
| Juliette Lane to Burton Circle | 20,845 | 65.9 | 64.4 | 69.2 | 64.4 | 74.4 | 71.3 | A,B |
| Burton Circle to Montague Expressway | 25,093 | 68.0 | 67.0 | 71.8 | 67.0 | 77.0 | 73.8 | A,B |

TABLE 19: 2030 GREYSTAR TRAFFIC NOISE ESTIMATE

| Road Segment | ADT | Daytime | Evening | | Nighttime | | 24-Hour CNEL | Notes |
|---|---|---|---|---|---|---|---|---|
| | | Leq(h) | Leq(h) | CNEL Value | Leq(h) | CNEL Value | | |
| Mission College Boulevard Loop | | | | | | | | |
| North of Mission College Boulevard | 5,192 | 58.2 | 56.5 | 61.3 | 56.5 | 66.5 | 63.4 | A,B |
| South of Mission College Boulevard | 11,427 | 61.2 | 60.3 | 65.1 | 60.3 | 70.3 | 67.0 | A,B |
| Agnew Road / Freedom Circle East | | | | | | | | |
| North of Mission College Boulevard | 12,590 | 61.3 | 59.7 | 64.5 | 59.7 | 69.7 | 66.5 | A,B |
| South of Mission College Boulevard | 8,222 | 61.0 | 59.7 | 64.5 | 59.7 | 69.7 | 66.5 | A,B |
| San Tomas Expressway | | | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 84,116 | 73.0 | 71.4 | 76.2 | 71.4 | 81.4 | 78.3 | A,B |
| Scott Boulevard to Monroe Street | 67,415 | 72.2 | 70.6 | 75.4 | 70.6 | 80.6 | 77.5 | A,B |
| Monroe Street to El Camino Real | 57,825 | 71.5 | 69.9 | 74.7 | 69.9 | 79.9 | 76.7 | A,B |
| Tasman Drive | | | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 28,147 | 67.5 | 66.1 | 70.9 | 66.1 | 76.1 | 72.9 | A,B |
| Patrick Henry Drive to Old Ironsides Drive | 22,021 | 66.5 | 65.2 | 70.0 | 65.2 | 75.2 | 72.0 | A,B |
| Old Ironsides Drive to Great America Parkway | 22,186 | 65.9 | 64.6 | 69.4 | 64.6 | 74.6 | 71.4 | A,B |
| Great America Parkway to Convention Center | 30,325 | 67.2 | 65.9 | 70.7 | 65.9 | 75.9 | 72.7 | A,B |
| Convention Center to Centennial Boulevard | 32,875 | 68.2 | 66.6 | 71.4 | 66.6 | 76.6 | 73.5 | A,B |
| Centennial Boulevard to Calle Del Sol | 28,430 | 67.6 | 66.0 | 70.8 | 66.0 | 76.0 | 72.9 | A,B |
| Calle Del Sol to Lick Mill Boulevard | 22,530 | 66.1 | 64.6 | 69.4 | 64.6 | 74.6 | 71.4 | A,B |
| Lafayette Street | | | | | | | | |
| North of Calle De Luna | 20,550 | 65.2 | 63.6 | 68.4 | 63.6 | 73.6 | 70.5 | A,B |
| Calle Del Luna to Agnew Road | 30,220 | 67.0 | 65.6 | 70.4 | 65.6 | 75.6 | 72.4 | A,B |
| Agnew Road to Central Expressway | 24,305 | 66.9 | 65.4 | 70.2 | 65.4 | 75.4 | 72.3 | A,B |
| South of Central Expressway | 25,400 | 64.7 | 63.3 | 68.1 | 63.3 | 73.3 | 70.1 | A,B |
| East Arques / Scott Boulevard | | | | | | | | |
| West of Lawrence Expressway | 27,680 | 66.3 | 65.1 | 69.9 | 65.1 | 75.1 | 71.9 | A,B |
| Lawrence Expressway to Bowers Avenue | 21,865 | 66.4 | 65.0 | 69.8 | 65.0 | 75.0 | 71.8 | A,B |
| Bowers Avenue to San Tomas Expressway | 24,725 | 67.0 | 65.5 | 70.3 | 65.5 | 75.5 | 72.4 | A,B |
| San Tomas Expressway to Central Expressway | 14,410 | 64.6 | 63.2 | 68.0 | 63.2 | 73.2 | 70.0 | A,B |
| South of Central Expressway | 27,240 | 66.5 | 65.1 | 69.9 | 65.1 | 75.1 | 71.9 | A,B |
| Central Expressway | | | | | | | | |
| West of Bowers Avenue | 68,230 | 72.8 | 71.2 | 76.0 | 71.2 | 81.2 | 78.1 | A,B |
| Bowers Avenue to Scott Boulevard | 59,910 | 72.6 | 71.0 | 75.8 | 71.0 | 81.0 | 77.9 | A,B |
| Scott Boulevard to Lafayette Street | 52,725 | 72.0 | 70.3 | 75.1 | 70.3 | 80.3 | 77.1 | A,B |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 51,160 | 71.6 | 69.8 | 74.6 | 69.8 | 79.8 | 76.7 | A,B |
| Montague Expressway | | | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 87,693 | 72.2 | 70.6 | 75.4 | 70.6 | 80.6 | 77.5 | A,B |
| Mission College Boulevard / Thomas Road to Agnew Road / De La Cruz Boulevard | 82,991 | 73.0 | 71.5 | 76.3 | 71.5 | 81.5 | 78.3 | A,B |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 78,880 | 72.7 | 71.1 | 75.9 | 71.1 | 81.1 | 78.0 | A,B |
| Lick Mill Boulevard to North 1st Street | 85,785 | 73.1 | 71.5 | 76.3 | 71.5 | 81.5 | 78.3 | A,B |
| North 1st Street to Zanker Rd | 73,745 | 72.3 | 70.8 | 75.6 | 70.8 | 80.8 | 77.6 | A,B |
| Zanker Road to Trimble Road | 52,845 | 71.3 | 69.7 | 74.5 | 69.7 | 79.7 | 76.5 | A,B |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 73,020 | 72.4 | 70.9 | 75.7 | 70.9 | 80.9 | 77.7 | A,B |
| North of McCarthy Boulevard / O'Toole Avenue | 71,590 | 72.1 | 70.4 | 75.2 | 70.4 | 80.4 | 77.3 | A,B |

TABLE 19: 2030 GREYSTAR TRAFFIC NOISE ESTIMATE

| Road Segment | ADT | Daytime | Evening | | Nighttime | | 24-Hour CNEL | Notes |
|---|---|---|---|---|---|---|---|---|
| | | Leq(h) | Leq(h) | CNEL Value | Leq(h) | CNEL Value | | |
| Trimble Road | | | | | | | | |
| South of Montague Expressway | 23,970 | 67.0 | 65.5 | 70.3 | 65.5 | 75.5 | 72.4 | A,B |
| North of Central Expressway | 52,320 | 70.3 | 68.7 | 73.5 | 68.7 | 78.7 | 75.5 | A,B |
| De La Cruz Boulevard | | | | | | | | |
| South of Central Expressway | 32,790 | 68.4 | 66.8 | 71.6 | 66.8 | 76.8 | 73.6 | A,B |
| Kifer Road | | | | | | | | |
| West of Lawrence Expressway | 28,660 | 67.5 | 66.6 | 71.4 | 66.6 | 76.6 | 73.4 | A,B |
| East of Lawrence Expressway | 24,865 | 66.9 | 66.1 | 70.9 | 66.1 | 76.1 | 72.8 | A,B |
| West of Bowers Avenue | 45,715 | 69.6 | 68.5 | 73.3 | 68.5 | 78.5 | 75.3 | A,B |
| East of Bowers Avenue | 18,730 | 65.8 | 64.8 | 69.6 | 64.8 | 74.8 | 71.6 | A,B |
| Monroe Street | | | | | | | | |
| West of Lawrence Expressway | 27,540 | 66.8 | 66.1 | 70.9 | 66.1 | 76.1 | 72.8 | A,B |
| East of Lawrence Expressway | 21,590 | 65.9 | 65.0 | 69.8 | 65.0 | 75.0 | 71.8 | A,B |
| West of Bowers Avenue | 23,020 | 66.1 | 65.1 | 69.9 | 65.1 | 75.1 | 71.9 | A,B |
| East of Bowers Avenue | 24,920 | 66.5 | 65.6 | 70.4 | 65.6 | 75.6 | 72.4 | A,B |
| El Camino Real | | | | | | | | |
| West of Bowers Avenue | 34,610 | 68.0 | 67.2 | 72.0 | 67.2 | 77.2 | 74.0 | A,B |
| East of Bowers Avenue | 32,780 | 67.8 | 67.0 | 71.8 | 67.0 | 77.0 | 73.7 | A,B |
| Benton Street | | | | | | | | |
| West of Bowers Avenue | 20,310 | 65.6 | 64.8 | 69.6 | 64.8 | 74.8 | 71.5 | A,B |
| East of Bowers Avenue | 18,980 | 65.3 | 64.4 | 69.2 | 64.4 | 74.4 | 71.1 | A,B |
| Homestead Avenue | | | | | | | | |
| West of Lawrence Expressway | 27,910 | 67.0 | 66.0 | 70.8 | 66.0 | 76.0 | 72.8 | A,B |
| East of Lawrence Expressway | 24,730 | 66.4 | 65.4 | 70.2 | 65.4 | 75.4 | 72.2 | A,B |
| West of Bowers Avenue | 24,730 | 66.4 | 65.4 | 70.2 | 65.4 | 75.4 | 72.2 | A,B |
| East of Bowers Avenue | 21,820 | 66.0 | 64.9 | 69.7 | 64.9 | 74.9 | 71.7 | A,B |
| Pruneridge Avenue | | | | | | | | |
| West of Lawrence Expressway | 14,140 | 64.1 | 63.1 | 67.9 | 63.1 | 73.1 | 69.9 | A,B |
| East of Lawrence Expressway | 21,220 | 65.8 | 64.8 | 69.6 | 64.8 | 74.8 | 71.5 | A,B |
| TABLE NOTES: | | | | | | | | |

A) Average daily traffic (ADT) volumes derived from peak hour traffic volume information provided by Hexagon Transportation Consultants. The highest AM or PM peak hour volume was assumed to be equal to 10% of ADT.

B) 24-hour CNEL assumes 12 hours of daytime Leq (h), plus 3 hours of evening CNEL value Leq (h), plus 9 hours of nighttime CNEL value Leq (h).

TABLE 20: FUTURE BASELINE (2040 NO PROJECT) VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Lawrence Expressway | | | | | | | | | | | | |
| SR 237 to Tasman Drive | 44,720 | 8,359 | 1,653 | 1,971 | 32 | 21 | 51 | 1,571 | 26 | 17 | 41 | A,B,C,D,E |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 50,114 | 9,728 | 1,836 | 2,225 | 36 | 24 | 57 | 1,745 | 29 | 19 | 45 | A,B,C,D,E |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 64,741 | 11,726 | 2,410 | 2,837 | 46 | 30 | 73 | 2,291 | 37 | 25 | 59 | A,B,C,D,E |
| U.S. 101 to East Arques Avenue | 57,700 | 10,582 | 2,142 | 2,535 | 41 | 27 | 65 | 2,036 | 33 | 22 | 53 | A,B,C,D,E |
| East Arques Avenuto Kifer Road | 68,130 | 12,902 | 2,510 | 3,010 | 49 | 32 | 77 | 2,386 | 39 | 26 | 61 | A,B,C,D,E |
| Kifer Road to Monroe Street | 73,385 | 13,785 | 2,709 | 3,238 | 53 | 35 | 83 | 2,575 | 42 | 28 | 66 | A,B,C,D,E |
| Monroe Street to Homestead Avenue | 69,290 | 13,451 | 2,538 | 3,076 | 50 | 33 | 79 | 2,413 | 39 | 26 | 62 | A,B,C,D,E |
| Homestead Avenue to Pruneridge Ave | 66,665 | 12,728 | 2,452 | 2,950 | 48 | 32 | 76 | 2,330 | 38 | 25 | 60 | A,B,C,D,E |
| Patrick Henry Drive | | | | | | | | | | | | |
| South of Tasman Drive | 29,978 | 5,618 | 1,107 | 1,322 | 22 | 14 | 34 | 1,053 | 17 | 12 | 27 | A,B,C,D,E |
| Great America Parkway to Old Ironside Drive | 18,410 | 3,167 | 693 | 800 | 13 | 9 | 21 | 659 | 11 | 7 | 17 | A,B,C,D,E |
| West of Old Ironsides Drive | 15,536 | 2,767 | 580 | 679 | 11 | 8 | 18 | 552 | 9 | 6 | 15 | A,B,C,D,E |
| Old Ironsides Drive | | | | | | | | | | | | |
| Tasman Drive to Old Glory Lane | 24,458 | 4,576 | 904 | 1,079 | 18 | 12 | 28 | 859 | 14 | 10 | 22 | A,B,C,D,E |
| Old Glory Lane to Patrick Henry Drive | 10,771 | 1,986 | 399 | 474 | 8 | 6 | 13 | 380 | 7 | 5 | 10 | A,B,C,D,E |
| Great America Parkway | | | | | | | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 38,805 | 7,330 | 1,431 | 1,714 | 28 | 19 | 44 | 1,360 | 22 | 15 | 35 | A,B,C,D,E |
| Great America Parkway to Old Mountain View Alviso | 38,720 | 7,237 | 1,431 | 1,707 | 28 | 19 | 44 | 1,360 | 22 | 15 | 35 | A,B,C,D,E |
| Old Mountain View Alviso Road to Bunker Hill Lane | 45,020 | 8,165 | 1,675 | 1,974 | 32 | 21 | 51 | 1,593 | 26 | 17 | 41 | A,B,C,D,E |
| Bunker Hill Lane to Tasman Drive | 53,165 | 9,411 | 1,989 | 2,321 | 38 | 25 | 60 | 1,891 | 31 | 20 | 49 | A,B,C,D,E |
| Tasman Drive to Old Glory Lane | 42,597 | 8,077 | 1,569 | 1,883 | 31 | 20 | 49 | 1,492 | 25 | 16 | 39 | A,B,C,D,E |
| Old Glory Lane to Patrick Henry Drive | 70,438 | 12,693 | 2,625 | 3,084 | 50 | 33 | 79 | 2,495 | 41 | 27 | 64 | A,B,C,D,E |
| Patrick Henry Drive to Mission College Boulevard | 92,405 | 16,877 | 3,433 | 4,056 | 66 | 43 | 104 | 3,263 | 53 | 35 | 84 | A,B,C,D,E |
| Mission College Boulevard to Bowers Avenue / U.S. | 80,198 | 15,009 | 2,963 | 3,536 | 58 | 38 | 91 | 2,816 | 46 | 30 | 72 | A,B,C,D,E |

TABLE 20: FUTURE BASELINE (2040 NO PROJECT) VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Bowers Avenue | | | | | | | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 52,580 | 9,503 | 1,958 | 2,304 | 38 | 25 | 59 | 1,861 | 31 | 20 | 48 | A,B,C,D,E |
| Augustine Drive to Scott Boulevard | 41,165 | 7,495 | 1,530 | 1,806 | 30 | 20 | 47 | 1,455 | 24 | 16 | 38 | A,B,C,D,E |
| Scott Boulevard to Central Expressway | 33,590 | 6,123 | 1,249 | 1,474 | 24 | 16 | 38 | 1,187 | 20 | 13 | 31 | A,B,C,D,E |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 30,140 | 5,213 | 1,133 | 1,311 | 22 | 14 | 34 | 1,077 | 18 | 12 | 28 | A,B,C,D,E |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 29,445 | 5,189 | 1,103 | 1,285 | 21 | 14 | 33 | 1,048 | 17 | 12 | 27 | A,B,C,D,E |
| Monroe Street to El Camino Real | 19,185 | 3,406 | 717 | 838 | 14 | 9 | 22 | 682 | 12 | 8 | 18 | A,B,C,D,E |
| El Camino Real to Benton Street | 21,010 | 3,667 | 788 | 915 | 15 | 10 | 24 | 750 | 13 | 8 | 20 | A,B,C,D,E |
| Benton Street to Homestead Avenue | 22,295 | 3,976 | 833 | 975 | 16 | 11 | 25 | 792 | 13 | 9 | 21 | A,B,C,D,E |
| Mission College Boulevard | | | | | | | | | | | | |
| Mission College Boulevard Loop to Great America | 20,447 | 3,433 | 773 | 885 | 15 | 10 | 23 | 735 | 12 | 8 | 19 | A,B,C,D,E |
| Great America Pkwy to Marriot Driveway | 33,635 | 6,377 | 1,239 | 1,487 | 24 | 16 | 38 | 1,178 | 20 | 13 | 31 | A,B,C,D,E |
| Marriot Driveway to Freedom Circle West | 33,627 | 6,308 | 1,242 | 1,483 | 24 | 16 | 38 | 1,181 | 20 | 13 | 31 | A,B,C,D,E |
| Freedom Circle West to Freedom Circle East | 28,581 | 5,546 | 1,047 | 1,269 | 21 | 14 | 33 | 996 | 17 | 11 | 26 | A,B,C,D,E |
| Agnew Rd / Freedom Circle East to Juliet Lane | 26,092 | 5,013 | 958 | 1,156 | 19 | 13 | 30 | 911 | 15 | 10 | 24 | A,B,C,D,E |
| Juliette Lane to Burton Circle | 28,879 | 5,301 | 1,072 | 1,269 | 21 | 14 | 33 | 1,019 | 17 | 11 | 27 | A,B,C,D,E |
| Burton Circle to Montague Expressway | 30,636 | 5,761 | 1,131 | 1,352 | 22 | 15 | 35 | 1,075 | 18 | 12 | 28 | A,B,C,D,E |
| Mission College Boulevard Loop | | | | | | | | | | | | |
| North of Mission College Boulevard | 5,642 | 960 | 213 | 245 | 4 | 3 | 7 | 203 | 4 | 3 | 6 | A,B,C,D,E |
| South of Mission College Boulevard | 15,987 | 2,301 | 622 | 675 | 11 | 8 | 18 | 592 | 10 | 7 | 16 | A,B,C,D,E |
| Agnew Road / Freedom Circle East | | | | | | | | | | | | |
| North of Mission College Boulevard | 13,370 | 2,521 | 493 | 591 | 10 | 7 | 16 | 469 | 8 | 5 | 12 | A,B,C,D,E |
| South of Mission College Boulevard | 5,167 | 957 | 191 | 228 | 4 | 3 | 6 | 182 | 3 | 2 | 5 | A,B,C,D,E |

TABLE 20: FUTURE BASELINE (2040 NO PROJECT) VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| San Tomas Expressway | | | | | | | | | | | | |
| Mission College Boulevard / Thomas Road to Scott | 93,806 | 18,417 | 3,427 | 4,173 | 68 | 45 | 107 | 3,257 | 53 | 35 | 84 | A,B,C,D,E |
| Scott Boulevard to Monroe Street | 74,610 | 14,163 | 2,748 | 3,298 | 54 | 35 | 85 | 2,612 | 43 | 28 | 67 | A,B,C,D,E |
| Monroe Street to El Camino Real | 65,925 | 12,616 | 2,423 | 2,919 | 48 | 31 | 75 | 2,303 | 38 | 25 | 59 | A,B,C,D,E |
| Tasman Drive | | | | | | | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 45,908 | 8,183 | 1,715 | 2,007 | 33 | 22 | 52 | 1,630 | 27 | 18 | 42 | A,B,C,D,E |
| Patrick Henry Drive to Old Ironsides Drive | 21,995 | 3,983 | 819 | 964 | 16 | 11 | 25 | 779 | 13 | 9 | 20 | A,B,C,D,E |
| Old Ironsides Drive to Great America Parkway | 34,628 | 6,648 | 1,272 | 1,534 | 25 | 17 | 40 | 1,209 | 20 | 13 | 31 | A,B,C,D,E |
| Great America Parkway to Convention Center | 33,289 | 6,019 | 1,240 | 1,459 | 24 | 16 | 38 | 1,178 | 20 | 13 | 31 | A,B,C,D,E |
| Convention Center to Centennial Boulevard | 36,335 | 6,706 | 1,347 | 1,598 | 26 | 17 | 41 | 1,280 | 21 | 14 | 33 | A,B,C,D,E |
| Centennial Boulevard to Calle Del Sol | 31,105 | 5,847 | 1,148 | 1,373 | 23 | 15 | 36 | 1,092 | 18 | 12 | 28 | A,B,C,D,E |
| Calle Del Sol to Lick Mill Boulevard | 25,195 | 4,805 | 927 | 1,115 | 18 | 12 | 29 | 881 | 15 | 10 | 23 | A,B,C,D,E |
| Lafayette Street | | | | | | | | | | | | |
| North of Calle De Luna | 25,840 | 4,607 | 965 | 1,130 | 19 | 12 | 29 | 918 | 15 | 10 | 24 | A,B,C,D,E |
| Calle Del Luna to Agnew Road | 40,540 | 7,215 | 1,515 | 1,771 | 29 | 19 | 46 | 1,440 | 24 | 16 | 37 | A,B,C,D,E |
| Agnew Road to Central Expressway | 31,355 | 5,829 | 1,160 | 1,381 | 23 | 15 | 36 | 1,103 | 18 | 12 | 29 | A,B,C,D,E |
| South of Central Expressway | 27,710 | 5,137 | 1,026 | 1,220 | 20 | 13 | 32 | 976 | 16 | 11 | 25 | A,B,C,D,E |
| East Arques / Scott Boulevard | | | | | | | | | | | | |
| West of Lawrence Expressway | 32,880 | 5,539 | 1,243 | 1,423 | 23 | 16 | 37 | 1,182 | 20 | 13 | 31 | A,B,C,D,E |
| Lawrence Expressway to Bowers Avenue | 24,360 | 4,396 | 907 | 1,067 | 18 | 12 | 28 | 863 | 14 | 10 | 23 | A,B,C,D,E |
| Bowers Avenue to San Tomas Expressway | 29,245 | 5,554 | 1,077 | 1,293 | 21 | 14 | 34 | 1,024 | 17 | 11 | 27 | A,B,C,D,E |
| San Tomas Expressway to Central Expressway | 15,875 | 2,715 | 598 | 689 | 12 | 8 | 18 | 569 | 10 | 7 | 15 | A,B,C,D,E |
| South of Central Expressway | 29,390 | 5,234 | 1,098 | 1,285 | 21 | 14 | 33 | 1,044 | 17 | 12 | 27 | A,B,C,D,E |

TABLE 20: FUTURE BASELINE (2040 NO PROJECT) VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Central Expressway | | | | | | | | | | | | |
| West of Bowers Avenue | 73,490 | 13,831 | 2,712 | 3,243 | 53 | 35 | 83 | 2,578 | 42 | 28 | 66 | A,B,C,D,E |
| Bowers Avenue to Scott Boulevard | 66,950 | 12,666 | 2,467 | 2,958 | 48 | 32 | 76 | 2,345 | 38 | 25 | 60 | A,B,C,D,E |
| Scott Boulevard to Lafayette Street | 59,585 | 11,182 | 2,200 | 2,628 | 43 | 28 | 68 | 2,091 | 34 | 23 | 54 | A,B,C,D,E |
| Lafayette Stree to De La Cruz Boulevard / Trimble | 58,790 | 11,357 | 2,156 | 2,607 | 43 | 28 | 67 | 2,049 | 34 | 22 | 53 | A,B,C,D,E |
| Montague Expressway | | | | | | | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 98,562 | 19,554 | 3,591 | 4,393 | 71 | 47 | 113 | 3,413 | 56 | 37 | 88 | A,B,C,D,E |
| Mission College Boulevard / Thomas Road to Agnew | 93,407 | 17,667 | 3,443 | 4,126 | 67 | 44 | 106 | 3,272 | 53 | 35 | 84 | A,B,C,D,E |
| Agnew Road / De La Cruz Boulevard to Lick Mill | 87,445 | 17,156 | 3,195 | 3,889 | 63 | 42 | 100 | 3,037 | 50 | 33 | 78 | A,B,C,D,E |
| Lick Mill Boulevard to North 1st Street | 102,000 | 19,313 | 3,759 | 4,506 | 73 | 48 | 116 | 3,572 | 58 | 38 | 92 | A,B,C,D,E |
| North 1st Street to Zanker Rd | 82,940 | 15,645 | 3,059 | 3,662 | 60 | 39 | 94 | 2,907 | 47 | 31 | 75 | A,B,C,D,E |
| Zanker Road to Trimble Road | 60,375 | 11,504 | 2,221 | 2,671 | 44 | 29 | 69 | 2,112 | 35 | 23 | 54 | A,B,C,D,E |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 79,975 | 15,467 | 2,932 | 3,547 | 58 | 38 | 91 | 2,787 | 45 | 30 | 72 | A,B,C,D,E |
| North of McCarthy Boulevard / O'Toole Avenue | 74,140 | 14,579 | 2,707 | 3,299 | 54 | 35 | 85 | 2,573 | 42 | 28 | 66 | A,B,C,D,E |
| Trimble Road | | | | | | | | | | | | |
| South of Montague Expressway | 30,860 | 5,788 | 1,140 | 1,361 | 22 | 15 | 35 | 1,084 | 18 | 12 | 28 | A,B,C,D,E |
| North of Central Expressway | 56,580 | 10,988 | 2,072 | 2,512 | 41 | 27 | 65 | 1,970 | 32 | 21 | 51 | A,B,C,D,E |
| De La Cruz Boulevard | | | | | | | | | | | | |
| South of Central Expressway | 38,280 | 7,162 | 1,414 | 1,688 | 28 | 18 | 44 | 1,345 | 22 | 15 | 35 | A,B,C,D,E |
| Kifer Road | | | | | | | | | | | | |
| West of Lawrence Expressway | 35,590 | 6,369 | 1,328 | 1,557 | 26 | 17 | 40 | 1,263 | 21 | 14 | 33 | A,B,C,D,E |
| East of Lawrence Expressway | 27,690 | 5,041 | 1,030 | 1,215 | 20 | 13 | 32 | 979 | 16 | 11 | 26 | A,B,C,D,E |
| West of Bowers Avenue | 49,530 | 9,339 | 1,827 | 2,187 | 36 | 24 | 56 | 1,737 | 29 | 19 | 45 | A,B,C,D,E |
| East of Bowers Avenue | 23,240 | 4,069 | 871 | 1,013 | 17 | 11 | 26 | 829 | 14 | 9 | 22 | A,B,C,D,E |

TABLE 20: FUTURE BASELINE (2040 NO PROJECT) VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Monroe Street | | | | | | | | | | | | |
| West of Lawrence Expressway | 31,520 | 5,261 | 1,194 | 1,362 | 22 | 15 | 35 | 1,135 | 19 | 12 | 29 | A,B,C,D,E |
| East of Lawrence Expressway | 23,165 | 4,227 | 861 | 1,017 | 17 | 11 | 26 | 819 | 14 | 9 | 21 | A,B,C,D,E |
| West of Bowers Avenue | 25,375 | 4,844 | 933 | 1,123 | 19 | 12 | 29 | 887 | 15 | 10 | 23 | A,B,C,D,E |
| East of Bowers Avenue | 26,390 | 5,193 | 964 | 1,175 | 19 | 13 | 31 | 916 | 15 | 10 | 24 | A,B,C,D,E |
| El Camino Real | | | | | | | | | | | | |
| West of Bowers Avenue | 38,360 | 6,536 | 1,447 | 1,664 | 27 | 18 | 43 | 1,375 | 23 | 15 | 36 | A,B,C,D,E |
| East of Bowers Avenue | 37,070 | 6,316 | 1,398 | 1,608 | 26 | 17 | 42 | 1,329 | 22 | 15 | 34 | A,B,C,D,E |
| Benton Street | | | | | | | | | | | | |
| West of Bowers Avenue | 24,910 | 4,392 | 933 | 1,087 | 18 | 12 | 28 | 887 | 15 | 10 | 23 | A,B,C,D,E |
| East of Bowers Avenue | 22,860 | 4,114 | 852 | 1,001 | 17 | 11 | 26 | 810 | 14 | 9 | 21 | A,B,C,D,E |
| Homestead Avenue | | | | | | | | | | | | |
| West of Lawrence Expressway | 31,180 | 6,077 | 1,141 | 1,385 | 23 | 15 | 36 | 1,085 | 18 | 12 | 28 | A,B,C,D,E |
| East of Lawrence Expressway | 26,050 | 5,114 | 952 | 1,159 | 19 | 13 | 30 | 905 | 15 | 10 | 24 | A,B,C,D,E |
| West of Bowers Avenue | 26,050 | 5,114 | 952 | 1,159 | 19 | 13 | 30 | 905 | 15 | 10 | 24 | A,B,C,D,E |
| East of Bowers Avenue | 23,870 | 4,697 | 872 | 1,063 | 18 | 12 | 28 | 829 | 14 | 9 | 22 | A,B,C,D,E |
| Pruneridge Avenue | | | | | | | | | | | | |
| West of Lawrence Expressway | 15,950 | 2,877 | 594 | 699 | 12 | 8 | 18 | 565 | 10 | 6 | 15 | A,B,C,D,E |
| East of Lawrence Expressway | 22,740 | 4,406 | 833 | 1,009 | 17 | 11 | 26 | 792 | 13 | 9 | 21 | A,B,C,D,E |

TABLE NOTES:

A) Average daily traffic (ADT) volumes derived from peak hour traffic volume information provided by Hexagon Transportation Consultants. The highest AM or PM peak hour volume was assumed to be equal to 10% of ADT.

B) Total peak hour vehicles is based on AM and PM peak hour traffic volume information provided by Hexagon Transportation Consultants.

C) Non peak-hour vehicles are derived by subtrating total peak hour traffic from ADT volumes and dividing by 22 (the number of non=peak hours in the day).

D) Vehicles per daytime includes peak hour traffic and non-peak hour traffic (10 hours) multiplied by EMFAC vehicle class distribution percentages.

E) Vehicles per nighttime includes non-peak hour traffic (12 hours) multipled by EMFAC vehicle class distribution percentages.

TABLE 21: FUTURE BASELINE (2040 NO PROJECT) TRAFFIC NOISE ESTIMATE

| Road Segment | ADT | Daytime | Evening | | Nighttime | | 24-Hour CNEL | Notes |
|---|---|---|---|---|---|---|---|---|
| | | Leq(h) | Leq(h) | CNEL Value | Leq(h) | CNEL Value | | |
| Lawrence Expressway | | | | | | | | |
| SR 237 to Tasman Drive | 44,720 | 70.5 | 70.6 | 75.4 | 70.6 | 80.6 | 77.2 | A,B |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 50,114 | 71.7 | 70.0 | 74.8 | 70.0 | 80.0 | 76.9 | A,B |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 64,741 | 72.0 | 70.5 | 75.3 | 70.5 | 80.5 | 77.3 | A,B |
| U.S. 101 to East Arques Avenue | 57,700 | 71.8 | 70.3 | 75.1 | 70.3 | 80.3 | 77.2 | A,B |
| East Arques Avenuto Kifer Road | 68,130 | 73.1 | 72.0 | 76.8 | 72.0 | 82.0 | 78.8 | A,B |
| Kifer Road to Monroe Street | 73,385 | 73.4 | 72.4 | 77.2 | 72.4 | 82.4 | 79.2 | A,B |
| Monroe Street to Homestead Avenue | 69,290 | 73.4 | 72.3 | 77.1 | 72.3 | 82.3 | 79.1 | A,B |
| Homestead Avenue to Pruneridge Ave | 66,665 | 73.0 | 72.7 | 77.5 | 72.7 | 82.7 | 79.4 | A,B |
| Patrick Henry Drive | | | | | | | | |
| South of Tasman Drive | 29,978 | 65.7 | 64.4 | 69.2 | 64.4 | 74.4 | 71.2 | A,B |
| Great America Parkway to Old Ironside Drive | 18,410 | 62.6 | 61.6 | 66.4 | 61.6 | 71.6 | 68.4 | A,B |
| West of Old Ironsides Drive | 15,536 | 58.0 | 56.9 | 61.7 | 56.9 | 66.9 | 63.7 | A,B |
| Old Ironsides Drive | | | | | | | | |
| Tasman Drive to Old Glory Lane | 24,458 | 62.6 | 61.3 | 66.1 | 61.3 | 71.3 | 68.1 | A,B |
| Old Glory Lane to Patrick Henry Drive | 10,771 | 55.3 | 54.5 | 59.3 | 54.5 | 64.5 | 61.3 | A,B |
| Great America Parkway | | | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 38,805 | 66.9 | 65.4 | 70.2 | 65.4 | 75.4 | 72.3 | A,B |
| Great America Parkway to Old Mountain View Alviso Road | 38,720 | 68.8 | 67.3 | 72.1 | 67.3 | 77.3 | 74.2 | A,B |
| Old Mountain View Alviso Road to Bunker Hill Lane | 45,020 | 69.6 | 68.1 | 72.9 | 68.1 | 78.1 | 75.0 | A,B |
| Bunker Hill Lane to Tasman Drive | 53,165 | 69.8 | 68.3 | 73.1 | 68.3 | 78.3 | 75.1 | A,B |
| Tasman Drive to Old Glory Lane | 42,597 | 69.3 | 67.7 | 72.5 | 67.7 | 77.7 | 74.6 | A,B |
| Old Glory Lane to Patrick Henry Drive | 70,438 | 71.4 | 70.1 | 74.9 | 70.1 | 80.1 | 76.9 | A,B |
| Patrick Henry Drive to Mission College Boulevard | 92,405 | 72.6 | 71.1 | 75.9 | 71.1 | 81.1 | 77.9 | A,B |
| Mission College Boulevard to Bowers Avenue / U.S. 1010 Northbound Ramp | 80,198 | 71.4 | 70.0 | 74.8 | 70.0 | 80.0 | 76.8 | A,B |
| Bowers Avenue | | | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 52,580 | 67.3 | 66.5 | 71.3 | 66.5 | 76.5 | 73.2 | A,B |
| Augustine Drive to Scott Boulevard | 41,165 | 68.4 | 67.0 | 71.8 | 67.0 | 77.0 | 73.8 | A,B |
| Scott Boulevard to Central Expressway | 33,590 | 68.3 | 66.7 | 71.5 | 66.7 | 76.7 | 73.6 | A,B |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 30,140 | 67.0 | 65.6 | 70.4 | 65.6 | 75.6 | 72.5 | A,B |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 29,445 | 67.8 | 66.9 | 71.7 | 66.9 | 76.9 | 73.6 | A,B |
| Monroe Street to El Camino Real | 19,185 | 65.3 | 64.5 | 69.3 | 64.5 | 74.5 | 71.2 | A,B |
| El Camino Real to Benton Street | 21,010 | 65.7 | 64.8 | 69.6 | 64.8 | 74.8 | 71.6 | A,B |
| Benton Street to Homestead Avenue | 22,295 | 66.0 | 65.2 | 70.0 | 65.2 | 75.2 | 71.9 | A,B |
| Mission College Boulevard | | | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 20,447 | 65.5 | 64.2 | 69.0 | 64.2 | 74.2 | 71.0 | A,B |
| Great America Pkwy to Marriot Driveway | 33,635 | 67.8 | 66.3 | 71.1 | 66.3 | 76.3 | 73.1 | A,B |
| Marriot Driveway to Freedom Circle West | 33,627 | 67.5 | 65.9 | 70.7 | 65.9 | 75.9 | 72.7 | A,B |
| Freedom Circle West to Freedom Circle East | 28,581 | 67.4 | 65.8 | 70.6 | 65.8 | 75.8 | 72.7 | A,B |
| Agnew Rd / Freedom Circle East to Juliet Lane | 26,092 | 66.8 | 65.2 | 70.0 | 65.2 | 75.2 | 72.0 | A,B |
| Juliette Lane to Burton Circle | 28,879 | 67.4 | 65.8 | 70.6 | 65.8 | 75.8 | 72.7 | A,B |
| Burton Circle to Montague Expressway | 30,636 | 68.9 | 67.8 | 72.6 | 67.8 | 77.8 | 74.6 | A,B |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Mission College Boulevard Loop | | | | | | | | |
| North of Mission College Boulevard | 5,642 | 58.6 | 56.9 | 61.7 | 56.9 | 66.9 | 63.8 | A,B |
| South of Mission College Boulevard | 15,987 | 62.6 | 61.7 | 66.5 | 61.7 | 71.7 | 68.5 | A,B |
| Agnew Road / Freedom Circle East | | | | | | | | |
| North of Mission College Boulevard | 13,370 | 61.6 | 59.9 | 64.7 | 59.9 | 69.9 | 66.7 | A,B |
| South of Mission College Boulevard | 5,167 | 59.0 | 57.6 | 62.4 | 57.6 | 67.6 | 64.5 | A,B |
| San Tomas Expressway | | | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 93,806 | 73.5 | 71.9 | 76.7 | 71.9 | 81.9 | 78.7 | A,B |
| Scott Boulevard to Monroe Street | 74,610 | 72.7 | 71.1 | 75.9 | 71.1 | 81.1 | 77.9 | A,B |
| Monroe Street to El Camino Real | 65,925 | 72.1 | 70.4 | 75.2 | 70.4 | 80.4 | 77.3 | A,B |
| Tasman Drive | | | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 45,908 | 69.7 | 68.2 | 73.0 | 68.2 | 78.2 | 75.0 | A,B |
| Patrick Henry Drive to Old Ironsides Drive | 21,995 | 66.5 | 65.2 | 70.0 | 65.2 | 75.2 | 72.0 | A,B |
| Old Ironsides Drive to Great America Parkway | 34,628 | 67.9 | 66.5 | 71.3 | 66.5 | 76.5 | 73.4 | A,B |
| Great America Parkway to Convention Center | 33,289 | 67.6 | 66.2 | 71.0 | 66.2 | 76.2 | 73.1 | A,B |
| Convention Center to Centennial Boulevard | 36,335 | 68.6 | 67.0 | 71.8 | 67.0 | 77.0 | 73.9 | A,B |
| Centennial Boulevard to Calle Del Sol | 31,105 | 68.0 | 66.4 | 71.2 | 66.4 | 76.4 | 73.3 | A,B |
| Calle Del Sol to Lick Mill Boulevard | 25,195 | 66.6 | 65.0 | 69.8 | 65.0 | 75.0 | 71.9 | A,B |
| Lafayette Street | | | | | | | | |
| North of Calle De Luna | 25,840 | 66.2 | 64.7 | 69.5 | 64.7 | 74.7 | 71.5 | A,B |
| Calle Del Luna to Agnew Road | 40,540 | 68.3 | 66.8 | 71.6 | 66.8 | 76.8 | 73.7 | A,B |
| Agnew Road to Central Expressway | 31,355 | 68.0 | 66.5 | 71.3 | 66.5 | 76.5 | 73.3 | A,B |
| South of Central Expressway | 27,710 | 65.1 | 63.6 | 68.4 | 63.6 | 73.6 | 70.5 | A,B |
| East Arques / Scott Boulevard | | | | | | | | |
| West of Lawrence Expressway | 32,880 | 67.1 | 65.8 | 70.6 | 65.8 | 75.8 | 72.6 | A,B |
| Lawrence Expressway to Bowers Avenue | 24,360 | 66.9 | 65.4 | 70.2 | 65.4 | 75.4 | 72.3 | A,B |
| Bowers Avenue to San Tomas Expressway | 29,245 | 67.7 | 66.2 | 71.0 | 66.2 | 76.2 | 73.1 | A,B |
| San Tomas Expressway to Central Expressway | 15,875 | 65.0 | 63.7 | 68.5 | 63.7 | 73.7 | 70.5 | A,B |
| South of Central Expressway | 29,390 | 66.8 | 65.4 | 70.2 | 65.4 | 75.4 | 72.2 | A,B |
| Central Expressway | | | | | | | | |
| West of Bowers Avenue | 73,490 | 73.1 | 71.5 | 76.3 | 71.5 | 81.5 | 78.4 | A,B |
| Bowers Avenue to Scott Boulevard | 66,950 | 73.1 | 71.5 | 76.3 | 71.5 | 81.5 | 78.4 | A,B |
| Scott Boulevard to Lafayette Street | 59,585 | 72.5 | 70.8 | 75.6 | 70.8 | 80.8 | 77.7 | A,B |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 58,790 | 72.2 | 70.5 | 75.3 | 70.5 | 80.5 | 77.3 | A,B |
| Montague Expressway | | | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 98,562 | 72.8 | 71.1 | 75.9 | 71.1 | 81.1 | 78.0 | A,B |
| Mission College Boulevard / Thomas Road to Agnew Road / De La Cruz Boulevard | 93,407 | 73.5 | 72.0 | 76.8 | 72.0 | 82.0 | 78.8 | A,B |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 87,445 | 73.2 | 71.5 | 76.3 | 71.5 | 81.5 | 78.4 | A,B |
| Lick Mill Boulevard to North 1st Street | 102,000 | 73.8 | 72.2 | 77.0 | 72.2 | 82.2 | 79.1 | A,B |
| North 1st Street to Zanker Rd | 82,940 | 72.8 | 71.3 | 76.1 | 71.3 | 81.3 | 78.1 | A,B |
| Zanker Road to Trimble Road | 60,375 | 71.9 | 70.2 | 75.0 | 70.2 | 80.2 | 77.1 | A,B |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 79,975 | 72.8 | 71.3 | 76.1 | 71.3 | 81.3 | 78.1 | A,B |
| North of McCarthy Boulevard / O'Toole Avenue | 74,140 | 72.3 | 70.6 | 75.4 | 70.6 | 80.6 | 77.4 | A,B |
| Trimble Road | | | | | | | | |
| South of Montague Expressway | 30,860 | 68.1 | 66.7 | 71.5 | 66.7 | 76.7 | 73.5 | A,B |
| North of Central Expressway | 56,580 | 70.6 | 69.0 | 73.8 | 69.0 | 79.0 | 75.9 | A,B |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| De La Cruz Boulevard | | | | | | | | |
| South of Central Expressway | 38,280 | 69.0 | 67.5 | 72.3 | 67.5 | 77.5 | 74.4 | A,B |
| Kifer Road | | | | | | | | |
| West of Lawrence Expressway | 35,590 | 68.5 | 67.6 | 72.4 | 67.6 | 77.6 | 74.3 | A,B |
| East of Lawrence Expressway | 27,690 | 67.4 | 66.5 | 71.3 | 66.5 | 76.5 | 73.3 | A,B |
| West of Bowers Avenue | 49,530 | 69.9 | 68.9 | 73.7 | 68.9 | 78.9 | 75.7 | A,B |
| East of Bowers Avenue | 23,240 | 66.7 | 65.8 | 70.6 | 65.8 | 75.8 | 72.6 | A,B |
| Monroe Street | | | | | | | | |
| West of Lawrence Expressway | 31,520 | 67.4 | 66.7 | 71.5 | 66.7 | 76.7 | 73.4 | A,B |
| East of Lawrence Expressway | 23,165 | 66.2 | 65.3 | 70.1 | 65.3 | 75.3 | 72.1 | A,B |
| West of Bowers Avenue | 25,375 | 66.5 | 65.6 | 70.4 | 65.6 | 75.6 | 72.3 | A,B |
| East of Bowers Avenue | 26,390 | 66.8 | 65.8 | 70.6 | 65.8 | 75.8 | 72.6 | A,B |
| El Camino Real | | | | | | | | |
| West of Bowers Avenue | 38,360 | 68.5 | 67.7 | 72.5 | 67.7 | 77.7 | 74.4 | A,B |
| East of Bowers Avenue | 37,070 | 68.3 | 67.5 | 72.3 | 67.5 | 77.5 | 74.3 | A,B |
| Benton Street | | | | | | | | |
| West of Bowers Avenue | 24,910 | 66.5 | 65.6 | 70.4 | 65.6 | 75.6 | 72.4 | A,B |
| East of Bowers Avenue | 22,860 | 66.2 | 65.2 | 70.0 | 65.2 | 75.2 | 71.9 | A,B |
| Homestead Avenue | | | | | | | | |
| West of Lawrence Expressway | 31,180 | 67.5 | 66.5 | 71.3 | 66.5 | 76.5 | 73.3 | A,B |
| East of Lawrence Expressway | 26,050 | 66.6 | 65.6 | 70.4 | 65.6 | 75.6 | 72.4 | A,B |
| West of Bowers Avenue | 26,050 | 66.6 | 65.6 | 70.4 | 65.6 | 75.6 | 72.4 | A,B |
| East of Bowers Avenue | 23,870 | 66.4 | 65.3 | 70.1 | 65.3 | 75.3 | 72.1 | A,B |
| Pruneridge Avenue | | | | | | | | |
| West of Lawrence Expressway | 15,950 | 64.7 | 63.6 | 68.4 | 63.6 | 73.6 | 70.4 | A,B |
| East of Lawrence Expressway | 22,740 | 66.1 | 65.1 | 69.9 | 65.1 | 75.1 | 71.9 | A,B |
| TABLE NOTES: | | | | | | | | |
| A) Average daily traffic (ADT) volumes derived from peak hour traffic volume information provided by Hexagon Transportation Consultants. The highest AM or PM peak hour volume was assumed to be equal to 10% of ADT. | | | | | | | | |
| B) 24-hour CNEL assumes 12 hours of daytime Leq (h), plus 3 hours of evening CNEL value Leq (h), plus 9 hours of nighttime CNEL value Leq (h). | | | | | | | | |

TABLE 22: FREEDOM CIRCLE 2040 W/O GREYSTAR VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Lawrence Expressway | | | | | | | | | | | | |
| SR 237 to Tasman Drive | 49,750 | 8,812 | 1,861 | 2,172 | 36 | 23 | 56 | 1,769 | 29 | 19 | 46 | A,B,C,D,E |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 51,618 | 10,022 | 1,891 | 2,291 | 37 | 25 | 59 | 1,797 | 30 | 19 | 46 | A,B,C,D,E |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 67,780 | 12,301 | 2,522 | 2,972 | 48 | 32 | 76 | 2,397 | 39 | 26 | 62 | A,B,C,D,E |
| U.S. 101 to East Arques Avenue | 58,150 | 10,886 | 2,148 | 2,564 | 42 | 28 | 66 | 2,042 | 33 | 22 | 53 | A,B,C,D,E |
| East Arques Avenuto Kifer Road | 69,635 | 13,335 | 2,559 | 3,083 | 50 | 33 | 79 | 2,432 | 40 | 26 | 63 | A,B,C,D,E |
| Kifer Road to Monroe Street | 75,560 | 14,176 | 2,790 | 3,333 | 54 | 36 | 86 | 2,652 | 43 | 29 | 68 | A,B,C,D,E |
| Monroe Street to Homestead Avenue | 70,390 | 13,704 | 2,577 | 3,126 | 51 | 34 | 80 | 2,449 | 40 | 26 | 63 | A,B,C,D,E |
| Homestead Avenue to Pruneridge Ave | 67,930 | 12,942 | 2,499 | 3,005 | 49 | 32 | 77 | 2,376 | 39 | 26 | 61 | A,B,C,D,E |
| Patrick Henry Drive | | | | | | | | | | | | |
| South of Tasman Drive | 31,559 | 5,800 | 1,171 | 1,387 | 23 | 15 | 36 | 1,113 | 18 | 12 | 29 | A,B,C,D,E |
| Great America Parkway to Old Ironside Drive | 20,239 | 3,273 | 771 | 870 | 15 | 10 | 23 | 733 | 12 | 8 | 19 | A,B,C,D,E |
| West of Old Ironsides Drive | 15,867 | 2,830 | 593 | 694 | 12 | 8 | 18 | 564 | 10 | 6 | 15 | A,B,C,D,E |
| Old Ironsides Drive | | | | | | | | | | | | |
| Tasman Drive to Old Glory Lane | 26,372 | 4,747 | 983 | 1,155 | 19 | 13 | 30 | 935 | 16 | 10 | 24 | A,B,C,D,E |
| Old Glory Lane to Patrick Henry Drive | 9,281 | 1,691 | 345 | 408 | 7 | 5 | 11 | 328 | 6 | 4 | 9 | A,B,C,D,E |
| Great America Parkway | | | | | | | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 41,415 | 7,848 | 1,526 | 1,830 | 30 | 20 | 47 | 1,450 | 24 | 16 | 38 | A,B,C,D,E |
| Great America Parkway to Old Mountain View Alviso | 42,520 | 7,952 | 1,571 | 1,875 | 31 | 20 | 48 | 1,494 | 25 | 16 | 39 | A,B,C,D,E |
| Old Mountain View Alviso Road to Bunker Hill Lane | 47,750 | 8,684 | 1,776 | 2,094 | 34 | 23 | 54 | 1,688 | 28 | 18 | 44 | A,B,C,D,E |
| Bunker Hill Lane to Tasman Drive | 53,796 | 9,706 | 2,004 | 2,356 | 39 | 25 | 61 | 1,905 | 31 | 21 | 49 | A,B,C,D,E |
| Tasman Drive to Old Glory Lane | 43,974 | 8,447 | 1,615 | 1,948 | 32 | 21 | 50 | 1,535 | 25 | 17 | 40 | A,B,C,D,E |
| Old Glory Lane to Patrick Henry Drive | 72,949 | 13,286 | 2,712 | 3,200 | 52 | 34 | 82 | 2,578 | 42 | 28 | 66 | A,B,C,D,E |
| Patrick Henry Drive to Mission College Boulevard | 95,801 | 17,313 | 3,568 | 4,197 | 68 | 45 | 108 | 3,391 | 55 | 36 | 87 | A,B,C,D,E |
| Mission College Boulevard to Bowers Avenue / U.S. | 86,034 | 16,421 | 3,164 | 3,807 | 62 | 41 | 98 | 3,008 | 49 | 32 | 77 | A,B,C,D,E |

TABLE 22: FREEDOM CIRCLE 2040 W/O GREYSTAR VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Bowers Avenue | | | | | | | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 53,655 | 9,654 | 2,000 | 2,349 | 38 | 25 | 61 | 1,901 | 31 | 21 | 49 | A,B,C,D,E |
| Augustine Drive to Scott Boulevard | 42,695 | 7,805 | 1,586 | 1,875 | 31 | 20 | 48 | 1,508 | 25 | 16 | 39 | A,B,C,D,E |
| Scott Boulevard to Central Expressway | 35,605 | 6,585 | 1,319 | 1,567 | 26 | 17 | 41 | 1,254 | 21 | 14 | 33 | A,B,C,D,E |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 30,425 | 5,255 | 1,144 | 1,323 | 22 | 14 | 34 | 1,088 | 18 | 12 | 28 | A,B,C,D,E |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 30,435 | 5,432 | 1,137 | 1,331 | 22 | 15 | 35 | 1,081 | 18 | 12 | 28 | A,B,C,D,E |
| Monroe Street to El Camino Real | 19,765 | 3,518 | 739 | 864 | 14 | 10 | 23 | 702 | 12 | 8 | 18 | A,B,C,D,E |
| El Camino Real to Benton Street | 21,865 | 3,808 | 821 | 952 | 16 | 11 | 25 | 780 | 13 | 9 | 20 | A,B,C,D,E |
| Benton Street to Homestead Avenue | 23,415 | 4,144 | 876 | 1,022 | 17 | 11 | 27 | 833 | 14 | 9 | 22 | A,B,C,D,E |
| Mission College Boulevard | | | | | | | | | | | | |
| Mission College Boulevard Loop to Great America | 21,101 | 3,604 | 795 | 916 | 15 | 10 | 24 | 756 | 13 | 8 | 20 | A,B,C,D,E |
| Great America Pkwy to Marriot Driveway | 40,597 | 7,721 | 1,494 | 1,795 | 29 | 19 | 46 | 1,421 | 23 | 16 | 37 | A,B,C,D,E |
| Marriot Driveway to Freedom Circle West | 38,050 | 7,196 | 1,402 | 1,681 | 28 | 18 | 43 | 1,333 | 22 | 15 | 35 | A,B,C,D,E |
| Freedom Circle West to Freedom Circle East | 27,640 | 5,399 | 1,011 | 1,229 | 20 | 13 | 32 | 961 | 16 | 11 | 25 | A,B,C,D,E |
| Agnew Rd / Freedom Circle East to Juliet Lane | 28,533 | 5,655 | 1,040 | 1,272 | 21 | 14 | 33 | 989 | 16 | 11 | 26 | A,B,C,D,E |
| Juliette Lane to Burton Circle | 27,445 | 5,468 | 999 | 1,225 | 20 | 13 | 32 | 950 | 16 | 11 | 25 | A,B,C,D,E |
| Burton Circle to Montague Expressway | 32,459 | 6,180 | 1,195 | 1,436 | 24 | 16 | 37 | 1,136 | 19 | 13 | 30 | A,B,C,D,E |
| Mission College Boulevard Loop | | | | | | | | | | | | |
| North of Mission College Boulevard | 5,040 | 877 | 189 | 220 | 4 | 3 | 6 | 180 | 3 | 2 | 5 | A,B,C,D,E |
| South of Mission College Boulevard | 17,331 | 2,616 | 669 | 737 | 12 | 8 | 19 | 636 | 11 | 7 | 17 | A,B,C,D,E |
| Agnew Road / Freedom Circle East | | | | | | | | | | | | |
| North of Mission College Boulevard | 18,100 | 3,237 | 676 | 792 | 13 | 9 | 21 | 643 | 11 | 7 | 17 | A,B,C,D,E |
| South of Mission College Boulevard | 18,558 | 3,557 | 682 | 822 | 14 | 9 | 22 | 648 | 11 | 7 | 17 | A,B,C,D,E |

TABLE 22: FREEDOM CIRCLE 2040 W/O GREYSTAR VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| San Tomas Expressway | | | | | | | | | | | | |
| Mission College Boulevard / Thomas Road to Scott | 97,012 | 18,823 | 3,554 | 4,306 | 70 | 46 | 111 | 3,378 | 55 | 36 | 87 | A,B,C,D,E |
| Scott Boulevard to Monroe Street | 75,585 | 14,423 | 2,780 | 3,344 | 54 | 36 | 86 | 2,642 | 43 | 28 | 68 | A,B,C,D,E |
| Monroe Street to El Camino Real | 67,205 | 12,836 | 2,471 | 2,974 | 48 | 32 | 77 | 2,349 | 38 | 25 | 61 | A,B,C,D,E |
| Tasman Drive | | | | | | | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 46,843 | 8,377 | 1,748 | 2,049 | 34 | 22 | 53 | 1,662 | 27 | 18 | 43 | A,B,C,D,E |
| Patrick Henry Drive to Old Ironsides Drive | 22,784 | 4,190 | 845 | 1,002 | 17 | 11 | 26 | 804 | 13 | 9 | 21 | A,B,C,D,E |
| Old Ironsides Drive to Great America Parkway | 37,025 | 7,021 | 1,364 | 1,637 | 27 | 18 | 42 | 1,297 | 21 | 14 | 34 | A,B,C,D,E |
| Great America Parkway to Convention Center | 34,650 | 6,226 | 1,292 | 1,517 | 25 | 17 | 39 | 1,228 | 20 | 13 | 32 | A,B,C,D,E |
| Convention Center to Centennial Boulevard | 36,880 | 6,790 | 1,368 | 1,621 | 27 | 18 | 42 | 1,300 | 21 | 14 | 34 | A,B,C,D,E |
| Centennial Boulevard to Calle Del Sol | 32,410 | 6,072 | 1,197 | 1,429 | 24 | 16 | 37 | 1,138 | 19 | 13 | 30 | A,B,C,D,E |
| Calle Del Sol to Lick Mill Boulevard | 27,785 | 5,164 | 1,028 | 1,224 | 20 | 13 | 32 | 978 | 16 | 11 | 25 | A,B,C,D,E |
| Lafayette Street | | | | | | | | | | | | |
| North of Calle De Luna | 27,010 | 4,814 | 1,009 | 1,181 | 20 | 13 | 31 | 959 | 16 | 11 | 25 | A,B,C,D,E |
| Calle Del Luna to Agnew Road | 42,045 | 7,464 | 1,572 | 1,836 | 30 | 20 | 47 | 1,494 | 25 | 16 | 39 | A,B,C,D,E |
| Agnew Road to Central Expressway | 33,400 | 6,205 | 1,236 | 1,471 | 24 | 16 | 38 | 1,175 | 19 | 13 | 31 | A,B,C,D,E |
| South of Central Expressway | 28,280 | 5,254 | 1,047 | 1,245 | 21 | 14 | 32 | 995 | 17 | 11 | 26 | A,B,C,D,E |
| East Arques / Scott Boulevard | | | | | | | | | | | | |
| West of Lawrence Expressway | 33,390 | 5,682 | 1,259 | 1,448 | 24 | 16 | 37 | 1,197 | 20 | 13 | 31 | A,B,C,D,E |
| Lawrence Expressway to Bowers Avenue | 24,430 | 4,477 | 907 | 1,073 | 18 | 12 | 28 | 862 | 14 | 10 | 23 | A,B,C,D,E |
| Bowers Avenue to San Tomas Expressway | 29,245 | 5,641 | 1,073 | 1,297 | 21 | 14 | 34 | 1,020 | 17 | 11 | 27 | A,B,C,D,E |
| San Tomas Expressway to Central Expressway | 16,395 | 2,785 | 619 | 711 | 12 | 8 | 19 | 588 | 10 | 7 | 16 | A,B,C,D,E |
| South of Central Expressway | 29,440 | 5,315 | 1,097 | 1,290 | 21 | 14 | 33 | 1,043 | 17 | 12 | 27 | A,B,C,D,E |

TABLE 22: FREEDOM CIRCLE 2040 W/O GREYSTAR VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Central Expressway | | | | | | | | | | | | |
| West of Bowers Avenue | 72,920 | 13,963 | 2,680 | 3,229 | 53 | 35 | 83 | 2,547 | 42 | 27 | 66 | A,B,C,D,E |
| Bowers Avenue to Scott Boulevard | 67,985 | 12,960 | 2,501 | 3,008 | 49 | 32 | 77 | 2,377 | 39 | 26 | 61 | A,B,C,D,E |
| Scott Boulevard to Lafayette Street | 60,900 | 11,469 | 2,247 | 2,688 | 44 | 29 | 69 | 2,136 | 35 | 23 | 55 | A,B,C,D,E |
| Lafayette Stree to De La Cruz Boulevard / Trimble | 59,460 | 11,524 | 2,179 | 2,639 | 43 | 28 | 68 | 2,071 | 34 | 22 | 53 | A,B,C,D,E |
| Montague Expressway | | | | | | | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 103,634 | 20,062 | 3,799 | 4,598 | 75 | 49 | 118 | 3,611 | 59 | 39 | 93 | A,B,C,D,E |
| Mission College Boulevard / Thomas Road to Agnew | 88,579 | 17,070 | 3,250 | 3,926 | 64 | 42 | 101 | 3,089 | 50 | 33 | 79 | A,B,C,D,E |
| Agnew Road / De La Cruz Boulevard to Lick Mill | 85,260 | 16,723 | 3,115 | 3,792 | 62 | 41 | 97 | 2,961 | 48 | 32 | 76 | A,B,C,D,E |
| Lick Mill Boulevard to North 1st Street | 101,305 | 19,218 | 3,731 | 4,477 | 73 | 48 | 115 | 3,546 | 58 | 38 | 91 | A,B,C,D,E |
| North 1st Street to Zanker Rd | 80,515 | 15,239 | 2,967 | 3,557 | 58 | 38 | 91 | 2,820 | 46 | 30 | 73 | A,B,C,D,E |
| Zanker Road to Trimble Road | 59,130 | 11,254 | 2,176 | 2,615 | 43 | 28 | 67 | 2,069 | 34 | 22 | 53 | A,B,C,D,E |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 78,345 | 15,184 | 2,871 | 3,477 | 57 | 37 | 89 | 2,729 | 45 | 29 | 70 | A,B,C,D,E |
| North of McCarthy Boulevard / O'Toole Avenue | 72,360 | 14,281 | 2,640 | 3,222 | 53 | 35 | 83 | 2,509 | 41 | 27 | 65 | A,B,C,D,E |
| Trimble Road | | | | | | | | | | | | |
| South of Montague Expressway | 31,610 | 5,790 | 1,174 | 1,388 | 23 | 15 | 36 | 1,116 | 19 | 12 | 29 | A,B,C,D,E |
| North of Central Expressway | 57,030 | 11,064 | 2,089 | 2,531 | 41 | 27 | 65 | 1,986 | 33 | 21 | 51 | A,B,C,D,E |
| De La Cruz Boulevard | | | | | | | | | | | | |
| South of Central Expressway | 38,540 | 7,246 | 1,422 | 1,701 | 28 | 18 | 44 | 1,352 | 22 | 15 | 35 | A,B,C,D,E |
| Kifer Road | | | | | | | | | | | | |
| West of Lawrence Expressway | 36,090 | 6,401 | 1,350 | 1,576 | 26 | 17 | 41 | 1,283 | 21 | 14 | 33 | A,B,C,D,E |
| East of Lawrence Expressway | 27,260 | 4,976 | 1,013 | 1,197 | 20 | 13 | 31 | 963 | 16 | 11 | 25 | A,B,C,D,E |
| West of Bowers Avenue | 49,175 | 9,316 | 1,812 | 2,173 | 36 | 23 | 56 | 1,722 | 28 | 19 | 45 | A,B,C,D,E |
| East of Bowers Avenue | 23,460 | 4,194 | 876 | 1,026 | 17 | 11 | 27 | 833 | 14 | 9 | 22 | A,B,C,D,E |

TABLE 22: FREEDOM CIRCLE 2040 W/O GREYSTAR VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Monroe Street | | | | | | | | | | | | |
| West of Lawrence Expressway | 31,410 | 5,295 | 1,187 | 1,360 | 22 | 15 | 35 | 1,129 | 19 | 12 | 29 | A,B,C,D,E |
| East of Lawrence Expressway | 23,435 | 4,287 | 870 | 1,029 | 17 | 11 | 27 | 828 | 14 | 9 | 22 | A,B,C,D,E |
| West of Bowers Avenue | 25,700 | 4,912 | 945 | 1,138 | 19 | 13 | 30 | 898 | 15 | 10 | 23 | A,B,C,D,E |
| East of Bowers Avenue | 26,360 | 5,226 | 961 | 1,175 | 19 | 13 | 31 | 913 | 15 | 10 | 24 | A,B,C,D,E |
| El Camino Real | | | | | | | | | | | | |
| West of Bowers Avenue | 38,550 | 6,581 | 1,453 | 1,672 | 27 | 18 | 43 | 1,381 | 23 | 15 | 36 | A,B,C,D,E |
| East of Bowers Avenue | 36,760 | 6,320 | 1,384 | 1,597 | 26 | 17 | 41 | 1,315 | 22 | 14 | 34 | A,B,C,D,E |
| Benton Street | | | | | | | | | | | | |
| West of Bowers Avenue | 24,840 | 4,382 | 930 | 1,084 | 18 | 12 | 28 | 884 | 15 | 10 | 23 | A,B,C,D,E |
| East of Bowers Avenue | 22,980 | 4,128 | 857 | 1,006 | 17 | 11 | 26 | 815 | 14 | 9 | 21 | A,B,C,D,E |
| Homestead Avenue | | | | | | | | | | | | |
| West of Lawrence Expressway | 31,070 | 6,098 | 1,135 | 1,382 | 23 | 15 | 36 | 1,079 | 18 | 12 | 28 | A,B,C,D,E |
| East of Lawrence Expressway | 25,860 | 5,095 | 944 | 1,151 | 19 | 13 | 30 | 897 | 15 | 10 | 23 | A,B,C,D,E |
| West of Bowers Avenue | 25,860 | 5,095 | 944 | 1,151 | 19 | 13 | 30 | 897 | 15 | 10 | 23 | A,B,C,D,E |
| East of Bowers Avenue | 24,050 | 4,721 | 879 | 1,070 | 18 | 12 | 28 | 835 | 14 | 9 | 22 | A,B,C,D,E |
| Pruneridge Avenue | | | | | | | | | | | | |
| West of Lawrence Expressway | 15,680 | 2,853 | 583 | 688 | 12 | 8 | 18 | 555 | 9 | 6 | 15 | A,B,C,D,E |
| East of Lawrence Expressway | 23,030 | 4,405 | 847 | 1,020 | 17 | 11 | 27 | 805 | 13 | 9 | 21 | A,B,C,D,E |

TABLE NOTES:

A) Average daily traffic (ADT) volumes derived from peak hour traffic volume information provided by Hexagon Transportation Consultants. The highest AM or PM peak hour volume was assumed to be equal to 10% of ADT.

B) Total peak hour vehicles is based on AM and PM peak hour traffic volume information provided by Hexagon Transportation Consultants.

C) Non peak-hour vehicles are derived by subtrating total peak hour traffic from ADT volumes and dividing by 22 (the number of non=peak hours in the day).

D) Vehicles per daytime includes peak hour traffic and non-peak hour traffic (10 hours) multiplied by EMFAC vehicle class distribution percentages.

E) Vehicles per nighttime includes non-peak hour traffic (12 hours) multipled by EMFAC vehicle class distribution percentages.

TABLE 23:FREEDOM CIRCLE 2040 W/O GREYSTAR TRAFFIC NOISE ESTIMATE

| Road Segment | ADT | Daytime | Evening | | Nighttime | | 24-Hour CNEL | Notes |
|---|---|---|---|---|---|---|---|---|
| | | Leq(h) | Leq(h) | CNEL Value | Leq(h) | CNEL Value | | |
| Lawrence Expressway | | | | | | | | |
| SR 237 to Tasman Drive | 49,750 | 70.9 | 71.1 | 75.9 | 71.1 | 81.1 | 77.7 | A,B |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 51,618 | 71.8 | 70.1 | 74.9 | 70.1 | 80.1 | 77.0 | A,B |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 67,780 | 72.2 | 70.7 | 75.5 | 70.7 | 80.7 | 77.5 | A,B |
| U.S. 101 to East Arques Avenue | 58,150 | 71.9 | 70.3 | 75.1 | 70.3 | 80.3 | 77.2 | A,B |
| East Arques Avenuto Kifer Road | 69,635 | 73.2 | 72.1 | 76.9 | 72.1 | 82.1 | 78.9 | A,B |
| Kifer Road to Monroe Street | 75,560 | 73.5 | 72.5 | 77.3 | 72.5 | 82.5 | 79.3 | A,B |
| Monroe Street to Homestead Avenue | 70,390 | 73.4 | 72.4 | 77.2 | 72.4 | 82.4 | 79.2 | A,B |
| Homestead Avenue to Pruneridge Ave | 67,930 | 73.1 | 72.8 | 77.6 | 72.8 | 82.8 | 79.5 | A,B |
| Patrick Henry Drive | | | | | | | | |
| South of Tasman Drive | 31,559 | 65.9 | 64.6 | 69.4 | 64.6 | 74.6 | 71.4 | A,B |
| Great America Parkway to Old Ironside Drive | 20,239 | 63.0 | 62.1 | 66.9 | 62.1 | 72.1 | 68.8 | A,B |
| West of Old Ironsides Drive | 15,867 | 58.1 | 57.0 | 61.8 | 57.0 | 67.0 | 63.8 | A,B |
| Old Ironsides Drive | | | | | | | | |
| Tasman Drive to Old Glory Lane | 26,372 | 62.9 | 61.6 | 66.4 | 61.6 | 71.6 | 68.4 | A,B |
| Old Glory Lane to Patrick Henry Drive | 9,281 | 54.7 | 53.9 | 58.7 | 53.9 | 63.9 | 60.6 | A,B |
| Great America Parkway | | | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 41,415 | 67.2 | 65.7 | 70.5 | 65.7 | 75.7 | 72.6 | A,B |
| Great America Parkway to Old Mountain View Alviso Road | 42,520 | 69.2 | 67.7 | 72.5 | 67.7 | 77.7 | 74.6 | A,B |
| Old Mountain View Alviso Road to Bunker Hill Lane | 47,750 | 69.8 | 68.4 | 73.2 | 68.4 | 78.4 | 75.2 | A,B |
| Bunker Hill Lane to Tasman Drive | 53,796 | 69.9 | 68.3 | 73.1 | 68.3 | 78.3 | 75.2 | A,B |
| Tasman Drive to Old Glory Lane | 43,974 | 69.5 | 67.8 | 72.6 | 67.8 | 77.8 | 74.7 | A,B |
| Old Glory Lane to Patrick Henry Drive | 72,949 | 71.6 | 70.2 | 75.0 | 70.2 | 80.2 | 77.0 | A,B |
| Patrick Henry Drive to Mission College Boulevard | 95,801 | 72.7 | 71.2 | 76.0 | 71.2 | 81.2 | 78.1 | A,B |
| Mission College Boulevard to Bowers Avenue / U.S. 1010 Northbound Ramp | 86,034 | 71.7 | 70.3 | 75.1 | 70.3 | 80.3 | 77.1 | A,B |
| Bowers Avenue | | | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 53,655 | 67.4 | 66.6 | 71.4 | 66.6 | 76.6 | 73.3 | A,B |
| Augustine Drive to Scott Boulevard | 42,695 | 68.5 | 67.1 | 71.9 | 67.1 | 77.1 | 73.9 | A,B |
| Scott Boulevard to Central Expressway | 35,605 | 68.5 | 67.0 | 71.8 | 67.0 | 77.0 | 73.8 | A,B |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 30,425 | 67.1 | 65.7 | 70.5 | 65.7 | 75.7 | 72.5 | A,B |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 30,435 | 68.0 | 67.0 | 71.8 | 67.0 | 77.0 | 73.8 | A,B |
| Monroe Street to El Camino Real | 19,765 | 65.5 | 64.6 | 69.4 | 64.6 | 74.6 | 71.4 | A,B |
| El Camino Real to Benton Street | 21,865 | 65.8 | 65.0 | 69.8 | 65.0 | 75.0 | 71.8 | A,B |
| Benton Street to Homestead Avenue | 23,415 | 66.2 | 65.4 | 70.2 | 65.4 | 75.4 | 72.2 | A,B |
| Mission College Boulevard | | | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 21,101 | 65.7 | 64.3 | 69.1 | 64.3 | 74.3 | 71.1 | A,B |
| Great America Pkwy to Marriot Driveway | 40,597 | 68.6 | 67.1 | 71.9 | 67.1 | 77.1 | 73.9 | A,B |
| Marriot Driveway to Freedom Circle West | 38,050 | 68.0 | 66.4 | 71.2 | 66.4 | 76.4 | 73.3 | A,B |
| Freedom Circle West to Freedom Circle East | 27,640 | 67.3 | 65.6 | 70.4 | 65.6 | 75.6 | 72.5 | A,B |
| Agnew Rd / Freedom Circle East to Juliet Lane | 28,533 | 67.2 | 65.5 | 70.3 | 65.5 | 75.5 | 72.4 | A,B |
| Juliette Lane to Burton Circle | 27,445 | 67.2 | 65.5 | 70.3 | 65.5 | 75.5 | 72.4 | A,B |
| Burton Circle to Montague Expressway | 32,459 | 69.2 | 68.0 | 72.8 | 68.0 | 78.0 | 74.8 | A,B |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Mission College Boulevard Loop | | | | | | | | |
| North of Mission College Boulevard | 5,040 | 58.1 | 56.4 | 61.2 | 56.4 | 66.4 | 63.2 | A,B |
| South of Mission College Boulevard | 17,331 | 63.0 | 62.0 | 66.8 | 62.0 | 72.0 | 68.8 | A,B |
| Agnew Road / Freedom Circle East | | | | | | | | |
| North of Mission College Boulevard | 18,100 | 62.8 | 61.2 | 66.0 | 61.2 | 71.2 | 68.1 | A,B |
| South of Mission College Boulevard | 18,558 | 64.6 | 63.1 | 67.9 | 63.1 | 73.1 | 70.0 | A,B |
| San Tomas Expressway | | | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 97,012 | 73.7 | 72.0 | 76.8 | 72.0 | 82.0 | 78.9 | A,B |
| Scott Boulevard to Monroe Street | 75,585 | 72.7 | 71.1 | 75.9 | 71.1 | 81.1 | 78.0 | A,B |
| Monroe Street to El Camino Real | 67,205 | 72.2 | 70.5 | 75.3 | 70.5 | 80.5 | 77.4 | A,B |
| Tasman Drive | | | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 46,843 | 69.8 | 68.2 | 73.0 | 68.2 | 78.2 | 75.1 | A,B |
| Patrick Henry Drive to Old Ironsides Drive | 22,784 | 66.6 | 65.3 | 70.1 | 65.3 | 75.3 | 72.1 | A,B |
| Old Ironsides Drive to Great America Parkway | 37,025 | 68.1 | 66.8 | 71.6 | 66.8 | 76.8 | 73.7 | A,B |
| Great America Parkway to Convention Center | 34,650 | 67.8 | 66.4 | 71.2 | 66.4 | 76.4 | 73.2 | A,B |
| Convention Center to Centennial Boulevard | 36,880 | 68.7 | 67.1 | 71.9 | 67.1 | 77.1 | 74.0 | A,B |
| Centennial Boulevard to Calle Del Sol | 32,410 | 68.1 | 66.6 | 71.4 | 66.6 | 76.6 | 73.4 | A,B |
| Calle Del Sol to Lick Mill Boulevard | 27,785 | 67.0 | 65.5 | 70.3 | 65.5 | 75.5 | 72.3 | A,B |
| Lafayette Street | | | | | | | | |
| North of Calle De Luna | 27,010 | 66.4 | 64.9 | 69.7 | 64.9 | 74.9 | 71.7 | A,B |
| Calle Del Luna to Agnew Road | 42,045 | 68.4 | 67.0 | 71.8 | 67.0 | 77.0 | 73.8 | A,B |
| Agnew Road to Central Expressway | 33,400 | 68.3 | 66.8 | 71.6 | 66.8 | 76.8 | 73.6 | A,B |
| South of Central Expressway | 28,280 | 65.2 | 63.7 | 68.5 | 63.7 | 73.7 | 70.6 | A,B |
| East Arques / Scott Boulevard | | | | | | | | |
| West of Lawrence Expressway | 33,390 | 67.2 | 65.9 | 70.7 | 65.9 | 75.9 | 72.7 | A,B |
| Lawrence Expressway to Bowers Avenue | 24,430 | 66.9 | 65.4 | 70.2 | 65.4 | 75.4 | 72.3 | A,B |
| Bowers Avenue to San Tomas Expressway | 29,245 | 67.8 | 66.2 | 71.0 | 66.2 | 76.2 | 73.1 | A,B |
| San Tomas Expressway to Central Expressway | 16,395 | 65.1 | 63.8 | 68.6 | 63.8 | 73.8 | 70.6 | A,B |
| South of Central Expressway | 29,440 | 66.9 | 65.4 | 70.2 | 65.4 | 75.4 | 72.2 | A,B |
| Central Expressway | | | | | | | | |
| West of Bowers Avenue | 72,920 | 73.1 | 71.5 | 76.3 | 71.5 | 81.5 | 78.3 | A,B |
| Bowers Avenue to Scott Boulevard | 67,985 | 73.1 | 71.6 | 76.4 | 71.6 | 81.6 | 78.4 | A,B |
| Scott Boulevard to Lafayette Street | 60,900 | 72.6 | 70.9 | 75.7 | 70.9 | 80.9 | 77.8 | A,B |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 59,460 | 72.2 | 70.5 | 75.3 | 70.5 | 80.5 | 77.4 | A,B |
| Montague Expressway | | | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 103,634 | 73.0 | 71.3 | 76.1 | 71.3 | 81.3 | 78.2 | A,B |
| Mission College Boulevard / Thomas Road to Agnew Road / De La Cruz Boulevard | 88,579 | 73.3 | 71.7 | 76.5 | 71.7 | 81.7 | 78.6 | A,B |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 85,260 | 73.1 | 71.4 | 76.2 | 71.4 | 81.4 | 78.3 | A,B |
| Lick Mill Boulevard to North 1st Street | 101,305 | 73.8 | 72.2 | 77.0 | 72.2 | 82.2 | 79.0 | A,B |
| North 1st Street to Zanker Rd | 80,515 | 72.7 | 71.1 | 75.9 | 71.1 | 81.1 | 78.0 | A,B |
| Zanker Road to Trimble Road | 59,130 | 71.8 | 70.1 | 74.9 | 70.1 | 80.1 | 77.0 | A,B |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 78,345 | 72.7 | 71.2 | 76.0 | 71.2 | 81.2 | 78.0 | A,B |
| North of McCarthy Boulevard / O'Toole Avenue | 72,360 | 72.2 | 70.5 | 75.3 | 70.5 | 80.5 | 77.3 | A,B |
| Trimble Road | | | | | | | | |
| South of Montague Expressway | 31,610 | 68.2 | 66.8 | 71.6 | 66.8 | 76.8 | 73.6 | A,B |
| North of Central Expressway | 57,030 | 70.6 | 69.1 | 73.9 | 69.1 | 79.1 | 75.9 | A,B |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| De La Cruz Boulevard | | | | | | | | |
| South of Central Expressway | 38,540 | 69.1 | 67.5 | 72.3 | 67.5 | 77.5 | 74.4 | A,B |
| Kifer Road | | | | | | | | |
| West of Lawrence Expressway | 36,090 | 68.5 | 67.7 | 72.5 | 67.7 | 77.7 | 74.4 | A,B |
| East of Lawrence Expressway | 27,260 | 67.4 | 66.4 | 71.2 | 66.4 | 76.4 | 73.2 | A,B |
| West of Bowers Avenue | 49,175 | 69.9 | 68.8 | 73.6 | 68.8 | 78.8 | 75.6 | A,B |
| East of Bowers Avenue | 23,460 | 66.7 | 65.8 | 70.6 | 65.8 | 75.8 | 72.6 | A,B |
| Monroe Street | | | | | | | | |
| West of Lawrence Expressway | 31,410 | 67.4 | 66.7 | 71.5 | 66.7 | 76.7 | 73.4 | A,B |
| East of Lawrence Expressway | 23,435 | 66.2 | 65.3 | 70.1 | 65.3 | 75.3 | 72.1 | A,B |
| West of Bowers Avenue | 25,700 | 66.6 | 65.6 | 70.4 | 65.6 | 75.6 | 72.4 | A,B |
| East of Bowers Avenue | 26,360 | 66.8 | 65.8 | 70.6 | 65.8 | 75.8 | 72.6 | A,B |
| El Camino Real | | | | | | | | |
| West of Bowers Avenue | 38,550 | 68.5 | 67.7 | 72.5 | 67.7 | 77.7 | 74.4 | A,B |
| East of Bowers Avenue | 36,760 | 68.3 | 67.5 | 72.3 | 67.5 | 77.5 | 74.2 | A,B |
| Benton Street | | | | | | | | |
| West of Bowers Avenue | 24,840 | 66.5 | 65.6 | 70.4 | 65.6 | 75.6 | 72.3 | A,B |
| East of Bowers Avenue | 22,980 | 66.2 | 65.2 | 70.0 | 65.2 | 75.2 | 72.0 | A,B |
| Homestead Avenue | | | | | | | | |
| West of Lawrence Expressway | 31,070 | 67.5 | 66.5 | 71.3 | 66.5 | 76.5 | 73.2 | A,B |
| East of Lawrence Expressway | 25,860 | 66.6 | 65.6 | 70.4 | 65.6 | 75.6 | 72.4 | A,B |
| West of Bowers Avenue | 25,860 | 66.6 | 65.6 | 70.4 | 65.6 | 75.6 | 72.4 | A,B |
| East of Bowers Avenue | 24,050 | 66.4 | 65.4 | 70.2 | 65.4 | 75.4 | 72.1 | A,B |
| Pruneridge Avenue | | | | | | | | |
| West of Lawrence Expressway | 15,680 | 64.6 | 63.5 | 68.3 | 63.5 | 73.5 | 70.3 | A,B |
| East of Lawrence Expressway | 23,030 | 66.1 | 65.1 | 69.9 | 65.1 | 75.1 | 71.9 | A,B |
| TABLE NOTES: | | | | | | | | |
| A) Average daily traffic (ADT) volumes derived from peak hour traffic volume information provided by Hexagon Transportation Consultants. The highest AM or PM peak hour volume was assumed to be equal to 10% of ADT. | | | | | | | | |
| B) 24-hour CNEL assumes 12 hours of daytime Leq (h), plus 3 hours of evening CNEL value Leq (h), plus 9 hours of nighttime CNEL value Leq (h). | | | | | | | | |

TABLE 24: FREEDOM CIRCLE 2040 W/ GREYSTAR VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Lawrence Expressway | | | | | | | | | | | | |
| SR 237 to Tasman Drive | 49,690 | 8,803 | 1,859 | 2,169 | 36 | 23 | 56 | 1,767 | 29 | 19 | 46 | A,B,C,D,E |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 51,678 | 10,023 | 1,893 | 2,294 | 38 | 25 | 59 | 1,800 | 30 | 20 | 46 | A,B,C,D,E |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 67,943 | 12,317 | 2,528 | 2,978 | 49 | 32 | 77 | 2,403 | 39 | 26 | 62 | A,B,C,D,E |
| U.S. 101 to East Arques Avenue | 58,280 | 10,892 | 2,154 | 2,569 | 42 | 28 | 66 | 2,047 | 34 | 22 | 53 | A,B,C,D,E |
| East Arques Avenuto Kifer Road | 68,955 | 13,115 | 2,538 | 3,049 | 50 | 33 | 78 | 2,413 | 39 | 26 | 62 | A,B,C,D,E |
| Kifer Road to Monroe Street | 74,030 | 13,941 | 2,731 | 3,268 | 53 | 35 | 84 | 2,596 | 42 | 28 | 67 | A,B,C,D,E |
| Monroe Street to Homestead Avenue | 70,595 | 13,724 | 2,585 | 3,135 | 51 | 34 | 81 | 2,457 | 40 | 26 | 63 | A,B,C,D,E |
| Homestead Avenue to Pruneridge Ave | 67,920 | 12,968 | 2,498 | 3,006 | 49 | 32 | 77 | 2,374 | 39 | 26 | 61 | A,B,C,D,E |
| Patrick Henry Drive | | | | | | | | | | | | |
| South of Tasman Drive | 31,660 | 5,821 | 1,175 | 1,392 | 23 | 15 | 36 | 1,117 | 19 | 12 | 29 | A,B,C,D,E |
| Great America Parkway to Old Ironside Drive | 20,237 | 3,273 | 771 | 870 | 15 | 10 | 23 | 733 | 12 | 8 | 19 | A,B,C,D,E |
| West of Old Ironsides Drive | 15,961 | 2,845 | 596 | 698 | 12 | 8 | 18 | 567 | 10 | 6 | 15 | A,B,C,D,E |
| Old Ironsides Drive | | | | | | | | | | | | |
| Tasman Drive to Old Glory Lane | 26,383 | 4,748 | 983 | 1,155 | 19 | 13 | 30 | 935 | 16 | 10 | 24 | A,B,C,D,E |
| Old Glory Lane to Patrick Henry Drive | 9,271 | 1,692 | 345 | 407 | 7 | 5 | 11 | 328 | 6 | 4 | 9 | A,B,C,D,E |
| Great America Parkway | | | | | | | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 41,415 | 7,846 | 1,526 | 1,830 | 30 | 20 | 47 | 1,451 | 24 | 16 | 38 | A,B,C,D,E |
| Great America Parkway to Old Mountain View Alviso | 42,365 | 7,946 | 1,565 | 1,869 | 31 | 20 | 48 | 1,487 | 24 | 16 | 39 | A,B,C,D,E |
| Old Mountain View Alviso Road to Bunker Hill Lane | 47,605 | 8,687 | 1,769 | 2,089 | 34 | 23 | 54 | 1,682 | 28 | 18 | 43 | A,B,C,D,E |
| Bunker Hill Lane to Tasman Drive | 53,864 | 9,741 | 2,006 | 2,360 | 39 | 25 | 61 | 1,906 | 31 | 21 | 49 | A,B,C,D,E |
| Tasman Drive to Old Glory Lane | 44,010 | 8,483 | 1,615 | 1,951 | 32 | 21 | 50 | 1,535 | 25 | 17 | 40 | A,B,C,D,E |
| Old Glory Lane to Patrick Henry Drive | 72,904 | 13,306 | 2,709 | 3,200 | 52 | 34 | 82 | 2,575 | 42 | 28 | 66 | A,B,C,D,E |
| Patrick Henry Drive to Mission College Boulevard | 95,727 | 17,325 | 3,564 | 4,195 | 68 | 45 | 108 | 3,387 | 55 | 36 | 87 | A,B,C,D,E |
| Mission College Boulevard to Bowers Avenue / U.S. | 86,412 | 16,550 | 3,176 | 3,826 | 62 | 41 | 98 | 3,018 | 49 | 32 | 78 | A,B,C,D,E |

TABLE 24: FREEDOM CIRCLE 2040 W/ GREYSTAR VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Bowers Avenue | | | | | | | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 53,715 | 9,695 | 2,001 | 2,353 | 38 | 25 | 61 | 1,902 | 31 | 21 | 49 | A,B,C,D,E |
| Augustine Drive to Scott Boulevard | 42,730 | 7,846 | 1,586 | 1,878 | 31 | 20 | 48 | 1,507 | 25 | 16 | 39 | A,B,C,D,E |
| Scott Boulevard to Central Expressway | 35,630 | 6,573 | 1,321 | 1,567 | 26 | 17 | 41 | 1,256 | 21 | 14 | 33 | A,B,C,D,E |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 30,410 | 5,263 | 1,143 | 1,322 | 22 | 14 | 34 | 1,087 | 18 | 12 | 28 | A,B,C,D,E |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 30,445 | 5,418 | 1,138 | 1,330 | 22 | 15 | 34 | 1,082 | 18 | 12 | 28 | A,B,C,D,E |
| Monroe Street to El Camino Real | 19,625 | 3,496 | 733 | 858 | 14 | 10 | 22 | 697 | 12 | 8 | 18 | A,B,C,D,E |
| El Camino Real to Benton Street | 21,655 | 3,784 | 812 | 943 | 16 | 10 | 25 | 772 | 13 | 9 | 20 | A,B,C,D,E |
| Benton Street to Homestead Avenue | 23,140 | 4,105 | 865 | 1,011 | 17 | 11 | 26 | 823 | 14 | 9 | 22 | A,B,C,D,E |
| Mission College Boulevard | | | | | | | | | | | | |
| Mission College Boulevard Loop to Great America | 21,504 | 3,667 | 811 | 933 | 16 | 10 | 24 | 771 | 13 | 9 | 20 | A,B,C,D,E |
| Great America Pkwy to Marriot Driveway | 41,467 | 7,906 | 1,525 | 1,835 | 30 | 20 | 47 | 1,450 | 24 | 16 | 38 | A,B,C,D,E |
| Marriot Driveway to Freedom Circle West | 38,820 | 7,360 | 1,430 | 1,716 | 28 | 19 | 44 | 1,359 | 22 | 15 | 35 | A,B,C,D,E |
| Freedom Circle West to Freedom Circle East | 28,315 | 5,595 | 1,033 | 1,261 | 21 | 14 | 33 | 982 | 16 | 11 | 26 | A,B,C,D,E |
| Agnew Rd / Freedom Circle East to Juliet Lane | 29,785 | 5,937 | 1,084 | 1,329 | 22 | 15 | 34 | 1,031 | 17 | 11 | 27 | A,B,C,D,E |
| Juliette Lane to Burton Circle | 28,865 | 5,707 | 1,053 | 1,286 | 21 | 14 | 33 | 1,001 | 17 | 11 | 26 | A,B,C,D,E |
| Burton Circle to Montague Expressway | 33,412 | 6,395 | 1,228 | 1,479 | 24 | 16 | 38 | 1,168 | 19 | 13 | 30 | A,B,C,D,E |
| Mission College Boulevard Loop | | | | | | | | | | | | |
| North of Mission College Boulevard | 5,302 | 924 | 199 | 231 | 4 | 3 | 6 | 190 | 4 | 2 | 5 | A,B,C,D,E |
| South of Mission College Boulevard | 17,468 | 2,636 | 674 | 743 | 12 | 8 | 19 | 641 | 11 | 7 | 17 | A,B,C,D,E |
| Agnew Road / Freedom Circle East | | | | | | | | | | | | |
| North of Mission College Boulevard | 18,240 | 3,272 | 680 | 798 | 13 | 9 | 21 | 647 | 11 | 7 | 17 | A,B,C,D,E |
| South of Mission College Boulevard | 22,400 | 4,244 | 825 | 990 | 16 | 11 | 26 | 785 | 13 | 9 | 21 | A,B,C,D,E |

TABLE 24: FREEDOM CIRCLE 2040 W/ GREYSTAR VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| San Tomas Expressway | | | | | | | | | | | | |
| Mission College Boulevard / Thomas Road to Scott | 97,408 | 18,887 | 3,569 | 4,323 | 70 | 46 | 111 | 3,392 | 55 | 36 | 87 | A,B,C,D,E |
| Scott Boulevard to Monroe Street | 75,805 | 14,460 | 2,788 | 3,354 | 55 | 36 | 86 | 2,650 | 43 | 29 | 68 | A,B,C,D,E |
| Monroe Street to El Camino Real | 67,300 | 12,848 | 2,475 | 2,978 | 49 | 32 | 77 | 2,353 | 38 | 25 | 61 | A,B,C,D,E |
| Tasman Drive | | | | | | | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 46,980 | 8,392 | 1,754 | 2,054 | 34 | 22 | 53 | 1,667 | 27 | 18 | 43 | A,B,C,D,E |
| Patrick Henry Drive to Old Ironsides Drive | 22,860 | 4,200 | 848 | 1,005 | 17 | 11 | 26 | 807 | 14 | 9 | 21 | A,B,C,D,E |
| Old Ironsides Drive to Great America Parkway | 37,071 | 7,028 | 1,366 | 1,639 | 27 | 18 | 42 | 1,298 | 21 | 14 | 34 | A,B,C,D,E |
| Great America Parkway to Convention Center | 34,595 | 6,213 | 1,290 | 1,514 | 25 | 17 | 39 | 1,226 | 20 | 13 | 32 | A,B,C,D,E |
| Convention Center to Centennial Boulevard | 36,800 | 6,775 | 1,365 | 1,618 | 27 | 18 | 42 | 1,297 | 21 | 14 | 34 | A,B,C,D,E |
| Centennial Boulevard to Calle Del Sol | 32,295 | 6,049 | 1,193 | 1,424 | 23 | 16 | 37 | 1,134 | 19 | 12 | 29 | A,B,C,D,E |
| Calle Del Sol to Lick Mill Boulevard | 27,810 | 5,156 | 1,030 | 1,224 | 20 | 13 | 32 | 979 | 16 | 11 | 26 | A,B,C,D,E |
| Lafayette Street | | | | | | | | | | | | |
| North of Calle De Luna | 27,160 | 4,830 | 1,015 | 1,187 | 20 | 13 | 31 | 965 | 16 | 11 | 25 | A,B,C,D,E |
| Calle Del Luna to Agnew Road | 42,070 | 7,470 | 1,573 | 1,838 | 30 | 20 | 47 | 1,495 | 25 | 16 | 39 | A,B,C,D,E |
| Agnew Road to Central Expressway | 33,410 | 6,208 | 1,236 | 1,471 | 24 | 16 | 38 | 1,176 | 19 | 13 | 31 | A,B,C,D,E |
| South of Central Expressway | 28,370 | 5,271 | 1,050 | 1,249 | 21 | 14 | 32 | 998 | 17 | 11 | 26 | A,B,C,D,E |
| East Arques / Scott Boulevard | | | | | | | | | | | | |
| West of Lawrence Expressway | 33,490 | 5,674 | 1,264 | 1,451 | 24 | 16 | 38 | 1,202 | 20 | 13 | 31 | A,B,C,D,E |
| Lawrence Expressway to Bowers Avenue | 24,790 | 4,503 | 922 | 1,087 | 18 | 12 | 28 | 877 | 15 | 10 | 23 | A,B,C,D,E |
| Bowers Avenue to San Tomas Expressway | 28,560 | 5,567 | 1,045 | 1,269 | 21 | 14 | 33 | 994 | 17 | 11 | 26 | A,B,C,D,E |
| San Tomas Expressway to Central Expressway | 16,325 | 2,779 | 616 | 708 | 12 | 8 | 19 | 586 | 10 | 7 | 15 | A,B,C,D,E |
| South of Central Expressway | 29,380 | 5,303 | 1,094 | 1,287 | 21 | 14 | 33 | 1,041 | 17 | 11 | 27 | A,B,C,D,E |

TABLE 24: FREEDOM CIRCLE 2040 W/ GREYSTAR VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Central Expressway | | | | | | | | | | | | |
| West of Bowers Avenue | 73,110 | 13,977 | 2,688 | 3,236 | 53 | 35 | 83 | 2,555 | 42 | 28 | 66 | A,B,C,D,E |
| Bowers Avenue to Scott Boulevard | 68,075 | 12,942 | 2,506 | 3,010 | 49 | 32 | 77 | 2,382 | 39 | 26 | 61 | A,B,C,D,E |
| Scott Boulevard to Lafayette Street | 61,105 | 11,476 | 2,256 | 2,696 | 44 | 29 | 69 | 2,144 | 35 | 23 | 55 | A,B,C,D,E |
| Lafayette Stree to De La Cruz Boulevard / Trimble | 59,720 | 11,544 | 2,190 | 2,649 | 43 | 29 | 68 | 2,082 | 34 | 23 | 54 | A,B,C,D,E |
| Montague Expressway | | | | | | | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 104,227 | 20,163 | 3,821 | 4,623 | 75 | 49 | 119 | 3,632 | 59 | 39 | 93 | A,B,C,D,E |
| Mission College Boulevard / Thomas Road to Agnew | 88,800 | 17,115 | 3,258 | 3,936 | 64 | 42 | 101 | 3,097 | 50 | 33 | 80 | A,B,C,D,E |
| Agnew Road / De La Cruz Boulevard to Lick Mill | 85,445 | 16,762 | 3,122 | 3,800 | 62 | 41 | 98 | 2,967 | 48 | 32 | 76 | A,B,C,D,E |
| Lick Mill Boulevard to North 1st Street | 101,640 | 19,271 | 3,744 | 4,492 | 73 | 48 | 115 | 3,559 | 58 | 38 | 91 | A,B,C,D,E |
| North 1st Street to Zanker Rd | 80,715 | 15,270 | 2,975 | 3,566 | 58 | 38 | 92 | 2,828 | 46 | 30 | 73 | A,B,C,D,E |
| Zanker Road to Trimble Road | 59,105 | 11,252 | 2,175 | 2,614 | 43 | 28 | 67 | 2,068 | 34 | 22 | 53 | A,B,C,D,E |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 78,150 | 15,175 | 2,863 | 3,469 | 56 | 37 | 89 | 2,721 | 44 | 29 | 70 | A,B,C,D,E |
| North of McCarthy Boulevard / O'Toole Avenue | 72,200 | 14,284 | 2,633 | 3,216 | 52 | 35 | 83 | 2,502 | 41 | 27 | 64 | A,B,C,D,E |
| Trimble Road | | | | | | | | | | | | |
| South of Montague Expressway | 31,530 | 5,776 | 1,171 | 1,385 | 23 | 15 | 36 | 1,113 | 18 | 12 | 29 | A,B,C,D,E |
| North of Central Expressway | 56,950 | 11,072 | 2,085 | 2,529 | 41 | 27 | 65 | 1,982 | 32 | 21 | 51 | A,B,C,D,E |
| De La Cruz Boulevard | | | | | | | | | | | | |
| South of Central Expressway | 38,630 | 7,255 | 1,426 | 1,704 | 28 | 19 | 44 | 1,356 | 22 | 15 | 35 | A,B,C,D,E |
| Kifer Road | | | | | | | | | | | | |
| West of Lawrence Expressway | 36,240 | 6,419 | 1,356 | 1,582 | 26 | 17 | 41 | 1,289 | 21 | 14 | 33 | A,B,C,D,E |
| East of Lawrence Expressway | 27,375 | 4,991 | 1,017 | 1,201 | 20 | 13 | 31 | 967 | 16 | 11 | 25 | A,B,C,D,E |
| West of Bowers Avenue | 49,320 | 9,332 | 1,818 | 2,179 | 36 | 24 | 56 | 1,728 | 28 | 19 | 45 | A,B,C,D,E |
| East of Bowers Avenue | 23,550 | 4,205 | 879 | 1,030 | 17 | 11 | 27 | 836 | 14 | 9 | 22 | A,B,C,D,E |

TABLE 24: FREEDOM CIRCLE 2040 W/ GREYSTAR VEHICLE FLEET VOLUMES

| Road Segment | ADT | Peak Hour Vehicles | Non-Peak Hour Vehicles | Vehicles Per Hour (Dayime) | | | | Vehicle Per Hour (Evening and Nighttime) | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Auto | Med Truck | Heavy Truck | Motor-cycle | Auto | Med Truck | Heavy Truck | Motor-cycle | |
| Monroe Street | | | | | | | | | | | | |
| West of Lawrence Expressway | 31,480 | 5,300 | 1,190 | 1,363 | 22 | 15 | 35 | 1,131 | 19 | 12 | 29 | A,B,C,D,E |
| East of Lawrence Expressway | 23,500 | 4,290 | 873 | 1,032 | 17 | 11 | 27 | 830 | 14 | 9 | 22 | A,B,C,D,E |
| West of Bowers Avenue | 25,765 | 4,917 | 948 | 1,140 | 19 | 13 | 30 | 901 | 15 | 10 | 24 | A,B,C,D,E |
| East of Bowers Avenue | 26,320 | 5,200 | 960 | 1,173 | 19 | 13 | 30 | 913 | 15 | 10 | 24 | A,B,C,D,E |
| El Camino Real | | | | | | | | | | | | |
| West of Bowers Avenue | 38,420 | 6,550 | 1,449 | 1,666 | 27 | 18 | 43 | 1,377 | 23 | 15 | 36 | A,B,C,D,E |
| East of Bowers Avenue | 36,650 | 6,294 | 1,380 | 1,592 | 26 | 17 | 41 | 1,312 | 22 | 14 | 34 | A,B,C,D,E |
| Benton Street | | | | | | | | | | | | |
| West of Bowers Avenue | 24,900 | 4,380 | 933 | 1,086 | 18 | 12 | 28 | 887 | 15 | 10 | 23 | A,B,C,D,E |
| East of Bowers Avenue | 23,060 | 4,137 | 860 | 1,009 | 17 | 11 | 26 | 818 | 14 | 9 | 21 | A,B,C,D,E |
| Homestead Avenue | | | | | | | | | | | | |
| West of Lawrence Expressway | 31,140 | 6,099 | 1,138 | 1,385 | 23 | 15 | 36 | 1,082 | 18 | 12 | 28 | A,B,C,D,E |
| East of Lawrence Expressway | 26,005 | 5,110 | 950 | 1,157 | 19 | 13 | 30 | 903 | 15 | 10 | 24 | A,B,C,D,E |
| West of Bowers Avenue | 26,005 | 5,110 | 950 | 1,157 | 19 | 13 | 30 | 903 | 15 | 10 | 24 | A,B,C,D,E |
| East of Bowers Avenue | 23,790 | 4,675 | 869 | 1,059 | 18 | 12 | 28 | 826 | 14 | 9 | 22 | A,B,C,D,E |
| Pruneridge Avenue | | | | | | | | | | | | |
| West of Lawrence Expressway | 15,830 | 2,869 | 589 | 694 | 12 | 8 | 18 | 560 | 10 | 6 | 15 | A,B,C,D,E |
| East of Lawrence Expressway | 22,970 | 4,428 | 843 | 1,019 | 17 | 11 | 27 | 801 | 13 | 9 | 21 | A,B,C,D,E |

TABLE NOTES:

A) Average daily traffic (ADT) volumes derived from peak hour traffic volume information provided by Hexagon Transportation Consultants. The highest AM or PM peak hour volume was assumed to be equal to 10% of ADT.

B) Total peak hour vehicles is based on AM and PM peak hour traffic volume information provided by Hexagon Transportation Consultants.

C) Non peak-hour vehicles are derived by subtrating total peak hour traffic from ADT volumes and dividing by 22 (the number of non=peak hours in the day).

D) Vehicles per daytime includes peak hour traffic and non-peak hour traffic (10 hours) multiplied by EMFAC vehicle class distribution percentages.

E) Vehicles per nighttime includes non-peak hour traffic (12 hours) multipled by EMFAC vehicle class distribution percentages.

TABLE 25: FREEDOM CIRCLE 2040 W/ GREYSTAR TRAFFIC NOISE ESTIMATE

| Road Segment | ADT | Daytime | Evening | | Nighttime | | 24-Hour CNEL | Notes |
|---|---|---|---|---|---|---|---|---|
| | | Leq(h) | Leq(h) | CNEL Value | Leq(h) | CNEL Value | | |
| Lawrence Expressway | | | | | | | | |
| SR 237 to Tasman Drive | 49,690 | 70.9 | 71.1 | 75.9 | 71.1 | 81.1 | 77.7 | A,B |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 51,678 | 71.8 | 70.1 | 74.9 | 70.1 | 80.1 | 77.0 | A,B |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 67,943 | 72.2 | 70.7 | 75.5 | 70.7 | 80.7 | 77.5 | A,B |
| U.S. 101 to East Arques Avenue | 58,280 | 71.9 | 70.4 | 75.2 | 70.4 | 80.4 | 77.2 | A,B |
| East Arques Avenuto Kifer Road | 68,955 | 73.1 | 72.1 | 76.9 | 72.1 | 82.1 | 78.9 | A,B |
| Kifer Road to Monroe Street | 74,030 | 73.4 | 72.5 | 77.3 | 72.5 | 82.5 | 79.2 | A,B |
| Monroe Street to Homestead Avenue | 70,595 | 73.5 | 72.4 | 77.2 | 72.4 | 82.4 | 79.2 | A,B |
| Homestead Avenue to Pruneridge Ave | 67,920 | 73.1 | 72.8 | 77.6 | 72.8 | 82.8 | 79.5 | A,B |
| Patrick Henry Drive | | | | | | | | |
| South of Tasman Drive | 31,660 | 65.9 | 64.6 | 69.4 | 64.6 | 74.6 | 71.4 | A,B |
| Great America Parkway to Old Ironside Drive | 20,237 | 63.0 | 62.1 | 66.9 | 62.1 | 72.1 | 68.8 | A,B |
| West of Old Ironsides Drive | 15,961 | 58.2 | 57.0 | 61.8 | 57.0 | 67.0 | 63.8 | A,B |
| Old Ironsides Drive | | | | | | | | |
| Tasman Drive to Old Glory Lane | 26,383 | 62.9 | 61.6 | 66.4 | 61.6 | 71.6 | 68.4 | A,B |
| Old Glory Lane to Patrick Henry Drive | 9,271 | 54.6 | 53.9 | 58.7 | 53.9 | 63.9 | 60.6 | A,B |
| Great America Parkway | | | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 41,415 | 67.2 | 65.7 | 70.5 | 65.7 | 75.7 | 72.6 | A,B |
| Great America Parkway to Old Mountain View Alviso Road | 42,365 | 69.2 | 67.7 | 72.5 | 67.7 | 77.7 | 74.5 | A,B |
| Old Mountain View Alviso Road to Bunker Hill Lane | 47,605 | 69.8 | 68.4 | 73.2 | 68.4 | 78.4 | 75.2 | A,B |
| Bunker Hill Lane to Tasman Drive | 53,864 | 69.9 | 68.3 | 73.1 | 68.3 | 78.3 | 75.2 | A,B |
| Tasman Drive to Old Glory Lane | 44,010 | 69.5 | 67.8 | 72.6 | 67.8 | 77.8 | 74.7 | A,B |
| Old Glory Lane to Patrick Henry Drive | 72,904 | 71.6 | 70.2 | 75.0 | 70.2 | 80.2 | 77.0 | A,B |
| Patrick Henry Drive to Mission College Boulevard | 95,727 | 72.7 | 71.2 | 76.0 | 71.2 | 81.2 | 78.1 | A,B |
| Mission College Boulevard to Bowers Avenue / U.S. 1010 Northbound Ramp | 86,412 | 71.7 | 70.3 | 75.1 | 70.3 | 80.3 | 77.1 | A,B |
| Bowers Avenue | | | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 53,715 | 67.4 | 66.6 | 71.4 | 66.6 | 76.6 | 73.3 | A,B |
| Augustine Drive to Scott Boulevard | 42,730 | 68.5 | 67.1 | 71.9 | 67.1 | 77.1 | 73.9 | A,B |
| Scott Boulevard to Central Expressway | 35,630 | 68.5 | 67.0 | 71.8 | 67.0 | 77.0 | 73.8 | A,B |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 30,410 | 67.1 | 65.7 | 70.5 | 65.7 | 75.7 | 72.5 | A,B |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 30,445 | 68.0 | 67.0 | 71.8 | 67.0 | 77.0 | 73.8 | A,B |
| Monroe Street to El Camino Real | 19,625 | 65.4 | 64.6 | 69.4 | 64.6 | 74.6 | 71.3 | A,B |
| El Camino Real to Benton Street | 21,655 | 65.8 | 65.0 | 69.8 | 65.0 | 75.0 | 71.7 | A,B |
| Benton Street to Homestead Avenue | 23,140 | 66.2 | 65.3 | 70.1 | 65.3 | 75.3 | 72.1 | A,B |
| Mission College Boulevard | | | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 21,504 | 65.7 | 64.4 | 69.2 | 64.4 | 74.4 | 71.2 | A,B |
| Great America Pkwy to Marriot Driveway | 41,467 | 68.7 | 67.2 | 72.0 | 67.2 | 77.2 | 74.0 | A,B |
| Marriot Driveway to Freedom Circle West | 38,820 | 68.1 | 66.5 | 71.3 | 66.5 | 76.5 | 73.3 | A,B |
| Freedom Circle West to Freedom Circle East | 28,315 | 67.4 | 65.7 | 70.5 | 65.7 | 75.7 | 72.6 | A,B |
| Agnew Rd / Freedom Circle East to Juliet Lane | 29,785 | 67.4 | 65.7 | 70.5 | 65.7 | 75.7 | 72.6 | A,B |
| Juliette Lane to Burton Circle | 28,865 | 67.4 | 65.7 | 70.5 | 65.7 | 75.7 | 72.6 | A,B |
| Burton Circle to Montague Expressway | 33,412 | 69.3 | 68.2 | 73.0 | 68.2 | 78.2 | 74.9 | A,B |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Mission College Boulevard Loop | | | | | | | | |
| North of Mission College Boulevard | 5,302 | 58.3 | 56.6 | 61.4 | 56.6 | 66.6 | 63.5 | A,B |
| South of Mission College Boulevard | 17,468 | 63.0 | 62.0 | 66.8 | 62.0 | 72.0 | 68.8 | A,B |
| Agnew Road / Freedom Circle East | | | | | | | | |
| North of Mission College Boulevard | 18,240 | 62.9 | 61.3 | 66.1 | 61.3 | 71.3 | 68.1 | A,B |
| South of Mission College Boulevard | 22,400 | 65.4 | 64.0 | 68.8 | 64.0 | 74.0 | 70.8 | A,B |
| San Tomas Expressway | | | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 97,408 | 73.7 | 72.0 | 76.8 | 72.0 | 82.0 | 78.9 | A,B |
| Scott Boulevard to Monroe Street | 75,805 | 72.7 | 71.2 | 76.0 | 71.2 | 81.2 | 78.0 | A,B |
| Monroe Street to El Camino Real | 67,300 | 72.2 | 70.5 | 75.3 | 70.5 | 80.5 | 77.4 | A,B |
| Tasman Drive | | | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 46,980 | 69.8 | 68.3 | 73.1 | 68.3 | 78.3 | 75.1 | A,B |
| Patrick Henry Drive to Old Ironsides Drive | 22,860 | 66.6 | 65.3 | 70.1 | 65.3 | 75.3 | 72.1 | A,B |
| Old Ironsides Drive to Great America Parkway | 37,071 | 68.1 | 66.9 | 71.7 | 66.9 | 76.9 | 73.7 | A,B |
| Great America Parkway to Convention Center | 34,595 | 67.8 | 66.4 | 71.2 | 66.4 | 76.4 | 73.2 | A,B |
| Convention Center to Centennial Boulevard | 36,800 | 68.7 | 67.1 | 71.9 | 67.1 | 77.1 | 74.0 | A,B |
| Centennial Boulevard to Calle Del Sol | 32,295 | 68.1 | 66.6 | 71.4 | 66.6 | 76.6 | 73.4 | A,B |
| Calle Del Sol to Lick Mill Boulevard | 27,810 | 67.0 | 65.5 | 70.3 | 65.5 | 75.5 | 72.3 | A,B |
| Lafayette Street | | | | | | | | |
| North of Calle De Luna | 27,160 | 66.4 | 64.9 | 69.7 | 64.9 | 74.9 | 71.7 | A,B |
| Calle Del Luna to Agnew Road | 42,070 | 68.4 | 67.0 | 71.8 | 67.0 | 77.0 | 73.8 | A,B |
| Agnew Road to Central Expressway | 33,410 | 68.3 | 66.8 | 71.6 | 66.8 | 76.8 | 73.6 | A,B |
| South of Central Expressway | 28,370 | 65.2 | 63.7 | 68.5 | 63.7 | 73.7 | 70.6 | A,B |
| East Arques / Scott Boulevard | | | | | | | | |
| West of Lawrence Expressway | 33,490 | 67.2 | 65.9 | 70.7 | 65.9 | 75.9 | 72.7 | A,B |
| Lawrence Expressway to Bowers Avenue | 24,790 | 67.0 | 65.5 | 70.3 | 65.5 | 75.5 | 72.3 | A,B |
| Bowers Avenue to San Tomas Expressway | 28,560 | 67.7 | 66.1 | 70.9 | 66.1 | 76.1 | 72.9 | A,B |
| San Tomas Expressway to Central Expressway | 16,325 | 65.1 | 63.8 | 68.6 | 63.8 | 73.8 | 70.6 | A,B |
| South of Central Expressway | 29,380 | 66.8 | 65.4 | 70.2 | 65.4 | 75.4 | 72.2 | A,B |
| Central Expressway | | | | | | | | |
| West of Bowers Avenue | 73,110 | 73.1 | 71.5 | 76.3 | 71.5 | 81.5 | 78.3 | A,B |
| Bowers Avenue to Scott Boulevard | 68,075 | 73.1 | 71.6 | 76.4 | 71.6 | 81.6 | 78.4 | A,B |
| Scott Boulevard to Lafayette Street | 61,105 | 72.6 | 70.9 | 75.7 | 70.9 | 80.9 | 77.8 | A,B |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 59,720 | 72.2 | 70.5 | 75.3 | 70.5 | 80.5 | 77.4 | A,B |
| Montague Expressway | | | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 104,227 | 73.0 | 71.3 | 76.1 | 71.3 | 81.3 | 78.2 | A,B |
| Mission College Boulevard / Thomas Road to Agnew Road / De La Cruz Boulevard | 88,800 | 73.3 | 71.7 | 76.5 | 71.7 | 81.7 | 78.6 | A,B |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 85,445 | 73.1 | 71.4 | 76.2 | 71.4 | 81.4 | 78.3 | A,B |
| Lick Mill Boulevard to North 1st Street | 101,640 | 73.8 | 72.2 | 77.0 | 72.2 | 82.2 | 79.1 | A,B |
| North 1st Street to Zanker Rd | 80,715 | 72.7 | 71.1 | 75.9 | 71.1 | 81.1 | 78.0 | A,B |
| Zanker Road to Trimble Road | 59,105 | 71.8 | 70.1 | 74.9 | 70.1 | 80.1 | 77.0 | A,B |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 78,150 | 72.7 | 71.2 | 76.0 | 71.2 | 81.2 | 78.0 | A,B |
| North of McCarthy Boulevard / O'Toole Avenue | 72,200 | 72.1 | 70.4 | 75.2 | 70.4 | 80.4 | 77.3 | A,B |
| Trimble Road | | | | | | | | |
| South of Montague Expressway | 31,530 | 68.2 | 66.8 | 71.6 | 66.8 | 76.8 | 73.6 | A,B |
| North of Central Expressway | 56,950 | 70.6 | 69.1 | 73.9 | 69.1 | 79.1 | 75.9 | A,B |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| De La Cruz Boulevard | | | | | | | | |
| South of Central Expressway | 38,630 | 69.1 | 67.6 | 72.4 | 67.6 | 77.6 | 74.4 | A,B |
| Kifer Road | | | | | | | | |
| West of Lawrence Expressway | 36,240 | 68.5 | 67.7 | 72.5 | 67.7 | 77.7 | 74.4 | A,B |
| East of Lawrence Expressway | 27,375 | 67.4 | 66.5 | 71.3 | 66.5 | 76.5 | 73.2 | A,B |
| West of Bowers Avenue | 49,320 | 69.9 | 68.9 | 73.7 | 68.9 | 78.9 | 75.6 | A,B |
| East of Bowers Avenue | 23,550 | 66.7 | 65.8 | 70.6 | 65.8 | 75.8 | 72.6 | A,B |
| Monroe Street | | | | | | | | |
| West of Lawrence Expressway | 31,480 | 67.4 | 66.7 | 71.5 | 66.7 | 76.7 | 73.4 | A,B |
| East of Lawrence Expressway | 23,500 | 66.2 | 65.4 | 70.2 | 65.4 | 75.4 | 72.1 | A,B |
| West of Bowers Avenue | 25,765 | 66.6 | 65.6 | 70.4 | 65.6 | 75.6 | 72.4 | A,B |
| East of Bowers Avenue | 26,320 | 66.8 | 65.8 | 70.6 | 65.8 | 75.8 | 72.6 | A,B |
| El Camino Real | | | | | | | | |
| West of Bowers Avenue | 38,420 | 68.5 | 67.7 | 72.5 | 67.7 | 77.7 | 74.4 | A,B |
| East of Bowers Avenue | 36,650 | 68.3 | 67.5 | 72.3 | 67.5 | 77.5 | 74.2 | A,B |
| Benton Street | | | | | | | | |
| West of Bowers Avenue | 24,900 | 66.5 | 65.6 | 70.4 | 65.6 | 75.6 | 72.4 | A,B |
| East of Bowers Avenue | 23,060 | 66.2 | 65.2 | 70.0 | 65.2 | 75.2 | 72.0 | A,B |
| Homestead Avenue | | | | | | | | |
| West of Lawrence Expressway | 31,140 | 67.5 | 66.5 | 71.3 | 66.5 | 76.5 | 73.3 | A,B |
| East of Lawrence Expressway | 26,005 | 66.6 | 65.6 | 70.4 | 65.6 | 75.6 | 72.4 | A,B |
| West of Bowers Avenue | 26,005 | 66.6 | 65.6 | 70.4 | 65.6 | 75.6 | 72.4 | A,B |
| East of Bowers Avenue | 23,790 | 66.4 | 65.3 | 70.1 | 65.3 | 75.3 | 72.1 | A,B |
| Pruneridge Avenue | | | | | | | | |
| West of Lawrence Expressway | 15,830 | 64.7 | 63.6 | 68.4 | 63.6 | 73.6 | 70.4 | A,B |
| East of Lawrence Expressway | 22,970 | 66.1 | 65.1 | 69.9 | 65.1 | 75.1 | 71.9 | A,B |
| TABLE NOTES: | | | | | | | | |
| A) Average daily traffic (ADT) volumes derived from peak hour traffic volume information provided by Hexagon Transportation Consultants. The highest AM or PM peak hour volume was assumed to be equal to 10% of ADT. | | | | | | | | |
| B) 24-hour CNEL assumes 12 hours of daytime Leq (h), plus 3 hours of evening CNEL value Leq (h), plus 9 hours of nighttime CNEL value Leq (h). | | | | | | | | |

| ROAD SEGMENT | TABLE 26: SUMMARY OF CHANGES IN TRAFFIC NOISE LEVELS | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **2030 No Project (vs. 2019 Existing)** | **2030 Greystar (vs. 2019 Existing)** | **2030 Greystar (vs. 2030 No Project)** | **2040 No Project (vs. 2019 Existing)** | **2040 FCFAP w/o Greystar (vs. 2019 Existing)** | **2040 FCFAP w/ Greystar (vs. 2019 Existing)** | **2040 FCFAP w/o Greystar (vs. 2040 No Project** | **2040 FCFAP w/ Greystar (vs. 2040 No Project** |
| Lawrence Expressway | | | | | | | | |
| SR 237 to Tasman Drive | 1.5 | **1.5** | 0.0 | 2.1 | **2.6** | **2.6** | 0.5 | 0.5 |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 0.2 | 0.2 | 0.0 | 1.0 | **1.1** | **1.1** | 0.1 | 0.1 |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 0.4 | 0.4 | 0.0 | 1.8 | **2.0** | **2.0** | 0.2 | 0.2 |
| U.S. 101 to East Arques Avenue | 0.5 | 0.5 | 0.0 | 1.1 | **1.1** | **1.2** | 0.0 | 0.0 |
| East Arques Avenuto Kifer Road | 0.6 | 0.5 | 0.0 | 1.0 | **1.1** | **1.1** | 0.1 | 0.0 |
| Kifer Road to Monroe Street | 0.4 | 0.3 | -0.1 | 0.9 | **1.0** | 0.9 | 0.1 | 0.0 |
| Monroe Street to Homestead Avenue | 0.3 | 0.3 | 0.0 | 0.6 | 0.7 | 0.7 | 0.1 | 0.1 |
| Homestead Avenue to Pruneridge Ave | 0.4 | 0.4 | 0.0 | 0.9 | **1.0** | **1.0** | 0.1 | 0.1 |
| Patrick Henry Drive | | | | | | | | |
| South of Tasman Drive | 1.1 | 1.2 | 0.1 | 7.2 | **7.5** | **7.5** | 0.2 | 0.3 |
| Great America Parkway to Old Ironside Drive | 0.2 | 0.2 | 0.0 | 6.4 | **6.8** | **6.8** | 0.5 | 0.5 |
| West of Old Ironsides Drive | 0.9 | 1.0 | 0.0 | 3.6 | 3.7 | 3.8 | 0.1 | 0.1 |
| Old Ironsides Drive | | | | | | | | |
| Tasman Drive to Old Glory Lane | 0.0 | 0.0 | 0.0 | 10.4 | **10.8** | **10.8** | 0.4 | 0.4 |
| Old Glory Lane to Patrick Henry Drive | 0.0 | 0.1 | 0.1 | 8.8 | **8.1** | **8.1** | -0.6 | -0.6 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Great America Parkway | | | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 0.7 | 0.7 | 0.0 | 2.1 | 2.4 | 2.4 | 0.3 | 0.3 |
| Great America Parkway to Old Mountain View Alviso Road | 0.9 | 0.8 | 0.0 | 2.4 | 2.8 | 2.8 | 0.4 | 0.4 |
| Old Mountain View Alviso Road to Bunker Hill Lane | 2.2 | 2.1 | 0.0 | 4.0 | **4.2** | **4.2** | 0.3 | 0.2 |
| Bunker Hill Lane to Tasman Drive | 2.5 | 2.5 | 0.0 | 4.3 | **4.3** | **4.3** | 0.0 | 0.0 |
| Tasman Drive to Old Glory Lane | 1.6 | 1.6 | 0.0 | 2.3 | 2.5 | 2.5 | 0.1 | 0.1 |
| Old Glory Lane to Patrick Henry Drive | 1.4 | 1.4 | 0.0 | 4.2 | **4.3** | **4.3** | 0.1 | 0.1 |
| Patrick Henry Drive to Mission College Boulevard | 1.2 | 1.2 | 0.0 | 4.1 | **4.2** | **4.2** | 0.2 | 0.2 |
| Mission College Boulevard to Bowers Avenue / U.S. 1010 Northbound Ramp | 1.2 | 1.2 | 0.0 | 2.8 | **3.1** | **3.1** | 0.3 | 0.3 |
| Bowers Avenue | | | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 0.8 | 0.8 | 0.0 | 1.2 | 1.3 | 1.3 | 0.1 | 0.1 |
| Augustine Drive to Scott Boulevard | 1.4 | 1.4 | 0.0 | 2.1 | 2.2 | 2.2 | 0.2 | 0.2 |
| Scott Boulevard to Central Expressway | 1.2 | 1.2 | 0.0 | 2.2 | 2.5 | 2.5 | 0.2 | 0.2 |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 0.8 | 0.8 | 0.0 | 1.3 | 1.4 | 1.4 | 0.0 | 0.0 |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 0.9 | 0.9 | 0.0 | 1.7 | **1.8** | **1.8** | 0.1 | 0.1 |
| Monroe Street to El Camino Real | 0.5 | 0.5 | 0.0 | 0.9 | **1.0** | **1.0** | 0.1 | 0.1 |
| El Camino Real to Benton Street | 0.5 | 0.4 | 0.0 | 1.0 | **1.2** | **1.2** | 0.2 | 0.1 |
| Benton Street to Homestead Avenue | 0.4 | 0.3 | -0.1 | 0.9 | **1.1** | **1.0** | 0.2 | 0.2 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Mission College Boulevard | | | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 0.2 | 0.4 | 0.1 | 1.6 | 1.8 | 1.9 | 0.1 | 0.2 |
| Great America Pkwy to Marriot Driveway | 0.7 | 0.8 | 0.2 | 2.2 | 3.0 | 3.1 | 0.8 | 0.9 |
| Marriot Driveway to Freedom Circle West | 0.7 | 0.8 | 0.1 | 2.4 | 2.9 | 3.0 | 0.5 | 0.6 |
| Freedom Circle West to Freedom Circle East | 0.6 | 0.8 | 0.2 | 2.7 | 2.5 | 2.6 | -0.2 | -0.1 |
| Agnew Rd / Freedom Circle East to Juliet Lane | 0.3 | 0.7 | 0.4 | 2.5 | 2.8 | 3.0 | 0.4 | 0.5 |
| Juliette Lane to Burton Circle | 0.1 | 0.4 | 0.3 | 1.8 | 1.5 | 1.8 | -0.3 | -0.1 |
| Burton Circle to Montague Expressway | 0.1 | 0.3 | 0.2 | 1.1 | 1.4 | 1.5 | 0.2 | 0.4 |
| Mission College Boulevard Loop | | | | | | | | |
| North of Mission College Boulevard | 0.0 | 0.2 | 0.2 | 0.6 | 0.1 | 0.3 | -0.5 | -0.3 |
| South of Mission College Boulevard | 0.4 | 0.5 | 0.0 | 1.9 | 2.2 | 2.3 | 0.3 | 0.3 |
| Agnew Road / Freedom Circle East | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| North of Mission College Boulevard | 1.0 | 1.1 | 0.0 | 1.3 | 2.6 | 2.7 | 1.4 | 1.4 |
| South of Mission College Boulevard | 0.4 | 3.1 | 2.8 | 1.1 | **6.6** | **7.5** | 5.5 | 6.3 |
| San Tomas Expressway | | | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 0.7 | 0.7 | 0.0 | 1.2 | **1.3** | **1.3** | 0.2 | 0.2 |
| Scott Boulevard to Monroe Street | 0.4 | 0.4 | 0.0 | 0.9 | 0.9 | **1.0** | 0.1 | 0.1 |
| Monroe Street to El Camino Real | 0.4 | 0.5 | 0.0 | 1.0 | **1.1** | **1.1** | 0.1 | 0.1 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Tasman Drive | | | | | | | | |
| Lawrence Expressway to Patrick Henry Drive | 1.7 | 1.7 | 0.0 | 3.8 | **3.9** | **3.9** | 0.1 | 0.1 |
| Patrick Henry Drive to Old Ironsides Drive | 2.8 | 2.8 | 0.0 | 2.8 | 3.0 | 3.0 | 0.1 | 0.2 |
| Old Ironsides Drive to Great America Parkway | 2.7 | 2.7 | 0.0 | 4.6 | **4.9** | **5.0** | 0.3 | 0.3 |
| Great America Parkway to Convention Center | 1.3 | 1.3 | 0.0 | 1.7 | 1.8 | 1.8 | 0.2 | 0.2 |
| Convention Center to Centennial Boulevard | 1.0 | 1.0 | 0.0 | 1.4 | 1.5 | 1.5 | 0.1 | 0.1 |
| Centennial Boulevard to Calle Del Sol | 1.0 | 0.9 | 0.0 | 1.3 | **1.5** | **1.5** | 0.2 | 0.2 |
| Calle Del Sol to Lick Mill Boulevard | 0.6 | 0.6 | 0.0 | 1.1 | **1.5** | **1.5** | 0.4 | 0.4 |
| Lafayette Street | | | | | | | | |
| North of Calle De Luna | 1.4 | **1.4** | 0.0 | 2.5 | **2.7** | **2.7** | 0.2 | 0.2 |
| Calle Del Luna to Agnew Road | 1.8 | **1.8** | 0.0 | 3.0 | **3.2** | **3.2** | 0.2 | 0.2 |
| Agnew Road to Central Expressway | 1.1 | 1.1 | 0.0 | 2.2 | 2.5 | 2.5 | 0.3 | 0.3 |
| South of Central Expressway | 0.5 | 0.6 | 0.0 | 0.9 | 1.0 | 1.0 | 0.1 | 0.1 |
| East Arques / Scott Boulevard | | | | | | | | |
| West of Lawrence Expressway | 1.0 | 1.0 | 0.0 | 1.7 | 1.8 | 1.8 | 0.1 | 0.1 |
| Lawrence Expressway to Bowers Avenue | 1.5 | 1.6 | 0.1 | 2.0 | 2.0 | 2.1 | 0.0 | 0.1 |
| Bowers Avenue to San Tomas Expressway | 1.4 | 1.3 | -0.1 | 2.0 | 2.0 | 1.9 | 0.0 | -0.1 |
| San Tomas Expressway to Central Expressway | 0.2 | 0.2 | 0.0 | 0.6 | 0.8 | 0.8 | 0.1 | 0.1 |
| South of Central Expressway | 0.6 | 0.6 | 0.0 | 0.9 | 0.9 | 0.9 | 0.0 | 0.0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Central Expressway | | | | | | | | |
| West of Bowers Avenue | 1.9 | **1.9** | 0.0 | 2.2 | **2.2** | **2.2** | 0.0 | 0.0 |
| Bowers Avenue to Scott Boulevard | 1.5 | **1.5** | 0.0 | 2.0 | **2.1** | **2.1** | 0.1 | 0.1 |
| Scott Boulevard to Lafayette Street | 1.4 | **1.5** | 0.0 | 2.0 | **2.1** | **2.1** | 0.1 | 0.1 |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 1.3 | **1.4** | 0.0 | 2.0 | **2.0** | **2.0** | 0.0 | 0.1 |
| Montague Expressway | | | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 0.9 | 0.9 | 0.0 | 1.4 | **1.6** | **1.7** | 0.2 | 0.3 |
| Mission College Boulevard / Thomas Road to Agnew Road / De La Cruz Boulevard | 1.0 | **1.0** | 0.0 | 1.5 | **1.2** | **1.3** | -0.2 | -0.2 |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 1.0 | **1.0** | 0.0 | 1.4 | **1.3** | **1.3** | -0.1 | -0.1 |
| Lick Mill Boulevard to North 1st Street | 1.2 | **1.3** | 0.0 | 2.0 | **2.0** | **2.0** | 0.0 | 0.0 |
| North 1st Street to Zanker Rd | 1.4 | **1.4** | 0.0 | 1.9 | **1.7** | **1.7** | -0.1 | -0.1 |
| Zanker Road to Trimble Road | 1.5 | **1.5** | 0.0 | 2.0 | **2.0** | **1.9** | -0.1 | -0.1 |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 1.2 | **1.2** | 0.0 | 1.6 | **1.5** | **1.5** | -0.1 | -0.1 |
| North of McCarthy Boulevard / O'Toole Avenue | 1.0 | **1.0** | 0.0 | 1.2 | **1.1** | **1.0** | -0.1 | -0.1 |
| Trimble Road | | | | | | | | |
| South of Montague Expressway | 0.9 | 0.9 | 0.0 | 2.0 | 2.2 | 2.2 | 0.1 | 0.1 |
| North of Central Expressway | 0.7 | 0.7 | 0.0 | 1.0 | 1.1 | 1.0 | 0.0 | 0.0 |
| De La Cruz Boulevard | | | | | | | | |
| South of Central Expressway | 0.7 | 0.7 | 0.0 | 1.4 | 1.4 | 1.4 | 0.0 | 0.0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Kifer Road | | | | | | | | |
| West of Lawrence Expressway | 2.3 | 2.3 | 0.0 | 3.3 | 3.3 | 3.4 | 0.1 | 0.1 |
| East of Lawrence Expressway | 1.4 | 1.4 | 0.0 | 1.8 | 1.7 | 1.8 | -0.1 | -0.1 |
| West of Bowers Avenue | 1.5 | **1.6** | 0.0 | 1.9 | **1.9** | **1.9** | 0.0 | 0.0 |
| East of Bowers Avenue | 1.6 | **1.6** | 0.0 | 2.6 | **2.6** | **2.6** | 0.0 | 0.0 |
| Monroe Street | | | | | | | | |
| West of Lawrence Expressway | 1.1 | 1.1 | 0.0 | 1.7 | **1.7** | **1.7** | 0.0 | 0.0 |
| East of Lawrence Expressway | 0.8 | 0.8 | 0.0 | 1.1 | **1.1** | **1.2** | 0.1 | 0.1 |
| West of Bowers Avenue | 0.7 | 0.7 | 0.0 | 1.2 | **1.2** | **1.2** | 0.1 | 0.1 |
| East of Bowers Avenue | 0.6 | 0.6 | 0.0 | 0.8 | 0.8 | 0.8 | 0.0 | 0.0 |
| El Camino Real | | | | | | | | |
| West of Bowers Avenue | 0.8 | 0.8 | 0.0 | 1.3 | 1.3 | 1.3 | 0.0 | 0.0 |
| East of Bowers Avenue | 0.9 | 0.9 | 0.0 | 1.4 | 1.4 | 1.4 | 0.0 | -0.1 |
| Benton Street | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| West of Bowers Avenue | 1.9 | **1.9** | 0.0 | 2.8 | **2.8** | **2.8** | 0.0 | 0.0 |
| East of Bowers Avenue | 1.5 | **1.6** | 0.0 | 2.3 | **2.4** | **2.4** | 0.0 | 0.0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Homestead Avenue | | | | | | | | |
| West of Lawrence Expressway | 0.9 | 0.9 | 0.0 | 1.4 | **1.4** | **1.4** | 0.0 | 0.0 |
| East of Lawrence Expressway | 0.7 | 0.7 | 0.0 | 0.9 | 0.9 | 0.9 | 0.0 | 0.0 |
| West of Bowers Avenue | 0.7 | 0.7 | 0.0 | 0.9 | 0.9 | 0.9 | 0.0 | 0.0 |
| East of Bowers Avenue | 0.9 | 0.8 | -0.1 | 1.2 | **1.3** | **1.2** | 0.0 | 0.0 |
| Pruneridge Avenue | | | | | | | | |
| West of Lawrence Expressway | 1.8 | **1.8** | 0.0 | 2.3 | **2.2** | **2.3** | -0.1 | 0.0 |
| East of Lawrence Expressway | 0.7 | 0.8 | 0.1 | 1.1 | **1.1** | **1.1** | 0.1 | 0.0 |

TABLE 27: SUMMARY OF MAJOR TNM2.5 ROADWAY GEOMETRY INPUTS

| ROAD SEGMENT | Length (Feet) | Average Width (Feet) | Posted Speed (MPH) | Point 1 (Feet) | | Point 2 (Feet) | | Point 3 (Feet) | | Point 4 (Feet) | | Receptor (Feet) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | X | Y | X | Y | X | Y | X | Y | X | Y |
| Lawrence Expressway | | | | | | | | | | | | | |
| SR 237 to Tasman Drive | 2112 | 110 | 50 | 0 | 25.5 | 2100 | 25.5 | 2100 | -25.5 | 0 | -25.5 | 1050 | 100 |
| Tasman Drive to Sandia Avenue / Lakehaven Road | 2640 | 115 | 50 | 0 | 26.75 | 2600 | 26.75 | 2600 | -26.75 | 0 | -26.75 | 1300 | 100 |
| Sandia Avenue / Lakehaven Road to U.S. 101 | 1584 | 100 | 50 | 0 | 23 | 1600 | 23 | 1600 | -23 | 0 | -23 | 800 | 100 |
| U.S. 101 to East Arques Avenue | 3696 | 135 | 50 | 0 | 31.75 | 3700 | 31.75 | 3700 | -31.75 | 0 | -31.75 | 1850 | 100 |
| East Arques Avenuto Kifer Road | 2640 | 135 | 50 | 0 | 31.75 | 2600 | 31.75 | 2600 | -31.75 | 0 | -31.75 | 1300 | 100 |
| Kifer Road to Monroe Street | 2640 | 135 | 50 | 0 | 31.75 | 2600 | 31.75 | 2600 | -31.75 | 0 | -31.75 | 1300 | 100 |
| Monroe Street to Homestead Avenue | 10560 | 135 | 50 | 0 | 31.75 | 10560 | 31.75 | 10560 | -31.75 | 0 | -31.75 | 5280 | 100 |
| Homestead Avenue to Pruneridge Ave | 2640 | 135 | 50 | 0 | 31.75 | 2600 | 31.75 | 2600 | -31.75 | 0 | -31.75 | 1300 | 100 |
| Patrick Henry Drive | | | | | | | | | | | | | |
| South of Tasman Drive | 2640 | 50 | 25 | 0 | 10.5 | 2600 | 10.5 | 2600 | -10.5 | 0 | -10.5 | 1300 | 100 |
| Great America Parkway to Old Ironside Drive | 396 | 50 | 25 | 0 | 10.5 | 400 | 10.5 | 400 | -10.5 | 0 | -10.5 | 200 | 100 |
| West of Old Ironsides Drive | 1584 | 50 | 25 | 0 | 10.5 | 1600 | 10.5 | 1600 | -10.5 | 0 | -10.5 | 800 | 100 |
| Old Ironsides Drive | | | | | | | | | | | | | |
| Tasman Drive to Old Glory Lane | 1320 | 70 | 25 | 0 | 15.5 | 1300 | 15.5 | 1300 | -15.5 | 0 | -15.5 | 650 | 100 |
| Old Glory Lane to Patrick Henry Drive | 1320 | 70 | 25 | 0 | 15.5 | 1300 | 15.5 | 1300 | -15.5 | 0 | -15.5 | 650 | 100 |
| Great America Parkway | | | | | | | | | | | | | |
| SR 237 Eastbound Ramp to Great America Parkway | 528 | 100 | 40 | 0 | 23 | 500 | 23 | 500 | -23 | 0 | -23 | 250 | 100 |
| Great America Parkway to Old Mountain View Alviso Road | 1214.4 | 100 | 40 | 0 | 23 | 1200 | 23 | 1200 | -23 | 0 | -23 | 600 | 100 |
| Old Mountain View Alviso Road to Bunker Hill Lane | 1584 | 100 | 40 | 0 | 23 | 1600 | 23 | 1600 | -23 | 0 | -23 | 800 | 100 |
| Bunker Hill Lane to Tasman Drive | 792 | 100 | 40 | 0 | 23 | 800 | 23 | 800 | -23 | 0 | -23 | 400 | 100 |
| Tasman Drive to Old Glory Lane | 1320 | 110 | 40 | 0 | 25.5 | 1300 | 25.5 | 1300 | -25.5 | 0 | -25.5 | 650 | 100 |
| Old Glory Lane to Patrick Henry Drive | 1320 | 110 | 40 | 0 | 25.5 | 1300 | 25.5 | 1300 | -25.5 | 0 | -25.5 | 650 | 100 |
| Patrick Henry Drive to Mission College Boulevard | 1320 | 115 | 40 | 0 | 26.75 | 1300 | 26.75 | 1300 | -26.75 | 0 | -26.75 | 650 | 100 |
| Mission College Boulevard to Bowers Avenue / U.S. 1010 Northbound Ramp | 1584 | 130 | 40 | 0 | 30.5 | 1600 | 30.5 | 1600 | -30.5 | 0 | -30.5 | 800 | 100 |

TABLE 27: SUMMARY OF MAJOR TNM2.5 ROADWAY GEOMETRY INPUTS

| ROAD SEGMENT | Length (Feet) | Average Width (Feet) | Posted Speed (MPH) | Point 1 (Feet) | | Point 2 (Feet) | | Point 3 (Feet) | | Point 4 (Feet) | | Receptor (Feet) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | X | Y | X | Y | X | Y | X | Y | X | Y |
| Bowers Avenue | | | | | | | | | | | | | |
| U.S. 101 Southbound Ramp to Augustine Drive | 792 | 105 | 40 | 0 | 24.25 | 800 | 24.25 | 800 | -24.25 | 0 | -24.25 | 400 | 100 |
| Augustine Drive to Scott Boulevard | 633.6 | 100 | 40 | 0 | 23 | 600 | 23 | 600 | -23 | 0 | -23 | 300 | 100 |
| Scott Boulevard to Central Expressway | 1584 | 100 | 40 | 0 | 23 | 1600 | 23 | 1600 | -23 | 0 | -23 | 800 | 100 |
| Central Expressway to Kifer Boulevard / Walsh Avenue | 528 | 100 | 40 | 0 | 23 | 500 | 23 | 500 | -23 | 0 | -23 | 250 | 100 |
| Kifer Boulevard/Walsh Avenue to Monroe Street | 4224 | 100 | 40 | 0 | 23 | 4200 | 23 | 4200 | -23 | 0 | -23 | 2100 | 100 |
| Monroe Street to El Camino Real | 4224 | 80 | 35 | 0 | 18 | 4200 | 18 | 4200 | -18 | 0 | -18 | 2100 | 100 |
| El Camino Real to Benton Street | 2112 | 80 | 35 | 0 | 18 | 2100 | 18 | 2100 | -18 | 0 | -18 | 1050 | 100 |
| Benton Street to Homestead Avenue | 3168 | 80 | 35 | 0 | 18 | 3150 | 18 | 3150 | -18 | 0 | -18 | 1575 | 100 |
| Mission College Boulevard | | | | | | | | | | | | | |
| Mission College Boulevard Loop to Great America Parkway | 633.6 | 112 | 40 | 0 | 26 | 600 | 26 | 600 | -26 | 0 | -26 | 300 | 100 |
| Great America Pkwy to Marriot Driveway | 792 | 85 | 40 | 0 | 19.25 | 800 | 19.25 | 800 | -19.25 | 0 | -19.25 | 400 | 100 |
| Marriot Driveway to Freedom Circle West | 528 | 85 | 40 | 0 | 19.25 | 500 | 19.25 | 500 | -19.25 | 0 | -19.25 | 250 | 100 |
| Freedom Circle West to Freedom Circle East | 1056 | 85 | 40 | 0 | 19.25 | 1100 | 19.25 | 1100 | -19.25 | 0 | -19.25 | 550 | 100 |
| Agnew Rd / Freedom Circle East to Juliet Lane | 792 | 80 | 40 | 0 | 18 | 800 | 18 | 800 | -18 | 0 | -18 | 400 | 100 |
| Juliette Lane to Burton Circle | 950.4 | 80 | 40 | 0 | 18 | 1000 | 18 | 1000 | -18 | 0 | -18 | 500 | 100 |
| Burton Circle to Montague Expressway | 1056 | 80 | 40 | 0 | 18 | 1100 | 18 | 1100 | -18 | 0 | -18 | 550 | 100 |
| Mission College Boulevard Loop | | | | | | | | | | | | | |
| North of Mission College Boulevard | 1584 | 66 | 25 | 0 | 14.5 | 1600 | 14.5 | 1600 | -14.5 | 0 | -14.5 | 800 | 100 |
| South of Mission College Boulevard | 1584 | 66 | 25 | 0 | 14.5 | 1600 | 14.5 | 1600 | -14.5 | 0 | -14.5 | 800 | 100 |
| Agnew Road / Freedom Circle East | | | | | | | | | | | | 0 | 100 |
| North of Mission College Boulevard | 528 | 50 | 40 | 0 | 10.5 | 500 | 10.5 | 500 | -10.5 | 0 | -10.5 | 250 | 100 |
| South of Mission College Boulevard | 1584 | 50 | 25 | 0 | 10.5 | 1600 | 10.5 | 1600 | -10.5 | 0 | -10.5 | 800 | 100 |

TABLE 27: SUMMARY OF MAJOR TNM2.5 ROADWAY GEOMETRY INPUTS

| ROAD SEGMENT | Length (Feet) | Average Width (Feet) | Posted Speed (MPH) | Point 1 (Feet) | | Point 2 (Feet) | | Point 3 (Feet) | | Point 4 (Feet) | | Receptor (Feet) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | X | Y | X | Y | X | Y | X | Y | X | Y |
| San Tomas Expressway | | | | | | | | | | | | | |
| Mission College Boulevard / Thomas Road to Scott Boulevard | 3168 | 95 | 45 | 0 | 21.75 | 3200 | 21.75 | 3200 | -21.75 | 0 | -21.75 | 1600 | 100 |
| Scott Boulevard to Monroe Street | 5808 | 110 | 45 | 0 | 25.5 | 5800 | 25.5 | 5800 | -25.5 | 0 | -25.5 | 2900 | 100 |
| Monroe Street to El Camino Real | 4224 | 110 | 45 | 0 | 25.5 | 4200 | 25.5 | 4200 | -25.5 | 0 | -25.5 | 2100 | 100 |
| Tasman Drive | | | | | | | | | | | | 0 | 100 |
| Lawrence Expressway to Patrick Henry Drive | 3168 | 90 | 40 | 0 | 20.5 | 3200 | 20.5 | 3200 | -20.5 | 0 | -20.5 | 1600 | 100 |
| Patrick Henry Drive to Old Ironsides Drive | 1320 | 105 | 40 | 0 | 24.25 | 1300 | 24.25 | 1300 | -24.25 | 0 | -24.25 | 650 | 100 |
| Old Ironsides Drive to Great America Parkway | 528 | 130 | 40 | 0 | 30.5 | 500 | 30.5 | 500 | -30.5 | 0 | -30.5 | 250 | 100 |
| Great America Parkway to Convention Center | 528 | 130 | 40 | 0 | 30.5 | 500 | 30.5 | 500 | -30.5 | 0 | -30.5 | 250 | 100 |
| Convention Center to Centennial Boulevard | 1742.4 | 100 | 40 | 0 | 23 | 1700 | 23 | 1700 | -23 | 0 | -23 | 850 | 100 |
| Centennial Boulevard to Calle Del Sol | 1742.4 | 100 | 40 | 0 | 23 | 1700 | 23 | 1700 | -23 | 0 | -23 | 850 | 100 |
| Calle Del Sol to Lick Mill Boulevard | 739.2 | 120 | 40 | 0 | 28 | 700 | 28 | 700 | -28 | 0 | -28 | 350 | 100 |
| Lafayette Street | | | | | | | | | | | | | |
| North of Calle De Luna | 1056 | 80 | 40 | 0 | 18 | 1100 | 18 | 1100 | -18 | 0 | -18 | 550 | 100 |
| Calle Del Luna to Agnew Road | 5280 | 80 | 40 | 0 | 18 | 5300 | 18 | 5300 | -18 | 0 | -18 | 2650 | 100 |
| Agnew Road to Central Expressway | 8448 | 80 | 50 | 0 | 18 | 8400 | 18 | 8400 | -18 | 0 | -18 | 4200 | 100 |
| South of Central Expressway | 2640 | 90 | 35 | 0 | 20.5 | 2600 | 20.5 | 2600 | -20.5 | 0 | -20.5 | 1300 | 100 |
| East Arques / Scott Boulevard | | | | | | | | | | | | | |
| West of Lawrence Expressway | 1320 | 65 | 40 | 0 | 14.25 | 1300 | 14.25 | 1300 | -14.25 | 0 | -14.25 | 650 | 100 |
| Lawrence Expressway to Bowers Avenue | 5280 | 75 | 40 | 0 | 16.75 | 5300 | 16.75 | 5300 | -16.75 | 0 | -16.75 | 2650 | 100 |
| Bowers Avenue to San Tomas Expressway | 3696 | 75 | 40 | 0 | 16.75 | 3700 | 16.75 | 3700 | -16.75 | 0 | -16.75 | 1850 | 100 |
| San Tomas Expressway to Central Expressway | 3696 | 75 | 40 | 0 | 16.75 | 3700 | 16.75 | 3700 | -16.75 | 0 | -16.75 | 1850 | 100 |
| South of Central Expressway | 2640 | 70 | 40 | 0 | 15.5 | 2600 | 15.5 | 2600 | -15.5 | 0 | -15.5 | 1300 | 100 |

TABLE 27: SUMMARY OF MAJOR TNM2.5 ROADWAY GEOMETRY INPUTS

| ROAD SEGMENT | Length (Feet) | Average Width (Feet) | Posted Speed (MPH) | Point 1 (Feet) | | Point 2 (Feet) | | Point 3 (Feet) | | Point 4 (Feet) | | Receptor (Feet) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | X | Y | X | Y | X | Y | X | Y | X | Y |
| Central Expressway | | | | | | | | | | | | | |
| West of Bowers Avenue | 2640 | 130 | 50 | 0 | 30.5 | 2600 | 30.5 | 2600 | -30.5 | 0 | -30.5 | 1300 | 100 |
| Bowers Avenue to Scott Boulevard | 5280 | 130 | 50 | 0 | 30.5 | 5300 | 30.5 | 5300 | -30.5 | 0 | -30.5 | 2650 | 100 |
| Scott Boulevard to Lafayette Street | 2640 | 130 | 50 | 0 | 30.5 | 2600 | 30.5 | 2600 | -30.5 | 0 | -30.5 | 1300 | 100 |
| Lafayette Stree to De La Cruz Boulevard / Trimble Road | 1953.6 | 100 | 50 | 0 | 23 | 2000 | 23 | 2000 | -23 | 0 | -23 | 1000 | 100 |

TABLE 27: SUMMARY OF MAJOR TNM2.5 ROADWAY GEOMETRY INPUTS

| ROAD SEGMENT | Length (Feet) | Average Width (Feet) | Posted Speed (MPH) | Point 1 (Feet) | | Point 2 (Feet) | | Point 3 (Feet) | | Point 4 (Feet) | | Receptor (Feet) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | X | Y | X | Y | X | Y | X | Y | X | Y |
| Montague Expressway | | | | | | | | | | | | | |
| U.S. 101 to Mission College Boulevard / Thomas Road | 1584 | 100 | 45 | 0 | 23 | 1600 | 23 | 1600 | -23 | 0 | -23 | 800 | 100 |
| Mission College Boulevard / Thomas Road to Agnew Road / De La Cruz Boulevard | 4488 | 100 | 45 | 0 | 23 | 4500 | 23 | 4500 | -23 | 0 | -23 | 2250 | 100 |
| Agnew Road / De La Cruz Boulevard to Lick Mill Boulevard | 2640 | 100 | 45 | 0 | 23 | 2600 | 23 | 2600 | -23 | 0 | -23 | 1300 | 100 |
| Lick Mill Boulevard to North 1st Street | 2112 | 115 | 45 | 0 | 26.75 | 2100 | 26.75 | 2100 | -26.75 | 0 | -26.75 | 1050 | 100 |
| North 1st Street to Zanker Rd | 1320 | 130 | 45 | 0 | 30.5 | 1300 | 30.5 | 1300 | -30.5 | 0 | -30.5 | 650 | 100 |
| Zanker Road to Trimble Road | 4752 | 130 | 45 | 0 | 30.5 | 4800 | 30.5 | 4800 | -30.5 | 0 | -30.5 | 2400 | 100 |
| Trimble Road to McCarthy Boulevard / O'Toole Avenue | 2640 | 115 | 45 | 0 | 26.75 | 2600 | 26.75 | 2600 | -26.75 | 0 | -26.75 | 1300 | 100 |
| North of McCarthy Boulevard / O'Toole Avenue | 1320 | 115 | 45 | 0 | 26.75 | 1300 | 26.75 | 1300 | -26.75 | 0 | -26.75 | 650 | 100 |
| Trimble Road | | | | | | | | | | | | | |
| South of Montague Expressway | 2640 | 105 | 45 | 0 | 24.25 | 2600 | 24.25 | 2600 | -24.25 | 0 | -24.25 | 1300 | 100 |
| North of Central Expressway | 2640 | 70 | 45 | 0 | 15.5 | 2600 | 15.5 | 2600 | -15.5 | 0 | -15.5 | 1300 | 100 |
| De La Cruz Boulevard | | | | | | | | | | | | | |
| South of Central Expressway | 2640 | 95 | 45 | 0 | 21.75 | 2600 | 21.75 | 2600 | -21.75 | 0 | -21.75 | 1300 | 100 |
| Kifer Road | | | | | | | | | | | | | |
| West of Lawrence Expressway | 2640 | 75 | 40 | 0 | 16.75 | 2600 | 16.75 | 2600 | -16.75 | 0 | -16.75 | 1300 | 100 |
| East of Lawrence Expressway | 2640 | 75 | 40 | 0 | 16.75 | 2600 | 16.75 | 2600 | -16.75 | 0 | -16.75 | 1300 | 100 |
| West of Bowers Avenue | 2640 | 75 | 40 | 0 | 16.75 | 2600 | 16.75 | 2600 | -16.75 | 0 | -16.75 | 1300 | 100 |
| East of Bowers Avenue | 2640 | 75 | 40 | 0 | 16.75 | 2600 | 16.75 | 2600 | -16.75 | 0 | -16.75 | 1300 | 100 |

TABLE 27: SUMMARY OF MAJOR TNM2.5 ROADWAY GEOMETRY INPUTS

| ROAD SEGMENT | Length (Feet) | Average Width (Feet) | Posted Speed (MPH) | Point 1 (Feet) | | Point 2 (Feet) | | Point 3 (Feet) | | Point 4 (Feet) | | Receptor (Feet) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | X | Y | X | Y | X | Y | X | Y | X | Y |
| Monroe Street | | | | | | | | | | | | | |
| West of Lawrence Expressway | 2640 | 75 | 35 | 0 | 16.75 | 2600 | 16.75 | 2600 | -16.75 | 0 | -16.75 | 1300 | 100 |
| East of Lawrence Expressway | 2640 | 75 | 35 | 0 | 16.75 | 2600 | 16.75 | 2600 | -16.75 | 0 | -16.75 | 1300 | 100 |
| West of Bowers Avenue | 2640 | 75 | 35 | 0 | 16.75 | 2600 | 16.75 | 2600 | -16.75 | 0 | -16.75 | 1300 | 100 |
| East of Bowers Avenue | 2640 | 75 | 35 | 0 | 16.75 | 2600 | 16.75 | 2600 | -16.75 | 0 | -16.75 | 1300 | 100 |
| El Camino Real | | | | | | | | | | | | | |
| West of Bowers Avenue | 2640 | 125 | 35 | 0 | 29.25 | 2600 | 29.25 | 2600 | -29.25 | 0 | -29.25 | 1300 | 100 |
| East of Bowers Avenue | 2640 | 125 | 35 | 0 | 29.25 | 2600 | 29.25 | 2600 | -29.25 | 0 | -29.25 | 1300 | 100 |
| Benton Street | | | | | | | | | | | | | |
| West of Bowers Avenue | 2640 | 70 | 35 | 0 | 15.5 | 2600 | 15.5 | 2600 | -15.5 | 0 | -15.5 | 1300 | 100 |
| East of Bowers Avenue | 2640 | 70 | 35 | 0 | 15.5 | 2600 | 15.5 | 2600 | -15.5 | 0 | -15.5 | 1300 | 100 |
| Homestead Avenue | | | | | | | | | | | | | |
| West of Lawrence Expressway | 2640 | 75 | 35 | 0 | 16.75 | 2600 | 16.75 | 2600 | -16.75 | 0 | -16.75 | 1300 | 100 |
| East of Lawrence Expressway | 2640 | 75 | 35 | 0 | 16.75 | 2600 | 16.75 | 2600 | -16.75 | 0 | -16.75 | 1300 | 100 |
| West of Bowers Avenue | 2640 | 75 | 35 | 0 | 16.75 | 2600 | 16.75 | 2600 | -16.75 | 0 | -16.75 | 1300 | 100 |
| East of Bowers Avenue | 2640 | 75 | 35 | 0 | 16.75 | 2600 | 16.75 | 2600 | -16.75 | 0 | -16.75 | 1300 | 100 |
| Pruneridge Avenue | | | | | | | | | | | | | |
| West of Lawrence Expressway | 2640 | 60 | 25 | 0 | 13 | 2600 | 13 | 2600 | -13 | 0 | -13 | 1300 | 100 |
| East of Lawrence Expressway | 2640 | 60 | 25 | 0 | 13 | 2600 | 13 | 2060 | -13 | 0 | -13 | 1300 | 100 |

TABLE NOTES:

Information from Google Earth. Receptors were assumed to be at a height of 5 feet above ground.

| TABLE 28: TNM2.5/EMFAC2017 VEHICLE POPULATION INFORMATION | | | | | |
|---|---|---|---|---|---|
| **TNM Vehicle Type** | **Vehicle Class (EMFAC2007)** | **2019 Vehicle Population** | **2019 Vehicle Population %** | **2040 Vehicle Population** | **2040 Vehicle Population %** |
| Auto | LDA | 707,880 | 56.4% | 1,087,717 | 57.7% |
| Auto | LDT1 | 68,210 | 5.4% | 109,000 | 5.8% |
| Auto | LDT2 | 242,427 | 19.3% | 337,573 | 17.9% |
| Auto | LHDT1 | 26,224 | 2.1% | 39,229 | 2.1% |
| Auto | MDV | 147,490 | 11.8% | 221,043 | 11.7% |
| | ***Subtotal*** | ***1,192,231*** | ***95.0%*** | ***1,794,561*** | ***95.2%*** |
| Medium Truck | LHDT2 | 5,930 | 0.5% | 10,892 | 0.6% |
| Medium Truck | MHDT | 10,831 | 0.9% | 14,644 | 0.8% |
| Medium Truck | OBUS | 1,270 | 0.1% | 1,467 | 0.1% |
| Medium Truck | SBUS | 1,213 | 0.1% | 1,367 | 0.1% |
| | ***Subtotal*** | ***19,244*** | ***1.5%*** | ***28,368*** | ***1.5%*** |
| Heavy Truck | HHDT | 8,135 | 0.6% | 10,328 | 0.5% |
| Heavy Truck | MH | 3,943 | 0.3% | 4,744 | 0.3% |
| Heavy Truck | UBUS | 530 | 0.0% | 539 | 0.0% |
| | ***Subtotal*** | ***12,607*** | ***1.0%*** | ***15,611*** | ***0.8%*** |
| Motorcycle | MC | 30,475 | 2.4% | 46,403 | 2.5% |
| | ***Subtotal*** | ***30,475*** | ***2.4%*** | ***46,403*** | ***2.5%*** |
| | **TOTAL** | **1,254,557** | **100.0%** | **1,884,944** | **100.0%** |
| TABLE NOTES: | | | | | |
| A) EMFAC raw data file is available upon request | | | | | |

# APPENDIX 25.6

## SUPPLEMENTAL TRANSPORTATION INFORMATION (HEXAGON TRANSPORTATION ANALYSIS; CITY OF SANTA CLARA TRANSPORTATION ANALYSIS POLICY)

HEXAGON TRANSPORTATION CONSULTANTS, INC.

# Freedom Circle Focus Area Plan and Greystar General Plan Amendment

## Transportation Analysis

Prepared for:

MIG

September 24, 2021

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Client Name: MIG

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# 1. Introduction

This report presents the results of the transportation analysis (TA) conducted for the proposed Freedom Circle Focus Area Plan and Greystar General Plan Amendment in Santa Clara, California (see Figure 1). The Freedom Circle Focus Area encompasses approximately 108 gross acres in an employment-rich area of northern Santa Clara, comprising several moderate-intensity office and industrial parks accompanied by surface parking, along with the Santa Clara Marriott hotel. The Focus Area is bounded by San Tomas Aquino Creek to the east, Great America Parkway to the west, Great America Theme Park to the north, and Highway 101 to the south. It is proximate to a range of regional destinations and amenities, including Levi's Stadium, Great America Theme Park, and the Santa Clara Convention Center. The Focus Area would allow, subject to a future planning study, 2,525 dwelling units beyond those anticipated in the Greystar General Plan Amendment (described below), and 2 million square feet of additional office space beyond that allowed under the current high-intensity office designation (see Figure 2). The Freedom Circle Focus Area would maintain the existing roadways and vehicle connections from Great America Parkway and Mission College Boulevard.

The Greystar General Plan Amendment proposes to change the General Plan land use designation for the 13.3-acre Greystar site, which is bounded by San Tomas Aquino Creek to the East, Freedom Circle to the West, and Highway 101 to the south from High Intensity Office (maximum Floor Area Ratio of 2.0) to Very High Density Residential (51-100 Dwelling Unit/Acre). Greystar is proposing a total of 1,075[1] dwelling units in three 7-story buildings. The proposal also includes a two-acre public park with a connection to the San Tomas Aquino Creek trail, and up to 2,000 square feet of neighborhood-serving retail. The Greystar site would have direct vehicular access via three proposed driveways on Freedom Circle.

## 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).

[1] This transportation analysis is based on an earlier project description, which contained 1,100 dwelling units. Thus, the analysis of adverse effects associated with the Greystar development is conservative in that it slightly overstates the trips associated with the proposed project. The buildout of the Freedom Circle Focus Area is assumed to include a total of 3,600 d.u. (1,100 d.u. on the Greystar site plus 2,500 d.u. elsewhere in the Focus Area).

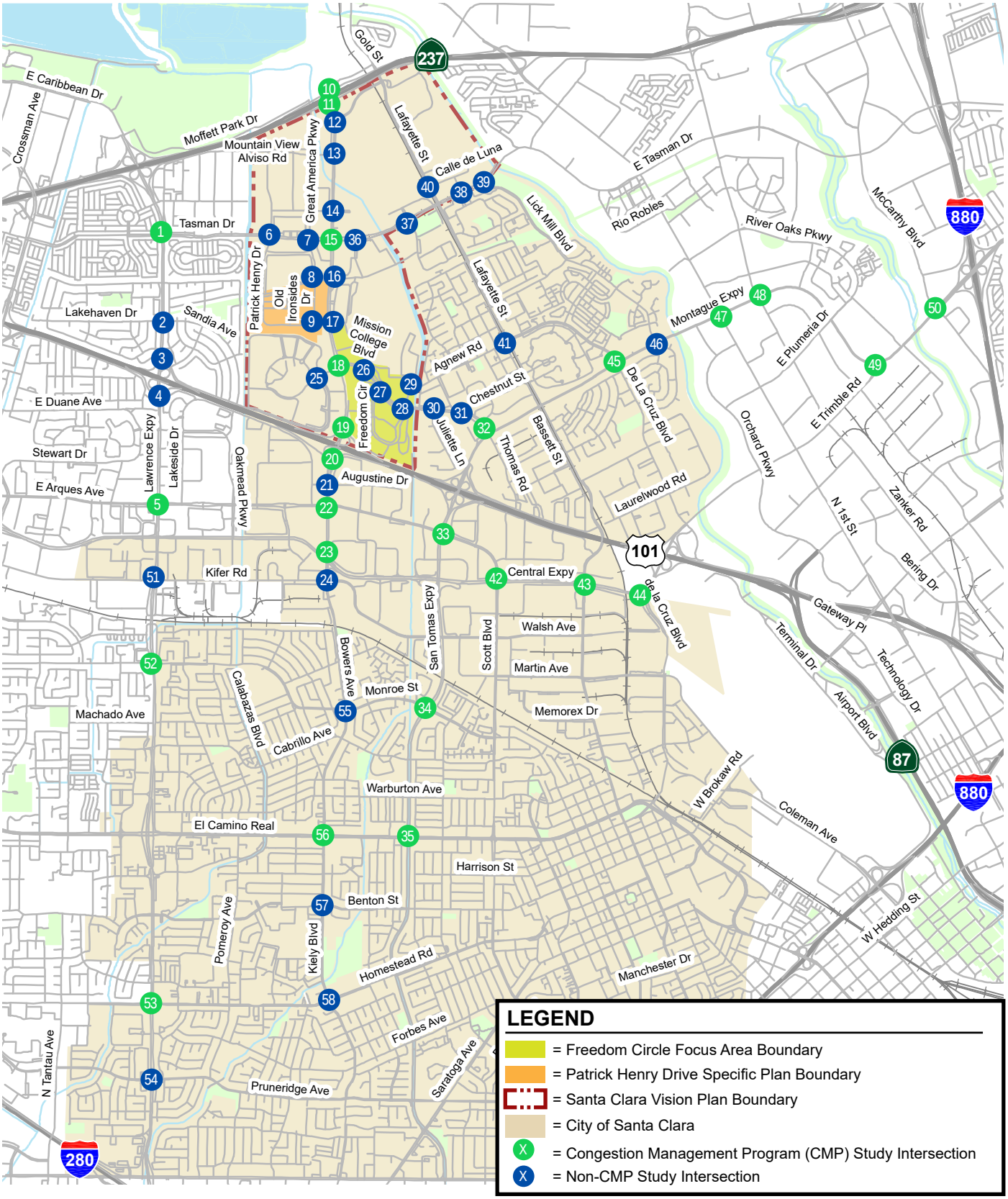



**Figure 1**
**Study Intersections**



NORTH
Not to Scale

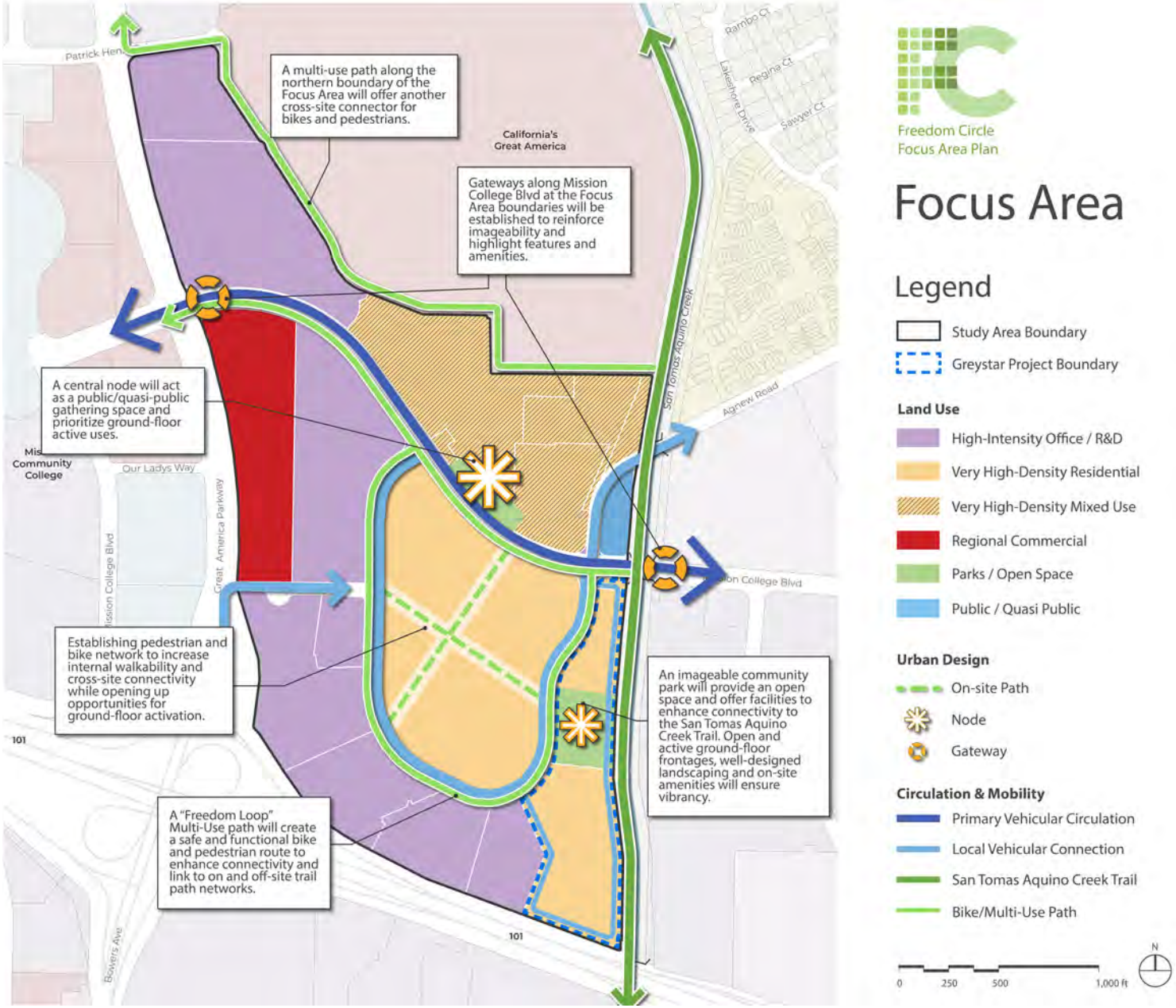



**Figure 2**
**Draft Conceptual Land Use Plan for Freedom Circle Focus Area**



NORTH
Not to Scale

It should be noted that this transportation analysis is based on existing conditions as of 2018/2019, prior to the recent reductions in traffic volumes and transit services associated with the current pandemic. Since the institution of shelter in place orders went into effect in March 2020 due to COVID-19, most offices and schools are closed, and people are working at home to the extent possible. As a result, current traffic volumes are a fraction of what they were prior to the virus outbreak and transit providers are operating on reduced schedules. It is not known when traffic conditions will return to pre-virus levels, but it is expected that the current reductions in traffic volumes and transit services are only temporary. Since development of the Freedom Circle Focus Area is anticipated to occur over a period of many years or decades, 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 current 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 743. SB 743 directed the State Office of Planning and Research (OPR) to develop new California Environmental Quality Act (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 trip length and is a direct measurement of greenhouse gas 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 of Santa Clara recently adopted a VMT Transportation Analysis Policy for Environmental Review[2]. 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 Freedom Circle Focus Area Plan and the Greystar General Plan Amendment would qualify as a transit supportive project since they meet the following criteria:

**Proximity to Transit**

Transit supportive projects must be located within ½ mile of an existing Major Transit Stop or an existing transit stop along a High-Quality Transit Corridor, as those terms are defined by Public Resources Code 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 that is included in Plan Bay Area 2040 (Pub. Res. Code §§ 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. (Pub. Res. Code § 21155(b).

[2] 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.

VTA provides the frequent bus service via Route 57, which runs along Great America Parkway. In addition, VTA provides local bus service via Route 20 and Route 59, which run along Great America Parkway and Mission College Boulevard. Prior to COVID-19 pandemic, both Route 57 and Route 20 had headways of 15-minutes during the peak commute periods. Since the pandemic is temporary and the VTA has confirmed that 15-minute headways on these routes will resume again on October 11, 2021. pre-pandemic headways were used to define "High-Quality Transit Corridor". Thus, both Great America Parkway and Mission College Boulevard have fixed-route bus service with service intervals of 15 minutes or less during the AM and PM peak commute periods and are considered High-Quality Transit Corridors. There are three Route 20/59 bus stops near the Freedom Circle Focus area along Mission College Boulevard at Great America Parkway, Freedom Circle, and Agnew Street. All of the parcels within the Freedom Circle Focus area, including the Greystar site, are either within ½ mile of the nearest Route 57 bus stop or the Route 20/59 bus stops. 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/R&D projects, transit supportive projects must have a minimum floor area ratio (FAR) of 0.75. Likewise, residential projects must have a minimum density of 35 dwelling units per acre. The office development allowed in the Freedom Circle Focus Area would equate to an FAR of approximately 1.4. The proposed residential density within the Freedom Circle Focus Area including the Greystar site would be nearly 100 du/ac. Thus, the development densities proposed on the Greystar site and the remainder of the Freedom Circle Focus Area would meet the minimum requirements to be considered a transit supportive project.

**Multimodal Transportation Networks**

The City Policy requires that transit supportive projects promote multimodal transportation networks. The Freedom Circle Focus Area Plan will provide balanced, multimodal internal circulation as well as easy access to nearby destinations and transit stations. The Plan includes the following planning and design themes that support safe, active, and sustainable travel options for residents, workers, and visitors:

- Maintain existing street hierarchy and provide streetscape alterations to promote pedestrian friendly design to increase pedestrian comfort and safety.
- Expand pedestrian pathways, internal streets, and create new linkages between neighborhoods to improve circulation, connect people to destinations both within and outside of the plan area, and provide a sense of openness in residential areas.
- Retrofit auto-oriented streets to accommodate all travel modes, and develop finer grained streets that are comfortable, inviting, safe, and accessible for all users.
- Build on existing physical assets and enhance connectivity to the San Tomas Aquino Creek trail.
- Provide pedestrian and bicycle routes to transit stops located along major thoroughfares.

In particular, the proposed Greystar development would add a new bicycle and pedestrian connection from Freedom Circle through the project site to the San Tomas Aquino Creek trail. In addition, Greystar would construct Class II bike lanes along the project frontage on Freedom Circle.

**Transit-Oriented Design Elements**

Transit supportive projects must include transit-oriented design elements. The Freedom Circle Focus Area Plan will include design guidelines and standards to ensure a pedestrian-oriented, mixed-use district that is walkable with convenient connections to high-quality transit. The following urban design principles will ensure the Freedom Circle Focus Area is a transit-oriented development:

- Include a lively mix of core community uses and neighborhood serving retail that provide a broad array of services for residents, workers, and visitors.
- Reduce reliance on private vehicles and improve jobs/housing balance by locating amenities and jobs within walking distance to housing.
- Develop standards and guidelines to enhance overall livability of the area.
- Activate street frontages and ground floor uses to create a cohesive, integrated, environment.

The Greystar project would include neighborhood serving retail space adjacent the proposed public park that would serve residents and park visitors reducing the need for vehicle travel. Furthermore, the Greystar site is located in an employment rich area. Thus, the proposed residential use would improve the diversity of uses and promote alternative modes of travel.

**Parking**

Transit supportive projects may not include more parking for use by residents, customers, or employees of the project than required by the City Code. With the exception of Greystar, no other development applications have been submitted for projects within the Freedom Circle Focus Area, thus the proposed on-site parking supply is unknown elsewhere. The Freedom Circle Focus Area Plan is expected to follow the parking standards set forth in the City of Santa Clara Municipal Code §18.23.070. The parking ratios in this section were developed for the Lawrence Station Area Plan. The Freedom Circle Focus Area Plan will not require parking at a higher rate than the code requirements in effect in other areas. Thus, it is assumed that future developments within the Freedom Circle Focus Area will not include excess parking and would qualify as transit supportive. Moving forward, development proposals will undergo review upon submittal and any applications that propose excess parking would not qualify as transit supportive and would be required to evaluate their potential impacts on VMT.

As currently proposed, the on-site residential and retail parking at the Greystar project (1,391 spaces) would equal the City Code required parking. Thus, the proposed parking supply is consistent with a transit supportive project.

**Affordable Housing**

Affordable housing has been shown to generate fewer vehicle miles traveled per capita than market rate housing. Accordingly, the City's VMT Policy states that transit supportive projects must not replace affordable residential units with a smaller number of affordable units, and any replacement units must be at the same level of affordability. Currently, the Freedom Circle Focus Area does not contain any residential dwelling units. The Freedom Circle Focus Area Plan will require 15 percent of the proposed new residential dwelling units be affordable to those earning less than 80 percent of the Area Median Income (AMI). Therefore, the project would add new affordable dwelling units and not result in a loss of affordable units.

**Findings**

Per the State's guidance and the City's VMT Policy, the Freedom Circle Focus Area Plan qualifies as a transit supportive project and is presumed to have a less than significant impact on VMT. Likewise, the Greystar development would qualify as a transit supportive project presuming on-site parking is reduced so that it does not exceed the parking required by code.

## Local Transportation Analysis

Although the Freedom Circle Focus Area Plan 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 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 CMP guidelines require that the CMP freeway segments be evaluated to determine the impact of added traffic for projects that generate trips equal to or greater than one percent of the freeway segment's capacity. Implementation of the Focus Area Plan is expected to generate added traffic volume on multiple freeway segments along US 101, SR 237, SR 87, I-680, and I-880. The traffic analysis also includes a capacity analysis for 14 freeway ramps.

## Study Intersections

Fifty-eight study intersections were selected in accordance with VTA's *Transportation Impact Analysis Guidelines* (October 2014) and in consultation with Santa Clara staff. The study includes those intersections that provide primary access to the project areas and intersections that would experience a substantial increase in traffic volumes. The study intersections are listed below and shown on Figure 1. Twenty-five study intersections are designated as CMP intersections. Seven of the study intersections are located in the City of Sunnyvale, six of the study intersections are located in the City of San José, and the remaining intersections are in 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. Lawrence Expressway and Tasman Drive (CMP) [Sunnyvale]
2. Lawrence Expressway and Sandia Avenue/Lakehaven Drive [Sunnyvale]
3. Lawrence Expressway and US 101 Northbound Ramps [Sunnyvale]
4. Lawrence Expressway and US 101 Southbound Ramps [Sunnyvale]
5. Lawrence Expressway and E. Arques Avenue (CMP) [Sunnyvale]
6. Patrick Henry Drive and Tasman Drive
7. Old Ironsides Drive and Tasman Drive
8. Old Ironsides Drive and Old Glory Lane (Unsignalized)
9. Old Ironsides Drive and Patrick Henry Drive (Unsignalized)
10. Great America Parkway and SR 237 Westbound Ramps (CMP) [San José]
11. Great America Parkway and SR 237 Eastbound Ramps (CMP) [San José]
12. Great America Parkway and Great America Way
13. Great America Parkway and Old Mountain View-Alviso Road
14. Great America Parkway and Bunker Hill Lane
15. Great America Parkway and Tasman Drive (CMP)
16. Great America Parkway and Old Glory Lane
17. Great America Parkway and Patrick Henry Drive
18. Great America Parkway and Mission College Boulevard (CMP)
19. Great America Pkwy/Bowers Ave and US 101 Northbound Off Ramp (CMP)
20. Bowers Avenue and US 101 Southbound Off Ramp (CMP)
21. Bowers Avenue and Augustine Drive
22. Bowers Avenue and Scott Boulevard (CMP)
23. Bowers Avenue and Central Expressway (CMP)
24. Bowers Avenue and Kifer Road/Walsh Avenue
25. Mission College Boulevard Loop and Mission College Boulevard

26. Marriott Driveway and Mission College Boulevard
27. Freedom Circle Drive (W) and Mission College Boulevard
28. Agnew Road/Freedom Circle Drive (E) and Mission College Boulevard
29. Great America employee entrance and Agnew Road
30. Juliette Lane and Mission College Boulevard
31. Burton Drive and Mission College Boulevard
32. Mission College Boulevard and Montague Expressway (CMP)
33. San Tomas Expressway and Scott Boulevard (CMP)
34. San Tomas Expressway and Monroe Street (CMP)
35. San Tomas Expressway and El Camino Real (CMP)
36. Convention Center and Tasman Drive
37. Centennial Boulevard and Tasman Drive
38. Calle Del Sol and Tasman Drive
39. Lick Mill Boulevard and Tasman Drive
40. Lafayette Street and Calle De Luna
41. Lafayette Street and Agnew Road
42. Scott Street and Central Expressway (CMP)
43. Lafayette Street and Central Expressway (CMP)
44. De la Cruz Boulevard and Central Expressway (CMP)
45. Agnew Road/De La Cruz Boulevard and Montague Expressway (CMP)
46. Lick Mill Boulevard and Montague Expressway
47. N. 1st Street and Montague Expressway (CMP) [San José]
48. Zanker Road and Montague Expressway (CMP) [San José]
49. Trimble Road and Montague Expressway (CMP) [San José]
50. McCarthy Boulevard/O'Toole Avenue and Montague Expressway (CMP) [San José]
51. Lawrence Expressway and Kifer Road
52. Lawrence Expressway and Reed Avenue/Monroe Street (CMP) [Sunnyvale]
53. Lawrence Expressway and Homestead Road (CMP) [Sunnyvale]
54. Lawrence Expressway and Pruneridge Avenue
55. Bowers Avenue and Monroe Street
56. Bowers Avenue/Kiely Boulevard and El Camino Real (CMP)
57. Kiely Boulevard and Benton Street
58. Kiely Boulevard and Homestead Road

## Freeway Segments

- US 101 between SR 85 SR 92
- SR 237 between I-880 and El Camino Real
- SR 87 between SR 85 and US 101
- I-680 between Yosemite Drive and Stoneridge Drive
- I-880 between Montague Expressway and Alvarado Boulevard

## Study Freeway Ramps

US 101 and Montague Expressway Interchange

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

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 Off-Ramp to Lawrence Expressway

SR 237 and Lawrence Expressway Interchange

- Westbound On-Ramp from Northbound Lawrence Expressway
- Eastbound 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, site access, and parking. In addition, vehicle queuing was evaluated at selected locations where the Focus Area would add a significant number of left-turning vehicles. 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 AM and PM peak-hour traffic volumes were obtained from new turning-movement counts conducted in May 2019, previously completed traffic studies, and the latest available CMP database.
- ***Background (Year 2030) Conditions*****.** 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. In the Freedom Circle Focus Area, employment is estimated to grow by approximately six percent between the Year 2018 and 2030. In the vicinity of the Focus Area, the model assumes completion of City Place Phases 1-3 and buildout of the Tasman East Specific Plan. The existing land uses are assumed to remain unchanged within the Patrick Henry Specific Plan Area. 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, 10th Edition* and the CSC travel demand forecasting model were used to develop traffic forecasts for background plus project conditions under two development scenarios: 1) Greystar project by itself; 2) the buildout of the Freedom Circle Focus Area including the Greystar project. 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 Greystar alone and the buildout of the Focus Area were evaluated relative to background conditions.
- ***Cumulative (Year 2040) No Project Conditions.*** Cumulative no project traffic volumes were developed using the CSC travel demand model. Cumulative conditions reflect future development and planned transportation improvements anticipated to occur by the year 2040. The model land use assumptions reflect ABAG land uses in most locations. Within the vicinity of

the Focus Area, the model assumes buildout of City Place, buildout of the proposed Kylli mixed-use project, buildout of the Patrick Henry Drive Specific Plan (Option 2) and no new roadway connection between Patrick Henry Drive and Mission College Boulevard, as well as development of an additional 1,500 dwelling units per a proposed Amendment to the Tasman East Specific Plan. Cumulative no project conditions assume a marginal growth within the Freedom Circle Focus Area based on the ABAG land use projections under the current land use designations and completion of the approved office development at 4301 Great America Parkway. Intersection level of service calculations under cumulative no project conditions were evaluated using the City methodology.

- ***Cumulative Plus Project without Greystar Conditions.*** Cumulative plus project without Greystar conditions reflects the future development anticipated to occur under cumulative no project conditions plus buildout of the Freedom Circle Focus Area with the exception of the Greystar site, which would remain vacant. Traffic forecasts were developed using ITE trip rates and the CSC travel demand model. Intersection levels of service under cumulative plus project without Greystar conditions were evaluated using the City methodology.
- ***Cumulative Plus Project including Greystar Conditions.*** Cumulative plus project including Greystar traffic volumes were developed using ITE trip rates and the CSC travel demand model and reflect trips generated by buildout of the Freedom Circle Focus Area including the Greystar site. 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 new traffic counts, 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 1 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 defaults 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 within Santa Clara 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 1**
**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 City of Santa Clara does not have a level of service standard for unsignalized intersections. The two unsignalized study intersections were analyzed for operational purposes.

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 is shown in Table 2. This study utilizes TRAFFIX software to determine intersection levels of service based on the *2000 HCM* methodology for unsignalized intersections.

**Table 2**
**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 3. 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 3**
**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 with the development of the Freedom Circle Focus Area Plan. 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 Focus Area 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 presented for informational purposes only, since the City of Santa Clara has not defined a policy related to queuing. 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
$\lambda$ = 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 are evaluated based on the delay experienced by the turn movement.

## 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 San José intersections and local intersections in Santa Clara and Sunnyvale and LOS E or better for CMP and regionally significant intersections in Santa Clara and Sunnyvale) when project traffic is added, <u>or</u>
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, <u>and</u> 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 are 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 City of Santa Clara has not established criteria to define adverse effects for 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.

## 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%) of the ramp's capacity.

## 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 proposed Greystar General Plan Amendment alone and with the buildout of the Freedom Circle Focus Area, 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 2040. Cumulative conditions were evaluated without the project and with the full buildout of the Freedom Circle Focus Area, with and without Greystar. 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, 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, prior to the current pandemic.

## Existing Roadway Network

Regional access to the project area 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, San Tomas Expressway and Lawrence Expressway.

Major roadways serving the Focus Area include Lawrence Expressway, Montague Expressway, Great America Parkway, Bowers Avenue, Mission College Boulevard, and Tasman Drive. Local roads serving the Focus Area include Freedom Circle, Hichborn Drive, and Agnew Road.

**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 in the south, crosses through Sunnyvale, and extends northward 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 bike lanes on Lawrence Expressway, but bikes are allowed to ride on the shoulders. On-street parking is not permitted.

**Montague Expressway** is an east-west expressway that begins at US 101 and extends northeastward to Milpitas where it transitions into Landess Avenue at I-680. Full interchanges are located at I-680, I-880, and US 101. Montague Expressway transitions to San Tomas Expressway at US 101. West of McCarthy Boulevard, Montague Expressway has carpool lanes (also known as high-occupancy vehicle

(HOV) lanes). The HOV lane designation is in effect in both directions of travel during both the AM and PM peak commute hours. During other times, the lane is open to all users.

**Central Expressway** is a six-lane east-west expressway that begins at De La Cruz Boulevard and extends westward to San Antonio Road where it transitions into Alma Street in Mountain View. East of San Tomas Expressway, Central Expressway has HOV lanes. It has a posted speed limit of 50 miles per hour (mph).

**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. Bike 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 serves the west boundary of the Freedom Circle Focus Area and provides direct access to and from the northern portion of the Focus Area (north of Mission College Boulevard) and indirect access to the southern portion of the Focus Area via its intersections with Mission College Boulevard and Hichborn 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. Bike 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. Bike routes or lanes are provided, and on-street parking is prohibited within the project vicinity.

**Mission College Boulevard** to the west of Great America Parkway is a loop road circumnavigating Mission College and the Mercado Shopping Center. The eastern portion of Mission College Boulevard is a four-lane east-west thoroughfare, running between Great America Parkway and Montague Expressway. Mission College Boulevard runs through the Focus Area and provides direct access to and from the Focus Area.

**Patrick Henry Drive** is a two-lane roadway with 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 north boundary of the Freedom Circle Focus Area and provides direct access to and from the northernmost parcels within the Focus Area.

**Freedom Circle** is a two-lane semicircular loop road with center two-way left-turn lane that circumnavigates area south of Mission College Boulevard. In the west, Freedom Circle intersects with Mission College Boulevard approximately 1,500 feet east of Great America Parkway. It connects to Mission College Boulevard again approximately 0.2 mile to the east, directly opposite Agnew Road. The speed limit on Freedom Circle is 25 mph. On-street parking is prohibited. Sidewalks are available on both sides of the roadway.

**Hichborn Drive** extends from Great America Parkway to Freedom Circle between the Marriott Hotel site and the Mission Towers office campus. The eastern portion of the street (east of the Mission Towers parking garage driveway) allows two-way traffic flow, while the western portion of the street is limited to one-way (eastbound) flow. Thus, the Great America/Hichborn intersection serves as an

inbound only access point for the Freedom Circle Focus Area. On-street parking is permitted on both sides of the street and a sidewalk is available along the south side of the street.

**Agnew Road** is a two-lane roadway that runs in east-west direction and extends from Mission College Boulevard to its intersection with Montague Expressway. Agnew Road runs along the east boundary of the Focus Area and provides direct access to the parcel at the northeast corner of the Focus Area. West of Lafayette Street, the speed limit on Agnew Road is 25 mph. Between Lafayette Street and Montague Expressway, the speed limit on Agnew Road is 35 mph. Sidewalks are available on both sides of the roadway in the vicinity of the Focus Area.

## Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (Figure 3). 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 Old Ironsides Drive
- South and west sides of Patrick Henry Drive between Old Ironsides Drive and Democracy Way
- Both sides of Patrick Henry Drive between Democracy Way and Tasman Drive
- North side of Patrick Henry Drive for a small section west of Old Ironsides Drive
- Both sides of Mission College Boulevard
- One or both sides of the Mission College Boulevard Loop (see Figure 3 for details)
- Both sides of Great America Parkway
- Both sides of Tasman Drive
- Both sides of Freedom Circle
- South side of Hichborn Drive
- Both sides of Agnew Road

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

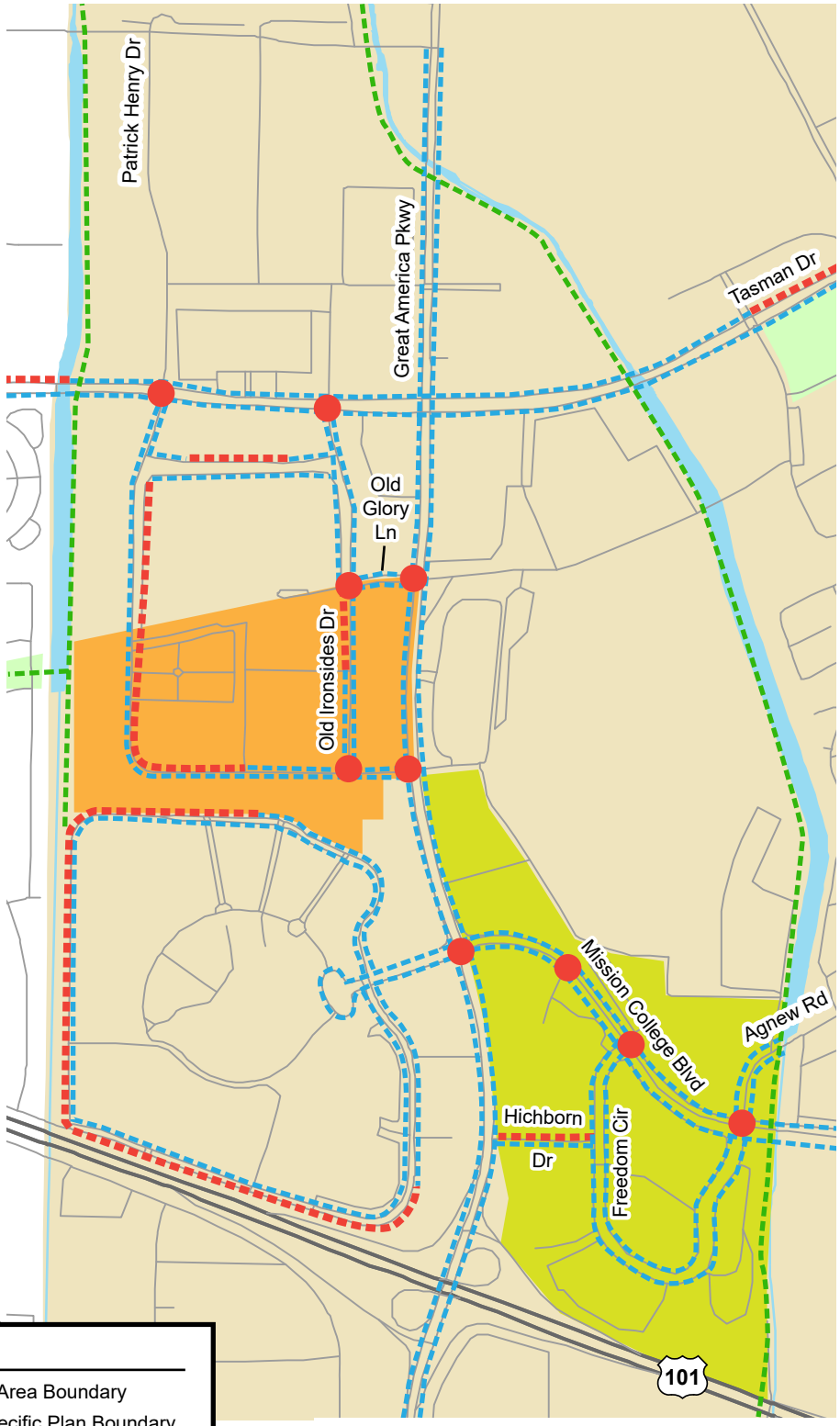
- Great America Parkway and Patrick Henry Drive
- Great America Parkway and Mission College Boulevard
- Mission College Boulevard and Marriott driveway
- Mission College Boulevard and Freedom Circle (W)
- Mission College Boulevard and Agnew Road/Freedom Circle I
- Freedom Circle and Hichborn Drive

All of the crosswalks at the signalized study intersections include pedestrian signal heads and push buttons. However, the existing pedestrian transition at some intersections as shown on Figure 3 does not comply with Americans with Disabilities Act (ADA) guidelines.

Pedestrians are permitted to use the shared-use paths such as the San Tomas Aquino Creek Trail, which is immediately adjacent to the eastern edge of the Focus Area, as well as other trails described below.

## Existing Bicycle Facilities

The bicycle facilities that exist in the project vicinity (see Figure 4) include multi-use trails/paths (Class I bikeway), striped bike lanes (Class II bikeway), and shared bike routes (Class III bikeway).




**LEGEND**

- = Freedom Circle Focus Area Boundary
- = Patrick Henry Drive Specific Plan Boundary
- = City of Santa Clara
- = Non-ADA Compliant Intersection
- = Existing Sidewalk
- = Missing Sidewalk
- = Multi-use Paths

**Figure 3**
**Existing Pedestrian Facilities**



NORTH
Not to Scale

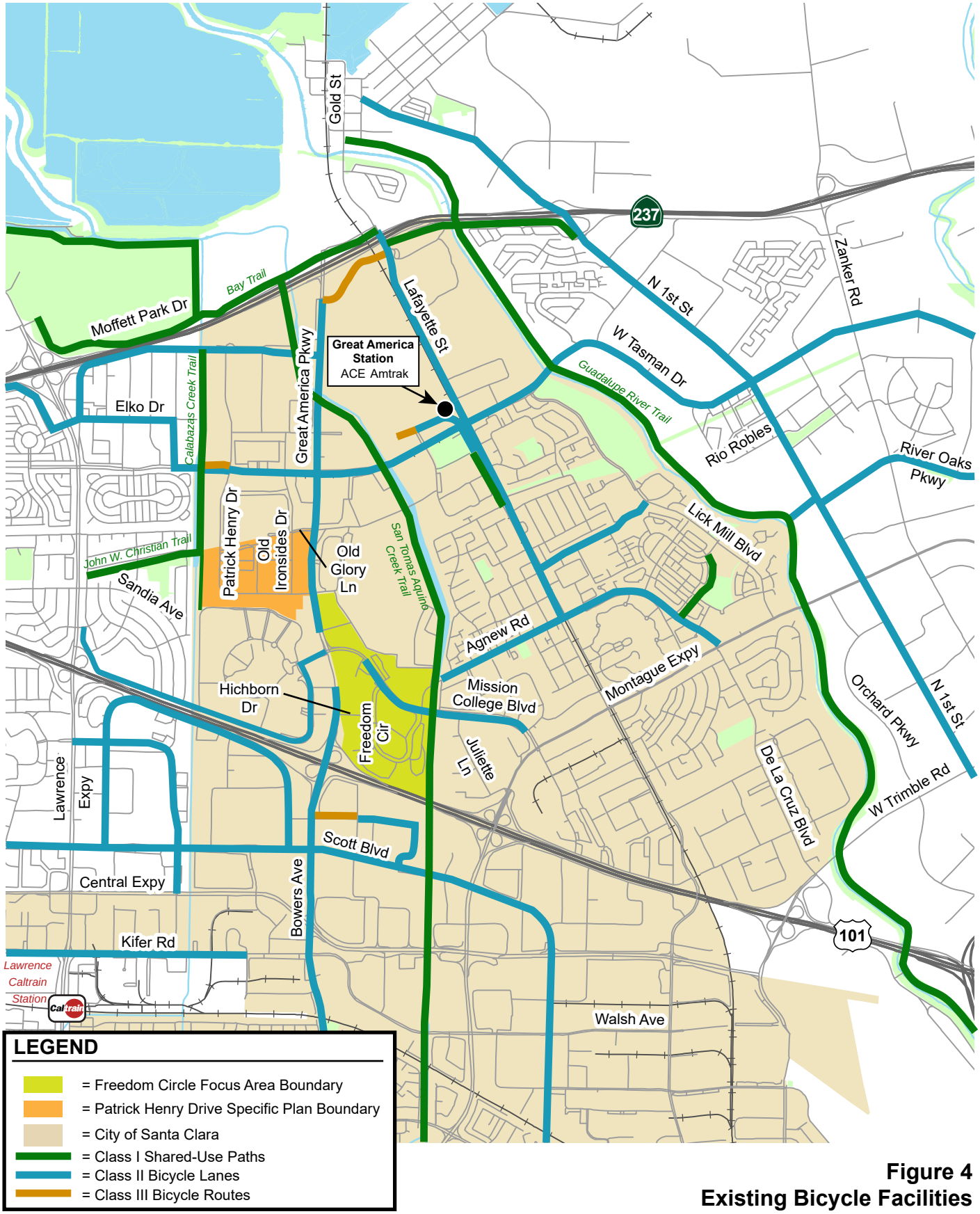



**Figure 4**
**Existing Bicycle Facilities**



NORTH
Not to Scale

**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 to San Tomas Expressway, where it connects to a bike path along the west side of San Tomas Expressway north of Cabrillo Avenue and extends southward to Homestead Road. The trail runs along the eastern edge of the Freedom Circle Focus Area and connects to bike lanes on Great America Parkway, Tasman Drive and Mission College Boulevard.

The Calabazas Creek Trail connects Mountain View-Alviso Road to Mission College and passes near Levi's Stadium. This trail can be accessed via Tasman Drive or Mission College Boulevard. A pedestrian/bike bridge connects the Calabazas Creek Trail with the John W. Christian Greenbelt near the northwestern corner of the Patrick Henry Drive Specific Plan Area.

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 located approximately 2.0 miles east of the Focus Area. 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 bike lanes on Tasman Drive, a pathway from Lick Mill Boulevard through Thamien Park, and from Montague Expressway.

The Baylands Park Trail is located north of the Focus Area and runs from the Baylands Park in Sunnyvale and tracks parallel to Hwy 237. It serves as the northern trailhead for some of the South Bay's major north to south trails including the Calabazas Creek Trail, the San Tomas Aquino Creek Trail, and the Guadalupe River Trail.

**Class II Bike Lanes** are lanes on roadways designated for use by bicycles with special lane markings. Within a one-mile radius of the project site, striped bike 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 west of Great America Parkway at Marriott Driveway
- Mission College Boulevard Loop south of the intersection at Mission College Blvd
- Bowers Avenue, from Chromite Drive extending onto Great America Parkway
- Lafayette Street, from Gold Street Connector to Agnew Road
- Old Mountain View-Alviso/Lawrence Station Road, from Elko Drive to Great America Parkway
- Agnew Road, from San Tomas Aquino Creek Trail to Montague Expressway
- Elko Drive, from Reamwood Avenue to Lawrence Expressway
- Reamwood Avenue, from Tasman Drive to Elko Drive
- Scott Boulevard, from Monroe Street to Arques Avenue
- Lakeside Drive, from Scott Boulevard to Arques Avenue
- Oakmead Parkway, from Central Expressway to Lawrence Expressway
- Octavius Drive, from Scott Boulevard to Montgomery Drive
- Hope Drive, from Lafayette Street to Lick Mill Boulevard
- N. First Street, from Liberty Street to Charcot Avenue
- River Oaks Parkway, from Guadalupe River Trail to Montague Expressway

**Class III Bike Routes** are streets designated for bike travel and shared with motor vehicles. Within a one-mile radius of the project site, bike 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 within the study area are provided by the VTA, the San Joaquin Regional Rail Commission (SJRRC), and the Capitol Corridor Joint Powers Authority. The following discussion of the project's accessibility via transit is based on transit service as of March 2021 and reflects the temporary reductions in transit service that have been implemented in response to the COVID-19 pandemic. The VTA has confirmed that they will resume frequent network service on October 11, 2021. At that date, Routes 20 and 57 will return to the 15-minute headways that were in use prior to the pandemic.

The VTA provides scheduled bus and light rail transit (LRT) routes through Santa Clara County. In the vicinity of the Freedom Circle Focus Area, VTA provides rapid and local bus services as well as LRT service. VTA bus service near the Freedom Circle Focus Area is provided along Tasman Drive, Great America Parkway, Lawrence Expressway, Mission College Boulevard, and Agnew Road with the closest VTA bus stops located on Great America Parkway and Mission College Boulevard. VTA LRT service includes the Mountain View-Alum Rock (Orange) LRT line and the Winchester-Old Ironsides (Green) LRT line, which run along Tasman Drive in the project vicinity. Old Ironsides and Great America Stations are the nearest LRT stops to the Freedom Circle Focus Area.

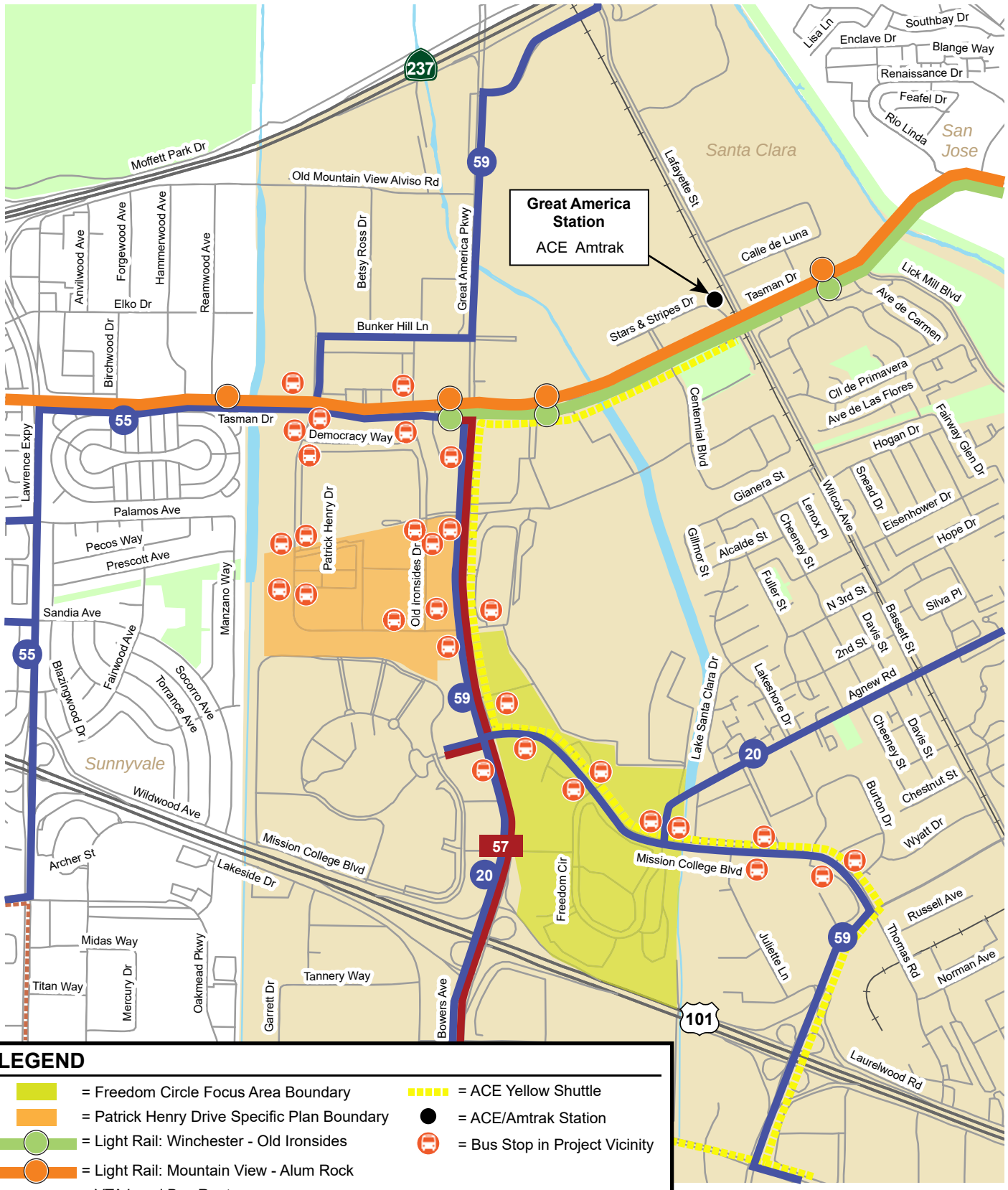
The SJRRC manages the Altamont Corridor Express (ACE) commuter rail service between the Central Valley and Silicon Valley with a shuttle that connects the Freedom Circle Focus Area to the Great America Transit Station. There are several bus stops served by ACE shuttles along Great America Parkway and Mission College Boulevard in the immediate vicinity of the Freedom Circle Focus Area. The Capitol Corridor Joint Powers Authority also operates passenger train service operated by Amtrak between San José and Sacramento and the foothills of the Sierra Nevada with stops at the Great America Transit Station.

Although not within walking distance of the Freedom Circle Focus Area, commuters to the Focus Area also use Caltrain, which provides commuter rail service from San Francisco in the north through San Mateo County to Santa Clara County in the south. Commuters to the study area can access the Sunnyvale Caltrain Station, which is located approximately four miles from the Freedom Circle Focus Area, via VTA bus route 20. Although Caltrain shuttles that previously provided service to the Santa Clara (Lawrence) Caltrain Station have been suspended until further notice, Focus Area residents and workers can cycle to the Santa Clara (Lawrence) Caltrain Station approximately 2.5 miles away via the bike lanes on Great America Parkway/Bowers Avenue and Kifer Road.

Transit services within walking distance (½ mile) of the Focus Area are described below and illustrated on Figure 5.

**Mountain View-Alum Rock (Orange) LRT** line provides service with headways of 20 minutes during peak hours between Mountain View station and Alum Rock station.

**Winchester-Old Ironsides (Green) LRT** line provides service with headways of 20 minutes during peak hours between Winchester Station and Old Ironsides Station.




## LEGEND

- = Freedom Circle Focus Area Boundary
- = Patrick Henry Drive Specific Plan Boundary
- = Light Rail: Winchester - Old Ironsides
- = Light Rail: Mountain View - Alum Rock
- = VTA Local Bus Route
- = VTA Frequent Bus Route
- = ACE Yellow Shuttle
- = ACE/Amtrak Station
- = Bus Stop in Project Vicinity

**Figure 5**
**Existing Transit Services**



NORTH
Not to Scale

**VTA Route 20** is a local route, which provides service with headways of 30 minutes during peak hours and 60 minutes during non-peak hours between Milpitas BART station and Sunnyvale Transit Center via Agnew Road and Mission College Boulevard near the project site.

**VTA Route 55** is a local route, which provides service with headways of 30 minutes between Old Ironsides Station and De Anza College via Tasman Drive and Lawrence Expressway near the project site.

**VTA Route 57** is a rapid route, which provides service with headways of 20 minutes between Old Ironsides Station and West Valley College via Great America Parkway near the project site.

**VTA Route 59** is a local route, which provides service with headways of 30 minutes between Valley Fair and Baypointe station via Mission College Boulevard and Great America Parkway near the project site.

## Existing Lane Configurations and Traffic Volumes

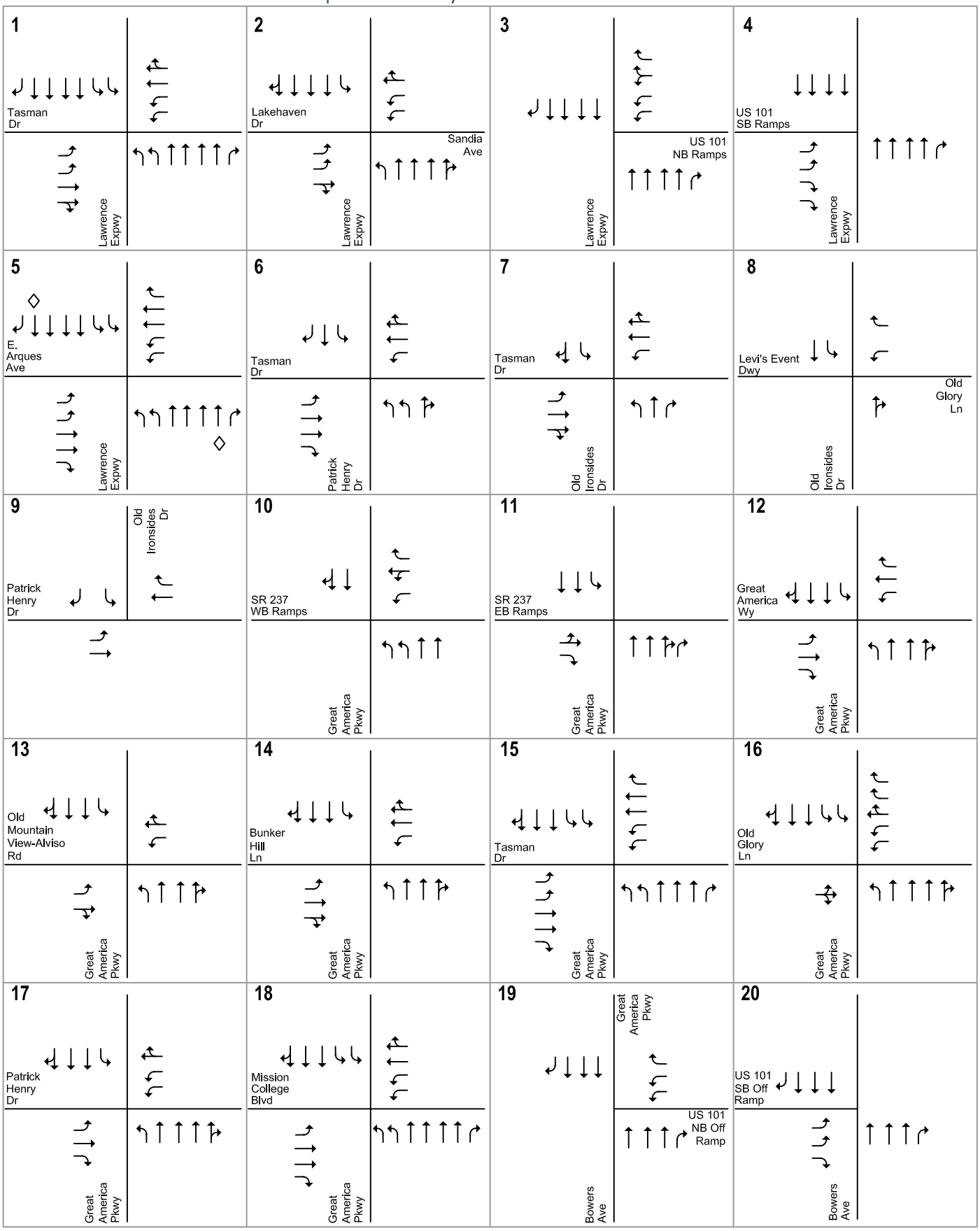
The existing lane configurations at the study intersections were obtained from field observations (see Figure 6).

Existing traffic volumes were obtained from new turning movement counts collected in May 2019, between 7:00 and 9:00 AM and between 4:00 and 6:00 PM, and previously completed traffic studies. PM peak-hour counts for CMP intersections were obtained from the latest available CMP database for the 2018 CMP Annual Monitoring Report. Traffic counts for PM peak hours at Great America Parkway and Patrick Henry Drive from 2018/2019 are lower than 2016 counts. Thus, 2020 traffic volumes were estimated by applying a 2 percent annual growth factor to 2016 PM counts at this intersection. Traffic counts from 2018/2019 are not available for Lafayette Street and Calle De Luna. Thus, 2020 traffic volumes were estimated by applying a 2 percent annual growth factor to 2014 counts. Similarly, 2020 traffic volumes at the Lawrence Expressway intersections at Homestead Road and at Pruneridge Avenue were estimated by applying a 2 percent annual growth factor to 2017 counts. The existing peak-hour intersection volumes are shown on Figure 7. The intersection turning-movement counts conducted for this analysis are presented in Appendix B.

## 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 4). The following intersections operate below the level of service standard:

- 44. De la Cruz Boulevard and Central Expressway (AM peak hour)
- 47. N. 1st Street and Montague Expressway (AM and PM peak hours)
- 50. McCarthy Boulevard/O'Toole Avenue and Montague Expressway (PM peak hour)
- 51. Lawrence Expressway and Kifer Road (PM peak hour)
- 52. Lawrence Expressway and Reed Avenue/Monroe Street (AM peak hour)



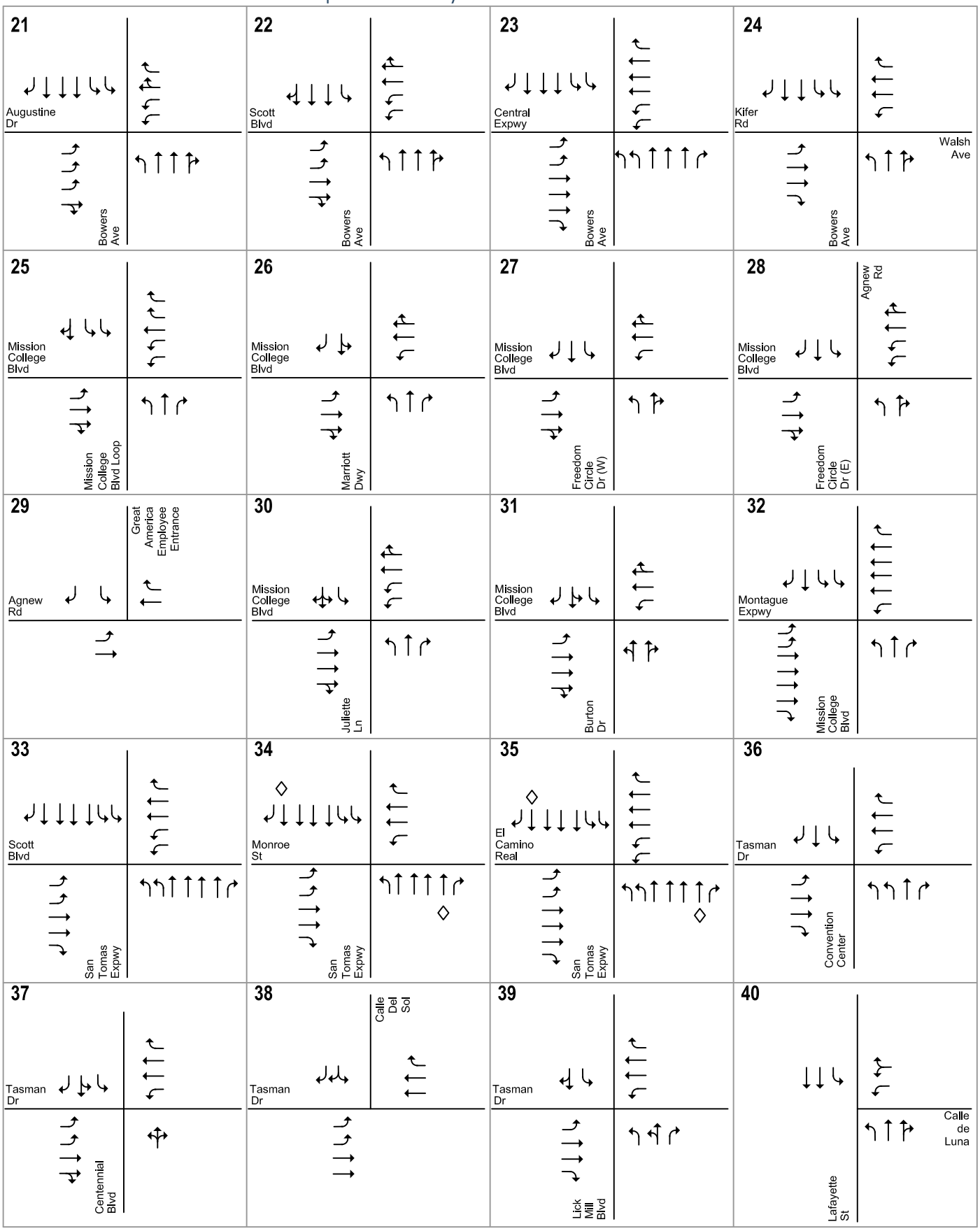

LEGEND

◇ = HOV Lane

**Figure 6**
**Existing Lane Configurations**

HEXAGON

NORTH
Not to Scale



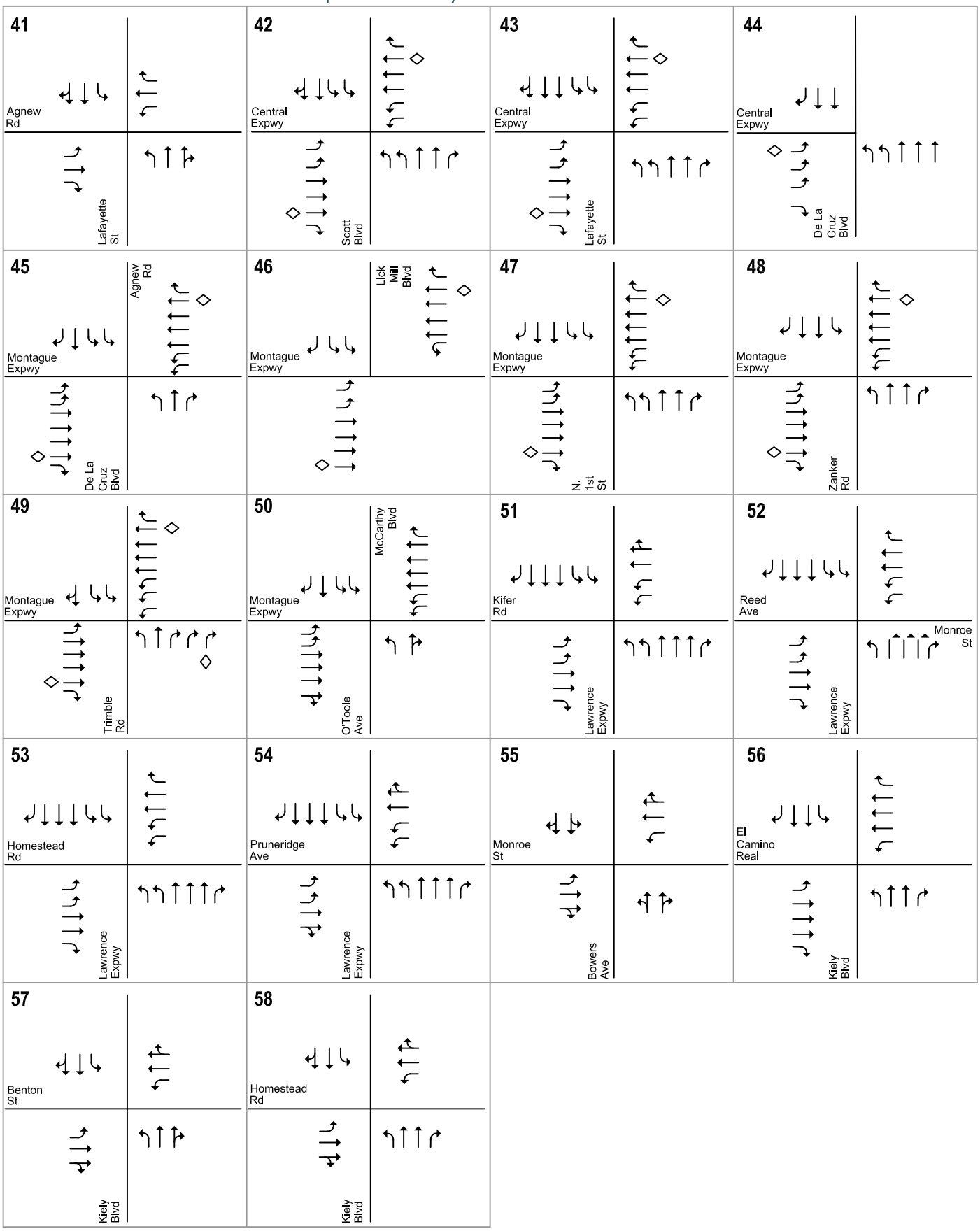

LEGEND

◇ = HOV Lane

**Figure 6**
**Existing Lane Configurations**

HEXAGON

NORTH
Not to Scale



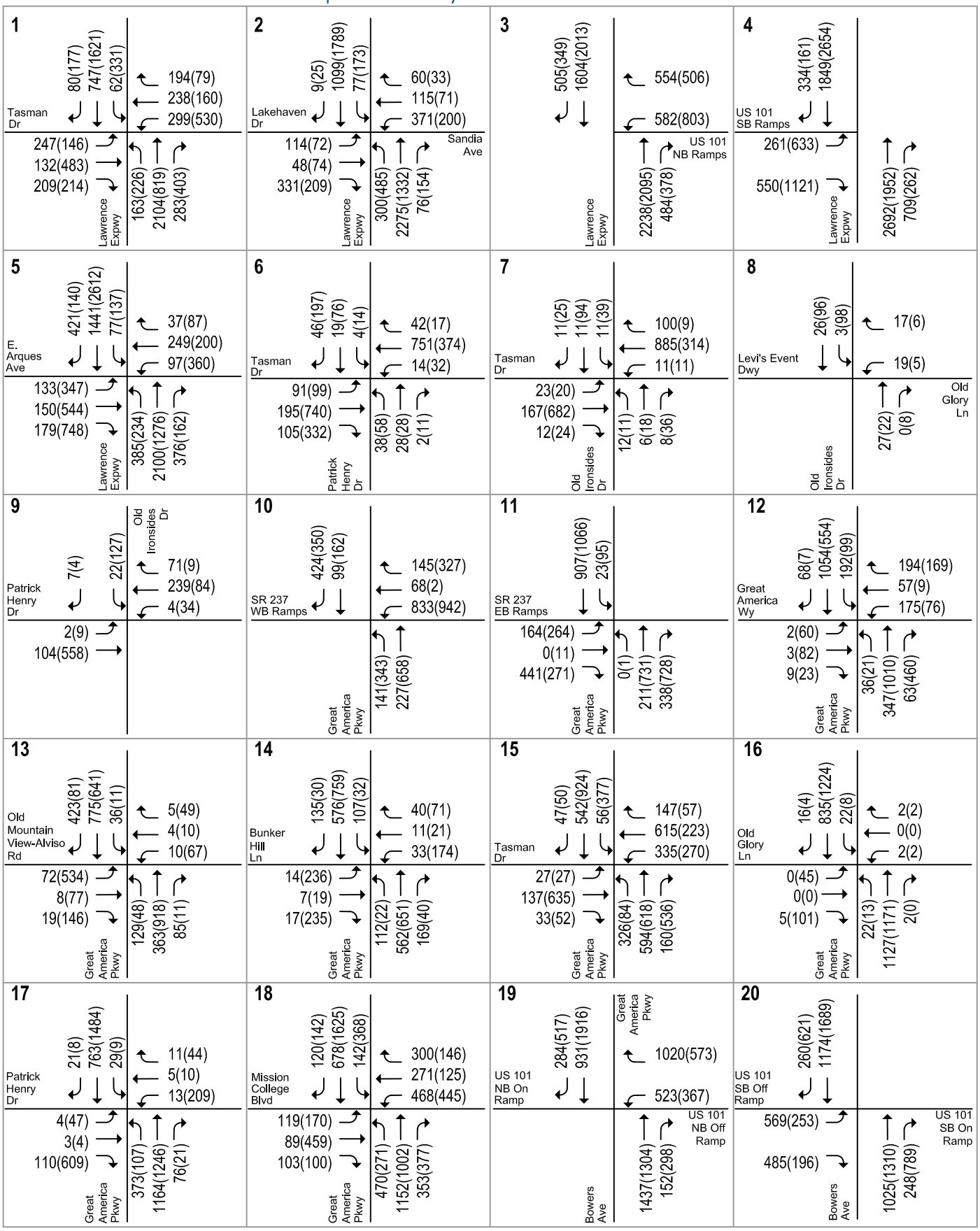

LEGEND

◇ = HOV Lane

**Figure 6**
**Existing Lane Configurations**

HEXAGON

NORTH
Not to Scale



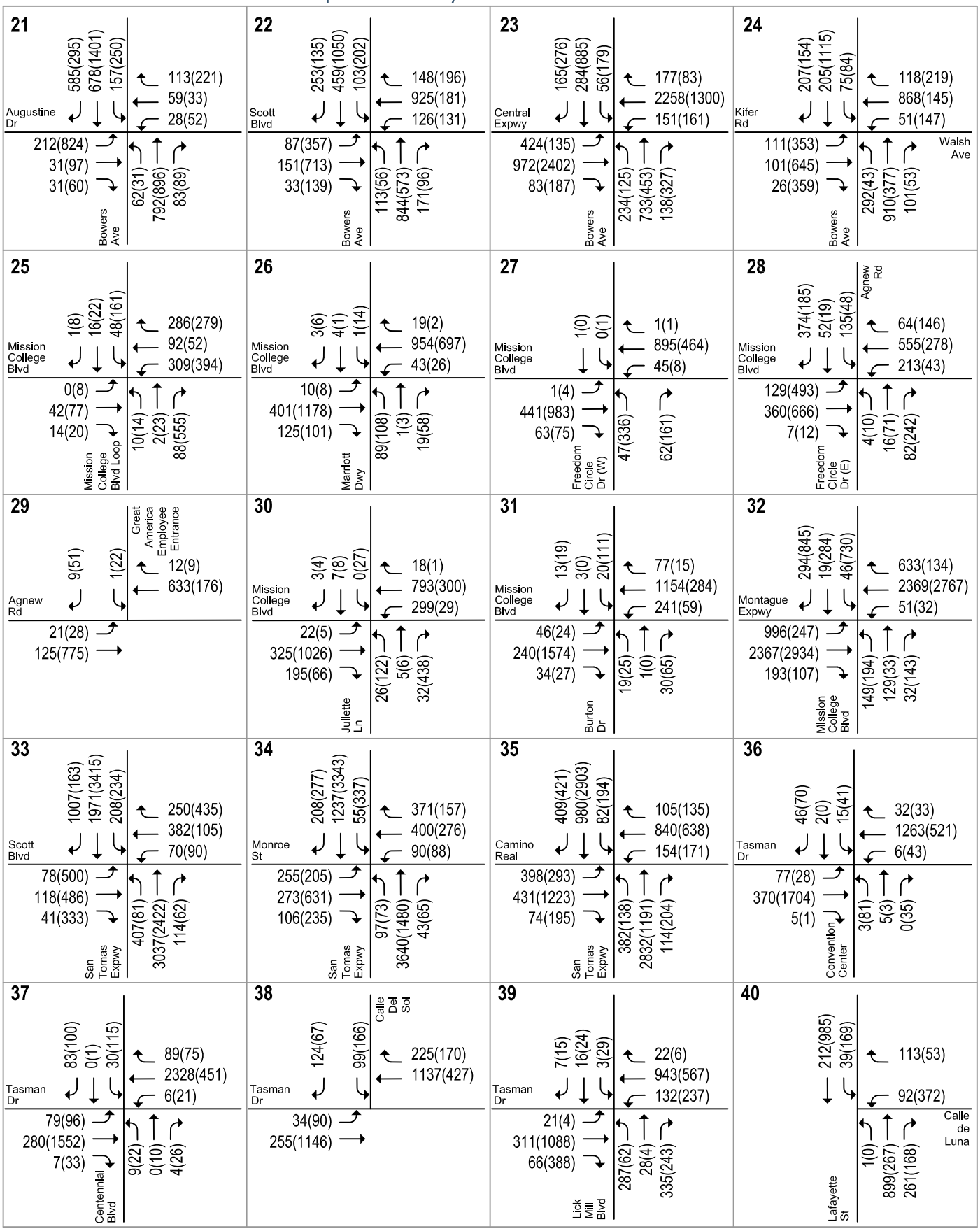

LEGEND

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

**Figure 7**
**Existing Traffic Volumes**



NORTH
Not to Scale



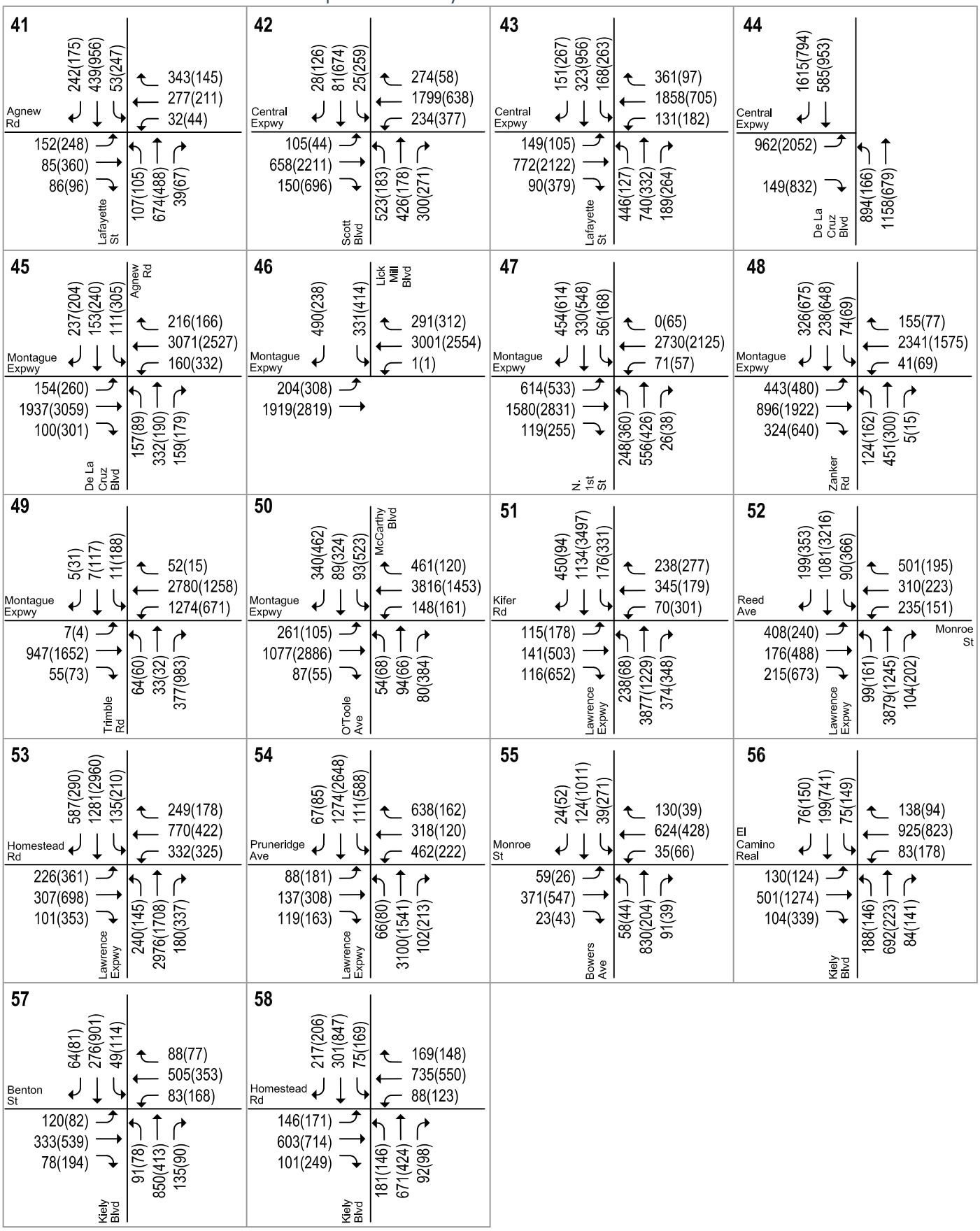

LEGEND

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

**Figure 7**
**Existing Traffic Volumes**



NORTH
Not to Scale




LEGEND

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

**Figure 7**
**Existing Traffic Volumes**



NORTH
Not to Scale

**Table 4**
**Existing Intersection Levels of Service**

| # | Intersection | Jurisdiction | LOS Standard | Peak Hour | Count Date | Avg Delay | LOS |
|---|---|---|---|---|---|---|---|
| 1 | Lawrence Expressway and Tasman Drive | SCC | E | AM | 05/17/18 | 42.0 | D |
| | *(CMP)* | | | PM | 11/08/18 | 55.1 | E |
| 2 | Lawrence Expwy and Sandia Av/Lakehaven Dr | SCC | E | AM | 05/17/18 | 63.4 | E |
| | | | | PM | 05/17/18 | 58.3 | E |
| 3 | Lawrence Expressway and US 101 NB Ramps | SCC | E | AM | 05/17/18 | 10.0 | B |
| | | | | PM | 05/17/18 | 13.8 | B |
| 4 | Lawrence Expressway and US 101 SB Ramps | SCC | E | AM | 05/17/18 | 6.6 | A |
| | | | | PM | 05/17/18 | 71.5 | E |
| 5 | Lawrence Expressway and E. Arques Ave. | SCC | E | AM | 05/16/19 | 37.7 | D |
| | *(CMP)* | | | PM | 11/13/18 | 71.6 | E |
| 6 | Patrick Henry Drive and Tasman Drive | SC | D | AM | 05/10/18 | 17.2 | B |
| | | | | PM | 05/10/18 | 17.7 | B |
| 7 | Old Ironsides Drive and Tasman Drive | SC | D | AM | 05/10/18 | 6.4 | A |
| | | | | PM | 05/10/18 | 15.9 | B |
| 8 | Old Ironsides Drive and Old Glory Lane | SC | D | AM | 05/10/18 | 3.6 | A |
| | *(Unsignalized)* | | | PM | 05/10/18 | 3.5 | A |
| 9 | Old Ironsides Drive and Patrick Henry Drive | SC | D | AM | 05/10/18 | 0.8 | A |
| | *(Unsignalized)* | | | PM | 05/10/18 | 3.9 | A |
| 10 | Great America Parkway and SR 237 WB Ramps | SJ | D | AM | 05/10/18 | 15.7 | B |
| | *(CMP)* | | | PM | 11/01/18 | 19.0 | B |
| 11 | Great America Parkway and SR 237 EB Ramps | SJ | D | AM | 05/10/18 | 13.4 | B |
| | *(CMP)* | | | PM | 11/01/18 | 14.5 | B |
| 12 | Great America Parkway and Great America Way | SC | D | AM | 05/10/18 | 23.6 | C |
| | | | | PM | 05/10/18 | 16.9 | B |
| 13 | 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 |
| 14 | Great America Parkway and Bunker Hill Lane | SC | D | AM | 05/10/18 | 16.9 | B |
| | | | | PM | 05/10/18 | 29.8 | C |
| 15 | Great America Parkway and Tasman Drive | SC | E | AM | 03/07/18 | 42.0 | D |
| | *(CMP)* | | | PM | 11/15/18 | 28.4 | C |
| 16 | Great America Parkway and Old Glory Lane | SC | D | AM | 05/10/18 | 10.7 | B |
| | | | | PM | 05/10/18 | 16.9 | B |
| 17 | Great America Parkway and Patrick Henry Drive | SC | D | AM | 05/16/19 | 29.6 | C |
| | | | | PM | 01/01/20 [1] | 53.6 | D |
| 18 | Great America Pkwy and Mission College Blvd | SC | E | AM | 03/07/18 | 44.8 | D |
| | *(CMP)* | | | PM | 11/15/18 | 42.6 | D |
| 19 | 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 |
| 20 | 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 |
| 21 | Bowers Avenue and Augustine Drive | SC | D | AM | 05/10/18 | 21.3 | C |
| | | | | PM | 05/10/18 | 33.2 | C |
| 22 | Bowers Avenue and Scott Boulevard | SC | E | AM | 05/16/19 | 40.5 | D |
| | *(CMP)* | | | PM | 11/15/18 | 33.5 | C |
| 23 | Bowers Avenue and Central Expressway | SCC | E | AM | 05/16/19 | 56.2 | E |
| | *(CMP)* | | | PM | 11/13/18 | 53.8 | D |
| 24 | Bowers Avenue and Kifer Road/Walsh Avenue | SC | D | AM | 05/16/19 | 31.2 | C |
| | | | | PM | 03/07/18 | 28.6 | C |
| 25 | Mission College Loop and Mission College Blvd | SC | D | AM | 05/16/19 | 12.0 | B |
| | | | | PM | 05/16/19 | 25.6 | C |

**Table 4 (Continued)**
**Existing Intersection Levels of Service**

| # | Intersection | Jurisdiction | LOS Standard | Peak Hour | Count Date | Avg Delay | LOS |
|---|---|---|---|---|---|---|---|
| 26 | Marriott Dwy and Mission College Blvd | SC | D | AM | 05/16/19 | 13.0 | B |
| | | | | PM | 05/16/19 | 12.9 | B |
| 27 | Freedom Circle W and Mission College Blvd | SC | D | AM | 05/24/18 | 12.3 | B |
| | | | | PM | 05/24/18 | 26.2 | C |
| 28 | Agnew/Freedom Circle E & Mission College Blvd | SC | D | AM | 05/24/18 | 30.0 | C |
| | | | | PM | 05/24/18 | 31.8 | C |
| 29 | Great America employee entrance and Agnew Rd | SC | D | AM | 05/16/19 | 3.9 | A |
| | | | | PM | 05/16/19 | 5.2 | A |
| 30 | Juliette Lane and Mission College Boulevard | SC | D | AM | 05/24/18 | 19.8 | B |
| | | | | PM | 05/24/18 | 30.6 | C |
| 31 | Burton Drive and Mission College Boulevard | SC | D | AM | 05/24/18 | 20.6 | C |
| | | | | PM | 05/24/18 | 19.1 | B |
| 32 | Mission College Blvd and Montague Expwy | SCC | E | AM | 04/09/19 | 65.8 | E |
| | *(CMP)* | | | PM | 11/08/18 | 52.4 | D |
| 33 | San Tomas Expressway and Scott Boulevard | SCC | E | AM | 05/16/19 | 30.8 | C |
| | *(CMP)* | | | PM | 11/13/18 | 50.7 | D |
| 34 | San Tomas Expressway and Monroe Street | SCC | E | AM | 04/09/19 | 39.5 | D |
| | *(CMP)* | | | PM | 11/08/18 | 38.5 | D |
| 35 | San Tomas Expressway and El Camino Real | SCC | E | AM | 04/09/19 | 72.6 | E |
| | *(CMP)* | | | PM | 11/08/18 | 71.3 | E |
| 36 | Convention Center and Tasman Drive | SC | D | AM | 05/16/19 | 14.4 | B |
| | | | | PM | 05/16/19 | 14.8 | B |
| 37 | Centennial Boulevard and Tasman Drive | SC | D | AM | 05/16/19 | 24.8 | C |
| | | | | PM | 05/16/19 | 17.5 | B |
| 38 | Calle Del Sol and Tasman Drive | SC | D | AM | 05/10/18 | 14.6 | B |
| | | | | PM | 05/10/18 | 18.3 | B |
| 39 | Lick Mill Boulevard and Tasman Drive | SC | D | AM | 05/10/18 | 27.5 | C |
| | | | | PM | 05/10/18 | 24.8 | C |
| 40 | Lafayette Street and Calle De Luna | SC | D | AM | 01/01/20 [2] | 13.1 | B |
| | | | | PM | 01/01/20 [2] | 19.3 | B |
| 41 | Lafayette Street and Agnew Road | SC | D | AM | 05/10/18 | 27.9 | C |
| | | | | PM | 05/10/18 | 29.9 | C |
| 42 | Scott Boulevard and Central Expressway | SCC | E | AM | 05/16/19 | 41.8 | D |
| | *(CMP)* | | | PM | 11/13/18 | 64.9 | E |
| 43 | Lafayette Street and Central Expressway | SCC | E | AM | 04/09/19 | 52.4 | D |
| | *(CMP)* | | | PM | 11/13/18 | 53.3 | D |
| 44 | De la Cruz Boulevard and Central Expressway | SCC | E | AM | 04/09/19 | **96.8** | **F** |
| | *(CMP)* | | | PM | 11/13/18 | 32.8 | C |
| 45 | 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 |
| 46 | Lick Mill Boulevard and Montague Expressway | SCC | E | AM | 05/10/18 | 38.7 | D |
| | | | | PM | 05/10/18 | 28.4 | C |
| 47 | N. 1st Street and Montague Expressway | SCC | D | AM | 05/10/18 | **87.3** | **F** |
| | *(CMP)* | | | PM | 11/08/18 | **69.9** | **E** |
| 48 | Zanker Road and Montague Expressway | SCC | D | AM | 05/10/18 | 50.2 | D |
| | *(CMP)* | | | PM | 11/08/18 | 50.5 | D |
| 49 | Trimble Road and Montague Expressway | SCC | D | AM | 05/10/18 | 36.3 | D |
| | *(CMP)* | | | PM | 11/08/18 | 46.7 | D |
| 50 | McCarthy Blvd/O'Toole Av and Montague Expwy | SCC | D | AM | 05/10/18 | 41.8 | D |
| | *(CMP)* | | | PM | 11/08/18 | **82.3** | **F** |

**Table 4 (Continued)**
**Existing Intersection Levels of Service**

| # | Intersection | Jurisdiction | LOS Standard | Peak Hour | Count Date | Avg Delay | LOS |
|---|---|---|---|---|---|---|---|
| 51 | Lawrence Expressway and Kifer Road | SCC | E | AM | 03/07/18 | 54.8 | D |
| | | | | PM | 03/07/18 | **97.6** | **F** |
| 52 | Lawrence Expressway and Reed Ave/Monroe St | SCC | E | AM | 03/07/18 | **114.8** | **F** |
| | *(CMP)* | | | PM | 11/13/18 | 61.8 | E |
| 53 | Lawrence Expressway and Homestead Road | SCC | E | AM | 01/01/20 [3] | 61.8 | E |
| | *(CMP)* | | | PM | 11/15/18 | 65.4 | E |
| 54 | Lawrence Expressway and Pruneridge Avenue | SCC | E | AM | 01/01/20 [3] | 74.5 | E |
| | | | | PM | 01/01/20 [3] | 47.4 | D |
| 55 | Bowers Avenue and Monroe Street | SC | D | AM | 10/30/19 | 31.7 | C |
| | | | | PM | 10/30/19 | 33.9 | C |
| 56 | 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 |
| 57 | Kiely Boulevard and Benton Street | SC | D | AM | 05/16/19 | 34.0 | C |
| | | | | PM | 05/10/18 | 37.9 | D |
| 58 | Kiely Boulevard and Homestead Road | SC | D | AM | 05/16/19 | 37.3 | D |
| | | | | PM | 05/10/18 | 41.6 | D |

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.
2. Traffic counts from 2018/2019 are not available. Thus, 2020 traffic volumes were estimated by applying a 2% annual growth factor to 2014 counts.
3. Traffic counts from 2018/2019 are not available. Thus, 2020 traffic volumes were estimated by applying a 2% annual growth factor to 2017 counts.

# 3. Background Conditions

Background conditions reflect Year 2030 traffic conditions without the land use development envisioned under the proposed Greystar General Plan Amendment or the proposed Freedom Circle Focus Area Plan. 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.

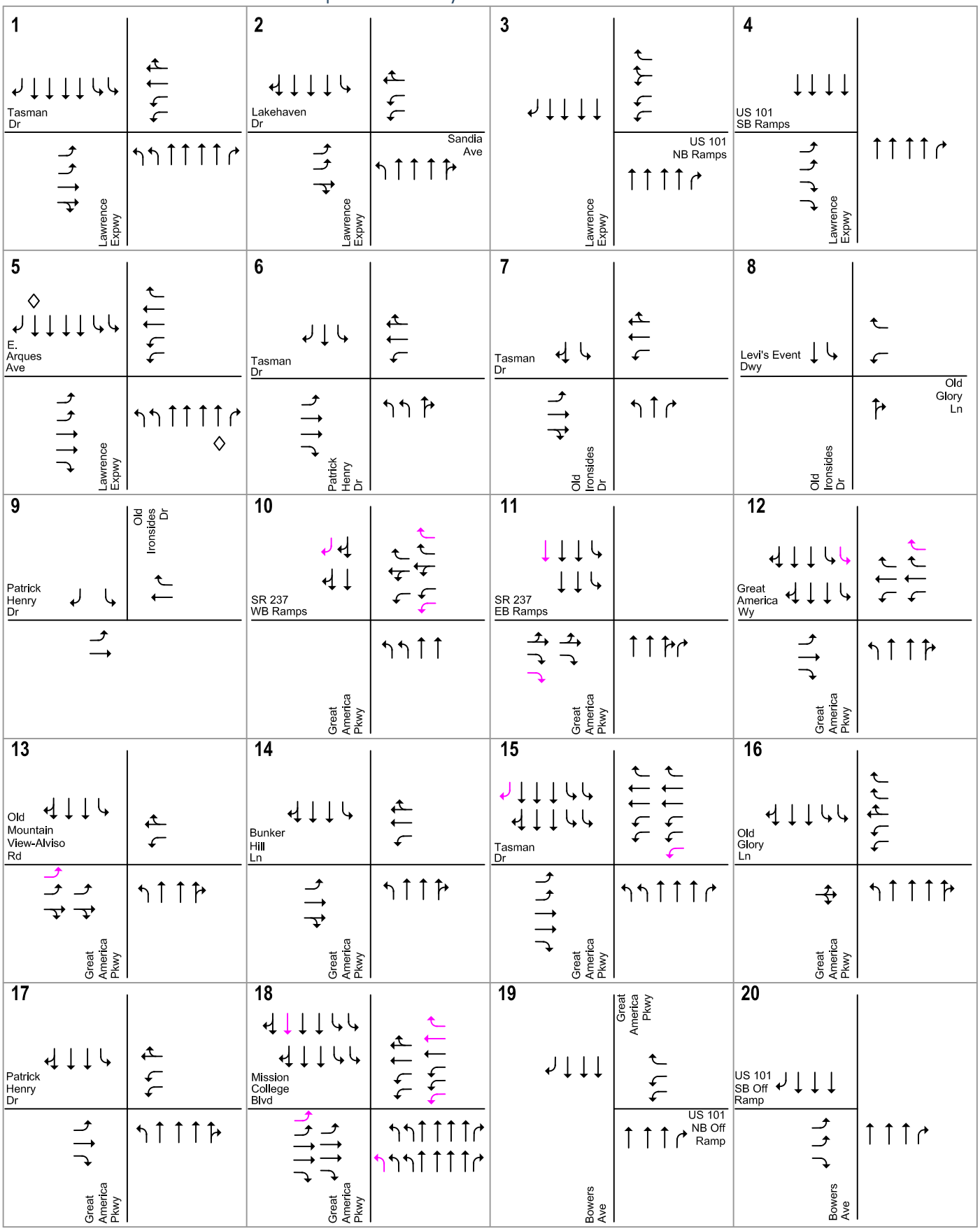
## Roadway Network Under Background Conditions

The Year 2030 forecasts produced using the CSC model 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 LRT service between Old Ironsides Station and Milpitas would require a transfer, the 2030 model reflects the current LRT lines. The Orange Line now offers direct LRT 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 LRT service with 20-minute headways from the Old Ironsides Station to downtown San José and Campbell. LRT 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 or improvements that will be fully funded by the Tasman East Specific Plan, City Place Phases 1, 2, and 3 developments, or the approved data center at 2305 Mission College. Figure 8 shows the lane configurations at the study intersections under background conditions.




LEGEND

← = Improvement

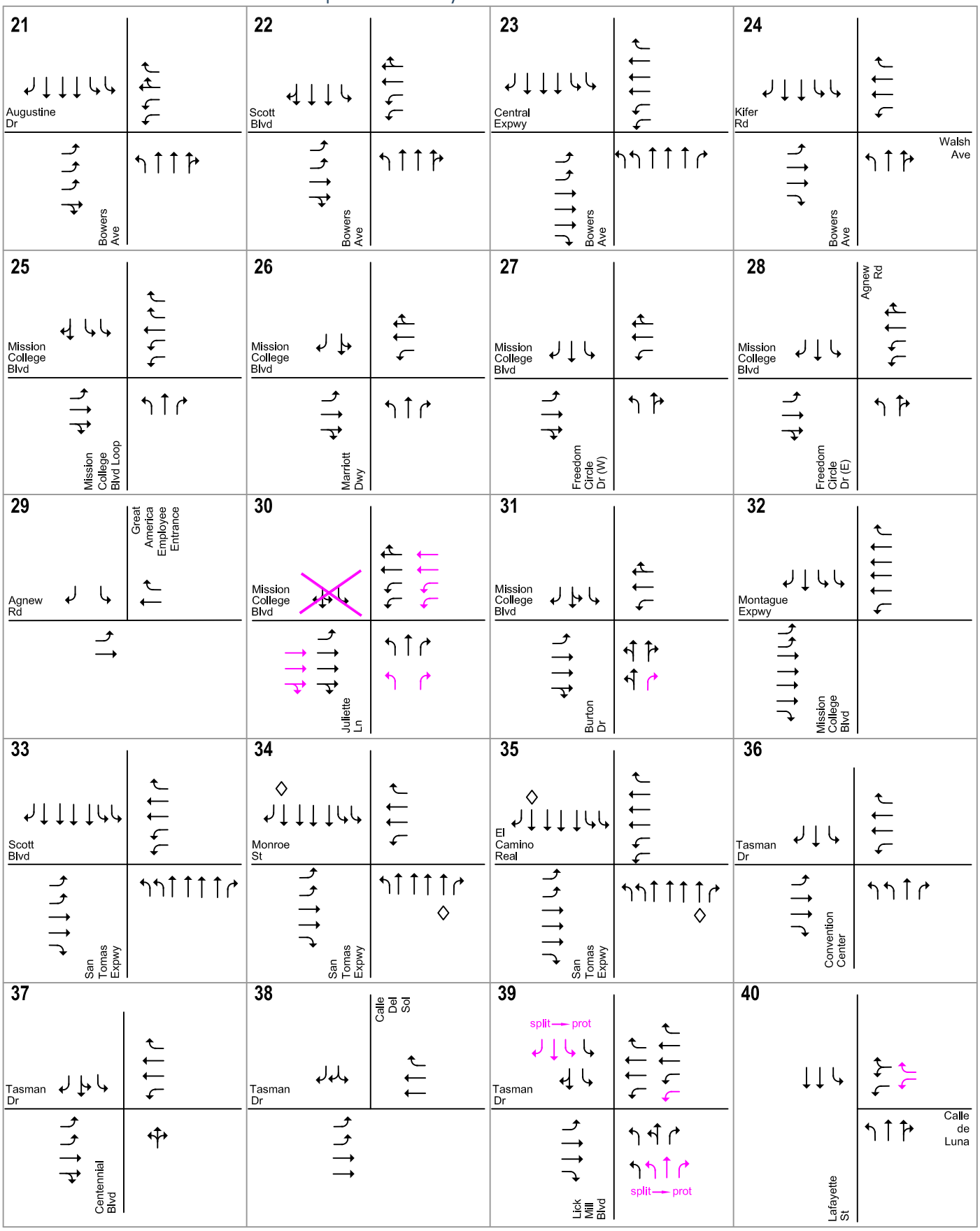
◇ = HOV Lane

**Figure 8**

**Background No Project Lane Configurations**

HEXAGON

NORTH
Not to Scale




LEGEND

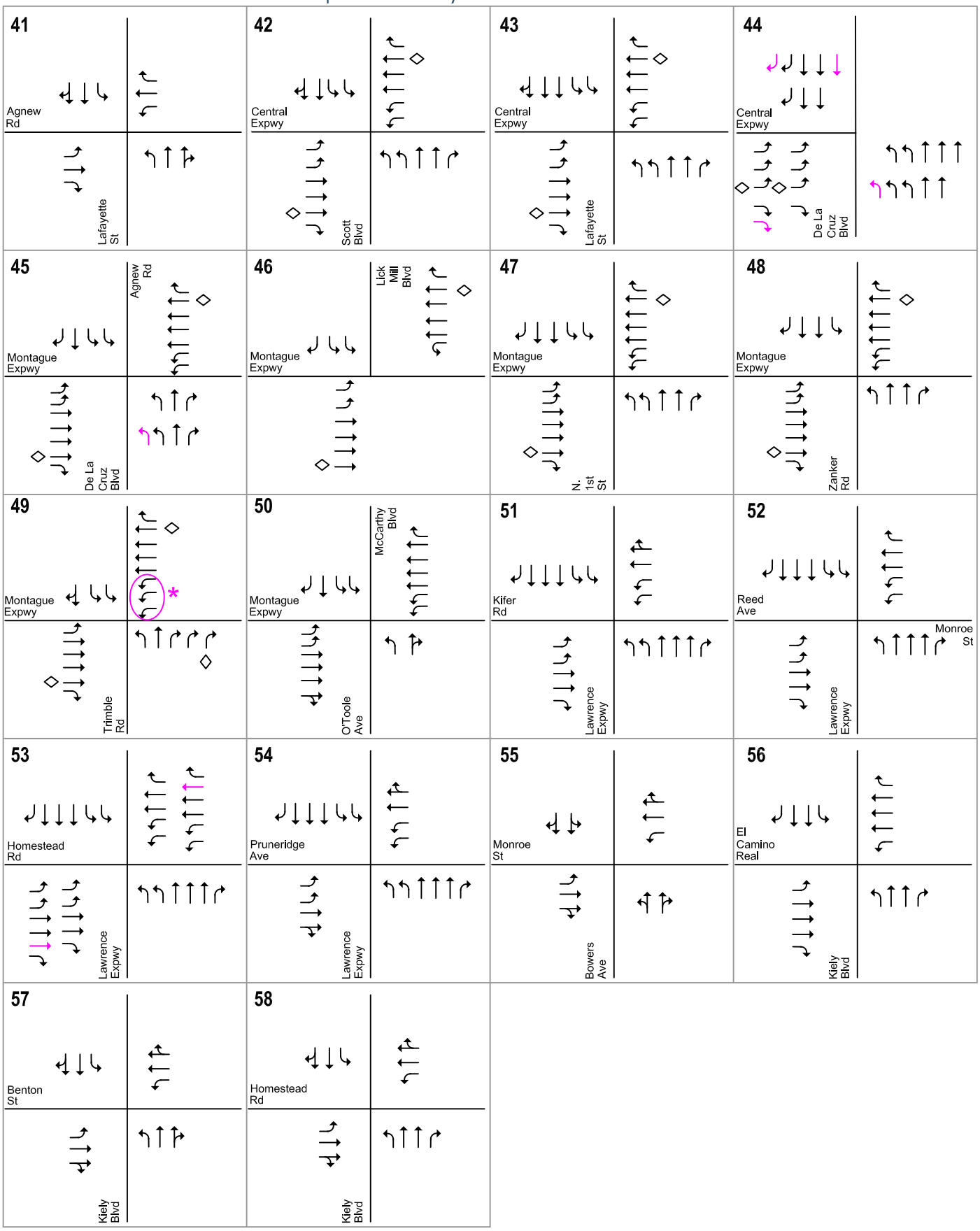
← = Improvement

◇ = 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

**10. 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.

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

**12. 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.

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

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

**18. 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, and a westbound right-turn pocket.

**30. Juliette Lane and Mission College Boulevard:** remove the north leg (i.e., southbound movements), the northbound through lane and the eastbound left-turn lane.

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

**39. 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.

**40. Lafayette Street and Calle De Luna:** restripe the westbound approach to include one left-turn lane and one right-turn lane.

**44. 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.

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

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

**53. Lawrence Expressway and Homestead Road:** add a third eastbound through lane and a third westbound through lane.

## 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. In the vicinity of the Focus Area, the model assumes completion of City Place Phases 1-3 and buildout of the Tasman East Specific Plan. For consistency, the trip estimates reported in the EIR for each of these developments was hard coded into the model. The proposed Kylli development is not assumed in 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.[3] Figure 9 shows the traffic volumes at the study intersections under background conditions.

Background (Year 2030) land uses within the Freedom Circle Focus Area assume the existing Marriott Hotel with 750 rooms is unchanged and a modest increase (approximately seven percent) in the size of other land uses based on ABAG land use forecasts. Overall, employment within the Focus Area under Background (Year 2030) No Project conditions is expected to be approximately six percent greater than under existing (Year 2018) conditions. The trip generation estimates for the Freedom Circle Focus Area under Background (2030) conditions account for trip reductions for transit use. Table 5 presents the CSC model trip estimates for the background no project conditions within the Focus Area.

**Table 5**
**Trip Generation Estimates for the Freedom Circle Focus Area – Background (2030) Conditions**

| | | Daily | | | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Vehicle Trips | | | | | Vehicle Trips | | | |
| | | Rate | Trips | Mode Share | Rate | In | Out | Total | Mode Share | Rate | In | Out | Total | Mode Share |
| ***Total Project Trips*** [1] | | | | | | | | | | | | | | |
| Employment[2] | 6,119 jobs | 2.95 | **18,070** | 100.0% | 0.25 | 1,285 | 269 | **1,554** | 100.0% | 0.32 | 560 | 1,414 | **1,974** | 100.0% |
| *Less External Public Transit Trips* | | | (705) | 3.9% | | (50) | (11) | (61) | 3.9% | | (20) | (51) | (71) | 3.6% |
| ***External Vehicle Trips*** | | | **17,365** | 96.1% | | **1,235** | **258** | **1,493** | 96.1% | | **540** | **1,363** | **1,903** | 96.4% |

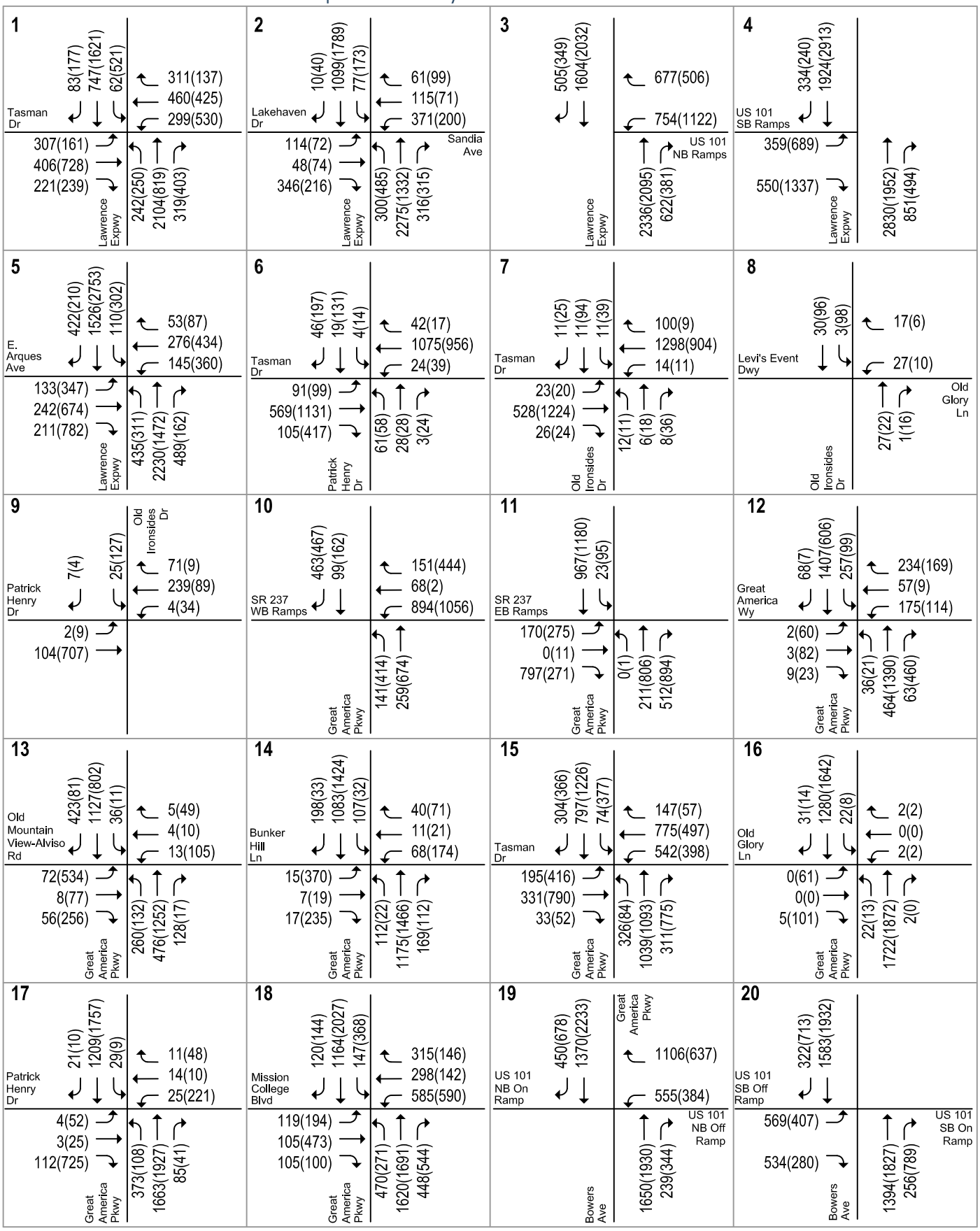
[1] For comparison purposes, project trip estimates listed above do not include external bike/walk trips forecast by the CSC model since ITE trip rates reflect only vehicle trips.
[2] Year 2030 land uses include the Marriott Hotel (750 rooms) and approximately 2,514,000 s.f. of other uses including a mix of office, research & development, and restaurant (which reflect a 7% growth above existing conditions based on ABAG land use forecasts).

## Background Intersection Levels of Service

The results of the intersection level of service analysis show that the following 16 study intersections would operate at an unacceptable level of service (LOS E or worse for any San José intersection and locally controlled Santa Clara and Sunnyvale intersections and LOS F for CMP and expressway intersections in Santa Clara and Sunnyvale) during at least one peak hour under background conditions (see Table 6).

4. Lawrence Expressway and US101 Southbound Ramps (PM peak hour)
5. Lawrence Expressway and E. Arques Avenue (PM peak hour)
17. Great America Parkway and Patrick Henry Drive (PM peak hour)
23. Bowers Avenue and Central Expressway (AM and PM peak hours)
32. Mission College Boulevard and Montague Expressway (AM peak hour)
35. San Tomas Expressway and El Camino Real (AM peak hour)
42. Scott Street and Central Expressway (PM peak hour)
44. De La Cruz Boulevard and Central Expressway (AM peak hour)
45. Agnew Road/De La Cruz Boulevard and Montague Expressway (AM and PM peak hours)
47. N. 1st Street and Montague Expressway (AM and PM peak hours)
48. Zanker Road and Montague Expressway (AM and PM Peak hours)
49. Trimble Rd and Montague Expressway (PM peak hour)
50. McCarthy Boulevard/O'Toole Avenue and Montague Expressway (AM and PM peak hours)

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



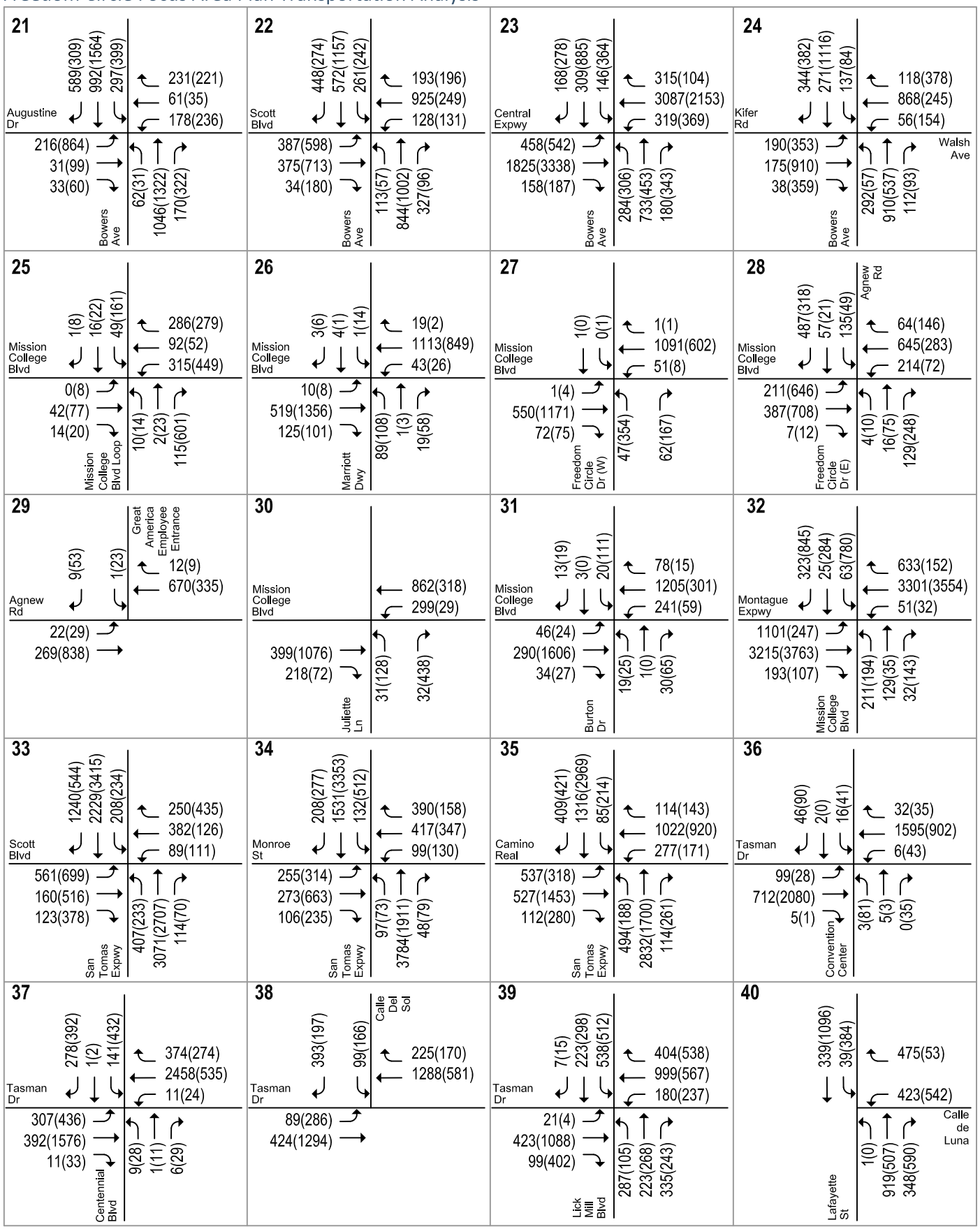

LEGEND

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

**Figure 9**
**Background Traffic Volumes**



NORTH
Not to Scale



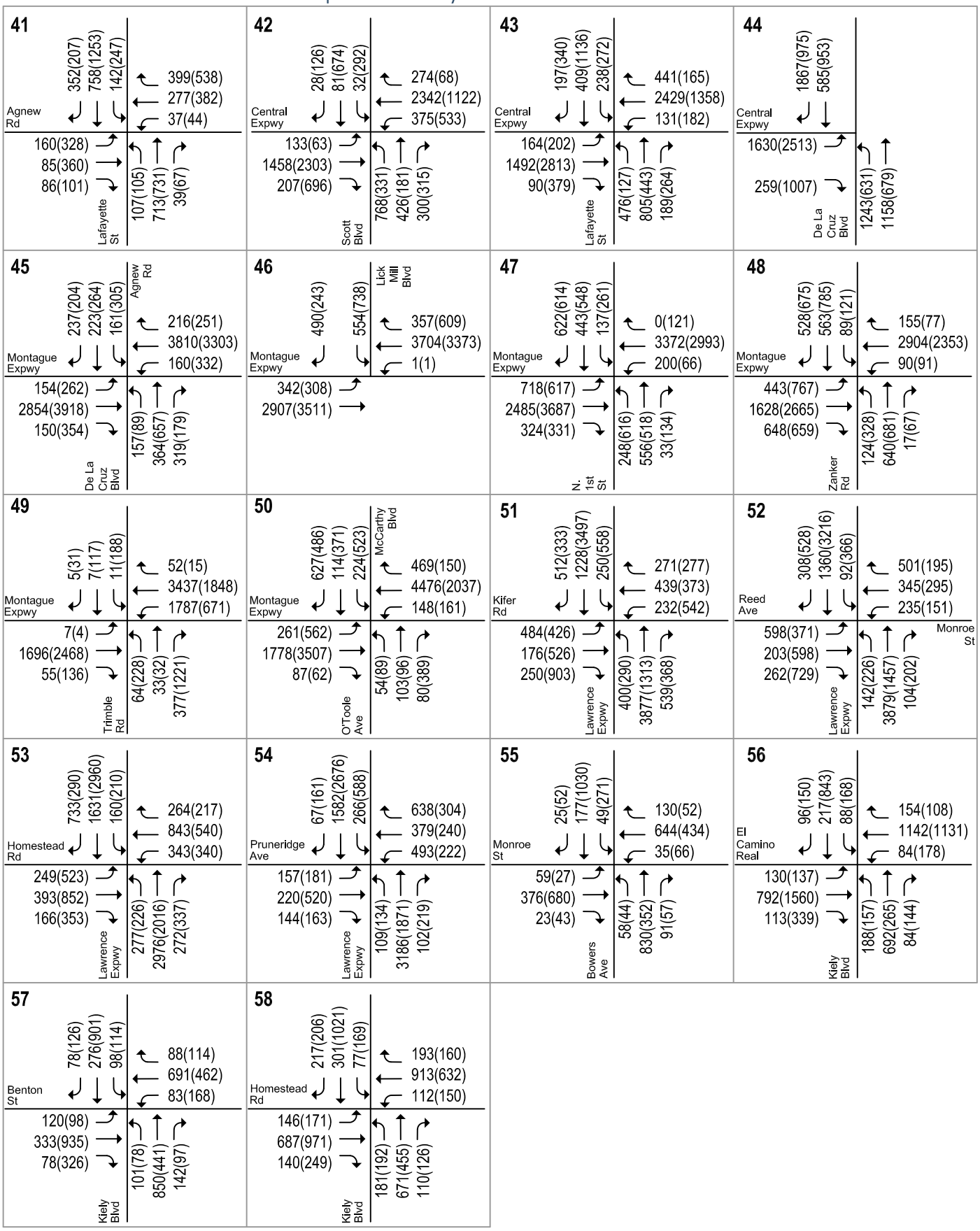

LEGEND

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

**Figure 9**
**Background Traffic Volumes**



NORTH
Not to Scale




LEGEND

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

**Figure 9**
**Background Traffic Volumes**



NORTH
Not to Scale

**Table 6**
**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 | Lawrence Expressway and Tasman Drive | SCC | E | AM | 42.0 | D | 47.6 | D |
| | *(CMP)* | | | PM | 55.1 | E | 64.5 | E |
| 2 | Lawrence Expwy and Sandia Av/Lakehaven Dr | SCC | E | AM | 63.4 | E | 64.3 | E |
| | | | | PM | 58.3 | E | 62.5 | E |
| 3 | Lawrence Expressway and US 101 NB Ramps | SCC | E | AM | 10.0 | B | 11.6 | B |
| | | | | PM | 13.8 | B | 19.7 | B |
| 4 | Lawrence Expressway and US 101 SB Ramps | SCC | E | AM | 6.6 | A | 7.2 | A |
| | | | | PM | 71.5 | E | **109.4** | **F** |
| 5 | Lawrence Expressway and E. Arques Ave. | SCC | E | AM | 37.7 | D | 39.9 | D |
| | *(CMP)* | | | PM | 71.6 | E | **81.2** | **F** |
| 6 | Patrick Henry Drive and Tasman Drive | SC | D | AM | 17.2 | B | 16.2 | B |
| | | | | PM | 17.7 | B | 18.0 | B |
| 7 | Old Ironsides Drive and Tasman Drive | SC | D | AM | 6.4 | A | 5.5 | A |
| | | | | PM | 15.9 | B | 10.9 | B |
| 8 | Old Ironsides Drive and Old Glory Lane | SC | D | AM | 3.6 | A | 3.9 | A |
| | *(Unsignalized)* | | | PM | 3.5 | A | 3.6 | A |
| 9 | Old Ironsides Drive and Patrick Henry Drive | SC | D | AM | 0.8 | A | 0.9 | A |
| | *(Unsignalized)* | | | PM | 3.9 | A | 4.4 | A |
| 10 | Great America Parkway and SR 237 WB Ramps | SJ | D | AM | 15.7 | B | 13.1 | B |
| | *(CMP)* | | | PM | 19.0 | B | 18.8 | B |
| 11 | Great America Parkway and SR 237 EB Ramps | SJ | D | AM | 13.4 | B | 10.7 | B |
| | *(CMP)* | | | PM | 14.5 | B | 13.2 | B |
| 12 | Great America Parkway and Great America Way | SC | D | AM | 23.6 | C | 22.1 | C |
| | | | | PM | 16.9 | B | 17.3 | B |
| 13 | Great America Pkwy and Old Mt View-Alviso Rd | SC | D | AM | 19.4 | B | 22.2 | C |
| | | | | PM | 44.4 | D | 42.5 | D |
| 14 | Great America Parkway and Bunker Hill Lane | SC | D | AM | 16.9 | B | 13.3 | B |
| | | | | PM | 29.8 | C | 29.5 | C |
| 15 | Great America Parkway and Tasman Drive | SC | E | AM | 42.0 | D | 44.5 | D |
| | *(CMP)* | | | PM | 28.4 | C | 33.1 | C |
| 16 | Great America Parkway and Old Glory Lane | SC | D | AM | 10.7 | B | 10.5 | B |
| | | | | PM | 16.9 | B | 13.3 | B |
| 17 | Great America Parkway and Patrick Henry Drive | SC | D | AM | 29.6 | C | 27.4 | C |
| | | | | PM | 53.6 | D | **66.5** | **E** |
| 18 | Great America Pkwy and Mission College Blvd | SC | E | AM | 44.8 | D | 36.9 | D |
| | *(CMP)* | | | PM | 42.6 | D | 40.4 | D |
| 19 | Great America Pkwy and US 101 NB Off Ramp | SC | E | AM | 11.6 | B | 11.4 | B |
| | *(CMP)* | | | PM | 10.0 | A | 9.6 | A |
| 20 | Bowers Avenue and US 101 SB Off Ramp | SC | E | AM | 13.2 | B | 11.9 | B |
| | *(CMP)* | | | PM | 7.6 | A | 10.9 | B |
| 21 | Bowers Avenue and Augustine Drive | SC | D | AM | 21.3 | C | 26.0 | C |
| | | | | PM | 33.2 | C | 36.4 | D |
| 22 | Bowers Avenue and Scott Boulevard | SC | E | AM | 40.5 | D | 49.6 | D |
| | | | | PM | 33.5 | C | 37.1 | D |
| 23 | Bowers Avenue and Central Expressway | SCC | E | AM | 56.2 | E | **89.0** | **F** |
| | | | | PM | 53.8 | D | **103.6** | **F** |
| 24 | Bowers Avenue and Kifer Road/Walsh Avenue | SC | D | AM | 31.2 | C | 36.0 | D |
| | | | | PM | 28.6 | C | 30.4 | C |
| 25 | Mission College Loop and Mission College Blvd | SC | D | AM | 12.0 | B | 12.1 | B |
| | | | | PM | 25.6 | C | 25.2 | C |

**Table 6 (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 | Marriott Dwy and Mission College Blvd | SC | D | AM | 13.0 | B | 11.8 | B |
| | | | | PM | 12.9 | B | 12.0 | B |
| 27 | Freedom Circle W and Mission College Blvd | SC | D | AM | 12.3 | B | 11.0 | B |
| | | | | PM | 26.2 | C | 25.9 | C |
| 28 | Agnew/Freedom Circle E & Mission College Blvd | SC | D | AM | 30.0 | C | 31.1 | C |
| | | | | PM | 31.8 | C | 31.5 | C |
| 29 | Great America employee entrance and Agnew Rd | SC | D | AM | 3.9 | A | 3.6 | A |
| | | | | PM | 5.2 | A | 5.1 | A |
| 30 | Juliette Lane and Mission College Boulevard | SC | D | AM | 19.8 | B | 13.5 | B |
| | | | | PM | 30.6 | C | 22.6 | C |
| 31 | Burton Drive and Mission College Boulevard | SC | D | AM | 20.6 | C | 20.5 | C |
| | | | | PM | 19.1 | B | 18.8 | B |
| 32 | Mission College Blvd and Montague Expwy | SCC | E | AM | 65.8 | E | **98.3** | **F** |
| | *(CMP)* | | | PM | 52.4 | D | 72.7 | E |
| 33 | San Tomas Expressway and Scott Boulevard | SCC | E | AM | 30.8 | C | 79.0 | E |
| | *(CMP)* | | | PM | 50.7 | D | 56.7 | E |
| 34 | San Tomas Expressway and Monroe Street | SCC | E | AM | 39.5 | D | 43.2 | D |
| | *(CMP)* | | | PM | 38.5 | D | 45.8 | D |
| 35 | San Tomas Expressway and El Camino Real | SCC | E | AM | 72.6 | E | **85.5** | **F** |
| | *(CMP)* | | | PM | 71.3 | E | 74.5 | E |
| 36 | Convention Center and Tasman Drive | SC | D | AM | 14.4 | B | 14.8 | B |
| | | | | PM | 14.8 | B | 15.5 | B |
| 37 | Centennial Boulevard and Tasman Drive | SC | D | AM | 24.8 | C | 50.9 | D |
| | | | | PM | 17.5 | B | 27.3 | C |
| 38 | Calle Del Sol and Tasman Drive | SC | D | AM | 14.6 | B | 21.8 | C |
| | | | | PM | 18.3 | B | 23.3 | C |
| 39 | Lick Mill Boulevard and Tasman Drive | SC | D | AM | 27.5 | C | 41.3 | D |
| | | | | PM | 24.8 | C | 41.2 | D |
| 40 | Lafayette Street and Calle De Luna | SC | D | AM | 13.1 | B | 23.2 | C |
| | | | | PM | 19.3 | B | 36.9 | D |
| 41 | Lafayette Street and Agnew Road | SC | D | AM | 27.9 | C | 29.3 | C |
| | | | | PM | 29.9 | C | 51.0 | D |
| 42 | Scott Boulevard and Central Expressway | SCC | E | AM | 41.8 | D | 67.6 | E |
| | *(CMP)* | | | PM | 64.9 | E | **109.5** | **F** |
| 43 | Lafayette Street and Central Expressway | SCC | E | AM | 52.4 | D | 75.2 | E |
| | *(CMP)* | | | PM | 53.3 | D | 62.6 | E |
| 44 | De la Cruz Boulevard and Central Expressway | SCC | E | AM | **96.8** | **F** | **107.2** | **F** |
| | *(CMP)* | | | PM | 32.8 | C | 70.3 | E |
| 45 | Agnew Rd/De La Cruz Blvd and Montague Expwy | SCC | E | AM | 52.3 | D | **94.4** | **F** |
| | *(CMP)* | | | PM | 48.1 | D | **106.0** | **F** |
| 46 | Lick Mill Boulevard and Montague Expressway | SCC | E | AM | 38.7 | D | 56.1 | E |
| | | | | PM | 28.4 | C | 52.1 | D |
| 47 | N. 1st Street and Montague Expressway | SCC | D | AM | **87.3** | **F** | **132.6** | **F** |
| | *(CMP)* | | | PM | **69.9** | **E** | **121.4** | **F** |
| 48 | Zanker Road and Montague Expressway | SCC | D | AM | 50.2 | D | **57.5** | **E** |
| | *(CMP)* | | | PM | 50.5 | D | **79.2** | **E** |
| 49 | Trimble Road and Montague Expressway | SCC | D | AM | 36.3 | D | 36.5 | D |
| | *(CMP)* | | | PM | 46.7 | D | **105.7** | **F** |
| 50 | McCarthy Blvd/O'Toole Av and Montague Expwy | SCC | D | AM | 41.8 | D | **75.9** | **E** |
| | *(CMP)* | | | PM | **82.3** | **F** | **134.0** | **F** |

**Table 6 (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 | Lawrence Expressway and Kifer Road | SCC | E | AM | 54.8 | D | **102.3** | **F** |
| | | | | PM | **97.6** | **F** | **181.3** | **F** |
| 52 | Lawrence Expressway and Reed Ave/Monroe St | SCC | E | AM | **114.8** | **F** | **124.3** | **F** |
| | *(CMP)* | | | PM | 61.8 | E | 71.1 | E |
| 53 | Lawrence Expressway and Homestead Road | SCC | E | AM | 61.8 | E | 51.7 | D |
| | *(CMP)* | | | PM | 65.4 | E | 69.4 | E |
| 54 | Lawrence Expressway and Pruneridge Avenue | SCC | E | AM | 74.5 | E | 79.6 | E |
| | | | | PM | 47.4 | D | 62.6 | E |
| 55 | Bowers Avenue and Monroe Street | SC | D | AM | 31.7 | C | 33.4 | C |
| | | | | PM | 33.9 | C | 40.7 | D |
| 56 | Bowers Ave/Kiely Boulevard and El Camino Real | SC | E | AM | 28.9 | C | 28.9 | C |
| | *(CMP)* | | | PM | 30.4 | C | 31.8 | C |
| 57 | Kiely Boulevard and Benton Street | SC | D | AM | 34.0 | C | 37.2 | D |
| | | | | PM | 37.9 | D | 46.1 | D |
| 58 | Kiely Boulevard and Homestead Road | SC | D | AM | 37.3 | D | 38.6 | D |
| | | | | PM | 41.6 | D | **57.9** | **E** |

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

51. Lawrence Expressway and Kifer Road (AM and PM peak hours)
52. Lawrence Expressway and Monroe Street (AM peak hour)
58. Kiely Boulevard and Homestead Road (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 B.

# 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 potential project impacts. This chapter analyzes the proposed Greystar development by itself as well as the full buildout of the Freedom Circle Focus Area, which includes the proposed Greystar development along with additional residential and office development on other sites within the Focus Area.

## Roadway Network Under Background Plus Project Conditions

The roadway network under background plus project conditions would be the same as the background roadway network as described in Chapter 3 at all study intersections.

## 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 development of the Greystar General Plan Amendment and buildout of the Freedom Circle Focus Area were estimated using the trip rates for a general Urban/Suburban area published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition (2017).* For residential land uses, trips rates for "Multi-family Housing Mid-Rise" (Land Use 221) were used. As defined by the ITE, "mid-rise" multifamily housing are buildings that have between 3 and 10 floors. ITE trip rates for "General Office Building" (Land Use 710) were used for office uses, "Shopping Center" (Land Use 820) trip rates were used for retail uses, and "Hotel" (Land Use 310) trip rates were used for the existing Marriott hotel.

The Greystar site is currently vacant. The proposed Greystar development would construct 1,100 dwelling units and 2,000 square feet of retail space. As shown in Table 7, development of the Greystar project is estimated to generate 6,060 gross daily vehicle trips, 398 (104 inbound and 294 outbound) gross AM peak hour trips, and 492 (299 inbound and 193 outbound) gross PM peak hour trips.

Buildout of the Freedom Circle Focus Area including the Greystar development would result in a total of 3,600 dwelling units, 5,369,000 square feet office space[4], 2,000 square feet retail space, and 750 hotel rooms within the Focus Area. As shown in Table 8, buildout of the Freedom Circle Focus Area is estimated to generate 78,224 gross daily trips, 7,879 (5,902 inbound and 1,977 outbound) gross AM peak hour trips, and 8,216 (2,188 inbound and 6,028 outbound) gross PM peak hour trips.

**Table 7**
**Project Trip Generation Estimates (Year 2030) – Greystar**

| | | | Daily | | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Trips | | | | | Trips | | | |
| Land Use | Size | Rate | Trips | Mode Share | Rate | In | Out | Total | Mode Share | Rate | In | Out | Total | Mode Share |
| Multifamily Housing (Mid-Rise) | 1,100 Dwelling Units | 5.44 | 5,984 | | 0.36 | 103 | 293 | 396 | | 0.44 | 295 | 189 | 484 | |
| Retail | 2,000 Square Feet | 37.75 | 76 | | 0.94 | 1 | 1 | 2 | | 3.81 | 4 | 4 | 8 | |
| **Total Proposed Project Trips** | | | **6,060** | **100.0%** | | **104** | **294** | **398** | **100.0%** | | **299** | **193** | **492** | **100.0%** |
| *Less Internal Trips* | | | (28) | 0.5% | | (1) | (1) | (2) | 0.5% | | (1) | (1) | (2) | 0.3% |
| *Less External Public Transit Trips* | | | (295) | 4.9% | | (5) | (16) | (21) | 5.3% | | (13) | (9) | (22) | 4.5% |
| *Less Retail Passby Trips* | | | *(15)* | 0.2% | | *0* | *0* | *0* | 0.0% | | *(1)* | *(1)* | *(2)* | 0.4% |
| **External Vehicle Trips** | | | **5,722** | **94.4%** | | **98** | **277** | **375** | **94.2%** | | **284** | **182** | **466** | **94.7%** |

Source: Trip rates from ITE *Trip Generation Manual, 10th Edition,* 2017. Internal and transit trip reductions derived from CSC travel demand model.

**Table 8**
**Project Trip Generation Estimates (Year 2030) – Focus Area Buildout**

| | | | Daily | | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Trips | | | | | Trips | | | |
| Land Use | Size | Rate | Trips | Mode Share | Rate | In | Out | Total | Mode Share | Rate | In | Out | Total | Mode Share |
| Multifamily Housing (Mid-Rise) | 3,600 Dwelling Units | 5.44 | 19,584 | | 0.36 | 337 | 959 | 1,296 | | 0.44 | 966 | 618 | 1,584 | |
| **Total Residential Trips** | *3,600 Dwelling Units* | *5.44* | *19,584* | | *0.36* | *337* | *959* | *1,296* | | *0.44* | *966* | *618* | *1,584* | |
| General Office Building | 5,369,000 Square Feet | 9.740 | 52,294 | | 1.16 | 5,356 | 872 | 6,228 | | 1.15 | 988 | 5,186 | 6,174 | |
| Retail | 2,000 Square Feet | 37.75 | 76 | | 0.94 | 1 | 1 | 2 | | 3.81 | 4 | 4 | 8 | |
| Hotel | 750 Rooms | 8.36 | 6,270 | | 0.47 | 208 | 145 | 353 | | 0.60 | 230 | 220 | 450 | |
| **Total Employment Trips** | *5,371,000 Square Feet* | | *58,640* | | | *5,565* | *1,018* | *6,583* | | | *1,222* | *5,410* | *6,632* | |
| **Total Proposed Project Trips** | | | **78,224** | **100.0%** | | **5,902** | **1,977** | **7,879** | **100.0%** | | **2,188** | **6,028** | **8,216** | **100.0%** |
| *Less Internal Trips* | | | (3,088) | 3.9% | | (68) | (68) | (136) | 1.7% | | (134) | (134) | (268) | 3.3% |
| *Less External Public Transit Trips* | | | (5,044) | 6.4% | | (435) | (176) | (611) | 7.8% | | (150) | (369) | (519) | 6.3% |
| *Less Retail Passby Trips* | | | *(17)* | 0.0% | | *0* | *0* | *0* | 0.0% | | *(1)* | *(1)* | *(2)* | 0.0% |
| **External Vehicle Trips** | | | **70,075** | **89.6%** | | **5,399** | **1,733** | **7,132** | **90.5%** | | **1,903** | **5,524** | **7,427** | **90.4%** |

Source: Trip rates from ITE *Trip Generation Manual, 10th Edition,* 2017. Internal and transit trip reductions derived from CSC travel demand model.

Since the Freedom Circle Focus Area would include a mix of land uses, a portion of the trips generated by Focus Area developments will both begin and end within the Focus Area, also known as internal trips. Some trips to and from the Focus Area 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. Because the proposed Greystar project would be comprised primarily of residential uses with only a very small amount of retail space, internal trips within the Greystar site are estimated to comprise no more than 0.5 percent of all trips. With full

[4] Size of existing developments (2,349,000 s.f.) plus ABAG projected growth (302,000 s.f.) plus previously approved developments (718,000 s.f.) plus additional development permitted under the Focus Area Plan (2,000,000 s.f.).

buildout of the Freedom Circle Focus Area, the CSC model estimates that approximately 3.9 percent of the daily trips, 1.7 percent of the AM peak hour trips, and 3.3 percent of the PM peak hour trips would be internal within the Focus Area. Internal trips are assumed to be made via an alternative mode such as walking or bicycling. Transit trips are estimated to comprise roughly 5 percent of all Greystar trips and 6 to 8 percent of all trips generated by buildout of the Freedom Circle Focus Area.

The project also includes 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.

After applying the internal capture, transit, and pass-by reductions, the proposed Greystar development is expected to generate 5,722 net daily vehicle trips, 375 (98 inbound and 277 outbound) net AM peak hour trips, and 466 (284 inbound and 182 outbound) net PM peak hour trips under background plus project conditions. Buildout of the Freedom Circle Focus Area is expected to generate 70,075 net daily vehicle trips, 7,132 (5,399 inbound and 1,733 outbound) net AM peak hour trips, and 7,427 (1,903 inbound and 5,524 outbound) net PM peak hour trips under background plus project conditions.

### Trip Distribution and Assignment

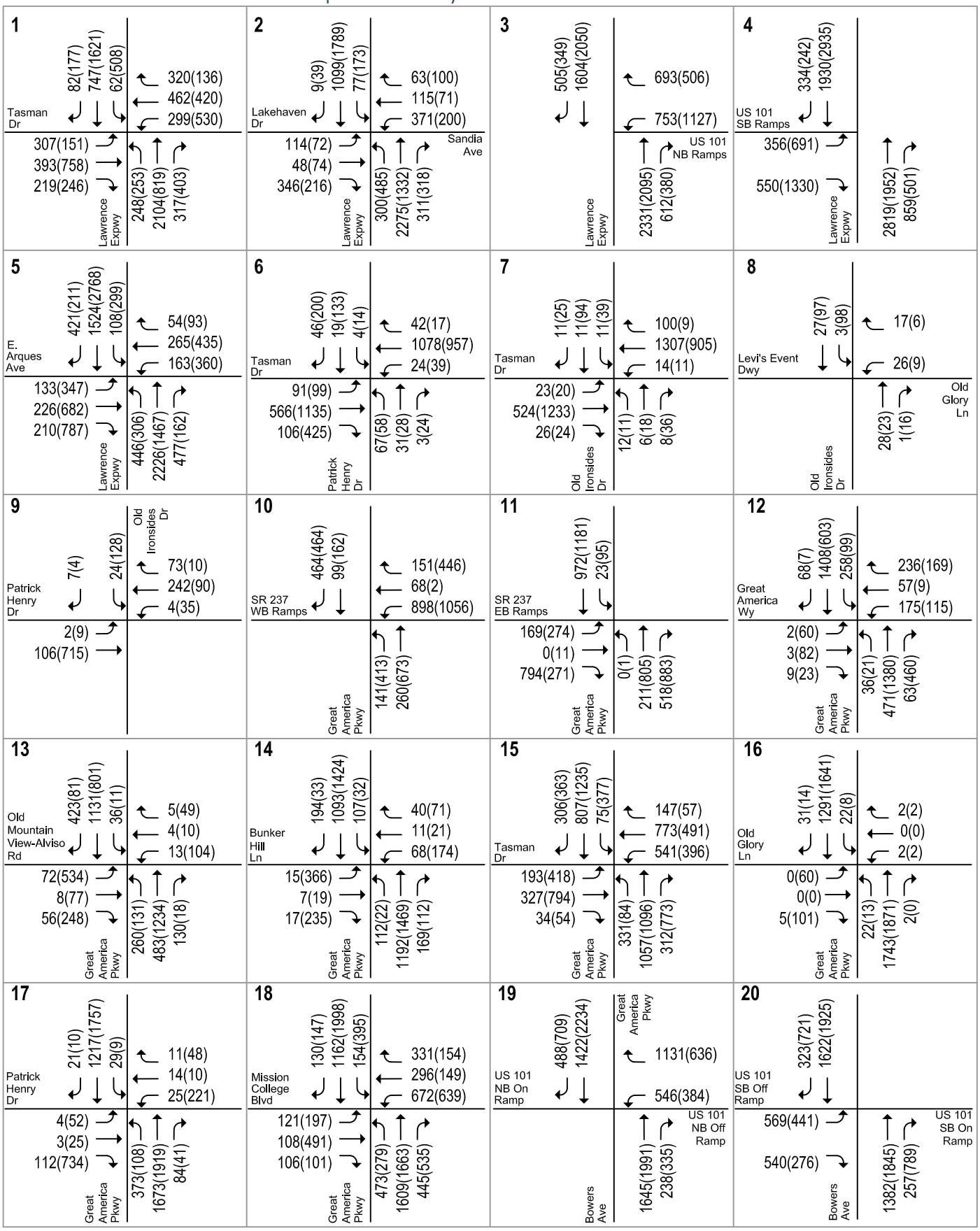
The net project trip estimates were hard coded into the CSC model, which was then used to determine the distribution and assignment of project trips. Note that the trip estimates presented in Table 8 do not include any credits for existing use trips because the CSC model inputs need to reflect the total vehicle trips generated by the Focus Area 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 Freedom Circle Focus Area. Thus, a more detailed model of the Freedom Circle Focus Area was created using the TRAFFIX software to refine the traffic forecasts for nearby study intersections on Great America Parkway and Mission College Boulevard. Likewise, forecasts also were refined at study intersections within the immediate vicinity of the Patrick Henry Drive Specific Plan Area to ensure the background plus project forecasts are consistent with the method used to develop cumulative (Year 2040) forecasts, which reflect the development of both Plan Areas. The TRAFFIX model represents the future land uses anticipated within the Freedom Circle Focus Area on a parcel level.

## Background Plus Project Traffic Volumes

In addition to the new vehicle trips associated with developments within the Freedom Circle Focus Area, model forecasts under background plus project conditions also reflect changes in background no project trips not associated with the Focus Area. For example, the addition 2 million s.f. of additional office space along with the introduction of 3,600 residential units in an employment-rich area of northern Santa Clara are expected to 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.

Figures 10 and 11 show the traffic volumes forecast under background plus project conditions for the proposed Greystar development alone, and for full buildout of the Freedom Circle Focus Area (including Greystar), respectively. Note that at some intersections, the CSC model shows that the Greystar project would result in modest decreases in traffic volumes in the peak commute direction and increases in trips in the off-peak direction. This is an expected response to the construction of the large




LEGEND

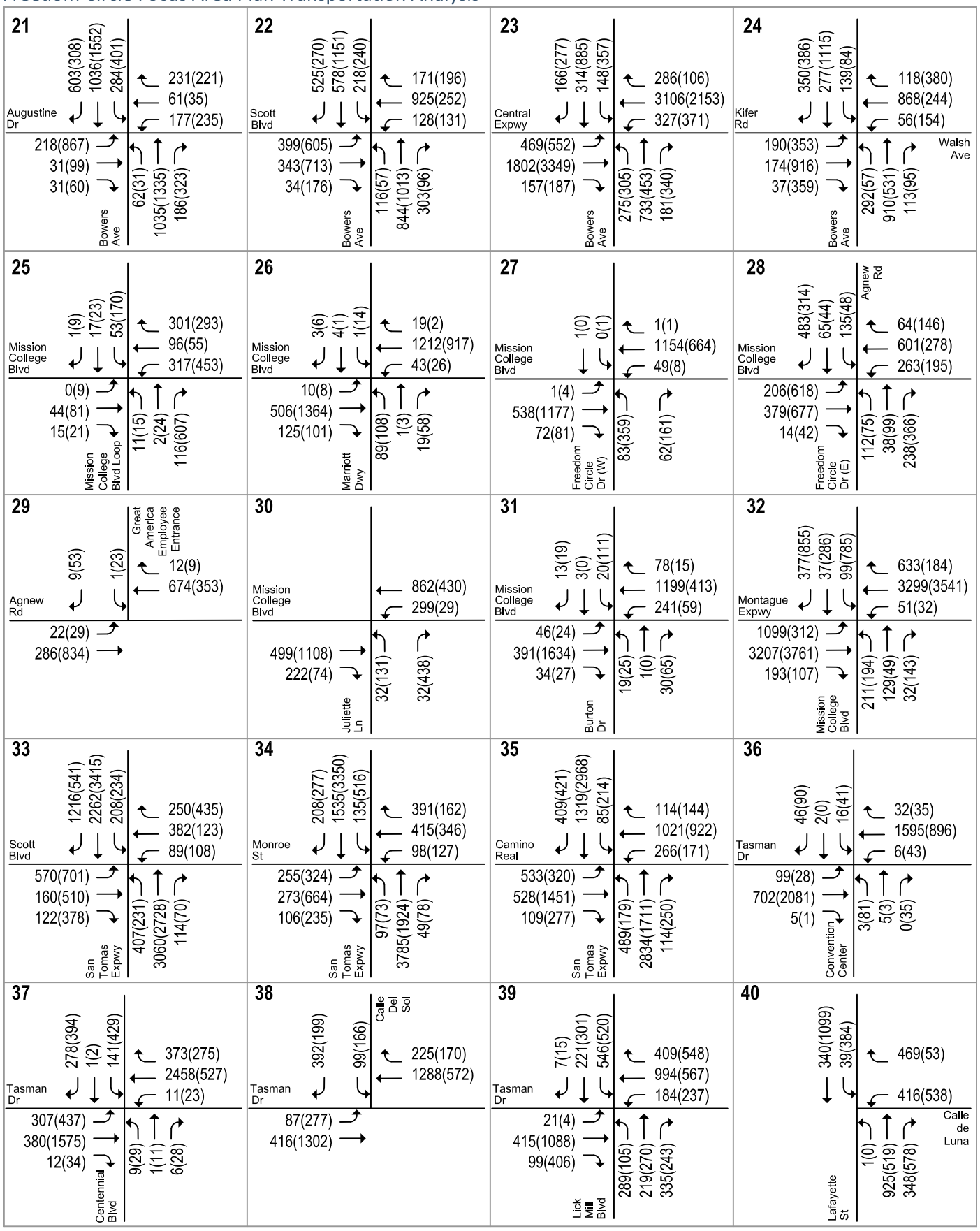
XX(XX) = AM(PM) Peak-Hour Traffic Volumes

**Figure 10**

**Background Plus Project Traffic Volumes - Greystar**

HEXAGON

NORTH
Not to Scale




LEGEND

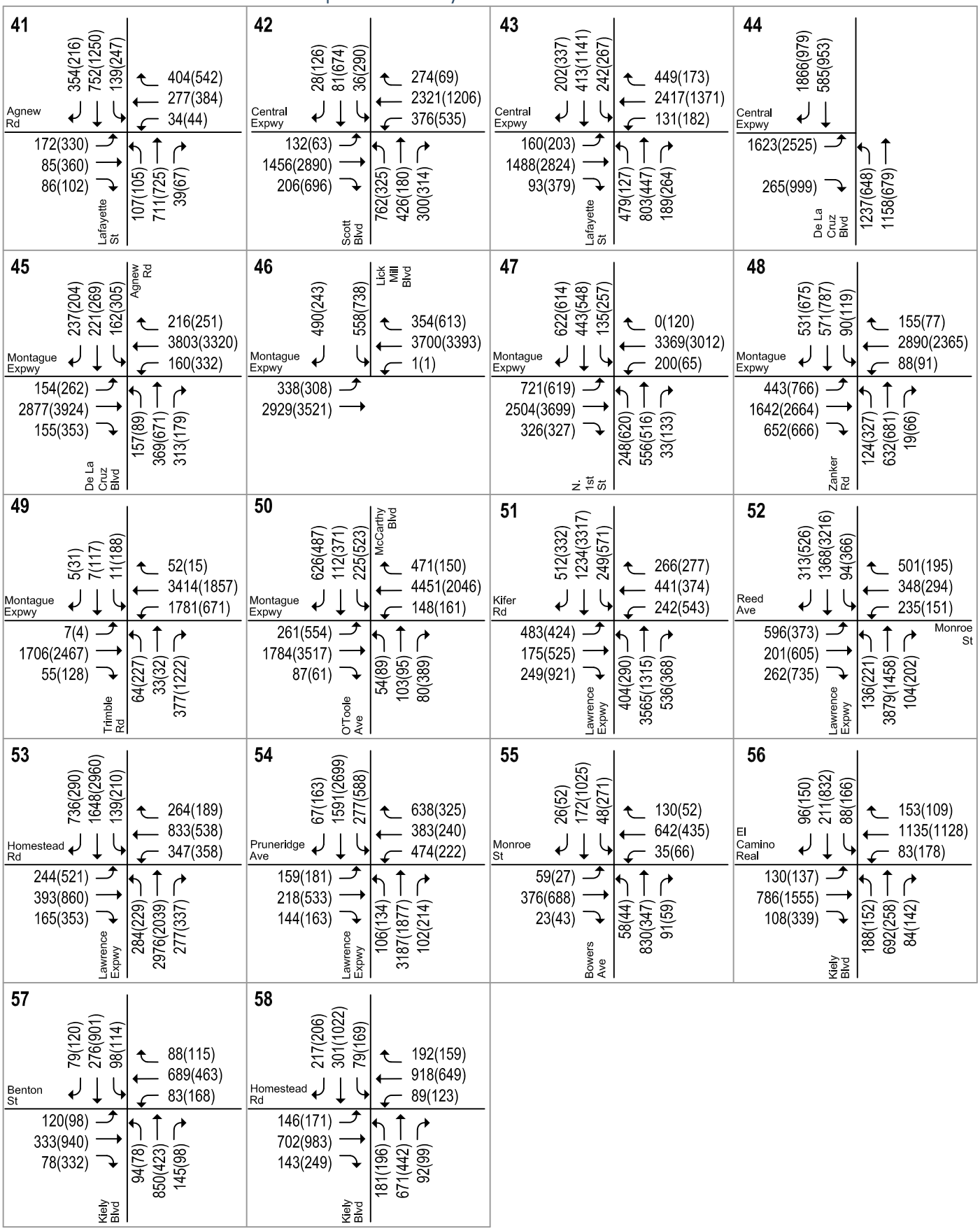
XX(XX) = AM(PM) Peak-Hour Traffic Volumes

**Figure 10**

**Background Plus Project Traffic Volumes - Greystar**

HEXAGON

NORTH
Not to Scale




LEGEND

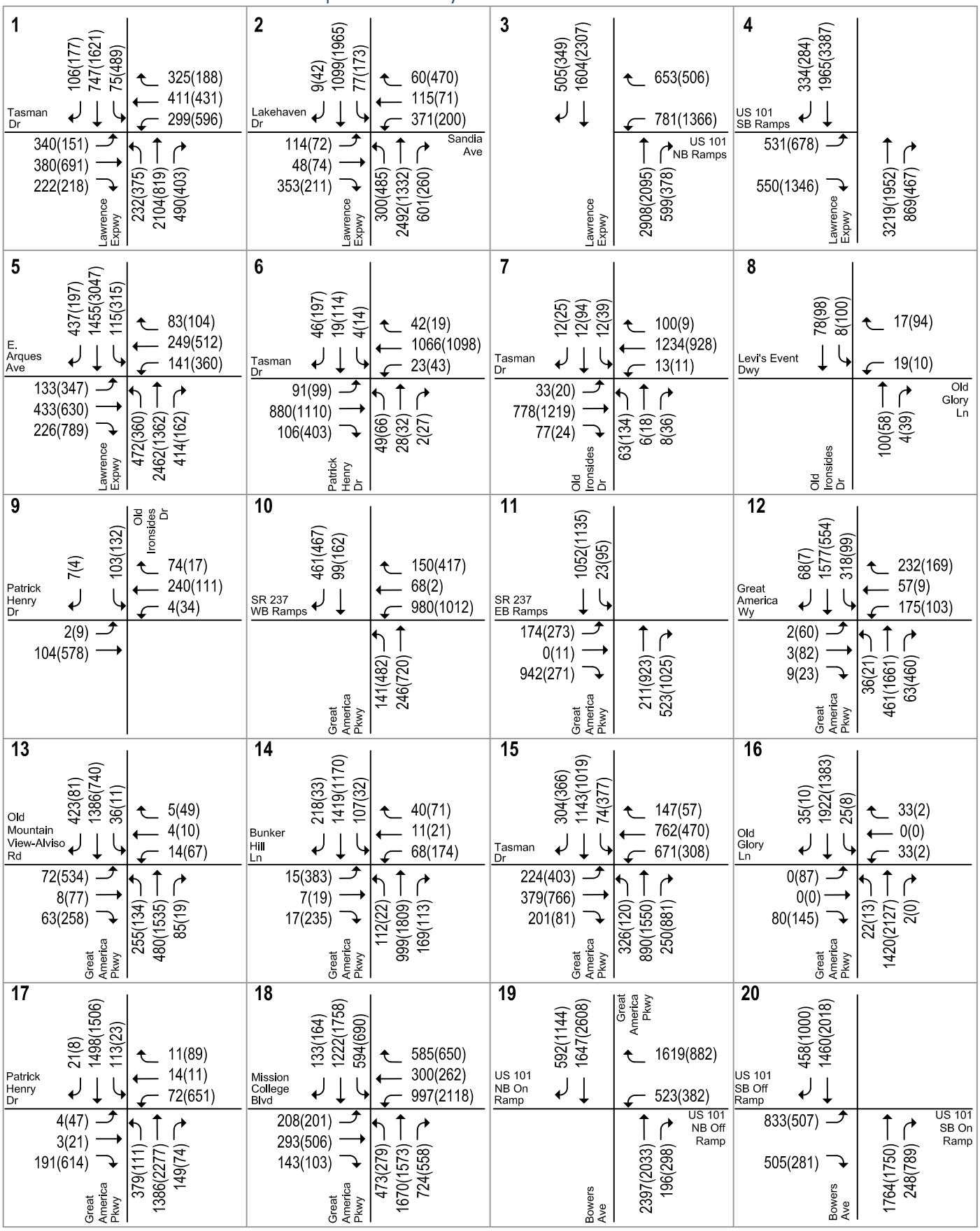
XX(XX) = AM(PM) Peak-Hour Traffic Volumes

**Figure 10**

**Background Plus Project Traffic Volumes - Greystar**



NORTH
Not to Scale




LEGEND

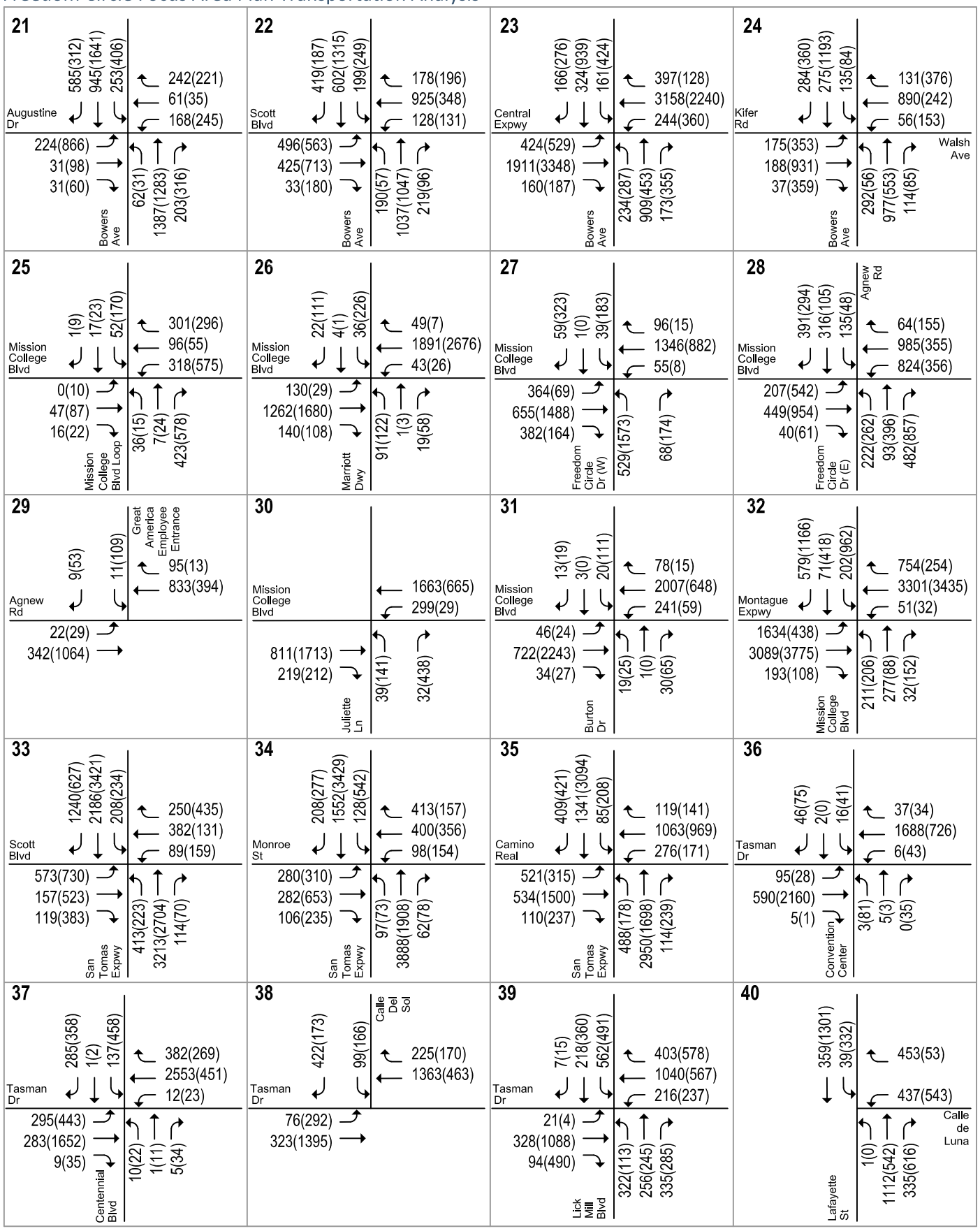
XX(XX) = AM(PM) Peak-Hour Traffic Volumes

**Figure 11**

**Background Plus Project Traffic Volumes - Buildout**

HEXAGON

NORTH
Not to Scale




LEGEND

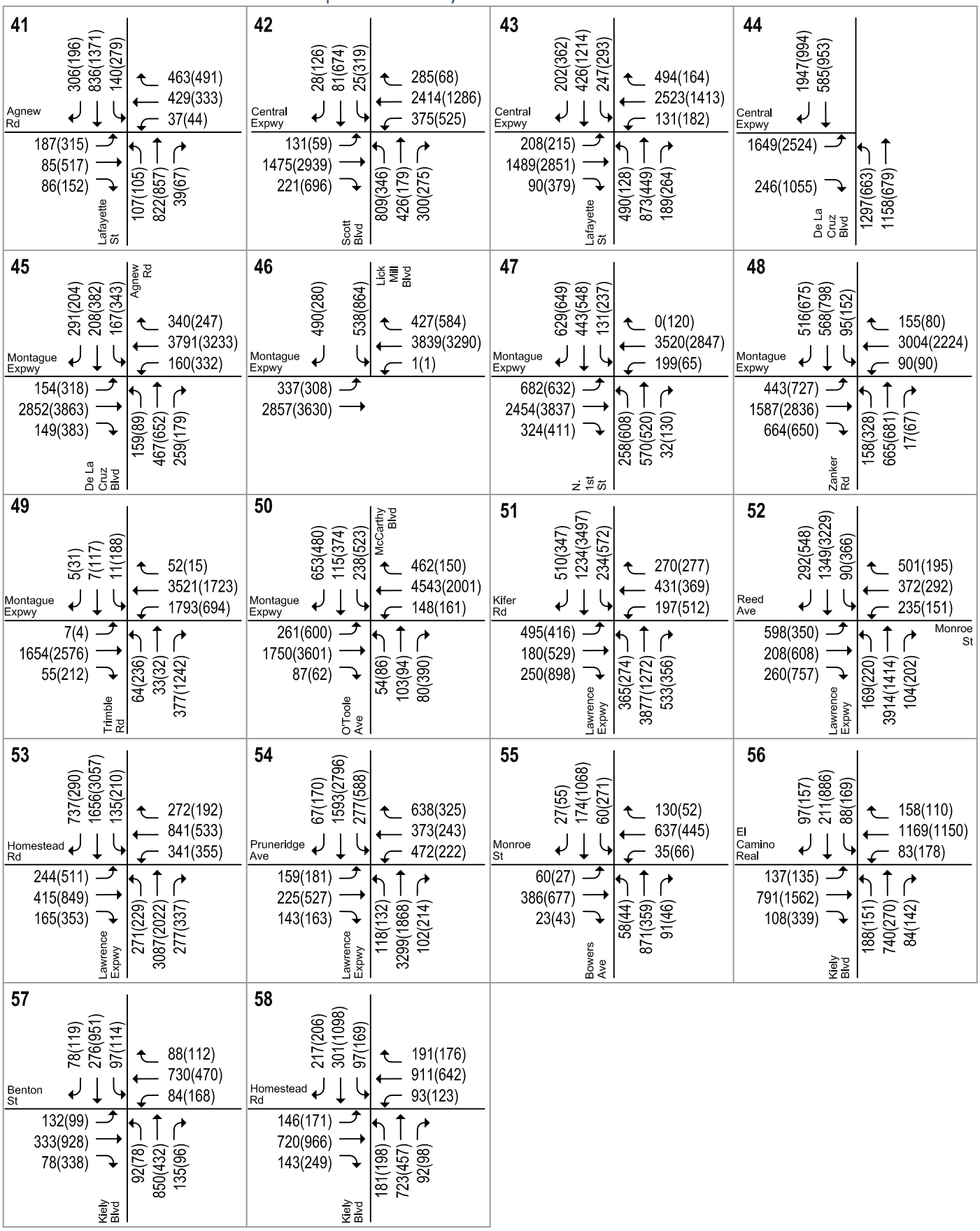
XX(XX) = AM(PM) Peak-Hour Traffic Volumes

**Figure 11**

**Background Plus Project Traffic Volumes - Buildout**

HEXAGON

NORTH
Not to Scale




LEGEND

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

**Figure 11**
**Background Plus Project Traffic Volumes - Buildout**



NORTH
Not to Scale

residential project in a major employment area, resulting in fewer workers commuting long distances from residential areas farther south.

Furthermore, while the model shows that the buildout of the Freedom Circle Focus Area would cause traffic volumes to increase at most locations, a few intersection turn movements are expected to see decreases in traffic volumes due to changes in travel patterns for other nearby land uses. For example, the buildout of the Freedom Circle Focus Area would add a substantial number of trips to northbound Great America Parkway south of Hichborn Drive 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 Mission College Boulevard and Bunker Hill Lane.

## Background Plus Project Intersection Levels of Service – Greystar

The results of the intersection level of service analysis (see Table 9) show that following study intersections would continue to operate at unacceptable levels of service under background plus Greystar project conditions.

4. Lawrence Expressway and US101 Southbound Ramps (PM peak hour)
5. Lawrence Expressway and E. Arques Avenue (PM peak hour)
17. Great America Parkway and Patrick Henry Drive (PM peak hour)
23. Bowers Avenue and Central Expressway (AM and PM peak hours)
32. Mission College Boulevard and Montague Expressway (AM peak hour)
35. San Tomas Expressway and El Camino Real (AM peak hour)
42. Scott Boulevard and Central Expressway (PM peak hour)
44. De La Cruz Boulevard and Central Expressway (AM peak hour)
45. Agnew Road/De La Cruz Boulevard and Montague Expressway (AM and PM peak hours)
47. N. 1st Street and Montague Expressway (AM and PM peak hours)
48. Zanker Road and Montague Expressway (AM and PM Peak hours)
49. Trimble Rd and Montague Expressway (PM peak hour)
50. McCarthy Boulevard/O'Toole Avenue and Montague Expressway (AM and PM peak hours)
51. Lawrence Expressway and Kifer Road (AM and PM peak hours)
52. Lawrence Expressway and Reed Avenue/Monroe Street (AM peak hour)
58. Kiely Boulevard and Homestead Road (PM peak hour)

However, development of the Greystar project alone would not cause a four-second increase in the critical-movement delay and a one percent (0.01) increase in the V/C compared to background conditions at any of the study intersections.. The level of service calculation sheets are included in Appendix B.

**Table 9**
**Background Intersection Levels of Service - Greystar**

| | | | Background (2030) Conditions | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | No Project | | with Project Greystar Only | | | |
| # | Intersection | Peak Hour | Avg Delay | LOS | Avg Delay | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C |
| 1 | Lawrence Expressway and Tasman Drive | AM | 47.6 | D | 47.8 | D | 0.2 | 0.003 |
| | *(CMP)* | PM | 64.5 | E | 66.1 | E | 3.1 | 0.012 |
| 2 | Lawrence Expwy and Sandia Av/Lakehaven Dr | AM | 64.3 | E | 64.4 | E | 0.0 | 0.000 |
| | | PM | 62.5 | E | 62.6 | E | 0.3 | 0.002 |
| 3 | Lawrence Expressway and US 101 NB Ramps | AM | 11.6 | B | 11.7 | B | 0.2 | 0.005 |
| | | PM | 19.7 | B | 19.9 | B | 0.5 | 0.001 |
| 4 | Lawrence Expressway and US 101 SB Ramps | AM | 7.2 | A | 7.2 | A | 0.0 | -0.002 |
| | | PM | **109.4** | **F** | **107.8** | **F** | **-2.9** | **0.001** |
| 5 | Lawrence Expressway and E. Arques Ave. | AM | 39.9 | D | 40.1 | D | 0.1 | 0.000 |
| | *(CMP)* | PM | **81.2** | **F** | **81.5** | **F** | **1.0** | **0.006** |
| 6 | Patrick Henry Drive and Tasman Drive | AM | 16.2 | B | 16.3 | B | 0.2 | 0.003 |
| | | PM | 18.0 | B | 18.1 | B | 0.1 | 0.002 |
| 7 | Old Ironsides Drive and Tasman Drive | AM | 5.5 | A | 5.5 | A | 0.0 | 0.003 |
| | | PM | 10.9 | B | 10.9 | B | 0.0 | 0.003 |
| 8 | Old Ironsides Drive and Old Glory Lane | AM | 3.9 | A | 3.9 | A | 0.0 | -0.001 |
| | *(Unsignalized)* | PM | 3.6 | A | 3.5 | A | -0.1 | 0.000 |
| 9 | Old Ironsides Drive and Patrick Henry Drive | AM | 0.9 | A | 0.8 | A | 0.0 | -0.001 |
| | *(Unsignalized)* | PM | 4.4 | A | 4.5 | A | 0.1 | 0.013 |
| 10 | Great America Parkway and SR 237 WB Ramps | AM | 13.1 | B | 13.1 | B | 0.0 | 0.001 |
| | *(CMP)* | PM | 18.8 | B | 18.7 | B | 0.0 | -0.001 |
| 11 | Great America Parkway and SR 237 EB Ramps | AM | 10.7 | B | 10.6 | B | -0.1 | 0.001 |
| | *(CMP)* | PM | 13.2 | B | 13.2 | B | 0.0 | -0.004 |
| 12 | Great America Parkway and Great America Way | AM | 22.1 | C | 22.1 | C | 0.0 | 0.000 |
| | | PM | 17.3 | B | 17.3 | B | 0.0 | -0.002 |
| 13 | Great America Pkwy and Old Mt View-Alviso Rd | AM | 22.2 | C | 22.1 | C | 0.0 | 0.001 |
| | | PM | 42.5 | D | 42.3 | D | -0.3 | -0.009 |
| 14 | Great America Parkway and Bunker Hill Lane | AM | 13.3 | B | 13.2 | B | -0.1 | 0.004 |
| | | PM | 29.5 | C | 29.3 | C | -0.2 | -0.002 |
| 15 | Great America Parkway and Tasman Drive | AM | 44.5 | D | 44.5 | D | 0.1 | 0.002 |
| | *(CMP)* | PM | 33.1 | C | 33.1 | C | 0.0 | 0.000 |
| 16 | Great America Parkway and Old Glory Lane | AM | 10.5 | B | 10.5 | B | 0.0 | 0.004 |
| | | PM | 13.3 | B | 13.3 | B | 0.0 | 0.000 |
| 17 | Great America Parkway and Patrick Henry Drive | AM | 27.4 | C | 27.3 | C | 0.0 | 0.002 |
| | | PM | **66.5** | **E** | **67.6** | **E** | **1.7** | **0.006** |
| 18 | Great America Pkwy and Mission College Blvd | AM | 36.9 | D | 37.7 | D | 0.8 | 0.017 |
| | *(CMP)* | PM | 40.4 | D | 41.3 | D | 1.2 | 0.020 |
| 19 | Great America Pkwy and US 101 NB Off Ramp | AM | 11.4 | B | 11.3 | B | -0.1 | -0.004 |
| | *(CMP)* | PM | 9.6 | A | 9.6 | A | 0.0 | 0.000 |
| 20 | Bowers Avenue and US 101 SB Off Ramp | AM | 11.9 | B | 11.7 | B | -0.1 | 0.007 |
| | *(CMP)* | PM | 10.9 | B | 11.7 | B | 0.8 | 0.010 |
| 21 | Bowers Avenue and Augustine Drive | AM | 26.0 | C | 25.5 | C | -0.2 | 0.007 |
| | | PM | 36.4 | D | 36.5 | D | 0.2 | 0.004 |
| 22 | Bowers Avenue and Scott Boulevard | AM | 49.6 | D | 53.5 | D | 11.5 | 0.048 |
| | (CMP) | PM | 37.1 | D | 37.1 | D | 0.1 | 0.004 |
| 23 | Bowers Avenue and Central Expressway | AM | **89.0** | **F** | **90.9** | **F** | **2.4** | **0.008** |
| | (CMP) | PM | **103.6** | **F** | **104.0** | **F** | **0.1** | **0.000** |

**Table 9 (Continued)**
**Background Intersection Levels of Service – Greystar**

| | | | Background (2030) Conditions | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | with Project | | | |
| | | | No Project | | Greystar Only | | | |
| # | Intersection | Peak Hour | Avg Delay | LOS | Avg Delay | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C |
| 24 | Bowers Avenue and Kifer Road/Walsh Avenue | AM | 36.0 | D | 36.1 | D | 0.1 | 0.001 |
| | | PM | 30.4 | C | 30.4 | C | 0.1 | 0.001 |
| 25 | Mission College Loop and Mission College Blvd | AM | 12.1 | B | 12.2 | B | 0.0 | 0.001 |
| | | PM | 25.2 | C | 25.2 | C | 0.0 | 0.002 |
| 26 | Marriott Dwy and Mission College Blvd | AM | 11.8 | B | 11.4 | B | -0.3 | 0.031 |
| | | PM | 12.0 | B | 11.8 | B | 0.0 | 0.002 |
| 27 | Freedom Circle W and Mission College Blvd | AM | 11.0 | B | 12.5 | B | 1.7 | 0.036 |
| | | PM | 25.9 | C | 25.9 | C | 0.2 | 0.007 |
| 28 | Agnew/Freedom Circle E & Mission College Blvd | AM | 31.1 | C | 31.9 | C | -0.3 | -0.017 |
| | | PM | 31.5 | C | 36.4 | D | 5.2 | 0.068 |
| 29 | Great America employee entrance and Agnew Rd | AM | 3.6 | A | 3.6 | A | 0.0 | 0.002 |
| | | PM | 5.1 | A | 5.1 | A | 0.0 | -0.003 |
| 30 | Juliette Lane and Mission College Boulevard | AM | 13.5 | B | 13.9 | B | -0.5 | 0.006 |
| | | PM | 22.6 | C | 22.0 | C | -0.1 | 0.007 |
| 31 | Burton Drive and Mission College Boulevard | AM | 20.5 | C | 21.4 | C | 0.0 | -0.002 |
| | | PM | 18.8 | B | 18.5 | B | 0.0 | 0.006 |
| 32 | Mission College Blvd and Montague Expwy | AM | **98.3** | **F** | **80.0** | **F** | **-0.4** | **0.006** |
| | *(CMP)* | PM | 72.7 | E | 52.7 | D | 0.9 | 0.030 |
| 33 | San Tomas Expressway and Scott Boulevard | AM | 79.0 | E | 79.4 | E | 3.6 | 0.002 |
| | *(CMP)* | PM | 56.7 | E | 56.7 | E | 0.0 | 0.000 |
| 34 | San Tomas Expressway and Monroe Street | AM | 43.2 | D | 43.2 | D | -0.1 | 0.000 |
| | *(CMP)* | PM | 45.8 | D | 46.2 | D | 0.6 | 0.003 |
| 35 | San Tomas Expressway and El Camino Real | AM | **85.5** | **F** | **84.9** | **F** | **-1.4** | **-0.003** |
| | *(CMP)* | PM | 74.5 | E | 74.4 | E | -0.4 | -0.004 |
| 36 | Convention Center and Tasman Drive | AM | 14.8 | B | 14.8 | B | 0.0 | 0.000 |
| | | PM | 15.5 | B | 15.5 | B | 0.0 | 0.000 |
| 37 | Centennial Boulevard and Tasman Drive | AM | 50.9 | D | 51.1 | D | 0.0 | 0.000 |
| | | PM | 27.3 | C | 27.2 | C | -0.1 | -0.002 |
| 38 | Calle Del Sol and Tasman Drive | AM | 21.8 | C | 21.8 | C | -0.1 | -0.001 |
| | | PM | 23.3 | C | 23.2 | C | 0.0 | 0.003 |
| 39 | Lick Mill Boulevard and Tasman Drive | AM | 41.3 | D | 41.2 | D | 0.0 | 0.000 |
| | | PM | 41.2 | D | 41.4 | D | 0.3 | 0.004 |
| 40 | Lafayette Street and Calle De Luna | AM | 23.2 | C | 23.1 | C | -0.2 | -0.003 |
| | | PM | 36.9 | D | 35.9 | D | -2.0 | -0.010 |
| 41 | Lafayette Street and Agnew Road | AM | 29.3 | C | 29.8 | C | -1.4 | 0.014 |
| | | PM | 51.0 | D | 51.8 | D | 1.4 | 0.004 |
| 42 | Scott Boulevard and Central Expressway | AM | 67.6 | E | 66.3 | E | -1.3 | -0.002 |
| | *(CMP)* | PM | **109.5** | **F** | **109.7** | **F** | **0.8** | **0.001** |
| 43 | Lafayette Street and Central Expressway | AM | 75.2 | E | 74.5 | E | -1.2 | -0.002 |
| | *(CMP)* | PM | 62.6 | E | 62.7 | E | 0.2 | 0.004 |
| 44 | De la Cruz Boulevard and Central Expressway | AM | **107.2** | **F** | **105.7** | **F** | **-1.9** | **-0.003** |
| | *(CMP)* | PM | 70.3 | E | 73.6 | E | 5.6 | 0.007 |
| 45 | Agnew Rd/De La Cruz Blvd and Montague Expwy | AM | **94.4** | **F** | **94.0** | **F** | **-0.9** | **0.002** |
| | *(CMP)* | PM | **106.0** | **F** | **107.5** | **F** | **2.6** | **0.009** |
| 46 | Lick Mill Boulevard and Montague Expressway | AM | 56.1 | E | 56.1 | E | 0.1 | -0.001 |
| | | PM | 52.1 | D | 52.1 | D | -0.1 | 0.001 |

**Table 9 (Continued)**
**Background Intersection Levels of Service – Greystar**

| | | | Background (2030) Conditions | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | with Project | | | |
| | | | No Project | | Greystar Only | | | |
| # | Intersection | Peak Hour | Avg Delay | LOS | Avg Delay | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C |
| 47 | N. 1st Street and Montague Expressway | AM | **132.6** | **F** | **132.5** | **F** | **0.0** | **0.000** |
| | *(CMP)* | PM | **121.4** | **F** | **123.3** | **F** | **2.5** | **0.005** |
| 48 | Zanker Road and Montague Expressway | AM | **57.5** | **E** | **57.2** | **E** | **-0.4** | **0.000** |
| | *(CMP)* | PM | **79.2** | **E** | **78.9** | **E** | **-0.4** | **0.001** |
| 49 | Trimble Road and Montague Expressway | AM | 36.5 | D | 36.5 | D | -0.2 | -0.004 |
| | *(CMP)* | PM | **105.7** | **F** | **105.8** | **F** | **-0.1** | **0.002** |
| 50 | McCarthy Blvd/O'Toole Av and Montague Expwy | AM | **75.9** | **E** | **74.8** | **E** | **-1.7** | **-0.004** |
| | *(CMP)* | PM | **134.0** | **F** | **133.8** | **F** | **-2.5** | **-0.002** |
| 51 | Lawrence Expressway and Kifer Road | AM | **102.3** | **F** | **102.9** | **F** | **-0.7** | **-0.002** |
| | | PM | **181.3** | **F** | **184.8** | **F** | **6.0** | **0.009** |
| 52 | Lawrence Expressway and Reed Ave/Monroe St | AM | **124.3** | **F** | **123.7** | **F** | **-0.4** | **-0.001** |
| | *(CMP)* | PM | 71.1 | E | 71.6 | E | 1.1 | 0.004 |
| 53 | Lawrence Expressway and Homestead Road | AM | 51.7 | D | 51.5 | D | -0.1 | -0.006 |
| | *(CMP)* | PM | 69.4 | E | 69.8 | E | 0.1 | 0.000 |
| 54 | Lawrence Expressway and Pruneridge Avenue | AM | 79.6 | E | 79.2 | E | 0.8 | 0.005 |
| | | PM | 62.6 | E | 65.1 | E | 2.3 | 0.007 |
| 55 | Bowers Avenue and Monroe Street | AM | 33.4 | C | 33.2 | C | -0.2 | -0.002 |
| | | PM | 40.7 | D | 40.7 | D | 0.0 | 0.000 |
| 56 | Bowers Ave/Kiely Boulevard and El Camino Real | AM | 28.9 | C | 28.9 | C | 0.0 | -0.001 |
| | *(CMP)* | PM | 31.8 | C | 31.6 | C | -0.4 | -0.008 |
| 57 | Kiely Boulevard and Benton Street | AM | 37.2 | D | 37.1 | D | 0.0 | 0.000 |
| | | PM | 46.1 | D | 46.3 | D | 0.2 | 0.002 |
| 58 | Kiely Boulevard and Homestead Road | AM | 38.6 | D | 38.3 | D | 0.1 | 0.003 |
| | | PM | **57.9** | **E** | **56.1** | **E** | **-3.7** | **-0.011** |

Notes:
**Bold** indicates a substandard level of service.

## Background Plus Project Intersection Levels of Service – Focus Area Buildout

The results of the intersection level of service analysis (see Table 10) show that buildout of the Freedom Circle Focus Area, including the proposed Greystar project, would cause adverse effects at the following 21 intersections:

2. Lawrence Expressway and Sandi Avenue/Lakehaven Drive (PM peak hour)
4. Lawrence Expressway and US 101 southbound ramps (PM peak hour)
5. Lawrence Expressway and Arques Avenue (PM peak hour)
17. Great America Parkway and Patrick Henry Drive (PM peak hour)
18. Great America Parkway and Mission College Boulevard (PM peak hour)
23. Bowers Avenue and Central Expressway (AM and PM peak hours)
27. Freedom Circle and Mission College Boulevard (AM and PM peak hours)
28. Agnew/Freedom Circle and Mission College Boulevard (PM peak hour)
32. Mission College Boulevard/Thomas Road and Montague Expressway (AM peak hour)
35. San Tomas Expressway and El Camino Real (AM and PM peak hours)
37. Centennial Boulevard and Tasman Drive (AM peak hour)
42. Scott Boulevard and Central Expressway (PM peak hour)
43. Lafayette Street and Central Expressway (AM peak hour)
44. De La Cruz Boulevard and Central Expressway (AM peak hour)
45. Agnew Road/De La Cruz Boulevard and Montague Expressway (AM peak hour)
47. N. 1st Street and Montague Expressway (AM peak hour)
48. Zanker Road and Montague Expressway (AM peak hour)
50. McCarthy Boulevard/O'Toole Avenue and Montague Expressway (AM peak hour)
54. Lawrence Expressway and Pruneridge Avenue (AM peak hour)

The adverse effects and proposed improvements to alleviate the deficiencies are described below.

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

33. San Tomas Expressway and Scott Boulevard (AM peak hour)
49. Trimble Road and Montague Expressway (PM peak hour)
51. Lawrence Expressway and Kifer Road (AM and PM peak hours)
52. Lawrence Expressway and Reed Avenue/Monroe Street (AM peak hour)
58. Kiely Boulevard and Homestead Road (PM peak hour)

However, since buildout of the Freedom Circle Focus Area 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 C.

## Adverse Effects and Recommended Improvements – Focus Area Buildout

This section discusses the adverse effects identified under background plus project conditions with full buildout of the Freedom Circle Focus Area 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.

**Table 10**
**Background Intersection Levels of Service – Focus Area Buildout**

| | | | Background (2030) Conditions | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | with Project | | | | | |
| | | | No Project | | Freedom Circle Buildout | | | | Freedom Circle Buildout - With Improvement & 10% TDM | |
| # | Intersection | Peak Hour | Avg Delay | LOS | Avg Delay | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C | Avg Delay | LOS |
| 1 | Lawrence Expressway and Tasman Drive | AM | 47.6 | D | 46.8 | D | 0.4 | 0.006 | | |
| | *(CMP)* | PM | 64.5 | E | 68.2 | E | 8.2 | 0.048 | | |
| 2 | Lawrence Expwy and Sandia Av/Lakehaven Dr | AM | 64.3 | E | 71.4 | E | 0.0 | 0.000 | | |
| | | PM | 62.5 | E | **191.0** | **F** | **286.5** | **0.542** | | |
| 3 | Lawrence Expressway and US 101 NB Ramps | AM | 11.6 | B | 11.4 | B | -0.7 | 0.074 | | |
| | | PM | 19.7 | B | 36.5 | D | 29.1 | 0.085 | | |
| 4 | Lawrence Expressway and US 101 SB Ramps | AM | 7.2 | A | 18.4 | B | 7.3 | 0.049 | 17.4 | B |
| | | PM | **109.4** | **F** | **103.5** | **F** | **-13.8** | **0.070** | 71.2 | E |
| 5 | Lawrence Expressway and E. Arques Ave. | AM | 39.9 | D | 42.4 | D | 4.3 | 0.048 | | |
| | *(CMP)* | PM | **81.2** | **F** | **91.9** | **F** | **15.5** | **0.049** | | |
| 6 | Patrick Henry Drive and Tasman Drive | AM | 16.2 | B | 14.8 | B | -0.3 | -0.007 | | |
| | | PM | 18.0 | B | 18.8 | B | 2.4 | 0.037 | | |
| 7 | Old Ironsides Drive and Tasman Drive | AM | 5.5 | A | 7.6 | A | 3.0 | 0.014 | | |
| | | PM | 10.9 | B | 13.0 | B | 1.0 | 0.010 | | |
| 8 | Old Ironsides Drive and Old Glory Lane | AM | 3.9 | A | 1.8 | A | -2.1 | -0.005 | | |
| | *(Unsignalized)* | PM | 3.6 | A | 4.3 | A | 0.8 | 0.038 | | |
| 9 | Old Ironsides Drive and Patrick Henry Drive | AM | 0.9 | A | 2.6 | A | 1.7 | 0.142 | | |
| | *(Unsignalized)* | PM | 4.4 | A | 4.1 | A | -0.2 | -0.058 | | |
| 10 | Great America Parkway and SR 237 WB Ramps | AM | 13.1 | B | 13.2 | B | 0.0 | 0.020 | | |
| | *(CMP)* | PM | 18.8 | B | 19.1 | B | 0.7 | 0.015 | | |
| 11 | Great America Parkway and SR 237 EB Ramps | AM | 10.7 | B | 10.7 | B | 0.1 | 0.006 | | |
| | *(CMP)* | PM | 13.2 | B | 12.6 | B | -0.6 | 0.041 | | |
| 12 | Great America Parkway and Great America Way | AM | 22.1 | C | 21.8 | C | -0.3 | 0.038 | | |
| | | PM | 17.3 | B | 17.3 | B | 0.1 | 0.053 | | |
| 13 | Great America Pkwy and Old Mt View-Alviso Rd | AM | 22.2 | C | 22.3 | C | -0.2 | 0.058 | | |
| | | PM | 42.5 | D | 39.3 | D | -4.5 | 0.034 | | |
| 14 | Great America Parkway and Bunker Hill Lane | AM | 13.3 | B | 13.0 | B | -0.6 | 0.066 | | |
| | | PM | 29.5 | C | 28.6 | C | -0.6 | 0.076 | | |
| 15 | Great America Parkway and Tasman Drive | AM | 44.5 | D | 45.3 | D | 0.6 | 0.070 | | |
| | *(CMP)* | PM | 33.1 | C | 36.0 | D | 7.7 | 0.063 | | |
| 16 | Great America Parkway and Old Glory Lane | AM | 10.5 | B | 12.6 | B | 0.2 | 0.196 | | |
| | | PM | 13.3 | B | 15.3 | B | 4.0 | 0.018 | | |
| 17 | Great America Parkway and Patrick Henry Drive | AM | 27.4 | C | 37.2 | D | 5.6 | 0.137 | 25.2 | C |
| | | PM | **66.5** | **E** | **89.7** | **F** | **15.6** | **0.035** | **67.2** | **E** |
| 18 | Great America Pkwy and Mission College Blvd | AM | 36.9 | D | 55.2 | E | 21.2 | 0.264 | | |
| | *(CMP)* | PM | 40.4 | D | **204.5** | **F** | 288.9 | 0.469 | | |
| 19 | Great America Pkwy and US 101 NB Off Ramp | AM | 11.4 | B | 9.6 | A | -1.2 | 0.131 | | |
| | *(CMP)* | PM | 9.6 | A | 8.9 | A | -0.5 | 0.069 | | |
| 20 | Bowers Avenue and US 101 SB Off Ramp | AM | 11.9 | B | 15.0 | B | 2.9 | 0.125 | | |
| | *(CMP)* | PM | 10.9 | B | 13.0 | B | 2.1 | 0.050 | | |
| 21 | Bowers Avenue and Augustine Drive | AM | 26.0 | C | 26.1 | C | 2.7 | 0.043 | | |
| | | PM | 36.4 | D | 36.3 | D | 0.0 | -0.006 | | |
| 22 | Bowers Avenue and Scott Boulevard | AM | 49.6 | D | 52.6 | D | 3.9 | 0.064 | | |
| | (CMP) | PM | 37.1 | D | 37.9 | D | 1.3 | 0.031 | | |
| 23 | Bowers Avenue and Central Expressway | AM | **89.0** | **F** | **91.1** | **F** | **6.5** | **0.040** | | |
| | (CMP) | PM | **103.6** | **F** | **109.8** | **F** | **9.5** | **0.019** | | |
| 24 | Bowers Avenue and Kifer Road/Walsh Avenue | AM | 36.0 | D | 36.0 | D | 0.0 | 0.019 | | |
| | | PM | 30.4 | C | 30.7 | C | -0.6 | 0.021 | | |
| 25 | Mission College Loop and Mission College Blvd | AM | 12.1 | B | 14.2 | B | 2.8 | 0.021 | | |
| | | PM | 25.2 | C | 23.9 | C | -1.3 | 0.050 | | |

**Table 10 (Continued)**
**Background Intersection Levels of Service – Focus Area Buildout**

| | | | Background (2030) Conditions | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | with Project | | | | | |
| | | | No Project | | Freedom Circle Buildout | | | | Freedom Circle Buildout - With Improvement & 10% TDM | |
| # | Intersection | Peak Hour | Avg Delay | LOS | Avg Delay | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C | Avg Delay | LOS |
| 26 | Marriott Dwy and Mission College Blvd | AM | 11.8 | B | 23.5 | C | 18.2 | 0.329 | | |
| | | PM | 12.0 | B | 51.1 | D | 61.9 | 0.440 | | |
| 27 | Freedom Circle W and Mission College Blvd | AM | 11.0 | B | **70.1** | **E** | **86.9** | **0.680** | 51.5 | D |
| | | PM | 25.9 | C | **217.3** | **F** | **283.3** | **0.893** | 50.2 | D |
| 28 | Agnew/Freedom Circle E & Mission College Blvd | AM | 31.1 | C | 42.2 | D | 17.4 | 0.297 | 31.3 | C |
| | | PM | 31.5 | C | **126.1** | **F** | **128.4** | **0.531** | 37.5 | D |
| 29 | Great America employee entrance and Agnew Rd | AM | 3.6 | A | 4.2 | A | 1.0 | 0.107 | | |
| | | PM | 5.1 | A | 11.1 | B | 8.2 | 0.205 | | |
| 30 | Juliette Lane and Mission College Boulevard | AM | 13.5 | B | 11.7 | B | -19.9 | 0.260 | | |
| | | PM | 22.6 | C | 20.4 | C | -1.3 | 0.154 | | |
| 31 | Burton Drive and Mission College Boulevard | AM | 20.5 | C | 31.8 | C | 16.2 | 0.265 | | |
| | | PM | 18.8 | B | 18.6 | B | 1.2 | 0.132 | | |
| 32 | Mission College Blvd and Montague Expwy | AM | **98.3** | **F** | **127.0** | **F** | **69.9** | **0.262** | | |
| | *(CMP)* | PM | 72.7 | E | 69.8 | E | 22.6 | 0.139 | | |
| 33 | San Tomas Expressway and Scott Boulevard | AM | 79.0 | E | **80.8** | **F** | **1.7** | **0.024** | | |
| | *(CMP)* | PM | 56.7 | E | 57.5 | E | 1.1 | 0.008 | | |
| 34 | San Tomas Expressway and Monroe Street | AM | 43.2 | D | 47.4 | D | 1.2 | 0.007 | | |
| | *(CMP)* | PM | 45.8 | D | 47.8 | D | 1.7 | 0.084 | | |
| 35 | San Tomas Expressway and El Camino Real | AM | **85.5** | **F** | **88.6** | **F** | **8.0** | **0.220** | | |
| | *(CMP)* | PM | 74.5 | E | **80.1** | **F** | **9.6** | **0.029** | | |
| 36 | Convention Center and Tasman Drive | AM | 14.8 | B | 15.2 | B | 0.0 | 0.027 | | |
| | | PM | 15.5 | B | 16.4 | B | 0.8 | 0.025 | | |
| 37 | Centennial Boulevard and Tasman Drive | AM | 50.9 | D | **60.2** | **E** | **9.1** | **0.023** | | |
| | | PM | 27.3 | C | 28.5 | C | 2.2 | 0.034 | | |
| 38 | Calle Del Sol and Tasman Drive | AM | 21.8 | C | 22.6 | C | 0.3 | 0.026 | | |
| | | PM | 23.3 | C | 22.2 | C | -1.0 | 0.022 | | |
| 39 | Lick Mill Boulevard and Tasman Drive | AM | 41.3 | D | 41.8 | D | 3.5 | 0.022 | | |
| | | PM | 41.2 | D | 40.4 | D | -1.5 | -0.021 | | |
| 40 | Lafayette Street and Calle De Luna | AM | 23.2 | C | 23.9 | C | 0.9 | 0.062 | | |
| | | PM | 36.9 | D | 33.9 | C | -4.2 | -0.016 | | |
| 41 | Lafayette Street and Agnew Road | AM | 29.3 | C | 37.4 | D | 12.7 | 0.132 | | |
| | | PM | 51.0 | D | 50.6 | D | -3.3 | -0.005 | | |
| 42 | Scott Boulevard and Central Expressway | AM | 67.6 | E | 74.7 | E | 10.7 | 0.162 | | |
| | *(CMP)* | PM | **109.5** | **F** | **115.2** | **F** | **5.8** | **0.016** | | |
| 43 | Lafayette Street and Central Expressway | AM | 75.2 | E | **82.9** | **F** | **13.1** | **0.047** | | |
| | *(CMP)* | PM | 62.6 | E | 68.8 | E | 14.1 | 0.038 | | |
| 44 | De la Cruz Boulevard and Central Expressway | AM | **107.2** | **F** | **118.2** | **F** | **14.4** | **0.018** | **102.2** | **F** |
| | *(CMP)* | PM | 70.3 | E | 75.5 | E | 10.1 | 0.010 | 70.0 | E |
| 45 | Agnew Rd/De La Cruz Blvd and Montague Expwy | AM | **94.4** | **F** | **93.4** | **F** | **-0.7** | **0.057** | | |
| | *(CMP)* | PM | **106.0** | **F** | **103.5** | **F** | **-4.0** | **0.002** | | |
| 46 | Lick Mill Boulevard and Montague Expressway | AM | 56.1 | E | 54.0 | D | -7.1 | 0.017 | | |
| | | PM | 52.1 | D | 69.6 | E | 31.1 | 0.060 | | |
| 47 | N. 1st Street and Montague Expressway | AM | **132.6** | **F** | **141.3** | **F** | **14.2** | **0.032** | | |
| | *(CMP)* | PM | **121.4** | **F** | **118.7** | **F** | **-13.3** | **-0.018** | | |

**Table 10 (Continued)**
**Background Intersection Levels of Service – Focus Area Buildout**

| | | | Background (2030) Conditions | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | with Project | | | | | |
| | | | No Project | | Freedom Circle Buildout | | | | Freedom Circle Buildout - With Improvement & 10% TDM | |
| # | Intersection | Peak Hour | Avg Delay | LOS | Avg Delay | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C | Avg Delay | LOS |
| 48 | Zanker Road and Montague Expressway | AM | **57.5** | **E** | **62.2** | **E** | **9.1** | **0.025** | **57.1** | **E** |
| | *(CMP)* | PM | **79.2** | **E** | **77.0** | **E** | **-4.2** | **-0.028** | **57.1** | **E** |
| 49 | Trimble Road and Montague Expressway | AM | 36.5 | D | 36.6 | D | 0.8 | 0.014 | | |
| | *(CMP)* | PM | **105.7** | **F** | **108.7** | **F** | **11.6** | **-0.012** | | |
| 50 | McCarthy Blvd/O'Toole Av and Montague Expwy | AM | **75.9** | **E** | **82.7** | **F** | **8.4** | **0.025** | | |
| | *(CMP)* | PM | **134.0** | **F** | **141.5** | **F** | **10.0** | **0.007** | | |
| 51 | Lawrence Expressway and Kifer Road | AM | **102.3** | **F** | **101.1** | **F** | **2.1** | **-0.004** | | |
| | | PM | **181.3** | **F** | **175.3** | **F** | **-10.3** | **-0.019** | | |
| 52 | Lawrence Expressway and Reed Ave/Monroe St | AM | **124.3** | **F** | **128.4** | **F** | **3.7** | **0.006** | | |
| | *(CMP)* | PM | 71.1 | E | 73.6 | E | 5.9 | 0.019 | | |
| 53 | Lawrence Expressway and Homestead Road | AM | 51.7 | D | 52.0 | D | 1.1 | 0.013 | | |
| | *(CMP)* | PM | 69.4 | E | 70.2 | E | 1.0 | 0.010 | | |
| 54 | Lawrence Expressway and Pruneridge Avenue | AM | 79.6 | E | **83.7** | **F** | **7.5** | **0.023** | | |
| | | PM | 62.6 | E | 64.1 | E | 0.5 | 0.019 | | |
| 55 | Bowers Avenue and Monroe Street | AM | 33.4 | C | 33.9 | C | 0.6 | 0.016 | | |
| | | PM | 40.7 | D | 41.5 | D | 0.8 | 0.011 | | |
| 56 | Bowers Ave/Kiely Boulevard and El Camino Real | AM | 28.9 | C | 29.3 | C | 0.5 | 0.024 | | |
| | *(CMP)* | PM | 31.8 | C | 32.1 | C | 0.3 | 0.009 | | |
| 57 | Kiely Boulevard and Benton Street | AM | 37.2 | D | 37.7 | D | 1.0 | 0.018 | | |
| | | PM | 46.1 | D | 47.7 | D | 2.3 | 0.016 | | |
| 58 | Kiely Boulevard and Homestead Road | AM | 38.6 | D | 38.9 | D | 1.3 | 0.030 | | |
| | | PM | **57.9** | **E** | **59.7** | **E** | **1.4** | **0.009** | | |

Notes:
**Bold** indicates a substandard level of service.
**Bold** indicates an adverse effect caused by the project.
**OVFL** indicates that the result is out of software calculation limits.

In addition to physical improvements recommended to resolve deficiencies at affected intersections, the Freedom Circle Focus Area will include Travel Demand Management (TDM) measures to achieve a 10 percent reduction in VMT per the City's Climate Action Plan. A sensitivity analysis was conducted to determine if a reduction in project vehicle trips due to TDM would avoid any of the adverse effects at study intersections.

## 2. Lawrence Expressway and Sandia Avenue/Lakehaven Drive

This City of Sunnyvale intersection would operate at an acceptable LOS E under background no project conditions during the PM peak hour. The buildout of the Freedom Circle Focus Area 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 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. Implementation of TDM measures within the Freedom Circle Focus Area could reduce the

vehicle trips associated with the development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the adverse effect on intersection operations.

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 Freedom Circle Focus Area developments should provide fair-share funding towards this improvement.

### 4. Lawrence Expressway and US 101 Southbound Ramps

This CMP intersection in the City of Sunnyvale would operate at an unacceptable LOS F under background no project conditions during the PM peak hour. The buildout of the Freedom Circle Focus Area would cause the intersection's average critical movement delay to decrease, but the critical v/c would increase by more than 0.01 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Implementation of TDM measures within the Focus Area could reduce the vehicle trips associated with the development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the adverse effect on intersection operations. Intersection operations could be improved to an acceptable level by converting an eastbound left-turn lane to a shared left-turn/right-turn lane. The Freedom Circle Focus Area developments should provide fair-share funding towards this improvement.

### 5. Lawrence Expressway and E. Arques Avenue

This CMP intersection in the City of Sunnyvale would operate at an unacceptable LOS F under background no project conditions during the PM peak hour. The buildout of the Freedom Circle Focus Area would cause the intersection's average critical movement delay to increase by 15.5 seconds and the critical v/c to increase by 0.049 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the 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 Freedom Circle Focus Area developments 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.

### 17. Great America Parkway and Patrick Henry Drive

This City of Santa Clara intersection would operate at an unacceptable LOS E during the PM peak hour under background conditions. The buildout of the Freedom Circle Focus Area would cause the average critical movement delay to increase by 15.6 seconds and the critical v/c to increase by 0.035 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by constructing a second northbound left-turn lane and 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. With the recommended dual northbound left-turn lanes and a 10 percent TDM reduction, the intersection is expected to continue to operate at an unacceptable LOS E during the PM peak hour under background plus project conditions. The cost of this improvement will be fully funded by Freedom Circle Focus Area developments.

Developments within the Freedom Circle Focus Area also will be responsible for construction of a Class IV separated bikeway on Great America Parkway. 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 bike lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. Adjacent to the Focus Area, the bikeway improvement will be constructed as part of the Focus Area Plan. Beyond the Focus Area (between Patrick Henry Drive and SR 237), Freedom Circle area stakeholders will pay a fair share fee for future construction of the bikeway on Great America Parkway.

### 18. Great America Parkway and Mission College Boulevard

This CMP intersection in the City of Santa Clara would operate at an acceptable LOS D during the PM peak hour under background conditions. The buildout of the Freedom Circle Focus Area 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 to an acceptable LOS E by adding a third southbound left-turn lane and a converting the eastbound right-turn lane to a shared through/right-turn lane. These improvements are not feasible because they would require widening the receiving leg to add a third lane on eastbound Mission College Boulevard. As discussed above, intersection widening is discouraged and would conflict with the planned bikeway on Mission College Boulevard and/or negatively impact adjacent properties. Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the adverse effect on intersection operations.

The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on Great America Parkway. This improvement, which is identified in the City's *Bicycle Master Plan Update 2018*, would encourage cycling by adding a physical barrier between the existing bike lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. Adjacent to the Focus Area, the bikeway improvement will be constructed as part of the Focus Area Plan. Beyond the Focus Area (between Patrick Henry Drive and SR 237), Freedom Circle area stakeholders will pay a fair share fee for future construction of the bikeway on Great America Parkway.

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 transit signal priority, crosswalk motion sensors, upgraded safety lighting at intersections along Mission College Boulevard, and adaptive traffic signals along Great America Parkway. The Freedom Circle Focus Area developments should provide fair-share funding towards the MIP improvements.

### 23. 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 buildout of the Freedom

Circle Focus Area 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 and PM peak hours. This constitutes an adverse effect on intersection operations.

Implementation of TDM measures within the Focus Area could reduce the vehicle trips associated with the Freedom Circle development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the 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 Freedom Circle Focus Area developments 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.

### 27. Freedom Circle (W) and Mission College Boulevard

This City of Santa Clara intersection would operate at an acceptable LOS B and LOS C under background no project conditions during the AM and PM peak hours, respectively. The buildout of the Freedom Circle Focus Area would cause the intersection to degrade to an unacceptable LOS E during the AM peak hour and to LOS F during the PM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by adding an eastbound right-turn lane, removing the crosswalk on the west leg, and restriping the northbound approach for one right-turn lane, one shared through/left-turn lane and one left-turn lane. The construction of these improvements along with the planned Class IV separated bike lanes on Mission College Boulevard would require widening Mission College Boulevard but would not require the dedication of additional right of way. Intersection operations could be further improved by converting Hichborn Drive from one-way (eastbound only) flow to two-way flow east of Great America Parkway. Hichborn Drive would be limited to right turns only to and from Great America Parkway. This roadway network change would provide another route out of the Freedom Circle Focus Area and thus reduce the northbound left-turn volume at the Freedom Circle W/Mission College Boulevard intersection. With the recommended improvement on the eastbound and northbound approaches, the conversion of Hichborn Drive to two-way flow, and a 10 percent TDM reduction, the intersection is expected to operate an acceptable LOS D during the AM and PM peak hours. Therefore, these improvements would be sufficient to fully offset the adverse effect on intersection operations. The cost of these improvements will be fully funded by Freedom Circle Focus Area developments.

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

This City of Santa Clara intersection would operate at an acceptable LOS C during the PM peak hour under background no project conditions. The buildout of the Freedom Circle Focus Area 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 northbound right-turn lane. The intersection is expected to operate at an acceptable LOS D during the PM peak hour with the recommended improvement and a 10 percent TDM reduction. Thus, the recommended improvement would be sufficient to fully offset the adverse effect on intersection operations. The cost of this improvement will be fully funded by Freedom Circle Focus Area developments.

### 32. 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 under background conditions. The buildout of the Freedom Circle Focus Area 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.

Implementation of TDM measures within the Focus Area could reduce the vehicle trips associated with the Freedom Circle development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the adverse effect on intersection operations. Intersection operations could be improved by constructing a partial grade separation with a flyover from eastbound Montague Expressway to northbound Mission College Boulevard. This improvement was identified as part of the 2040 Expressway Plan. The Freedom Circle Focus Area developments 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.

### 35. 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 and an acceptable LOS E during the PM peak hour under background no project conditions. The buildout of the Freedom Circle Focus Area would cause the intersection's average critical movement delay to increase by 8.0 seconds and the critical v/c to increase by 0.220 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.

Implementation of TDM measures could reduce the vehicles trips associated with the Freedom Circle Focus Area developments. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the 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 Freedom Circle Focus Area developments 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.

### 37. Centennial Boulevard and Tasman Drive

This City of Santa Clara intersection would operate at an acceptable LOS D under background no project conditions during the AM peak hour. The buildout of the Freedom Circle Focus Area would cause the intersection to degrade to an unacceptable LOS E during the AM peak hour. This constitutes an adverse effect on intersection operations.

Improving the intersection's operations to an acceptable level of service would require widening Tasman Drive to add a third westbound through lane. However, the existing right-of-way is not sufficient to add a lane. Furthermore, the westbound approach is elevated due to its proximity to the overcrossing of the ACE rail line, which would further complicate efforts to widen Tasman Drive. Lastly, widening Tasman Drive would adversely affect pedestrians crossing this intersection, which experiences heavy pedestrian flows before and after events at the adjacent Levi's Stadium. For all of these reasons, intersection capacity improvements are considered as infeasible. Implementation of TDM measures could reduce the vehicles trips associated with the Freedom Circle Focus Area developments. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the adverse effect on intersection operations.

The adverse effect at this intersection could be lessened by the construction of a planned Class I shared-use path along the Hetch Hetchy right of way.. The Freedom Circle Focus Area developments should provide fair-share funding towards the Hetch Hetchy Trail..

## 42. 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 buildout of the Freedom Circle Focus Area 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.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicles trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the 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 Freedom Circle Focus Area developments 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.

## 43. 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 buildout of the Freedom Circle Focus Area would cause the intersection to degrade to an unacceptable LOS F during the AM peak hour. This constitutes an adverse effect on intersection operations.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicles trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the 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 Freedom Circle Focus Area developments 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.

## 44. 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 buildout of the Freedom Circle Focus Area 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.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the adverse effect on intersection operations.

The analysis of background 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. The planned conversion of the existing HOV lanes on Central Expressway to mixed-flow lanes is anticipated to be complete sometime between the Year 2030 and 2040. Thus, this improvement is assumed under cumulative conditions but not background conditions. While the intersection would continue to operate at LOS F under background plus project conditions during the AM peak hour with this planned improvement and a 10 percent TDM reduction, the delay would be less than under no

project conditions. The Freedom Circle Focus Area developments should provide fair-share funding towards this improvement.

### 45. 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 buildout of the Freedom Circle Focus Area 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. This constitutes an adverse effect on intersection operations.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the adverse effect on intersection operations. This intersection is 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 Agnew Road/De La Cruz Boulevard. The Freedom Circle Focus Area developments should provide fair-share funding towards these multimodal improvements.

### 47. 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 buildout of the Freedom Circle Focus Area would cause the intersection's average critical movement delay to increase by 14.2 seconds and the critical v/c to increase by 0.032 during the AM peak hour. This constitutes an adverse effect on intersection operations.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area development and lessen the adverse effect. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the 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 Freedom Circle Focus Area developments 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.

### 48. Zanker Road and Montague Expressway

This CMP intersection in the City of San José would operate at an unacceptable LOS E under background conditions during the AM peak hour. The buildout of the Freedom Circle Focus Area would cause the intersection's average critical movement delay to increase by 9.1 seconds and the critical v/c to increase by 0.025 during the AM peak hour. This constitutes an adverse effect on intersection operations.

The City of San José plans to widen Zanker Road to three lanes in each direction from River Oaks Parkway to Trimble Road and to add a second left-turn lane on both the northbound and southbound approaches. This improvement is anticipated to be complete sometime between the Year 2030 and 2040. Thus, this improvement is assumed under cumulative conditions but not background conditions. While the intersection would continue to operate at an unacceptable LOS E with this planned improvement and a 10 percent TDM reduction, the delay would be less than under no project conditions. The Freedom Circle Focus Area developments should either pay the North San José fee, or a fair-share contribution for the improvement, or a fair-share contribution for off-setting multimodal

improvements based on the Focus Area's percent contribution to the traffic volume growth at the intersection.

### 50. McCarthy Boulevard/O'Toole Avenue and Montague Expressway

This CMP intersection in the City of San José would operate at an unacceptable LOS E under background conditions during the AM peak hour. The buildout of the Freedom Circle Focus Area would cause the intersection to degrade to LOS F and cause the intersection's average critical movement delay to increase by 8.4 seconds and the critical v/c to increase by 0.025 during the AM peak hour. This constitutes an adverse effect on intersection operations.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicles trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the adverse effect on intersection operations. The City of San José plans to construct a "square-loop" interchange to replace the at-grade intersection. This improvement is anticipated to be complete sometime between the Year 2030 and 2040. Thus, this improvement is assumed under cumulative conditions but not background conditions. The Freedom Circle Focus Area developments should either pay the North San José fee, or a fair-share contribution for this improvement.

### 54. Lawrence Expressway and Pruneridge Avenue

This City of Santa Clara intersection would operate at an acceptable LOS E under background conditions during the AM and PM peak hours. The buildout of the Freedom Circle Focus Area would cause the intersection to degrade to unacceptable LOS F during the AM peak hour. This constitutes an adverse effect on intersection operations.

Implementation of TDM measures could reduce the vehicle trips associated with the Freedom Circle Focus Area. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within Focus Area would not be sufficient to avoid the 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 Freedom Circle Focus Area developments should provide fair-share funding towards this improvement. The funds collected for this improvement are subject to programming by the County for Board approved improvement projects.

## Summary of Background Plus Project Conditions – Focus Area Buildout

Table 11 presents a summary of the intersections that would be adversely affected under background plus project conditions with buildout of the Freedom Circle Focus Area and the improvements recommended. The table also shows the development level triggering the need for each improvement both as a percentage of the Freedom Circle Focus Area buildout and as the total daily vehicle trips generated by all parcels within the Focus Area. 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.

**Table 11**
**Summary of Affected Intersections under Background Plus Project Conditions – Focus Area Buildout**

| # | Intersection | Jurisdiction | Development Level Triggering Need for Improvement % (daily trips) | Recommended Improvements | Project Responsibility |
|---|---|---|---|---|---|
| 2 | Lawrence Expwy and Sandia Av/Lakehaven Dr | SCC | 13.6%<br>9,543 | Realign Wildwood Avenue to connect with Lawrence Expressway and create a new signalized intersection (VTP 2040) | % of Total Traffic |
| 4 | Lawrence Expressway and US 101 SB Ramps | SCC | 14.3%<br>10,011 | Convert eastbound left-turn lane to a shared left-turn/right-turn lane | % of Total Traffic |
| 5 | Lawrence Expressway and E. Arques Ave.<br>*(CMP)* | SCC | 25.8%<br>18,084 | Construct grade separated interchange<br>(Measure B Expressway Program) | % of Total Traffic |
| 17 | Great America Parkway and Patrick Henry Drive | SC | 28.6%<br>20,021 | Add a second northbound left-turn lane<br>Construct Class IV bikeway on Great America Parkway adjacent Plan<br>Construct Class IV bikeway on Great America Parkway between SR 237 and Patrick Henry Drive (Bicycle Master Plan Update 2018) | 100%<br>100%<br>% of Total Traffic |
| 18 | Great America Pkwy and Mission College Blvd | SC | 24.1%<br>16,910 | Construct Class IV bikeway on Great America Parkway adjacent Plan<br>Construct Class IV bikeway on Great America Parkway between SR 237 and Patrick Henry Drive (Bicycle Master Plan Update 2018) and Multimodal Improvement Plan measures | 100%<br>% of Total Traffic |
| 23 | Bowers Avenue and Central Expressway<br>(CMP) | SCC | 52.6%<br>36,882 | Construct grade separated interchange<br>(2040 Expressway Plan) | % of Total Traffic |
| 27 | Freedom Circle W and Mission College Blvd | SC | 15.2%<br>10,654 | Add an eastbound right-turn lane; Remove west leg crosswalk; Restripe south leg with 1 left-turn, 1 left-turn/through, 1 right-turn lane; Make north leg and south leg split phase; Convert Hichborn Dr. to 2-way flow with right turn only at Great America Parkway. | 100% |
| 28 | Agnew/Freedom Circle E & Mission College Blvd | SC | 24.8%<br>17,408 | Add a northbound right-turn lane | 100% |
| 32 | Mission College Blvd and Montague Expwy<br>*(CMP)* | SCC | 5.7%<br>4,010 | Construct partial grade separation<br>(2040 Expressway Plan) | % of Total Traffic |
| 35 | San Tomas Expressway and El Camino Real<br>*(CMP)* | SCC | 50.0%<br>35,038 | Construct grade separated interchange<br>(2040 Expressway Plan) | % of Total Traffic |
| 37 | Centennial Boulevard and Tasman Drive | SC | 44.1%<br>30,893 | Construct planned Class I shared-use path along the Hetch Hetchy right of way. (Bicycle Master Plan Update 2018) | % of Total Traffic |
| 42 | Scott Boulevard and Central Expressway<br>*(CMP)* | SCC | 69.0%<br>48,328 | Construct grade separated interchange<br>(2040 Expressway Plan) | % of Total Traffic |

**Table 11 (continued)**
**Summary of Affected Intersections under Background Plus Project Conditions – Focus Area Buildout**

| # | Intersection | Jurisdiction | Development Level Triggering Need for Improvement % (daily trips) | Recommended Improvements | Project Responsibility[1] |
|---|---|---|---|---|---|
| 43 | Lafayette Street and Central Expressway *(CMP)* | SCC | 62.3% 43,683 | Construct grade separated interchange (2040 Expressway Plan) | % of Total Traffic |
| 44 | De la Cruz Boulevard and Central Expressway *(CMP)* | SCC | 55.6% 38,931 | Convert the existing HOV lanes on Central Expressway to mixed-flow lanes (VTP 2040) | % of Total Traffic |
| 45 | Agnew Rd/De La Cruz Blvd and Montague Expwy *(CMP)* | SCC | 17.5% 12,294 | Implement measures identified in Multimodal Improvement Plan | % of Total Traffic |
| 47 | N. 1st Street and Montague Expressway *(CMP)* | SCC | 31.3% 21,898 | Construct grade separated interchange (2040 Expressway Plan) | % of Total Traffic |
| 48 | Zanker Road and Montague Expressway *(CMP)* | SCC | 44.0% 30,802 | Widen Zanker Rd to 3 lanes in each direction from River Oaks Parkway to Trimble Rd and add a 2nd left-turn lane on both the NB and SB approaches (North San José Deficiency Plan) | Pay North San José fee or fair-share contribution |
| 50 | McCarthy Blvd/O'Toole Av and Montague Expwy *(CMP)* | SCC | 47.6% 33,369 | Construct grade separated "square loop" interchange (North San José Area Development Policy, Phase 3, 2017) | Pay North San José fee or fair-share contribution |
| 54 | Lawrence Expressway and Pruneridge Avenue | SCC | 53.3% 37,373 | Construct grade separated interchange (2040 Expressway Plan) | % of Total Traffic |

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

# 5. Cumulative Conditions

This chapter describes the roadway traffic operations under cumulative no project conditions, cumulative plus project conditions without Greystar, and cumulative plus project conditions including Greystar. Cumulative conditions represent the Year 2040. Cumulative no project conditions include all anticipated developments in the area including the buildout of the Patrick Henry Drive Specific Plan (PHDSP) Option 2 except development of the Freedom Circle Focus Area. Cumulative plus project conditions including Greystar were evaluated relative to cumulative plus project conditions without Greystar to identify adverse effects of the Greystar General Plan Amendment. Cumulative plus project conditions including Greystar also were evaluated relative to cumulative no project conditions to identify adverse effects of the Freedom Circle Focus Area Plan. This chapter describes cumulative improvements assumed in the Year 2040 transportation network, the procedure used to forecast cumulative traffic volumes, the resulting traffic conditions, and improvements recommended to alleviate adverse effects of the Greystar General Plan Amendment and the Freedom Circle Focus Area Plan.

## 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 at study intersections. The intersection improvements are planned CIP projects and improvements that will be funded by City Place as mitigation for buildout of the project. Figure 12 shows the lane configurations at the study intersections under cumulative conditions.

**38. Calle Del Sol and Tasman Drive:** reconfigure southbound approach to include two left-turn lanes and one right-turn lane with overlap phase.

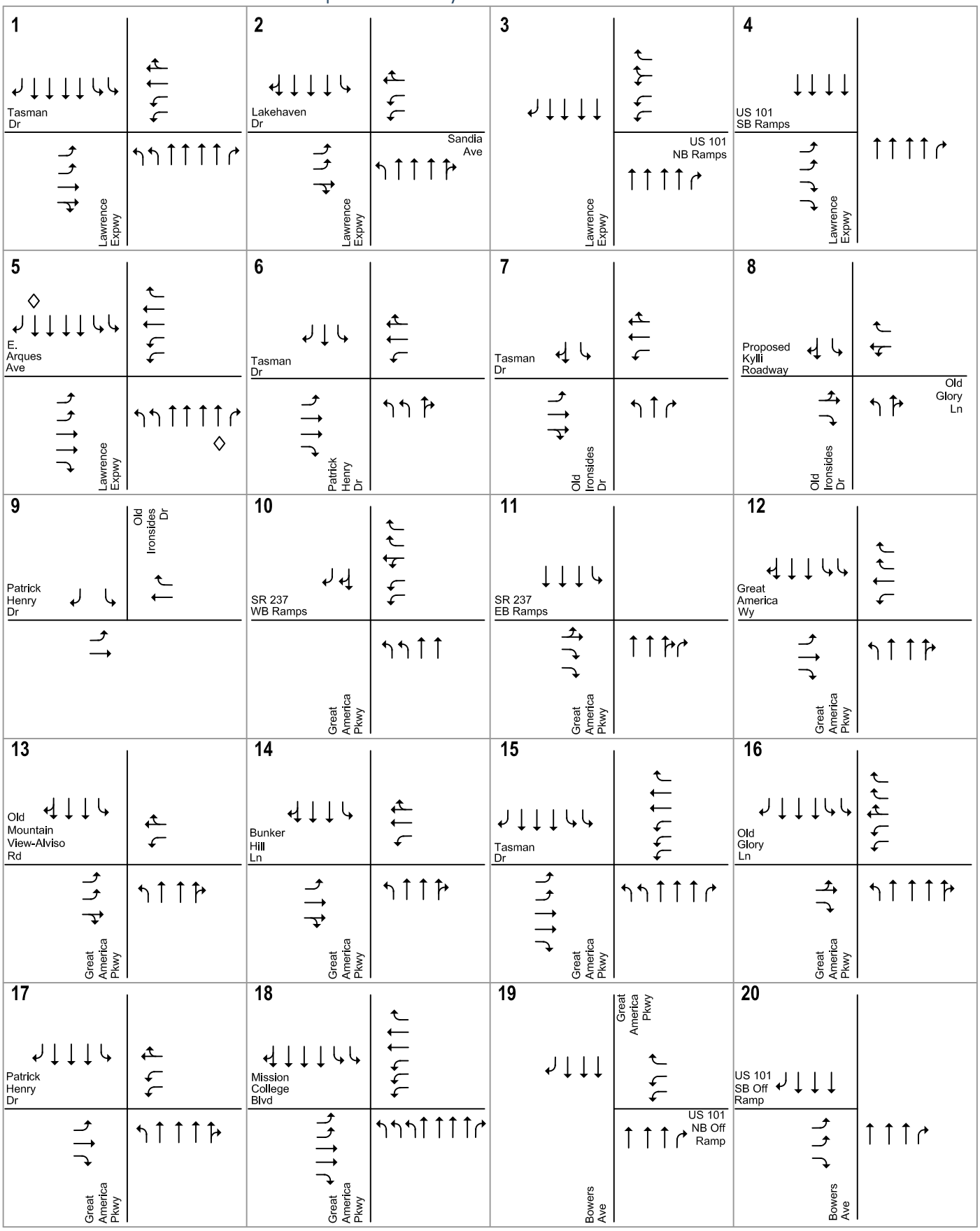
**40. Lafayette Street and Calle De Luna:** reconstruct the westbound approach to include two left-turn lanes and one right-turn lane.

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

**42. Scott Boulevard and Central Expressway:** convert Central Expressway HOV lane to mixed-flow lane, resulting in 3 mixed-flow lanes in each direction (eastbound and westbound).

**43. Lafayette Street and Central Expressway:** convert Central Expressway HOV lane to mixed-flow lane, resulting in 3 mixed-flow lanes in each direction (eastbound and westbound).

**44. De la Cruz Boulevard and Central Expressway:** convert Central Expressway HOV lane to mixed-flow lane, resulting in 3 mixed-flow lanes in eastbound direction.




LEGEND

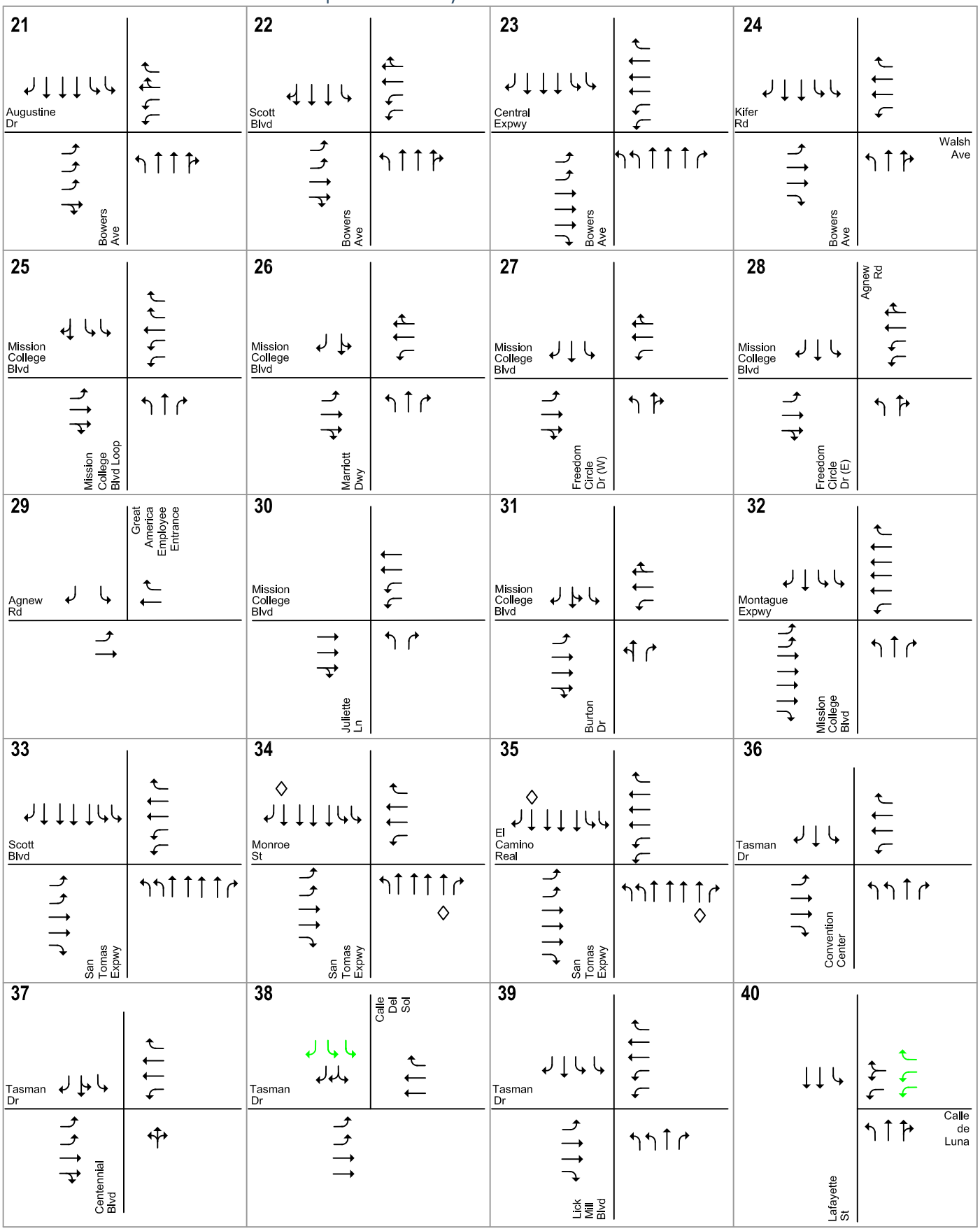
← = Cumulative Improvement

◇ = HOV Lane

**Figure 12**
**Cumulative No Project Lane Configurations**

HEXAGON

NORTH
Not to Scale




LEGEND

⟵ = Cumulative Improvement

◇ = HOV Lane

**Figure 12**
**Cumulative No Project Lane Configurations**

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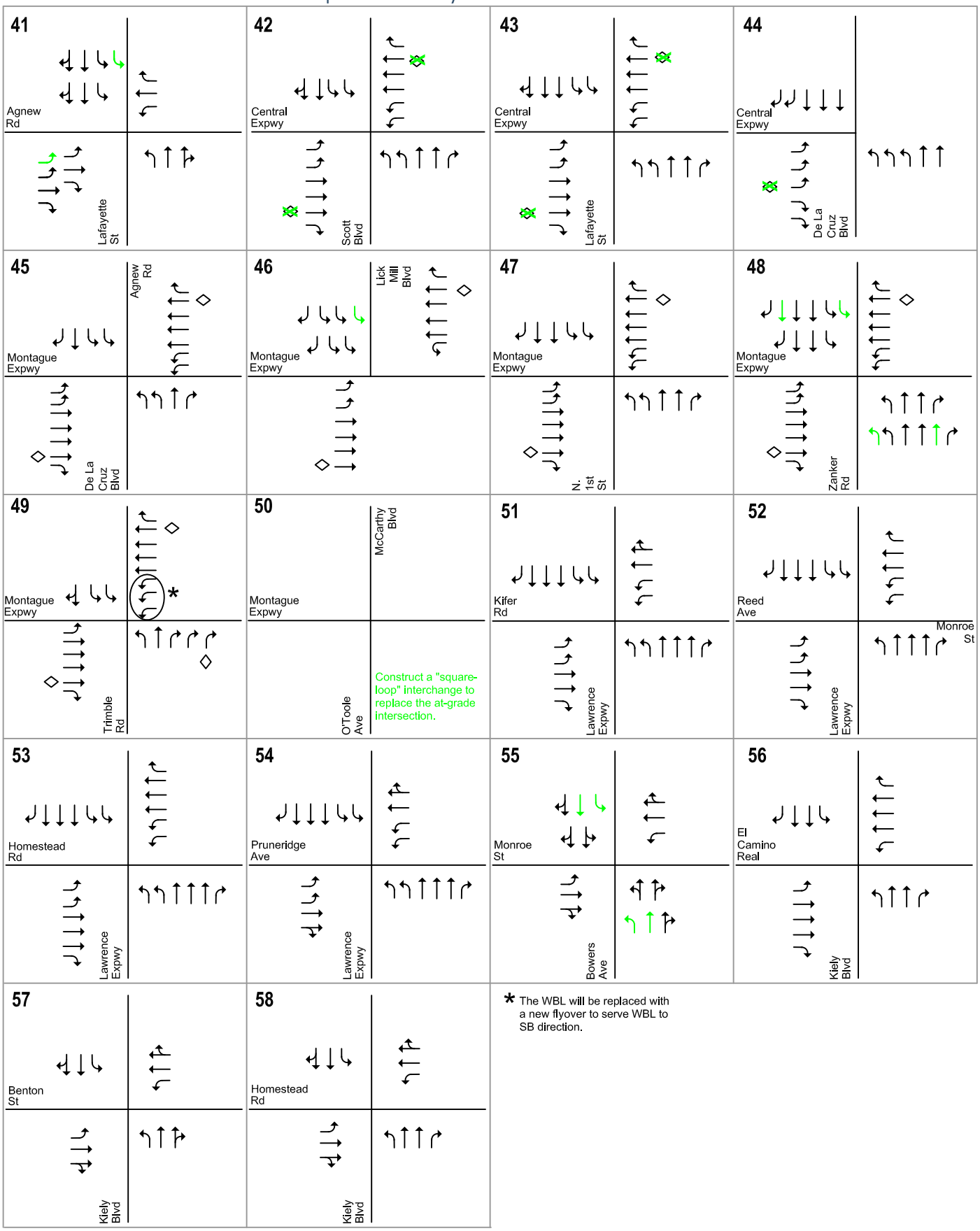



* The WBL will be replaced with a new flyover to serve WBL to SB direction.

LEGEND

⟵ = Cumulative Improvement

◇ = HOV Lane

**Figure 12**
**Cumulative No Project Lane Configurations**

HEXAGON

NORTH
Not to Scale

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

**48. 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.

**50. McCarthy Boulevard/O'Toole Avenue and Montague Expressway:** construction of a "square-loop" interchange to replace the at-grade intersection.

**55. 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.

Cumulative plus project conditions assume the above transportation improvements and the same intersection lane configuration as shown in Figure 12.

## 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 2040 land use projections in most locations. In the vicinity of the Focus Area, the model assumes buildout of City Place and the Tasman East Specific Plan Area as well as development of an additional 1,500 dwelling units per a proposed Amendment to the Tasman East Specific Plan.

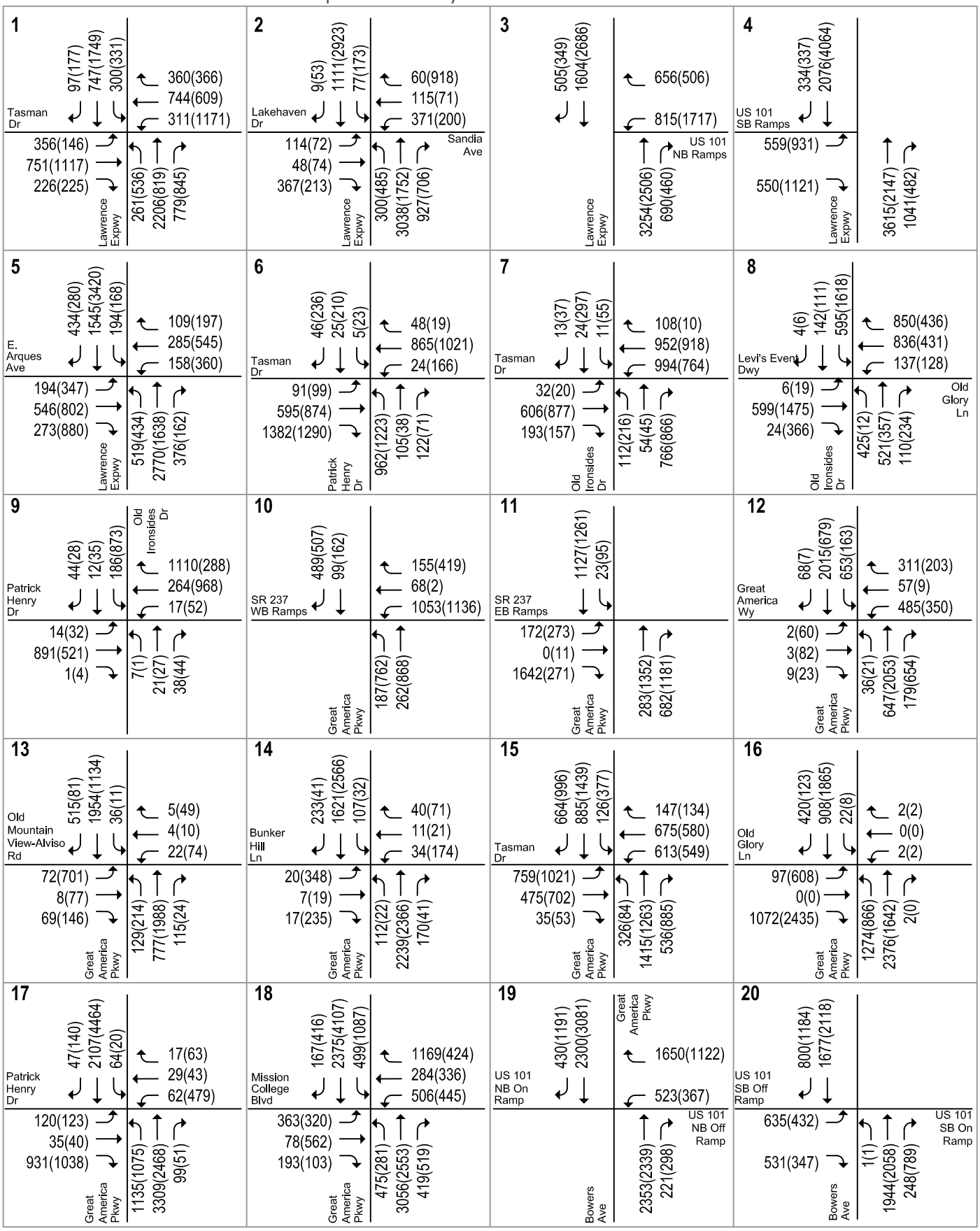
Cumulative no project conditions also assume buildout of the proposed Kylli site located immediately north of the PHDSP Area and the buildout of the PHDSP Option 2. As originally proposed, the Kylli mixed-use development totaled 10.61 million gross square feet. The application is currently on hold as Kylli works to prepare a reduced-density plan with reduced heights based on feedback from the FAA. While the reduced density plan has not yet been finalized, for the purpose of this analysis, the Kylli site is assumed to contain 3,170 residential dwelling units, 3,060,000 s.f. of office space, approximately 250,000 s.f. of retail/restaurant space, a 300-room hotel, a 600-student elementary school and a 160-student day care.

The PHDSP Option 2 land uses under this cumulative scenario are assumed to include approximately 10,300 residential units and 1,095,000 s.f. of non-residential uses, including 785,000 s.f. of office space, 150,000 s.f. of retail space, a 45,000 s.f. library, 25,000 s.f. of community/civic uses, and 90,000 s.f. of flex space, which is assumed to be an equal mix of office space, retail space, and residential amenities.

Like under background no project conditions, cumulative no project conditions assume a modest level of job growth (approximately 13 percent) above the existing employment within the Freedom Circle Focus Area. In addition, cumulative no project conditions assume the construction of the approved Sobrato development at 4301 Great America Parkway, which would add 718,000 s.f. of office space to the existing uses.

While the ABAG land use data do not reflect any growth in enrollment at Mission College from 2018 to 2040, the forecasts were modified to reflect a ten percent increase in enrollment by the Year 2040 based on historic data obtained from the California Community Colleges Chancellor's Office.

Generally, traffic volumes under Cumulative (Year 2040) conditions are greater than that under Background (Year 2030) conditions. However, trips generated by the proposed Kylli mixed-use development and the Patrick Henry Drive Specific Plan Area, which are assumed to be completed in



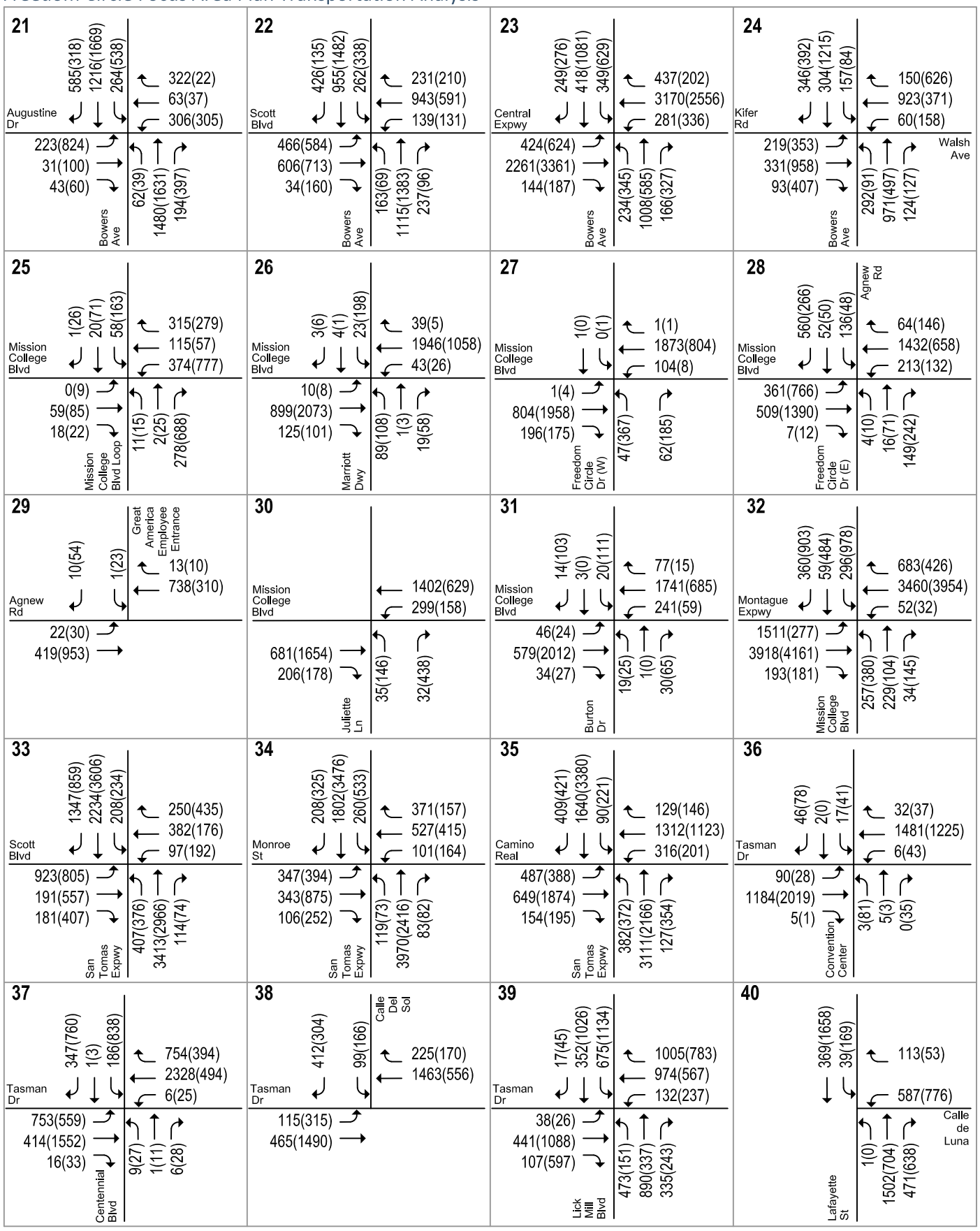

LEGEND

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

**Figure 13**
**Cumulative No Project Traffic Volumes**



NORTH
Not to Scale



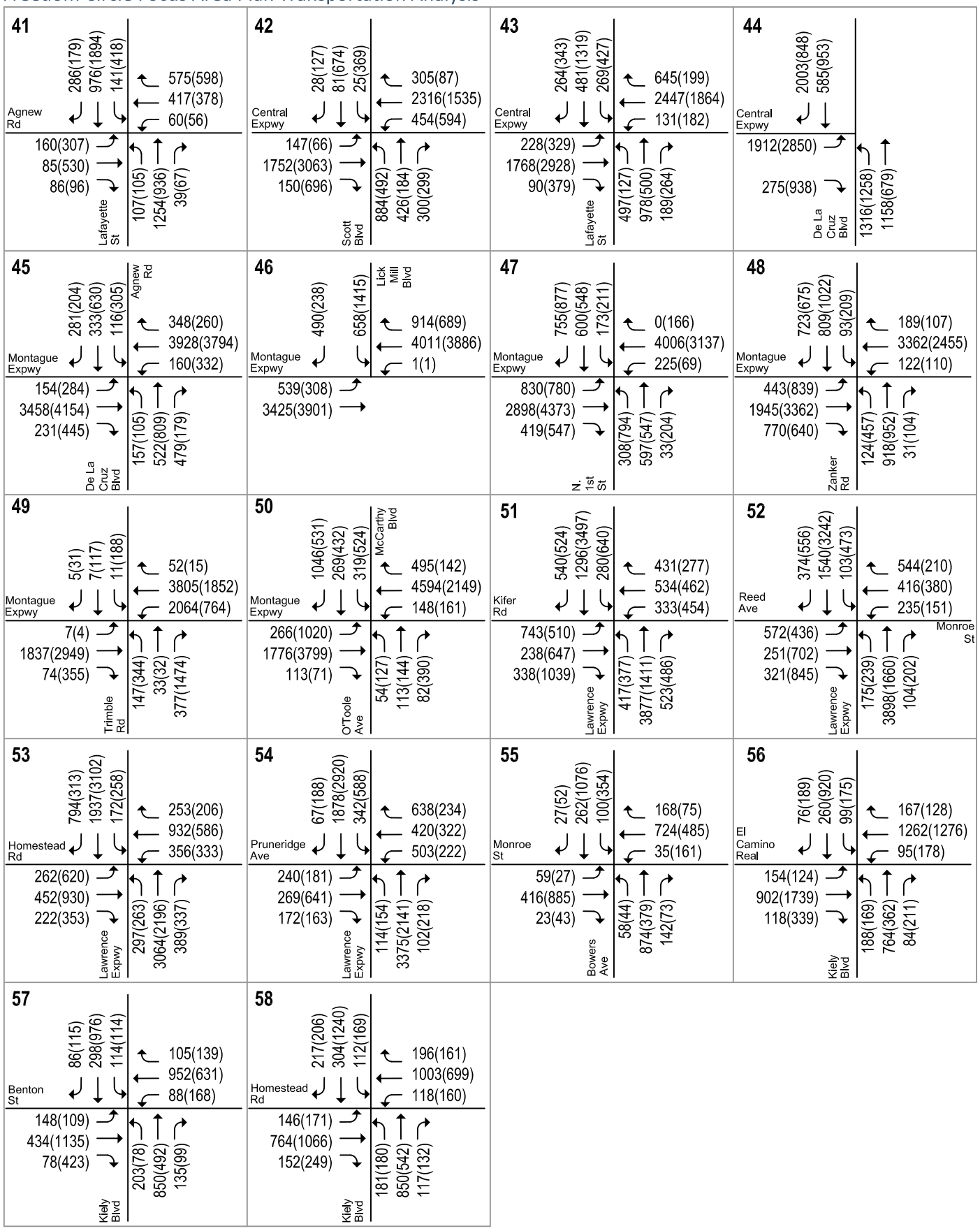

LEGEND

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

**Figure 13**
**Cumulative No Project Traffic Volumes**



NORTH
Not to Scale




LEGEND

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

**Figure 13**
**Cumulative No Project Traffic Volumes**



NORTH
Not to Scale

the Year 2040 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 Tasman/Old Ironsides intersection would be approximately 350 vehicles lower under Cumulative Conditions than under Background Conditions during the PM peak hour due to the large increase in traffic (830 vehicles) that would be added to the northbound right-turn movement from the Kylli and PHDSP developments.

## Cumulative Plus Project Traffic Volumes Without Greystar

This scenario reflects full buildout of the Freedom Circle Focus Area with the exception of the Greystar site, which would remain vacant. Traffic volumes under cumulative plus project conditions without Greystar were estimated using the CSC travel demand forecast model. The land use assumptions outside the Focus Area are unchanged from the above cumulative no project scenario. Except for the Greystar site, the land uses assumptions within the Freedom Circle Focus Area are the same as under background plus project conditions (see Chapter 4). Like under background plus project conditions, the trips generated by the Focus Area development were estimated based on ITE trip rates and reductions for internal trips and transit usage based on CSC model estimates.

The development of Freedom Circle Focus Area without Greystar is estimated to generate 72,164 gross daily trips including 7,481 AM peak hour trips and 7,724 PM peak hour trips. After applying the trip reductions, the Focus Area development without Greystar is expected to generate 65,168 net daily vehicle trips, 6,723 (5,245 inbound and 1,478 outbound) net AM peak hour trips, and 7,021 (1,662 inbound and 5,359 outbound) net PM peak hour trips under cumulative conditions (see Table 12). See Figure 14 for traffic volumes under cumulative plus project conditions without Greystar.

**Table 12**
**Project Trip Generation Estimates – Focus Area Without Greystar**

| | | | | | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | | | | Trips | | | | | Trips | | | |
| Land Use | Size | Rate | Trips | Mode Share | Rate | In | Out | Total | Mode Share | Rate | In | Out | Total | Mode Share |
| Multifamily Housing (Mid-Rise) | 2,500 Dwelling Units | 5.44 | 13,600 | | 0.36 | 234 | 666 | 900 | | 0.44 | 671 | 429 | 1,100 | |
| **Total Residential Trips** | *2,500 Dwelling Units* | *5.44* | *13,600* | | *0.36* | *234* | *666* | *900* | | *0.44* | *671* | *429* | *1,100* | |
| General Office Building | 5,369,000 Square Feet | 9.74 | 52,294 | | 1.16 | 5,356 | 872 | 6,228 | | 1.15 | 988 | 5,186 | 6,174 | |
| Hotel | 750 Rooms | 8.36 | 6,270 | | 0.47 | 208 | 145 | 353 | | 0.60 | 230 | 220 | 450 | |
| **Total Employment Trips** | *5,369,000 Square Feet* | | *58,564* | | | *5,564* | *1,017* | *6,581* | | | *1,218* | *5,406* | *6,624* | |
| **Total Proposed Project Trips** | | | **72,164** | **100.0%** | | **5,798** | **1,683** | **7,481** | **100.0%** | | **1,889** | **5,835** | **7,724** | **100.0%** |
| *Less Internal Trips* | | | (2,054) | 2.8% | | (43) | (43) | (86) | 1.1% | | (92) | (92) | (184) | 2.4% |
| *Less External Public Transit Trips* | | | (4,942) | 6.8% | | (510) | (162) | (672) | 9.0% | | (135) | (384) | (519) | 6.7% |
| **External Vehicle Trips** | | | **65,168** | **90.3%** | | **5,245** | **1,478** | **6,723** | **89.9%** | | **1,662** | **5,359** | **7,021** | **90.9%** |

Source: Trip rates from ITE *Trip Generation Manual, 10th Edition,* 2017. Internal and transit trip reductions derived from CSC travel demand model.

## Cumulative Plus Project Traffic Volumes Including Greystar

This scenario reflects full buildout of the Freedom Circle Focus Area including the Greystar site. Traffic volumes under cumulative plus project including Greystar conditions were estimated using the CSC travel demand forecast model. The land use assumptions outside the Focus Area are unchanged from the above cumulative no project scenario. The land uses assumptions within the Freedom Circle Focus Area are the same as under background plus project conditions (see Chapter 4). Like under background plus project conditions, the trips generated by the Focus Area development 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.

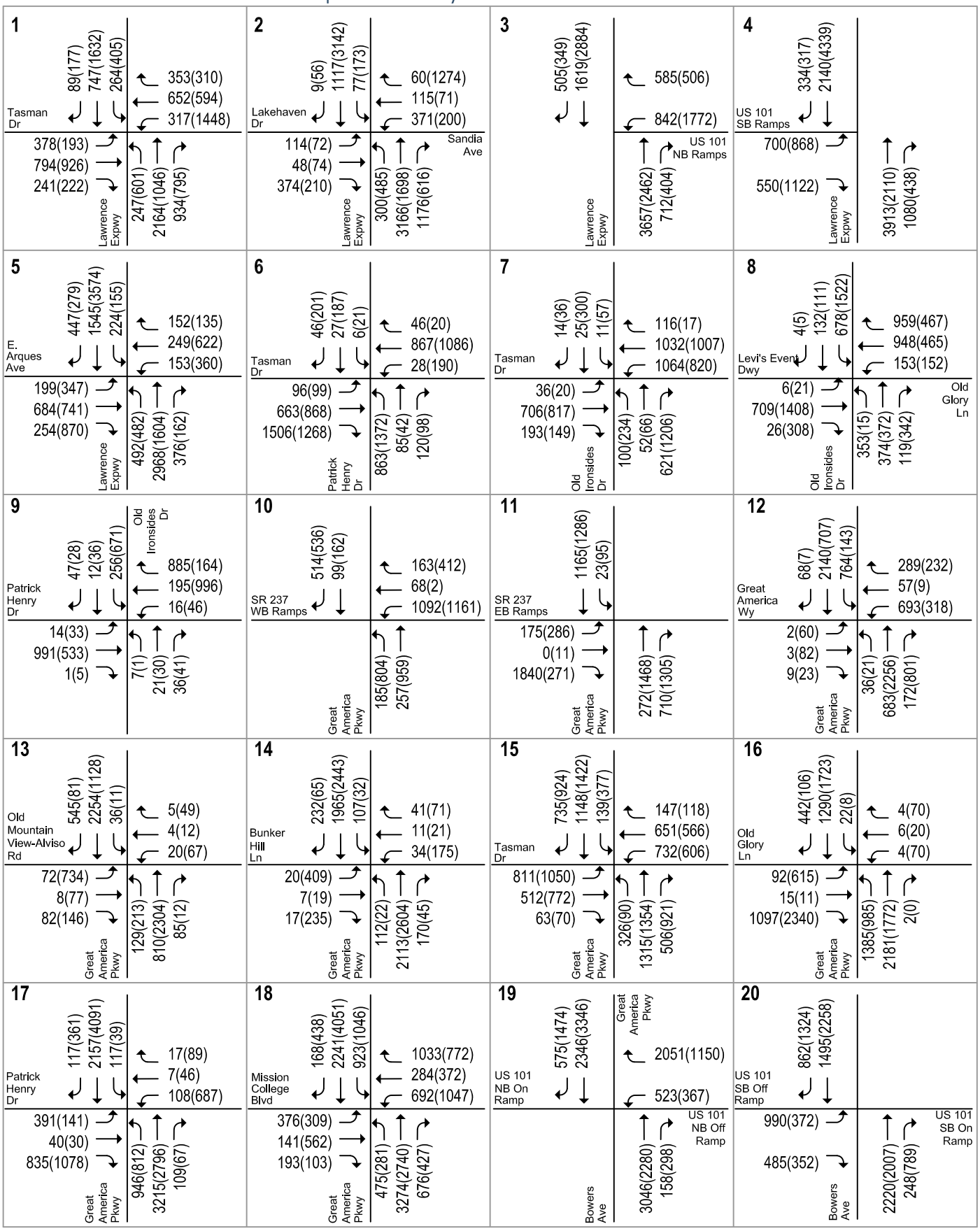
The gross project trips generated by the development of Freedom Circle Focus Area including Greystar remain the same as described in Chapter 4. After applying the trip reductions, the Focus Area development including Greystar is expected to generate 70,250 net daily vehicle trips, 7,070 (5,342 inbound and 1,728 outbound) net AM peak hour trips, and 7,438 (1,917 inbound and 5,521 outbound) net PM peak hour trips under cumulative conditions (see Table 13). See Figure 15 for traffic volumes under cumulative plus project conditions including Greystar.

**Table 13**
**Project Trip Generation Estimates – Focus Area Including Greystar**

| | | | Daily | | | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Trips | | | | | Trips | | | |
| Land Use | Size | | Rate | Trips | Mode Share | Rate | In | Out | Total | Mode Share | Rate | In | Out | Total | Mode Share |
| Multifamily Housing (Mid-Rise) | 3,600 | Dwelling Units | 5.44 | 19,584 | | 0.36 | 337 | 959 | 1,296 | | 0.44 | 966 | 618 | 1,584 | |
| **Total Residential Trips** | *3,600* | *Dwelling Units* | *5.44* | *19,584* | | *0.36* | *337* | *959* | *1,296* | | *0.44* | *966* | *618* | *1,584* | |
| General Office Building | 5,369,000 | Square Feet | 9.74 | 52,294 | | 1.16 | 5,356 | 872 | 6,228 | | 1.15 | 988 | 5,186 | 6,174 | |
| Retail | 2,000 | Square Feet | 37.75 | 76 | | 0.94 | 1 | 1 | 2 | | 3.81 | 4 | 4 | 8 | |
| Hotel | 750 | Rooms | 8.36 | 6,270 | | 0.47 | 208 | 145 | 353 | | 0.60 | 230 | 220 | 450 | |
| **Total Employment Trips** | *5,371,000* | *Square Feet* | | *58,640* | | | *5,565* | *1,018* | *6,583* | | | *1,222* | *5,410* | *6,632* | |
| **Total Proposed Project Trips** | | | | **78,224** | **100.0%** | | **5,902** | **1,977** | **7,879** | **100.0%** | | **2,188** | **6,028** | **8,216** | **100.0%** |
| *Less Internal Trips* | | | | (2,430) | 3.1% | | (54) | (54) | (108) | 1.4% | | (107) | (107) | (214) | 2.6% |
| *Less External Public Transit Trips* | | | | (5,527) | 7.1% | | (506) | (195) | (701) | 8.9% | | (164) | (398) | (562) | 6.8% |
| *Less Retail Passby Trips* | | | | *(17)* | 0.0% | | *0* | *0* | *0* | 0.0% | | *(1)* | *(1)* | *(2)* | 0.0% |
| **External Vehicle Trips** | | | | **70,250** | **89.8%** | | **5,342** | **1,728** | **7,070** | **89.7%** | | **1,917** | **5,521** | **7,438** | **90.5%** |

Source: Trip rates from ITE *Trip Generation Manual, 10th Edition,* 2017. Internal and transit trip reductions derived from CSC travel demand model.

Compared to Cumulative No Project Conditions, Cumulative traffic volumes with buildout of the Freedom Circle Focus Area including Greystar 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 buildout of the Freedom Circle Focus Area would also cause decreases in traffic volumes for some movements in the off-peak direction (eastbound Montague Expressway, for example) as the proposed new jobs would attract trips from residents in planned nearby residential developments such as the Patrick Henry Drive Specific Plan Area, the Kylli mixed-use site, the City Place development, and the Tasman East Specific Plan Area that would otherwise commute to other jobs farther away.




LEGEND

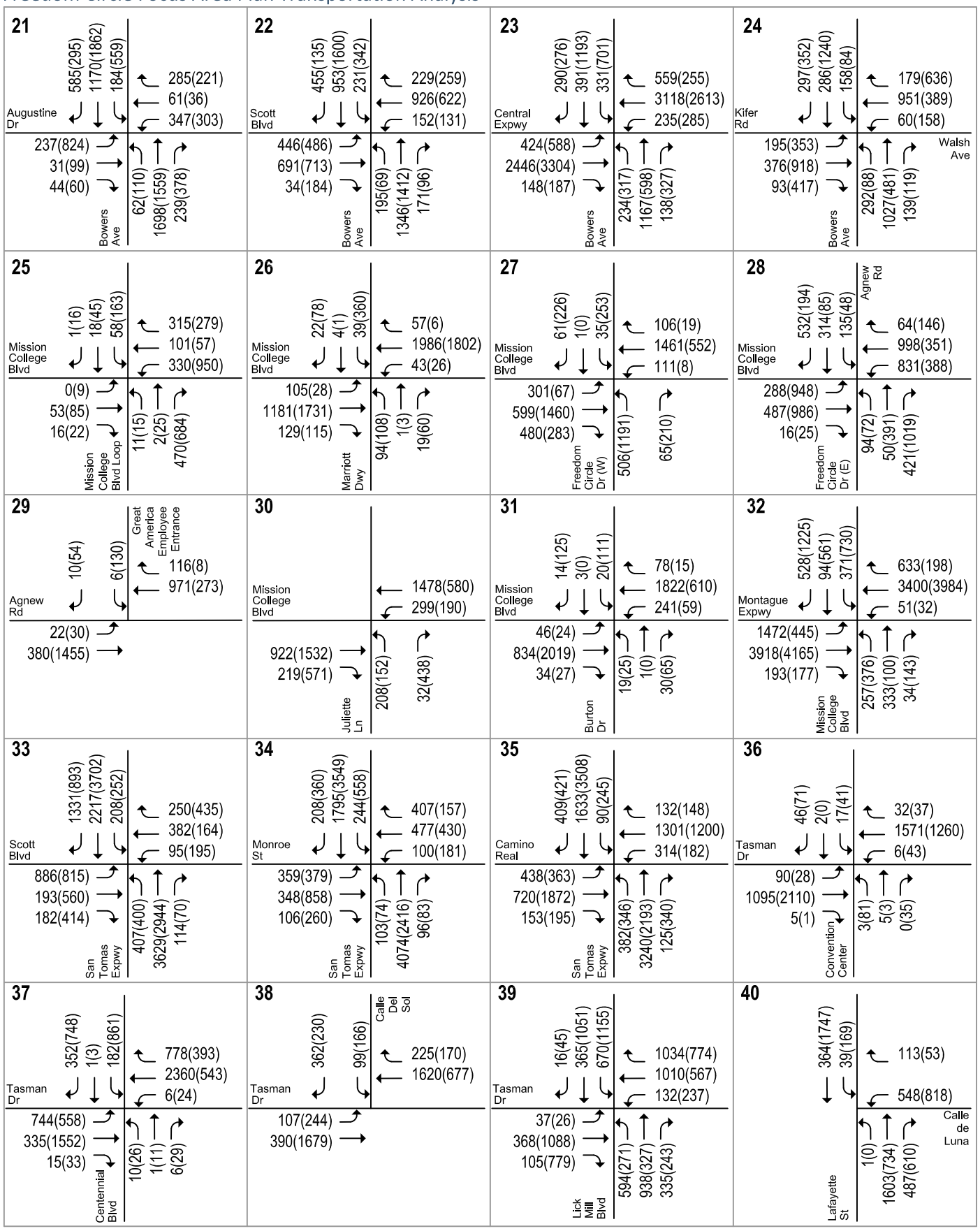
XX(XX) = AM(PM) Peak-Hour Traffic Volumes

**Figure 14**

**Cumulative Plus Freedom Circle Without Greystar Traffic Volumes**



NORTH
Not to Scale




LEGEND

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

**Figure 14**

**Cumulative Plus Freedom Circle Without Greystar Traffic Volumes**

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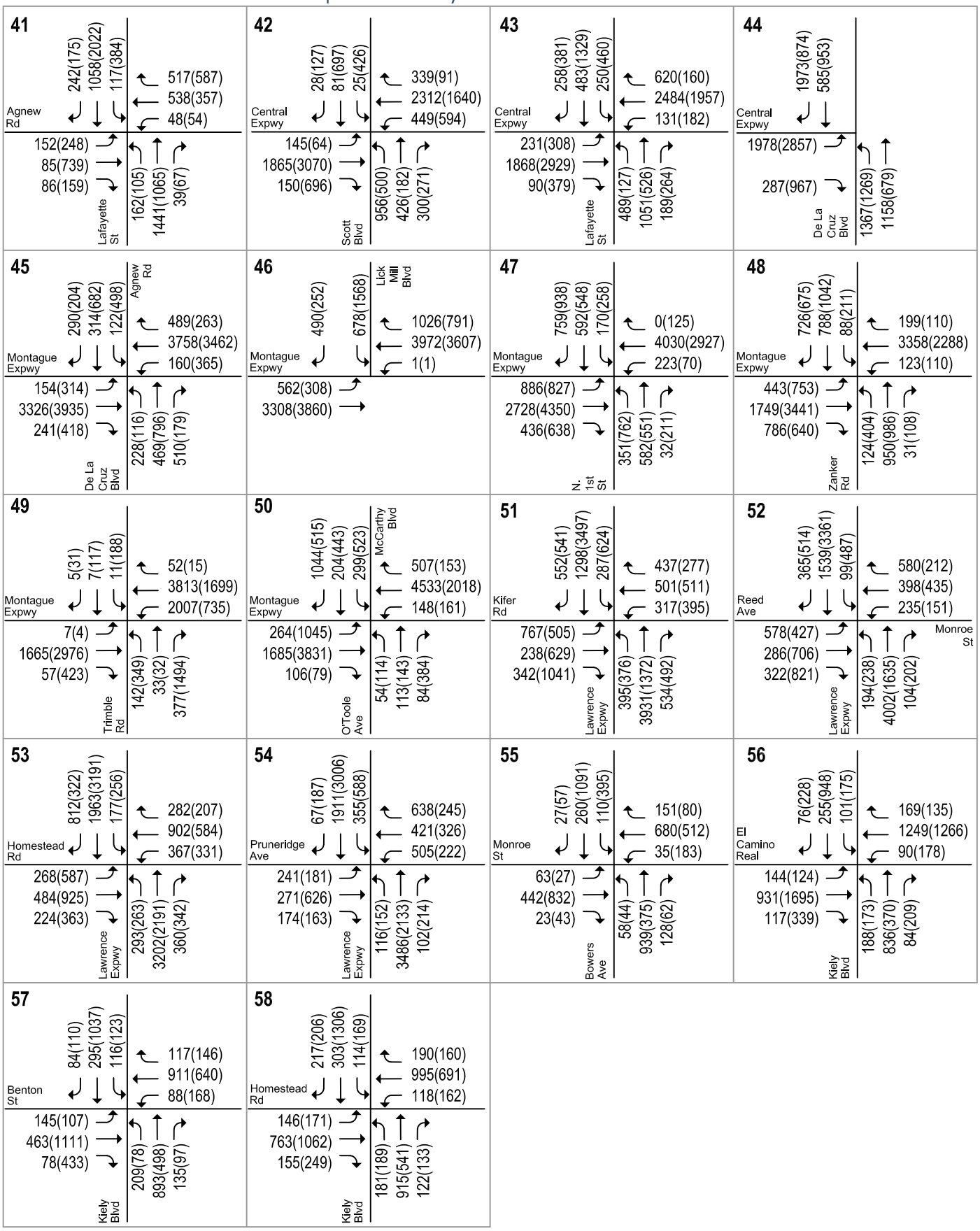



LEGEND

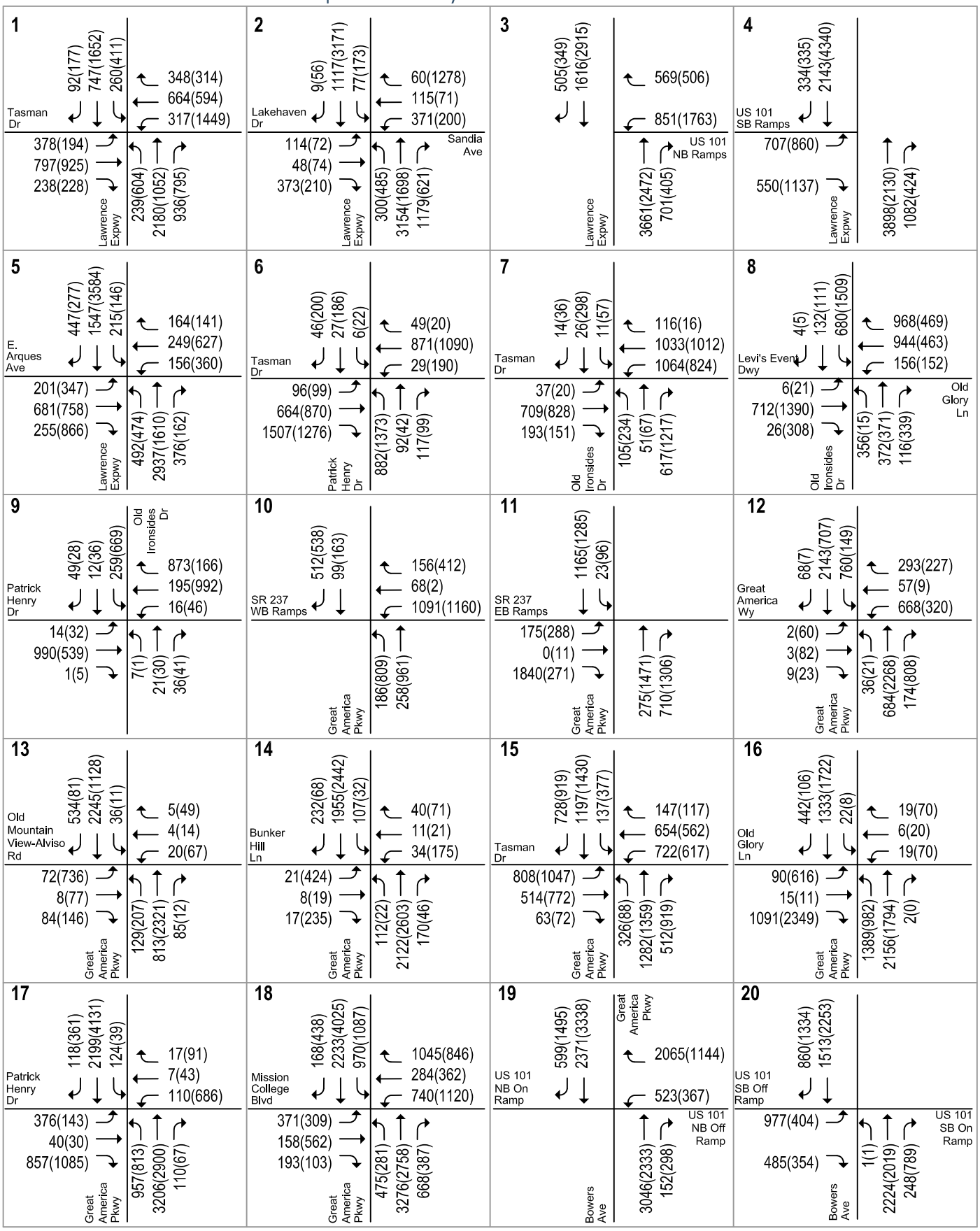
XX(XX) = AM(PM) Peak-Hour Traffic Volumes

**Figure 14**

**Cumulative Plus Freedom Circle Without Greystar Traffic Volumes**



NORTH
Not to Scale




LEGEND

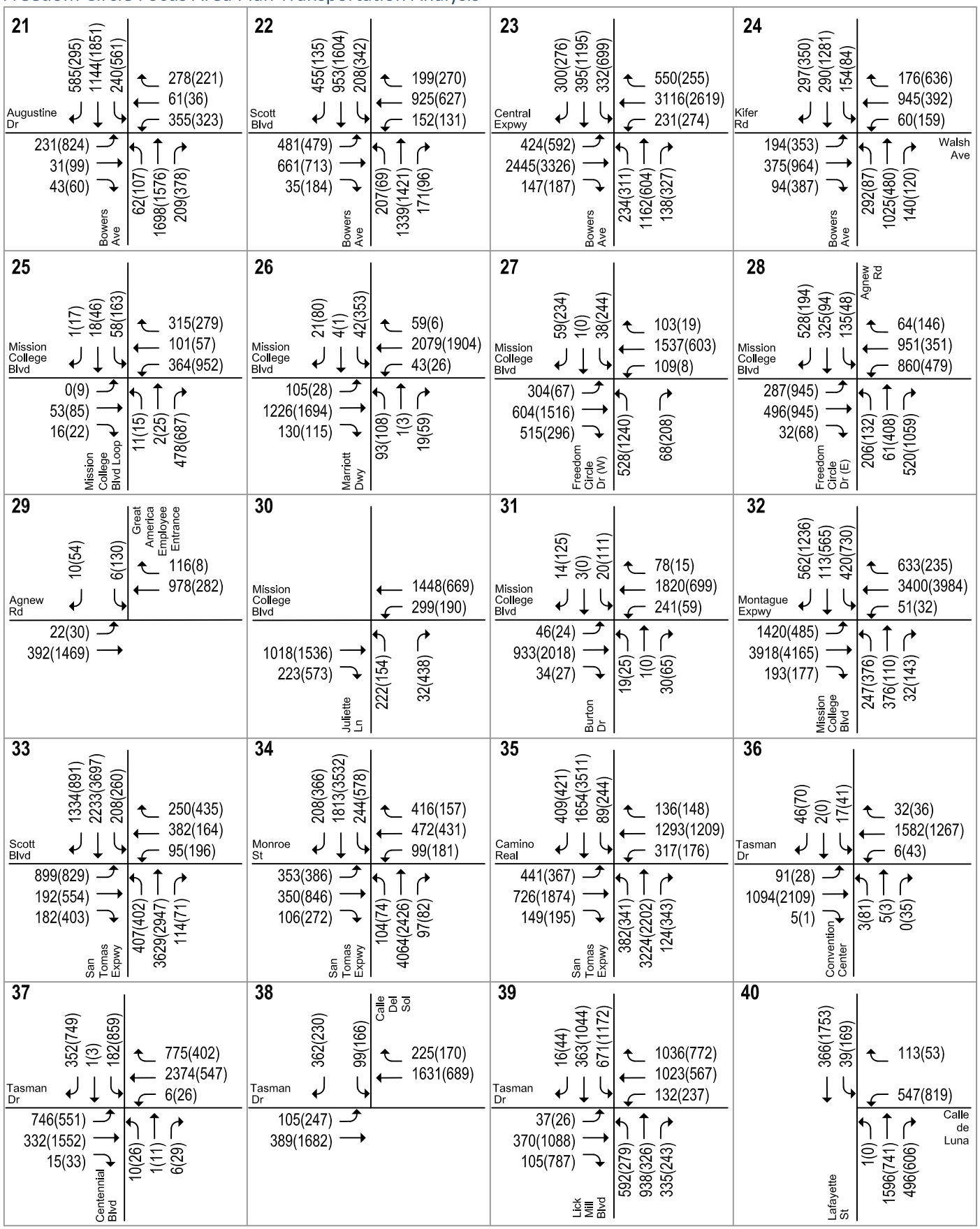
XX(XX) = AM(PM) Peak-Hour Traffic Volumes

**Figure 15**

**Cumulative Plus Project Including Greystar Traffic Volumes**

HEXAGON

NORTH
Not to Scale




LEGEND

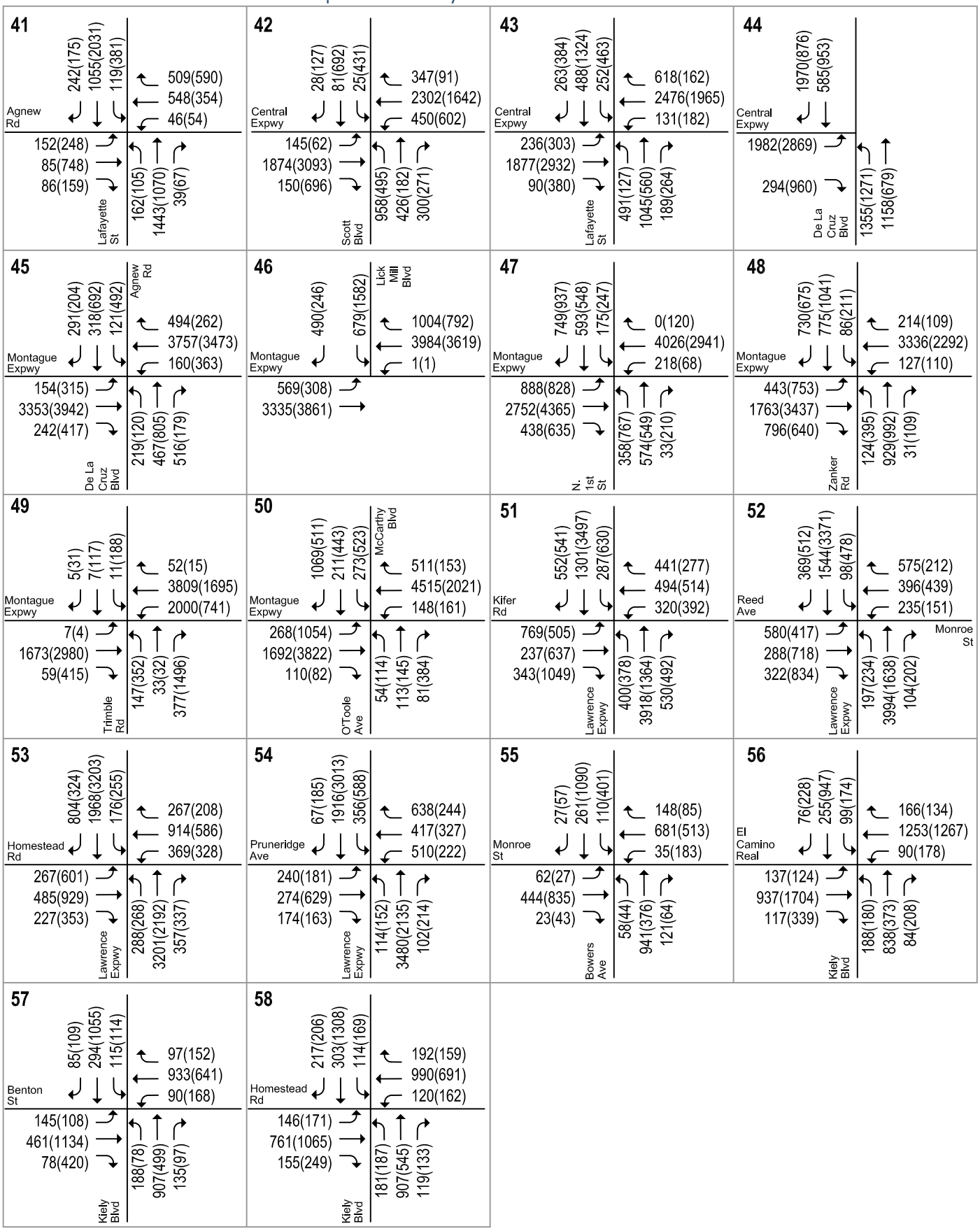
XX(XX) = AM(PM) Peak-Hour Traffic Volumes

**Figure 15**

**Cumulative Plus Project Including Greystar Traffic Volumes**

HEXAGON

NORTH
Not to Scale




LEGEND

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

**Figure 15**

**Cumulative Plus Project Including Greystar Traffic Volumes**



NORTH
Not to Scale

## Cumulative No Project Intersection Levels of Service

This scenario was developed as the baseline to identify the adverse effects attributable to the full buildout of the Freedom Circle Focus Area including the Greystar site. The results of the intersection level of service analysis show that the following 32 study intersections would operate at an unacceptable level during at least one peak hour under cumulative no project conditions (see Table 14).

1. Lawrence Expressway and Tasman Drive (PM peak hour)
2. Lawrence Expressway and Sandia Avenue/Lakehaven Drive (AM and PM peak hours)
5. Lawrence Expressway and E. Arques Ave (PM peak hour)
6. Patrick Henry Drive and Tasman Drive (AM and PM peak hours)
8. Old Ironsides Drive and Old Glory Lane (AM and PM peak hours)
9. Old Ironsides Drive and Patrick Henry Drive (AM and PM peak hours)
12. Great America Parkway and Great America Way (PM peak hour)
16. Great America Parkway and Old Glory Lane (AM and PM peak hours)
17. Great America Parkway and Patrick Henry Drive (AM and PM peak hours)
18. Great America Parkway and Mission College Boulevard (AM and PM peak hours)
23. Bowers Avenue and Central Expressway (AM and PM peak hours)
32. Mission College Boulevard and Montague Expressway (AM and PM peak hours)
33. San Tomas Expressway and Scott Boulevard (AM peak hour)
35. San Tomas Expressway and El Camino Real (AM and PM peak hours)
37. Centennial Boulevard and Tasman Drive (AM peak hour)
39. Lick Mill Boulevard and Tasman Drive (AM and PM peak hours)
41. Lafayette Street and Agnew Road (PM peak hour)
42. Scott Boulevard and Central Expressway (PM peak hour)
43. Lafayette Street and Central Expressway (PM peak hour)
44. De La Cruz Boulevard and Central Expressway (AM and PM peak hours)
45. Agnew Road/De La Cruz Boulevard and Montague Expressway (AM and PM peak hours)
46. Lick Mill Boulevard and Montague Expressway (PM peak hour)
47. N. 1st Street and Montague Expressway (AM and PM peak hours)
48. Zanker Road and Montague Expressway (AM and PM peak hours)
49. Trimble Road and Montague Expressway (PM peak hour)
51. Lawrence Expressway and Kifer Road (AM and PM peak hours)
52. Lawrence Expressway and Reed Avenue/Monroe Street (AM and PM peak hours)
54. Lawrence Expressway and Pruneridge Avenue (AM peak hour)
57. Kiely Boulevard and Benton Street (PM peak hour)
58. Kiely Boulevard and Homestead Road (PM peak hour)

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 C.

**Table 14**
**Cumulative Intersection LOS without and with Focus Area Buildout**

| | | | Cumulative (2040) Conditions | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | With Project | | | | | |
| | | | No Project | | Freedom Circle Buildout (including Greystar) | | | | Freedom Circle Buildout (including Greystar) w/ Improv & 10% TDM | |
| # | Intersection | Peak Hour | Avg Delay | LOS | Avg Delay | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C | Avg Delay | LOS |
| 1 | Lawrence Expressway and Tasman Drive | AM | 66.5 | E | 64.2 | E | -10.7 | -0.051 | | |
| | *(CMP)* | PM | **167.9** | **F** | **196.1** | **F** | **56.0** | **0.049** | | |
| 2 | Lawrence Expwy and Sandia Av/Lakehaven Dr | AM | **135.1** | **F** | **158.0** | **F** | **49.8** | **0.156** | | |
| | | PM | **OVFL** | **F** | **OVFL** | **F** | **OVFL** | **0.569** | | |
| 3 | Lawrence Expressway and US 101 NB Ramps | AM | 11.7 | B | 11.9 | B | -0.3 | 0.029 | | |
| | | PM | 65.4 | E | 68.8 | E | 3.6 | 0.043 | | |
| 4 | Lawrence Expressway and US 101 SB Ramps | AM | 19.2 | B | 32.1 | C | 21.0 | 0.091 | | |
| | | PM | 77.3 | E | 70.9 | E | -0.7 | 0.044 | | |
| 5 | Lawrence Expressway and E. Arques Ave. | AM | 46.9 | D | 50.2 | D | 4.1 | 0.028 | | |
| | *(CMP)* | PM | **112.2** | **F** | **123.1** | **F** | **17.1** | **0.015** | | |
| 6 | Patrick Henry Drive and Tasman Drive | AM | **61.0** | **E** | **82.4** | **F** | **40.6** | **0.089** | | |
| | | PM | **66.3** | **E** | **70.5** | **E** | **-4.5** | **-0.008** | | |
| 7 | Old Ironsides Drive and Tasman Drive | AM | 36.0 | D | 48.1 | D | 21.4 | 0.075 | | |
| | | PM | 47.7 | D | **64.6** | **E** | **9.7** | **0.066** | | |
| 8 | Old Ironsides Drive and Old Glory Lane | AM | **OVFL** | **F** | **OVFL** | **F** | **OVFL** | **-65.584** | **66.8** | **E** |
| | *(Unsignalized)* | PM | **OVFL** | **F** | **OVFL** | **F** | **OVFL** | **0.085** | **121.7** | **F** |
| 9 | Old Ironsides Drive and Patrick Henry Drive | AM | **OVFL** | **F** | **295.5** | **F** | **-273.4** | **-10.339** | | |
| | *(Unsignalized)* | PM | **OVFL** | **F** | **OVFL** | **F** | **-1992.0** | **-10.045** | | |
| 10 | Great America Parkway and SR 237 WB Ramps | AM | 13.6 | B | 13.8 | B | 0.2 | 0.017 | | |
| | *(CMP)* | PM | 21.4 | C | 22.0 | C | 1.1 | 0.033 | | |
| 11 | Great America Parkway and SR 237 EB Ramps | AM | 9.4 | A | 9.3 | A | 0.0 | 0.011 | | |
| | *(CMP)* | PM | 12.4 | B | 12.8 | B | 0.5 | 0.048 | | |
| 12 | Great America Parkway and Great America Way | AM | 42.3 | D | **93.3** | **F** | **63.5** | **0.160** | | |
| | | PM | **67.6** | **E** | **91.5** | **F** | **30.3** | **0.056** | | |
| 13 | Great America Pkwy and Old Mt View-Alviso Rd | AM | 16.9 | B | 18.4 | B | 2.0 | 0.076 | | |
| | | PM | 41.6 | D | 42.1 | D | 2.3 | 0.080 | | |
| 14 | Great America Parkway and Bunker Hill Lane | AM | 11.7 | B | 11.6 | B | -0.2 | -0.025 | | |
| | | PM | 25.7 | C | 30.1 | C | 5.9 | 0.063 | | |
| 15 | Great America Parkway and Tasman Drive | AM | 48.0 | D | 48.6 | D | 4.8 | 0.024 | | |
| | *(CMP)* | PM | 52.7 | D | 54.0 | D | 4.5 | 0.009 | | |
| 16 | Great America Parkway and Old Glory Lane | AM | **250.8** | **F** | **OVFL** | **F** | **49.9** | **0.112** | 50.6 | D |
| | | PM | **OVFL** | **F** | **OVFL** | **F** | **-3.3** | **-0.009** | **276.2** | **F** |
| 17 | Great America Parkway and Patrick Henry Drive | AM | **275.9** | **F** | **234.4** | **F** | **-73.1** | **-0.136** | | |
| | | PM | **OVFL** | **F** | **OVFL** | **F** | **-59.4** | **-0.134** | | |
| 18 | Great America Pkwy and Mission College Blvd | AM | **108.0** | **F** | **124.3** | **F** | **33.5** | **-0.276** | | |
| | *(CMP)* | PM | **58.1** | **E** | **229.5** | **F** | **206.3** | **0.192** | | |
| 19 | Great America Pkwy and US 101 NB Off Ramp | AM | 9.9 | A | 9.6 | A | 0.4 | 0.132 | | |
| | *(CMP)* | PM | 8.3 | A | 8.4 | A | 0.2 | 0.048 | | |
| 20 | Bowers Avenue and US 101 SB Off Ramp | AM | 12.0 | B | 16.4 | B | 4.8 | 0.172 | | |
| | *(CMP)* | PM | 11.1 | B | 10.1 | B | -0.9 | 0.016 | | |
| 21 | Bowers Avenue and Augustine Drive | AM | 28.6 | C | 28.7 | C | 0.6 | 0.060 | | |
| | | PM | 41.4 | D | 41.1 | D | -0.5 | -0.008 | | |
| 22 | Bowers Avenue and Scott Boulevard | AM | 60.3 | E | 60.6 | E | 3.9 | -0.013 | | |
| | (CMP) | PM | 49.5 | D | 49.3 | D | -0.2 | 0.002 | | |
| 23 | Bowers Avenue and Central Expressway | AM | **98.6** | **F** | **93.7** | **F** | **-7.6** | **0.013** | **93.4** | **F** |
| | (CMP) | PM | **126.5** | **F** | **129.7** | **F** | **-8.5** | **-0.025** | **128.7** | **F** |
| 24 | Bowers Avenue and Kifer Road/Walsh Avenue | AM | 39.2 | D | 38.8 | D | -0.3 | 0.012 | | |
| | | PM | 46.1 | D | 48.7 | D | 4.1 | 0.023 | | |
| 25 | Mission College Loop and Mission College Blvd | AM | 12.6 | B | 12.4 | B | -0.6 | -0.008 | | |
| | | PM | 23.2 | C | 21.5 | C | 0.6 | 0.069 | | |

**Table 14 (cont.)**
**Cumulative Intersection LOS without and with Focus Area Buildout**

| | | | Cumulative (2040) Conditions | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | With Project | | | | | |
| | | | No Project | | Freedom Circle Buildout (including Greystar) | | | | Freedom Circle Buildout (including Greystar) w/ Improv & 10% TDM | |
| # | Intersection | Peak Hour | Avg Delay | LOS | Avg Delay | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C | Avg Delay | LOS |
| 26 | Marriott Dwy and Mission College Blvd | AM | 10.4 | B | 25.7 | C | 21.2 | 0.112 | | |
| | | PM | 18.0 | B | 25.8 | C | 8.9 | 0.018 | | |
| 27 | Freedom Circle W and Mission College Blvd | AM | 11.0 | B | **73.6** | **E** | **90.8** | **0.450** | 48.0 | D |
| | | PM | 32.0 | C | **168.8** | **F** | **196.4** | **0.456** | 50.3 | D |
| 28 | Agnew/Freedom Circle E & Mission College Blvd | AM | 37.2 | D | 45.1 | D | 15.8 | 0.043 | 32.5 | C |
| | | PM | 38.5 | D | **223.3** | **F** | **272.6** | **0.731** | **68.9** | **E** |
| 29 | Great America employee entrance and Agnew Rd | AM | 3.5 | A | 4.7 | A | 1.7 | 0.151 | | |
| | | PM | 5.4 | A | 41.8 | D | 43.9 | 0.406 | | |
| 30 | Juliette Lane and Mission College Boulevard | AM | 12.1 | B | 21.3 | C | 11.5 | 0.139 | 23.6 | C |
| | | PM | 22.0 | C | 22.2 | C | 0.3 | 0.055 | | |
| 31 | Burton Drive and Mission College Boulevard | AM | 24.8 | C | 26.0 | C | 1.9 | 0.026 | | |
| | | PM | 18.6 | B | 18.7 | B | 0.0 | 0.001 | | |
| 32 | Mission College Blvd and Montague Expwy | AM | **126.8** | **F** | **140.8** | **F** | **23.7** | **0.085** | | |
| | *(CMP)* | PM | **121.9** | **F** | **133.0** | **F** | **21.0** | **0.118** | | |
| 33 | San Tomas Expressway and Scott Boulevard | AM | **166.3** | **F** | **156.3** | **F** | **-22.2** | **0.022** | | |
| | *(CMP)* | PM | 66.6 | E | 69.8 | E | 5.7 | 0.021 | | |
| 34 | San Tomas Expressway and Monroe Street | AM | 59.1 | E | 62.2 | E | 4.0 | -0.004 | | |
| | *(CMP)* | PM | 53.3 | D | 54.8 | D | -0.2 | 0.010 | | |
| 35 | San Tomas Expressway and El Camino Real | AM | **100.6** | **F** | **102.4** | **F** | **3.5** | **0.002** | | |
| | *(CMP)* | PM | **120.3** | **F** | **123.2** | **F** | **6.2** | **0.005** | | |
| 36 | Convention Center and Tasman Drive | AM | 13.1 | B | 13.4 | B | 0.3 | 0.033 | | |
| | | PM | 14.4 | B | 14.8 | B | 0.8 | 0.028 | | |
| 37 | Centennial Boulevard and Tasman Drive | AM | **91.1** | **F** | **96.2** | **F** | **5.3** | **0.011** | **94.8** | **F** |
| | | PM | 41.6 | D | 42.1 | D | -1.2 | -0.004 | 41.4 | D |
| 38 | Calle Del Sol and Tasman Drive | AM | 26.3 | C | 24.6 | C | -2.4 | 0.014 | | |
| | | PM | 24.6 | C | 19.8 | B | -4.3 | 0.009 | | |
| 39 | Lick Mill Boulevard and Tasman Drive | AM | **112.7** | **F** | **124.4** | **F** | **22.4** | **0.050** | | |
| | | PM | **79.4** | **E** | **98.0** | **F** | **52.7** | **0.141** | | |
| 40 | Lafayette Street and Calle De Luna | AM | 22.4 | C | 22.3 | C | 0.0 | 0.021 | | |
| | | PM | 24.3 | C | 25.6 | C | -7.0 | 0.017 | | |
| 41 | Lafayette Street and Agnew Road | AM | 42.5 | D | **63.7** | **E** | **31.7** | **0.059** | | |
| | | PM | **78.2** | **E** | **119.3** | **F** | **87.9** | **0.176** | | |
| 42 | Scott Boulevard and Central Expressway | AM | 71.8 | E | 79.7 | E | 14.7 | 0.047 | | |
| | *(CMP)* | PM | **108.5** | **F** | **116.4** | **F** | **5.7** | **0.015** | | |
| 43 | Lafayette Street and Central Expressway | AM | 55.9 | E | 57.7 | E | -1.3 | 0.020 | | |
| | *(CMP)* | PM | **81.5** | **F** | **82.9** | **F** | **-1.7** | **0.019** | | |
| 44 | De la Cruz Boulevard and Central Expressway | AM | **108.3** | **F** | **117.0** | **F** | **11.6** | **0.025** | | |
| | *(CMP)* | PM | **229.5** | **F** | **232.8** | **F** | **6.5** | **0.007** | | |
| 45 | Agnew Rd/De La Cruz Blvd and Montague Expwy | AM | **116.8** | **F** | **99.9** | **F** | **-23.4** | **-0.057** | | |
| | *(CMP)* | PM | **137.7** | **F** | **138.1** | **F** | **-1.1** | **0.040** | | |
| 46 | Lick Mill Boulevard and Montague Expressway | AM | 69.0 | E | 74.3 | E | 10.4 | 0.011 | | |
| | | PM | **104.8** | **F** | **131.7** | **F** | **46.7** | **0.033** | | |
| 47 | N. 1st Street and Montague Expressway | AM | **187.9** | **F** | **197.9** | **F** | **17.6** | **0.027** | | |
| | *(CMP)* | PM | **179.7** | **F** | **147.0** | **F** | **-34.0** | **0.117** | | |

**Table 14 (cont.)**
**Cumulative Intersection LOS without and with Focus Area Buildout**

| | | | Cumulative (2040) Conditions | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | With Project | | | | | |
| | | | No Project | | Freedom Circle Buildout (including Greystar) | | | | Freedom Circle Buildout (including Greystar) w/ Improv & 10% TDM | |
| # | Intersection | Peak Hour | Avg Delay | LOS | Avg Delay | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C | Avg Delay | LOS |
| 48 | Zanker Road and Montague Expressway | AM | **80.8** | **F** | **80.7** | **F** | **-1.4** | **0.000** | | |
| | *(CMP)* | PM | **74.4** | **E** | **64.7** | **E** | **-19.3** | **-0.069** | | |
| 49 | Trimble Road and Montague Expressway | AM | 42.3 | D | 41.1 | D | 0.1 | 0.001 | | |
| | *(CMP)* | PM | **150.6** | **F** | **156.7** | **F** | **17.9** | **-0.016** | | |
| 50 | McCarthy Blvd/O'Toole Av and Montague Expwy | AM | -- | -- | -- -- | -- | -- | -- | | |
| | *(CMP)* | PM | -- | -- | -- -- | -- | -- | -- | | |
| 51 | Lawrence Expressway and Kifer Road | AM | **190.5** | **F** | **194.2** | **F** | **7.9** | **0.009** | | |
| | | PM | **221.1** | **F** | **219.4** | **F** | **-1.2** | **-0.015** | | |
| 52 | Lawrence Expressway and Reed Ave/Monroe St | AM | **123.3** | **F** | **134.2** | **F** | **14.5** | **0.038** | | |
| | *(CMP)* | PM | **87.2** | **F** | **86.4** | **F** | **-2.7** | **0.012** | | |
| 53 | Lawrence Expressway and Homestead Road | AM | 53.5 | D | 55.6 | E | 4.0 | 0.034 | | |
| | *(CMP)* | PM | 76.7 | E | 76.8 | E | **0.4** | **0.010** | | |
| 54 | Lawrence Expressway and Pruneridge Avenue | AM | **94.5** | **F** | **101.0** | **F** | **9.6** | **0.022** | | |
| | | PM | 73.3 | E | 72.0 | E | -3.6 | 0.010 | | |
| 55 | Bowers Avenue and Monroe Street | AM | 32.1 | C | 32.4 | C | 0.4 | 0.004 | | |
| | | PM | 36.0 | D | 37.1 | D | 0.7 | 0.005 | | |
| 56 | Bowers Ave/Kiely Boulevard and El Camino Real | AM | 30.2 | C | 30.2 | C | -0.1 | 0.010 | | |
| | *(CMP)* | PM | 33.4 | C | 34.0 | C | 1.0 | 0.008 | | |
| 57 | Kiely Boulevard and Benton Street | AM | 41.8 | D | 42.0 | D | 0.4 | 0.008 | | |
| | | PM | **63.0** | **E** | **68.3** | **E** | **8.2** | **0.023** | | |
| 58 | Kiely Boulevard and Homestead Road | AM | 42.6 | D | 43.6 | D | 1.7 | 0.014 | | |
| | | PM | **76.8** | **E** | **83.7** | **F** | **10.2** | **0.027** | | |

Notes:
**Bold** indicates a substandard level of service.
**Bold** indicates an adverse effect caused by the project.
**OVFL** indicates that the result is out of software calculation limits.

## Cumulative Plus Project Intersection Levels of Service Without Greystar

This scenario was developed as the baseline to identify the adverse effects attributable to the development of the Greystar General Plan Amendment. The results of the intersection level of service analysis under cumulative plus project conditions without Greystar show that the following 36 intersections would operate at an unacceptable level during at least one peak hour (see Table 15):

1. Lawrence Expressway and Tasman Drive (PM peak hour)
2. Lawrence Expressway and Sandia Avenue/Lakehaven Drive (AM and PM peak hours)
5. Lawrence Expressway and E. Arques Avenue (PM peak hour)
6. Patrick Henry Drive and Tasman Drive (AM and PM peak hours)
7. Old Ironsides Drive and Tasman Drive (PM peak hour)
8. Old Ironsides Drive and Old Glory Lane (AM and PM peak hours)
9. Old Ironsides Drive and Patrick Henry Drive (AM and PM peak hours)
12. Great America Parkway and Great America Way (AM and PM peak hours)
16. Great America Parkway and Old Glory Lane (AM and PM peak hours)
17. Great America Parkway and Patrick Henry Drive (AM and PM peak hours)
18. Great America Parkway and Mission College Boulevard (AM and PM peak hours)
23. Bowers Avenue and Central Expressway (AM and PM peak hours)
25. Mission College Loop and Mission College Boulevard (PM peak hour)
27. Freedom Circle (W) and Mission College Boulevard (AM and PM peak hours)
28. Agnew Road/Freedom Circle (E) and Mission College Boulevard (PM peak hour)
32. Mission College Boulevard and Montague Expressway (AM and PM peak hours)
33. San Tomas Expressway and Scott Boulevard (AM peak hour)
35. San Tomas Expressway and El Camino Real (AM and PM peak hours)
37. Centennial Boulevard and Tasman Drive (AM peak hour)
39. Lick Mill Boulevard and Tasman Drive (AM and PM peak hours)
41. Lafayette Street and Agnew Road (AM and PM peak hours)
42. Scott Boulevard and Central Expressway (PM peak hour)
43. Lafayette Street and Central Expressway (PM peak hour)
44. De La Cruz Boulevard and Central Expressway (AM and PM peak hours)
45. Agnew Road/De La Cruz Boulevard and Montague Expressway (AM and PM peak hours)
46. Lick Mill Boulevard and Montague Expressway (PM peak hour)
47. N. 1st Street and Montague Expressway (AM and PM peak hours)
48. Zanker Road and Montague Expressway (AM and PM peak hours)
49. Trimble Road and Montague Expressway (PM peak hour)
51. Lawrence Expressway and Kifer Road (AM and PM peak hours)
52. Lawrence Expressway and Monroe Street (AM and PM peak hours)
54. Lawrence Expressway and Pruneridge Avenue (AM peak hour)
57. Kiely Boulevard and Benton Street (PM peak hour)
58. Kiely Boulevard and Homestead Road (PM peak hour)

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 C.

**Table 15**
**Cumulative Intersection LOS without and with Greystar**

| | | | Cumulative (2040) Conditions | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Freedom Circle (without Greystar) | | Freedom Circle Buildout (including Greystar) | | | | Freedom Circle Buildout (including Greystar) w/ Improv & 10% TDM | |
| # | Intersection | Peak Hour | Avg Delay | LOS | Avg Delay | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C | Avg Delay | LOS |
| 1 | Lawrence Expressway and Tasman Drive | AM | 64.1 | E | 64.2 | E | -0.2 | 0.001 | | |
| | *(CMP)* | PM | **195.7** | **F** | **196.1** | **F** | **0.4** | **0.006** | | |
| 2 | Lawrence Expwy and Sandia Av/Lakehaven Dr | AM | **158.8** | **F** | **158.0** | **F** | **1.4** | **0.002** | | |
| | | PM | **OVFL** | **F** | **OVFL** | **F** | **3.7** | **0.010** | | |
| 3 | Lawrence Expressway and US 101 NB Ramps | AM | 11.9 | B | 11.9 | B | -0.1 | -0.005 | | |
| | | PM | 70.1 | E | 68.8 | E | -2.3 | 0.002 | | |
| 4 | Lawrence Expressway and US 101 SB Ramps | AM | 31.3 | C | 32.1 | C | 1.3 | 0.000 | | |
| | | PM | 69.8 | E | 70.9 | E | 2.9 | 0.005 | | |
| 5 | Lawrence Expressway and E. Arques Ave. | AM | 50.4 | D | 50.2 | D | -0.1 | 0.000 | | |
| | *(CMP)* | PM | **123.7** | **F** | **123.1** | **F** | **-0.7** | **-0.001** | | |
| 6 | Patrick Henry Drive and Tasman Drive | AM | **82.0** | **F** | **82.4** | **F** | **0.3** | **0.001** | | |
| | | PM | **70.0** | **E** | **70.5** | **E** | **1.7** | **0.005** | | |
| 7 | Old Ironsides Drive and Tasman Drive | AM | 47.2 | D | 48.1 | D | 1.6 | 0.004 | | |
| | | PM | **62.1** | **E** | **64.6** | **E** | **4.0** | **0.011** | **64.5** | **E** |
| 8 | Old Ironsides Drive and Old Glory Lane | AM | **OVFL** | **F** | **OVFL** | **F** | **OVFL** | **1.752** | **67.4** | **E** |
| | *(Unsignalized)* | PM | **OVFL** | **F** | **OVFL** | **F** | **OVFL** | **-0.025** | **122.1** | **F** |
| 9 | Old Ironsides Drive and Patrick Henry Drive | AM | **298.5** | **F** | **295.5** | **F** | **-3.1** | **-0.142** | 16.4 | B |
| | *(Unsignalized)* | PM | **OVFL** | **F** | **OVFL** | **F** | **-19.5** | **-0.065** | **65.0** | **E** |
| 10 | Great America Parkway and SR 237 WB Ramps | AM | 13.8 | B | 13.8 | B | 0.0 | -0.001 | | |
| | *(CMP)* | PM | 21.9 | C | 22.0 | C | 0.1 | 0.003 | | |
| 11 | Great America Parkway and SR 237 EB Ramps | AM | 9.3 | A | 9.3 | A | 0.0 | 0.000 | | |
| | *(CMP)* | PM | 12.8 | B | 12.8 | B | 0.1 | 0.003 | | |
| 12 | Great America Parkway and Great America Way | AM | **100.9** | **F** | **93.3** | **F** | **-8.7** | **-0.017** | | |
| | | PM | **89.0** | **F** | **91.5** | **F** | **3.0** | **0.008** | | |
| 13 | Great America Pkwy and Old Mt View-Alviso Rd | AM | 18.5 | B | 18.4 | B | -0.1 | -0.003 | | |
| | | PM | 42.1 | D | 42.1 | D | 0.2 | 0.005 | | |
| 14 | Great America Parkway and Bunker Hill Lane | AM | 11.6 | B | 11.6 | B | 0.0 | 0.001 | | |
| | | PM | 29.3 | C | 30.1 | C | 1.0 | 0.009 | | |
| 15 | Great America Parkway and Tasman Drive | AM | 48.7 | D | 48.6 | D | 0.2 | 0.009 | | |
| | *(CMP)* | PM | 54.8 | D | 54.0 | D | -2.1 | -0.006 | | |
| 16 | Great America Parkway and Old Glory Lane | AM | **OVFL** | **F** | **OVFL** | **F** | **-0.7** | **-0.001** | | |
| | | PM | **OVFL** | **F** | **OVFL** | **F** | **1.6** | **0.004** | | |
| 17 | Great America Parkway and Patrick Henry Drive | AM | **224.4** | **F** | **234.4** | **F** | **14.5** | **0.032** | **89.2** | **F** |
| | | PM | **OVFL** | **F** | **OVFL** | **F** | **5.8** | **0.013** | **284.8** | **F** |
| 18 | Great America Pkwy and Mission College Blvd | AM | **91.5** | **F** | **124.3** | **F** | **53.1** | **-0.234** | | |
| | *(CMP)* | PM | **106.1** | **F** | **229.5** | **F** | **146.8** | **0.034** | | |
| 19 | Great America Pkwy and US 101 NB Off Ramp | AM | 9.6 | A | 9.6 | A | 0.0 | 0.000 | | |
| | *(CMP)* | PM | 8.4 | A | 8.4 | A | 0.0 | -0.001 | | |
| 20 | Bowers Avenue and US 101 SB Off Ramp | AM | 16.6 | B | 16.4 | B | 0.0 | 0.004 | | |
| | *(CMP)* | PM | 9.2 | A | 10.1 | B | 0.8 | 0.010 | | |
| 21 | Bowers Avenue and Augustine Drive | AM | 27.6 | C | 28.7 | C | 2.3 | 0.018 | | |
| | | PM | 40.8 | D | 41.1 | D | 0.4 | 0.004 | | |
| 22 | Bowers Avenue and Scott Boulevard | AM | 60.0 | E | 60.6 | E | 0.5 | -0.013 | | |
| | (CMP) | PM | 48.8 | D | 49.3 | D | 0.8 | 0.004 | | |
| 23 | Bowers Avenue and Central Expressway | AM | **93.8** | **F** | **93.7** | **F** | **-0.1** | **-0.001** | | |
| | (CMP) | PM | **129.6** | **F** | **129.7** | **F** | **0.3** | **0.003** | | |
| 24 | Bowers Avenue and Kifer Road/Walsh Avenue | AM | 39.2 | D | 38.8 | D | -0.6 | -0.005 | | |
| | | PM | 47.5 | D | 48.7 | D | 2.1 | 0.011 | | |
| 25 | Mission College Loop and Mission College Blvd | AM | 12.6 | B | 12.4 | B | -0.6 | 0.014 | | |
| | | PM | 21.4 | C | 21.5 | C | 0.0 | 0.001 | | |

**Table 15 (cont.)**
**Cumulative Intersection LOS without and with Greystar**

| | | | Cumulative (2040) Conditions | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Freedom Circle (without Greystar) | | Freedom Circle Buildout (including Greystar) | | | | Freedom Circle Buildout (including Greystar) w/ Improv & 10% TDM | |
| # | Intersection | Peak Hour | Avg Delay | LOS | Avg Delay | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C | Avg Delay | LOS |
| 26 | Marriott Dwy and Mission College Blvd | AM | 13.9 | B | 25.7 | C | 15.5 | 0.029 | | |
| | | PM | 26.1 | C | 25.8 | C | 0.3 | 0.016 | | |
| 27 | Freedom Circle W and Mission College Blvd | AM | **64.4** | **E** | **73.6** | **E** | **14.1** | **0.041** | **71.0** | **E** |
| | | PM | **151.7** | **F** | **168.8** | **F** | **24.3** | **0.052** | **67.5** | **E** |
| 28 | Agnew/Freedom Circle E & Mission College Blvd | AM | 40.8 | D | 45.1 | D | 6.7 | 0.056 | 33.6 | C |
| | | PM | **213.2** | **F** | **223.3** | **F** | **14.4** | **0.033** | **85.5** | **F** |
| 29 | Great America employee entrance and Agnew Rd | AM | 4.7 | A | 4.7 | A | 0.1 | 0.004 | | |
| | | PM | 39.7 | D | 41.8 | D | 2.6 | 0.009 | | |
| 30 | Juliette Lane and Mission College Boulevard | AM | 20.4 | C | 21.3 | C | 0.9 | 0.000 | | |
| | | PM | 22.6 | C | 22.2 | C | 0.0 | 0.001 | | |
| 31 | Burton Drive and Mission College Boulevard | AM | 26.1 | C | 26.0 | C | -0.1 | -0.001 | | |
| | | PM | 18.8 | B | 18.7 | B | 0.0 | 0.000 | | |
| 32 | Mission College Blvd and Montague Expwy | AM | **135.7** | **F** | **140.8** | **F** | **7.4** | **0.023** | | |
| | *(CMP)* | PM | **130.9** | **F** | **133.0** | **F** | **3.7** | **0.016** | | |
| 33 | San Tomas Expressway and Scott Boulevard | AM | **152.7** | **F** | **156.3** | **F** | **6.7** | **0.004** | | |
| | *(CMP)* | PM | 69.1 | E | 69.8 | E | 1.3 | 0.002 | | |
| 34 | San Tomas Expressway and Monroe Street | AM | 62.8 | E | 62.2 | E | -1.3 | -0.005 | | |
| | *(CMP)* | PM | 54.9 | D | 54.8 | D | -6.6 | -0.102 | | |
| 35 | San Tomas Expressway and El Camino Real | AM | **103.8** | **F** | **102.4** | **F** | **-2.0** | **-0.004** | | |
| | *(CMP)* | PM | **123.4** | **F** | **123.2** | **F** | **-0.3** | **-0.003** | | |
| 36 | Convention Center and Tasman Drive | AM | 13.4 | B | 13.4 | B | 0.1 | 0.004 | | |
| | | PM | 14.8 | B | 14.8 | B | 0.0 | 0.000 | | |
| 37 | Centennial Boulevard and Tasman Drive | AM | **94.3** | **F** | **96.2** | **F** | **2.4** | **0.005** | | |
| | | PM | 42.0 | D | 42.1 | D | 0.9 | 0.005 | | |
| 38 | Calle Del Sol and Tasman Drive | AM | 24.6 | C | 24.6 | C | 0.0 | 0.003 | | |
| | | PM | 19.8 | B | 19.8 | B | 0.0 | 0.001 | | |
| 39 | Lick Mill Boulevard and Tasman Drive | AM | **123.9** | **F** | **124.4** | **F** | **0.6** | **0.001** | | |
| | | PM | **97.2** | **F** | **98.0** | **F** | **0.5** | **0.001** | | |
| 40 | Lafayette Street and Calle De Luna | AM | 22.4 | C | 22.3 | C | 0.0 | 0.000 | | |
| | | PM | 25.6 | C | 25.6 | C | 0.1 | 0.002 | | |
| 41 | Lafayette Street and Agnew Road | AM | **61.9** | **E** | **63.7** | **E** | **3.0** | **0.008** | | |
| | | PM | **116.8** | **F** | **119.3** | **F** | **4.3** | **0.008** | | |
| 42 | Scott Boulevard and Central Expressway | AM | 79.5 | E | 79.7 | E | 0.4 | 0.003 | | |
| | *(CMP)* | PM | **114.4** | **F** | **116.4** | **F** | **1.8** | **0.004** | | |
| 43 | Lafayette Street and Central Expressway | AM | 57.7 | E | 57.7 | E | 0.3 | 0.004 | | |
| | *(CMP)* | PM | **83.0** | **F** | **82.9** | **F** | **-1.6** | **-0.001** | | |
| 44 | De la Cruz Boulevard and Central Expressway | AM | **119.1** | **F** | **117.0** | **F** | **-2.6** | **-0.002** | | |
| | *(CMP)* | PM | **231.6** | **F** | **232.8** | **F** | **1.4** | **0.003** | | |
| 45 | Agnew Rd/De La Cruz Blvd and Montague Expwy | AM | **98.9** | **F** | **99.9** | **F** | **-0.2** | **-0.002** | | |
| | *(CMP)* | PM | **136.9** | **F** | **138.1** | **F** | **1.2** | **0.003** | | |
| 46 | Lick Mill Boulevard and Montague Expressway | AM | 73.1 | E | 74.3 | E | 2.1 | 0.004 | | |
| | | PM | **129.4** | **F** | **131.7** | **F** | **4.0** | **0.003** | | |
| 47 | N. 1st Street and Montague Expressway | AM | **198.1** | **F** | **197.9** | **F** | **0.5** | **0.003** | | |
| | *(CMP)* | PM | **145.6** | **F** | **147.0** | **F** | **1.3** | **0.003** | | |

**Table 15 (cont.)**
**Cumulative Intersection LOS without and with Greystar**

| | | | Cumulative (2040) Conditions | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Freedom Circle (without Greystar) | | Freedom Circle Buildout (including Greystar) | | | | Freedom Circle Buildout (including Greystar) w/ Improv & 10% TDM | |
| # | Intersection | Peak Hour | Avg Delay | LOS | Avg Delay | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C | Avg Delay | LOS |
| 48 | Zanker Road and Montague Expressway | AM | **81.7** | **F** | **80.7** | **F** | **-1.5** | **-0.001** | | |
| | *(CMP)* | PM | **65.3** | **E** | **64.7** | **E** | **-1.1** | **-0.003** | | |
| 49 | Trimble Road and Montague Expressway | AM | 40.7 | D | 41.1 | D | -0.1 | -0.001 | | |
| | *(CMP)* | PM | **155.7** | **F** | **156.7** | **F** | **1.0** | **0.000** | | |
| 50 | McCarthy Blvd/O'Toole Av and Montague Expwy | AM | -- | -- -- | -- | -- | -- | -- | | |
| | *(CMP)* | PM | -- | -- -- | -- | -- | -- | -- | | |
| 51 | Lawrence Expressway and Kifer Road | AM | **193.9** | **F** | **194.2** | **F** | **0.0** | **-0.002** | | |
| | | PM | **217.4** | **F** | **219.4** | **F** | **2.8** | **0.005** | | |
| 52 | Lawrence Expressway and Reed Ave/Monroe St | AM | **134.8** | **F** | **134.2** | **F** | **-1.1** | **-0.004** | | |
| | *(CMP)* | PM | **85.4** | **F** | **86.4** | **F** | **3.0** | **0.009** | | |
| 53 | Lawrence Expressway and Homestead Road | AM | 55.6 | E | 55.6 | E | 0.1 | 0.000 | | |
| | *(CMP)* | PM | 75.8 | E | 76.8 | E | **2.1** | **0.009** | | |
| 54 | Lawrence Expressway and Pruneridge Avenue | AM | **101.2** | **F** | **101.0** | **F** | **-0.5** | **-0.001** | | |
| | | PM | 71.6 | E | 72.0 | E | 0.6 | 0.002 | | |
| 55 | Bowers Avenue and Monroe Street | AM | 33.1 | C | 32.4 | C | -1.0 | -0.021 | | |
| | | PM | 36.9 | D | 37.1 | D | 0.0 | 0.001 | | |
| 56 | Bowers Ave/Kiely Boulevard and El Camino Real | AM | 30.4 | C | 30.2 | C | -0.3 | -0.004 | | |
| | *(CMP)* | PM | 33.7 | C | 34.0 | C | 0.5 | 0.006 | | |
| 57 | Kiely Boulevard and Benton Street | AM | 48.7 | D | 42.0 | D | -9.6 | -0.093 | | |
| | | PM | **66.3** | **E** | **68.3** | **E** | **3.2** | **0.009** | | |
| 58 | Kiely Boulevard and Homestead Road | AM | 51.9 | D | 43.6 | D | -13.1 | -0.078 | | |
| | | PM | **83.7** | **F** | **83.7** | **F** | **0.0** | **0.000** | | |

Notes:
**Bold** indicates a substandard level of service.
**Bold** indicates an adverse effect caused by the project.
**OVFL** indicates that the result is out of software calculation limits.

## Cumulative Plus Project Intersection Levels of Service Including Greystar

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

1. Lawrence Expressway and Tasman Drive (PM peak hour)
2. Lawrence Expressway and Sandia Avenue/Lakehaven Drive (AM and PM peak hours)
5. Lawrence Expressway and E. Arques Avenue (PM peak hour)
6. Patrick Henry Drive and Tasman Drive (AM and PM peak hours)
7. Old Ironsides Drive and Tasman Drive (PM peak hour)
8. Old Ironsides Drive and Old Glory Lane (AM peak hour)
12. Great America Parkway and Great America Way (AM and PM peak hours)
16. Great America Parkway and Old Glory Lane (AM and PM peak hours)
17. Great America Parkway and Patrick Henry Drive (AM and PM peak hours)
18. Great America Parkway and Mission College Boulevard (AM and PM peak hours)
23. Bowers Avenue and Central Expressway (AM and PM peak hours)
27. Freedom Circle (W) and Mission College Boulevard (AM and PM peak hours)
28. Agnew Road/Freedom Circle (E) and Mission College Boulevard (PM peak hour)
32. Mission College Boulevard and Montague Expressway (AM and PM peak hours)
33. San Tomas Expressway and Scott Boulevard (AM peak hour)

35. San Tomas Expressway and El Camino Real (AM and PM peak hours)
37. Centennial Boulevard and Tasman Drive (AM peak hour)
39. Lick Mill Boulevard and Tasman Drive (AM and PM peak hours)
41. Lafayette Street and Agnew Road (AM and PM peak hours)
42. Scott Boulevard and Central Expressway (PM peak hour)
43. Lafayette Street and Central Expressway (PM peak hour)
44. De La Cruz Boulevard and Central Expressway (AM and PM peak hours)
45. Agnew Road/De La Cruz Boulevard and Montague Expressway (AM and PM peak hours)
46. Lick Mill Boulevard and Montague Expressway (PM peak hour)
47. N. 1st Street and Montague Expressway (AM and PM peak hours)
48. Zanker Road and Montague Expressway (AM and PM peak hours)
49. Trimble Road and Montague Expressway (PM peak hour)
51. Lawrence Expressway and Kifer Road (AM and PM peak hours)
52. Lawrence Expressway and Monroe Street (AM and PM peak hours)
54. Lawrence Expressway and Pruneridge Avenue (AM peak hour)
57. Kiely Boulevard and Benton Street (PM peak hour)
58. Kiely Boulevard and Homestead Road (PM peak hour)

The intersection level of service calculation sheets are included in Appendix C. The intersection levels of service under cumulative plus project conditions including Greystar were compared against cumulative no project conditions to identify the adverse effects attributable to the full buildout of the Freedom Circle Focus Area.

Compared to results under cumulative no project conditions, buildout of the Freedom Circle Focus Area would cause adverse effects at the following 27 intersections (see Table 14):

1. Lawrence Expressway and Tasman Drive (PM peak hour)
2. Lawrence Expressway and Sandia Avenue/Lakehaven Drive (AM and PM peak hours)
5. Lawrence Expressway and E. Arques Avenue (PM peak hour)
6. Patrick Henry Drive and Tasman Drive (AM peak hour)
7. Old Ironsides Drive and Tasman Drive (PM peak hour)
8. Old Ironsides Drive and Old Glory Lane (PM peak hour)
12. Great America Parkway and Great America Way (AM and PM peak hours)
16. Great America Parkway and Old Glory Lane (AM peak hour)
18. Great America Parkway and Mission College Boulevard (PM peak hour)
23. Bowers Avenue and Central Expressway (AM peak hour)
27. Freedom Circle (W) and Mission College Boulevard (AM and PM peak hours)
28. Agnew Road/Freedom Circle (E) and Mission College Boulevard (PM peak hour)
32. Mission College Boulevard and Montague Expressway (AM peak hour)
33. San Tomas Expressway and Scott Boulevard (AM peak hour)
37. Centennial Boulevard and Tasman Drive (AM peak hour)
39. Lick Mill Boulevard and Tasman Drive (AM and PM peak hours)
41. Lafayette Street and Agnew Road (AM and PM peak hours)
42. Scott Boulevard and Central Expressway (PM peak hour)
43. Lafayette Street and Central Expressway (PM peak hour)
44. De La Cruz Boulevard and Central Expressway (AM peak hour)
45. Agnew Road/De La Cruz Boulevard and Montague Expressway (PM peak hour)
46. Lick Mill Boulevard and Montague Expressway (PM peak hour)
47. N. 1st Street and Montague Expressway (AM and PM peak hours)
52. Lawrence Expressway and Monroe Street (AM peak hour)
54. Lawrence Expressway and Pruneridge Avenue (AM peak hour)
57. Kiely Boulevard and Benton Street (PM peak hour)

58. Kiely Boulevard and Homestead Road (PM peak hour)

The intersection levels of service under cumulative plus project conditions including Greystar were compared against cumulative plus project conditions without Greystar to identify adverse effects attributable to the development of the Greystar General Plan Amendment. Compare to the results under cumulative plus project conditions without Greystar, the Greystar General Plan Amendment would cause adverse effects at the following seven intersections: (see Table 15).

7. Old Ironsides Drive and Tasman Drive (PM peak hour)
8. Old Ironsides Drive and Old Glory Lane (AM peak hour)
17. Great America Parkway and Patrick Henry Drive (AM and PM peak hours)
18. Great America Parkway and Mission College Boulevard (PM peak hour)
27. Freedom Circle (W) and Mission College Boulevard (AM and PM peak hours)
28. Agnew Road/Freedom Circle (E) and Mission College Boulevard (PM peak hour)
32. Mission College Boulevard and Montague Expressway (AM and PM peak hours)

The adverse effects and proposed improvements to alleviate the deficiencies for Greystar only and for Freedom Circle buildout are described below.

## Adverse Effects and Recommended Improvements Solely for Greystar

This section discusses the adverse effects solely attributable to the development of the Greystar site under cumulative 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.

The Greystar development will include TDM measures to achieve a 10 percent reduction in VMT per the City's Climate Action Plan. A sensitivity analysis was conducted to determine if a reduction in project vehicle trips due to TDM would avoid any of the adverse effects at study intersections.

### 7. Old Ironsides Drive and Tasman Drive

This City of Santa Clara intersection would operate at an unacceptable LOS E cumulative plus project conditions without Greystar during the PM peak hour. The development of the Greystar site 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.

Intersection operations could be improved by installing a second westbound left-turn lane and a second northbound right-turn lane. The addition of a second westbound left-turn lane is considered to be infeasible as it would require the acquisition of additional right of way on the northeast quadrant of the intersection. Furthermore, as described above, dual northbound right-turn lanes are not recommended because they would adversely affect cyclists and pedestrians and conflict with City policies.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area development. A sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would cause a decrease in critical v/c ratio such that the project would not be considered to have an adverse effect on intersection operations. Thus, TDM measures are expected to be sufficient to avoid the adverse effect without any physical improvements at this intersection.

### 8. Old Ironsides Drive and Old Glory Lane

This unsignalized intersection in the City of Santa Clara would operate at an unacceptable LOS F under cumulative plus project conditions without Greystar during the AM and PM peak hours. The poor level of service is due to the trips associated with buildout of the Patrick Henry Specific Plan and the

proposed Kylli mixed-use development, which would have access via the west leg at this intersection. The development of the Greystar site would exacerbate the deficiency at this intersection. Furthermore, the intersection is expected to satisfy the peak-hour signal warrant. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by installing a traffic signal, adding a second southbound left-turn lane, a second eastbound through lane, an exclusive northbound right-turn lane, an exclusive eastbound right-turn lane, and an exclusive westbound left-turn lane. With the recommended improvements and a 10 percent TDM reduction, the intersection would continue to operate at an unacceptable LOS E or LOS F, however the delay would be less than that under cumulative plus project conditions without Greystar. Greystar should provide fair-share funding towards this improvement.

### 17. Great America Parkway and Patrick Henry Drive

This City of Santa Clara intersection would operate at an unacceptable LOS F under cumulative plus project conditions without Greystar during the AM and PM peak hours. The development of the Greystar site 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 AM and PM peak hours. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by constructing a second northbound left-turn lane. While the intersection is expected to operate at an unacceptable LOS F during the AM and PM peak hours with the recommended dual northbound left-turn lanes and a 10 percent TDM reduction, the average delay would be less than under cumulative plus project without Greystar conditions. Thus, the recommended improvement plus TDM measures would be sufficient to fully offset the adverse effect on intersection operations. Greystar should provide fair-share funding towards this improvement.

### 18. Great America Parkway and Mission College Boulevard

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F under cumulative plus project conditions without Greystar during the PM peak hour. The development of the Greystar site 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.

As described above, intersection improvements are not feasible because it would require acquisition of additional right of way and negatively impact adjacent properties. Implementation of TDM measures within the Greystar site could reduce the vehicle trips associated with the development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction for Greystar would not be sufficient to avoid the adverse effect on intersection operations.

The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on Great America Parkway. This improvement, which is identified in the City's *Bicycle Master Plan Update 2018*, would encourage cycling by adding a physical barrier between the existing bike lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. 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 transit signal priority, crosswalk motion sensors, upgraded safety lighting at intersections along Mission College Boulevard, and adaptive traffic signals along Great America Parkway. Greystar should provide fair-share funding towards the Class IV bikeway on Great America Parkway and MIP improvements.

## 27. Freedom Circle (W) and Mission College Boulevard

This City of Santa Clara intersection would operate at an unacceptable LOS E and F under cumulative plus project conditions without Greystar during the AM and PM peak hours, respectively. The development of the Greystar site 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 and PM peak hours. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by adding an eastbound right-turn, removing the crosswalk on the eastbound leg, and restriping the northbound approach for one right-turn lane, one shared through/left-turn lane and one left-turn lane. The construction of these improvements along with the planned Class IV separated bike lanes on Mission College Boulevard would require widening Mission College Boulevard but would not require the dedication of additional right of way. Intersection operations could be further improved by converting Hichborn Drive from one-way (eastbound only) flow to two-way flow east of Great America Parkway. Hichborn Drive would be limited to right turns only to and from Great America Parkway. This roadway network change would provide another route out of the Freedom Circle Focus Area and thus reduce the northbound left-turn volume at the Freedom Circle W/Mission College Boulevard intersection. With the recommended improvements on the eastbound and northbound approaches, the conversion of Hichborn Drive to two-way flow, and a 10 percent TDM reduction, the intersection is expected to continue to operate an unacceptable LOS E during the AM peak hour. However, the critical v/c would decrease compared to cumulative plus project conditions without Greystar. During the PM peak hour, the intersection is expected to continue to operate at an unacceptable LOS F. However, the average delay would be less than under cumulative plus project conditions without Greystar. Thus, the recommended improvements plus TDM measures would be sufficient to fully offset the adverse effect on intersection operations. Greystar should provide fair-share funding towards these improvements.

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

This City of Santa Clara intersection would operate at an unacceptable LOS F under cumulative plus project conditions without Greystar during the PM peak hour. The development of the Greystar site 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 left-turn lane and widening the northbound approach to include one left-turn lane, one through lane, and two right-turn lanes. The addition of a second lane on the north leg (Agnew Road) to receive the dual eastbound left-turn lanes would require the dedication of right of way from adjacent properties within the Freedom Circle Focus Area and/or narrowing the sidewalk and thus is considered to be infeasible. Furthermore, as described above, dual right-turn lanes are not recommended as they would adversely affect cyclists and pedestrians and conflict with City of Santa Clara policies. Thus, only the addition of a single northbound right-turn lane is recommended. While the intersection would continue to operate at LOS F during the PM peak hour with the recommended improvement on the northbound approach and a 10 percent TDM reduction, the average delay would be less than under cumulative plus project conditions without Greystar. Thus, the recommended improvement plus TDM measures would be sufficient to fully offset the adverse effect on intersection operations. Greystar should provide fair-share funding towards this improvement.

## 32. Mission College Boulevard and Montague Expressway

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F under cumulative plus project conditions without Greystar during the AM peak hour. During the AM peak hour,

the intersection's average critical movement delay would increase by more than 4.0 seconds and the critical v/c would increase by more the 0.010. This constitutes an adverse effect on intersection operations.

Implementation of TDM measures within the Greystar site could reduce the vehicle trips associated with the development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction for Greystar would not be sufficient to avoid the adverse effect on intersection operations.

Intersection operations could be improved by constructing a partial grade separation with a flyover from eastbound Montague Expressway to northbound Mission College Boulevard. This improvement was identified as part of the 2040 Expressway Plan. Greystar 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.

## Adverse Effects and Recommended Improvements for Focus Area Buildout

This section discusses the adverse effects associated with buildout of the Freedom Circle Focus Area under cumulative 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.

The Freedom Circle Focus Area will include TDM measures to achieve a 10 percent reduction in VMT per the City's Climate Action Plan. A sensitivity analysis was conducted to determine if a reduction in project vehicle trips due to TDM would avoid any of the adverse effects at study intersections.

### 1. Lawrence Expressway and Tasman Drive

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 buildout of the Freedom Circle Focus Area 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.

Operation of the Lawrence/Tasman intersection could be improved by adding a westbound right-turn lane. However, this improvement is not feasible since it would require acquisition of additional right of way and result in a significant loss of parking on the adjacent commercial development. Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the adverse effect on intersection operations.

The County identified an improvement that would depress the light rail transit (LRT) line under this intersection as part of the 2040 Expressway Plan. Depressing the LRT would reduce delay for both trains and vehicle traffic. The Freedom Circle Focus Area developments 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.

### 2. Lawrence Expressway and Sandia Avenue/Lakehaven Drive

This City of Sunnyvale intersection would operate at an unacceptable LOS F under cumulative no project conditions during the AM and PM peak hours. The buildout of the Freedom Circle Focus Area 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 and PM peak hours. This constitutes an adverse effect on intersection operations.

As described in Chapter 4, improvements to the at-grade intersection are not feasible due to right of way constraints and impacts on adjacent properties. Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the adverse effect on intersection operations.

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 Freedom Circle Focus Area developments should provide fair-share funding towards this improvement.

### 5. 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 buildout of the Freedom Circle Focus Area would cause the intersection's average critical movement delay to increase by 17.1 seconds and the critical v/c to increase by 0.015 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the 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 Freedom Circle Focus Area developments 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.

### 6. Patrick Henry Drive and Tasman Drive

This City of Santa Clara intersection is expected to operate at an unacceptable LOS E under cumulative no project conditions during the AM peak hour. The buildout of the Freedom Circle Focus Area 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.

Vehicle delay at this intersection could be reduced by installing a second eastbound right-turn lane. However, as stated previously, dual right-turn lanes are not recommended because they would adversely affect cyclists and pedestrians and conflict with City policies.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the adverse effect on intersection operations.

The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on Great America Parkway. This improvement, which is identified in the City's *Bicycle Master Plan Update 2018*, would encourage cycling by adding a physical barrier between the existing bike lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. Adjacent to the Focus Area, the bikeway improvement will be constructed as part of the Focus Area Plan. Beyond the Focus Area (between Patrick Henry Drive and SR 237), Freedom Circle area stakeholders will pay a fair share fee for future construction of the bikeway on Great America Parkway.

### 7. Old Ironsides Drive and Tasman Drive

This City of Santa Clara intersection would operate at an acceptable LOS D under cumulative no project conditions during the PM peak hour. The buildout of the Freedom Circle Focus Area 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 installing a second westbound left-turn lane and a second northbound right-turn lane. The addition of a second westbound left-turn lane is considered to be infeasible as it would require the acquisition of additional right of way on the northeast quadrant of the intersection. Furthermore, as described above, dual northbound right-turn lanes are not recommended because they would adversely affect cyclists and pedestrians and conflict with City policies. Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the adverse effect on intersection operations.

The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on Great America Parkway. This improvement is identified in the City's *Bicycle Master Plan Update 2018*. Adjacent to the Focus Area, the bikeway improvement will be constructed as part of the Focus Area Plan. Beyond the Focus Area (between Patrick Henry Drive and SR 237), Freedom Circle area stakeholders will pay a fair share fee for future construction of the bikeway on Great America Parkway.

Furthermore, the *Bicycle Master Plan* lists a spot improvement at this intersection that would tighten the curb radius on the northeast corner. The Freedom Circle Focus Area developments should provide fair-share funding towards these improvements.

### 8. Old Ironsides Drive and Old Glory Lane

This unsignalized 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 poor level of service is due to the trips associated with buildout of the Patrick Henry Specific Plan and the proposed Kylli mixed-use development, which would have access via the west leg at this intersection. The buildout of the Freedom Circle Focus Area would exacerbate the deficiency at this intersection. Furthermore, the intersection is expected to satisfy the peak-hour signal warrant. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by installing a traffic signal, adding a second southbound left-turn lane, a second eastbound through lane, an exclusive northbound right-turn lane, an exclusive eastbound right-turn lane, and an exclusive westbound left-turn lane. With the recommended improvements and a 10 percent TDM reduction, the intersection would continue to operate at an unacceptable LOS E or LOS F, however the delay would be less than that under cumulative no project conditions. The Freedom Circle Focus Area developments should provide fair-share funding towards these improvements.

### 12. Great America Parkway and Great America Way

This City of Santa Clara intersection would operate at an acceptable LOS D during the AM peak hour and an unacceptable LOS E during the PM peak hour under cumulative no project conditions. The buildout of the Freedom Circle Focus Area 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.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the 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. 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 bike lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. Adjacent to the Focus Area, the bikeway improvement will be constructed as part of the Focus Area Plan. Beyond the Focus Area (between Patrick Henry Drive and SR 237), Freedom Circle area stakeholders will pay a fair share fee for future construction of the bikeway on Great America Parkway.

### 16. Great America Parkway and Old Glory Lane

This City of Santa Clara intersection would operate at an unacceptable LOS F under cumulative no project conditions during the AM peak hour. The buildout of the Focus Area 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.

Intersection operations could be improved by adding a second northbound left-turn lane. With this improvement and a 10 percent TDM reduction, the intersection is expected to operate at an acceptable LOS D during the AM peak hour. During the PM peak hour, the intersection would continue to operate at LOS F, however the average delay would be less than that under cumulative no project conditions. The Freedom Circle Focus Area developments should provide fair-share funding towards this improvement.

### 18. Great America Parkway and Mission College Boulevard

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F under cumulative no project conditions during the PM peak hour. The buildout of the Freedom Circle Focus Area 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.

As described above, intersection improvements are not feasible because it would require acquisition of additional right of way and negatively impact adjacent properties. Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the adverse effect on intersection operations.

The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on Great America Parkway. This improvement, which is identified in the City's *Bicycle Master Plan Update 2018*, would encourage cycling by adding a physical barrier between the existing bike lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. Adjacent to the Focus Area, the bikeway improvement will be constructed as part of the Focus Area Plan. Beyond the Focus Area (between Patrick Henry Drive and SR 237), Freedom Circle area stakeholders will pay a fair share

fee for future construction of the bikeway on Great America Parkway. 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 transit signal priority, crosswalk motion sensors, upgraded safety lighting at intersections along Mission College Boulevard, and adaptive traffic signals along Great America Parkway. The Freedom Circle Focus Area developments should provide fair-share funding towards the MIP improvements.

### 23. 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 buildout of the Freedom Circle Focus Area 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.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area development. A sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would cause a decrease in critical v/c ratio such that the project would not be considered to have an adverse effect on intersection operations. Thus, TDM measures are expected to be sufficient to avoid the adverse effect without any physical improvements at this intersection.

### 27. Freedom Circle (W) and Mission College Boulevard

This City of Santa Clara intersection would operate at an acceptable LOS B and C under cumulative no project conditions during the AM and PM peak hours, respectively. The buildout of the Freedom Circle Focus Area would cause the intersection to degrade to an unacceptable LOS E during the AM peak hour and to LOS F during the PM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by adding an eastbound right-turn lane, removing the crosswalk on the eastbound leg, and restriping the northbound approach for one right-turn lane, one shared through/left-turn lane and one left-turn lane. The construction of these improvements along with the planned Class IV separated bike lanes on Mission College Boulevard would require widening Mission College Boulevard but would not require the dedication of additional right of way. Intersection operations could be further improved by converting Hichborn Drive from one-way (eastbound only) flow to two-way flow east of Great America Parkway. Hichborn Drive would be limited to right turns only to and from Great America Parkway. This roadway network change would provide another route out of the Freedom Circle Focus Area and thus reduce the northbound left-turn volume at the Freedom Circle W/Mission College Boulevard intersection. With the recommended improvements on the eastbound and northbound approaches, the conversion of Hichborn Drive to two-way flow, and a 10 percent TDM reduction, the intersection is expected to continue to operate an acceptable LOS D during the AM and PM peak hours. Therefore, these improvements would be sufficient to avoid the adverse effect on intersection operations. The cost of these improvements will be fully funded by Freedom Circle Focus Area developments.

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

This City of Santa Clara intersection would operate at an acceptable LOS D under cumulative no project conditions during the PM peak hour. The buildout of the Freedom Circle Focus Area 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 left-turn lane and widening the northbound approach to include one left-turn lane, one through lane, and two right-turn lanes. The addition of a second lane on the north leg (Agnew Road) to receive the dual eastbound left-turn lanes would require the dedication of right of way from adjacent properties within the Freedom Circle Focus Area and/or narrowing the sidewalk and thus is considered to be infeasible. Furthermore, as described above, dual right-turn lanes are not recommended as they would adversely affect cyclists and pedestrians and conflict with City of Santa Clara policies. Thus, only the addition of a single northbound right-turn lane is recommended. With the recommended improvement on the northbound approach and a 10 percent TDM reduction, the intersection would continue to operate at LOS E during the PM peak hour. Therefore, this improvement would not be sufficient to avoid the adverse effect on intersection operations. The cost of this improvement will be fully funded by Freedom Circle Focus Area developments.

Developments within the Freedom Circle Focus Area also will be responsible for the construction of a Class IV separated bikeway on Mission College Boulevard within the Plan Area. This improvement, which is identified in the City's *Bicycle Master Plan Update 2018*, would encourage cycling by adding a physical barrier between the existing bike lane and the vehicular travel lane, thereby increasing the comfort level for cyclists.

### 32. Mission College 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 the AM and PM peak hours. The buildout of the Freedom Circle Focus Area would cause the intersection's average critical movement delay to decrease while the critical v/c to increase by more the 0.010 during the AM and PM peak hours. This constitutes an adverse effect on intersection operations.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area. However, a sensitivity analysis shows that even a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the adverse effect on intersection operations. Intersection operations could be improved by constructing a partial grade separation with a flyover from eastbound Montague Expressway to northbound Mission College Boulevard. This improvement was identified as part of the 2040 Expressway Plan. The Freedom Circle Focus Area developments 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.

### 33. 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 buildout of the Freedom Circle Focus Area would cause the intersection's 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.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area. However, a sensitivity analysis shows that even a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the adverse effect on intersection operations. The County identified the need for a grade-separated interchange at this location as part of the Comprehensive County Expressway Planning Study 2008 Update. The Freedom Circle Focus Area developments 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.

### 37. Centennial Boulevard and Tasman Drive

This City of Santa Clara intersection would operate at an unacceptable LOS F under cumulative no project conditions during the AM peak hour. The buildout of the Freedom Circle Focus Area 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.

Implementation of TDM measures could reduce the vehicle trips associated with the Freedom Circle Focus Area. A sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would cause a decrease in critical v/c ratio such that the project would not have an adverse effect on intersection operations. Thus, TDM measures are expected to be sufficient to avoid the adverse effect without any physical improvements at this intersection.

### 39. Lick Mill Boulevard and Tasman Drive

This City of Santa Clara intersection would operate at an unacceptable LOS F and E under cumulative no project conditions during the AM and PM peak hours, respectively. The buildout of the Freedom Circle Focus Area 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.

Planned improvements associated with City Place that are assumed under cumulative no project conditions include reconfiguring the northbound and southbound approaches to two left-turn lanes, one through lane, and one right-turn lane. In addition, the signal phasing would be changed from split phase to protected left turns for the northbound and southbound approaches. Lastly, a second westbound left-turn lane is planned. Intersection operations could be further improved by converting the right-turn lane to a free right-turn lane. This improvement is not recommended because it would have an adverse effect on pedestrians and bicyclists. Implementation of TDM measures could reduce the vehicle trips associated with the Freedom Circle Focus Area. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the 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 Freedom Circle Focus Area developments should provide fair-share funding towards this multimodal improvement.

### 41. Lafayette Street and Agnew Road

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

Intersection operations under cumulative 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. Implementation of TDM measures could reduce the vehicle trips associated with the Freedom Circle Focus Area. However, a sensitivity analysis shows

that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the 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 bike to nearby destinations including City Place. The Freedom Circle Focus Area developments should provide fair-share funding towards this multimodal improvement.

### 42. Scott 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 PM peak hour. The buildout of the Freedom Circle Focus Area 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.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicles trips associated with the Focus Area. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the 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 Freedom Circle Focus Area developments 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.

### 43. Lafayette Street and Central Expressway

This CMP intersection in the City of Santa Clara would operate at an acceptable LOS F under cumulative no project conditions during the PM peak hour. The buildout of the Freedom Circle Focus Area would cause the intersection's average critical movement delay to decrease while the critical v/c would increase by more than 0.01. This constitutes an adverse effect on intersection operations.

Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicles trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the 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 Freedom Circle Focus Area developments 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.

### 44. 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 buildout of the Freedom Circle 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. In addition, cumulative conditions include the planned conversion of the existing HOV lanes on Central Expressway to mixed-flow lanes. 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. Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the 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. 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 Freedom Circle Focus Area developments should provide fair-share funding towards these multimodal improvements.

### 45. 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 the PM peak hour. The buildout of the Freedom Circle Focus Area would cause the intersection's average critical movement delay to decrease while the critical v/c to increase by more than 0.01 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Cumulative no project conditions assume the addition of a second northbound left-turn lane. Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the 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 and De La Cruz Boulevard. The Freedom Circle Focus Area developments should provide fair-share funding towards these multimodal improvements.

### 46. 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 buildout of the Freedom Circle Focus Area would cause the intersection's average critical delay to increase by more than 4.0 seconds and the critical v/c ratio to increase by more than 0.01 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Cumulative no project conditions assume the addition of a third southbound left-turn lane. Implementation of TDM measures within the Freedom Circle Focus Area could reduce the vehicle trips associated with the Focus Area development. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within the Focus Area would not be sufficient to avoid the 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 Freedom Circle Focus Area developments should provide fair-share funding towards this multimodal improvement.

### 47. 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 the AM and PM peak hours. The buildout of the Freedom Circle Focus Area 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. During the PM peak hour, the buildout of the Freedom Circle Focus Area would cause the intersection's average critical movement delay to decrease while the critical v/c would increase by more than 0.01. This constitutes an adverse effect on intersection operations.

Implementation of TDM measures could reduce the vehicle trips associated with the Freedom Circle Focus Area. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within Focus Area would not be sufficient to avoid the 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 Freedom Circle Focus Area developments 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.

### 52. 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 buildout of the Freedom Circle Focus Area 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. During the PM peak hour, the buildout of the Freedom Circle Focus Area would cause the intersection's average critical movement delay to decrease while the critical v/c would increase by more than 0.01. This constitutes an adverse effect on intersection operations.

Implementation of TDM measures could reduce the vehicle trips associated with the Freedom Circle Focus Area. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within Focus Area would not be sufficient to avoid the 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 Freedom Circle Focus Area developments 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.

### 54. Lawrence Expressway and Pruneridge 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 buildout of the Freedom Circle Focus Area 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.

Implementation of TDM measures could reduce the vehicle trips associated with the Freedom Circle Focus Area. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within Focus Area would not be sufficient to avoid the 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 Freedom Circle Focus Area developments should provide fair-share funding towards this improvement. The funds collected for this improvement are subject to programming by the County for Board approved improvement projects.

### 57. Kiely Boulevard and Benton Street

This City of Santa Clara intersection would operate at an unacceptable LOS E under cumulative no project conditions during the PM peak hour. The buildout of the Freedom Circle Focus Area 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.

Implementation of TDM measures could reduce the vehicle trips associated with the Freedom Circle Focus Area. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within Focus Area would not be sufficient to avoid the adverse effect on intersection operations. The adverse effect at this intersection could be lessened by the construction of Class IIB buffered bike lanes on Benton Street, which is identified in the City's *Bicycle Master Plan Update 2018*. Furthermore, the *Pedestrian Master Plan 2019* recommends the construction of curb extensions as a spot improvement at this intersection. These multimodal improvements would encourage active transportation modes as an alternative to traveling by motor vehicle. The Freedom Circle Focus Area developments should provide fair-share funding towards these improvements.

### 58. Kiely Boulevard and Homestead Road

This City of Santa Clara intersection would operate at an unacceptable LOS E under cumulative no project conditions during the PM peak hour. The buildout of the Freedom Circle Focus Area would cause the intersection to degrade to LOS F while the intersection's average critical movement delay would increase by more than 4.0 seconds and the critical v/c would 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 an eastbound right-turn lane. However, this would require eliminating on-street parking, which would negatively affect adjacent properties. Thus, this improvement is not recommended. Implementation of TDM measures could reduce the vehicle trips associated with the Freedom Circle Focus Area. However, a sensitivity analysis shows that a 10 percent TDM trip reduction within Focus Area would not be sufficient to avoid the adverse effect on intersection operations.

The adverse effect at this intersection could be reduced by construction of Class IIB buffered bike lanes on Bowers Avenue from Chromite Drive to El Camino Real. This upgrade from the existing Class III bike route would increase the comfort level of cyclists along this key route through central Santa Clara. Furthermore, the *Pedestrian Master Plan 2019* identifies spot improvements at this intersection including reducing the curb radius, adding curb ramps, constructing transit waiting area improvements and public space activation/parklet. The Freedom Circle Focus Area developments should provide fair-share funding towards these multimodal improvements.

## Summary of Cumulative Plus Project Conditions

A summary of the adverse effects associated with the Greystar General Plan Amendment and with buildout of the Freedom Circle Focus Area under cumulative conditions, the recommended improvements, and funding responsibilities are provided in Tables 16 and 17, respectively.

**Table 16**
**Summary of Affected Intersections under Cumulative Plus Project Conditions - Greystar**

| # | Intersection | Jurisdiction | Recommended Improvements | Project Responsibility |
|---|---|---|---|---|
| 7 | Old Ironsides Drive and Tasman Drive | SC | TDM Measures with 10% Trip Reduction | 100% |
| 8 | Old Ironsides Drive and Old Glory Lane *(Unsignalized)* | SC | Install a traffic signal and add a 2nd SB LT lane, a 2nd EB TH lane, a NB RT lane, an EB RT lane, and a WB LT lane | % of Total Traffic |
| 17 | Great America Parkway and Patrick Henry Drive | SC | Add a second northbound left-turn lane | % of Total Traffic |
| 18 | Great America Pkwy and Mission College Blvd *(CMP)* | SC | Construct Class IV bikeway on Great America Parkway (Bicycle Master Plan Update 2018) and Multimodal Improvement Plan measures | % of Total Traffic |
| 27 | Freedom Circle W and Mission College Blvd | SC | Add an eastbound right-turn lane; Remove west leg crosswalk; Restripe south leg with 1 left-turn, 1 left-turn/through, 1 right-turn lane; Make north leg and south leg split phase; Convert Hichborn Dr. to 2-way flow with right turn only at Great America Parkway. | % of Total Traffic |
| 28 | Agnew/Freedom Circle E & Mission College Blvd | SC | Add a northbound right-turn lane | % of Total Traffic |
| 32 | Mission College Blvd and Montague Expwy *(CMP)* | SCC | Construct partial grade separation (2040 Expressway Plan) | % of Total Traffic |

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

**Table 17**
**Summary of Affected Intersections under Cumulative Plus Project Conditions – Focus Area Buildout**

| # | Intersection | Jurisdiction | Recommended Improvements | Project Responsibility |
|---|---|---|---|---|
| 1 | Lawrence Expressway and Tasman Drive *(CMP)* | SCC | Depress LRT under the intersection (2040 Expressway Plan) | % of Total Traffic |
| 2 | Lawrence Expwy and Sandia Av/Lakehaven Dr | SCC | Same improvements as proposed under background conditions | % of Total Traffic |
| 5 | Lawrence Expressway and E. Arques Ave. *(CMP)* | SCC | Same improvements as proposed under background conditions | % of Total Traffic |
| 6 | Patrick Henry Drive and Tasman Drive | SC | Construct Class IV bikeway on Great America Parkway adjacent Plan area<br>Construct Class IV bikeway on Great America Parkway between SR 237 and Patrick Henry Drive (Bicycle Master Plan Update 2018) | 100%<br>% of Total Traffic |
| 7 | Old Ironsides Drive and Tasman Drive | SC | Construct Class IV bikeway on Great America Parkway adjacent Plan area<br>Construct Class IV bikeway on Great America Parkway between SR 237 and Patrick Henry Drive (Bicycle Master Plan Update 2018) and<br>tighten curb radius on NE corner (Bicycle Master Plan Update 2018) | 100%<br>% of Total Traffic<br>% of Total Traffic |
| 8 | Old Ironsides Drive and Old Glory Lane *(Unsignalized)* | SC | Install a traffic signal and add a 2nd SB LT lane, a 2nd EB TH lane, a NB RT lane, an EB RT lane, and a WB LT lane | % of Total Traffic |
| 12 | Great America Parkway and Great America Way | SC | Construct Class IV bikeway on Great America Parkway adjacent Plan area<br>Construct Class IV bikeway on Great America Parkway between SR 237 and Patrick Henry Drive (Bicycle Master Plan Update 2018) | 100%<br>% of Total Traffic |
| 16 | Great America Parkway and Old Glory Lane | SC | Add a second northbound left-turn lane | % of Total Traffic |
| 18 | Great America Pkwy and Mission College Blvd (CMP) | SC | Same improvements as proposed under background conditions | |
| 23 | Bowers Avenue and Central Expressway (CMP) | SCC | TDM Measures with 10% Trip Reduction | 100% |
| 27 | Freedom Circle W and Mission College Blvd | SC | Same improvements as proposed under background conditions | |
| 28 | Agnew/Freedom Circle E & Mission College Blvd | SC | Same improvement as proposed under background conditions and Construct Class IV bikeway on Mission College Boulevard within Plan area (Bicycle Master Plan Update 2018) | 100% |

**Table 17 (continued)**
**Summary of Affected Intersections under Cumulative Plus Project Conditions – Focus Area Buildout**

| # | Intersection | Jurisdiction | Recommended Improvements | Project Responsibility |
|---|---|---|---|---|
| 32 | Mission College Blvd and Montague Expwy *(CMP)* | SCC | Same improvements as proposed under background conditions | |
| 33 | San Tomas Expressway and Scott Boulevard *(CMP)* | SCC | Construct grade separated interchange (Comprehensive County Expressway Planning Study 2008 Update) | % of Total Traffic |
| 37 | Centennial Boulevard and Tasman Drive | SC | TDM Measures with 10% Trip Reduction | 100% |
| 39 | Lick Mill Boulevard and Tasman Drive | SC | Construct a Class IV separated bikeway on Lick Mill Boulevard (Bicycle Master Plan Update 2018) | % of Total Traffic |
| 41 | Lafayette Street and Agnew Road | SC | Construct a Class IV separated bikeway on Lafayette Street (Bicycle Master Plan Update 2018) | % ot Total Traffic |
| 42 | Scott Boulevard and Central Expressway *(CMP)* | SCC | Same improvements as proposed under background conditions | |
| 43 | Lafayette Street and Central Expressway *(CMP)* | SCC | Same improvements as proposed under background conditions | |
| 44 | De la Cruz Boulevard and Central Expressway *(CMP)* | SCC | Construct Class IV separated bikeway on De La Cruz Boulevard (Bicycle Master Plan Update 2018) and implement measures identified in Multimodal Improvement Plan | % of Total Traffic |
| 45 | Agnew Rd/De La Cruz Blvd and Montague Expwy *(CMP)* | SCC | Same improvements as proposed under background conditions | |
| 46 | Lick Mill Boulevard and Montague Expressway | SCC | Construct Class IV separated bikeway on Lick Mill Boulevard (Bicycle Master Plan Update 2018) | % of Total Traffic |
| 47 | N. 1st Street and Montague Expressway *(CMP)* | SCC | Same improvements as proposed under background conditions | |
| 52 | Lawrence Expressway and Reed Ave/Monroe St *(CMP)* | SCC | Construct grade separated interchange (2040 Expressway Plan) | % of Total Traffic |

**Table 17 (continued)**
**Summary of Affected Intersections under Cumulative Plus Project Conditions – Focus Area Buildout**

| # | Intersection | Jurisdiction | Recommended Improvements | Project Responsibility |
|---|---|---|---|---|
| 54 | Lawrence Expressway and Pruneridge Avenue | SCC | Same improvements as proposed under background conditions | |
| 57 | Kiely Boulevard and Benton Street | SC | Construct Class IIB buffered bike lanes on Benton Street (Bicycle Master Plan Update 2018) and spot improvements including curb extensions (Pedestrian Master Plan 2019) | % of Total Traffic |
| 58 | Kiely Boulevard and Homestead Road | SC | Construct Class IIB buffered bike lanes on Bowers Avenue between Chromite Drive and El Camino Real (Bicycle Master Plan Update 2018) and spot improvements including reducing the curb radius, adding curb ramps, transit waiting area improvements and public space activation/parklet (Pedestrian Master Plan 2019) | % of Total Traffic |

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

# 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 within the Freedom Circle Focus Area
- Parking analysis
- Impacts on pedestrians, bicycles, and transit facilities

Unlike the level of service analysis, which is based on level of service standards adopted by the Cities of Santa Clara, Sunnyvale, and San José and the Valley Transportation Authority, many topics contained in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. 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 proposed Freedom Circle Focus Area. In contrast, impacts on pedestrians, bicycle, and transit facilities were evaluated according to the CEQA checklist.

## Freeway Segment Traffic Operations

Traffic volumes for the study freeway segments in Santa Clara County were obtained from the 2018 CMP Annual Monitoring Report. The existing levels of service for study freeway segments in San Mateo and Alameda Counties were obtained from the 2018 and 2019 CMP Monitoring Program Reports, respectively. The results show that the mixed-flow lanes and/or HOV lane(s) on the following study freeway segments currently operate at LOS F in at least one direction during at least one peak hour:

- US 101, northbound between Bernal Road and Silver Creek Valley Road (AM peak hour)
- US 101, northbound between Silver Creek Valley Road and Hellyer Avenue (AM peak hour)
- US 101, northbound between Hellyer Avenue and Yerba Buena Road (AM peak hour)
- US 101, northbound between Yerba Buena Road to Capitol Expressway (AM peak hour)
- US 101, northbound between Capitol Expressway to Tully Road (AM peak hour)
- US 101, northbound between Tully Road to Story Road (AM peak hour)
- US 101, northbound between Story Road to I-280 (AM peak hour)
- US 101, northbound between I-280 to Santa Clara Street (AM peak hour)

- US 101, northbound between Santa Clara Street to McKee Road (AM peak hour)
- US 101, northbound between McKee Road and Oakland Road (AM Peak Hour)
- US 101, northbound between Oakland Road and I-880 (AM Peak Hour)
- US 101, northbound between I-880 and Old Bayshore Highway (AM Peak Hour)
- US 101, northbound between Old Bayshore Highway and N. First Street (AM Peak Hour)
- US 101, northbound between N. First Street and Guadalupe Parkway (AM Peak Hour)
- US 101, northbound between Guadalupe Parkway and De La Cruz Boulevard (AM Peak Hour)
- US 101, northbound between De La Cruz Boulevard and Montague Expressway/San Tomas Expressway (AM Peak Hour)
- US 101, northbound between Montague Expressway/San Tomas Expressway and Bowers Avenue/Great America Parkway (AM Peak Hour)
- US 101, northbound between Bowers Avenue/Great America Parkway and Lawrence Expressway (AM Peak Hour)
- US 101, northbound between Lawrence Expressway and N. Fair Oaks Avenue (AM Peak Hour)
- US 101, northbound between N. Fair Oaks Avenue and N. Mathilda Avenue (AM Peak Hour)
- US 101, northbound between N. Mathilda Avenue and SR 237 (AM Peak Hour)
- US 101, northbound between SR 237 and Moffett Boulevard (AM Peak Hour)
- US 101, northbound between Moffett Boulevard and SR 85 (Both Peak Hours)
- US 101, northbound between SR 85 and to N. Shoreline Boulevard (Both Peak Hours)
- US 101, northbound between N. Shoreline Boulevard and Rengstorff Avenue (Both Peak Hours)
- US 101, northbound between Rengstorff Avenue and San Antonio Avenue (PM Peak Hour)
- US 101, northbound between San Antonio Avenue and Oregon Expressway (PM Peak Hour)
- US 101, northbound between Oregon Expressway and Embarcadero Road (Both Peak Hours)
- US 101, northbound between Santa Clara County Line and Whipple Avenue (Both Peak Hours)
- US 101, northbound between Whipple Avenue and SR 92 (Both Peak Hours)
- US 101, southbound between SR 92 and Whipple Avenue (Both Peak Hours)
- US 101, southbound between Whipple Avenue and Santa Clara County Line (Both Peak Hours)
- US 101, southbound between Embarcadero Road and Oregon Expressway (PM Peak Hour)
- US 101, southbound between Oregon Expressway and San Antonio Avenue (PM Peak Hour)
- US 101, southbound between San Antonio Avenue and Rengstorff Avenue (PM Peak Hour)
- US 101, southbound between Rengstorff Avenue and N. Shoreline Boulevard (PM Peak Hour)
- US 101, southbound between N. Shoreline Boulevard and SR 85 (PM Peak Hour)
- US 101, southbound between SR 85 and Moffett Boulevard (PM Peak Hour)
- US 101, southbound between Moffett Boulevard and SR 237 (PM Peak Hour)
- US 101, southbound between SR 237 and N. Mathilda Avenue (PM Peak Hour)
- US 101, southbound between N. Mathilda Avenue and N. Fair Oaks Avenue (PM Peak Hour)
- US 101, southbound between N. Fair Oaks Avenue and Lawrence Expressway (PM Peak Hour)
- US 101, southbound between Lawrence Expressway and Bowers Avenue/Great America Parkway (PM Peak Hour)
- US 101, southbound between Bowers Avenue/Great America Parkway and Montague Expressway/San Tomas Expressway (PM Peak Hour)
- US 101, southbound between Montague Expressway/San Tomas Expressway and De La Cruz Boulevard (PM Peak Hour)
- US 101, southbound between Guadalupe Parkway and N. First Street (PM Peak Hour)
- US 101, southbound between N. First Street and Old Bayshore Highway (PM Peak Hour)
- US 101, southbound between Old Bayshore Highway and I-880 (PM Peak Hour)
- US 101, southbound between I-880 and Oakland Road (PM Peak Hour)
- SR 237, eastbound between SR 85 and Central Parkway (AM Peak Hour)

- SR 237, eastbound between Maude Avenue and US 101 (PM Peak Hour)
- SR 237, eastbound between US 101 and Mathilda Avenue (PM Peak Hour)
- SR 237, eastbound between Mathilda Avenue and N. Fair Oaks Avenue (PM Peak Hour)
- SR 237, eastbound between N. Fair Oaks Avenue and Lawrence Expressway (PM Peak Hour)
- SR 237, eastbound between Lawrence Expressway and Great America (PM Peak Hour)
- SR 237, eastbound between Great America Parkway and N. First Street (PM Peak Hour)
- SR 237, eastbound between N. First Street and Zanker Road (PM Peak Hour)
- SR 237, westbound between I-880 and McCarthy Boulevard (AM Peak Hour)
- SR 237, westbound between McCarthy Boulevard and Zanker Road (AM Peak Hour)
- SR 237, westbound between Zanker Road and N. First Street (AM Peak Hour)
- SR 237, westbound between N. First Street and Great America Parkway (AM Peak Hour)
- SR 237, westbound between Great America Parkway and Lawrence Expressway (AM Peak Hour)
- SR 237, westbound between Lawrence Expressway and N. Fair Oaks Avenue (Both Peak Hours)
- SR 237, westbound between N. Fair Oaks Avenue and Mathilda Avenue (Both Peak Hours)
- SR 237, westbound between Mathilda Avenue and US 101 (PM Peak Hour)
- SR 237, westbound between US 101 and Maude Avenue (PM Peak Hour)
- SR 237, westbound between Maude Avenue and Central Parkway (PM Peak Hour)
- SR 237, westbound between Central Parkway and SR 85 (PM Peak Hour)
- SR 237, westbound between SR 85 and to El Camino Real (AM Peak Hour)
- SR 87, northbound between SR 85 and Capitol Expressway (AM Peak Hour)
- SR 87, northbound between Capitol Expressway and Curtner Avenue (AM Peak Hour)
- SR 87, northbound between Curtner Avenue and Almaden Road (AM Peak Hour)
- SR 87, northbound between I-280 and Julian Street (AM Peak Hour)
- SR 87, northbound between Julian Street and Coleman Avenue (AM Peak Hour)
- SR 87, northbound between Taylor Street and Skyport Drive (AM Peak Hour)
- SR 87, northbound between Skyport Drive and US 101 (AM Peak Hour)
- SR 87, southbound between US 101 and Skyport Drive (PM Peak Hour)
- SR 87, southbound between Skyport Drive and Taylor Street (PM Peak Hour)
- SR 87, southbound between Taylor Street and Coleman Street (PM Peak Hour)
- SR 87, southbound between Julian Street and I-280 (PM Peak Hour)
- SR 87, southbound between I-280 and Alma Avenue (PM Peak Hour)
- SR 87, southbound between Alma Avenue and Almaden Avenue (PM Peak Hour)
- I-680, northbound between Scott Creek Road and SR 262 (PM Peak Hour)
- I-680, northbound between SR 262 and Durham Road (PM Peak Hour)
- I-680, northbound between Durham Road and Washington Boulevard (PM Peak Hour)
- I-680, northbound between Washington Boulevard and SR 238 (PM Peak Hour)
- I-680, northbound between SR 238 and Vargas Road (PM Peak Hour)
- I-680, northbound between Vargas Road and Andrade Road (PM Peak Hour)
- I-680, southbound between Bernal Avenue and Sunol Boulevard (AM Peak Hour)
- I-680, southbound between Stoneridge Drive and Bernal Avenue (AM Peak Hour)
- I-680, southbound between Jacklin Road and Calaveras Boulevard/SR 237 (PM Peak Hour)
- I-680, southbound between Calaveras Boulevard/SR 237 and Yosemite Drive (PM Peak Hour)
- I-880, northbound between Dixon Landing Road to SR 262 (PM Peak Hour)
- I-880, northbound between Stevenson Boulevard and Decoto Road (PM Peak Hour)
- I-880, northbound between Decoto Road and Alvarado Boulevard (PM Peak Hour)
- I-880, southbound between Decoto Road and Stevenson Boulevard (AM Peak Hour)

- I-880, southbound between Alvarado Boulevard and Decoto Boulevard (AM Peak Hour)
- I-880, southbound between Great Mall Parkway and Montague Expressway (Both Peak Hours)
- I-880, southbound between SR 237 and Great Mall Parkway (PM Peak Hour)
- I-880, southbound between Dixon Landing and SR 237 (AM Peak Hour)

Per the CMP guidelines, the analysis of freeway segments with buildout of the Freedom Circle Focus Area was evaluated under existing (2018/2019) plus project conditions. As described previously, trips associated with buildout of the Freedom Circle Focus Area in the Year 2018 were estimated using ITE trip rates, a 25-percent pass-by trip reduction, and reductions for internalization and transit usage based on CSC model estimates. The gross project trips remain the same as described in Chapter 4.

After applying reductions for internal capture, transit use, and pass-by trips, the Freedom Circle Focus Area development is expected to generate 70,075 net daily vehicle trips, 7,132 (5,399 inbound and 1,733 outbound) net AM peak hour trips, and 7,427 (1,903 inbound and 5,524 outbound) net PM peak hour trips under existing conditions (See Table 18).

**Table 18**
**Freedom Circle Focus Area Trip Generation Estimates (Year 2018)**

| | | | Daily | | | AM Peak Hour | | | | | PM Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Trips | | | | | Trips | | | |
| Land Use | Size | | Rate | Trips | Mode Share | Rate | In | Out | Total | Mode Share | Rate | In | Out | Total | Mode Share |
| Multifamily Housing (Mid-Rise) | 3,600 | Dwelling Units | 5.44 | 19,584 | | 0.36 | 337 | 959 | 1,296 | | 0.44 | 966 | 618 | 1,584 | |
| **Total Residential Trips** | *3,600* | *Dwelling Units* | *5.44* | *19,584* | | *0.36* | *337* | *959* | *1,296* | | *0.44* | *966* | *618* | *1,584* | |
| General Office Building | 5,369,000 | Square Feet | 9.740 | 52,294 | | 1.160 | 5,356 | 872 | 6,228 | | 1.150 | 988 | 5,186 | 6,174 | |
| Retail | 2,000 | Square Feet | 37.75 | 76 | | 0.94 | 1 | 1 | 2 | | 3.81 | 4 | 4 | 8 | |
| Hotel | 750 | Rooms | 8.36 | 6,270 | | 0.47 | 208 | 145 | 353 | | 0.60 | 230 | 220 | 450 | |
| **Total Employment Trips** | *5,371,750* | *Square Feet* | *10.916* | *58,640* | | | *5,565* | *1,018* | *6,583* | | | *1,222* | *5,410* | *6,632* | |
| **Total Proposed Project Trips** | | | | **78,224** | **100.0%** | | **5,902** | **1,977** | **7,879** | **100.0%** | | **2,188** | **6,028** | **8,216** | **100.0%** |
| *Less Internal Trips* | | | | (3,088) | 3.9% | | (68) | (68) | (136) | 1.7% | | (134) | (134) | (268) | 3.3% |
| Residential | | | | (1,544) | 7.9% | | (18) | (50) | (68) | 5.2% | | (82) | (52) | (134) | 8.5% |
| Employment | | | | (1,544) | 2.6% | | (50) | (18) | (68) | 1.0% | | (52) | (82) | (134) | 2.0% |
| *Less External Public Transit Trips* | | | | (5,044) | 6.4% | | (435) | (176) | (611) | 7.8% | | (150) | (369) | (519) | 6.3% |
| Residential | | | | (1,634) | 8.3% | | (36) | (103) | (139) | 10.7% | | (78) | (50) | (128) | 8.1% |
| Employment | | | | (3,410) | 5.8% | | (399) | (73) | (472) | 7.2% | | (72) | (319) | (391) | 5.9% |
| *Less Retail Passby Trips* | | | | *(17)* | 0.0% | | *0* | *0* | *0* | 0.0% | | *(1)* | *(1)* | *(2)* | 0.0% |
| **External Vehicle Trips** | | | | **70,075** | **89.6%** | | **5,399** | **1,733** | **7,132** | **90.5%** | | **1,903** | **5,524** | **7,427** | **90.4%** |
| Residential | | | | 16,406 | | | 283 | 806 | 1,089 | | | 806 | 516 | 1,322 | |
| Employment | | | | 53,669 | | | 5,116 | 927 | 6,043 | | | 1,097 | 5,008 | 6,105 | |

Source: Trip rates from ITE *Trip Generation Manual, 10th Edition,* 2017. Internal and transit trip reductions derived from CSC travel demand model.

The freeway analysis results (see Tables 19, 20, and 21) reflect the net increase in freeway trips above that generated by the existing Focus Area uses. Due to the existing freeway congestion in the vicinity of the Freedom Circle Focus Area, 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 uses. Thus, the freeway analysis reflects the net increase in trips generated by buildout of the Focus Area 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.

The mixed-flow lanes on the following freeway segments would be adversely affected under existing plus project conditions due to the buildout of the Freedom Circle Focus Area:

- US 101, northbound between Santa Clara County Line and Whipple Avenue (PM Peak Hour)
- US 101, northbound between Whipple Avenue and SR 92 (PM Peak Hour)
- US 101, northbound between Bernal Road and Silver Creek Valley Road (AM peak hour)
- US 101, northbound between Silver Creek Valley Road and Hellyer Avenue (AM peak hour)
- US 101, northbound between Hellyer Avenue and Yerba Buena Road (AM peak hour)
- US 101, northbound between Yerba Buena Road to Capitol Expressway (AM peak hour)
- US 101, northbound between Capitol Expressway to Tully Road (AM peak hour)
- US 101, northbound between Tully Road to Story Road (AM peak hour)
- US 101, northbound between Story Road to I-280 (AM peak hour)
- US 101, northbound between I-280 to Santa Clara Street (AM peak hour)
- US 101, northbound between Santa Clara Street to McKee Road (AM peak hour)
- US 101, northbound between McKee Road and Oakland Road (AM Peak Hour)
- US 101, northbound between Oakland Road and I-880 (AM Peak Hour)
- US 101, northbound between I-880 and Old Bayshore Highway (AM Peak Hour)
- US 101, northbound between Old Bayshore Highway and N. First Street (AM Peak Hour)
- US 101, northbound between N. First Street and Guadalupe Parkway (AM Peak Hour)
- US 101, northbound between Guadalupe Parkway and De La Cruz Boulevard (AM Peak Hour)
- US 101, northbound between De La Cruz Boulevard and Montague Expressway/San Tomas Expressway (AM Peak Hour)
- US 101, northbound between Montague Expressway/San Tomas Expressway and Bowers Avenue/Great America Parkway (AM Peak Hour)
- US 101, northbound between Bowers Avenue/Great America Parkway and Lawrence Expressway (AM Peak Hour)
- US 101, northbound between Lawrence Expressway and N. Fair Oaks Avenue (AM Peak Hour)
- US 101, northbound between N. Fair Oaks Avenue and N. Mathilda Avenue (AM Peak Hour)
- US 101, northbound between SR 237 and Moffett Boulevard (AM Peak Hour)
- US 101, northbound between Moffett Boulevard and SR 85 (AM and PM Peak Hours)
- US 101, northbound between SR 85 and N. Shoreline Boulevard (AM and PM Peak Hour)
- US 101, northbound between N. Shoreline Boulevard and Rengstorff Avenue (PM Peak Hour)
- US 101, northbound between Rengstorff Avenue and San Antonio Avenue (PM Peak Hour)
- US 101, northbound between San Antonio Avenue and Oregon Expressway (PM Peak Hour)
- US 101, northbound between Oregon Expressway and Embarcadero Road (PM Peak Hour)
- US 101, southbound between SR 92 and Whipple Avenue (AM Peak Hour)
- US 101, southbound between Whipple Avenue and Santa Clara County Line (AM Peak Hour)

- US 101, southbound between N. Shoreline Boulevard and SR 85 (PM Peak Hour)
- US 101, southbound between SR 85 and Moffett Boulevard (PM Peak Hour)
- US 101, southbound between Moffett Boulevard and SR 237 (PM Peak Hour)
- US 101, southbound between SR 237 and N. Mathilda Avenue (PM Peak Hour)
- US 101, southbound between N. Mathilda Avenue and N. Fair Oaks Avenue (PM Peak Hour)
- US 101, southbound between N. Fair Oaks Avenue and Lawrence Expressway (PM Peak Hour)
- US 101, southbound between Lawrence Expressway and Bowers Avenue / Great American Parkway (PM Peak Hour)
- US 101, southbound between Bowers Avenue / Great American Parkway and Montague Expressway / San Tomas Expressway (PM Peak Hour)
- US 101, southbound between Montague Expressway / San Tomas Expressway and De La Cruz Boulevard (PM Peak Hour)
- US 101, southbound between Guadalupe Parkway and N. First Street (PM Peak Hour)
- US 101, southbound between N. First Street and Old Bayshore Highway (PM Peak Hour)
- US 101, southbound between Old Bayshore Highway and I-880 (PM Peak Hour)
- US 101, southbound between I-880 and Oakland Road (PM Peak Hour)
- US 101, southbound between Oakland Road and McKee Road (PM Peak Hour)
- SR 237, eastbound between SR 85 and Central Expressway (AM Peak Hour)
- SR 237, eastbound between Maude Avenue and US 101 (PM Peak Hour)
- SR 237, eastbound between Great America Parkway and N. First Street (PM Peak Hour)
- SR 237, eastbound between N. First Street and Zanker Road (PM Peak Hour)
- SR 237, westbound between I-880 and McCarthy Boulevard (AM Peak Hour)
- SR 237, westbound between McCarthy Boulevard and Zanker Road (AM Peak Hour)
- SR 237, westbound between Zanker Road and N. 1st Street (AM Peak Hour)
- SR 237, westbound between N. 1st Street and Great America Parkway (AM Peak Hour)
- SR 237, westbound between US 101 and Maude Avenue (PM Peak Hour)
- SR 237, westbound between Maude Avenue and Central Parkway (PM Peak Hour)
- SR 237, westbound between Central Parkway and SR 85 (PM Peak Hour)
- SR 237, westbound between SR 85 and El Camino Real (AM Peak Hour)
- SR 87, northbound between SR 85 and Capitol Expressway (AM Peak Hour)
- SR 87, northbound between Capitol Expressway and Curtner Avenue (AM Peak Hour)
- SR 87, northbound between Curtner Avenue and Almaden Road (AM Peak Hour)
- SR 87, northbound between Almaden Road and Alma Avenue (AM Peak Hour)
- SR 87, northbound between I-280 and Julian Street (AM Peak Hour)
- SR 87, northbound between Julian Street and Coleman Avenue (AM Peak Hour)
- SR 87, northbound between Taylor Street and Skyport Drive (AM Peak Hour)
- SR 87, northbound between Skyport Drive and US 101 (AM Peak Hour)
- SR 87, southbound between US 101 and Skyport Drive (PM Peak Hour)
- SR 87, southbound between Skyport Drive and Taylor Street (PM Peak Hour)
- SR 87, southbound between Taylor Street and Coleman Street (PM Peak Hour)
- SR 87, southbound between Julian Street and I-280 (PM Peak Hour)
- SR 87, southbound between I-280 and Alma Avenue (PM Peak Hour)
- SR 87, southbound between Alma Avenue and Almaden Avenue (PM Peak Hour)
- I-880, southbound between Great Mall Parkway and Montague Expressway (AM Peak Hour)
- I-880, southbound between Dixon Landing and SR 237 (AM Peak Hour)
- I 680, northbound between Scott Creek Road and SR 262 (PM Peak Hour)
- I 680, northbound between SR 262 and Durham Road (PM Peak Hour)
- I 680, northbound between Durham Road and Washington Boulevard (PM Peak Hour)

- I 680, northbound between Washington Boulevard and SR 238 (PM Peak Hour)
- I 680, northbound between SR 238 and Vargas Road (PM Peak Hour)
- I 680, northbound between Vargas Road and Andrade Road (PM Peak Hour)
- I 680, southbound between Bernal Avenue and Sunol Boulevard (AM Peak Hour)
- I 680, southbound between Stoneridge Drive and Bernal Avenue (AM Peak Hour)
- I-880, northbound between Dixon Landing and SR 262 (PM Peak Hour)

Furthermore, the buildout of the Freedom Circle Focus Area also would adversely affect 42 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 3 portion of the Silicon Valley Express Lanes Project, which extends along US 101 from SR 237 to San Mateo County, is currently under construction and is anticipated to open in 2021. Phase 5, which will extend the US 101 express lanes south from SR 237 to I-880, is expected to be completed in 2025. The San Mateo 101 Express Lanes Project is currently under construction and is expected to be completed in 2022.

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. The level of service listed in the above table are taken from VTA's 2018 Congestion Management Program Monitoring Report, and thus do not reflect the newly opened express lane. 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.

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), environmentally cleared the construction of an HOV/express lane on northbound I-680 from the SR 237 interchange in Santa Clara County to north of the SR 84 interchange in Alameda County. The project was split into two phases. Phase 1, which entailed the construction of nine miles of a HOV/continuous access express lane in the northbound direction on I-680 between SR 262 and SR 84 was completed in 2020. Additionally, the adjacent I-680 Southbound Express Lane is being upgraded to improve access. Tolling operations for both directions will begin in spring 2021. Phase 2 will construct five miles of HOV/express lane along the northbound direction on I-680 from SR-237 to Auto Mall Parkway through widening I-680 along with other necessary improvements, including structure widening/modification and retaining walls. Future development of Phase 2 will be performed in close coordination with the Santa Clara Valley Transportation Authority.

The Metropolitan Transportation Commission (MTC) completed the conversion of existing I-880 HOV lanes that run from Hegenberger Road to Dixon Landing Road in the southbound direction and from Dixon Landing Road to Lewelling Boulevard in the northbound direction to express lanes in 2020. The conversion involved lane striping and installing sign structures, signs, tolling equipment, traffic monitoring video cameras, a data communications network, lighting, median barrier replacement and CHP observation areas. The highway also was widened in three locations to accommodate merge lanes into and out of the future express lanes. The level of service listed in the above table are taken from the 2018 Congestion Management Program Monitoring Report, and thus do not reflect the newly opened HOV/express lanes on I-680 and I-880.

**Table 19**
**Santa Clara County Freeway Segment Traffic Operations**

| | | | Existing Conditions | | | | | | | | Existing + Project | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Mixed-Flow | | | | HOV Lane | | | | Mixed-Flow | | | | HOV Lane | | | |
| Freeway Segment | Dir | Peak Hour | # of Lanes[1] | Capacity[2] | Density | LOS[1] | # of Lanes[1] | Capacity[2] | Density | LOS[1] | Density | LOS | Project Trips | % of Capacity | Density | LOS | Project Trips | % of Capacity |
| US 101 SR 85 to Bernal Rd | NB | AM | 3 | 6,900 | 35 | D | 1 | 1,650 | 25 | C | 35 | D | 66 | 1.0% | 25 | C | 16 | 1.0% |
| | | PM | 3 | 6,900 | 21 | C | 1 | 1,650 | 25 | C | 21 | C | 10 | 0.1% | 25 | C | 4 | 0.2% |
| US 101 Bernal Rd to Silver Creek Valley Rd | NB | AM | 3 | 6,900 | **60** | F | 1 | 1,650 | 21 | C | **61** | F | **78** | **1.1%** | 21 | C | 16 | 1.0% |
| | | PM | 3 | 6,900 | 20 | C | 1 | 1,650 | 9 | A | 20 | C | 12 | 0.2% | 9 | A | 4 | 0.2% |
| US 101 Silver Creek Valley Rd to Hellyer Ave | NB | AM | 3 | 6,900 | **120** | F | 1 | 1,650 | **92** | F | **123** | F | **80** | **1.2%** | **94** | F | 25 | **1.5%** |
| | | PM | 3 | 6,900 | 27 | D | 1 | 1,650 | 7 | A | 27 | D | 13 | 0.2% | 7 | A | 6 | 0.4% |
| US 101 Hellyer Ave to Yerba Buena Rd | NB | AM | 3 | 6,900 | **111** | F | 1 | 1,650 | **72** | F | **114** | F | **82** | **1.2%** | **73** | F | 25 | **1.5%** |
| | | PM | 3 | 6,900 | 33 | D | 1 | 1,650 | 8 | A | 33 | D | 13 | 0.2% | 8 | A | 6 | 0.4% |
| US 101 Yerba Buena Rd to Capitol Expwy | NB | AM | 3 | 6,900 | **101** | F | 1 | 1,650 | **63** | F | **103** | F | **78** | **1.1%** | **64** | F | 25 | **1.5%** |
| | | PM | 3 | 6,900 | 25 | C | 1 | 1,650 | 7 | A | 25 | C | 13 | 0.2% | 7 | A | 6 | 0.4% |
| US 101 Capitol Expwy to Tully Rd | NB | AM | 3 | 6,900 | **80** | F | 1 | 1,650 | **60** | F | **82** | F | **129** | **1.9%** | **61** | F | 34 | **2.1%** |
| | | PM | 3 | 6,900 | 35 | D | 1 | 1,650 | 11 | A | 35 | D | 23 | 0.3% | 11 | B | 7 | 0.4% |
| US 101 Tully Rd to Story Rd | NB | AM | 3 | 6,900 | **78** | F | 1 | 1,650 | **84** | F | **81** | F | **216** | **3.1%** | **87** | F | 47 | **2.8%** |
| | | PM | 3 | 6,900 | 22 | C | 1 | 1,650 | 8 | A | 22 | C | 34 | 0.5% | 8 | A | 11 | 0.7% |
| US 101 Story Rd to I-280 | NB | AM | 3 | 6,900 | **89** | F | 1 | 1,650 | **84** | F | **93** | F | **216** | **3.1%** | **87** | F | 47 | **2.8%** |
| | | PM | 3 | 6,900 | 15 | B | 1 | 1,650 | 7 | A | 15 | B | 34 | 0.5% | 7 | A | 11 | 0.7% |
| US 101 I-280 to Santa Clara St | NB | AM | 3 | 6,900 | **120** | F | 1 | 1,650 | **122** | F | **129** | F | **240** | **3.5%** | **130** | F | 70 | **4.2%** |
| | | PM | 3 | 6,900 | 19 | C | 1 | 1,650 | 12 | B | 19 | C | 36 | 0.5% | 12 | B | 16 | 1.0% |
| US 101 Santa Clara St to McKee Rd | NB | AM | 3 | 6,900 | **110** | F | 1 | 1,650 | **97** | F | **118** | F | **265** | **3.8%** | **103** | F | 82 | **5.0%** |
| | | PM | 3 | 6,900 | 21 | C | 1 | 1,650 | 10 | A | 21 | C | 39 | 0.6% | 10 | A | 18 | **1.1%** |
| US 101 McKee Rd to Oakland Rd | NB | AM | 3 | 6,900 | **112** | F | 1 | 1,650 | **87** | F | **123** | F | **351** | **5.1%** | **93** | F | 101 | **6.1%** |
| | | PM | 3 | 6,900 | 23 | C | 1 | 1,650 | 7 | A | 23 | C | 54 | 0.8% | 7 | A | 24 | **1.5%** |
| US 101 Oakland Rd to I-880 | NB | AM | 3 | 6,900 | **107** | F | 1 | 1,650 | **100** | F | **117** | F | **354** | **5.1%** | **107** | F | 101 | **6.1%** |
| | | PM | 3 | 6,900 | 20 | C | 1 | 1,650 | 5 | A | 20 | C | 63 | 0.9% | 5 | A | 24 | **1.5%** |
| US 101 I-880 to Old Bayshore Hwy | NB | AM | 3 | 6,900 | **127** | F | 1 | 1,650 | **98** | F | **144** | F | **408** | **5.9%** | **105** | F | 101 | **6.1%** |
| | | PM | 3 | 6,900 | 16 | B | 1 | 1,650 | 12 | B | 16 | B | 82 | 1.2% | 12 | B | 24 | **1.5%** |
| US 101 Old Bayshore Hwy to N. First St | NB | AM | 3 | 6,900 | **122** | F | 1 | 1,650 | **108** | F | **139** | F | **443** | **6.4%** | **118** | F | 119 | **7.2%** |
| | | PM | 3 | 6,900 | 17 | B | 1 | 1,650 | 8 | A | 17 | B | 104 | 1.5% | 9 | A | 36 | **2.2%** |
| US 101 N. First St to Guadalupe Pkwy | NB | AM | 3 | 6,900 | **108** | F | 1 | 1,650 | **110** | F | **121** | F | **483** | **7.0%** | **122** | F | 136 | **8.2%** |
| | | PM | 3 | 6,900 | 14 | B | 1 | 1,650 | 9 | A | 14 | B | 105 | 1.5% | 10 | A | 52 | **3.2%** |
| US 101 Guadalupe Pkwy to De La Cruz Blvd | NB | AM | 3 | 6,900 | **127** | F | 1 | 1,650 | **107** | F | **146** | F | **444** | **6.4%** | **119** | F | 136 | **8.2%** |
| | | PM | 3 | 6,900 | 19 | C | 1 | 1,650 | 9 | A | 20 | C | 189 | 2.7% | 10 | A | 52 | **3.2%** |
| US 101 De La Cruz Blvd to Montague Expwy / San Tomas Expwy | NB | AM | 3 | 6,900 | **76** | F | 1 | 1,650 | **71** | F | **86** | F | **675** | **9.8%** | **71** | F | 0 | 0.0% |
| | | PM | 3 | 6,900 | 24 | C | 1 | 1,650 | 11 | A | 25 | C | 278 | 4.0% | 11 | A | 0 | 0.0% |
| US 101 Montague Expwy / San Tomas Expwy to Bowers Ave / Great America Pkwy | NB | AM | 3 | 6,900 | **97** | F | 1 | 1,650 | **86** | F | **102** | F | **203** | **2.9%** | **86** | F | 0 | 0.0% |
| | | PM | 3 | 6,900 | 28 | D | 1 | 1,650 | 11 | A | 29 | D | 149 | 2.2% | 11 | A | 0 | 0.0% |
| US 101 Bowers Ave / Great American Pkwy to Lawrence Expwy | NB | AM | 3 | 6,900 | **93** | F | 1 | 1,650 | **81** | F | **98** | F | **223** | **3.2%** | **81** | F | 0 | 0.0% |
| | | PM | 3 | 6,900 | 29 | D | 1 | 1,650 | 16 | B | 33 | D | 818 | 11.9% | 16 | B | 0 | 0.0% |
| US 101 Lawrence Expwy to N. Fair Oaks Ave | NB | AM | 3 | 6,900 | **84** | F | 1 | 1,650 | **73** | F | **87** | F | **156** | **2.3%** | **75** | F | 54 | **3.3%** |
| | | PM | 3 | 6,900 | 29 | D | 1 | 1,650 | 12 | B | 32 | D | 562 | 8.1% | 14 | B | 107 | **6.5%** |
| US 101 N. Fair Oaks Ave to N. Mathilda Ave | NB | AM | 3 | 6,900 | **60** | F | 1 | 1,650 | 54 | E | **62** | F | **153** | **2.2%** | 56 | E | 54 | **3.3%** |
| | | PM | 3 | 6,900 | 24 | C | 1 | 1,650 | 11 | A | 27 | D | 518 | 7.5% | 13 | B | 107 | **6.5%** |
| US 101 N. Mathilda Ave to SR 237 | NB | AM | 3 | 6,900 | 49 | E | 1 | 1,650 | **71** | F | 50 | E | 155 | 2.2% | **73** | F | 40 | **2.4%** |
| | | PM | 3 | 6,900 | 24 | C | 1 | 1,650 | 20 | C | 26 | D | 444 | 6.4% | 21 | C | 98 | **5.9%** |
| US 101 SR 237 to Moffett Blvd | NB | AM | 3 | 6,900 | **67** | F | 1 | 1,650 | **64** | F | **68** | F | **109** | **1.6%** | **65** | F | 40 | **2.4%** |
| | | PM | 3 | 6,900 | 53 | E | 1 | 1,650 | 33 | D | 56 | E | 318 | 4.6% | 34 | D | 98 | **5.9%** |
| US 101 Moffett Blvd to SR 85 | NB | AM | 3 | 6,900 | **97** | F | 1 | 1,650 | **67** | F | **99** | F | **105** | **1.5%** | **68** | F | 22 | **1.3%** |
| | | PM | 3 | 6,900 | **93** | F | 1 | 1,650 | 36 | D | **99** | F | **275** | **4.0%** | 37 | D | 64 | **3.9%** |

**Table 19 (Continued)**
**Santa Clara County Freeway Segment Traffic Operations**

| | | | | Existing Conditions | | | | | | | | Existing + Project | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Mixed-Flow | | | | HOV Lane | | | | Mixed-Flow | | | | HOV Lane | | | |
| Freeway | Segment | Dir | Peak Hour | # of Lanes[1] | Capacity[2] | Density | LOS[1] | # of Lanes[1] | Capacity[2] | Density | LOS[1] | Density | LOS | Project Trips | % of Capacity | Density | LOS | Project Trips | % of Capacity |
| US 101 | SR 85 to N. Shoreline Blvd | NB | AM | 4 | 9,200 | 75 | F | 1 | 1,650 | 34 | D | 76 | F | 99 | 1.1% | 34 | D | 22 | 1.3% |
| | | | PM | 4 | 9,200 | 68 | F | 1 | 1,650 | 34 | D | 71 | F | 284 | 3.1% | 35 | D | 64 | 3.9% |
| US 101 | N. Shoreline Blvd to Rengstorff Ave | NB | AM | 3 | 6,900 | 70 | F | 2 | 3,300 | 34 | D | 71 | F | 50 | 0.7% | 34 | D | 22 | 0.7% |
| | | | PM | 3 | 6,900 | 112 | F | 2 | 3,300 | 18 | B | 117 | F | 158 | 2.3% | 18 | C | 64 | 1.9% |
| US 101 | Rengstorff Ave to San Antonio Ave | NB | AM | 3 | 6,900 | 54 | E | 2 | 3,300 | 25 | C | 54 | E | 45 | 0.7% | 25 | C | 22 | 0.7% |
| | | | PM | 3 | 6,900 | 91 | F | 2 | 3,300 | 23 | C | 94 | F | 137 | 2.0% | 23 | C | 64 | 1.9% |
| US 101 | San Antonio Ave to Oregon Expwy | NB | AM | 3 | 6,900 | 58 | E | 2 | 3,300 | 40 | D | 58 | F | 48 | 0.7% | 32 | D | 17 | 0.5% |
| | | | PM | 3 | 6,900 | 77 | F | 2 | 3,300 | 45 | D | 79 | F | 145 | 2.1% | 36 | D | 47 | 1.4% |
| US 101 | Oregon Expwy to Embarcadero Rd | NB | AM | 3 | 6,900 | 68 | F | 1 | 1,650 | 72 | F | 69 | F | 43 | 0.6% | 73 | F | 17 | 1.0% |
| | | | PM | 3 | 6,900 | 61 | F | 1 | 1,650 | 66 | F | 63 | F | 149 | 2.2% | 68 | F | 47 | 2.8% |
| US 101 | Embarcadero Rd to Oregon Expwy | SB | AM | 3 | 6,900 | 27 | D | 1 | 1,650 | 36 | D | 28 | D | 165 | 2.4% | 37 | D | 39 | 2.4% |
| | | | PM | 3 | 6,900 | 100 | F | 1 | 1,650 | 86 | F | 101 | F | 41 | 0.6% | 87 | F | 15 | 0.9% |
| US 101 | Oregon Expwy to San Antonio Ave | SB | AM | 3 | 6,900 | 37 | D | 2 | 3,300 | 19 | C | 38 | D | 158 | 2.3% | 16 | B | 39 | 1.2% |
| | | | PM | 3 | 6,900 | 95 | F | 2 | 3,300 | 34 | D | 96 | F | 48 | 0.7% | 27 | D | 15 | 0.5% |
| US 101 | San Antonio Ave to Rengstorff Ave | SB | AM | 3 | 6,900 | 50 | E | 2 | 3,300 | 19 | C | 51 | E | 154 | 2.2% | 19 | C | 51 | 1.5% |
| | | | PM | 3 | 6,900 | 92 | F | 2 | 3,300 | 20 | C | 93 | F | 47 | 0.7% | 20 | C | 19 | 0.6% |
| US 101 | Rengstorff Ave to N. Shoreline Blvd | SB | AM | 3 | 6,900 | 38 | D | 2 | 3,300 | 22 | C | 39 | D | 172 | 2.5% | 22 | C | 51 | 1.5% |
| | | | PM | 3 | 6,900 | 66 | F | 2 | 3,300 | 25 | C | 67 | F | 57 | 0.8% | 25 | C | 19 | 0.6% |
| US 101 | N. Shoreline Blvd to SR 85 | SB | AM | 3 | 6,900 | 38 | D | 1 | 1,650 | 37 | D | 39 | D | 248 | 3.6% | 38 | D | 51 | 3.1% |
| | | | PM | 3 | 6,900 | 68 | F | 1 | 1,650 | 51 | E | 69 | F | 89 | 1.3% | 51 | E | 19 | 1.2% |
| US 101 | SR 85 to Moffett Blvd | SB | AM | 3 | 6,900 | 31 | D | 1 | 1,650 | 17 | B | 32 | D | 269 | 3.9% | 18 | C | 72 | 4.4% |
| | | | PM | 3 | 6,900 | 95 | F | 1 | 1,650 | 84 | F | 97 | F | 103 | 1.5% | 86 | F | 40 | 2.4% |
| US 101 | Moffett Blvd to SR 237 | SB | AM | 3 | 6,900 | 44 | D | 1 | 1,650 | 31 | D | 46 | E | 334 | 4.8% | 32 | D | 72 | 4.4% |
| | | | PM | 3 | 6,900 | 76 | F | 1 | 1,650 | 57 | E | 78 | F | 114 | 1.7% | 58 | E | 40 | 2.4% |
| US 101 | SR 237 to N. Mathilda Ave | SB | AM | 3 | 6,900 | 23 | C | 1 | 1,650 | 40 | D | 25 | C | 455 | 6.6% | 41 | D | 72 | 4.4% |
| | | | PM | 3 | 6,900 | 87 | F | 1 | 1,650 | 60 | F | 90 | F | 151 | 2.2% | 61 | F | 40 | 2.4% |
| US 101 | N. Mathilda Ave to N. Fair Oaks Ave | SB | AM | 3 | 6,900 | 24 | C | 1 | 1,650 | 18 | B | 26 | D | 478 | 6.9% | 19 | C | 71 | 4.3% |
| | | | PM | 3 | 6,900 | 72 | F | 1 | 1,650 | 68 | F | 74 | F | 159 | 2.3% | 69 | F | 42 | 2.5% |
| US 101 | N. Fair Oaks Ave to Lawrence Expwy | SB | AM | 3 | 6,900 | 28 | D | 1 | 1,650 | 17 | B | 31 | D | 579 | 8.4% | 17 | B | 0 | 0.0% |
| | | | PM | 3 | 6,900 | 92 | F | 1 | 1,650 | 106 | F | 96 | F | 201 | 2.9% | 106 | F | 0 | 0.0% |
| US 101 | Lawrence Expwy to Bowers Ave / Great American Pkwy | SB | AM | 3 | 6,900 | 35 | D | 1 | 1,650 | 15 | B | 38 | D | 642 | 9.3% | 15 | B | 0 | 0.0% |
| | | | PM | 3 | 6,900 | 111 | F | 1 | 1,650 | 102 | F | 118 | F | 218 | 3.2% | 102 | F | 0 | 0.0% |
| US 101 | Bowers Ave / Great American Pkwy to Montague Expwy / San Tomas Expwy | SB | AM | 3 | 6,900 | 21 | C | 1 | 1,650 | 14 | B | 22 | C | 97 | 1.4% | 14 | B | 0 | 0.0% |
| | | | PM | 3 | 6,900 | 108 | F | 1 | 1,650 | 109 | F | 114 | F | 199 | 2.9% | 109 | F | 0 | 0.0% |
| US 101 | Montague Expwy / San Tomas Expwy to De La Cruz Blvd | SB | AM | 3 | 6,900 | 25 | C | 1 | 1,650 | 11 | A | 26 | D | 241 | 3.5% | 12 | B | 63 | 3.8% |
| | | | PM | 3 | 6,900 | 111 | F | 1 | 1,650 | 71 | F | 120 | F | 285 | 4.1% | 76 | F | 147 | 8.9% |
| US 101 | De La Cruz Blvd to Guadalupe Pkwy | SB | AM | 3 | 6,900 | 25 | C | 1 | 1,650 | 6 | A | 26 | C | 196 | 2.8% | 7 | A | 63 | 3.8% |
| | | | PM | 3 | 6,900 | 52 | E | 1 | 1,650 | 36 | D | 56 | E | 433 | 6.3% | 38 | D | 147 | 8.9% |
| US 101 | Guadalupe Pkwy to N. First St | SB | AM | 3 | 6,900 | 16 | B | 1 | 1,650 | 3 | A | 17 | B | 138 | 2.0% | 4 | A | 41 | 2.5% |
| | | | PM | 3 | 6,900 | 75 | F | 1 | 1,650 | 73 | F | 79 | F | 300 | 4.3% | 77 | F | 116 | 7.0% |
| US 101 | N. First St to Old Bayshore Hwy | SB | AM | 3 | 6,900 | 13 | B | 1 | 1,650 | 2 | A | 13 | B | 96 | 1.4% | 3 | A | 41 | 2.5% |
| | | | PM | 3 | 6,900 | 160 | F | 1 | 1,650 | 108 | F | 175 | F | 261 | 3.8% | 114 | F | 116 | 7.0% |
| US 101 | Old Bayshore Hwy to I-880 | SB | AM | 3 | 6,900 | 18 | B | 1 | 1,650 | 6 | A | 18 | B | 11 | 0.2% | 7 | A | 27 | 1.6% |
| | | | PM | 3 | 6,900 | 136 | F | 1 | 1,650 | 90 | F | 152 | F | 280 | 4.1% | 95 | F | 97 | 5.9% |
| US 101 | I-880 to Oakland Rd | SB | AM | 3 | 6,900 | 18 | B | 1 | 1,650 | 7 | A | 18 | C | 76 | 1.1% | 7 | A | 27 | 1.6% |
| | | | PM | 3 | 6,900 | 109 | F | 1 | 1,650 | 77 | F | 116 | F | 228 | 3.3% | 80 | F | 97 | 5.9% |
| US 101 | Oakland Rd to McKee Rd | SB | AM | 3 | 6,900 | 16 | B | 1 | 1,650 | 4 | A | 16 | B | 72 | 1.0% | 4 | A | 17 | 1.0% |
| | | | PM | 3 | 6,900 | 56 | E | 1 | 1,650 | 36 | D | 58 | F | 235 | 3.4% | 37 | D | 78 | 4.7% |

**Table 19 (Continued)**
**Santa Clara County Freeway Segment Traffic Operations**

| | | | Existing Conditions | | | | | | | | Existing + Project | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Mixed-Flow | | | | HOV Lane | | | | Mixed-Flow | | | | HOV Lane | | | |
| Freeway Segment | Dir | Peak Hour | # of Lanes[1] | Capacity[2] | Density | LOS[1] | # of Lanes[1] | Capacity[2] | Density | LOS[1] | Density | LOS | Project Trips | % of Capacity | Density | LOS | Project Trips | % of Capacity |
| US 101 McKee Rd to Santa Clara St | SB | AM | 3 | 6,900 | 19 | C | 1 | 1,650 | 10 | A | 19 | C | 51 | 0.7% | 10 | A | 17 | **1.0%** |
| | | PM | 3 | 6,900 | 52 | E | 1 | 1,650 | 46 | D | 54 | E | 191 | 2.8% | 48 | E | 78 | **4.7%** |
| US 101 Santa Clara St to I-280 | SB | AM | 3 | 6,900 | 16 | B | 1 | 1,650 | 4 | A | 16 | B | 44 | 0.6% | 4 | A | 16 | 1.0% |
| | | PM | 3 | 6,900 | 53 | E | 1 | 1,650 | 38 | D | 55 | E | 172 | 2.5% | 39 | D | 70 | **4.2%** |
| US 101 I-280 to Story Rd | SB | AM | 3 | 6,900 | 14 | B | 1 | 1,650 | 5 | A | 14 | B | 31 | 0.4% | 5 | A | 11 | 0.7% |
| | | PM | 3 | 6,900 | 31 | D | 1 | 1,650 | 34 | D | 32 | D | 140 | 2.0% | 35 | D | 45 | **2.7%** |
| US 101 Story Rd to Tully Rd | SB | AM | 3 | 6,900 | 19 | C | 1 | 1,650 | 4 | A | 19 | C | 27 | 0.4% | 4 | A | 11 | 0.7% |
| | | PM | 3 | 6,900 | 42 | D | 1 | 1,650 | 28 | D | 43 | D | 125 | 1.8% | 29 | D | 45 | **2.7%** |
| US 101 Tully Rd to Capitol Expwy | SB | AM | 3 | 6,900 | 20 | C | 1 | 1,650 | 7 | A | 20 | C | 26 | 0.4% | 7 | A | 10 | 0.6% |
| | | PM | 3 | 6,900 | 38 | D | 1 | 1,650 | 21 | C | 39 | D | 99 | 1.4% | 22 | C | 40 | **2.4%** |
| US 101 Capitol Expwy to Yerba Buena Rd | SB | AM | 3 | 6,900 | 21 | C | 1 | 1,650 | 7 | A | 21 | C | 25 | 0.4% | 7 | A | 10 | 0.6% |
| | | PM | 3 | 6,900 | 24 | C | 1 | 1,650 | 20 | C | 25 | C | 103 | 1.5% | 21 | C | 40 | **2.4%** |
| US 101 Yerba Buena Rd to Hellyer Ave | SB | AM | 3 | 6,900 | 28 | D | 1 | 1,650 | 7 | A | 28 | D | 17 | 0.2% | 7 | A | 8 | 0.5% |
| | | PM | 3 | 6,900 | 36 | D | 1 | 1,650 | 16 | B | 36 | D | 78 | 1.1% | 16 | B | 24 | **1.5%** |
| US 101 Hellyer Ave to Silver Creek Valley Rd | SB | AM | 3 | 6,900 | 22 | C | 1 | 1,650 | 7 | A | 22 | C | 18 | 0.3% | 7 | A | 5 | 0.3% |
| | | PM | 3 | 6,900 | 29 | D | 1 | 1,650 | 21 | C | 29 | D | 84 | 1.2% | 21 | C | 15 | 0.9% |
| US 101 Silver Creek Valley Rd to Bernal Rd | SB | AM | 3 | 6,900 | 13 | B | 1 | 1,650 | 8 | A | 13 | B | 14 | 0.2% | 8 | A | 5 | 0.3% |
| | | PM | 3 | 6,900 | 19 | C | 1 | 1,650 | 12 | B | 19 | C | 66 | 1.0% | 12 | B | 15 | 0.9% |
| US 101 Bernal Rd to SR 85 | SB | AM | 3 | 6,900 | 15 | B | 1 | 1,650 | 5 | A | 15 | B | 11 | 0.2% | 5 | A | 5 | 0.3% |
| | | PM | 3 | 6,900 | 35 | D | 1 | 1,650 | 22 | C | 35 | D | 53 | 0.8% | 22 | C | 15 | 0.9% |
| SR 237 El Camino Real to SR 85 | EB | AM | 2 | 4,400 | 44 | D | 0 | -- | -- | -- | 45 | D | 114 | 2.6% | -- | -- | - | - |
| | | PM | 2 | 4,400 | 19 | C | 0 | -- | -- | -- | 19 | C | 44 | 1.0% | -- | -- | - | - |
| SR 237 SR 85 to Central Pkwy | EB | AM | 2 | 4,400 | **73** | **F** | 0 | -- | -- | -- | **76** | **F** | **128** | **2.9%** | -- | -- | - | - |
| | | PM | 2 | 4,400 | 25 | C | 0 | -- | -- | -- | 25 | C | 53 | 1.2% | -- | -- | - | - |
| SR 237 Central Pkwy to Maude Ave | EB | AM | 2 | 4,400 | 51 | E | 0 | -- | -- | -- | 53 | E | 144 | 3.3% | -- | -- | - | - |
| | | PM | 2 | 4,400 | 33 | D | 0 | -- | -- | -- | 33 | D | 57 | 1.3% | -- | -- | - | - |
| SR 237 Maude Ave to US 101 | EB | AM | 2 | 4,400 | 23 | C | 0 | -- | -- | -- | 24 | C | 120 | 2.7% | -- | -- | - | - |
| | | PM | 2 | 4,400 | **99** | **F** | 0 | -- | -- | -- | **101** | **F** | **56** | **1.3%** | -- | -- | - | - |
| SR 237 US 101 to Mathilda Ave | EB | AM | 2 | 4,400 | 40 | D | 0 | -- | -- | -- | 40 | D | 25 | 0.6% | -- | -- | - | - |
| | | PM | 2 | 4,400 | **121** | **F** | 0 | -- | -- | -- | **122** | **F** | **24** | **0.5%** | -- | -- | - | - |
| SR 237 Mathilda Ave to N. Fair Oaks Ave | EB | AM | 2 | 4,400 | 33 | D | 1 | 1,650 | 12 | B | 33 | D | 2 | 0.0% | 13 | B | 51 | **3.1%** |
| | | PM | 2 | 4,400 | **100** | **F** | 1 | 1,650 | **96** | **F** | **101** | **F** | **24** | **0.5%** | **97** | **F** | 23 | **1.4%** |
| SR 237 N. Fair Oaks Ave to Lawrence Expwy | EB | AM | 2 | 4,400 | 33 | D | 1 | 1,650 | 19 | C | 33 | D | 2 | 0.0% | 20 | C | 51 | **3.1%** |
| | | PM | 2 | 4,400 | **115** | **F** | 1 | 1,650 | **62** | **F** | **116** | **F** | **24** | **0.5%** | **63** | **F** | 23 | **1.4%** |
| SR 237 Lawrence Expwy to Great America Pkwy | EB | AM | 2 | 4,400 | 32 | D | 1 | 1,650 | 18 | B | 32 | D | 0 | 0.0% | 20 | C | 119 | **7.2%** |
| | | PM | 2 | 4,400 | **101** | **F** | 1 | 1,650 | **69** | **F** | **101** | **F** | **0** | **0.0%** | **70** | **F** | 23 | **1.4%** |
| SR 237 Great America Pkwy to N. First St | EB | AM | 2 | 4,400 | 32 | D | 1 | 1,650 | 21 | C | 33 | D | 104 | 2.4% | 21 | C | 0 | 0.0% |
| | | PM | 2 | 4,400 | **106** | **F** | 1 | 1,650 | **64** | **F** | **117** | **F** | **251** | **5.7%** | **64** | **F** | 0 | 0.0% |
| SR 237 N. First St to Zanker Rd | EB | AM | 2 | 4,400 | 45 | D | 1 | 1,650 | 15 | B | 46 | D | 83 | 1.9% | 15 | B | 21 | **1.3%** |
| | | PM | 2 | 4,400 | **72** | **F** | 1 | 1,650 | 47 | E | **76** | **F** | **188** | **4.3%** | 48 | E | 64 | **3.9%** |
| SR 237 Zanker Rd to McCarthy Blvd | EB | AM | 2 | 4,400 | 28 | D | 1 | 1,650 | 15 | B | 28 | D | 69 | 1.6% | 15 | B | 21 | **1.3%** |
| | | PM | 2 | 4,400 | 42 | D | 1 | 1,650 | 28 | D | 44 | D | 179 | 4.1% | 29 | D | 64 | **3.9%** |
| SR 237 McCarthy Blvd to I-880 | EB | AM | 2 | 4,400 | 21 | C | 1 | 1,650 | 7 | A | 22 | C | 56 | 1.3% | 7 | A | 21 | **1.3%** |
| | | PM | 2 | 4,400 | 20 | C | 1 | 1,650 | 38 | D | 22 | C | 148 | 3.4% | 39 | D | 64 | **3.9%** |
| SR 237 I-880 to McCarthy Blvd | WB | AM | 2 | 4,400 | **113** | **F** | 1 | 1,650 | **65** | **F** | **120** | **F** | **141** | **3.2%** | **67** | **F** | 66 | **4.0%** |
| | | PM | 2 | 4,400 | 20 | C | 1 | 1,650 | 9 | A | 20 | C | 37 | 0.8% | 9 | A | 0 | 0.0% |
| SR 237 McCarthy Blvd to Zanker Rd | WB | AM | 2 | 4,400 | **115** | **F** | 1 | 1,650 | **74** | **F** | **148** | **F** | **199** | **4.5%** | **77** | **F** | 66 | **4.0%** |
| | | PM | 2 | 4,400 | 32 | D | 1 | 1,650 | 17 | B | 39 | D | 59 | 1.3% | 17 | B | 0 | 0.0% |

## Table 19 (Continued)
## Santa Clara County Freeway Segment Traffic Operations

| | | | | Existing Conditions | | | | | | | | Existing + Project | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Mixed-Flow | | | | HOV Lane | | | | Mixed-Flow | | | | HOV Lane | | | |
| Freeway Segment | | Dir | Peak Hour | # of Lanes[1] | Capacity[2] | Density | LOS[1] | # of Lanes[1] | Capacity[2] | Density | LOS[1] | Density | LOS | Project Trips | % of Capacity | Density | LOS | Project Trips | % of Capacity |
| SR 237 | Zanker Rd to N. 1st St | WB | AM | 2 | 4,400 | **98** | **F** | 1 | 1,650 | **70** | **F** | **105** | **F** | **199** | **4.5%** | **73** | **F** | 66 | **4.0%** |
| | | | PM | 2 | 4,400 | 45 | D | 1 | 1,650 | 11 | A | 46 | D | 61 | 1.4% | 11 | A | 0 | 0.0% |
| SR 237 | N. 1st St to Great America Pkwy | WB | AM | 2 | 4,400 | **92** | **F** | 1 | 1,650 | **84** | **F** | **98** | **F** | **196** | **4.5%** | **88** | **F** | 66 | **4.0%** |
| | | | PM | 2 | 4,400 | 38 | D | 1 | 1,650 | 14 | B | 39 | D | 61 | 1.4% | 14 | B | 0 | 0.0% |
| SR 237 | Great America Pkwy to Lawrence Expwy | WB | AM | 2 | 4,400 | **103** | **F** | 1 | 1,650 | **82** | **F** | **103** | **F** | **0** | **0.0%** | **86** | **F** | 77 | **4.7%** |
| | | | PM | 2 | 4,400 | 27 | D | 1 | 1,650 | 15 | B | 27 | D | 12 | 0.3% | 16 | B | 59 | **3.6%** |
| SR 237 | Lawrence Expwy to N. Fair Oaks Ave | WB | AM | 2 | 4,400 | **95** | **F** | 1 | 1,650 | **93** | **F** | **96** | **F** | **38** | **0.9%** | **94** | **F** | 7 | 0.4% |
| | | | PM | 2 | 4,400 | **61** | **F** | 1 | 1,650 | 38 | D | **61** | **F** | **15** | **0.3%** | 39 | D | 49 | **3.0%** |
| SR 237 | N. Fair Oaks Ave to Mathilda Ave | WB | AM | 3 | 6,900 | **89** | **F** | 0 | -- | -- | -- | **90** | **F** | **38** | **0.6%** | -- | -- | -- | -- |
| | | | PM | 3 | 6,900 | **84** | **F** | 0 | -- | -- | -- | **84** | **F** | **15** | **0.2%** | -- | -- | -- | -- |
| SR 237 | Mathilda Ave to US 101 | WB | AM | 2 | 4,400 | 51 | E | 0 | -- | -- | -- | 51 | E | 31 | 0.7% | -- | -- | -- | -- |
| | | | PM | 2 | 4,400 | **82** | **F** | 0 | -- | -- | -- | **82** | **F** | **13** | **0.3%** | -- | -- | -- | -- |
| SR 237 | US 101 to Maude Ave | WB | AM | 2 | 4,400 | 36 | D | 0 | -- | -- | -- | 37 | D | 72 | 1.6% | -- | -- | -- | -- |
| | | | PM | 2 | 4,400 | **95** | **F** | 0 | -- | -- | -- | **100** | **F** | **141** | **3.2%** | -- | -- | -- | -- |
| SR 237 | Maude Ave to Central Pkwy | WB | AM | 2 | 4,400 | 39 | D | 0 | -- | -- | -- | 40 | D | 61 | 1.4% | -- | -- | -- | -- |
| | | | PM | 2 | 4,400 | **77** | **F** | 0 | -- | -- | -- | **80** | **F** | **130** | **3.0%** | -- | -- | -- | -- |
| SR 237 | Central Pkwy to SR 85 | WB | AM | 2 | 4,400 | 28 | D | 0 | -- | -- | -- | 28 | D | 49 | 1.1% | -- | -- | -- | -- |
| | | | PM | 2 | 4,400 | **64** | **F** | 0 | -- | -- | -- | **66** | **F** | **110** | **2.5%** | -- | -- | -- | -- |
| SR 237 | SR 85 to El Camino Real | WB | AM | 2 | 4,400 | **65** | **F** | 0 | -- | -- | -- | **66** | **F** | **42** | **1.0%** | -- | -- | -- | -- |
| | | | PM | 2 | 4,400 | 43 | D | 0 | -- | -- | -- | 44 | D | 108 | 2.5% | -- | -- | -- | -- |
| SR 87 | SR 85 to Capitol Expwy | NB | AM | 2 | 4,400 | **95** | **F** | 1 | 1,650 | **137** | **F** | **98** | **F** | **81** | **1.8%** | **141** | **F** | 17 | **1.0%** |
| | | | PM | 2 | 4,400 | 18 | B | 1 | 1,650 | 12 | B | 18 | C | 15 | 0.3% | 12 | B | 7 | 0.4% |
| SR 87 | Capitol Expwy to Curtner Ave | NB | AM | 2 | 4,400 | **113** | **F** | 1 | 1,650 | **100** | **F** | **118** | **F** | **106** | **2.4%** | **102** | **F** | 22 | **1.3%** |
| | | | PM | 2 | 4,400 | 29 | D | 1 | 1,650 | 10 | A | 29 | D | 18 | 0.4% | 10 | A | 8 | 0.5% |
| SR 87 | Curtner Ave to Almaden Rd | NB | AM | 2 | 4,400 | **108** | **F** | 1 | 1,650 | **80** | **F** | **113** | **F** | **112** | **2.5%** | **81** | **F** | 28 | **1.7%** |
| | | | PM | 2 | 4,400 | 31 | D | 1 | 1,650 | 20 | C | 31 | D | 21 | 0.5% | 20 | C | 9 | 0.5% |
| SR 87 | Almaden Rd to Alma Ave | NB | AM | 2 | 4,400 | 58 | E | 1 | 1,650 | 49 | E | **60** | **F** | **144** | **3.3%** | 50 | E | 32 | **1.9%** |
| | | | PM | 2 | 4,400 | 46 | D | 1 | 1,650 | 17 | B | 46 | E | 25 | 0.6% | 17 | B | 11 | 0.7% |
| SR 87 | Alma Ave to I-280 | NB | AM | 2 | 4,400 | 35 | D | 1 | 1,650 | 27 | D | 36 | D | 124 | 2.8% | 28 | D | 34 | **2.1%** |
| | | | PM | 2 | 4,400 | 42 | D | 1 | 1,650 | 15 | B | 42 | D | 29 | 0.7% | 15 | B | 12 | 0.7% |
| SR 87 | I-280 to Julian St | NB | AM | 2 | 4,400 | **93** | **F** | 1 | 1,650 | **72** | **F** | **98** | **F** | **151** | **3.4%** | **73** | **F** | 36 | **2.2%** |
| | | | PM | 2 | 4,400 | 15 | B | 1 | 1,650 | 11 | A | 15 | B | 29 | 0.7% | 11 | B | 12 | 0.7% |
| SR 87 | Julian St to Coleman Ave | NB | AM | 2 | 4,400 | **102** | **F** | 1 | 1,650 | **63** | **F** | **108** | **F** | **149** | **3.4%** | **65** | **F** | 52 | **3.2%** |
| | | | PM | 2 | 4,400 | 34 | D | 1 | 1,650 | 13 | B | 35 | D | 62 | 1.4% | 13 | B | 24 | **1.5%** |
| SR 87 | Coleman St to Taylor St | NB | AM | 2 | 4,400 | 51 | E | 1 | 1,650 | 46 | D | 53 | E | 146 | 3.3% | 47 | E | 53 | **3.2%** |
| | | | PM | 2 | 4,400 | 21 | C | 1 | 1,650 | 7 | A | 22 | C | 62 | 1.4% | 7 | A | 25 | **1.5%** |
| SR 87 | Taylor St to Skyport Dr | NB | AM | 2 | 4,400 | **62** | **F** | 1 | 1,650 | 36 | D | **65** | **F** | **186** | **4.2%** | 37 | D | 56 | **3.4%** |
| | | | PM | 2 | 4,400 | 17 | B | 1 | 1,650 | 4 | A | 18 | B | 76 | 1.7% | 4 | A | 28 | **1.7%** |
| SR 87 | Skyport Dr to US 101 | NB | AM | 2 | 4,400 | **128** | **F** | 1 | 1,650 | **102** | **F** | **140** | **F** | **193** | **4.4%** | **107** | **F** | 56 | **3.4%** |
| | | | PM | 2 | 4,400 | 25 | C | 1 | 1,650 | 8 | A | 26 | C | 85 | 1.9% | 8 | A | 28 | **1.7%** |
| SR 87 | US 101 to Skyport Dr | SB | AM | 2 | 4,400 | 21 | C | 1 | 1,650 | 8 | A | 22 | C | 82 | 1.9% | 8 | A | 26 | **1.6%** |
| | | | PM | 2 | 4,400 | **100** | **F** | 1 | 1,650 | 36 | D | **105** | **F** | **135** | **3.1%** | 37 | D | 63 | **3.8%** |
| SR 87 | Skyport Dr to Taylor St | SB | AM | 2 | 4,400 | 23 | C | 1 | 1,650 | 4 | A | 24 | C | 67 | 1.5% | 4 | A | 24 | **1.5%** |
| | | | PM | 2 | 4,400 | **100** | **F** | 1 | 1,650 | 28 | D | **105** | **F** | **130** | **3.0%** | 29 | D | 62 | **3.8%** |
| SR 87 | Taylor St to Coleman St | SB | AM | 2 | 4,400 | 23 | C | 1 | 1,650 | 6 | A | 23 | C | 59 | 1.3% | 6 | A | 22 | **1.3%** |
| | | | PM | 2 | 4,400 | **94** | **F** | 1 | 1,650 | 36 | D | **97** | **F** | **103** | **2.3%** | 37 | D | 57 | **3.5%** |
| SR 87 | Coleman Ave to Julian St | SB | AM | 2 | 4,400 | 30 | D | 1 | 1,650 | 7 | A | 30 | D | 59 | 1.3% | 7 | A | 22 | **1.3%** |
| | | | PM | 2 | 4,400 | 55 | E | 1 | 1,650 | 28 | D | 56 | E | 100 | 2.3% | 29 | D | 57 | **3.5%** |

## Table 19 (Continued)
## Santa Clara County Freeway Segment Traffic Operations

| | | | | Existing Conditions | | | | | | | | Existing + Project | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Mixed-Flow | | | | HOV Lane | | | | Mixed-Flow | | | | HOV Lane | | | |
| Freeway | Segment | Dir | Peak Hour | # of Lanes[1] | Capacity[2] | Density | LOS[1] | # of Lanes[1] | Capacity[2] | Density | LOS[1] | Density | LOS | Project Trips | % of Capacity | Density | LOS | Project Trips | % of Capacity |
| SR 87 | Julian St to I-280 | SB | AM | 2 | 4,400 | 14 | B | 1 | 1,650 | 6 | A | 14 | B | 35 | 0.8% | 6 | A | 14 | 0.8% |
| | | | PM | 2 | 4,400 | **69** | **F** | 1 | 1,650 | 36 | D | **71** | **F** | **81** | **1.8%** | 36 | D | 33 | **2.0%** |
| SR 87 | I-280 to Alma Ave | SB | AM | 2 | 4,400 | 15 | B | 1 | 1,650 | 8 | A | 15 | B | 26 | 0.6% | 8 | A | 11 | 0.7% |
| | | | PM | 2 | 4,400 | **82** | **F** | 1 | 1,650 | 54 | E | **84** | **F** | **62** | **1.4%** | 55 | E | 29 | **1.8%** |
| SR 87 | Alma Ave to Almaden Ave | SB | AM | 2 | 4,400 | 27 | D | 1 | 1,650 | 6 | A | 27 | D | 23 | 0.5% | 6 | A | 10 | 0.6% |
| | | | PM | 2 | 4,400 | **81** | **F** | 1 | 1,650 | 47 | E | **83** | **F** | **78** | **1.8%** | 48 | E | 28 | **1.7%** |
| SR 87 | Almaden Ave to Curtner Ave | SB | AM | 2 | 4,400 | 20 | C | 1 | 1,650 | 8 | A | 20 | C | 19 | 0.4% | 8 | A | 8 | 0.5% |
| | | | PM | 2 | 4,400 | 48 | E | 1 | 1,650 | 35 | D | 49 | E | 75 | 1.7% | 35 | D | 25 | **1.5%** |
| SR 87 | Curtner Ave to Capitol Expwy | SB | AM | 2 | 4,400 | 16 | B | 1 | 1,650 | 6 | A | 16 | B | 17 | 0.4% | 6 | A | 8 | 0.5% |
| | | | PM | 2 | 4,400 | 43 | D | 1 | 1,650 | 28 | D | 44 | D | 71 | 1.6% | 28 | D | 21 | **1.3%** |
| SR 87 | Capitol Expwy to SR 85 | SB | AM | 2 | 4,400 | 23 | C | 1 | 1,650 | 6 | A | 23 | C | 12 | 0.3% | 6 | A | 5 | 0.3% |
| | | | PM | 2 | 4,400 | 31 | D | 1 | 1,650 | 19 | C | 31 | D | 40 | 0.9% | 19 | C | 14 | 0.8% |
| I-680 | Yosemite Dr to Calaveras Blvd / SR 237 | NB | AM | 4 | 9,200 | 22 | C | 0 | -- | -- | -- | 22 | C | 0 | 0.0% | -- | -- | -- | -- |
| | | | PM | 4 | 9,200 | 28 | D | 0 | -- | -- | -- | 28 | D | 74 | 0.8% | -- | -- | -- | -- |
| I-680 | Calaveras Blvd / SR 237 to Jacklin Rd | NB | AM | 3 | 6,900 | 39 | D | 0 | -- | -- | -- | 39 | D | 0 | 0.0% | -- | -- | -- | -- |
| | | | PM | 3 | 6,900 | 26 | C | 0 | -- | -- | -- | 26 | D | 73 | 1.1% | -- | -- | -- | -- |
| I-680 | Jacklin Rd to Scott Creek Rd | NB | AM | 3 | 6,900 | 28 | D | 0 | -- | -- | -- | 28 | D | 0 | 0.0% | -- | -- | -- | -- |
| | | | PM | 3 | 6,900 | 22 | C | 0 | -- | -- | -- | 22 | C | 86 | 1.2% | -- | -- | -- | -- |
| I-680 | Scott Creek Rd to Jacklin Rd | SB | AM | 3 | 6,900 | 25 | C | 1 | 1,650 | 18 | B | 25 | C | 90 | 1.3% | 18 | C | 17 | **1.0%** |
| | | | PM | 3 | 6,900 | 40 | D | 1 | 1,650 | 12 | B | 40 | D | 3 | 0.0% | 12 | B | 6 | 0.4% |
| I-680 | Jacklin Rd to Calaveras Blvd / SR 237 | SB | AM | 3 | 6,900 | 24 | C | 1 | 1,650 | 18 | B | 24 | C | 85 | 1.2% | 18 | C | 17 | **1.0%** |
| | | | PM | 3 | 6,900 | **79** | **F** | 1 | 1,650 | 16 | B | **79** | **F** | **2** | **0.0%** | 16 | B | 6 | 0.4% |
| I-680 | Calaveras Blvd / SR 237 to Yosemite Dr | SB | AM | 4 | 9,200 | 24 | C | 0 | -- | -- | -- | 24 | C | 100 | 1.1% | -- | -- | -- | -- |
| | | | PM | 4 | 9,200 | **95** | **F** | 0 | -- | -- | -- | **95** | **F** | **4** | **0.0%** | -- | -- | -- | -- |
| I-880 | Montague Expwy to Great Mall Pkwy | NB | AM | 3 | 6,900 | 22 | C | 1 | 1,650 | 17 | B | 22 | C | 0 | 0.0% | 17 | B | 0 | 0.0% |
| | | | PM | 3 | 6,900 | 28 | D | 1 | 1,650 | 13 | B | 28 | D | 32 | 0.5% | 13 | B | 3 | 0.2% |
| I-880 | Great Mall Pkwy to SR 237 | NB | AM | 3 | 6,900 | 27 | D | 1 | 1,650 | 27 | D | 27 | D | 0 | 0.0% | 27 | D | 0 | 0.0% |
| | | | PM | 3 | 6,900 | 34 | D | 1 | 1,650 | 20 | C | 34 | D | 30 | 0.4% | 20 | C | 3 | 0.2% |
| I-880 | SR 237 to Dixon Landing | NB | AM | 3 | 6,900 | 24 | C | 1 | 1,650 | 11 | A | 27 | D | 51 | 0.7% | 11 | B | 21 | **1.3%** |
| | | | PM | 3 | 6,900 | 46 | D | 1 | 1,650 | 39 | D | 53 | E | 174 | 2.5% | 40 | D | 64 | **3.9%** |
| I-880 | Great Mall Pkwy to Montague Expwy | SB | AM | 3 | 6,900 | **60** | **F** | 1 | 1,650 | 30 | D | **62** | **F** | **200** | **2.9%** | 30 | D | 6 | 0.4% |
| | | | PM | 3 | 6,900 | **68** | **F** | 1 | 1,650 | 28 | D | **68** | **F** | **38** | **0.6%** | 28 | D | 11 | 0.7% |
| I-880 | SR 237 to Great Mall Pkwy | SB | AM | 3 | 6,900 | 44 | D | 1 | 1,650 | 36 | D | 45 | D | 120 | 1.7% | 36 | D | -5 | -0.3% |
| | | | PM | 3 | 6,900 | **82** | **F** | 1 | 1,650 | 38 | D | **82** | **F** | **13** | **0.2%** | 38 | D | 11 | 0.7% |
| I-880 | Dixon Landing to SR 237 | SB | AM | 3 | 6,900 | 57 | E | 1 | 1,650 | **122** | **F** | **66** | **F** | **135** | **2.0%** | **129** | **F** | **61** | **3.7%** |
| | | | PM | 3 | 6,900 | 29 | D | 1 | 1,650 | 19 | C | 33 | D | 18 | 0.3% | 19 | C | 11 | 0.7% |

Notes:
HOV = high-occupancy vehicle; LOS = level of service.
1. Number of lanes and level of service (LOS) 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).
**Bold** indicates a substandard level of service.
**Outline** indicates an adverse effect associated with the Freedom Circle development.

**Table 20**
**Alameda County Freeway Segment Traffic Operations**

| | | | | Existing [1] | | | Project Conditions | |
|---|---|---|---|---|---|---|---|---|
| Freeway | Segment | Dir | Peak Hour | # of Lanes | Capacity | LOS | Project Trips | % Capacity |
| I 680 | Scott Creek Road to SR 262 | NB | AM | 3 | 6,900 | A | 3 | 0.04% |
| | | | PM | 3 | 6,900 | **F** | **88** | **1.28%** |
| I 680 | SR 262 to Durham Road | NB | AM | 3 | 6,900 | A | 24 | 0.35% |
| | | | PM | 3 | 6,900 | **F** | **87** | **1.26%** |
| I 680 | Durham Road to Washington Boulevard | NB | AM | 3 | 6,900 | A | 23 | 0.33% |
| | | | PM | 3 | 6,900 | **F** | **94** | **1.36%** |
| I 680 | Washington Boulevard to SR 238 | NB | AM | 3 | 6,900 | A | 21 | 0.30% |
| | | | PM | 3 | 6,900 | **F** | **88** | **1.28%** |
| I 680 | SR 238 to Vargas Road | NB | AM | 4 | 9,200 | A | 21 | 0.23% |
| | | | PM | 4 | 9,200 | **F** | **93** | **1.01%** |
| I 680 | Vargas Road to Andrade Road | NB | AM | 4 | 9,200 | A | 21 | 0.23% |
| | | | PM | 4 | 9,200 | **F** | **93** | **1.01%** |
| I 680 | Andrade Road to Calaveras Road | NB | AM | 3 | 6,900 | A | 21 | 0.30% |
| | | | PM | 3 | 6,900 | E | 93 | 1.35% |
| I 680 | Calaveras Road to SR 84 | NB | AM | 3 | 6,900 | A | 19 | 0.28% |
| | | | PM | 3 | 6,900 | C | 72 | 1.04% |
| I 680 | SR 84 to Sunol Boulevard | NB | AM | 3 | 6,900 | B | 19 | 0.28% |
| | | | PM | 3 | 6,900 | A | 72 | 1.04% |
| I 680 | Sunol Boulevard to Bernal Avenue | NB | AM | 3 | 6,900 | D | 17 | 0.25% |
| | | | PM | 3 | 6,900 | A | 62 | 0.90% |
| I 680 | Bernal Avenue to Stoneridge Drive | NB | AM | 3 | 6,900 | A | 17 | 0.25% |
| | | | PM | 3 | 6,900 | B | 63 | 0.91% |
| I 680 | SR 262 to Scott Creek Road | SB | AM | 4 | 9,200 | A | 106 | 1.15% |
| | | | PM | 4 | 9,200 | A | 3 | 0.03% |
| I 680 | Durham Road to SR 262 | SB | AM | 4 | 9,200 | C | 92 | 1.00% |
| | | | PM | 4 | 9,200 | A | 14 | 0.15% |
| I 680 | Washington Boulevard to Durham Road | SB | AM | 4 | 9,200 | D | 101 | 1.10% |
| | | | PM | 4 | 9,200 | A | 14 | 0.15% |
| I 680 | SR 238 to Washington Boulevard | SB | AM | 4 | 9,200 | B | 99 | 1.08% |
| | | | PM | 4 | 9,200 | A | 13 | 0.14% |
| I 680 | Vargas Road to SR 238 | SB | AM | 4 | 9,200 | A | 108 | 1.17% |
| | | | PM | 4 | 9,200 | A | 17 | 0.18% |
| I 680 | Sheridon Road to Vargas Road | SB | AM | 4 | 9,200 | B | 108 | 1.17% |
| | | | PM | 4 | 9,200 | A | 17 | 0.18% |
| I 680 | Andrade Road to Sheridon Road | SB | AM | 5 | 11,500 | B | 108 | 0.94% |
| | | | PM | 5 | 11,500 | A | 17 | 0.15% |
| I 680 | SR 84 to Andrade Road | SB | AM | 4 | 9,200 | B | 90 | 0.98% |
| | | | PM | 4 | 9,200 | A | 14 | 0.15% |
| I 680 | Sunol Boulevard to SR 84 | SB | AM | 3 | 6,900 | D | 101 | 1.46% |
| | | | PM | 3 | 6,900 | A | 14 | 0.20% |
| I 680 | Bernal Avenue to Sunol Boulevard | SB | AM | 3 | 6,900 | **F** | **88** | **1.28%** |
| | | | PM | 3 | 6,900 | A | 13 | 0.19% |
| I 680 | Stoneridge Drive to Bernal Avenue | SB | AM | 3 | 6,900 | **F** | **80** | **1.16%** |
| | | | PM | 3 | 6,900 | A | 12 | 0.17% |

**Table 20 (continued)**
**Alameda County Freeway Segment Traffic Operations**

| | | | | Existing [1] | | | Project Conditions | |
|---|---|---|---|---|---|---|---|---|
| Freeway | Segment | Dir | Peak Hour | # of Lanes | Capacity | LOS | Project Trips | % Capacity |
| I 880 | Dixon Landing Road to SR 262 | NB | AM | 6 | 13,800 | A | 44 | 0.32% |
| | | | PM | 6 | 13,800 | **F** | **155** | **1.12%** |
| I 880 | SR 262 to Auto Mall Parkway | NB | AM | 4 | 9,200 | A | 24 | 0.26% |
| | | | PM | 4 | 9,200 | E | 126 | 1.37% |
| I 880 | Auto Mall Parkway to Stevenson Boulevard | NB | AM | 4 | 9,200 | A | 21 | 0.23% |
| | | | PM | 4 | 9,200 | D | 112 | 1.22% |
| I 880 | Stevenson Boulevard to Decoto Road | NB | AM | 4 | 9,200 | A | 120 | 1.30% |
| | | | PM | 4 | 9,200 | **F** | 13 | 0.14% |
| I 880 | Decoto Boulevard to Alvarado Boulevard | NB | AM | 4 | 9,200 | A | 75 | 0.82% |
| | | | PM | 4 | 9,200 | **F** | 9 | 0.10% |
| I 880 | SR 262 to Dixon Landing Road | SB | AM | 4 | 9,200 | D | 257 | 2.79% |
| | | | PM | 4 | 9,200 | A | 43 | 0.47% |
| I 880 | Auto Mall Parkway to SR 262 | SB | AM | 4 | 9,200 | D | 182 | 1.98% |
| | | | PM | 4 | 9,200 | A | 21 | 0.23% |
| I 880 | Stevenson Boulevard to Auto Mall Parkway | SB | AM | 4 | 9,200 | D | 161 | 1.75% |
| | | | PM | 4 | 9,200 | A | 20 | 0.22% |
| I 880 | Decoto Road to Stevenson Road | SB | AM | 4 | 9,200 | **F** | 22 | 0.24% |
| | | | PM | 4 | 9,200 | C | 5 | 0.05% |
| I 880 | Alvarado Boulevard to Decoto Boulevard | SB | AM | 4 | 9,200 | **F** | 18 | 0.20% |
| | | | PM | 4 | 9,200 | C | 4 | 0.04% |

Notes:
1. Existing freeway conditions are based on 2018 Congestion Management Program Monitoring Report of Alamdea County.
**Bold** indicates a substandard level of service.
**Outline** indicates an adverse effect associated with the Freedom Circle development.

**Table 21**
**San Mateo County Freeway Segment Traffic Operations**

| | | | | Existing [1] | | | Project Conditions | |
|---|---|---|---|---|---|---|---|---|
| Freeway | Segment | Dir | Peak Hour | # of Lanes | Capacity | LOS | Project Trips | % Capacity |
| US 101 | Santa Clara County Line to Whipple Avenue | NB | AM | 4 | 9,200 | **F** | 82 | 0.89% |
| | | | PM | 4 | 9,200 | **F** | **106** | **1.15%** |
| US 101 | Whipple Avenue to SR 92 | NB | AM | 4 | 9,200 | **F** | 29 | 0.32% |
| | | | PM | 4 | 9,200 | **F** | **93** | **1.01%** |
| US 101 | SR 92 to Whipple Avenue | SB | AM | 4 | 9,200 | **F** | **94** | **1.02%** |
| | | | PM | 4 | 9,200 | **F** | 26 | 0.28% |
| US 101 | Whipple Avenue to Santa Clara County Line | SB | AM | 4 | 9,200 | **F** | **117** | **1.27%** |
| | | | PM | 4 | 9,200 | **F** | 33 | 0.36% |

Notes:
1. Existing freeway conditions are based on 2019 Congestion Management Program Monitoring Report of San Mateo County.
**Bold** indicates a substandard level of service.
**Outline** indicates an adverse effect associated with the Freedom Circle development.

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. Implementation of TDM measures would reduce vehicle trips generated by the Freedom Circle Focus Area, lessening the project's effect on nearby freeways. However, even with an aggressive TDM program, the project would have an adverse effect on many freeway segments.

Developments within the Freedom Circle Focus Area 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 development of the Freedom Circle Focus Area. 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 Focus Area. 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. It should be noted that the evaluation of freeway ramps is not required based on the VTA's *Transportation Impact Analysis Guidelines*, nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

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

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

Table 22 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 well below the capacity on all study freeway ramps.

Table 23 presents an analysis of freeway ramps with the trips added by buildout of the Freedom Circle Focus Area. Under existing plus project conditions, all but one study ramp are expected to have sufficient capacity (v/c < 1.0) during both peak hours. The volume on the US 101 Northbound On Ramp from southbound Great America Parkway is expected to exceed the ramp capacity during the PM peak hour due to the buildout of the Freedom Circle Focus Area. This ramp currently has a single lane with ramp metering equipment that limits the ramp capacity to 900 vehicle per hour. The capacity of this ramp could be doubled by widening the ramp to add a second lane for high-occupancy vehicles that merges back to a single lane after the ramp meter. This improvement would require Caltrans approval. It is recommended that the Freedom Circle Focus Area developments fund this improvement.

## Vehicle Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes at intersections where buildout of the Freedom Circle Focus Area would add a substantial number of left turns. This analysis provides a basis for estimating future storage requirements at the

**Table 22**
**Existing Freeway Ramp Operations**

| Interchange | Ramp | Type | Peak Hour | Lanes | | | Existing Conditions | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Mixed-Flow | HOV | Meter[1] | Capacity[2] | Peak Volume[3] | v/c |
| US 101/Montague Expressway | NB Off-Ramp to Eastbound Montague Expressway | Diagonal | AM | 1 | - | - | 2,000 | 248 | 0.12 |
| | | | PM | | | | 2,000 | 358 | 0.18 |
| | SB On-Ramp from Westbound Montague Expressway | Loop | AM | 1 | 1 | Equipment Present | 1,800 | 298 | 0.17 |
| | | | PM | | | | 1,800 | 270 | 0.15 |
| 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 | 1,800 | 260 | 0.14 |
| | | | PM | | | | 1,800 | 621 | 0.35 |
| 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 | 1,800 | 361 | 0.20 |
| | | | PM | | | | 1,800 | 823 | 0.46 |
| | 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 | 1,800 | 505 | 0.28 |
| | | | PM | | | | 1,800 | 349 | 0.19 |
| | SB On-Ramp from Southbound Lawrence Expressway | Loop | AM | 1 | 1 | Equipment Present | 1,800 | 337 | 0.19 |
| | | | PM | | | | 1,800 | 162 | 0.09 |
| US 101/Lawrence Expressway | NB Off-Ramp to Lawrence Expressway | Diagonal | AM | 2 | - | - | 3,800 | 1,136 | 0.30 |
| | | | PM | | | | 3,800 | 1,309 | 0.34 |
| | SB Off-Ramp to Lawrence Expressway | Diagonal | AM | 2 | - | - | 3,800 | 811 | 0.21 |
| | | | PM | | | | 3,800 | 1,754 | 0.46 |
| SR 237/Lawrence Expressway | WB On-Ramp from Northbound Lawrence Expressway | Loop | AM | 1 | - | Equipment Present | 900 | 282 | 0.31 |
| | | | PM | | | | 900 | 191 | 0.21 |
| | EB Off-Ramp to Southbound Lawrence Expressway | Diagonal | AM | 1 | - | - | 2,000 | 79 | 0.04 |
| | | | PM | | | | 2,000 | 620 | 0.31 |

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 23**
**Freeway Ramp Operations under Existing Plus Project Conditions**

| Interchange | Ramp | Type | Peak Hour | Existing Conditions | | | Existing + Project Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Capacity[1] | Peak Volume[2] | v/c | Project Trips | Peak Volume | % of Capacity | v/c |
| US 101/Montague Expressway | NB Off-Ramp to Eastbound Montague Expressway | Diagonal | AM | 2,000 | 248 | 0.12 | 454 | 702 | 22.7% | 0.35 |
| | | | PM | 2,000 | 358 | 0.18 | 310 | 668 | 15.5% | 0.33 |
| | SB On-Ramp from Westbound Montague Expressway | Loop | AM | 1,800 | 298 | 0.17 | 219 | 517 | 12.2% | 0.29 |
| | | | PM | 1,800 | 270 | 0.15 | 212 | 482 | 11.8% | 0.27 |
| US 101/Great America Parkway | NB On-Ramp from Southbound Great America Parkway | Diagonal | AM | 900 | 284 | 0.32 | 173 | 457 | 19.2% | 0.51 |
| | | | PM | 900 | 517 | 0.57 | 595 | 1,112 | 66.1% | **1.24** |
| | SB On-Ramp from Southbound Great America Parkway | Loop | AM | 1,800 | 260 | 0.14 | 128 | 388 | 7.1% | 0.22 |
| | | | PM | 1,800 | 621 | 0.35 | 184 | 805 | 10.2% | 0.45 |
| US 101/Great America Parkway | NB Off-Ramp to Great America Parkway | Diagonal | AM | 2,000 | 1,543 | 0.77 | 56 | 1,599 | 2.8% | 0.80 |
| | | | PM | 2,000 | 940 | 0.47 | 179 | 1,119 | 9.0% | 0.56 |
| | SB Off-Ramp to Great America Parkway | Diagonal | AM | 2,000 | 1,054 | 0.53 | 285 | 1,339 | 14.3% | 0.67 |
| | | | PM | 2,000 | 449 | 0.22 | 181 | 630 | 9.1% | 0.32 |
| SR 237/Great America Parkway | EB On-Ramp from Great America Parkway | Diagonal | AM | 1,800 | 361 | 0.20 | 12 | 373 | 0.7% | 0.21 |
| | | | PM | 1,800 | 823 | 0.46 | 221 | 1,044 | 12.3% | 0.58 |
| | WB On-Ramp from Great America Parkway | Diagonal | AM | 900 | 565 | 0.63 | 68 | 633 | 7.6% | 0.70 |
| | | | PM | 900 | 693 | 0.77 | 145 | 838 | 16.1% | 0.93 |
| SR 237/Great America Parkway | EB Off-Ramp to Great America Parkway | Diagonal | AM | 2,000 | 605 | 0.30 | 208 | 813 | 10.4% | 0.41 |
| | | | PM | 2,000 | 546 | 0.27 | 174 | 720 | 8.7% | 0.36 |
| | WB Off-Ramp to Great America Parkway | Diagonal | AM | 2,000 | 978 | 0.49 | 52 | 1,030 | 2.6% | 0.52 |
| | | | PM | 2,000 | 1,269 | 0.63 | -42 | 1,227 | -2.1% | 0.61 |
| US 101/Lawrence Expressway | NB On-Ramp from Southbound Lawrence Expressway | Diagonal | AM | 1,800 | 505 | 0.28 | 4 | 509 | 0.2% | 0.28 |
| | | | PM | 1,800 | 349 | 0.19 | -3 | 346 | -0.2% | 0.19 |
| | SB On-Ramp from Southbound Lawrence Expressway | Loop | AM | 1,800 | 337 | 0.19 | -5 | 332 | -0.3% | 0.18 |
| | | | PM | 1,800 | 162 | 0.09 | 64 | 226 | 3.6% | 0.13 |
| US 101/Lawrence Expressway | NB Off-Ramp to Lawrence Expressway | Diagonal | AM | 3,800 | 1,136 | 0.30 | -15 | 1,121 | -0.4% | 0.30 |
| | | | PM | 3,800 | 1,309 | 0.34 | 263 | 1,572 | 6.9% | 0.41 |
| | SB Off-Ramp to Lawrence Expressway | Diagonal | AM | 3,800 | 811 | 0.21 | 5 | 816 | 0.1% | 0.21 |
| | | | PM | 3,800 | 1,754 | 0.46 | 54 | 1,808 | 1.4% | 0.48 |
| SR 237/Lawrence Expressway | WB On-Ramp from Northbound Lawrence Expressway | Loop | AM | 900 | 282 | 0.31 | -62 | 220 | -6.9% | 0.24 |
| | | | PM | 900 | 191 | 0.21 | 16 | 207 | 1.8% | 0.23 |
| | EB Off-Ramp to Southbound Lawrence Expressway | Diagonal | AM | 2,000 | 79 | 0.04 | 56 | 135 | 2.8% | 0.07 |
| | | | PM | 2,000 | 620 | 0.31 | -155 | 465 | -7.8% | 0.23 |

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, and ramp metering.

[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.

intersections under existing and cumulative plus project conditions, which includes development of both the Freedom Circle Focus Area and the PHDSP Area along with other nearby planned and proposed developments including the Kylli project, 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:

- Bowers Avenue and US 101 SB Off-Ramp – Eastbound left turn
- Great America Parkway and Mission College Boulevard – Westbound and southbound left turn
- Great America Parkway and Patrick Henry Drive – Southbound and westbound left turn
- Great America Parkway and Tasman Drive –Westbound left turn
- Marriott Driveway and Mission College Boulevard – Eastbound left turn
- Freedom Circle (W) and Mission College Boulevard – Northbound and eastbound left turn
- Freedom Circle (E)/Agnew Road and Mission College Boulevard – Northbound, westbound, and eastbound left turn
- Mission College Boulevard and Montague Expressway – Southbound and eastbound left turn
- Great America Parkway and SR 237 Westbound Ramps – Northbound and westbound left turn

The queuing analysis results are presented in Table 24. The results show that seven of the nine intersections studied are expected to have insufficient turn lane storage to accommodate the anticipated traffic volumes in the Year 2040. The feasibility of potential improvements to address the queue storage deficiencies is discussed below. It should be noted that this analysis is conservative since the queue storage requirements could be reduced somewhat (up to 10 percent) through the implementation of TDM measures.

### Great America Parkway and Mission College Boulevard – Westbound and Southbound Left Turn

Currently there are two left-turn lanes each 250 feet long on the westbound Mission College Boulevard approach. Under existing conditions, the 95$^{th}$ percentile queue exceeds the existing storage by 150 and 100 feet during the AM and PM peak hours, respectively. Planned improvements at this intersection include the addition of a third westbound left-turn lane. Even with this increase in queue storage, the traffic volumes under cumulative plus project conditions would result in queues that spill out of the triple left-turn pocket. The length of the turn lanes could be extended to accommodate the projected 95$^{th}$ percentile queue (525 feet) by modifying the landscaped median island.

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 95$^{th}$ percentile queue. Under cumulative conditions, this movement is expected to exceed the available storage during both the AM and PM peak hours, with a maximum queue of 725 feet per lane. The turn lanes could be extended by modifying the existing landscaped median. However, there is not sufficient space to accommodate the 95$^{th}$ percentile queue at this intersection while also accommodating the queue storage required for the northbound left turn at the Great America/Patrick Henry intersection, which would face lengthy queues as a result of the trips added by the Patrick Henry Drive Specific Plan and Kylli developments.

**Table 24**
**Left-Turn Storage Queuing Analysis**

| | Bowers Av/US 101 SB Off Ramp | | Great America Pkwy/Mission College Blvd | | | | Great America Pkwy/Patrick Henry Dr | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | EBL | | WBL | | SBL | | SBL | | WBL | |
| Measurement | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| ***Existing*** | | | | | | | | | | |
| Cycle/Delay[1] (sec) | 78 | 110 | 156 | 140 | 156 | 140 | 156 | 160 | 156 | 160 |
| Volume (vph) | 569 | 253 | 468 | 445 | 142 | 368 | 29 | 9 | 13 | 209 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 |
| Volume (vphpl) | 285 | 127 | 234 | 223 | 71 | 184 | 29 | 9 | 7 | 105 |
| Avg. Queue (veh) | 6.2 | 3.9 | 10.1 | 8.7 | 3.1 | 7.2 | 1.3 | 0.4 | 0.3 | 4.6 |
| Avg. Queue (ft.) | 154 | 97 | 254 | 216 | 77 | 179 | 31 | 10 | 7 | 116 |
| 95th %. Queue (veh) | 10 | 7 | 16 | 14 | 6 | 12 | 3 | 2 | 1 | 8 |
| 95th %. Queue (ft.) | 250 | 175 | 400 | 350 | 150 | 300 | 75 | 50 | 25 | 200 |
| Storage (ft/ln) | 780 | 780 | 250 | 250 | 400 | 400 | 380 | 380 | 125 | 125 |
| Adequate (Y/N) | Y | Y | **N** | **N** | Y | Y | Y | Y | Y | **N** |
| ***Cum + Project*** | | | | | | | | | | |
| Cycle/Delay[1] (sec) | 78 | 110 | 156 | 140 | 156 | 140 | 156 | 160 | 156 | 160 |
| Volume (vph) | 977 | 404 | 740 | 1120 | 970 | 1087 | 124 | 39 | 110 | 686 |
| Lanes | 2 | 2 | 3 | 3 | 2 | 2 | 1 | 1 | 2 | 2 |
| Volume (vphpl) | 489 | 202 | 247 | 373 | 485 | 544 | 124 | 39 | 55 | 343 |
| Avg. Queue (veh) | 10.6 | 6.2 | 10.7 | 14.5 | 21.0 | 21.1 | 5.4 | 1.7 | 2.4 | 15.2 |
| Avg. Queue (ft.) | 265 | 154 | 267 | 363 | 525 | 528 | 134 | 43 | 60 | 381 |
| 95th %. Queue (veh) | 16 | 11 | 16 | 21 | 29 | 29 | 9 | 4 | 5 | 22 |
| 95th %. Queue (ft.) | 400 | 275 | 400 | 525 | 725 | 725 | 225 | 100 | 125 | 550 |
| Storage (ft/ln) | 780 | 780 | 250 | 250 | 400 | 400 | 380 | 380 | 125 | 125 |
| Adequate (Y/N) | Y | Y | **N** | **N** | **N** | **N** | Y | Y | Y | **N** |

[1] Vehicle queue calculations based on cycle length for signalized intersections, and movement delay for unsignalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued

## Table 24 (continued)
## Left-Turn Storage Queuing Analysis

| | Great America Pkwy/Tasman Dr | | Marriott Dwy/Mission College Blvd | | Freedom Circle (W)/Mission College Blvd | | | | Freedom Circle (E)/Agnew Rd/Mission College Blvd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | WBL | | EBL | | NBL | | EBL | | NBL | | WBL | |
| Measurement | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| ***Existing*** | | | | | | | | | | | | |
| Cycle/Delay[1] (sec) | 156 | 90 | 100 | 100 | 130 | 130 | 130 | 130 | 130 | 130 | 130 | 130 |
| Volume (vph) | 335 | 270 | 10 | 8 | 47 | 336 | 1 | 4 | 4 | 10 | 213 | 43 |
| Lanes | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 |
| Volume (vphpl) | 168 | 135 | 10 | 8 | 47 | 336 | 1 | 4 | 4 | 10 | 107 | 22 |
| Avg. Queue (veh) | 7.3 | 3.4 | 0.3 | 0.2 | 1.7 | 12.1 | 0.0 | 0.1 | 0.1 | 0.4 | 3.8 | 0.8 |
| Avg. Queue (ft.) | 181 | 84 | 7 | 6 | 42 | 303 | 1 | 4 | 4 | 9 | 96 | 19 |
| 95th %. Queue (veh) | 12 | 7 | 1 | 1 | 4 | 18 | 1 | 1 | 1 | 2 | 7 | 2 |
| 95th %. Queue (ft.) | 300 | 175 | 25 | 25 | 100 | 450 | 25 | 25 | 25 | 50 | 175 | 50 |
| Storage (ft/ln) | 270 | 270 | 160 | 160 | 115 | 115 | 150 | 150 | 150 | 150 | 110 | 110 |
| Adequate (Y/N) | **N** | Y | Y | Y | Y | **N** | Y | Y | Y | Y | **N** | Y |
| ***Cum + Project*** | | | | | | | | | | | | |
| Cycle/Delay[1] (sec) | 156 | 90 | 100 | 100 | 130 | 130 | 130 | 130 | 130 | 130 | 130 | 130 |
| Volume (vph) | 722 | 617 | 105 | 28 | 528 | 1240 | 304 | 67 | 206 | 132 | 860 | 479 |
| Lanes | 3 | 3 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 2 |
| Volume (vphpl) | 241 | 206 | 105 | 28 | 264 | 620 | 304 | 67 | 206 | 132 | 430 | 240 |
| Avg. Queue (veh) | 10.4 | 5.1 | 2.9 | 0.8 | 9.5 | 22.4 | 11.0 | 2.4 | 7.4 | 4.8 | 15.5 | 8.6 |
| Avg. Queue (ft.) | 261 | 129 | 73 | 19 | 238 | 560 | 274 | 60 | 186 | 119 | 388 | 216 |
| 95th %. Queue (veh) | 16 | 9 | 6 | 2 | 15 | 30 | 17 | 5 | 12 | 9 | 22 | 14 |
| 95th %. Queue (ft.) | 400 | 225 | 150 | 50 | 375 | 750 | 425 | 125 | 300 | 225 | 550 | 350 |
| Storage (ft/ln) | 270 | 270 | 160 | 160 | 115 | 115 | 150 | 150 | 150 | 150 | 110 | 110 |
| Adequate (Y/N) | **N** | Y | Y | Y | **N** | **N** | **N** | Y | **N** | **N** | **N** | **N** |

*Volume reflects total EB approach volume in the single shared-lane approach.

[1] Vehicle queue calculations based on cycle length for signalized intersections, and movement delay for unsignalized intersections.

[2] Assumes 25 Feet Per Vehicle Queued

**Table 24 (continued)**
**Left-Turn Storage Queuing Analysis**

| | Freedom Circle (E)/Agnew Rd/ Mission College Blvd | | Mission College Blvd/Montague Expressway | | | | Great America Pkwy/SR 237 Westbound Ramps | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | EBL | | SBL | | EBL | | NBL | | WBL/T | |
| Measurement | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| ***Existing*** | | | | | | | | | | |
| Cycle/Delay[1] (sec) | 130 | 130 | 190 | 190 | 190 | 190 | 52 | 72 | 52 | 72 |
| Volume (vph) | 129 | 493 | 46 | 730 | 996 | 247 | 141 | 343 | 901 | 944 |
| Lanes | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Volume (vphpl) | 129 | 493 | 23 | 365 | 498 | 124 | 71 | 172 | 451 | 472 |
| Avg. Queue (veh) | 4.7 | 17.8 | 1.2 | 19.3 | 26.3 | 6.5 | 1.0 | 3.4 | 6.5 | 9.4 |
| Avg. Queue (ft.) | 116 | 445 | 30 | 482 | 657 | 163 | 25 | 86 | 163 | 236 |
| 95th %. Queue (veh) | 8 | 25 | 3 | 27 | 35 | 11 | 3 | 7 | 11 | 15 |
| 95th %. Queue (ft.) | 200 | 625 | 75 | 675 | 875 | 275 | 75 | 175 | 275 | 375 |
| Storage (ft/ln) | 350 | 350 | 310 | 310 | 700 | 700 | 210 | 210 | 480 | 480 |
| Adequate (Y/N) | Y | **N** | Y | **N** | **N** | Y | Y | Y | Y | Y |
| ***Cum + Project*** | | | | | | | | | | |
| Cycle/Delay[1] (sec) | 130 | 130 | 190 | 190 | 190 | 190 | 52 | 72 | 52 | 72 |
| Volume (vph) | 287 | 945 | 420 | 730 | 1420 | 485 | 186 | 809 | 1159 | 1162 |
| Lanes | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 |
| Volume (vphpl) | 287 | 945 | 210 | 365 | 710 | 243 | 93 | 405 | 386 | 387 |
| Avg. Queue (veh) | 10.4 | 34.1 | 11.1 | 19.3 | 37.5 | 12.8 | 1.3 | 8.1 | 5.6 | 7.7 |
| Avg. Queue (ft.) | 259 | 853 | 277 | 482 | 937 | 320 | 34 | 202 | 140 | 194 |
| 95th %. Queue (veh) | 16 | 44 | 17 | 27 | 48 | 19 | 3 | 13 | 10 | 13 |
| 95th %. Queue (ft.) | 400 | 1100 | 425 | 675 | 1200 | 475 | 75 | 325 | 250 | 325 |
| Storage (ft/ln) | 350 | 350 | 310 | 310 | 700 | 700 | 210 | 210 | 480 | 480 |
| Adequate (Y/N) | **N** | **N** | **N** | **N** | **N** | Y | Y | **N** | Y | Y |

[1] Vehicle queue calculations based on cycle length for signalized intersections, and movement delay for unsignalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued

### Great America Parkway and Patrick Henry Drive – Westbound Left Turn

Under existing conditions, the 95th percentile queue for the westbound left-turn (200 feet per lane) exceeds the available storage (125 feet per lane) during the PM peak hour. Buildout of the Freedom Circle Focus Area would more than triple the traffic volume at this location resulting in a 95th percentile queue of 550 feet per lane. The length of the turn lanes could be extended to approximately 350 feet by restriping the roadway. However, even with this change, queues are expected to spillback into the parking lots of the adjacent properties during the PM peak hour.

### Great America Parkway and Tasman Drive –Westbound Left Turn

The westbound left-turn queue is expected to grow from 300 feet per lane in two lanes under existing conditions to as much as 400 feet per lane in three lanes in the Year 2040 during the AM peak hour. The left-turn pocket could be extended from the existing length of 270 feet to 425 feet by modifying the existing landscaped median.

### Freedom Circle (W) and Mission College Boulevard – Northbound and Eastbound Left Turn

The 95th percentile queue (450 feet) currently exceeds the available storage (115 feet) for the northbound left-turn movement during the PM peak hour. The addition of a second northbound left-turn lane is recommended at this intersection to offset the adverse effect of Freedom Circle Focus Area developments under cumulative plus project conditions. This improvement can be accomplished within the existing curb-to-curb width. Even with the added lane, the 95th percentile queue is expected to exceed the available storage during both peak hours with a maximum queue of 750 feet per lane. The recommended dual left-turn lanes should be extended beyond the current turn-lane length, and adjacent properties should avoid locating driveways in close proximity to Mission College Boulevard when they redevelop to avoid issues with queue spillback.

Under existing conditions, the eastbound left-turn queue can be accommodated within the existing turn pocket storage. However, in the Year 2040, the trips associated with buildout of the Freedom Circle Focus Area are expected to cause the left-turn queue on eastbound Mission College Boulevard to extend up to 425 feet, which would exceed the existing turn pocket length by 275 feet. The turn lane could be extended to a maximum length of approximately 300 feet by modifying the existing landscaped median. However, there is not sufficient space to accommodate the 95th percentile queue at this intersection due to its proximity to the Marriott Driveway/Mission College Boulevard intersection.

### Freedom Circle (E)/Agnew Road and Mission College Boulevard – Northbound, Westbound, and Eastbound Left Turn

Currently, the northbound left-turn lane on the northbound Freedom Circle (E) approach at Mission College Boulevard is approximately 150 feet long. The existing queue storage is sufficient to accommodate the 95th percentile queue under existing conditions. However, the trips associated with buildout of the Freedom Circle development would cause the 95th percentile queue to grow to 300 feet during the AM peak hour and 225 feet during the PM peak hour under cumulative plus project conditions. The existing left-turn lane could be extended to accommodate the projected queue length by restriping the two-way left-turn lane as a dedicated turn lane for another 150 feet. The adjacent properties should avoid locating driveways in close proximity to Mission College Boulevard so that site access is not impeded by left-turn queues on Freedom Circle.

The site plan for the proposed Greystar development shows three driveways on Freedom Circle including one at the northern edge of the project site that is only about 70 feet south of Mission College Boulevard. It is recommended that this driveway be limited to right-turns in and out only since it would frequently be blocked by queues on Freedom Circle. Furthermore, vehicles wanting to turn left into this

driveway from southbound Freedom Circle would have to stop in the through lane while waiting for a break in traffic flow in the northbound lanes causing traffic on Freedom Circle to back up onto Mission College Boulevard.

The dual left-turn lanes on the westbound Mission College Boulevard approach are only 110 feet long. Under existing conditions, the 95th percentile queue exceeds the available storage during the AM peak hour. Over 800 vehicles are expected to make this left turn by the Year 2040 in the AM peak hour due to the buildout of the Freedom Circle Focus Area, resulting in a 95th percentile queue of 550 feet per lane. Extending the westbound left-turn lanes to accommodate the projected queue length would require modifications to the median on the San Tomas Aquino Creek bridge.

The trips associated with the Freedom Circle Focus Area also are expected to exacerbate the queue storage deficiency for the eastbound left-turn lane. Currently, the 95th percentile queue (625 feet) exceeds the available storage (350 feet) by about 11 vehicles during the PM peak hour. Traffic growth by the Year 2040 would cause the 95th percentile queue to grow to 1,100 feet during the PM peak hour. The addition of a second eastbound left-turn lane is not feasible because it would require acquisition of additional right of way in order to add another receiving lane on the north leg (Agnews Road). The existing turn lane could be extended by modifying the landscaped median; however, it is not feasible to accommodate the projected queue length in a single lane due to the proximity of the upstream signalized intersection at Freedom Circle (W).

### Mission College Boulevard and Montague Expressway – Southbound and Eastbound Left Turn

Currently there are two left-turn lanes, each 310 feet long, on the southbound Mission College Boulevard approach. Under existing conditions, the queue storage is adequate during the AM peak hour, and the 95th percentile queue exceeds the existing storage by 365 feet during the PM peak hour. The traffic volumes under cumulative plus project conditions are expected to increase during the AM peak hour resulting in queues that exceed the length of the dual left-turn pocket by 115 feet. The cumulative plus project forecast for the PM peak hour shows that the southbound left-turn volume would be unchanged. The length of the turn lanes cannot be extended due to the proximity of Wyatt Drive.

Under existing conditions, the 95th percentile queue for the eastbound left-turn movement on Montague Expressway currently extends beyond the storage capacity during the AM peak hour. Under Cumulative Plus Project conditions, the 95th percentile queue length is expected to grow to 1,200 feet per lane during the AM peak hour, which exceeds the available storage by 500 feet. The 2040 Expressway Plan identifies a partial grade separation at this intersection that would replace the eastbound dual left-turn lanes with a flyover. The flyover would eliminate signal control of the eastbound left-turn movement and thus resolve the queuing deficiency. The Freedom Circle Focus Area developments would provide fair share funding towards this improvement to offset the adverse effect on this intersection caused by the project. The funds collected for this improvement are subject to programming by the County for Board-approved projects.

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

The existing storage capacity for the northbound left-turn lane on Great America Parkway is approximately 210 feet, or 8 vehicles per lane. The traffic growth expected by the Year 2040 is estimated to result in a 95th percentile queue length of 325 feet per lane. The left-turn storage cannot be increased because the turn lanes extend to the upstream intersection at the SR 237 Eastbound Ramps.

## Signal Warrant Analysis

The study evaluated two unsignalized T-intersections: Old Ironsides Drive/Old Glory Lane and Old Ironsides Drive/Patrick Henry Drive. The Old Ironsides Drive/Old Glory Lane intersection is stop controlled for the westbound Old Glory Lane approach. The Old Ironsides Drive/Patrick Henry Drive intersection is stop controlled on the southbound Old Ironsides Drive approach. Under cumulative conditions, which includes the Patrick Henry Drive Specific Plan Option 2 development, the parcel on the south side of Patrick Henry Drive, opposite to Old Ironsides Drive, is assumed to redevelop and have a driveway that would create a new south leg so that the intersection would have four legs. It was assumed that the intersection would include a single shared approach lane on the south leg. The north leg would be re-striped with one left-turn lane and one shared through/right-turn lane.

The level of service analysis (see Chapters 2 to 5) shows that both intersections would operate at an acceptable level (LOS A) under background no project and background plus project conditions. In the year 2030, neither intersection would meet the signal warrant both with or without the proposed Greystar General Plan or the buildout of the Freedom Circle Focus Area. In the year 2040, both intersections would operate at unacceptable levels (LOS F) and satisfy the signal warrant both with and without the proposed buildout of the Freedom Circle Focus Area during the AM and PM peak hours. The signal warrant calculations are included in Appendix D.

As noted above, both the proposed Greystar project and the full buildout of the Freedom Circle Focus Area would cause an adverse effect at the intersection of Old Ironsides Drive and Old Glory Lane under cumulative conditions. The Freedom Circle Focus Area developments including the Greystar development should provide fair-share funding towards signalization and the addition of a second southbound left-turn lane, a second eastbound through lane, an exclusive northbound right-turn lane, an exclusive eastbound right-turn lane, and an exclusive westbound left-turn lane. Although the intersection of Old Ironsides Drive and Patrick Henry Drive also would meet signal warrants under cumulative conditions, neither the Greystar development nor the full buildout of the Freedom Circle Focus Area would cause an adverse effect at this intersection. Thus, these developments will not be required to contribute to a new traffic signal or other geometric improvements at this intersection.

## Site Access and Internal Circulation

The Freedom Circle Focus Area would maintain the existing roadways and vehicle connections from Great America Parkway and Mission College Boulevard with no new public roadways. Aside from Greystar, which has submitted a formal development application, detailed site plans showing access and circulation for new developments in the Freedom Circle Focus Area have not yet been prepared. Thus, the analysis of site access and internal vehicular circulation is limited to only the Greystar site. This review is based on the site plan, dated November 13, 2020 (see Figure 16).

### Vehicle Site Access

In the vicinity of the Greystar site, Freedom Circle runs in a north-south direction and serves as the western boundary of the project site. A new two-way semi-circular private street (26 feet wide) is proposed around the perimeter of the Greystar site to provide vehicular connections between parking garages in the project area and Freedom Circle. The semi-circular street would connect to Freedom Circle at two locations as shown on Figure 16 and provide access to the parking garages in Buildings A, B, and C. In addition to the proposed site access at each end of the new private street, the proposed Building C parking garage also would have direct access to Freedom Circle via a driveway (24 feet wide) approximately 600 feet south of Mission College Boulevard.

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:** The width of the parking garage entrances should be modified to satisfy the City's driveway design standards.

As discussed in the intersection queuing analysis, the northern driveway would be located only about 70 feet south of Mission College Boulevard. It would frequently be blocked by queues on Freedom Circle. Furthermore, vehicles wanting to turn left into this driveway from southbound Freedom Circle would have to stop in the through lane while waiting for a break in traffic flow in the northbound lanes causing queues on Freedom Circle that extend onto Mission College Boulevard.

> **Recommendation:** The northern site driveway should be limited to right turns in and out only.

As shown on Table 7, the Greystar development is estimated to generate 375 vehicle trips (98 inbound and 277 outbound) during the AM peak hour, which would be less than two vehicles entering and about five vehicles exiting every minute. During the PM peak hour, the Greystar project would generate 468 vehicle trips (284 inbound and 182 outbound), which would be about five vehicles entering and three vehicles exiting every minute.

The operation of site driveways were evaluated assuming the northern driveway would be restricted right turns in and out only. The total volume expected to use the northern driveway on Freedom Circle is 68 vehicles (3 inbound and 65 outbound) during the AM peak hour and 54 vehicles (10 inbound and 44 outbound) during the PM peak hour. The total volume expected to use the southern driveway on Freedom Circle is 236 vehicles (69 inbound and 167 outbound) during the AM peak hour and 311 vehicles (202 inbound and 109 outbound) during the PM peak hour. The total volume expected to use the middle driveway is 71 vehicles (26 inbound and 45 outbound) during the AM peak hour and 101 vehicles (72 inbound and 29 outbound) during the PM peak hour. Under background plus project conditions, the outbound traffic at all driveways is expected to experience minor delays corresponding to LOS C or better and would not cause any operational issues on the project site. While southbound left-turn traffic using the two-way left-turn lane on Freedom Circle to turn into the middle and southern driveways may experience minor delays while waiting for a gap in oncoming traffic, the delay is expected to be less than 10 seconds per vehicle on average and result in a 95$^{th}$ percentile queue length of two vehicles. Thus, the projected traffic volumes could be served satisfactorily by the proposed three access points on Freedom Circle with the recommended turn restrictions.

The operation of the Greystar driveways also were evaluated under cumulative conditions with full buildout of the Freedom Circle Focus Area. The Irvine property, which would have a driveway directly opposite the middle Greystar driveway, is assumed to redevelop replacing the existing 419,000 s.f. of office/research and development space with 1,223,000 s.f. of office space and 2,500 multifamily dwelling units. The traffic volumes at this Irvine driveway were estimated based on the trip distribution pattern and the location of other driveways. Figure 16 shows the estimated turning-movement volumes at each of the Greystar driveway intersections. The northern and southern Greystar driveway intersections are expected to operate at an acceptable level with stop control on the driveway (see Table 25). The middle Greystar driveway intersection would operate at an unacceptable level (LOS F) under two-way stop control on the driveways during both the AM and PM peak hours due to the heavy traffic volume projected to use the Irvine driveway. 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 conditions with full buildout of the Freedom Circle Focus Area due to the traffic volumes at the Irvine driveway. With signalization, the intersection is expected to operate at an acceptable level (LOS C).

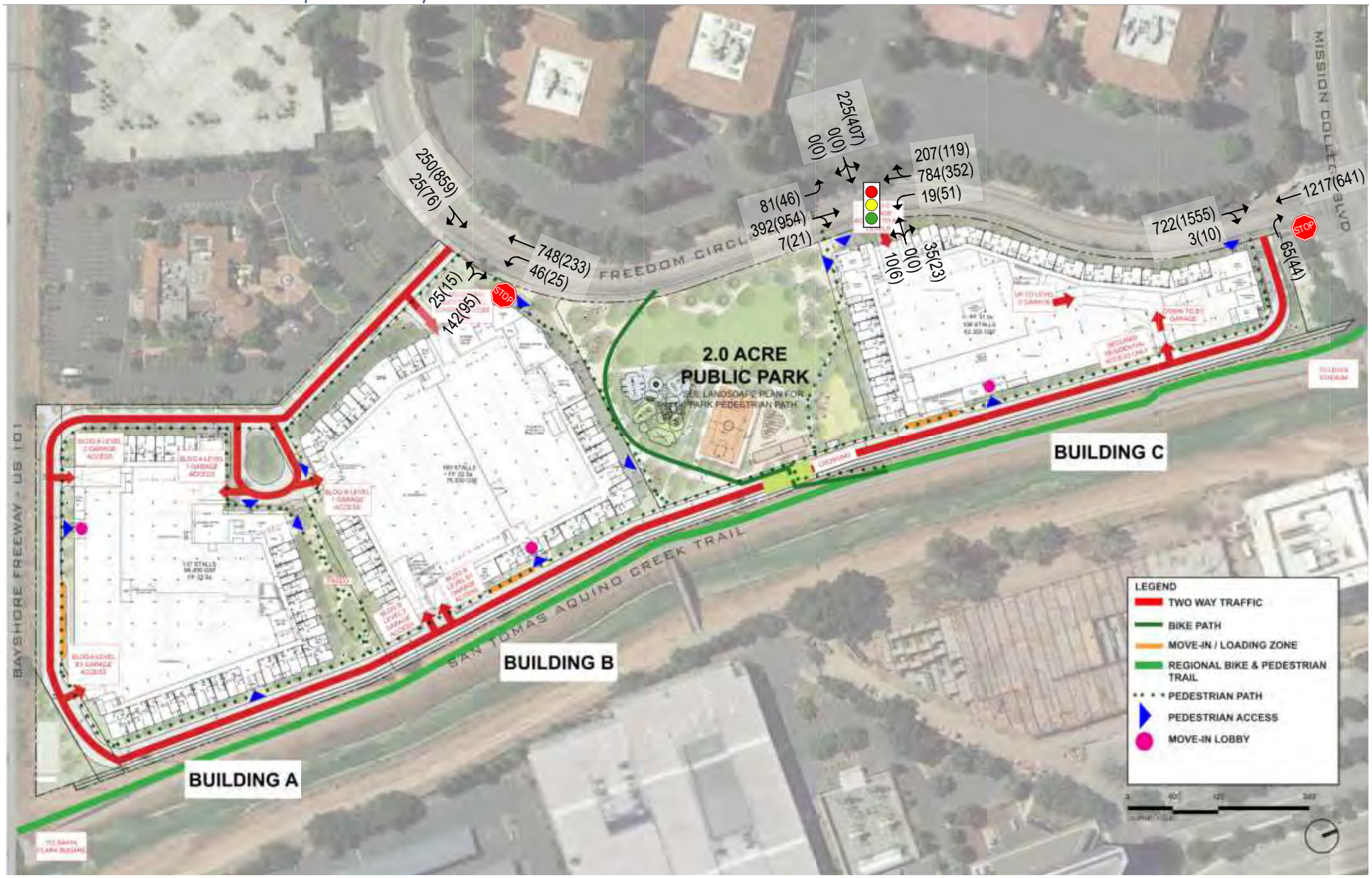



**Figure 16**
**Greystar Site Circulation Plan With Cumulative Plus Project Including Greystar Traffic Volumes**

**Table 25**
**Cumulative Levels of Service at Greystar Driveway Intersections**

| Intersection | Peak Hour | Traffic Control | Avg. Delay (sec) | LOS |
|---|---|---|---|---|
| Freedom Circle and Northern Greystar Dwy | AM<br>PM | OWSC | 0.5<br>1.1 | A<br>A |
| Freedom Circle and Middle Greystar Dwy/Irvine Dwy | AM<br>PM | Signal | 14.2<br>25.1 | B<br>C |
| Freedom Circle and Southern Greystar Dwy | AM<br>PM | OWSC | 2.3<br>2.5 | A<br>A |

Note:
OWSC = One-Way Stop Control

## 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 proposed project would be provided via three separate parking garages (Garages A, B, and C): one for each building. From the southern driveway, the new semi-circular street would first lead to an entrance to the public parking area reserved for guests, retail, and leasing on level 1 of Garage B. The new semi-circular street would then connect to a U-shaped one-way loop between Buildings A and B that would include a passenger loading area and entrances to level 1 of Garages A and B. The one-way U-shaped travel lane would be 20 feet wide, which would meet the City's standard for a one-way drive aisle. Entrances to garage level 2 and level B1 of Building A would be located at the southwest and southeast corners of the building, respectively. Entrances to garage level 2 and level B1 of Building B would be located next to each other at the southeast corner of the building. In addition, there would be one entrance to level B1 located along the east side of Building C.

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

> **Recommendation:** Having two driveways directly adjacent to each other on the east side of Building B could cause driver confusion and cause a hazard. It is recommended that the entrances to garage level 2 and level B1 of Building B be spaced apart or combined into a single entrance that provides internal access to both parking levels.
>
> The garage entrances should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see other vehicles traveling on the circular road. Any landscaping and signage should be located in such a way as to ensure an unobstructed view for drivers entering and exiting the garage.
>
> The slopes of all garage ramps should be reviewed to ensure they meet appropriate design standards.

**Parking Garages**

All parking spaces in the parking garages are oriented at a 90-degree angle from the drive aisles. The 24-foot-wide drive aisles would not 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 three-level garage. The parking garages include multiple dead-end drive aisles on each level. Although dead-end aisles are generally undesirable, extra space has been provided to allow a vehicle to turn around, which is acceptable. Dead-end aisles are also not a concern in areas where spaces are reserved for residents.

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:** The width of the parking garage drive aisles should be modified to satisfy the City's driveway design standards.
>
> Prior to final design, the width of the drive aisle and the parking space dimensions should be measured to confirm that they comply with City of Santa Clara standards

## Emergency Vehicles, Truck Access and Circulation

As shown on the site plan, emergency vehicles would access the project site from the northern driveway on Freedom Circle Drive. The width of the semi-circular street surrounding the project site would be 26 feet wide, which is not wide enough for emergency vehicles to turn around. Therefore, with the current design, emergency vehicles would have to enter from the northern driveway and exit from the southern driveway.

A loading zone is proposed along the south side of Building A and the east side of Buildings B and C. Loading zones are also proposed on Freedom Circle at the northern and southern edges of the proposed park.

The site plan also shows multiple trash termination rooms in the parking garage for each building. Trash staging and collection would occur along the proposed perimeter street. Garbage trucks would be able to enter the site from either the northern or southern driveway and circulate through the site without having to turn around on site.

## Pedestrian and Bicycle On-Site Circulation

Within the site, pedestrian paths are shown throughout the project site, providing connections between sidewalks on the adjacent streets, the proposed buildings, parking garages, and other amenities on-site. The project site plan shows that the project would provide sidewalks along the inner side of the new semi-circular street surrounding the project area, which would connect the sidewalk on Freedom Circle Drive and lobby entrances in each of the new buildings. The site plan also shows that multiple pedestrian paths would be built crossing the Paseo area between Buildings A and B and the public park between Buildings B and C. The pedestrian paths in the public park area would connect to the sidewalk along Freedom Circle Drive. In addition, the project would construct a new connection to the San Tomas Aquino Creek trail on the east side of the proposed public park. These proposed pedestrian facilities would provide adequate pedestrian circulation within and through the project site. Improvements to pedestrian facilities that provide access to the project site are discussed below.

The project site plan shows that the project would provide a new bike path on the south edge of public park that would lead to a new connection to the San Tomas Aquino Creek trail. The site plan shows that width of the bike path would vary with a minimum width of 10 feet. Per the City of Santa Clara

*Bicycle Plan Update 2018*, the path should have a minimum width of eight feet with two-foot shoulders on each side. The proposed project also would include bicycle amenities such as bike parking and a bike shop. Bike parking is discussed in the following section.

## Parking Analysis

The parking analysis focuses on the proposed Greystar development as no other development applications have been submitted for other parcels within the Freedom Circle Focus Area.

As mentioned previously, the proposed Greystar project requires a General Plan Amendment to change the land use designation on the project site from High Intensity Office/R&D to Very High Density Residential. The parking standards for the proposed site will be established in the Freedom Circle Focus Area Plan. It is expected that the Freedom Circle Focus Area Plan will follow the parking standards set forth in the City of Santa Clara Municipal Code §18.23.070. The parking ratios in this section were developed for the Lawrence Station Area Plan.

### Vehicle Parking

The parking requirements applicable to the proposed project are listed below.

- Minimum 1.0 parking space for every studio and one-bedroom residential unit
- Minimum 2.0 parking spaces for every two-bedroom residential unit
- Minimum 4.0 parking spaces for every 1,000 square feet for retail uses

The proposed Greystar development would include 170 studios, 597 one-bedroom units, and 308 two-bedroom units. Based on the parking ratios listed above, the project would be required to provide 1,383 spaces for residential use and 8 spaces for retail uses (see Table 26).

**Table 26**
**Vehicle Parking Analysis**

| Land Use | Proposed Size | | Required Parking Spaces[2] | Proposed Parking Spaces[2] |
|---|---|---|---|---|
| **Residential** | | | | |
| **Studio** | 170 | units | 170 | |
| **1 BR** | 597 | units | 597 | |
| **2 BR** | 308 | units | 616 | |
| **Total** | 1,075 | units | 1,383 | 1,383 |
| **Retail** | 2,000 | s.f. | 8 | 8 |
| ***Total Vehicle Parking Spaces*** | | | ***1,391*** | ***1,391*** |

Notes:
s.f. = square feet
[1] The number of spaces required is based on the parking ratios set forth in the City of Santa Clara Zoning Code Section 18.23.070.
[2] Proposed parking listed above excludes 20 spaces designated for visitors to the proposed public park.

The project would provide 1,383 on-site parking spaces for residential use and 8 spaces on site for retail use, which equals the parking requirement for each use. The Lawrence Station Area Plan does not include public park space, so Santa Clara Municipal Code §18.23.070 does not set for parking standards for this use. As requested by the City's Parks and Recreation Department, the project would provide 20 parking spaces for park users.

The City of Santa Clara's VMT Transportation Analysis Policy for Environmental Review sets forth criteria that must be met for a project near a major transit corridor to be considered transit supportive, and thus presumed to have a less than significant impact on VMT. One of the criteria states that transit supportive projects may not include more parking for use by residents, customers, or employees of the project than required by the City Code. As currently proposed, the on-site parking at the Greystar project (1,391 spaces) would equal the City Code required parking. Thus, the proposed parking supply is consistent with a transit supportive project.

**Electric Vehicle Parking Spaces**

Based on 2019 Green Building Standard Code (CAL Green) (Section 4.106.4.2), for new multifamily dwelling development, 10 percent of total parking spaces on the building site should be electric vehicle charging spaces (EV spaces) capable of supporting future EVSE. The project currently proposes 15% of the parking spaces would be EV-ready or EV-future spaces, which would meet the Cal Green requirements.

### Bicycle Parking

The bicycle parking spaces were evaluated based on the requirements set forth in the City of Santa Clara Municipal Code §18.23.070.

- Residential developments: One Class I bicycle parking space per 3 units and two Class II spaces per 15 units .
- Non-residential developments: One Class I space per 30 employees or fraction thereof and two Class II spaces for every 3,000 square feet of floor area.

Based on the above ratios, the Greystar project would be required to provide a total of 501 bicycle parking spaces for the proposed residential uses (with 358 long-term spaces and 143 short-term spaces) and 1 Class I and 2 Class II bicycle parking spaces for the proposed retail use.

As shown on the site plan (Sheet A-000), the project proposes to provide 359 long-term bicycle parking spaces and 35 short-term bicycle parking spaces for a total of 394 bicycle parking spaces for residential uses and 2 spaces (1 long-term space and 1 short-term space) for the proposed retail use. The proposed number of bicycle parking spaces would not meet the required number of short-term bicycle parking spaces, with 38 fewer short-term parking spaces than required.

> **Recommendation:** Short-term (Class II) bicycle parking should be added in accordance with the bicycle parking requirements set forth in the City of Santa Clara Municipal Code §18.23.070.

## 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.

## Pedestrian Facilities

The project would improve pedestrian access to the Freedom Circle Focus Area. Currently, Mission College Boulevard has sidewalks along both sides of the street between the Mission College Boulevard loop road and Montague Expressway while Freedom Circle has sidewalks along both sides for its entire length. Sidewalks are also present along the south side of Hichborn Drive that connect Great America Parkway with Freedom Circle. The Focus Area currently comprises very large parcels that make walking distances excessive between properties. The plan would implement a fine-grain network of internal bike and pedestrian paths that would improve cross-site connectivity and significantly shorten walking distances.

While the Freedom Circle Focus Area lies adjacent to the San Tomas Aquino Creek Trail, currently the only trail connection in the vicinity is located at Mission College Boulevard. The Freedom Circle Focus Area would provide a new multi-use path along the north edge of the Focus Area that would connect the San Tomas Aquino Creek Trail with Patrick Henry Drive and provide another cross-site connector for bikes and pedestrians. The Greystar site plan also shows the project would add a new trail connection approximately 750 feet south of Mission College Boulevard. This new trail connection would connect to two pedestrian paths on either side of the proposed park and a multiuse bike/pedestrian trail through the park providing public access between the trail and Freedom Circle.

Besides the shopping areas described above, typical destinations for pedestrians include schools, parks, and transit stops. The existing and planned pedestrian network would allow access to all nearby facilities. Parks are planned within the Freedom Circle Focus Area. Additional parks are planned within the Patrick Henry Drive Specific Plan Area and within the proposed Kylli development, both of which are located northwest of the Freedom Circle Focus Area. Bus stops are currently located within the Focus Area on Great America Parkway and Mission College Boulevard. Light rail service is provided along Tasman Drive with the closest station being about a mile north of the Focus Area. Thus, except for schools, which are discussed below, most of the daily needs of future residents could be met within walking distance of the planned mixed-use district.

In summary, the project would have a beneficial impact on pedestrian facilities. It would build several new pedestrian connections, and it is located in an area that is near existing and planned services.

## Bicycle Facilities

The area surrounding the Freedom Circle Focus Area has numerous bicycle facilities, including trails and bike lanes. There are north-south trails along Calabazas Creek, San Tomas Aquino Creek, and the Guadalupe River. These trails connect to the Bay Trail on the north edge of Santa Clara. There are east-west bike lanes on Tasman Drive, Mission College Boulevard, and several other streets. There is also a bike and pedestrian bridge over Calabazas Creek that connects to the John W. Christian trail in Sunnyvale.

In addition to recreational riding, there would likely be many future residents of the Freedom Circle Focus Area who would ride to work. There are bike lane and bike trail connections to most surrounding employment areas. Existing employment zones to the north of the project could be reached via bike lanes on Great America Parkway or via the San Tomas Aquino Creek trail. Bicyclists could access planned employment in the Kylli development via the proposed new multi-use path along the northern boundary of the Focus Area. There also is a large amount of employment planned as part of the City Place development. This area could be reached via the San Tomas Aquino Creek trail and the bike lanes on Tasman Drive. The same bike lanes on Tasman Drive could be used to reach the employment area in North San José. The Guadalupe River trail could be used to reach downtown San José. Employment areas south of the project site could be reached via the San Tomas Aquino Creek trail or bike lanes on Great America Parkway/Bowers Avenue. Likewise, the existing and planned bicycle facilities would allow people who work within the Freedom Circle Focus Area to bike to their homes in the Patrick Henry Drive Specific Plan Area, the Kylli development, City Place, and the Tasman East Specific Plan Area.

Consistent with the City's *Bicycle Master Plan Update 2018*, Class IV protected bike lanes will be provided on Mission College Boulevard within the Plan Area and on Great America Parkway adjacent to the Plan (between US 101 and Patrick Henry Drive). In addition, Freedom Circle would be retrofit to add Class II bike lanes. In summary, the project would have a beneficial impact to bicycle facilities. Also, the Freedom Circle Focus Area is well situated to take advantage of numerous existing bicycle facilities that provide connections to all likely destinations.

### Access to Schools

The Freedom Circle Focus Area would generate an increase in school attendance. The Kylli development is planning to build an elementary school as part of the project. This school would be more than one mile away from Freedom Circle Focus Area residential uses, which is beyond walking distance for elementary students. There are no other elementary schools within walking distance of the Focus Area.

Likewise, the Santa Clara Unified School District does not have any middle schools or high schools in the close proximity to the Freedom Circle Area. The nearest schools are several miles away. Given the distance of the schools, no middle school or high school students would be expected to walk, and few students would bicycle. Therefore, students would need to get to school by transit or car.

### Transit Services

Bus service in the vicinity of the Focus Area is currently limited due to COVID-19. The VTA expects to resume frequent network service with 15-minute headways on certain routes starting October 11, 2021. Existing bus routes serving the Freedom Circle Focus Area include an ACE shuttle and three VTA routes along Great America Parkway and/or Mission College Boulevard. The Freedom Circle Focus Area is located about one mile southeast of the Old Ironsides light rail station on Tasman Drive. The Focus Area is not served by a Caltrain shuttle. However, VTA route 20 connects to the Sunnyvale Caltrain station, and light rail connects to the Mountain View Caltrain station. Both connections are indirect.

The project would not interfere or conflict with existing or planned transit facilities. To the contrary, the project would contribute to grade separation projects at intersections with light rail in the median, HOV type signal improvements that could support future bus rapid transit facilities, and transit signal priority at signalized intersections. Thus, the project is expected to have a positive effect on transit services at these locations.

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 27. The analysis shows that for most routes, the traffic associated with the Greystar project would increase delay to transit vehicles by 15 seconds or less per vehicle. Traffic associated with the buildout of the Freedom Circle Focus Area would have a greater effect on transit vehicle delay. For bus routes 55 and 57, the transit vehicle delay would increase by less than 40 seconds. For bus routes 20, 59, and the ACE Yellow shuttle, the buildout of the Freedom Circle Focus Area would cause transit vehicle delay to increase by roughly 1 to 16 minutes. With the exception of the ACE Yellow route, which currently has a total travel time of roughly 25 minutes from end to end, the other routes shown are quite lengthy with total end-to-end travel times of between 40 and 65 minutes. The required 10 percent TDM trip reduction and 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.

**Table 27**
**Transit Vehicle Delay in Study Area**

| | | | Projected Change in Transit Vehicle Delay (sec/veh) | | | |
|---|---|---|---|---|---|---|
| | | | Due to Greystar | | Due to Freedom Circle Buildout | |
| Bus Route | Study Area Streets | Direction | AM | PM | AM | PM |
| 20 | Arques Ave/Scott Blvd, Bowers Ave/Great America Pkwy, Mission College Blvd, Agnew Rd, Montague Expwy | Eastbound | 15.0 | 11.8 | 61.9 | 523.7 |
| | | Westbound | -26.6 | -2.1 | 97.2 | 561.1 |
| 55 | Lawrence Expwy, Tasman Dr | Northbound | -0.1 | -0.3 | 18.2 | 0.6 |
| | | Southbound | 0.0 | 0.0 | 0.0 | 26.5 |
| 57 | Bowers Ave/Great America Pwy, Mission College Blvd, Tasman Dr, Patrick Henry Dr, Old Ironsides Dr | Northbound | -5.8 | 0.7 | 32.9 | 38.4 |
| | | Southbound | -2.4 | 0.5 | 7.6 | 16.1 |
| 59 | Scott Blvd, San Tomas Expwy, Mission College Blvd, Great America Pkwy, Old Ironsides Dr | Northbound | -2.9 | 17.2 | 944.2 | 317.8 |
| | | Southbound | 10.5 | -38.6 | 53.5 | 341.4 |
| ACE Yellow | Bowers Ave, Scott Blvd, San Tomas Expwy, Mission College Blvd, Great America Pkwy, Tasman Dr | Outbound | 6.7 | | 74.0 | |
| | | Inbound | | 7.6 | | 259.5 |

Note:
Projected increase in transit delay based on a comparison of background vs. background plus project intersection movement delays calculated by TRAFFIX.

# Freedom Circle Focus Area Plan and Greystar General Plan Amendment TA

## Technical Appendices

September 24, 2021

# Appendix A

## Land Use Assumptions by Parcel

## Freedom Circle Focus Area Land Use Assumptions

| | | | | | | | | 2030 No Project | | | | Greystar 2030 | | | | | | 2040 No Project | | | | | | | FC Buildout (same in 2030 and 2040)* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Parcel # | TFX Zone # | Assessor's Parcel Number | Address | Lot Size (ac) | Current Building size (KSF) | Current Use | Comments | ABAG Growth (KSF) (2018 - 2030) | Office (KSF) | Resid (DU) | Retail (KSF) | Hotel (rooms) | Office (KSF) | Resid (DU) | Retail (KSF) | Hotel (rooms) | ABAG Growth (KSF) (2018 - 2040) | Approved Project (KSF) | Office (KSF) | Resid (DU) | Retail (KSF) | Hotel (rooms) | Focus Area Office (KSF) | Focus Area Resid. (DU) | Focus Area Retail (KSF) | Office (KSF) | Resid (DU) | Retail (KSF) | Hotel (rooms) |
| 1 | 101 | 104-40-019 | 3900-3990 Freedom Circle; 2518-2650 Mission College Blvd | 25.74 | 419 | 12 buildings, office, R+D and site-serving retail | Irvine Property | 57.63 | 477 | 0 | 0 | | 477 | | | | 105.66 | | 525 | 0 | 0 | | 699 | 2500 | | 1223 | 2500 | 0 | |
| 2 | 102 | 104-40-020 | 3935 Freedom Circle | 3.27 | 17 | Pedro's restaurant (HI-O) | | 7.32 | 24 | 0 | 0 | | 24 | | | | 13.42 | | 30 | 0 | 0 | | 89 | | | 119 | 0 | 0 | |
| 3 | 103 | 104-40-021 | 3905 Freedom Circle | 8.28 | 0 | vacant | Greystar GPA | | 0 | 0 | 0 | | 0 | 550 | | | | | 0 | 0 | 0 | | | 550 | | 0 | 550 | 0 | |
| 4 | 104 | 104-40-030 | 3965 Freedom Circle | 4.63 | 225 | Office | | 10.37 | 235 | 0 | 0 | | 235 | | | | 19.01 | | 244 | 0 | 0 | | 126 | | | 370 | 0 | 0 | |
| 5 | 105 | 104-40-031 | 3945 Freedom Circle | 4.63 | 210 | Office | | 10.37 | 220 | 0 | 0 | | 220 | | | | 19.01 | | 229 | 0 | 0 | | 126 | | | 355 | 0 | 0 | |
| 6 | 106 | 104-40-034 | 3989 Freedom Circle | 8.08 | 293 | Office | | 18.09 | 311 | 0 | 0 | | 311 | | | | 33.17 | | 326 | 0 | 0 | | 219 | | | 545 | 0 | 0 | |
| 7 | 107 | 104-40-035 | 3979 Freedom Circle | 1.94 | 294 | Office | | 4.34 | 298 | 0 | 0 | | 298 | | | | 7.96 | | 302 | 0 | 0 | | 53 | | | 355 | 0 | 0 | |
| 8 | 108 | 104-40-036 | 3933 Freedom Circle | 5.06 | 0 | vacant | Greystar GPA | | 0 | 0 | 0 | | | 550 | 2 | | | | 0 | 0 | 0 | | | 550 | 2 | 0 | 550 | 2 | |
| 9 | 109 | 104-40-038 | 2700 Mission College Blvd (1) | 11.06 | | Marriott hotel -hotel with 750 rooms, pool, tennis, parking deck, and 27k SF meeting space | regional commercial | | 0 | 0 | 0 | 750 | 0 | | | 750 | | | 0 | 0 | 0 | 750 | | | | 0 | 0 | 0 | 750 |
| 10 | 110 | 104-41-031 | 2431 Mission College Blvd | 3.88 | 85 | Office | Sobrato | 8.69 | 94 | 0 | 0 | | 94 | | | | 15.93 | | 101 | 0 | 0 | | 105 | | | 206 | 0 | 0 | |
| 11 | 111 | 104-41-032 | 2421 Mission College Blvd | 5.18 | 100 | Office | Sobrato | 11.60 | 112 | 0 | 0 | | 112 | | | | 21.26 | | 121 | 0 | 0 | | 141 | | | 262 | 0 | 0 | |
| 12 | 112 | 104-41-043 | 2441 Mission College Blvd | 11.3 | 237 | Office | Sobrato | 25.30 | 262 | 0 | 0 | | 262 | | | | 46.39 | | 283 | 0 | 0 | | 307 | | | 590 | 0 | 0 | |
| 13 | 113 | 104-41-044 | 2700 Mission College Blvd (2) | 10.39 | | Marriott hotel (see above) | regional commercial | | 0 | 0 | 0 | | 0 | | | | | | 0 | 0 | 0 | | | | | 0 | 0 | 0 | |
| 14 | 114 | 104-42-020 | 4551 Great America Parkway | 5.04 | 118 | Office | Sobrato | 11.28 | 129 | 0 | 0 | | 129 | | | | 20.69 | | 139 | 0 | 0 | | 137 | | | 275 | 0 | 0 | |
| 15 | 115 | 104-42-021 | 4301-4401 Great America Parkway | 13.19 | 351 | Office | Sobrato | | 351 | 0 | 0 | | 351 | | | | | 718 | 1069 | 0 | 0 | | | | | 1069 | 0 | 0 | |
| | | **Totals** | | **108.33** | **2,349** | | | **165.00** | **2,514** | **0** | **0** | **750** | **2,514** | **1,100** | **2** | **750** | **302.50** | **718** | **3,369** | **0** | **0** | **750** | **2,000** | **3,600** | | **5,369** | **3,600** | **2** | **750** |

# Appendix B

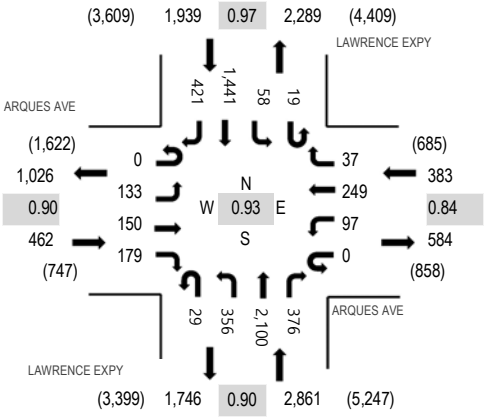
## Traffic Counts

All Traffic Data Services Inc.

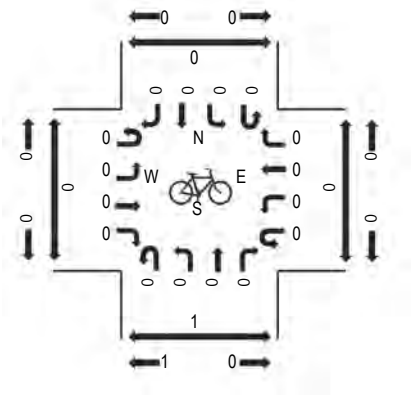
(303) 216-2439
www.alltrafficdata.net

**Location:** 1 LAWRENCE EXPY & ARQUES AVE AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

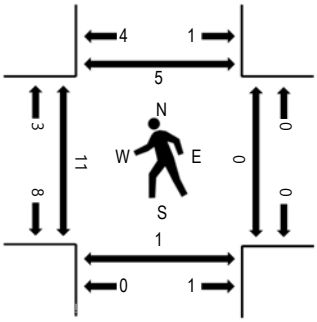
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | ARQUES AVE Eastbound | | | | ARQUES AVE Westbound | | | | LAWRENCE EXPY Northbound | | | | LAWRENCE EXPY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 13 | 12 | 20 | 0 | 19 | 26 | 8 | 3 | 49 | 358 | 26 | 4 | 4 | 305 | 30 | 877 | 4,643 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 40 | 18 | 26 | 0 | 25 | 38 | 5 | 1 | 53 | 426 | 36 | 8 | 8 | 366 | 34 | 1,084 | 5,090 | 1 | 0 | 0 | 0 |
| 7:30 AM | 0 | 29 | 13 | 35 | 0 | 27 | 53 | 9 | 2 | 63 | 518 | 51 | 3 | 7 | 350 | 56 | 1,216 | 5,374 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 30 | 19 | 30 | 0 | 21 | 60 | 11 | 7 | 72 | 651 | 70 | 7 | 10 | 416 | 62 | 1,466 | 5,595 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 27 | 37 | 35 | 0 | 31 | 57 | 13 | 6 | 78 | 476 | 89 | 4 | 21 | 370 | 80 | 1,324 | 5,645 | 2 | 0 | 1 | 1 |
| 8:15 AM | 0 | 33 | 44 | 36 | 0 | 21 | 57 | 9 | 7 | 90 | 501 | 103 | 8 | 10 | 348 | 101 | 1,368 | | 5 | 0 | 0 | 3 |
| 8:30 AM | 0 | 44 | 33 | 45 | 0 | 21 | 54 | 6 | 8 | 74 | 561 | 93 | 3 | 17 | 368 | 110 | 1,437 | | 1 | 0 | 0 | 0 |
| 8:45 AM | 0 | 29 | 36 | 63 | 0 | 24 | 81 | 9 | 8 | 114 | 562 | 91 | 4 | 10 | 355 | 130 | 1,516 | | 3 | 0 | 0 | 1 |

## Peak Rolling Hour Flow Rates

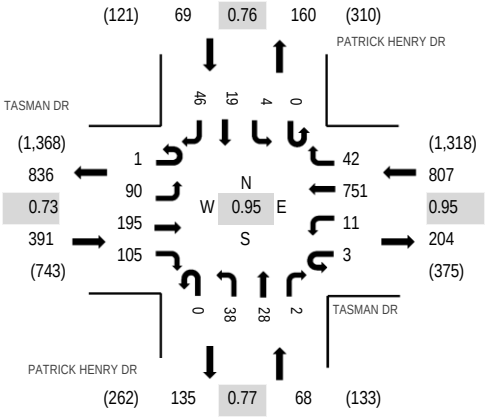
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 15 | 0 | 0 | 1 | 16 | 1 | 39 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 120 | 147 | 162 | 0 | 93 | 242 | 37 | 29 | 354 | 2,046 | 373 | 19 | 55 | 1,367 | 415 | 5,459 |
| Mediums | 0 | 11 | 2 | 17 | 0 | 2 | 7 | 0 | 0 | 1 | 39 | 3 | 0 | 2 | 58 | 5 | 147 |
| Total | 0 | 133 | 150 | 179 | 0 | 97 | 249 | 37 | 29 | 356 | 2,100 | 376 | 19 | 58 | 1,441 | 421 | 5,645 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

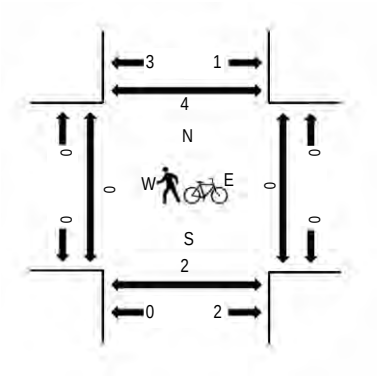
**Location:** 40 PATRICK HENRY DR & TASMAN DR AM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 08:30 AM - 08:45 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | TASMAN DR Eastbound | | | | TASMAN DR Westbound | | | | PATRICK HENRY DR Northbound | | | | PATRICK HENRY DR Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 5 | 28 | 12 | 0 | 1 | 78 | 10 | 0 | 11 | 2 | 0 | 0 | 0 | 3 | 2 | 152 | 986 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 15 | 31 | 14 | 1 | 5 | 109 | 14 | 0 | 17 | 6 | 0 | 0 | 1 | 1 | 7 | 221 | 1,124 | 0 | 0 | 1 | 0 |
| 7:30 AM | 0 | 24 | 54 | 23 | 0 | 1 | 120 | 15 | 0 | 9 | 4 | 0 | 0 | 2 | 2 | 10 | 264 | 1,249 | 1 | 0 | 1 | 2 |
| 7:45 AM | 0 | 21 | 53 | 34 | 0 | 1 | 194 | 7 | 0 | 16 | 6 | 0 | 0 | 1 | 4 | 12 | 349 | 1,335 | 0 | 0 | 2 | 2 |
| 8:00 AM | 1 | 17 | 39 | 18 | 1 | 3 | 182 | 10 | 0 | 4 | 5 | 1 | 0 | 1 | 3 | 5 | 290 | 1,329 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 23 | 50 | 27 | 0 | 4 | 183 | 10 | 0 | 12 | 12 | 0 | 0 | 0 | 5 | 20 | 346 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 29 | 53 | 26 | 2 | 3 | 192 | 15 | 0 | 6 | 5 | 1 | 0 | 2 | 7 | 9 | 350 | | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 39 | 50 | 57 | 3 | 6 | 140 | 8 | 0 | 8 | 8 | 0 | 0 | 1 | 2 | 21 | 343 | | 1 | 0 | 1 | 2 |

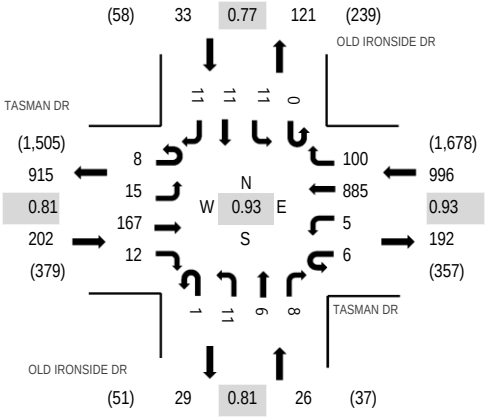
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| Lights | 1 | 90 | 184 | 100 | 3 | 11 | 723 | 38 | 0 | 36 | 27 | 2 | 0 | 4 | 18 | 39 | 1,276 |
| Mediums | 0 | 0 | 11 | 5 | 0 | 0 | 26 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 6 | 56 |
| Total | 1 | 90 | 195 | 105 | 3 | 11 | 751 | 42 | 0 | 38 | 28 | 2 | 0 | 4 | 19 | 46 | 1,335 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

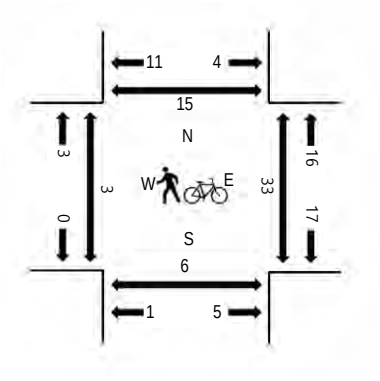
**Location:** 41 OLD IRONSIDE DR & TASMAN DR AM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 07:45 AM - 08:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | TASMAN DR Eastbound | | | | TASMAN DR Westbound | | | | OLD IRONSIDE DR Northbound | | | | OLD IRONSIDE DR Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 2 | 1 | 22 | 2 | 0 | 0 | 106 | 12 | 0 | 0 | 2 | 1 | 0 | 2 | 2 | 0 | 152 | 947 | 0 | 0 | 0 | 1 |
| 7:15 AM | 1 | 1 | 28 | 1 | 0 | 1 | 146 | 28 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 5 | 217 | 1,076 | 0 | 4 | 1 | 3 |
| 7:30 AM | 3 | 0 | 50 | 0 | 3 | 3 | 150 | 22 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 5 | 241 | 1,163 | 3 | 6 | 1 | 6 |
| 7:45 AM | 4 | 4 | 41 | 4 | 2 | 0 | 241 | 25 | 0 | 4 | 0 | 2 | 0 | 3 | 3 | 4 | 337 | 1,257 | 0 | 4 | 3 | 6 |
| 8:00 AM | 0 | 1 | 35 | 2 | 1 | 1 | 203 | 18 | 0 | 4 | 0 | 3 | 0 | 3 | 4 | 6 | 281 | 1,205 | 3 | 9 | 2 | 3 |
| 8:15 AM | 2 | 3 | 44 | 1 | 1 | 3 | 207 | 31 | 0 | 3 | 4 | 1 | 0 | 2 | 2 | 0 | 304 | | 0 | 9 | 1 | 3 |
| 8:30 AM | 2 | 7 | 47 | 5 | 2 | 1 | 234 | 26 | 1 | 0 | 2 | 2 | 0 | 3 | 2 | 1 | 335 | | 0 | 11 | 0 | 2 |
| 8:45 AM | 1 | 11 | 51 | 3 | 1 | 5 | 170 | 35 | 0 | 0 | 4 | 0 | 0 | 2 | 2 | 0 | 285 | | 4 | 15 | 1 | 4 |

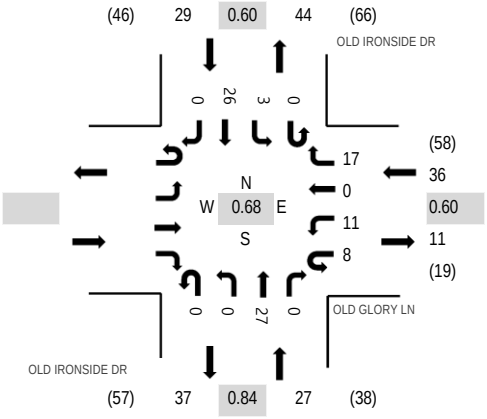
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Lights | 8 | 12 | 159 | 11 | 6 | 4 | 855 | 98 | 1 | 11 | 6 | 5 | 0 | 6 | 10 | 10 | 1,202 |
| Mediums | 0 | 3 | 7 | 1 | 0 | 1 | 29 | 2 | 0 | 0 | 0 | 3 | 0 | 5 | 1 | 1 | 53 |
| Total | 8 | 15 | 167 | 12 | 6 | 5 | 885 | 100 | 1 | 11 | 6 | 8 | 0 | 11 | 11 | 11 | 1,257 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

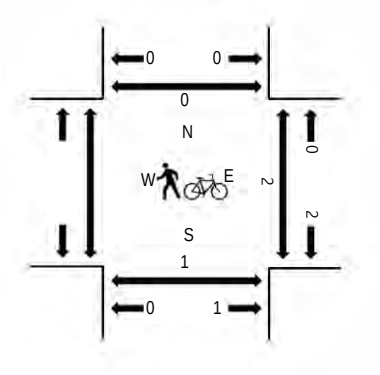
**Location:** 42 OLD IRONSIDE DR & OLD GLORY LN AM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | Eastbound U-Turn | Eastbound Left | Eastbound Thru | Eastbound Right | OLD GLORY LN Westbound U-Turn | Westbound Left | Westbound Thru | Westbound Right | OLD IRONSIDE DR Northbound U-Turn | Northbound Left | Northbound Thru | Northbound Right | OLD IRONSIDE DR Southbound U-Turn | Southbound Left | Southbound Thru | Southbound Right | Total | Rolling Hour | Pedestrain Crossings West | East | South | North |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | | | | | 1 | 3 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 13 | 50 | | 0 | 0 | 0 |
| 7:15 AM | | | | | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 3 | 0 | 14 | 56 | | 0 | 0 | 0 |
| 7:30 AM | | | | | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 2 | 0 | 9 | 61 | | 0 | 2 | 0 |
| 7:45 AM | | | | | 0 | 1 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 2 | 5 | 0 | 14 | 72 | | 0 | 0 | 0 |
| 8:00 AM | | | | | 2 | 2 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 5 | 0 | 19 | 92 | | 0 | 0 | 0 |
| 8:15 AM | | | | | 2 | 1 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 19 | | | 0 | 0 | 0 |
| 8:30 AM | | | | | 2 | 2 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 1 | 9 | 0 | 20 | | | 1 | 0 | 0 |
| 8:45 AM | | | | | 2 | 6 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 2 | 10 | 0 | 34 | | | 1 | 1 | 0 |

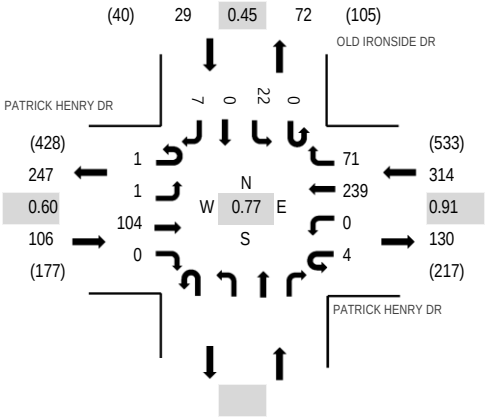
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound U-Turn | Eastbound Left | Eastbound Thru | Eastbound Right | Westbound U-Turn | Westbound Left | Westbound Thru | Westbound Right | Northbound U-Turn | Northbound Left | Northbound Thru | Northbound Right | Southbound U-Turn | Southbound Left | Southbound Thru | Southbound Right | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Articulated Trucks | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Lights | | | | | 8 | 11 | 0 | 15 | 0 | 0 | 25 | 0 | 0 | 3 | 19 | 0 | 81 |
| Mediums | | | | | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 10 |
| Total | | | | | 8 | 11 | 0 | 17 | 0 | 0 | 27 | 0 | 0 | 3 | 26 | 0 | 92 |

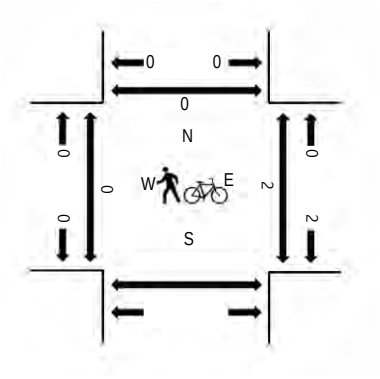
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** 43 OLD IRONSIDE DR & PATRICK HENRY DR AM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | PATRICK HENRY DR Eastbound | | | | PATRICK HENRY DR Westbound | | | | Northbound | | | | OLD IRONSIDE DR Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 16 | 0 | 0 | 0 | 42 | 10 | | | | | 0 | 1 | 0 | 2 | 71 | 301 | 0 | 0 | | 0 |
| 7:15 AM | 0 | 0 | 13 | 0 | 2 | 0 | 39 | 8 | | | | | 0 | 2 | 0 | 1 | 65 | 325 | 0 | 0 | | 0 |
| 7:30 AM | 0 | 0 | 16 | 0 | 1 | 0 | 41 | 8 | | | | | 0 | 1 | 0 | 1 | 68 | 360 | 0 | 0 | | 0 |
| 7:45 AM | 0 | 0 | 26 | 0 | 7 | 0 | 54 | 7 | | | | | 0 | 2 | 0 | 1 | 97 | 400 | 0 | 0 | | 0 |
| 8:00 AM | 0 | 0 | 15 | 0 | 1 | 0 | 60 | 15 | | | | | 0 | 4 | 0 | 0 | 95 | 449 | 0 | 0 | | 0 |
| 8:15 AM | 0 | 0 | 21 | 0 | 2 | 0 | 63 | 11 | | | | | 0 | 3 | 0 | 0 | 100 | | 0 | 0 | | 0 |
| 8:30 AM | 0 | 1 | 25 | 0 | 0 | 0 | 56 | 20 | | | | | 0 | 4 | 0 | 2 | 108 | | 0 | 1 | | 0 |
| 8:45 AM | 1 | 0 | 43 | 0 | 1 | 0 | 60 | 25 | | | | | 0 | 11 | 0 | 5 | 146 | | 0 | 1 | | 0 |

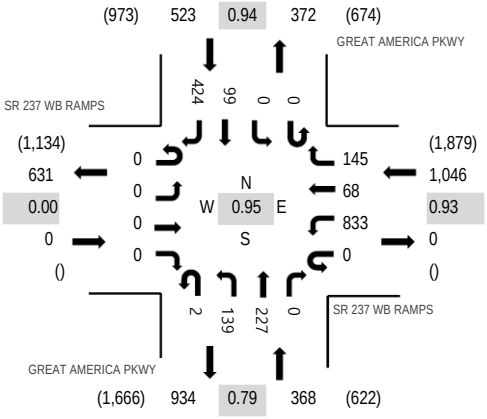
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | | | 0 | 0 | 0 | 0 | 1 |
| Lights | 1 | 1 | 84 | 0 | 4 | 0 | 234 | 65 | | | | | 0 | 17 | 0 | 4 | 410 |
| Mediums | 0 | 0 | 20 | 0 | 0 | 0 | 4 | 6 | | | | | 0 | 5 | 0 | 3 | 38 |
| Total | 1 | 1 | 104 | 0 | 4 | 0 | 239 | 71 | | | | | 0 | 22 | 0 | 7 | 449 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

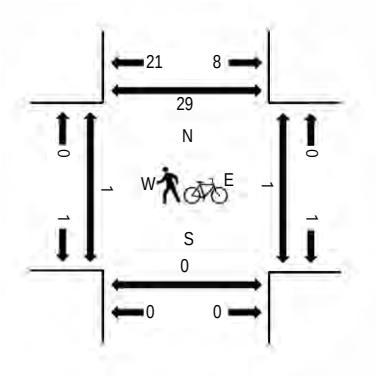
**Location:** 45 GREAT AMERICA PKWY & SR 237 WB RAMPS AM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | SR 237 WB RAMPS Eastbound | | | | SR 237 WB RAMPS Westbound | | | | GREAT AMERICA PKWY Northbound | | | | GREAT AMERICA PKWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 123 | 2 | 38 | 0 | 15 | 27 | 0 | 0 | 0 | 11 | 60 | 276 | 1,537 | 1 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 152 | 11 | 25 | 1 | 24 | 39 | 0 | 0 | 0 | 21 | 100 | 373 | 1,708 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 158 | 34 | 29 | 2 | 19 | 44 | 0 | 0 | 0 | 18 | 94 | 398 | 1,830 | 1 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 206 | 18 | 37 | 2 | 18 | 63 | 0 | 0 | 0 | 38 | 108 | 490 | 1,919 | 1 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 174 | 26 | 37 | 0 | 27 | 49 | 0 | 0 | 0 | 33 | 101 | 447 | 1,937 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 210 | 13 | 34 | 1 | 30 | 63 | 0 | 0 | 0 | 24 | 120 | 495 | | 1 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 229 | 15 | 38 | 1 | 39 | 41 | 0 | 0 | 0 | 21 | 103 | 487 | | 0 | 1 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 220 | 14 | 36 | 0 | 43 | 74 | 0 | 0 | 0 | 21 | 100 | 508 | | 0 | 0 | 0 | 0 |

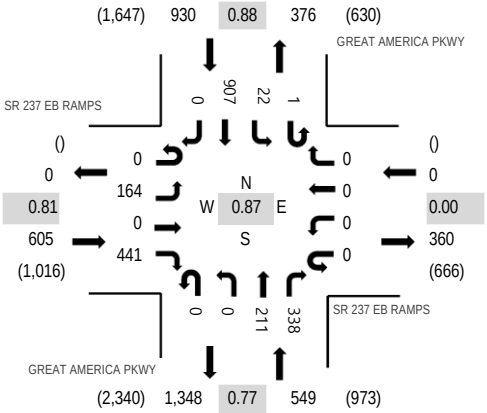
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 3 | 17 |
| Lights | 0 | 0 | 0 | 0 | 0 | 808 | 66 | 139 | 2 | 132 | 219 | 0 | 0 | 0 | 91 | 414 | 1,871 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 5 | 0 | 7 | 7 | 0 | 0 | 0 | 5 | 7 | 49 |
| Total | 0 | 0 | 0 | 0 | 0 | 833 | 68 | 145 | 2 | 139 | 227 | 0 | 0 | 0 | 99 | 424 | 1,937 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

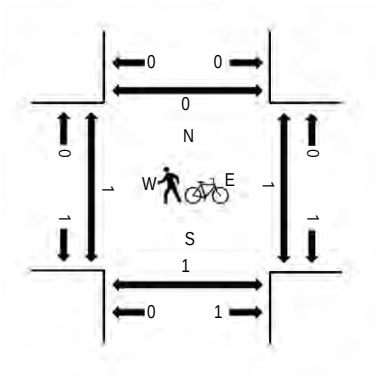
**Location:** 46 GREAT AMERICA PKWY & SR 237 EB RAMPS AM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | SR 237 EB RAMPS Eastbound | | | | SR 237 EB RAMPS Westbound | | | | GREAT AMERICA PKWY Northbound | | | | GREAT AMERICA PKWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 24 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 59 | 0 | 1 | 127 | 0 | 286 | 1,552 | 1 | 0 | 0 | 0 |
| 7:15 AM | 0 | 22 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 65 | 0 | 6 | 169 | 0 | 366 | 1,705 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 28 | 1 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 88 | 0 | 5 | 163 | 0 | 405 | 1,852 | 1 | 0 | 0 | 0 |
| 7:45 AM | 0 | 42 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 75 | 1 | 6 | 239 | 0 | 495 | 1,979 | 1 | 0 | 0 | 0 |
| 8:00 AM | 0 | 43 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 63 | 1 | 8 | 194 | 0 | 439 | 2,084 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 35 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 73 | 0 | 4 | 220 | 0 | 513 | | 1 | 0 | 1 | 0 |
| 8:30 AM | 0 | 27 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 90 | 0 | 5 | 262 | 0 | 532 | | 0 | 1 | 0 | 0 |
| 8:45 AM | 0 | 59 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 112 | 0 | 5 | 231 | 0 | 600 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

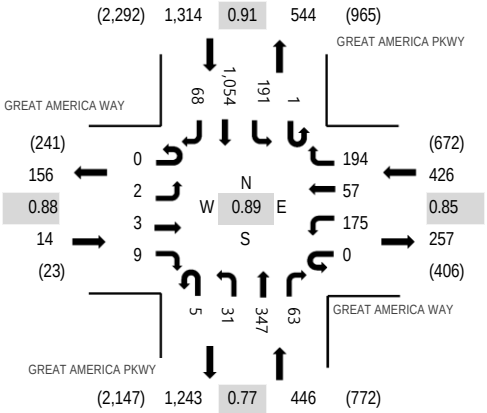
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 3 | 7 | 0 | 17 |
| Lights | 0 | 161 | 0 | 434 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 317 | 1 | 17 | 881 | 0 | 2,009 |
| Mediums | 0 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 15 | 0 | 2 | 19 | 0 | 58 |
| Total | 0 | 164 | 0 | 441 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 338 | 1 | 22 | 907 | 0 | 2,084 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

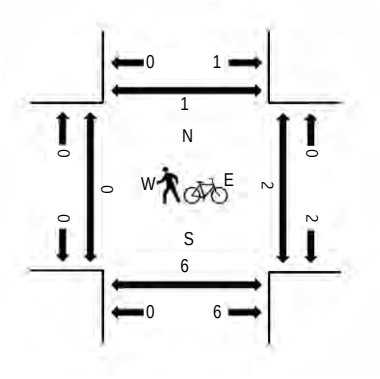
**Location:** 47 GREAT AMERICA PKWY & GREAT AMERICA WAY AM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | GREAT AMERICA WAY Eastbound | | | | GREAT AMERICA WAY Westbound | | | | GREAT AMERICA PKWY Northbound | | | | GREAT AMERICA PKWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 2 | 0 | 2 | 0 | 10 | 5 | 31 | 1 | 4 | 45 | 9 | 0 | 18 | 145 | 9 | 281 | 1,559 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 42 | 1 | 4 | 61 | 4 | 0 | 30 | 196 | 13 | 370 | 1,734 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 1 | 2 | 0 | 22 | 6 | 37 | 3 | 2 | 84 | 6 | 1 | 32 | 211 | 8 | 415 | 1,909 | 1 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 2 | 0 | 29 | 8 | 37 | 1 | 5 | 81 | 15 | 0 | 34 | 262 | 19 | 493 | 2,072 | 0 | 0 | 1 | 0 |
| 8:00 AM | 0 | 1 | 2 | 1 | 0 | 42 | 12 | 42 | 2 | 4 | 56 | 10 | 0 | 44 | 234 | 6 | 456 | 2,200 | 0 | 0 | 2 | 0 |
| 8:15 AM | 0 | 0 | 1 | 3 | 0 | 48 | 12 | 53 | 1 | 8 | 75 | 25 | 0 | 47 | 261 | 11 | 545 | | 0 | 1 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 4 | 0 | 35 | 13 | 44 | 0 | 9 | 98 | 13 | 1 | 50 | 288 | 23 | 578 | | 0 | 1 | 0 | 1 |
| 8:45 AM | 0 | 1 | 0 | 1 | 0 | 50 | 20 | 55 | 2 | 10 | 118 | 15 | 0 | 50 | 271 | 28 | 621 | | 0 | 0 | 4 | 0 |

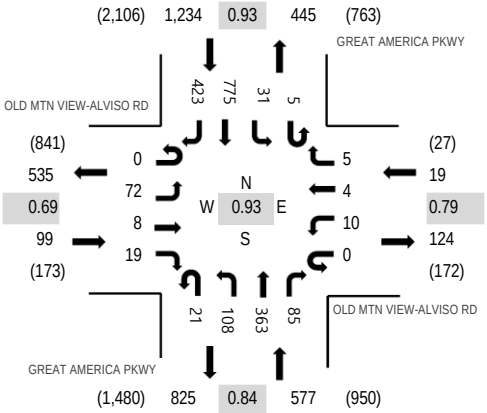
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 9 | 0 | 16 |
| Lights | 0 | 2 | 2 | 9 | 0 | 172 | 57 | 190 | 5 | 30 | 318 | 59 | 1 | 189 | 1,020 | 68 | 2,122 |
| Mediums | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 4 | 0 | 1 | 22 | 4 | 0 | 2 | 25 | 0 | 62 |
| Total | 0 | 2 | 3 | 9 | 0 | 175 | 57 | 194 | 5 | 31 | 347 | 63 | 1 | 191 | 1,054 | 68 | 2,200 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

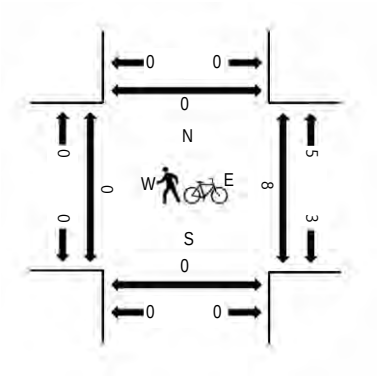
**Location:** 48 GREAT AMERICA PKWY & OLD MTN VIEW-ALVISO RD AM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | OLD MTN VIEW-ALVISO RD Eastbound | | | | OLD MTN VIEW-ALVISO RD Westbound | | | | GREAT AMERICA PKWY Northbound | | | | GREAT AMERICA PKWY Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 8 | 1 | 4 | 0 | 2 | 0 | 0 | 4 | 10 | 49 | 10 | 0 | 1 | 129 | 35 | 253 | 1,327 | 1 | 0 | 0 | 1 |
| 7:15 AM | 0 | 9 | 1 | 4 | 0 | 2 | 0 | 0 | 3 | 13 | 61 | 4 | 0 | 0 | 145 | 58 | 300 | 1,489 | 1 | 3 | 0 | 0 |
| 7:30 AM | 0 | 12 | 1 | 3 | 0 | 0 | 1 | 0 | 2 | 13 | 82 | 7 | 1 | 0 | 162 | 64 | 348 | 1,690 | 1 | 0 | 0 | 0 |
| 7:45 AM | 0 | 19 | 0 | 12 | 1 | 1 | 1 | 0 | 5 | 15 | 75 | 20 | 2 | 2 | 177 | 96 | 426 | 1,835 | 2 | 3 | 0 | 1 |
| 8:00 AM | 0 | 10 | 1 | 6 | 0 | 3 | 1 | 1 | 6 | 25 | 67 | 17 | 0 | 6 | 181 | 91 | 415 | 1,929 | 0 | 3 | 0 | 0 |
| 8:15 AM | 0 | 13 | 1 | 5 | 0 | 3 | 1 | 1 | 5 | 24 | 93 | 23 | 2 | 11 | 204 | 115 | 501 | | 0 | 1 | 0 | 0 |
| 8:30 AM | 0 | 15 | 5 | 7 | 0 | 2 | 2 | 2 | 3 | 30 | 99 | 14 | 3 | 2 | 204 | 105 | 493 | | 0 | 2 | 0 | 0 |
| 8:45 AM | 0 | 34 | 1 | 1 | 0 | 2 | 0 | 1 | 7 | 29 | 104 | 31 | 0 | 12 | 186 | 112 | 520 | | 0 | 2 | 0 | 0 |

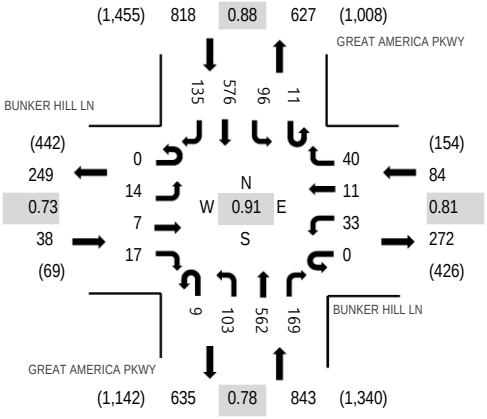
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 7 | 1 | 16 |
| Lights | 0 | 58 | 7 | 18 | 0 | 10 | 4 | 5 | 20 | 108 | 344 | 83 | 4 | 31 | 751 | 412 | 1,855 |
| Mediums | 0 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 2 | 1 | 0 | 17 | 10 | 58 |
| Total | 0 | 72 | 8 | 19 | 0 | 10 | 4 | 5 | 21 | 108 | 363 | 85 | 5 | 31 | 775 | 423 | 1,929 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

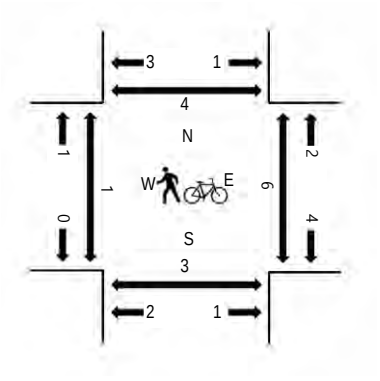
**Location:** 51 GREAT AMERICA PKWY & BUNKER HILL LN AM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | BUNKER HILL LN Eastbound | | | | BUNKER HILL LN Westbound | | | | GREAT AMERICA PKWY Northbound | | | | GREAT AMERICA PKWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 4 | 0 | 3 | 0 | 15 | 0 | 4 | 1 | 18 | 67 | 25 | 2 | 13 | 99 | 20 | 271 | 1,235 | 0 | 1 | 0 | 0 |
| 7:15 AM | 0 | 2 | 1 | 0 | 0 | 6 | 3 | 7 | 0 | 14 | 78 | 25 | 0 | 11 | 105 | 27 | 279 | 1,335 | 0 | 2 | 0 | 0 |
| 7:30 AM | 0 | 4 | 1 | 4 | 0 | 14 | 4 | 2 | 1 | 11 | 102 | 25 | 4 | 18 | 111 | 31 | 332 | 1,510 | 0 | 3 | 0 | 1 |
| 7:45 AM | 0 | 6 | 1 | 5 | 0 | 11 | 1 | 3 | 1 | 16 | 93 | 20 | 3 | 14 | 131 | 48 | 353 | 1,644 | 2 | 4 | 0 | 0 |
| 8:00 AM | 0 | 3 | 2 | 4 | 0 | 6 | 1 | 8 | 1 | 19 | 103 | 36 | 0 | 21 | 139 | 28 | 371 | 1,783 | 1 | 0 | 0 | 0 |
| 8:15 AM | 0 | 3 | 3 | 2 | 0 | 12 | 6 | 7 | 2 | 25 | 144 | 45 | 3 | 23 | 142 | 37 | 454 | | 0 | 2 | 2 | 1 |
| 8:30 AM | 0 | 3 | 0 | 5 | 0 | 6 | 3 | 17 | 1 | 23 | 132 | 41 | 5 | 32 | 169 | 29 | 466 | | 0 | 1 | 0 | 0 |
| 8:45 AM | 0 | 5 | 2 | 6 | 0 | 9 | 1 | 8 | 5 | 36 | 183 | 47 | 3 | 20 | 126 | 41 | 492 | | 0 | 3 | 1 | 3 |

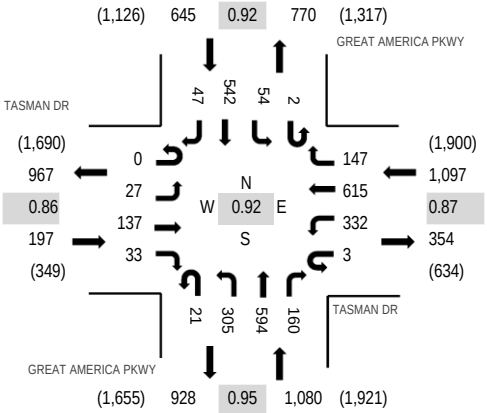
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 7 | 0 | 15 |
| Lights | 0 | 14 | 7 | 16 | 0 | 32 | 11 | 40 | 9 | 103 | 539 | 167 | 11 | 95 | 555 | 133 | 1,732 |
| Mediums | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 1 | 14 | 2 | 36 |
| Total | 0 | 14 | 7 | 17 | 0 | 33 | 11 | 40 | 9 | 103 | 562 | 169 | 11 | 96 | 576 | 135 | 1,783 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

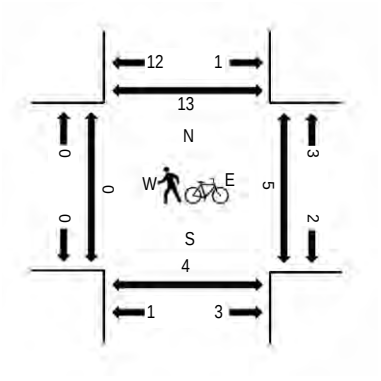
**Location:** 6 GREAT AMERICA PKWY & TASMAN DR AM
**Date and Start Time:** Wednesday, March 7, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | TASMAN DR Eastbound | | | | TASMAN DR Westbound | | | | GREAT AMERICA PKWY Northbound | | | | GREAT AMERICA PKWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 1 | 1 | 19 | 4 | 0 | 62 | 75 | 23 | 0 | 50 | 100 | 22 | 0 | 5 | 105 | 4 | 471 | 2,277 | 0 | 5 | 0 | 1 |
| 7:15 AM | 0 | 2 | 22 | 5 | 1 | 39 | 95 | 17 | 8 | 59 | 104 | 17 | 0 | 13 | 96 | 4 | 482 | 2,508 | 0 | 1 | 0 | 0 |
| 7:30 AM | 0 | 8 | 26 | 5 | 4 | 76 | 123 | 25 | 8 | 63 | 108 | 43 | 0 | 6 | 104 | 7 | 606 | 2,850 | 2 | 1 | 2 | 4 |
| 7:45 AM | 0 | 16 | 34 | 9 | 5 | 85 | 162 | 11 | 7 | 73 | 132 | 47 | 0 | 16 | 114 | 7 | 718 | 2,976 | 2 | 0 | 0 | 4 |
| 8:00 AM | 0 | 7 | 28 | 8 | 1 | 69 | 150 | 27 | 6 | 71 | 134 | 36 | 0 | 13 | 140 | 12 | 702 | 3,019 | 0 | 1 | 0 | 6 |
| 8:15 AM | 0 | 7 | 41 | 6 | 2 | 107 | 166 | 40 | 7 | 83 | 147 | 42 | 2 | 15 | 141 | 18 | 824 | | 0 | 1 | 0 | 3 |
| 8:30 AM | 0 | 6 | 31 | 9 | 0 | 71 | 141 | 41 | 3 | 67 | 167 | 34 | 0 | 14 | 140 | 8 | 732 | | 0 | 1 | 0 | 1 |
| 8:45 AM | 0 | 7 | 37 | 10 | 0 | 85 | 158 | 39 | 5 | 84 | 146 | 48 | 0 | 12 | 121 | 9 | 761 | | 0 | 1 | 1 | 2 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 8 |
| Lights | 0 | 26 | 129 | 27 | 3 | 317 | 588 | 140 | 21 | 295 | 570 | 148 | 2 | 43 | 526 | 45 | 2,880 |
| Mediums | 0 | 1 | 8 | 5 | 0 | 14 | 25 | 7 | 0 | 10 | 23 | 12 | 0 | 11 | 13 | 2 | 131 |
| Total | 0 | 27 | 137 | 33 | 3 | 332 | 615 | 147 | 21 | 305 | 594 | 160 | 2 | 54 | 542 | 47 | 3,019 |

All Traffic Data Services Inc.

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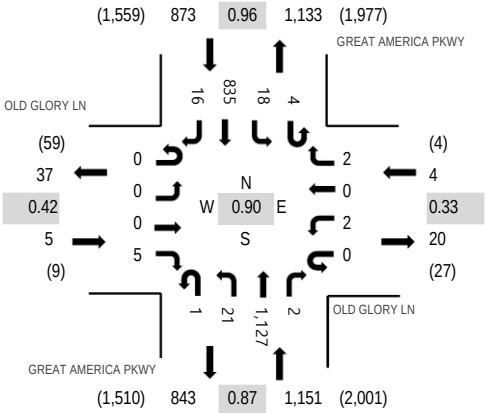
www.alltrafficdata.net

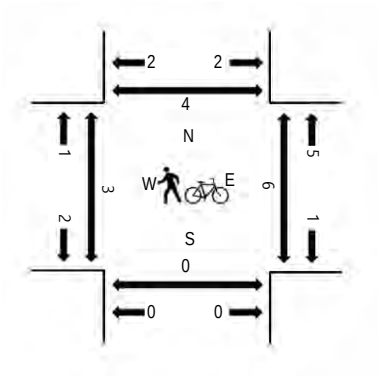
**Location:** 53 GREAT AMERICA PKWY & OLD GLORY LN AM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | OLD GLORY LN Eastbound | | | | OLD GLORY LN Westbound | | | | GREAT AMERICA PKWY Northbound | | | | GREAT AMERICA PKWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 189 | 0 | 1 | 1 | 137 | 4 | 336 | 1,540 | 2 | 4 | 0 | 0 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 210 | 0 | 1 | 2 | 137 | 4 | 358 | 1,650 | 0 | 1 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 204 | 0 | 2 | 2 | 191 | 1 | 404 | 1,803 | 0 | 1 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 234 | 0 | 2 | 2 | 197 | 2 | 442 | 1,912 | 2 | 3 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 243 | 1 | 1 | 3 | 191 | 5 | 446 | 2,033 | 1 | 3 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 282 | 1 | 0 | 6 | 210 | 4 | 511 | | 0 | 2 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 284 | 0 | 1 | 7 | 215 | 2 | 513 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 2 | 1 | 10 | 318 | 0 | 2 | 2 | 219 | 5 | 563 | | 1 | 1 | 0 | 1 |

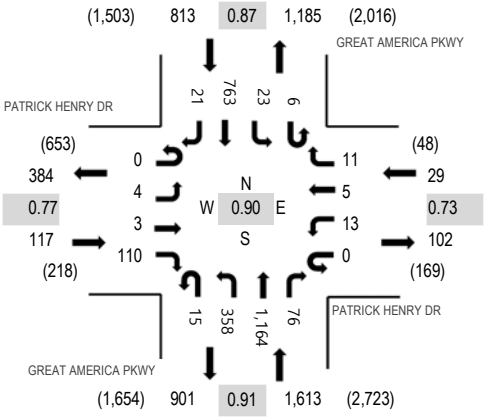
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 8 | 0 | 17 |
| Lights | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 2 | 1 | 19 | 1,087 | 2 | 4 | 18 | 804 | 15 | 1,958 |
| Mediums | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 31 | 0 | 0 | 0 | 23 | 1 | 58 |
| Total | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 2 | 1 | 21 | 1,127 | 2 | 4 | 18 | 835 | 16 | 2,033 |

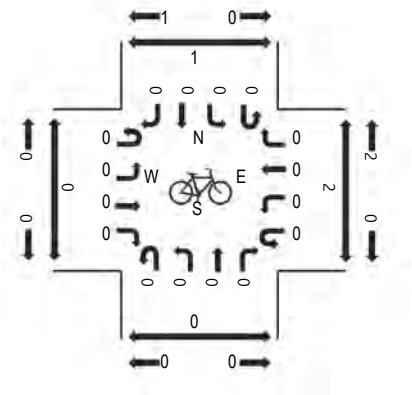
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** 2 GREAT AMERICA PKWY & PATRICK HENRY DR AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

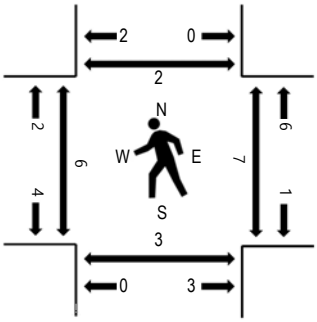
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | PATRICK HENRY DR Eastbound | | | | PATRICK HENRY DR Westbound | | | | GREAT AMERICA PKWY Northbound | | | | GREAT AMERICA PKWY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 9 | 0 | 4 | 0 | 3 | 1 | 61 | 179 | 8 | 1 | 1 | 90 | 3 | 360 | 1,920 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 2 | 1 | 18 | 0 | 1 | 1 | 0 | 3 | 59 | 192 | 9 | 3 | 9 | 193 | 1 | 492 | 2,148 | 2 | 0 | 0 | 0 |
| 7:30 AM | 0 | 2 | 3 | 36 | 0 | 3 | 0 | 1 | 2 | 47 | 212 | 16 | 2 | 4 | 180 | 8 | 516 | 2,263 | 1 | 3 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 29 | 0 | 4 | 1 | 1 | 0 | 81 | 229 | 11 | 3 | 5 | 180 | 7 | 552 | 2,407 | 0 | 2 | 0 | 0 |
| 8:00 AM | 0 | 1 | 2 | 24 | 0 | 5 | 1 | 4 | 3 | 76 | 269 | 11 | 1 | 8 | 175 | 8 | 588 | 2,572 | 4 | 0 | 0 | 0 |
| 8:15 AM | 0 | 1 | 0 | 27 | 0 | 2 | 0 | 0 | 1 | 107 | 290 | 22 | 1 | 5 | 145 | 6 | 607 | | 1 | 1 | 0 | 0 |
| 8:30 AM | 0 | 2 | 0 | 28 | 0 | 3 | 2 | 3 | 5 | 94 | 269 | 23 | 1 | 5 | 219 | 6 | 660 | | 1 | 4 | 1 | 1 |
| 8:45 AM | 0 | 0 | 1 | 31 | 0 | 3 | 2 | 4 | 6 | 81 | 336 | 20 | 3 | 5 | 224 | 1 | 717 | | 0 | 2 | 2 | 1 |

## Peak Rolling Hour Flow Rates

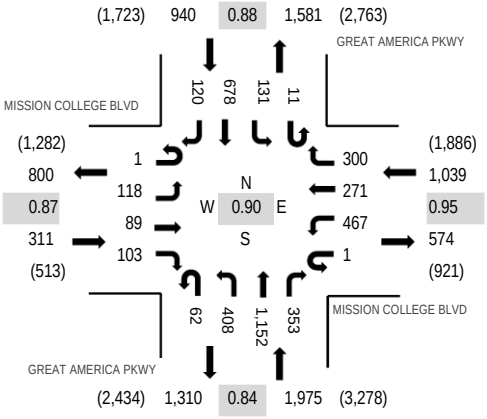
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 8 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 4 | 3 | 89 | 0 | 10 | 5 | 9 | 15 | 352 | 1,130 | 73 | 6 | 20 | 732 | 21 | 2,469 |
| Mediums | 0 | 0 | 0 | 21 | 0 | 2 | 0 | 2 | 0 | 6 | 30 | 3 | 0 | 3 | 28 | 0 | 95 |
| Total | 0 | 4 | 3 | 110 | 0 | 13 | 5 | 11 | 15 | 358 | 1,164 | 76 | 6 | 23 | 763 | 21 | 2,572 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

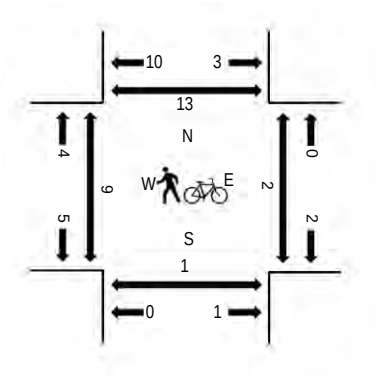
**Location:** 7 GREAT AMERICA PKWY & MISSION COLLEGE BLVD AM
**Date and Start Time:** Wednesday, March 7, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MISSION COLLEGE BLVD Eastbound | | | | MISSION COLLEGE BLVD Westbound | | | | GREAT AMERICA PKWY Northbound | | | | GREAT AMERICA PKWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 13 | 14 | 15 | 0 | 73 | 14 | 48 | 5 | 32 | 183 | 32 | 0 | 26 | 147 | 15 | 617 | 3,135 | 2 | 3 | 0 | 3 |
| 7:15 AM | 0 | 16 | 16 | 7 | 0 | 130 | 34 | 51 | 6 | 61 | 189 | 36 | 3 | 23 | 102 | 23 | 697 | 3,520 | 4 | 1 | 0 | 5 |
| 7:30 AM | 0 | 28 | 11 | 11 | 0 | 108 | 45 | 57 | 9 | 81 | 222 | 52 | 4 | 20 | 140 | 27 | 815 | 3,840 | 3 | 3 | 0 | 4 |
| 7:45 AM | 0 | 25 | 22 | 24 | 0 | 137 | 61 | 89 | 11 | 67 | 248 | 69 | 6 | 26 | 199 | 22 | 1,006 | 4,090 | 2 | 3 | 0 | 3 |
| 8:00 AM | 0 | 35 | 21 | 26 | 0 | 98 | 66 | 80 | 18 | 91 | 264 | 68 | 4 | 34 | 169 | 28 | 1,002 | 4,265 | 2 | 0 | 0 | 1 |
| 8:15 AM | 1 | 29 | 19 | 19 | 0 | 139 | 58 | 80 | 12 | 88 | 270 | 73 | 4 | 32 | 167 | 26 | 1,017 | | 2 | 0 | 0 | 2 |
| 8:30 AM | 0 | 23 | 26 | 23 | 0 | 129 | 73 | 77 | 14 | 91 | 300 | 100 | 2 | 29 | 152 | 26 | 1,065 | | 2 | 1 | 0 | 5 |
| 8:45 AM | 0 | 31 | 23 | 35 | 1 | 101 | 74 | 63 | 18 | 138 | 318 | 112 | 1 | 36 | 190 | 40 | 1,181 | | 3 | 1 | 1 | 5 |

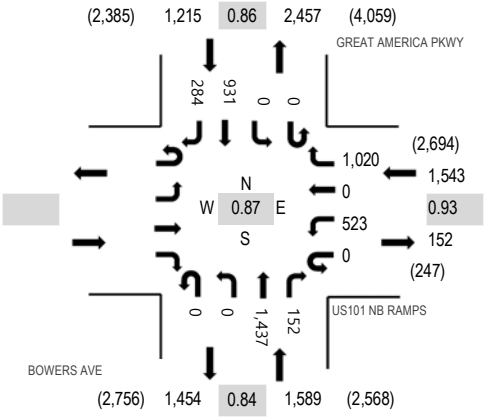
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 2 | 3 | 0 | 0 | 5 | 1 | 18 |
| Lights | 1 | 111 | 85 | 98 | 1 | 462 | 265 | 289 | 62 | 401 | 1,123 | 350 | 9 | 122 | 648 | 112 | 4,139 |
| Mediums | 0 | 7 | 3 | 4 | 0 | 3 | 5 | 10 | 0 | 6 | 27 | 0 | 2 | 9 | 25 | 7 | 108 |
| Total | 1 | 118 | 89 | 103 | 1 | 467 | 271 | 300 | 62 | 408 | 1,152 | 353 | 11 | 131 | 678 | 120 | 4,265 |

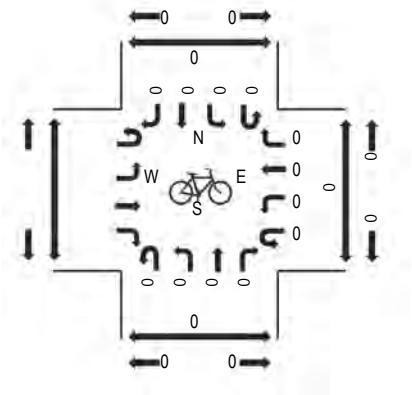
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** 3 BOWERS AVE & US101 NB RAMPS AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

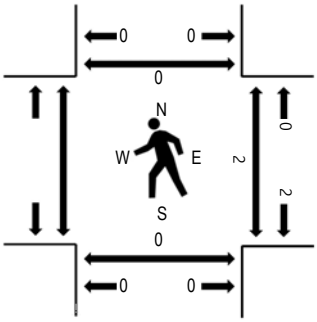
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | Eastbound U-Turn | Eastbound Left | Eastbound Thru | Eastbound Right | US101 NB RAMPS Westbound U-Turn | Westbound Left | Westbound Thru | Westbound Right | BOWERS AVE Northbound U-Turn | Northbound Left | Northbound Thru | Northbound Right | GREAT AMERICA PKWY Southbound U-Turn | Southbound Left | Southbound Thru | Southbound Right | Total | Rolling Hour | Pedestrian Crossings West | East | South | North |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | | | | | 0 | 93 | 0 | 155 | 0 | 0 | 162 | 25 | 0 | 0 | 179 | 70 | 684 | 3,300 | | 0 | 0 | 0 |
| 7:15 AM | | | | | 0 | 99 | 0 | 155 | 0 | 0 | 186 | 18 | 0 | 0 | 199 | 87 | 744 | 3,546 | | 0 | 0 | 0 |
| 7:30 AM | | | | | 0 | 94 | 0 | 168 | 0 | 0 | 269 | 25 | 0 | 0 | 242 | 81 | 879 | 3,856 | | 0 | 0 | 0 |
| 7:45 AM | | | | | 0 | 147 | 0 | 240 | 0 | 0 | 267 | 27 | 0 | 0 | 249 | 63 | 993 | 4,095 | | 0 | 0 | 0 |
| 8:00 AM | | | | | 0 | 94 | 0 | 227 | 0 | 0 | 297 | 32 | 0 | 0 | 232 | 48 | 930 | 4,347 | | 1 | 0 | 0 |
| 8:15 AM | | | | | 0 | 148 | 0 | 252 | 0 | 0 | 336 | 33 | 0 | 0 | 210 | 75 | 1,054 | | | 1 | 0 | 0 |
| 8:30 AM | | | | | 0 | 141 | 0 | 264 | 0 | 0 | 377 | 41 | 0 | 0 | 220 | 75 | 1,118 | | | 0 | 0 | 0 |
| 8:45 AM | | | | | 0 | 140 | 0 | 277 | 0 | 0 | 427 | 46 | 0 | 0 | 269 | 86 | 1,245 | | | 0 | 0 | 0 |

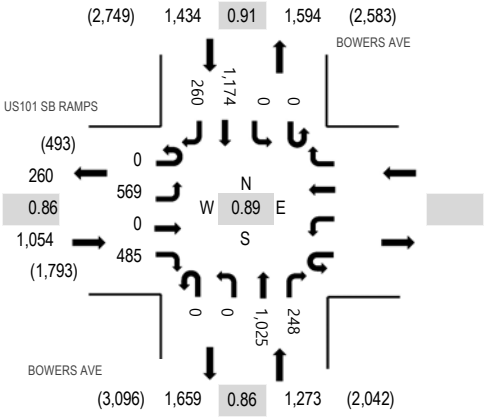
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound U-Turn | Eastbound Left | Eastbound Thru | Eastbound Right | Westbound U-Turn | Westbound Left | Westbound Thru | Westbound Right | Northbound U-Turn | Northbound Left | Northbound Thru | Northbound Right | Southbound U-Turn | Southbound Left | Southbound Thru | Southbound Right | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Articulated Trucks | | | | | 0 | 3 | 0 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | 4 | 2 | 20 |
| Bicycles on Road | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | | | | | 0 | 515 | 0 | 1,004 | 0 | 0 | 1,404 | 134 | 0 | 0 | 876 | 277 | 4,210 |
| Mediums | | | | | 0 | 5 | 0 | 13 | 0 | 0 | 25 | 18 | 0 | 0 | 51 | 5 | 117 |
| Total | | | | | 0 | 523 | 0 | 1,020 | 0 | 0 | 1,437 | 152 | 0 | 0 | 931 | 284 | 4,347 |

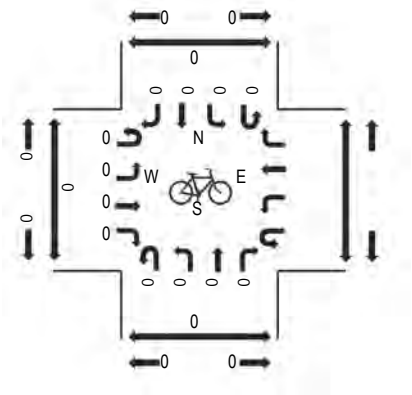
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** 4 BOWERS AVE & US101 SB RAMPS AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

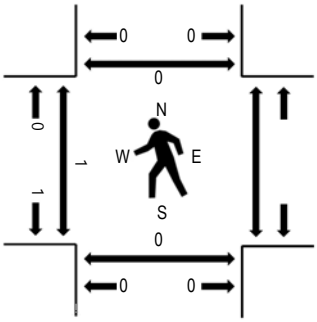
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | US101 SB RAMPS Eastbound U-Turn | Eastbound Left | Eastbound Thru | Eastbound Right | Westbound U-Turn | Westbound Left | Westbound Thru | Westbound Right | BOWERS AVE Northbound U-Turn | Northbound Left | Northbound Thru | Northbound Right | BOWERS AVE Southbound U-Turn | Southbound Left | Southbound Thru | Southbound Right | Total | Rolling Hour | Pedestrian Crossings West | East | South | North |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 0 | 75 | 0 | 71 | | | | | 0 | 0 | 111 | 34 | 0 | 0 | 215 | 60 | 566 | 2,823 | 0 | | 0 | 0 |
| 7:15 AM | 0 | 78 | 0 | 68 | | | | | 0 | 0 | 129 | 44 | 0 | 0 | 240 | 46 | 605 | 3,091 | 0 | | 0 | 0 |
| 7:30 AM | 0 | 107 | 0 | 116 | | | | | 0 | 0 | 189 | 43 | 0 | 0 | 286 | 66 | 807 | 3,399 | 0 | | 0 | 0 |
| 7:45 AM | 0 | 124 | 0 | 100 | | | | | 0 | 0 | 176 | 43 | 0 | 0 | 341 | 61 | 845 | 3,552 | 0 | | 0 | 0 |
| 8:00 AM | 0 | 125 | 0 | 117 | | | | | 0 | 0 | 206 | 56 | 0 | 0 | 268 | 62 | 834 | 3,761 | 0 | | 0 | 0 |
| 8:15 AM | 0 | 140 | 0 | 140 | | | | | 0 | 0 | 234 | 63 | 0 | 0 | 280 | 56 | 913 | | 1 | | 0 | 0 |
| 8:30 AM | 0 | 123 | 0 | 103 | | | | | 0 | 0 | 290 | 54 | 0 | 0 | 326 | 64 | 960 | | 0 | | 0 | 0 |
| 8:45 AM | 0 | 181 | 0 | 125 | | | | | 0 | 0 | 295 | 75 | 0 | 0 | 300 | 78 | 1,054 | | 0 | | 0 | 0 |

## Peak Rolling Hour Flow Rates

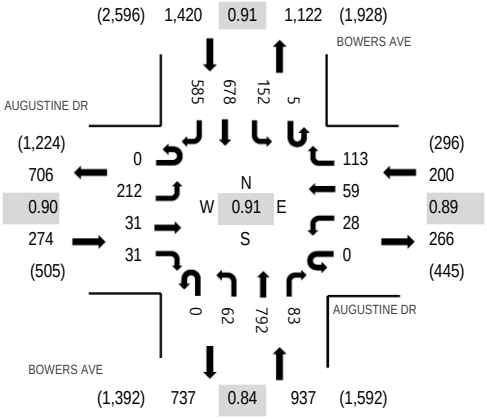
| Vehicle Type | Eastbound U-Turn | Eastbound Left | Eastbound Thru | Eastbound Right | Westbound U-Turn | Westbound Left | Westbound Thru | Westbound Right | Northbound U-Turn | Northbound Left | Northbound Thru | Northbound Right | Southbound U-Turn | Southbound Left | Southbound Thru | Southbound Right | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Articulated Trucks | 0 | 2 | 0 | 2 | | | | | 0 | 0 | 6 | 11 | 0 | 0 | 4 | 2 | 27 |
| Bicycles on Road | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 558 | 0 | 470 | | | | | 0 | 0 | 985 | 233 | 0 | 0 | 1,133 | 237 | 3,616 |
| Mediums | 0 | 9 | 0 | 13 | | | | | 0 | 0 | 34 | 4 | 0 | 0 | 37 | 21 | 118 |
| Total | 0 | 569 | 0 | 485 | | | | | 0 | 0 | 1,025 | 248 | 0 | 0 | 1,174 | 260 | 3,761 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

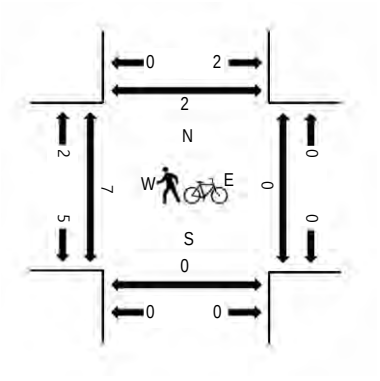
**Location:** 58 BOWERS AVE & AUGUSTINE DR AM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:30 AM - 08:45 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | AUGUSTINE DR Eastbound | | | | AUGUSTINE DR Westbound | | | | BOWERS AVE Northbound | | | | BOWERS AVE Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 44 | 9 | 3 | 0 | 4 | 6 | 6 | 0 | 13 | 94 | 5 | 2 | 26 | 135 | 92 | 439 | 2,158 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 44 | 7 | 9 | 0 | 5 | 5 | 18 | 0 | 11 | 131 | 11 | 0 | 25 | 124 | 113 | 503 | 2,338 | 0 | 1 | 0 | 2 |
| 7:30 AM | 0 | 44 | 7 | 8 | 0 | 2 | 2 | 18 | 0 | 12 | 177 | 9 | 1 | 29 | 187 | 113 | 609 | 2,549 | 0 | 2 | 0 | 4 |
| 7:45 AM | 0 | 41 | 7 | 8 | 0 | 1 | 9 | 20 | 0 | 13 | 165 | 14 | 1 | 30 | 169 | 129 | 607 | 2,722 | 0 | 0 | 0 | 3 |
| 8:00 AM | 0 | 56 | 6 | 5 | 0 | 8 | 15 | 25 | 0 | 15 | 138 | 23 | 0 | 50 | 149 | 129 | 619 | 2,831 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 52 | 11 | 11 | 0 | 3 | 12 | 29 | 0 | 16 | 216 | 8 | 2 | 30 | 169 | 155 | 714 | | 4 | 0 | 0 | 0 |
| 8:30 AM | 0 | 48 | 2 | 7 | 0 | 7 | 12 | 37 | 0 | 21 | 231 | 26 | 2 | 39 | 195 | 155 | 782 | | 1 | 0 | 0 | 1 |
| 8:45 AM | 0 | 56 | 12 | 8 | 0 | 10 | 20 | 22 | 0 | 10 | 207 | 26 | 1 | 33 | 165 | 146 | 716 | | 1 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

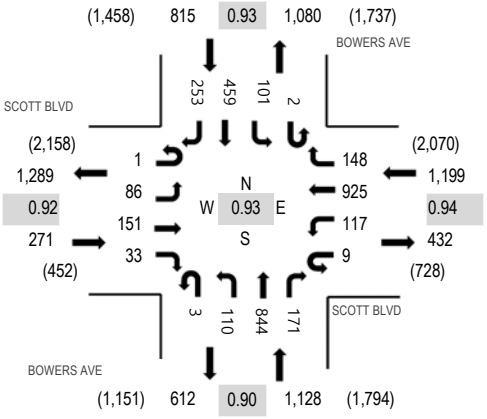
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 8 |
| Lights | 0 | 204 | 30 | 30 | 0 | 23 | 58 | 106 | 0 | 62 | 761 | 82 | 5 | 145 | 652 | 576 | 2,734 |
| Mediums | 0 | 7 | 1 | 1 | 0 | 5 | 1 | 7 | 0 | 0 | 24 | 1 | 0 | 7 | 26 | 9 | 89 |
| Total | 0 | 212 | 31 | 31 | 0 | 28 | 59 | 113 | 0 | 62 | 792 | 83 | 5 | 152 | 678 | 585 | 2,831 |

All Traffic Data Services Inc.

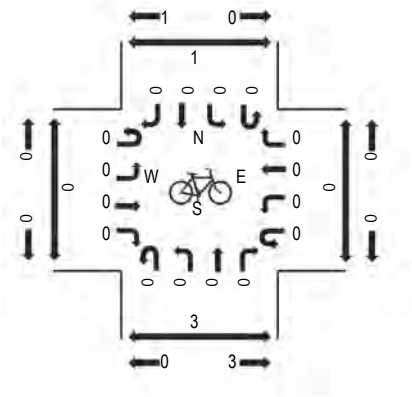
(303) 216-2439
www.alltrafficdata.net

**Location:** 5 BOWERS AVE & SCOTT BLVD AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

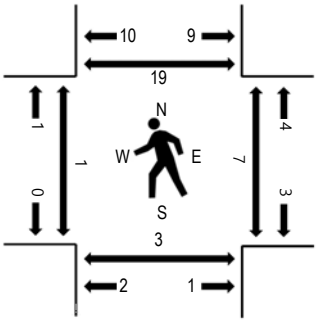
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | SCOTT BLVD Eastbound | | | | SCOTT BLVD Westbound | | | | BOWERS AVE Northbound | | | | BOWERS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 10 | 13 | 4 | 1 | 28 | 82 | 12 | 0 | 7 | 83 | 16 | 1 | 15 | 50 | 24 | 346 | 2,361 | 0 | 2 | 0 | 1 |
| 7:15 AM | 1 | 10 | 28 | 3 | 0 | 31 | 162 | 25 | 0 | 11 | 99 | 21 | 0 | 16 | 122 | 30 | 559 | 2,809 | 0 | 1 | 1 | 0 |
| 7:30 AM | 0 | 14 | 34 | 2 | 0 | 31 | 163 | 29 | 0 | 21 | 166 | 27 | 2 | 26 | 120 | 40 | 675 | 3,079 | 0 | 3 | 3 | 1 |
| 7:45 AM | 0 | 17 | 39 | 6 | 0 | 20 | 262 | 25 | 0 | 18 | 163 | 34 | 1 | 26 | 122 | 48 | 781 | 3,273 | 1 | 0 | 3 | 5 |
| 8:00 AM | 0 | 21 | 28 | 7 | 3 | 32 | 219 | 34 | 1 | 20 | 186 | 34 | 1 | 25 | 125 | 58 | 794 | 3,413 | 1 | 1 | 0 | 4 |
| 8:15 AM | 1 | 17 | 43 | 10 | 1 | 37 | 225 | 39 | 0 | 28 | 206 | 38 | 1 | 21 | 111 | 51 | 829 | | 0 | 1 | 0 | 8 |
| 8:30 AM | 0 | 29 | 38 | 7 | 1 | 30 | 223 | 36 | 1 | 21 | 237 | 42 | 0 | 24 | 112 | 68 | 869 | | 0 | 5 | 2 | 0 |
| 8:45 AM | 0 | 19 | 42 | 9 | 4 | 18 | 258 | 39 | 1 | 41 | 215 | 57 | 0 | 31 | 111 | 76 | 921 | | 0 | 0 | 1 | 7 |

## Peak Rolling Hour Flow Rates

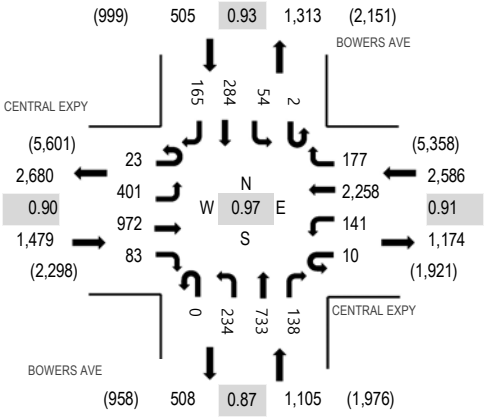
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 8 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 1 | 84 | 147 | 30 | 9 | 113 | 913 | 141 | 3 | 107 | 828 | 164 | 2 | 97 | 440 | 245 | 3,324 |
| Mediums | 0 | 2 | 4 | 3 | 0 | 4 | 11 | 4 | 0 | 2 | 16 | 7 | 0 | 4 | 16 | 8 | 81 |
| Total | 1 | 86 | 151 | 33 | 9 | 117 | 925 | 148 | 3 | 110 | 844 | 171 | 2 | 101 | 459 | 253 | 3,413 |

All Traffic Data Services Inc.

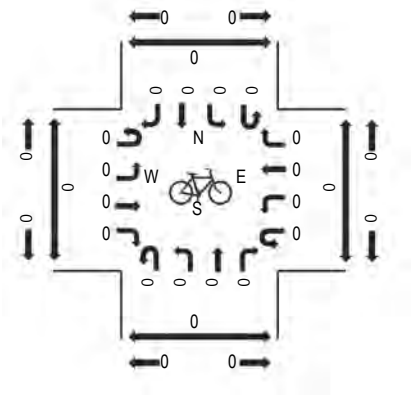
(303) 216-2439
www.alltrafficdata.net

**Location:** 6 BOWERS AVE & CENTRAL EXPY AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

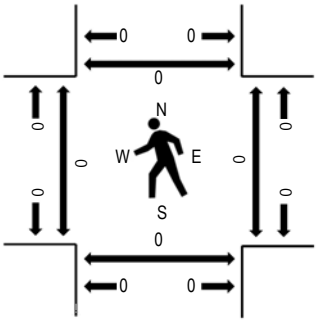
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | CENTRAL EXPY Eastbound | | | | CENTRAL EXPY Westbound | | | | BOWERS AVE Northbound | | | | BOWERS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 1 | 27 | 104 | 10 | 3 | 43 | 672 | 40 | 0 | 32 | 62 | 20 | 0 | 5 | 48 | 37 | 1,104 | 4,956 | 0 | 0 | 0 | 0 |
| 7:15 AM | 7 | 28 | 112 | 12 | 0 | 29 | 597 | 34 | 0 | 65 | 124 | 33 | 1 | 14 | 81 | 48 | 1,185 | 5,188 | 0 | 0 | 0 | 0 |
| 7:30 AM | 8 | 46 | 146 | 13 | 2 | 21 | 656 | 27 | 0 | 68 | 150 | 32 | 0 | 11 | 57 | 55 | 1,292 | 5,456 | 1 | 0 | 0 | 1 |
| 7:45 AM | 3 | 64 | 221 | 17 | 1 | 36 | 572 | 39 | 0 | 63 | 194 | 28 | 2 | 15 | 83 | 37 | 1,375 | 5,584 | 1 | 2 | 0 | 0 |
| 8:00 AM | 7 | 86 | 215 | 15 | 2 | 30 | 561 | 42 | 0 | 56 | 159 | 33 | 0 | 12 | 75 | 43 | 1,336 | 5,675 | 0 | 0 | 0 | 0 |
| 8:15 AM | 7 | 105 | 272 | 26 | 3 | 28 | 602 | 43 | 0 | 50 | 154 | 41 | 1 | 8 | 58 | 55 | 1,453 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 2 | 88 | 249 | 21 | 1 | 34 | 576 | 41 | 0 | 66 | 194 | 35 | 1 | 19 | 56 | 37 | 1,420 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 7 | 122 | 236 | 21 | 4 | 49 | 519 | 51 | 0 | 62 | 226 | 29 | 0 | 15 | 95 | 30 | 1,466 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

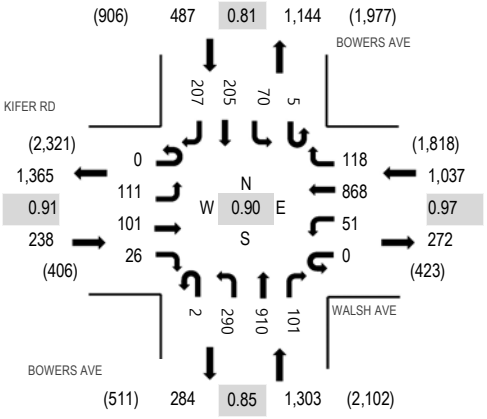
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 23 | 396 | 955 | 80 | 10 | 139 | 2,215 | 177 | 0 | 233 | 712 | 137 | 2 | 50 | 267 | 160 | 5,556 |
| Mediums | 0 | 5 | 16 | 3 | 0 | 2 | 40 | 0 | 0 | 1 | 21 | 1 | 0 | 4 | 14 | 5 | 112 |
| Total | 23 | 401 | 972 | 83 | 10 | 141 | 2,258 | 177 | 0 | 234 | 733 | 138 | 2 | 54 | 284 | 165 | 5,675 |

All Traffic Data Services Inc.

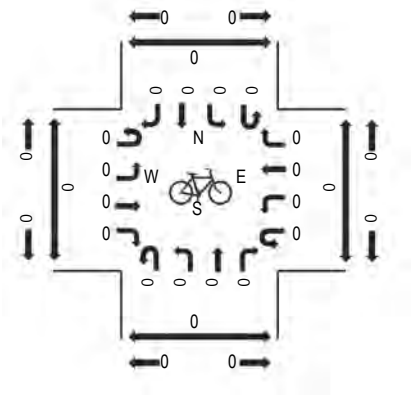
(303) 216-2439
www.alltrafficdata.net

**Location:** 7 BOWERS AVE & WALSH AVE AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

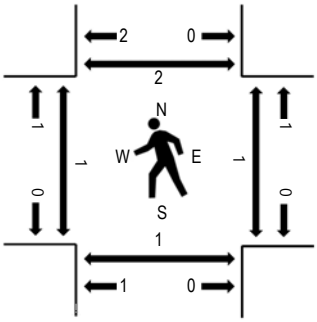
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | KIFER RD Eastbound | | | | WALSH AVE Westbound | | | | BOWERS AVE Northbound | | | | BOWERS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 18 | 13 | 4 | 0 | 5 | 84 | 16 | 1 | 15 | 86 | 4 | 1 | 12 | 45 | 42 | 346 | 2,167 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 13 | 17 | 3 | 0 | 7 | 133 | 26 | 1 | 24 | 185 | 5 | 0 | 8 | 53 | 45 | 520 | 2,529 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 9 | 21 | 4 | 0 | 9 | 209 | 35 | 1 | 34 | 207 | 5 | 0 | 13 | 39 | 41 | 627 | 2,712 | 2 | 0 | 3 | 1 |
| 7:45 AM | 0 | 37 | 26 | 3 | 0 | 7 | 225 | 25 | 2 | 44 | 173 | 12 | 2 | 15 | 43 | 60 | 674 | 2,888 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 24 | 27 | 7 | 0 | 14 | 220 | 32 | 0 | 44 | 200 | 23 | 0 | 14 | 52 | 51 | 708 | 3,065 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 35 | 28 | 6 | 0 | 16 | 203 | 20 | 1 | 66 | 197 | 19 | 1 | 18 | 48 | 45 | 703 | | 0 | 1 | 0 | 1 |
| 8:30 AM | 0 | 28 | 26 | 5 | 0 | 11 | 221 | 32 | 1 | 88 | 254 | 29 | 2 | 21 | 42 | 43 | 803 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 24 | 20 | 8 | 0 | 10 | 224 | 34 | 0 | 92 | 259 | 30 | 2 | 17 | 63 | 68 | 851 | | 1 | 0 | 1 | 1 |

## Peak Rolling Hour Flow Rates

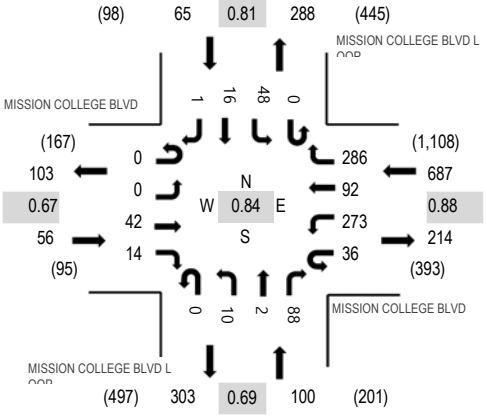
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 5 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 106 | 95 | 26 | 0 | 49 | 851 | 115 | 2 | 289 | 898 | 99 | 5 | 66 | 195 | 199 | 2,995 |
| Mediums | 0 | 5 | 6 | 0 | 0 | 2 | 16 | 3 | 0 | 1 | 12 | 2 | 0 | 4 | 9 | 5 | 65 |
| Total | 0 | 111 | 101 | 26 | 0 | 51 | 868 | 118 | 2 | 290 | 910 | 101 | 5 | 70 | 205 | 207 | 3,065 |

All Traffic Data Services Inc.

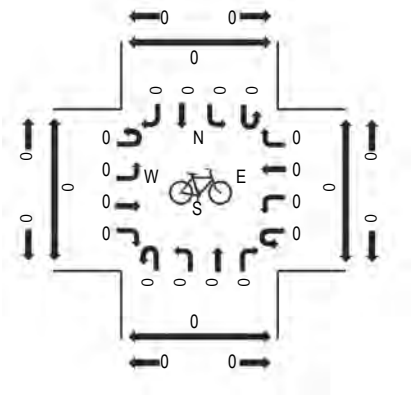
(303) 216-2439
www.alltrafficdata.net

**Location:** 29 MISSION COLLEGE BLVD LOOP & MISSION COLLEGE BLVD AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

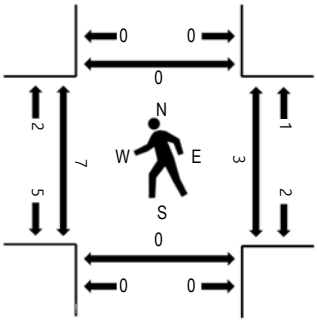
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | MISSION COLLEGE BLVD Eastbound | | | | MISSION COLLEGE BLVD Westbound | | | | MISSION COLLEGE BLVD LOOP Northbound | | | | MISSION COLLEGE BLVD LOOP Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 2 | 0 | 6 | 23 | 6 | 8 | 0 | 1 | 1 | 23 | 0 | 3 | 1 | 0 | 74 | 594 | 0 | 2 | 1 | 0 |
| 7:15 AM | 0 | 0 | 8 | 0 | 7 | 38 | 17 | 27 | 0 | 1 | 2 | 15 | 0 | 1 | 1 | 0 | 117 | 726 | 3 | 2 | 0 | 0 |
| 7:30 AM | 0 | 0 | 13 | 3 | 13 | 60 | 19 | 63 | 0 | 1 | 3 | 16 | 0 | 7 | 2 | 0 | 200 | 841 | 1 | 0 | 2 | 0 |
| 7:45 AM | 0 | 0 | 12 | 1 | 4 | 61 | 18 | 51 | 0 | 1 | 2 | 35 | 0 | 14 | 4 | 0 | 203 | 841 | 0 | 0 | 2 | 0 |
| 8:00 AM | 0 | 0 | 7 | 3 | 14 | 66 | 20 | 62 | 0 | 0 | 0 | 16 | 0 | 12 | 6 | 0 | 206 | 908 | 0 | 2 | 0 | 0 |
| 8:15 AM | 0 | 0 | 9 | 3 | 10 | 81 | 28 | 58 | 0 | 2 | 0 | 24 | 0 | 14 | 3 | 0 | 232 | | 1 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 8 | 5 | 6 | 55 | 19 | 72 | 0 | 6 | 1 | 18 | 0 | 6 | 4 | 0 | 200 | | 3 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 18 | 3 | 6 | 71 | 25 | 94 | 0 | 2 | 1 | 30 | 0 | 16 | 3 | 1 | 270 | | 3 | 1 | 0 | 0 |

## Peak Rolling Hour Flow Rates

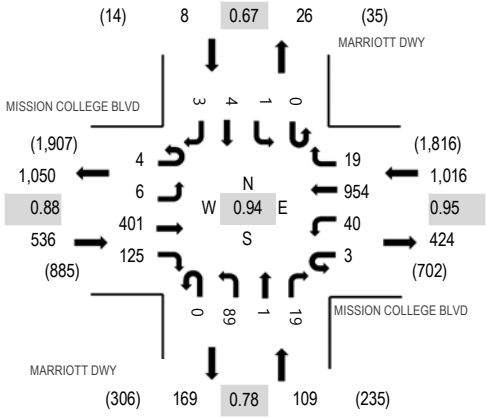
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 34 | 14 | 36 | 267 | 84 | 284 | 0 | 10 | 2 | 87 | 0 | 47 | 16 | 1 | 882 |
| Mediums | 0 | 0 | 7 | 0 | 0 | 6 | 7 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 24 |
| Total | 0 | 0 | 42 | 14 | 36 | 273 | 92 | 286 | 0 | 10 | 2 | 88 | 0 | 48 | 16 | 1 | 908 |

All Traffic Data Services Inc.

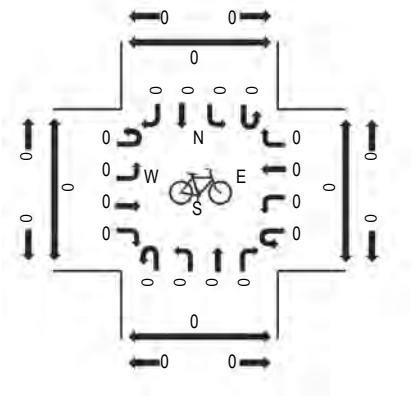
(303) 216-2439
www.alltrafficdata.net

**Location:** 30 MARRIOTT DWY & MISSION COLLEGE BLVD AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

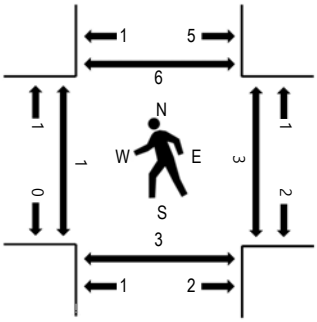
## Peak Hour - All Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | MISSION COLLEGE BLVD Eastbound | | | | MISSION COLLEGE BLVD Westbound | | | | MARRIOTT DWY Northbound | | | | MARRIOTT DWY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 42 | 14 | 0 | 4 | 150 | 3 | 0 | 12 | 0 | 3 | 0 | 0 | 2 | 1 | 231 | 1,281 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 54 | 28 | 0 | 6 | 168 | 2 | 0 | 32 | 0 | 10 | 0 | 0 | 0 | 0 | 301 | 1,425 | 0 | 1 | 0 | 1 |
| 7:30 AM | 0 | 0 | 61 | 22 | 0 | 15 | 208 | 2 | 0 | 32 | 0 | 2 | 0 | 0 | 1 | 2 | 345 | 1,550 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 98 | 29 | 0 | 16 | 225 | 1 | 0 | 27 | 0 | 8 | 0 | 0 | 0 | 0 | 404 | 1,628 | 0 | 0 | 1 | 1 |
| 8:00 AM | 0 | 2 | 89 | 27 | 0 | 8 | 223 | 5 | 0 | 18 | 0 | 2 | 0 | 0 | 1 | 0 | 375 | 1,669 | 0 | 0 | 2 | 1 |
| 8:15 AM | 3 | 1 | 96 | 36 | 0 | 12 | 243 | 5 | 0 | 23 | 0 | 4 | 0 | 0 | 2 | 1 | 426 | | 0 | 2 | 0 | 3 |
| 8:30 AM | 0 | 2 | 95 | 33 | 1 | 13 | 236 | 4 | 0 | 28 | 1 | 7 | 0 | 1 | 1 | 1 | 423 | | 1 | 0 | 1 | 1 |
| 8:45 AM | 1 | 1 | 121 | 29 | 2 | 7 | 252 | 5 | 0 | 20 | 0 | 6 | 0 | 0 | 0 | 1 | 445 | | 0 | 1 | 0 | 1 |

## Peak Rolling Hour Flow Rates

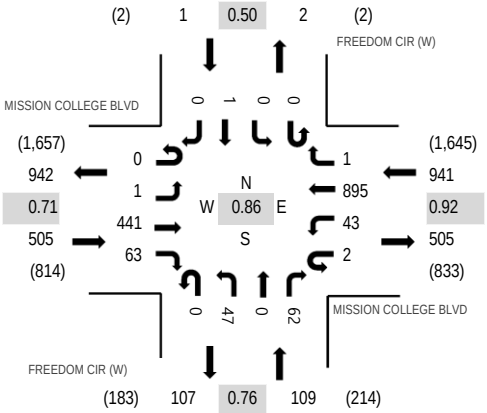
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 4 | 6 | 387 | 123 | 3 | 40 | 931 | 18 | 0 | 88 | 1 | 19 | 0 | 1 | 4 | 3 | 1,628 |
| Mediums | 0 | 0 | 10 | 2 | 0 | 0 | 21 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| Total | 4 | 6 | 401 | 125 | 3 | 40 | 954 | 19 | 0 | 89 | 1 | 19 | 0 | 1 | 4 | 3 | 1,669 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

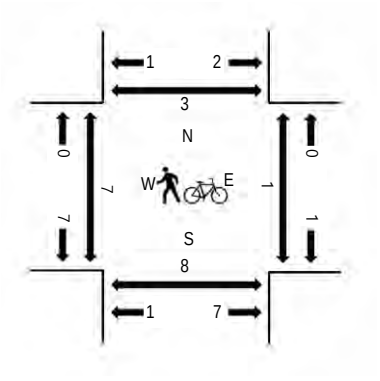
**Location:** 130 FREEDOM CIR (W) & MISSION COLLEGE BLVD AM
**Date and Start Time:** Thursday, May 24, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MISSION COLLEGE BLVD Eastbound | | | | MISSION COLLEGE BLVD Westbound | | | | FREEDOM CIR (W) Northbound | | | | FREEDOM CIR (W) Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 49 | 7 | 0 | 9 | 128 | 0 | 0 | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 210 | 1,119 | 0 | 0 | 3 | 1 |
| 7:15 AM | 0 | 0 | 50 | 12 | 1 | 5 | 125 | 0 | 0 | 11 | 0 | 14 | 0 | 0 | 0 | 0 | 218 | 1,221 | 2 | 0 | 1 | 1 |
| 7:30 AM | 0 | 0 | 70 | 13 | 0 | 11 | 193 | 0 | 0 | 16 | 0 | 14 | 0 | 0 | 0 | 0 | 317 | 1,394 | 1 | 0 | 1 | 2 |
| 7:45 AM | 0 | 0 | 95 | 13 | 2 | 6 | 224 | 0 | 0 | 11 | 0 | 22 | 0 | 0 | 0 | 1 | 374 | 1,480 | 2 | 0 | 0 | 0 |
| 8:00 AM | 0 | 1 | 77 | 16 | 1 | 10 | 186 | 0 | 0 | 8 | 0 | 13 | 0 | 0 | 0 | 0 | 312 | 1,556 | 0 | 1 | 3 | 1 |
| 8:15 AM | 0 | 0 | 98 | 18 | 0 | 10 | 243 | 0 | 0 | 8 | 0 | 14 | 0 | 0 | 0 | 0 | 391 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 107 | 10 | 0 | 10 | 244 | 1 | 0 | 16 | 0 | 14 | 0 | 0 | 1 | 0 | 403 | | 5 | 0 | 0 | 2 |
| 8:45 AM | 0 | 0 | 159 | 19 | 1 | 13 | 222 | 0 | 0 | 15 | 0 | 21 | 0 | 0 | 0 | 0 | 450 | | 1 | 0 | 5 | 0 |

## Peak Rolling Hour Flow Rates

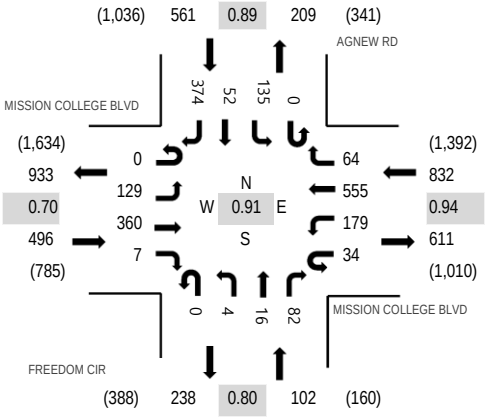
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Lights | 0 | 1 | 424 | 60 | 2 | 43 | 877 | 1 | 0 | 41 | 0 | 61 | 0 | 0 | 1 | 0 | 1,511 |
| Mediums | 0 | 0 | 15 | 3 | 0 | 0 | 17 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 42 |
| Total | 0 | 1 | 441 | 63 | 2 | 43 | 895 | 1 | 0 | 47 | 0 | 62 | 0 | 0 | 1 | 0 | 1,556 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

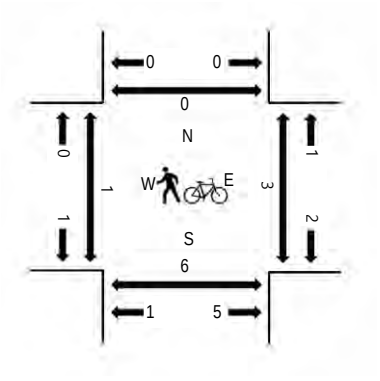
**Location:** 131 FREEDOM CIR & MISSION COLLEGE BLVD AM
**Date and Start Time:** Thursday, May 24, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MISSION COLLEGE BLVD Eastbound | | | | MISSION COLLEGE BLVD Westbound | | | | FREEDOM CIR Northbound | | | | AGNEW RD Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 16 | 33 | 0 | 7 | 24 | 60 | 9 | 0 | 1 | 4 | 8 | 0 | 16 | 11 | 71 | 260 | 1,382 | 0 | 1 | 2 | 0 |
| 7:15 AM | 0 | 13 | 45 | 2 | 7 | 24 | 58 | 8 | 0 | 0 | 0 | 12 | 0 | 24 | 8 | 73 | 274 | 1,571 | 0 | 3 | 1 | 0 |
| 7:30 AM | 0 | 22 | 54 | 0 | 9 | 29 | 105 | 19 | 0 | 1 | 0 | 14 | 0 | 32 | 6 | 99 | 390 | 1,781 | 0 | 1 | 1 | 0 |
| 7:45 AM | 0 | 22 | 81 | 1 | 8 | 38 | 136 | 19 | 0 | 1 | 0 | 17 | 0 | 32 | 7 | 96 | 458 | 1,899 | 0 | 0 | 2 | 0 |
| 8:00 AM | 0 | 25 | 71 | 1 | 2 | 59 | 125 | 20 | 0 | 1 | 3 | 20 | 0 | 33 | 5 | 84 | 449 | 1,991 | 0 | 1 | 2 | 0 |
| 8:15 AM | 0 | 35 | 70 | 2 | 12 | 35 | 157 | 18 | 0 | 2 | 3 | 13 | 0 | 35 | 9 | 93 | 484 | | 0 | 0 | 1 | 0 |
| 8:30 AM | 0 | 31 | 84 | 1 | 10 | 44 | 137 | 12 | 0 | 0 | 6 | 26 | 0 | 33 | 17 | 107 | 508 | | 0 | 1 | 1 | 0 |
| 8:45 AM | 0 | 38 | 135 | 3 | 10 | 41 | 136 | 14 | 0 | 1 | 4 | 23 | 0 | 34 | 21 | 90 | 550 | | 0 | 1 | 1 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| Lights | 0 | 124 | 346 | 7 | 34 | 177 | 544 | 59 | 0 | 4 | 16 | 82 | 0 | 132 | 52 | 369 | 1,946 |
| Mediums | 0 | 5 | 13 | 0 | 0 | 1 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 41 |
| Total | 0 | 129 | 360 | 7 | 34 | 179 | 555 | 64 | 0 | 4 | 16 | 82 | 0 | 135 | 52 | 374 | 1,991 |

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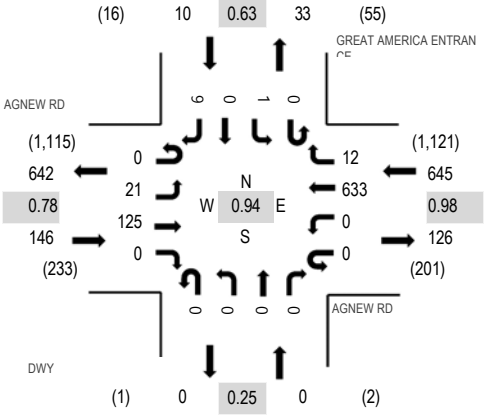
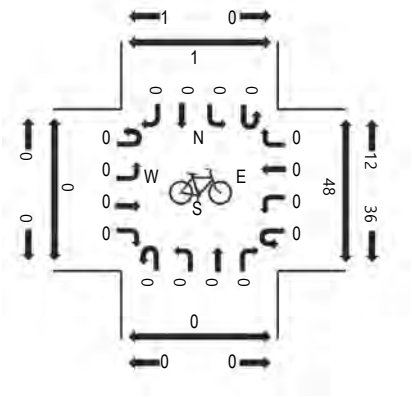
(303) 216-2439
www.alltrafficdata.net

**Location:** 31 DWY & AGNEW RD AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

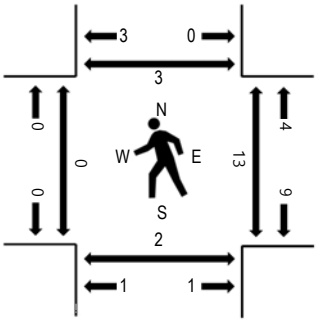
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | AGNEW RD Eastbound | | | | AGNEW RD Westbound | | | | DWY Northbound | | | | GREAT AMERICA ENTRANCE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 2 | 14 | 0 | 0 | 0 | 92 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 571 | 0 | 7 | 0 | 1 |
| 7:15 AM | 0 | 3 | 14 | 0 | 0 | 1 | 109 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 133 | 650 | 0 | 2 | 1 | 0 |
| 7:30 AM | 0 | 3 | 24 | 0 | 0 | 0 | 128 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 161 | 722 | 0 | 5 | 0 | 2 |
| 7:45 AM | 0 | 4 | 23 | 0 | 0 | 0 | 136 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 167 | 755 | 0 | 4 | 0 | 1 |
| 8:00 AM | 0 | 4 | 20 | 0 | 0 | 0 | 162 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 189 | 801 | 0 | 6 | 1 | 0 |
| 8:15 AM | 0 | 7 | 32 | 0 | 0 | 0 | 156 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 205 | | 0 | 3 | 0 | 1 |
| 8:30 AM | 0 | 5 | 31 | 0 | 0 | 0 | 151 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 194 | | 0 | 1 | 1 | 1 |
| 8:45 AM | 0 | 5 | 42 | 0 | 0 | 0 | 164 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 213 | | 0 | 3 | 0 | 1 |

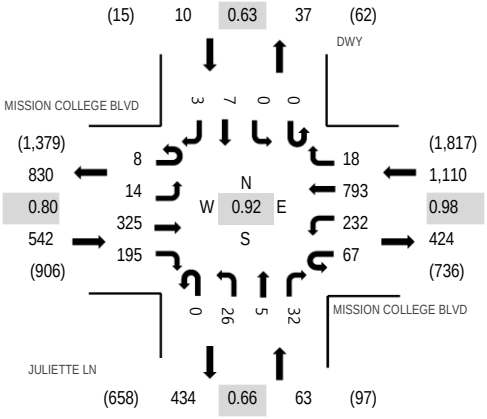
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 17 | 120 | 0 | 0 | 0 | 632 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 789 |
| Mediums | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 |
| Total | 0 | 21 | 125 | 0 | 0 | 0 | 633 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 801 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

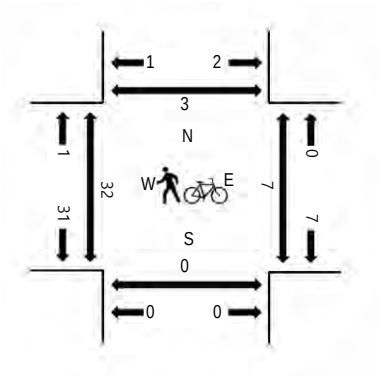
**Location:** 132 JULIETTE LN & MISSION COLLEGE BLVD AM
**Date and Start Time:** Thursday, May 24, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MISSION COLLEGE BLVD Eastbound | | | | MISSION COLLEGE BLVD Westbound | | | | JULIETTE LN Northbound | | | | DWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 41 | 11 | 13 | 25 | 97 | 1 | 0 | 3 | 1 | 3 | 0 | 1 | 0 | 0 | 196 | 1,110 | 2 | 0 | 1 | 1 |
| 7:15 AM | 0 | 2 | 56 | 22 | 7 | 25 | 96 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 213 | 1,322 | 1 | 1 | 0 | 1 |
| 7:30 AM | 2 | 2 | 65 | 33 | 9 | 27 | 156 | 4 | 0 | 3 | 4 | 10 | 0 | 0 | 4 | 0 | 319 | 1,525 | 3 | 0 | 2 | 0 |
| 7:45 AM | 1 | 2 | 85 | 42 | 13 | 35 | 190 | 6 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 382 | 1,636 | 5 | 0 | 0 | 2 |
| 8:00 AM | 2 | 0 | 74 | 42 | 15 | 62 | 202 | 2 | 0 | 3 | 1 | 5 | 0 | 0 | 0 | 0 | 408 | 1,725 | 5 | 2 | 0 | 2 |
| 8:15 AM | 0 | 3 | 78 | 33 | 17 | 48 | 204 | 5 | 0 | 14 | 2 | 8 | 0 | 0 | 3 | 1 | 416 | | 4 | 2 | 0 | 0 |
| 8:30 AM | 5 | 6 | 79 | 51 | 22 | 50 | 194 | 6 | 0 | 3 | 1 | 10 | 0 | 0 | 2 | 1 | 430 | | 9 | 2 | 0 | 1 |
| 8:45 AM | 1 | 5 | 94 | 69 | 13 | 72 | 193 | 5 | 0 | 6 | 1 | 9 | 0 | 0 | 2 | 1 | 471 | | 14 | 1 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| Lights | 8 | 14 | 310 | 192 | 67 | 229 | 776 | 18 | 0 | 24 | 5 | 28 | 0 | 0 | 7 | 3 | 1,681 |
| Mediums | 0 | 0 | 15 | 2 | 0 | 3 | 16 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 40 |
| Total | 8 | 14 | 325 | 195 | 67 | 232 | 793 | 18 | 0 | 26 | 5 | 32 | 0 | 0 | 7 | 3 | 1,725 |

All Traffic Data Services Inc.
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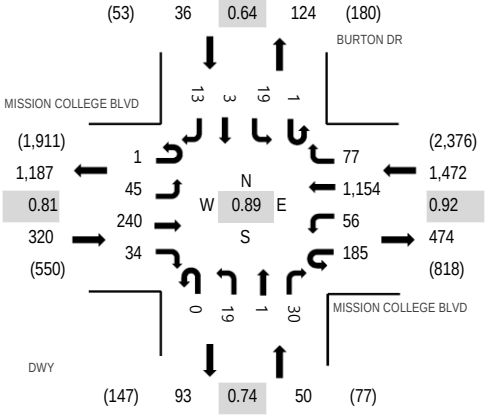
www.alltrafficdata.net

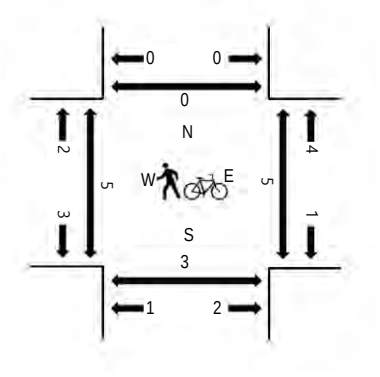
**Location:** 140 DWY & MISSION COLLEGE BLVD AM
**Date and Start Time:** Thursday, May 24, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MISSION COLLEGE BLVD Eastbound | | | | MISSION COLLEGE BLVD Westbound | | | | DWY Northbound | | | | BURTON DR Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 2 | 33 | 5 | 24 | 6 | 136 | 11 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 1 | 226 | 1,178 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 48 | 4 | 22 | 5 | 131 | 7 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 2 | 227 | 1,383 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 3 | 51 | 7 | 31 | 9 | 204 | 15 | 0 | 3 | 0 | 5 | 0 | 3 | 0 | 1 | 332 | 1,609 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 5 | 63 | 7 | 46 | 10 | 237 | 10 | 0 | 4 | 1 | 6 | 0 | 0 | 1 | 2 | 393 | 1,745 | 0 | 5 | 0 | 0 |
| 8:00 AM | 0 | 8 | 57 | 7 | 40 | 10 | 286 | 8 | 0 | 6 | 0 | 5 | 0 | 2 | 0 | 2 | 431 | 1,878 | 0 | 2 | 0 | 0 |
| 8:15 AM | 1 | 9 | 54 | 9 | 39 | 14 | 280 | 26 | 0 | 3 | 1 | 9 | 0 | 3 | 1 | 4 | 453 | | 2 | 0 | 3 | 0 |
| 8:30 AM | 0 | 12 | 60 | 4 | 54 | 17 | 278 | 20 | 0 | 7 | 0 | 2 | 1 | 8 | 1 | 4 | 468 | | 3 | 3 | 0 | 0 |
| 8:45 AM | 0 | 16 | 69 | 14 | 52 | 15 | 310 | 23 | 0 | 3 | 0 | 14 | 0 | 6 | 1 | 3 | 526 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Lights | 1 | 44 | 225 | 32 | 185 | 55 | 1,133 | 76 | 0 | 19 | 1 | 28 | 1 | 18 | 2 | 12 | 1,832 |
| Mediums | 0 | 1 | 14 | 2 | 0 | 1 | 18 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 42 |
| Total | 1 | 45 | 240 | 34 | 185 | 56 | 1,154 | 77 | 0 | 19 | 1 | 30 | 1 | 19 | 3 | 13 | 1,878 |

All Traffic Data Services Inc.

(303) 216-2439
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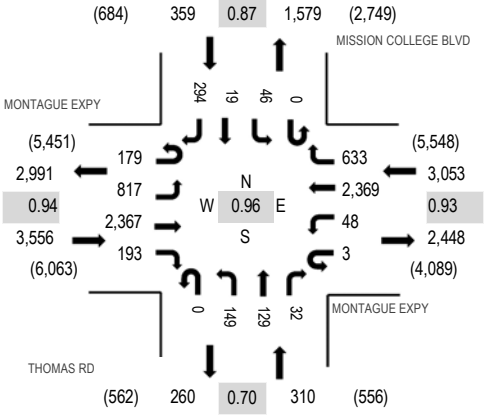
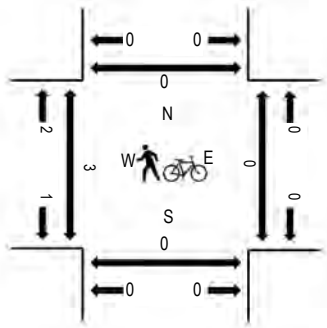
**Location:** 5 THOMAS RD & MONTAGUE EXPY AM
**Date:** Tuesday, April 9, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MONTAGUE EXPY Eastbound | | | | MONTAGUE EXPY Westbound | | | | THOMAS RD Northbound | | | | MISSION COLLEGE BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 42 | 87 | 240 | 55 | 1 | 25 | 453 | 70 | 0 | 37 | 26 | 8 | 0 | 16 | 3 | 53 | 1,116 | 5,573 | 1 | 0 | 0 | 0 |
| 7:15 AM | 26 | 143 | 358 | 57 | 0 | 19 | 441 | 106 | 0 | 25 | 19 | 15 | 0 | 13 | 6 | 68 | 1,296 | 6,185 | 1 | 0 | 0 | 0 |
| 7:30 AM | 17 | 192 | 446 | 48 | 0 | 13 | 537 | 119 | 0 | 31 | 17 | 6 | 1 | 9 | 5 | 68 | 1,509 | 6,790 | 1 | 0 | 0 | 0 |
| 7:45 AM | 26 | 205 | 517 | 48 | 0 | 20 | 535 | 156 | 0 | 31 | 28 | 3 | 1 | 9 | 3 | 70 | 1,652 | 7,074 | 0 | 3 | 0 | 0 |
| 8:00 AM | 48 | 215 | 546 | 43 | 0 | 16 | 540 | 150 | 0 | 34 | 28 | 4 | 0 | 12 | 8 | 84 | 1,728 | 7,278 | 1 | 0 | 0 | 0 |
| 8:15 AM | 50 | 220 | 631 | 42 | 1 | 6 | 638 | 180 | 0 | 27 | 15 | 8 | 0 | 10 | 3 | 70 | 1,901 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 41 | 201 | 631 | 45 | 1 | 18 | 555 | 126 | 0 | 35 | 38 | 11 | 0 | 11 | 3 | 77 | 1,793 | | 2 | 0 | 0 | 0 |
| 8:45 AM | 40 | 181 | 559 | 63 | 1 | 8 | 636 | 177 | 0 | 53 | 48 | 9 | 0 | 13 | 5 | 63 | 1,856 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 8 | 5 | 0 | 0 | 1 | 18 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 38 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 179 | 804 | 2,340 | 188 | 3 | 46 | 2,329 | 628 | 0 | 140 | 123 | 29 | 0 | 41 | 17 | 281 | 7,148 |
| Mediums | 0 | 5 | 22 | 5 | 0 | 1 | 22 | 4 | 0 | 8 | 6 | 1 | 0 | 5 | 2 | 11 | 92 |
| Total | 179 | 817 | 2,367 | 193 | 3 | 48 | 2,369 | 633 | 0 | 149 | 129 | 32 | 0 | 46 | 19 | 294 | 7,278 |

All Traffic Data Services Inc.

(303) 216-2439
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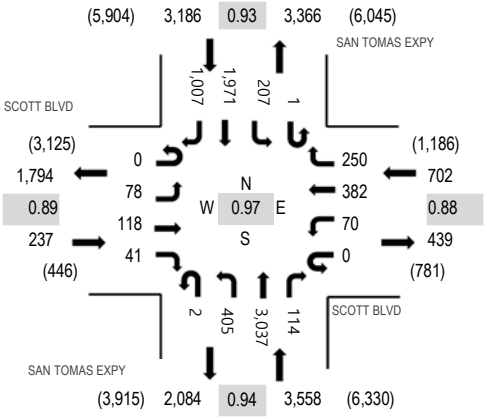
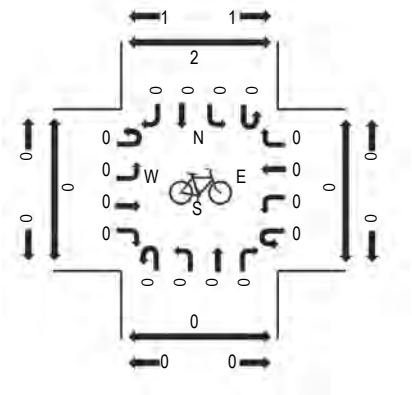
**Location:** 14 SAN TOMAS EXPY & SCOTT BLVD AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 08:00 AM - 08:15 AM

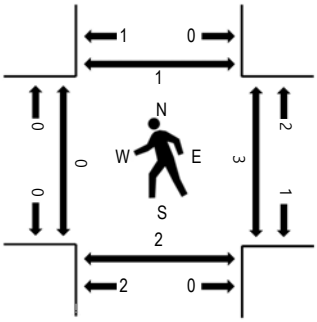
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | SCOTT BLVD Eastbound | | | | SCOTT BLVD Westbound | | | | SAN TOMAS EXPY Northbound | | | | SAN TOMAS EXPY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 10 | 19 | 3 | 0 | 4 | 38 | 34 | 0 | 52 | 412 | 16 | 1 | 36 | 436 | 133 | 1,194 | 6,275 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 14 | 16 | 5 | 0 | 4 | 54 | 45 | 0 | 58 | 568 | 14 | 0 | 61 | 451 | 199 | 1,489 | 7,052 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 31 | 30 | 11 | 0 | 7 | 65 | 53 | 2 | 80 | 657 | 20 | 2 | 35 | 432 | 209 | 1,634 | 7,429 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 22 | 37 | 8 | 0 | 22 | 94 | 57 | 1 | 100 | 728 | 52 | 0 | 61 | 508 | 268 | 1,958 | 7,683 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 23 | 34 | 8 | 0 | 34 | 87 | 81 | 1 | 108 | 719 | 22 | 0 | 50 | 546 | 258 | 1,971 | 7,591 | 0 | 2 | 0 | 1 |
| 8:15 AM | 0 | 17 | 22 | 13 | 0 | 7 | 97 | 51 | 0 | 84 | 771 | 19 | 1 | 48 | 484 | 252 | 1,866 | | 0 | 1 | 2 | 0 |
| 8:30 AM | 0 | 16 | 25 | 12 | 0 | 7 | 104 | 61 | 0 | 113 | 819 | 21 | 0 | 48 | 433 | 229 | 1,888 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 29 | 31 | 10 | 0 | 15 | 116 | 49 | 1 | 96 | 774 | 22 | 0 | 42 | 450 | 231 | 1,866 | | 0 | 0 | 1 | 1 |

## Peak Rolling Hour Flow Rates

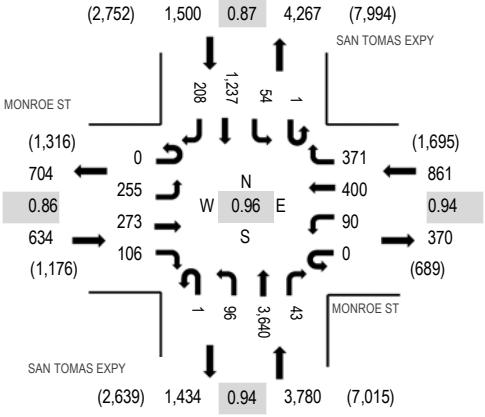
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 4 | 15 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 72 | 111 | 38 | 0 | 69 | 371 | 236 | 2 | 403 | 3,009 | 114 | 1 | 198 | 1,924 | 987 | 7,535 |
| Mediums | 0 | 5 | 7 | 3 | 0 | 1 | 11 | 13 | 0 | 2 | 25 | 0 | 0 | 9 | 41 | 16 | 133 |
| Total | 0 | 78 | 118 | 41 | 0 | 70 | 382 | 250 | 2 | 405 | 3,037 | 114 | 1 | 207 | 1,971 | 1,007 | 7,683 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

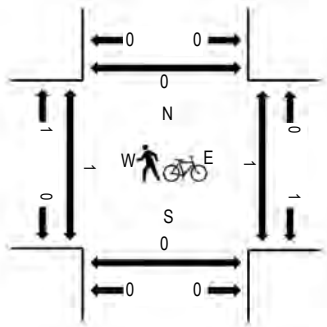
**Location:** 8 SAN TOMAS EXPY & MONROE ST AM
**Date:** Tuesday, April 9, 2019
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 07:45 AM - 08:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MONROE ST Eastbound | | | | MONROE ST Westbound | | | | SAN TOMAS EXPY Northbound | | | | SAN TOMAS EXPY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 34 | 27 | 16 | 0 | 33 | 61 | 73 | 0 | 12 | 611 | 7 | 0 | 12 | 246 | 48 | 1,180 | 5,901 | 0 | 0 | 0 | 3 |
| 7:15 AM | 0 | 49 | 56 | 17 | 0 | 21 | 105 | 87 | 0 | 25 | 691 | 17 | 1 | 10 | 245 | 72 | 1,396 | 6,474 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 74 | 60 | 34 | 0 | 35 | 84 | 105 | 0 | 21 | 817 | 12 | 1 | 15 | 262 | 47 | 1,567 | 6,756 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 70 | 69 | 27 | 0 | 32 | 104 | 93 | 0 | 22 | 924 | 9 | 0 | 10 | 330 | 68 | 1,758 | 6,775 | 1 | 1 | 0 | 0 |
| 8:00 AM | 0 | 53 | 49 | 20 | 0 | 23 | 110 | 64 | 1 | 33 | 942 | 11 | 0 | 19 | 370 | 58 | 1,753 | 6,737 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 62 | 72 | 26 | 0 | 22 | 97 | 93 | 0 | 26 | 887 | 15 | 1 | 15 | 308 | 54 | 1,678 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 70 | 83 | 33 | 0 | 13 | 89 | 121 | 0 | 15 | 887 | 8 | 0 | 10 | 229 | 28 | 1,586 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 64 | 89 | 22 | 0 | 19 | 78 | 133 | 1 | 25 | 987 | 9 | 0 | 5 | 254 | 34 | 1,720 | | 0 | 0 | 0 | 0 |

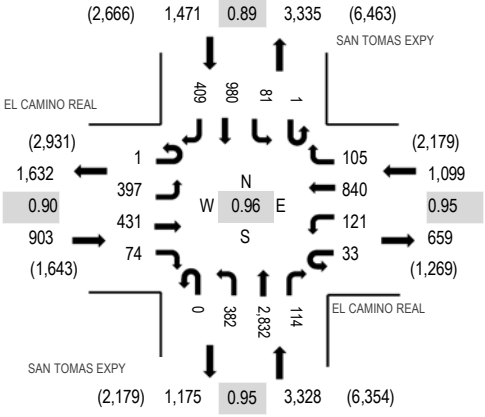
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 8 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 252 | 263 | 104 | 0 | 85 | 388 | 370 | 1 | 93 | 3,616 | 41 | 1 | 49 | 1,208 | 198 | 6,669 |
| Mediums | 0 | 2 | 10 | 2 | 0 | 5 | 11 | 1 | 0 | 3 | 21 | 2 | 0 | 5 | 26 | 10 | 98 |
| Total | 0 | 255 | 273 | 106 | 0 | 90 | 400 | 371 | 1 | 96 | 3,640 | 43 | 1 | 54 | 1,237 | 208 | 6,775 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

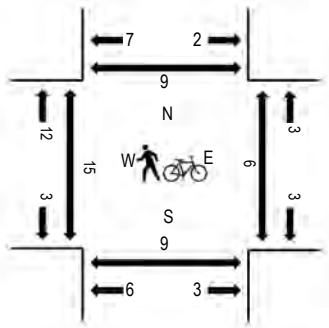
**Location:** 10 SAN TOMAS EXPY & EL CAMINO REAL AM
**Date:** Tuesday, April 9, 2019
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 08:00 AM - 08:15 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | EL CAMINO REAL Eastbound | | | | EL CAMINO REAL Westbound | | | | SAN TOMAS EXPY Northbound | | | | SAN TOMAS EXPY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 39 | 57 | 10 | 3 | 41 | 169 | 32 | 0 | 49 | 483 | 21 | 0 | 15 | 192 | 66 | 1,177 | 6,067 | 3 | 0 | 0 | 2 |
| 7:15 AM | 0 | 51 | 92 | 10 | 10 | 34 | 199 | 45 | 0 | 84 | 670 | 30 | 1 | 14 | 236 | 98 | 1,574 | 6,658 | 13 | 1 | 2 | 0 |
| 7:30 AM | 1 | 95 | 90 | 18 | 8 | 24 | 223 | 24 | 0 | 114 | 718 | 26 | 0 | 13 | 217 | 93 | 1,664 | 6,801 | 5 | 2 | 0 | 3 |
| 7:45 AM | 0 | 103 | 119 | 16 | 10 | 20 | 219 | 9 | 0 | 104 | 611 | 29 | 1 | 24 | 270 | 117 | 1,652 | 6,796 | 2 | 0 | 2 | 1 |
| 8:00 AM | 0 | 109 | 125 | 21 | 11 | 47 | 209 | 29 | 0 | 89 | 715 | 27 | 0 | 19 | 246 | 121 | 1,768 | 6,775 | 3 | 1 | 4 | 0 |
| 8:15 AM | 0 | 90 | 97 | 19 | 4 | 30 | 189 | 43 | 0 | 75 | 788 | 32 | 0 | 25 | 247 | 78 | 1,717 | | 3 | 3 | 1 | 4 |
| 8:30 AM | 0 | 119 | 129 | 22 | 11 | 26 | 170 | 53 | 0 | 54 | 763 | 33 | 0 | 35 | 189 | 55 | 1,659 | | 0 | 0 | 1 | 0 |
| 8:45 AM | 0 | 95 | 93 | 23 | 9 | 28 | 209 | 41 | 0 | 77 | 736 | 26 | 0 | 32 | 193 | 69 | 1,631 | | 6 | 0 | 2 | 6 |

## Peak Rolling Hour Flow Rates

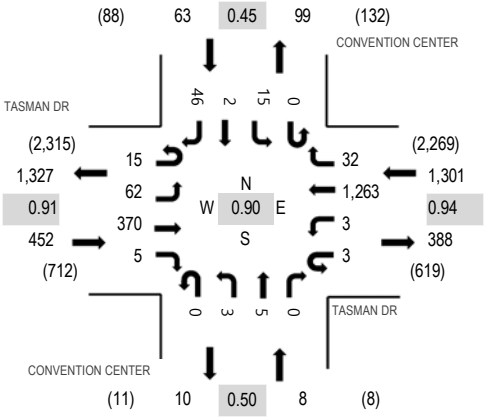
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 13 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 1 | 397 | 415 | 74 | 33 | 119 | 798 | 105 | 0 | 380 | 2,814 | 111 | 1 | 77 | 952 | 397 | 6,674 |
| Mediums | 0 | 0 | 14 | 0 | 0 | 2 | 36 | 0 | 0 | 2 | 16 | 3 | 0 | 3 | 26 | 12 | 114 |
| Total | 1 | 397 | 431 | 74 | 33 | 121 | 840 | 105 | 0 | 382 | 2,832 | 114 | 1 | 81 | 980 | 409 | 6,801 |

All Traffic Data Services Inc.

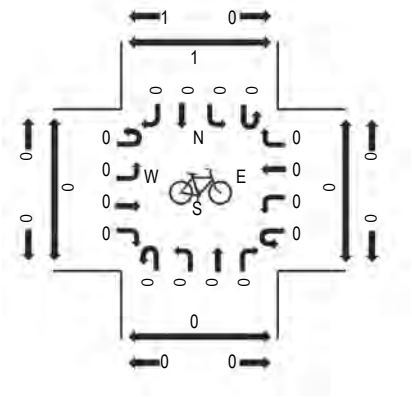
(303) 216-2439
www.alltrafficdata.net

**Location:** 12 CONVENTION CENTER & TASMAN DR AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

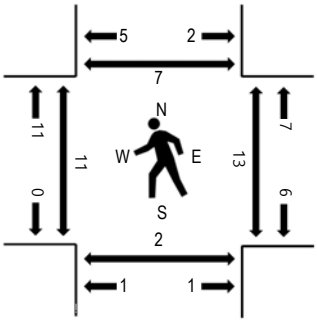
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | TASMAN DR Eastbound | | | | TASMAN DR Westbound | | | | CONVENTION CENTER Northbound | | | | CONVENTION CENTER Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 4 | 2 | 37 | 0 | 0 | 0 | 142 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 188 | 1,253 | 1 | 7 | 2 | 2 |
| 7:15 AM | 2 | 9 | 54 | 0 | 1 | 0 | 213 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 290 | 1,527 | 3 | 7 | 1 | 0 |
| 7:30 AM | 5 | 4 | 60 | 0 | 0 | 1 | 268 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 350 | 1,656 | 3 | 5 | 2 | 0 |
| 7:45 AM | 6 | 5 | 72 | 0 | 2 | 0 | 328 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 425 | 1,743 | 3 | 4 | 2 | 3 |
| 8:00 AM | 3 | 9 | 98 | 0 | 0 | 1 | 336 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 462 | 1,824 | 0 | 5 | 0 | 0 |
| 8:15 AM | 5 | 12 | 88 | 1 | 0 | 0 | 295 | 4 | 0 | 2 | 0 | 0 | 0 | 4 | 1 | 7 | 419 | | 4 | 6 | 0 | 2 |
| 8:30 AM | 3 | 15 | 92 | 2 | 2 | 0 | 306 | 6 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 7 | 437 | | 1 | 1 | 0 | 3 |
| 8:45 AM | 4 | 26 | 92 | 2 | 1 | 2 | 326 | 14 | 0 | 1 | 3 | 0 | 0 | 7 | 1 | 27 | 506 | | 6 | 1 | 2 | 2 |

## Peak Rolling Hour Flow Rates

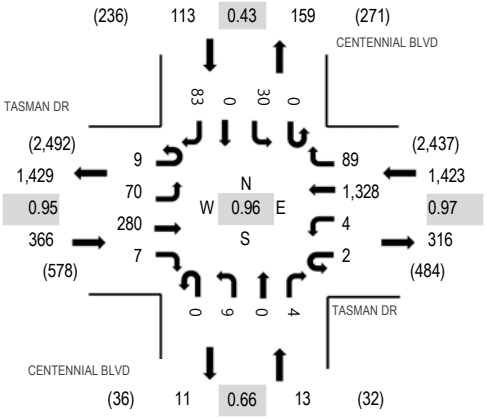
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 14 | 62 | 344 | 5 | 3 | 3 | 1,212 | 32 | 0 | 3 | 5 | 0 | 0 | 15 | 2 | 46 | 1,746 |
| Mediums | 1 | 0 | 26 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| Total | 15 | 62 | 370 | 5 | 3 | 3 | 1,263 | 32 | 0 | 3 | 5 | 0 | 0 | 15 | 2 | 46 | 1,824 |

All Traffic Data Services Inc.

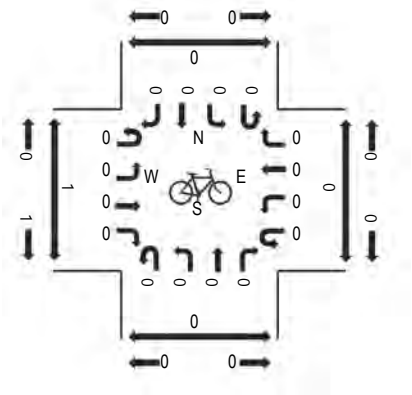
(303) 216-2439
www.alltrafficdata.net

**Location:** 13 CENTENNIAL BLVD & TASMAN DR AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:30 AM - 08:45 AM

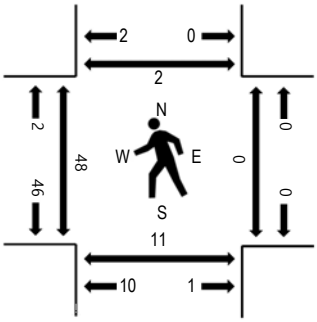
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | TASMAN DR Eastbound | | | | TASMAN DR Westbound | | | | CENTENNIAL BLVD Northbound | | | | CENTENNIAL BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 1 | 14 | 21 | 3 | 0 | 1 | 145 | 15 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 4 | 211 | 1,368 | 10 | 0 | 1 | 0 |
| 7:15 AM | 1 | 18 | 26 | 3 | 0 | 0 | 200 | 18 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 17 | 293 | 1,611 | 3 | 0 | 2 | 0 |
| 7:30 AM | 3 | 10 | 35 | 5 | 3 | 1 | 277 | 9 | 0 | 3 | 1 | 4 | 0 | 13 | 0 | 61 | 425 | 1,791 | 10 | 0 | 3 | 0 |
| 7:45 AM | 4 | 12 | 49 | 7 | 1 | 5 | 324 | 15 | 0 | 2 | 0 | 1 | 0 | 6 | 0 | 13 | 439 | 1,864 | 15 | 0 | 2 | 0 |
| 8:00 AM | 1 | 19 | 68 | 1 | 0 | 1 | 334 | 16 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 8 | 454 | 1,915 | 9 | 0 | 1 | 0 |
| 8:15 AM | 4 | 25 | 64 | 3 | 0 | 1 | 318 | 28 | 0 | 2 | 0 | 3 | 0 | 8 | 0 | 17 | 473 | | 9 | 0 | 3 | 0 |
| 8:30 AM | 2 | 13 | 71 | 1 | 2 | 0 | 344 | 19 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 34 | 498 | | 16 | 0 | 4 | 2 |
| 8:45 AM | 2 | 13 | 77 | 2 | 0 | 2 | 332 | 26 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 24 | 490 | | 14 | 0 | 3 | 0 |

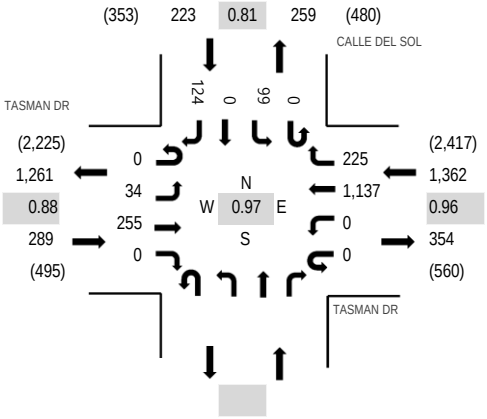
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 9 | 57 | 269 | 7 | 2 | 4 | 1,302 | 72 | 0 | 9 | 0 | 4 | 0 | 25 | 0 | 62 | 1,822 |
| Mediums | 0 | 13 | 11 | 0 | 0 | 0 | 26 | 16 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 20 | 91 |
| Total | 9 | 70 | 280 | 7 | 2 | 4 | 1,328 | 89 | 0 | 9 | 0 | 4 | 0 | 30 | 0 | 83 | 1,915 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

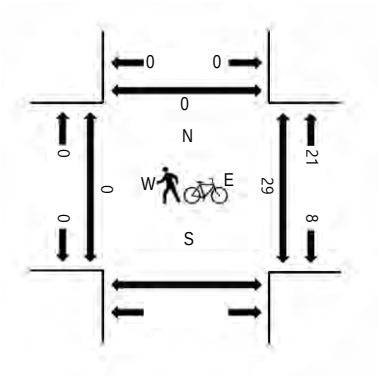
**Location:** 90 CALLE DEL SOL & TASMAN DR AM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | TASMAN DR Eastbound | | | | TASMAN DR Westbound | | | | Northbound | | | | CALLE DEL SOL Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 4 | 19 | 0 | 0 | 0 | 166 | 23 | | | | | 0 | 6 | 0 | 12 | 230 | 1,391 | 0 | 8 | | 0 |
| 7:15 AM | 3 | 6 | 38 | 0 | 0 | 0 | 206 | 36 | | | | | 0 | 5 | 0 | 20 | 314 | 1,622 | 0 | 13 | | 0 |
| 7:30 AM | 1 | 11 | 69 | 0 | 0 | 0 | 268 | 60 | | | | | 0 | 10 | 0 | 29 | 448 | 1,763 | 0 | 14 | | 0 |
| 7:45 AM | 0 | 10 | 45 | 0 | 1 | 0 | 224 | 71 | | | | | 0 | 13 | 0 | 35 | 399 | 1,788 | 0 | 5 | | 0 |
| 8:00 AM | 0 | 7 | 55 | 0 | 0 | 0 | 276 | 78 | | | | | 0 | 26 | 0 | 19 | 461 | 1,874 | 0 | 6 | | 0 |
| 8:15 AM | 0 | 10 | 60 | 0 | 0 | 0 | 263 | 53 | | | | | 0 | 27 | 0 | 42 | 455 | | 0 | 8 | | 0 |
| 8:30 AM | 0 | 10 | 65 | 0 | 0 | 0 | 296 | 43 | | | | | 0 | 24 | 0 | 35 | 473 | | 0 | 10 | | 0 |
| 8:45 AM | 0 | 7 | 75 | 0 | 0 | 0 | 302 | 51 | | | | | 0 | 22 | 0 | 28 | 485 | | 0 | 5 | | 0 |

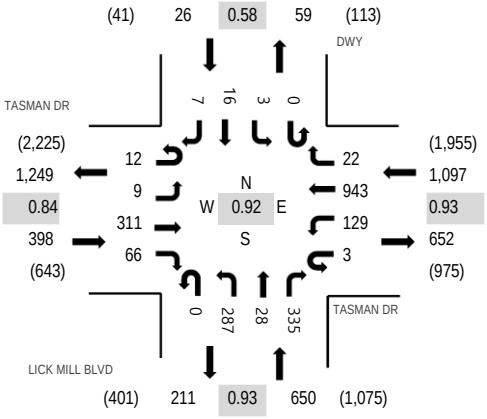
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 2 | 1 | 0 | 0 | 0 | 4 | 0 | | | | | 0 | 0 | 0 | 0 | 7 |
| Lights | 0 | 30 | 242 | 0 | 0 | 0 | 1,106 | 218 | | | | | 0 | 98 | 0 | 118 | 1,812 |
| Mediums | 0 | 2 | 12 | 0 | 0 | 0 | 27 | 7 | | | | | 0 | 1 | 0 | 6 | 55 |
| Total | 0 | 34 | 255 | 0 | 0 | 0 | 1,137 | 225 | | | | | 0 | 99 | 0 | 124 | 1,874 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

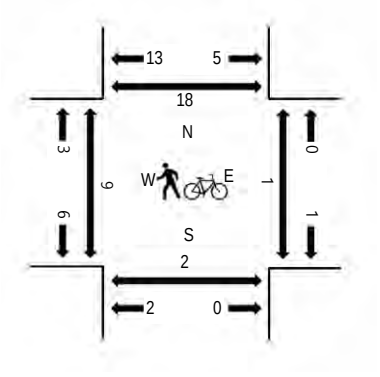
**Location:** 97 LICK MILL BLVD & TASMAN DR AM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | TASMAN DR Eastbound | | | | TASMAN DR Westbound | | | | LICK MILL BLVD Northbound | | | | DWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 2 | 0 | 23 | 11 | 1 | 24 | 118 | 3 | 0 | 50 | 4 | 17 | 0 | 0 | 1 | 0 | 254 | 1,543 | 2 | 0 | 2 | 2 |
| 7:15 AM | 4 | 0 | 26 | 13 | 0 | 26 | 161 | 3 | 0 | 50 | 10 | 34 | 0 | 0 | 1 | 1 | 329 | 1,843 | 0 | 2 | 2 | 3 |
| 7:30 AM | 3 | 0 | 63 | 27 | 0 | 32 | 237 | 5 | 0 | 72 | 5 | 34 | 0 | 0 | 1 | 0 | 479 | 2,003 | 5 | 0 | 4 | 4 |
| 7:45 AM | 3 | 1 | 57 | 12 | 0 | 31 | 201 | 16 | 0 | 74 | 7 | 68 | 0 | 0 | 11 | 0 | 481 | 2,062 | 5 | 0 | 0 | 6 |
| 8:00 AM | 4 | 1 | 66 | 17 | 0 | 46 | 241 | 5 | 0 | 66 | 2 | 91 | 0 | 0 | 13 | 2 | 554 | 2,171 | 5 | 1 | 2 | 4 |
| 8:15 AM | 0 | 4 | 78 | 6 | 2 | 23 | 209 | 8 | 0 | 74 | 6 | 74 | 0 | 1 | 0 | 4 | 489 | | 1 | 0 | 0 | 0 |
| 8:30 AM | 3 | 1 | 79 | 20 | 1 | 25 | 239 | 4 | 0 | 79 | 8 | 75 | 0 | 2 | 2 | 0 | 538 | | 0 | 0 | 0 | 10 |
| 8:45 AM | 5 | 3 | 88 | 23 | 0 | 35 | 254 | 5 | 0 | 68 | 12 | 95 | 0 | 0 | 1 | 1 | 590 | | 0 | 0 | 0 | 1 |

## Peak Rolling Hour Flow Rates

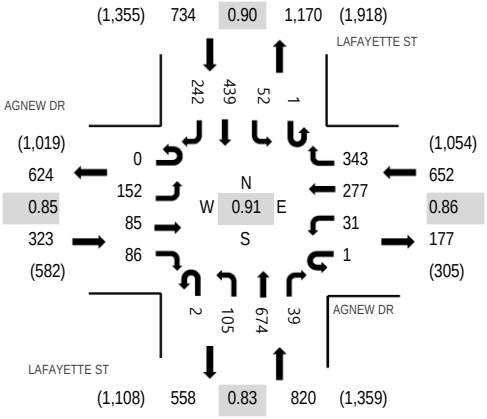
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| Lights | 12 | 9 | 299 | 65 | 3 | 128 | 908 | 22 | 0 | 279 | 28 | 333 | 0 | 3 | 16 | 7 | 2,112 |
| Mediums | 0 | 0 | 11 | 1 | 0 | 1 | 29 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 51 |
| Total | 12 | 9 | 311 | 66 | 3 | 129 | 943 | 22 | 0 | 287 | 28 | 335 | 0 | 3 | 16 | 7 | 2,171 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

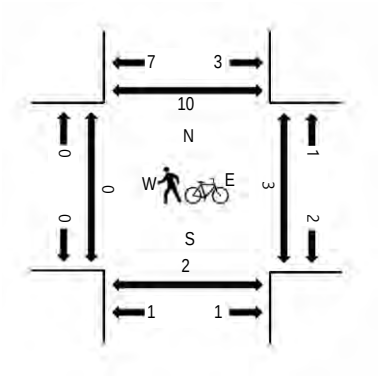
**Location:** 82 LAFAYETTE ST & AGNEW DR AM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | AGNEW DR Eastbound | | | | AGNEW DR Westbound | | | | LAFAYETTE ST Northbound | | | | LAFAYETTE ST Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 14 | 21 | 11 | 2 | 5 | 25 | 26 | 0 | 6 | 73 | 8 | 0 | 6 | 96 | 24 | 317 | 1,821 | 0 | 0 | 1 | 0 |
| 7:15 AM | 0 | 25 | 11 | 21 | 1 | 8 | 46 | 43 | 0 | 12 | 108 | 6 | 0 | 5 | 83 | 37 | 406 | 2,150 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 25 | 12 | 30 | 0 | 13 | 49 | 47 | 0 | 15 | 138 | 8 | 0 | 5 | 112 | 43 | 497 | 2,365 | 0 | 2 | 0 | 0 |
| 7:45 AM | 0 | 40 | 20 | 29 | 3 | 14 | 56 | 64 | 0 | 14 | 145 | 6 | 0 | 14 | 128 | 68 | 601 | 2,437 | 0 | 0 | 1 | 0 |
| 8:00 AM | 0 | 55 | 17 | 24 | 0 | 9 | 65 | 115 | 0 | 15 | 151 | 5 | 0 | 18 | 109 | 63 | 646 | 2,529 | 0 | 0 | 1 | 2 |
| 8:15 AM | 0 | 28 | 21 | 19 | 0 | 5 | 67 | 71 | 0 | 18 | 167 | 11 | 0 | 15 | 129 | 70 | 621 | | 0 | 0 | 0 | 3 |
| 8:30 AM | 0 | 28 | 25 | 20 | 1 | 5 | 53 | 80 | 1 | 33 | 163 | 8 | 1 | 10 | 85 | 56 | 569 | | 0 | 2 | 1 | 4 |
| 8:45 AM | 0 | 41 | 22 | 23 | 0 | 12 | 92 | 77 | 1 | 39 | 193 | 15 | 0 | 9 | 116 | 53 | 693 | | 0 | 1 | 0 | 1 |

## Peak Rolling Hour Flow Rates

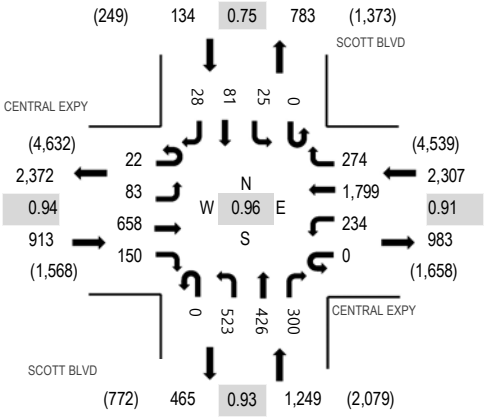
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 1 | 10 |
| Lights | 0 | 151 | 84 | 83 | 1 | 30 | 276 | 342 | 2 | 104 | 655 | 39 | 1 | 50 | 425 | 234 | 2,477 |
| Mediums | 0 | 1 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 13 | 0 | 0 | 2 | 11 | 7 | 42 |
| Total | 0 | 152 | 85 | 86 | 1 | 31 | 277 | 343 | 2 | 105 | 674 | 39 | 1 | 52 | 439 | 242 | 2,529 |

All Traffic Data Services Inc.

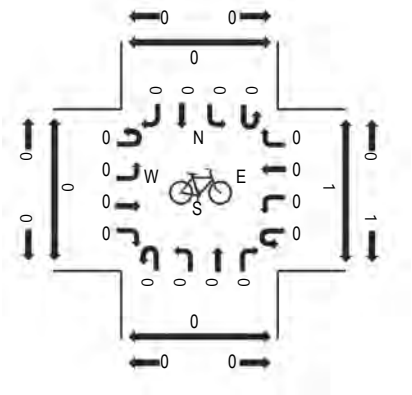
(303) 216-2439
www.alltrafficdata.net

**Location:** 20 SCOTT BLVD & CENTRAL EXPY AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:30 AM - 08:45 AM

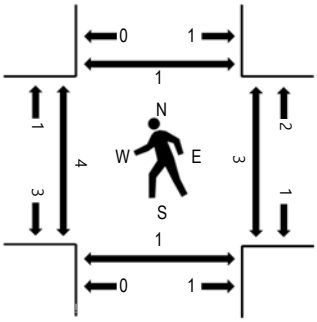
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | CENTRAL EXPY Eastbound | | | | CENTRAL EXPY Westbound | | | | SCOTT BLVD Northbound | | | | SCOTT BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 2 | 11 | 78 | 13 | 0 | 28 | 437 | 40 | 0 | 99 | 48 | 30 | 0 | 5 | 13 | 6 | 810 | 3,832 | 0 | 0 | 1 | 0 |
| 7:15 AM | 1 | 17 | 102 | 24 | 0 | 25 | 526 | 44 | 0 | 89 | 57 | 39 | 0 | 2 | 13 | 8 | 947 | 4,139 | 0 | 0 | 0 | 0 |
| 7:30 AM | 2 | 19 | 117 | 23 | 0 | 40 | 489 | 56 | 0 | 79 | 84 | 60 | 0 | 8 | 26 | 4 | 1,007 | 4,324 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 39 | 156 | 50 | 0 | 37 | 428 | 82 | 0 | 79 | 93 | 73 | 0 | 5 | 15 | 10 | 1,068 | 4,514 | 0 | 0 | 0 | 0 |
| 8:00 AM | 6 | 20 | 153 | 39 | 0 | 57 | 462 | 47 | 0 | 135 | 84 | 65 | 0 | 7 | 32 | 10 | 1,117 | 4,603 | 2 | 0 | 0 | 0 |
| 8:15 AM | 5 | 19 | 159 | 42 | 0 | 54 | 437 | 62 | 0 | 147 | 120 | 57 | 0 | 11 | 13 | 6 | 1,132 | | 0 | 2 | 1 | 0 |
| 8:30 AM | 5 | 19 | 182 | 31 | 0 | 68 | 475 | 88 | 0 | 110 | 104 | 92 | 0 | 4 | 15 | 4 | 1,197 | | 2 | 0 | 0 | 0 |
| 8:45 AM | 6 | 25 | 164 | 38 | 0 | 55 | 425 | 77 | 0 | 131 | 118 | 86 | 0 | 3 | 21 | 8 | 1,157 | | 0 | 1 | 0 | 1 |

## Peak Rolling Hour Flow Rates

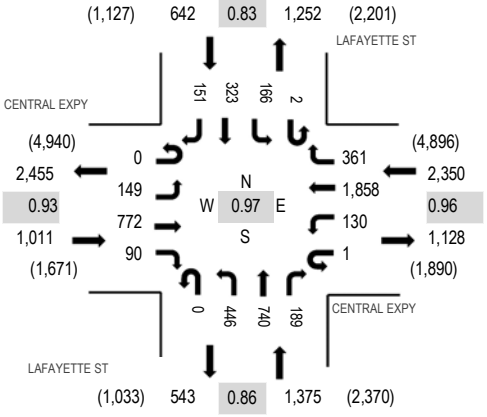
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 11 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 22 | 79 | 637 | 143 | 0 | 232 | 1,771 | 270 | 0 | 512 | 416 | 290 | 0 | 23 | 73 | 24 | 4,492 |
| Mediums | 0 | 3 | 19 | 7 | 0 | 2 | 25 | 4 | 0 | 9 | 9 | 9 | 0 | 2 | 7 | 4 | 100 |
| Total | 22 | 83 | 658 | 150 | 0 | 234 | 1,799 | 274 | 0 | 523 | 426 | 300 | 0 | 25 | 81 | 28 | 4,603 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

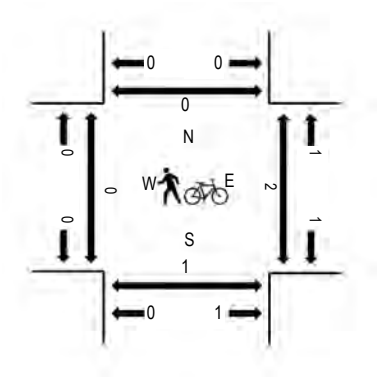
**Location:** 3 LAFAYETTE ST & CENTRAL EXPY AM
**Date:** Tuesday, April 9, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | CENTRAL EXPY Eastbound | | | | CENTRAL EXPY Westbound | | | | LAFAYETTE ST Northbound | | | | LAFAYETTE ST Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 21 | 82 | 13 | 0 | 47 | 498 | 90 | 0 | 73 | 84 | 33 | 0 | 26 | 45 | 32 | 1,044 | 4,686 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 31 | 89 | 12 | 0 | 40 | 495 | 74 | 0 | 86 | 88 | 32 | 0 | 30 | 48 | 32 | 1,057 | 4,923 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 31 | 137 | 21 | 1 | 50 | 502 | 85 | 0 | 90 | 162 | 45 | 0 | 37 | 57 | 20 | 1,238 | 5,256 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 26 | 176 | 21 | 0 | 42 | 533 | 89 | 0 | 90 | 168 | 44 | 0 | 30 | 94 | 34 | 1,347 | 5,346 | 0 | 1 | 0 | 0 |
| 8:00 AM | 0 | 34 | 152 | 21 | 1 | 40 | 422 | 86 | 0 | 122 | 174 | 36 | 0 | 40 | 116 | 37 | 1,281 | 5,378 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 40 | 209 | 24 | 0 | 26 | 505 | 74 | 0 | 116 | 182 | 48 | 1 | 45 | 75 | 45 | 1,390 | | 0 | 1 | 1 | 0 |
| 8:30 AM | 0 | 38 | 206 | 17 | 0 | 36 | 495 | 115 | 0 | 82 | 166 | 50 | 1 | 43 | 53 | 26 | 1,328 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 37 | 205 | 28 | 0 | 28 | 436 | 86 | 0 | 126 | 218 | 55 | 0 | 38 | 79 | 43 | 1,379 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

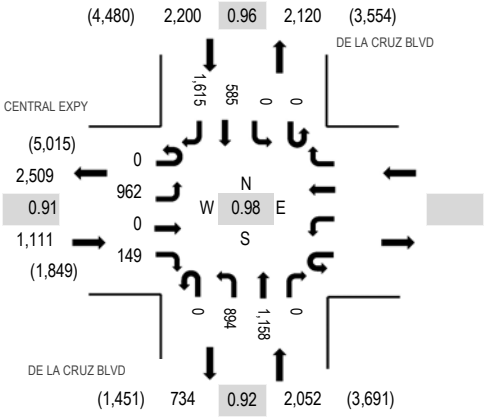
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 1 | 4 | 1 | 0 | 3 | 4 | 3 | 0 | 0 | 2 | 8 | 0 | 1 | 5 | 6 | 38 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 142 | 760 | 84 | 1 | 117 | 1,827 | 336 | 0 | 440 | 722 | 160 | 2 | 145 | 309 | 135 | 5,180 |
| Mediums | 0 | 6 | 8 | 5 | 0 | 10 | 27 | 22 | 0 | 6 | 16 | 21 | 0 | 20 | 9 | 10 | 160 |
| Total | 0 | 149 | 772 | 90 | 1 | 130 | 1,858 | 361 | 0 | 446 | 740 | 189 | 2 | 166 | 323 | 151 | 5,378 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

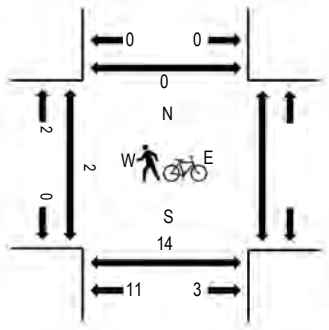
**Location:** 4 DE LA CRUZ BLVD & CENTRAL EXPY AM
**Date:** Tuesday, April 9, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:30 AM - 08:45 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | CENTRAL EXPY Eastbound U-Turn | Eastbound Left | Eastbound Thru | Eastbound Right | Westbound U-Turn | Westbound Left | Westbound Thru | Westbound Right | DE LA CRUZ BLVD Northbound U-Turn | Northbound Left | Northbound Thru | Northbound Right | DE LA CRUZ BLVD Southbound U-Turn | Southbound Left | Southbound Thru | Southbound Right | Total | Rolling Hour | Pedestrian Crossings West | East | South | North |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 0 | 132 | 0 | 16 | | | | | 1 | 200 | 155 | 0 | 0 | 0 | 146 | 425 | 1,075 | 4,657 | 0 | | 0 | 0 |
| 7:15 AM | 0 | 126 | 0 | 31 | | | | | 1 | 236 | 177 | 0 | 0 | 0 | 126 | 417 | 1,114 | 4,889 | 0 | | 0 | 0 |
| 7:30 AM | 0 | 182 | 0 | 26 | | | | | 0 | 206 | 209 | 0 | 0 | 0 | 153 | 412 | 1,188 | 5,103 | 0 | | 0 | 0 |
| 7:45 AM | 0 | 195 | 0 | 30 | | | | | 0 | 196 | 258 | 0 | 0 | 0 | 187 | 414 | 1,280 | 5,283 | 0 | | 1 | 0 |
| 8:00 AM | 0 | 209 | 0 | 44 | | | | | 0 | 224 | 265 | 0 | 0 | 0 | 157 | 408 | 1,307 | 5,363 | 0 | | 0 | 0 |
| 8:15 AM | 0 | 232 | 0 | 39 | | | | | 0 | 223 | 250 | 0 | 0 | 0 | 175 | 409 | 1,328 | | 0 | | 0 | 0 |
| 8:30 AM | 0 | 273 | 0 | 32 | | | | | 0 | 216 | 315 | 0 | 0 | 0 | 125 | 407 | 1,368 | | 0 | | 0 | 0 |
| 8:45 AM | 0 | 248 | 0 | 34 | | | | | 0 | 231 | 328 | 0 | 0 | 0 | 128 | 391 | 1,360 | | 0 | | 1 | 0 |

## Peak Rolling Hour Flow Rates

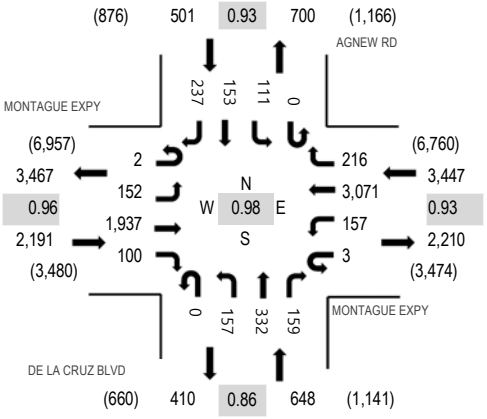
| Vehicle Type | Eastbound U-Turn | Eastbound Left | Eastbound Thru | Eastbound Right | Westbound U-Turn | Westbound Left | Westbound Thru | Westbound Right | Northbound U-Turn | Northbound Left | Northbound Thru | Northbound Right | Southbound U-Turn | Southbound Left | Southbound Thru | Southbound Right | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Articulated Trucks | 0 | 11 | 0 | 2 | | | | | 0 | 2 | 19 | 0 | 0 | 0 | 14 | 12 | 60 |
| Bicycles on Road | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 905 | 0 | 139 | | | | | 0 | 883 | 1,091 | 0 | 0 | 0 | 550 | 1,554 | 5,122 |
| Mediums | 0 | 46 | 0 | 8 | | | | | 0 | 9 | 48 | 0 | 0 | 0 | 21 | 49 | 181 |
| Total | 0 | 962 | 0 | 149 | | | | | 0 | 894 | 1,158 | 0 | 0 | 0 | 585 | 1,615 | 5,363 |

All Traffic Data Services Inc.

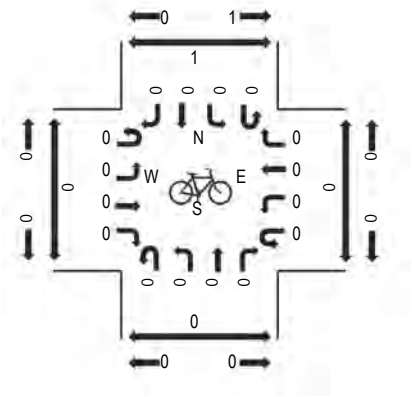
(303) 216-2439
www.alltrafficdata.net

**Location:** 27 DE LA CRUZ BLVD & MONTAGUE EXPY AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

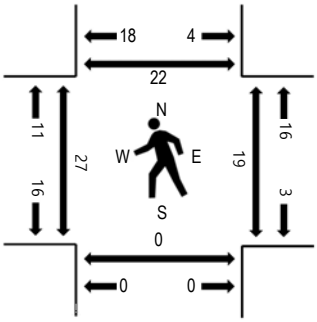
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | MONTAGUE EXPY Eastbound | | | | MONTAGUE EXPY Westbound | | | | DE LA CRUZ BLVD Northbound | | | | AGNEW RD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 1 | 15 | 187 | 26 | 1 | 25 | 714 | 35 | 0 | 44 | 49 | 14 | 0 | 15 | 9 | 65 | 1,200 | 5,470 | 0 | 2 | 0 | 3 |
| 7:15 AM | 2 | 28 | 242 | 29 | 0 | 25 | 690 | 34 | 0 | 39 | 39 | 20 | 0 | 11 | 5 | 51 | 1,215 | 5,949 | 1 | 1 | 0 | 1 |
| 7:30 AM | 0 | 32 | 320 | 12 | 0 | 28 | 783 | 32 | 0 | 43 | 55 | 33 | 0 | 18 | 12 | 75 | 1,443 | 6,391 | 3 | 1 | 0 | 0 |
| 7:45 AM | 0 | 27 | 341 | 27 | 0 | 33 | 868 | 45 | 0 | 49 | 75 | 33 | 0 | 29 | 19 | 66 | 1,612 | 6,670 | 2 | 4 | 1 | 4 |
| 8:00 AM | 1 | 43 | 461 | 25 | 0 | 40 | 827 | 44 | 0 | 32 | 62 | 30 | 0 | 22 | 33 | 59 | 1,679 | 6,787 | 4 | 2 | 0 | 12 |
| 8:15 AM | 1 | 39 | 470 | 22 | 3 | 53 | 699 | 59 | 0 | 41 | 84 | 51 | 0 | 25 | 50 | 60 | 1,657 | | 12 | 5 | 0 | 7 |
| 8:30 AM | 0 | 30 | 502 | 29 | 0 | 34 | 762 | 51 | 0 | 41 | 97 | 50 | 0 | 30 | 31 | 65 | 1,722 | | 7 | 9 | 0 | 3 |
| 8:45 AM | 0 | 40 | 504 | 24 | 0 | 30 | 783 | 62 | 0 | 43 | 89 | 28 | 0 | 34 | 39 | 53 | 1,729 | | 4 | 3 | 0 | 0 |

## Peak Rolling Hour Flow Rates

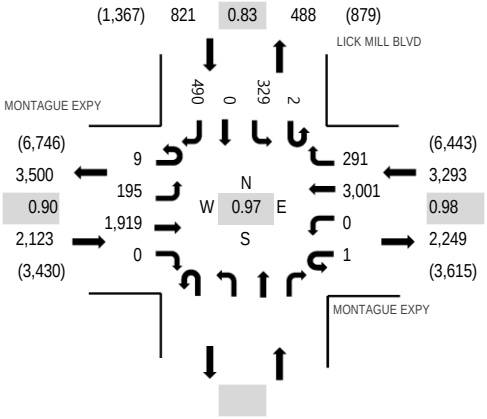
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 1 | 11 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 29 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 1 | 148 | 1,893 | 96 | 3 | 149 | 3,005 | 215 | 0 | 153 | 328 | 152 | 0 | 109 | 151 | 232 | 6,635 |
| Mediums | 1 | 3 | 33 | 3 | 0 | 8 | 53 | 1 | 0 | 4 | 4 | 6 | 0 | 1 | 2 | 4 | 123 |
| Total | 2 | 152 | 1,937 | 100 | 3 | 157 | 3,071 | 216 | 0 | 157 | 332 | 159 | 0 | 111 | 153 | 237 | 6,787 |

All Traffic Data Services Inc.

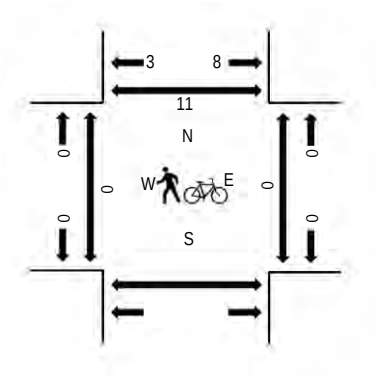
(303) 216-2439
www.alltrafficdata.net

**Location:** 98 LICK MILL BLVD & MONTAGUE EXPY AM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:30 AM - 08:45 AM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | MONTAGUE EXPY Eastbound | | | | MONTAGUE EXPY Westbound | | | | Northbound | | | | LICK MILL BLVD Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 9 | 216 | 0 | 1 | 0 | 670 | 59 | | | | | 0 | 31 | 0 | 82 | 1,068 | 5,003 | 0 | 0 | | 2 |
| 7:15 AM | 3 | 37 | 274 | 0 | 0 | 0 | 649 | 67 | | | | | 0 | 44 | 0 | 74 | 1,148 | 5,450 | 0 | 0 | | 3 |
| 7:30 AM | 1 | 39 | 304 | 0 | 0 | 0 | 770 | 74 | | | | | 0 | 65 | 0 | 92 | 1,345 | 5,871 | 0 | 0 | | 5 |
| 7:45 AM | 1 | 39 | 384 | 0 | 0 | 0 | 793 | 67 | | | | | 0 | 47 | 0 | 111 | 1,442 | 6,137 | 0 | 0 | | 1 |
| 8:00 AM | 2 | 50 | 370 | 0 | 0 | 0 | 779 | 68 | | | | | 1 | 85 | 0 | 160 | 1,515 | 6,237 | 0 | 0 | | 5 |
| 8:15 AM | 1 | 46 | 511 | 0 | 1 | 0 | 734 | 68 | | | | | 0 | 85 | 0 | 123 | 1,569 | | 0 | 0 | | 3 |
| 8:30 AM | 2 | 50 | 538 | 0 | 0 | 0 | 780 | 76 | | | | | 0 | 54 | 0 | 111 | 1,611 | | 0 | 0 | | 0 |
| 8:45 AM | 4 | 49 | 500 | 0 | 0 | 0 | 708 | 79 | | | | | 1 | 105 | 0 | 96 | 1,542 | | 0 | 0 | | 2 |

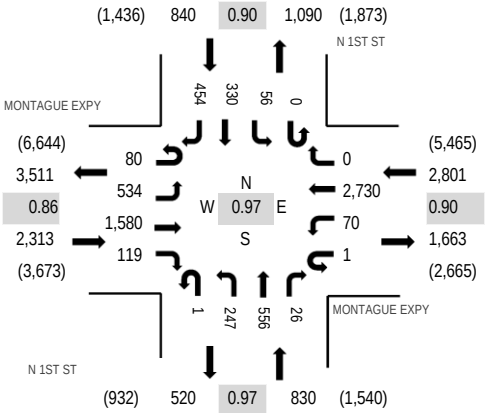
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 12 | 0 | 0 | 0 | 17 | 0 | | | | | 0 | 0 | 0 | 0 | 29 |
| Lights | 9 | 192 | 1,882 | 0 | 1 | 0 | 2,927 | 284 | | | | | 2 | 327 | 0 | 488 | 6,112 |
| Mediums | 0 | 3 | 25 | 0 | 0 | 0 | 57 | 7 | | | | | 0 | 2 | 0 | 2 | 96 |
| Total | 9 | 195 | 1,919 | 0 | 1 | 0 | 3,001 | 291 | | | | | 2 | 329 | 0 | 490 | 6,237 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

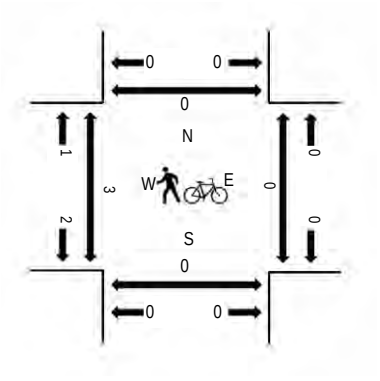
**Location:** 103 N 1ST ST & MONTAGUE EXPY AM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MONTAGUE EXPY Eastbound | | | | MONTAGUE EXPY Westbound | | | | N 1ST ST Northbound | | | | N 1ST ST Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 1 | 37 | 161 | 29 | 0 | 17 | 616 | 0 | 1 | 42 | 90 | 5 | 0 | 5 | 42 | 74 | 1,120 | 5,330 | 1 | 0 | 0 | 0 |
| 7:15 AM | 6 | 81 | 211 | 19 | 0 | 15 | 584 | 0 | 0 | 43 | 129 | 7 | 0 | 6 | 54 | 57 | 1,212 | 5,835 | 0 | 0 | 0 | 0 |
| 7:30 AM | 9 | 73 | 237 | 18 | 0 | 11 | 779 | 0 | 0 | 55 | 109 | 5 | 0 | 11 | 64 | 80 | 1,451 | 6,321 | 0 | 2 | 0 | 0 |
| 7:45 AM | 12 | 106 | 329 | 31 | 0 | 20 | 622 | 0 | 0 | 59 | 158 | 7 | 0 | 18 | 91 | 94 | 1,547 | 6,590 | 0 | 0 | 0 | 0 |
| 8:00 AM | 9 | 100 | 294 | 27 | 0 | 14 | 753 | 0 | 0 | 56 | 154 | 5 | 0 | 7 | 95 | 111 | 1,625 | 6,784 | 0 | 0 | 0 | 0 |
| 8:15 AM | 21 | 158 | 421 | 34 | 0 | 19 | 621 | 0 | 0 | 76 | 131 | 11 | 0 | 17 | 64 | 125 | 1,698 | | 2 | 0 | 0 | 0 |
| 8:30 AM | 23 | 121 | 404 | 25 | 1 | 10 | 684 | 0 | 0 | 64 | 142 | 5 | 0 | 19 | 100 | 122 | 1,720 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 27 | 155 | 461 | 33 | 0 | 27 | 672 | 0 | 1 | 51 | 129 | 5 | 0 | 13 | 71 | 96 | 1,741 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

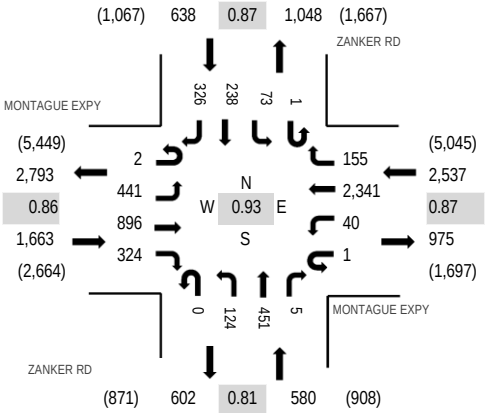
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 16 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 37 |
| Lights | 80 | 531 | 1,541 | 119 | 1 | 70 | 2,666 | 0 | 1 | 243 | 546 | 26 | 0 | 55 | 317 | 445 | 6,641 |
| Mediums | 0 | 3 | 23 | 0 | 0 | 0 | 46 | 0 | 0 | 4 | 10 | 0 | 0 | 1 | 12 | 7 | 106 |
| Total | 80 | 534 | 1,580 | 119 | 1 | 70 | 2,730 | 0 | 1 | 247 | 556 | 26 | 0 | 56 | 330 | 454 | 6,784 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

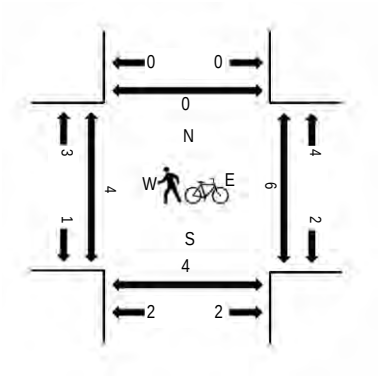
**Location:** 105 ZANKER RD & MONTAGUE EXPY AM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MONTAGUE EXPY Eastbound | | | | MONTAGUE EXPY Westbound | | | | ZANKER RD Northbound | | | | ZANKER RD Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 22 | 131 | 14 | 0 | 8 | 554 | 26 | 0 | 15 | 35 | 1 | 0 | 8 | 26 | 57 | 897 | 4,266 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 53 | 140 | 30 | 0 | 4 | 536 | 38 | 0 | 20 | 58 | 1 | 0 | 10 | 22 | 40 | 952 | 4,626 | 0 | 0 | 1 | 0 |
| 7:30 AM | 0 | 70 | 157 | 26 | 0 | 6 | 716 | 33 | 0 | 8 | 74 | 5 | 0 | 16 | 31 | 66 | 1,208 | 4,986 | 0 | 2 | 0 | 0 |
| 7:45 AM | 0 | 87 | 223 | 48 | 0 | 8 | 540 | 39 | 0 | 24 | 84 | 3 | 0 | 27 | 46 | 80 | 1,209 | 5,177 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 54 | 188 | 61 | 1 | 8 | 680 | 29 | 0 | 19 | 87 | 3 | 0 | 17 | 47 | 63 | 1,257 | 5,418 | 0 | 2 | 1 | 0 |
| 8:15 AM | 0 | 101 | 257 | 90 | 0 | 10 | 527 | 44 | 0 | 34 | 104 | 0 | 0 | 15 | 52 | 78 | 1,312 | | 1 | 1 | 0 | 0 |
| 8:30 AM | 1 | 127 | 224 | 78 | 0 | 8 | 555 | 43 | 0 | 46 | 133 | 1 | 0 | 21 | 70 | 92 | 1,399 | | 0 | 1 | 1 | 0 |
| 8:45 AM | 1 | 159 | 227 | 95 | 0 | 14 | 579 | 39 | 0 | 25 | 127 | 1 | 1 | 20 | 69 | 93 | 1,450 | | 1 | 0 | 1 | 0 |

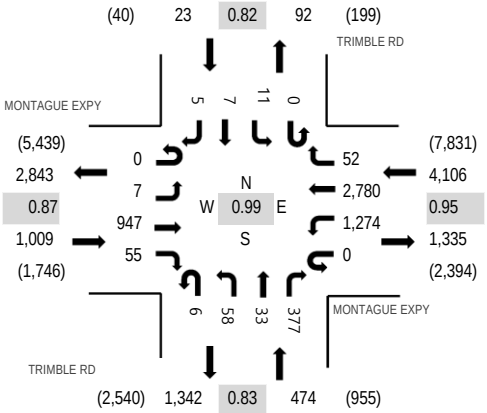
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 1 | 13 | 0 | 0 | 0 | 16 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 35 |
| Lights | 2 | 435 | 868 | 319 | 1 | 40 | 2,302 | 153 | 0 | 121 | 435 | 5 | 1 | 72 | 233 | 313 | 5,300 |
| Mediums | 0 | 5 | 15 | 5 | 0 | 0 | 23 | 2 | 0 | 2 | 14 | 0 | 0 | 1 | 5 | 11 | 83 |
| Total | 2 | 441 | 896 | 324 | 1 | 40 | 2,341 | 155 | 0 | 124 | 451 | 5 | 1 | 73 | 238 | 326 | 5,418 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

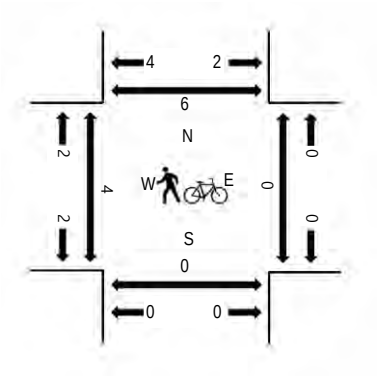
**Location:** 108 TRIMBLE RD & MONTAGUE EXPY AM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MONTAGUE EXPY Eastbound | | | | MONTAGUE EXPY Westbound | | | | TRIMBLE RD Northbound | | | | TRIMBLE RD Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 1 | 141 | 7 | 1 | 253 | 579 | 5 | 0 | 2 | 3 | 51 | 0 | 4 | 0 | 2 | 1,049 | 5,101 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 122 | 1 | 0 | 286 | 739 | 15 | 0 | 8 | 5 | 75 | 0 | 2 | 0 | 1 | 1,255 | 5,445 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 210 | 5 | 0 | 262 | 805 | 17 | 2 | 7 | 6 | 83 | 0 | 4 | 2 | 1 | 1,405 | 5,612 | 1 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 278 | 21 | 0 | 318 | 642 | 11 | 1 | 18 | 9 | 87 | 0 | 3 | 2 | 1 | 1,392 | 5,542 | 3 | 0 | 0 | 0 |
| 8:00 AM | 0 | 5 | 227 | 14 | 0 | 366 | 635 | 11 | 1 | 18 | 10 | 99 | 0 | 2 | 2 | 3 | 1,393 | 5,471 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 232 | 15 | 0 | 328 | 698 | 13 | 2 | 15 | 8 | 108 | 0 | 2 | 1 | 0 | 1,422 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 6 | 222 | 17 | 1 | 289 | 627 | 13 | 6 | 23 | 23 | 104 | 0 | 2 | 0 | 2 | 1,335 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 1 | 2 | 205 | 11 | 0 | 322 | 586 | 9 | 5 | 26 | 24 | 126 | 0 | 3 | 1 | 0 | 1,321 | | 3 | 0 | 0 | 1 |

## Peak Rolling Hour Flow Rates

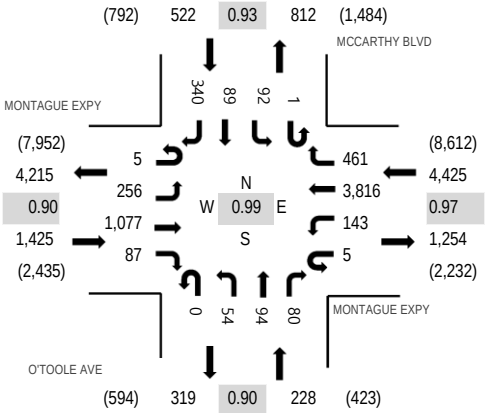
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 19 | 0 | 0 | 21 | 18 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 92 |
| Lights | 0 | 7 | 913 | 52 | 0 | 1,227 | 2,714 | 52 | 5 | 57 | 33 | 322 | 0 | 11 | 6 | 5 | 5,404 |
| Mediums | 0 | 0 | 15 | 3 | 0 | 26 | 48 | 0 | 1 | 1 | 0 | 21 | 0 | 0 | 1 | 0 | 116 |
| Total | 0 | 7 | 947 | 55 | 0 | 1,274 | 2,780 | 52 | 6 | 58 | 33 | 377 | 0 | 11 | 7 | 5 | 5,612 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

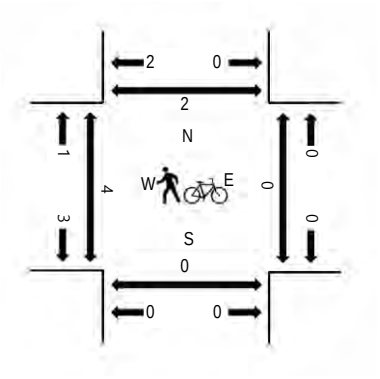
**Location:** 109 O'TOOLE AVE & MONTAGUE EXPY AM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MONTAGUE EXPY Eastbound | | | | MONTAGUE EXPY Westbound | | | | O'TOOLE AVE Northbound | | | | MCCARTHY BLVD Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 26 | 180 | 4 | 0 | 56 | 757 | 109 | 0 | 13 | 14 | 28 | 0 | 17 | 10 | 23 | 1,237 | 5,662 | 1 | 0 | 0 | 1 |
| 7:15 AM | 0 | 24 | 180 | 6 | 0 | 29 | 931 | 126 | 1 | 12 | 15 | 22 | 0 | 12 | 15 | 26 | 1,399 | 6,027 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 34 | 222 | 10 | 0 | 36 | 984 | 115 | 0 | 6 | 14 | 19 | 0 | 10 | 15 | 36 | 1,502 | 6,301 | 2 | 0 | 0 | 0 |
| 7:45 AM | 1 | 59 | 245 | 18 | 0 | 47 | 872 | 125 | 0 | 12 | 11 | 28 | 0 | 15 | 28 | 63 | 1,524 | 6,462 | 1 | 0 | 0 | 0 |
| 8:00 AM | 0 | 46 | 225 | 23 | 0 | 45 | 944 | 135 | 0 | 16 | 26 | 20 | 0 | 22 | 25 | 75 | 1,602 | 6,600 | 1 | 0 | 0 | 0 |
| 8:15 AM | 1 | 61 | 266 | 30 | 1 | 28 | 1,001 | 111 | 0 | 14 | 21 | 11 | 1 | 19 | 18 | 90 | 1,673 | | 1 | 0 | 0 | 1 |
| 8:30 AM | 2 | 75 | 304 | 16 | 2 | 34 | 928 | 107 | 0 | 15 | 25 | 23 | 0 | 27 | 15 | 90 | 1,663 | | 1 | 0 | 0 | 1 |
| 8:45 AM | 2 | 74 | 282 | 18 | 2 | 36 | 943 | 108 | 0 | 9 | 22 | 26 | 0 | 24 | 31 | 85 | 1,662 | | 1 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

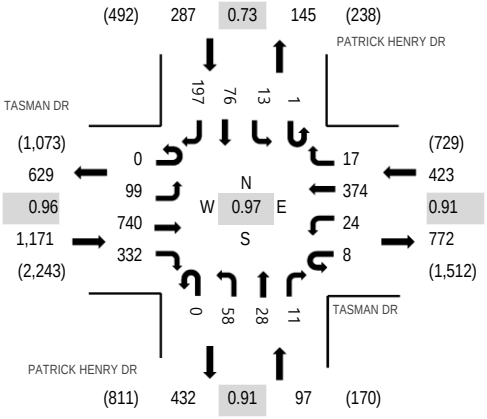
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 1 | 44 | 6 | 1 | 4 | 27 | 1 | 0 | 2 | 3 | 2 | 0 | 2 | 0 | 0 | 93 |
| Lights | 5 | 252 | 982 | 72 | 4 | 133 | 3,734 | 455 | 0 | 48 | 87 | 72 | 1 | 86 | 85 | 333 | 6,349 |
| Mediums | 0 | 3 | 51 | 9 | 0 | 6 | 55 | 5 | 0 | 4 | 4 | 6 | 0 | 4 | 4 | 7 | 158 |
| Total | 5 | 256 | 1,077 | 87 | 5 | 143 | 3,816 | 461 | 0 | 54 | 94 | 80 | 1 | 92 | 89 | 340 | 6,600 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

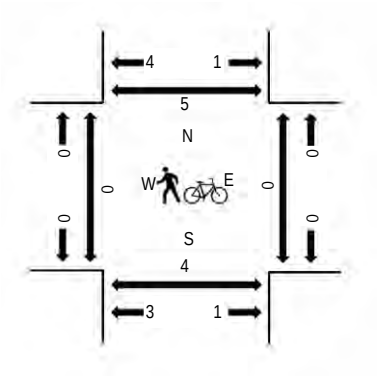
**Location:** 40 PATRICK HENRY DR & TASMAN DR PM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 04:45 PM - 05:45 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | TASMAN DR Eastbound | | | | TASMAN DR Westbound | | | | PATRICK HENRY DR Northbound | | | | PATRICK HENRY DR Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 14 | 214 | 61 | 3 | 4 | 60 | 1 | 0 | 12 | 1 | 1 | 0 | 4 | 21 | 27 | 423 | 1,704 | 1 | 0 | 0 | 0 |
| 4:15 PM | 0 | 12 | 189 | 60 | 0 | 3 | 69 | 3 | 0 | 12 | 2 | 6 | 0 | 5 | 8 | 26 | 395 | 1,791 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 18 | 177 | 78 | 0 | 6 | 59 | 1 | 0 | 9 | 6 | 3 | 0 | 4 | 22 | 34 | 417 | 1,905 | 0 | 4 | 0 | 4 |
| 4:45 PM | 0 | 23 | 230 | 52 | 4 | 7 | 75 | 4 | 0 | 16 | 1 | 3 | 1 | 4 | 13 | 36 | 469 | 1,978 | 0 | 0 | 1 | 2 |
| 5:00 PM | 0 | 18 | 201 | 78 | 3 | 7 | 102 | 6 | 0 | 16 | 9 | 2 | 0 | 3 | 18 | 47 | 510 | 1,930 | 0 | 0 | 1 | 1 |
| 5:15 PM | 0 | 22 | 158 | 99 | 1 | 4 | 98 | 5 | 0 | 14 | 9 | 1 | 0 | 4 | 30 | 64 | 509 | | 0 | 0 | 1 | 0 |
| 5:30 PM | 0 | 36 | 151 | 103 | 0 | 6 | 99 | 2 | 0 | 12 | 9 | 5 | 0 | 2 | 15 | 50 | 490 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 25 | 131 | 93 | 0 | 4 | 90 | 3 | 0 | 13 | 7 | 1 | 0 | 2 | 19 | 33 | 421 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

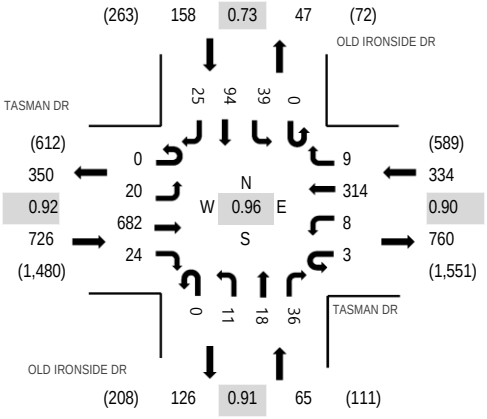
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Lights | 0 | 97 | 721 | 324 | 8 | 23 | 361 | 14 | 0 | 53 | 27 | 10 | 1 | 13 | 75 | 193 | 1,920 |
| Mediums | 0 | 2 | 19 | 8 | 0 | 1 | 13 | 3 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 4 | 57 |
| Total | 0 | 99 | 740 | 332 | 8 | 24 | 374 | 17 | 0 | 58 | 28 | 11 | 1 | 13 | 76 | 197 | 1,978 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

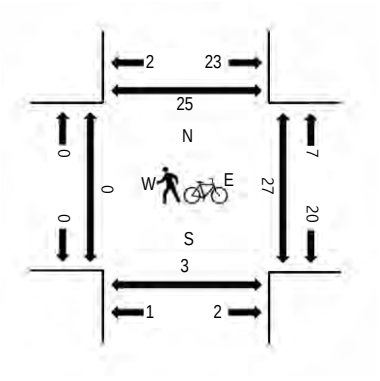
**Location:** 41 OLD IRONSIDE DR & TASMAN DR PM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 04:45 PM - 05:45 PM
**Peak 15-Minutes:** 04:45 PM - 05:00 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | TASMAN DR Eastbound | | | | TASMAN DR Westbound | | | | OLD IRONSIDE DR Northbound | | | | OLD IRONSIDE DR Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 3 | 3 | 200 | 3 | 2 | 1 | 46 | 3 | 0 | 1 | 2 | 7 | 0 | 9 | 16 | 6 | 302 | 1,233 | 0 | 15 | 2 | 16 |
| 4:15 PM | 0 | 2 | 211 | 5 | 0 | 0 | 58 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 15 | 4 | 305 | 1,251 | 4 | 10 | 0 | 6 |
| 4:30 PM | 0 | 0 | 183 | 7 | 1 | 3 | 54 | 3 | 0 | 2 | 2 | 8 | 0 | 12 | 14 | 2 | 291 | 1,270 | 0 | 19 | 8 | 9 |
| 4:45 PM | 0 | 3 | 220 | 7 | 0 | 0 | 64 | 1 | 0 | 0 | 0 | 4 | 0 | 10 | 20 | 6 | 335 | 1,283 | 0 | 14 | 1 | 12 |
| 5:00 PM | 0 | 4 | 157 | 6 | 0 | 1 | 75 | 1 | 0 | 5 | 6 | 11 | 0 | 13 | 33 | 8 | 320 | 1,210 | 0 | 3 | 0 | 4 |
| 5:15 PM | 0 | 5 | 162 | 3 | 1 | 3 | 88 | 2 | 0 | 2 | 6 | 13 | 0 | 9 | 28 | 2 | 324 | | 0 | 5 | 1 | 8 |
| 5:30 PM | 0 | 8 | 143 | 8 | 2 | 4 | 87 | 5 | 0 | 4 | 6 | 8 | 0 | 7 | 13 | 9 | 304 | | 0 | 5 | 1 | 1 |
| 5:45 PM | 0 | 4 | 129 | 4 | 3 | 2 | 75 | 2 | 0 | 1 | 2 | 16 | 0 | 4 | 12 | 8 | 262 | | 0 | 4 | 0 | 6 |

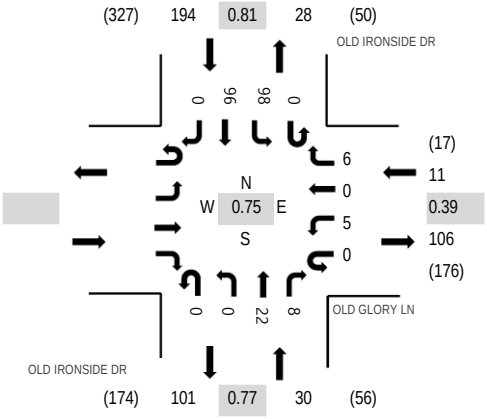
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Lights | 0 | 17 | 663 | 24 | 3 | 7 | 298 | 8 | 0 | 10 | 17 | 32 | 0 | 36 | 94 | 25 | 1,234 |
| Mediums | 0 | 3 | 18 | 0 | 0 | 1 | 16 | 1 | 0 | 1 | 1 | 4 | 0 | 3 | 0 | 0 | 48 |
| Total | 0 | 20 | 682 | 24 | 3 | 8 | 314 | 9 | 0 | 11 | 18 | 36 | 0 | 39 | 94 | 25 | 1,283 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

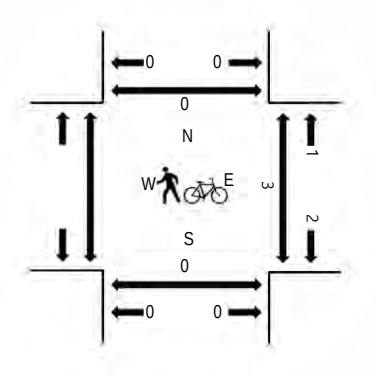
**Location:** 42 OLD IRONSIDE DR & OLD GLORY LN PM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | Eastbound U-Turn | Eastbound Left | Eastbound Thru | Eastbound Right | OLD GLORY LN Westbound U-Turn | Westbound Left | Westbound Thru | Westbound Right | OLD IRONSIDE DR Northbound U-Turn | Northbound Left | Northbound Thru | Northbound Right | OLD IRONSIDE DR Southbound U-Turn | Southbound Left | Southbound Thru | Southbound Right | Total | Rolling Hour | Pedestrain Crossings West | East | South | North |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | | | | | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 2 | 0 | 14 | 13 | 0 | 35 | 165 | | 2 | 0 | 0 |
| 4:15 PM | | | | | 0 | 1 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 14 | 16 | 0 | 37 | 208 | | 6 | 0 | 0 |
| 4:30 PM | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 16 | 19 | 0 | 46 | 210 | | 13 | 0 | 0 |
| 4:45 PM | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 18 | 23 | 0 | 47 | 232 | | 1 | 0 | 0 |
| 5:00 PM | | | | | 0 | 4 | 0 | 3 | 0 | 0 | 9 | 2 | 0 | 29 | 31 | 0 | 78 | 235 | | 1 | 0 | 0 |
| 5:15 PM | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 9 | 23 | 0 | 39 | | | 1 | 0 | 0 |
| 5:30 PM | | | | | 0 | 1 | 0 | 2 | 0 | 0 | 7 | 1 | 0 | 34 | 23 | 0 | 68 | | | 0 | 0 | 0 |
| 5:45 PM | | | | | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 26 | 19 | 0 | 50 | | | 1 | 0 | 0 |

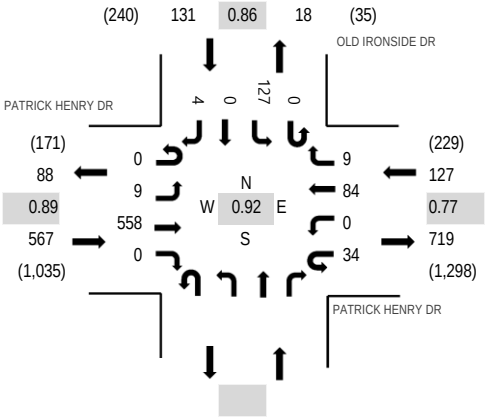
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound U-Turn | Eastbound Left | Eastbound Thru | Eastbound Right | Westbound U-Turn | Westbound Left | Westbound Thru | Westbound Right | Northbound U-Turn | Northbound Left | Northbound Thru | Northbound Right | Southbound U-Turn | Southbound Left | Southbound Thru | Southbound Right | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Articulated Trucks | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Lights | | | | | 0 | 5 | 0 | 5 | 0 | 0 | 19 | 8 | 0 | 97 | 94 | 0 | 228 |
| Mediums | | | | | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 6 |
| Total | | | | | 0 | 5 | 0 | 6 | 0 | 0 | 22 | 8 | 0 | 98 | 96 | 0 | 235 |

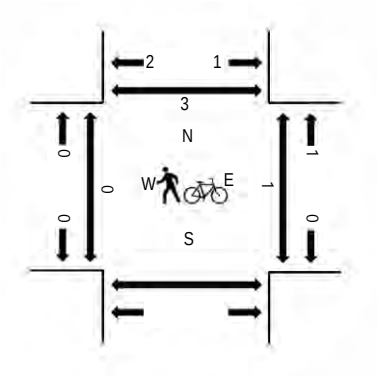
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** 43 OLD IRONSIDE DR & PATRICK HENRY DR PM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

## Peak Hour - All Vehicles




## Peak Hour - Pedestrians/Bicycles in Crosswalk




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | PATRICK HENRY DR Eastbound | | | | PATRICK HENRY DR Westbound | | | | Northbound | | | | OLD IRONSIDE DR Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 121 | 0 | 2 | 0 | 18 | 0 | | | | | 0 | 25 | 0 | 0 | 166 | 679 | 0 | 0 | | 0 |
| 4:15 PM | 0 | 3 | 92 | 0 | 2 | 0 | 19 | 4 | | | | | 0 | 19 | 0 | 4 | 143 | 725 | 0 | 4 | | 0 |
| 4:30 PM | 0 | 2 | 141 | 0 | 4 | 0 | 20 | 4 | | | | | 0 | 18 | 0 | 1 | 190 | 807 | 0 | 4 | | 0 |
| 4:45 PM | 0 | 1 | 108 | 0 | 6 | 0 | 20 | 3 | | | | | 0 | 41 | 0 | 1 | 180 | 814 | 0 | 0 | | 0 |
| 5:00 PM | 0 | 4 | 143 | 0 | 5 | 0 | 16 | 5 | | | | | 0 | 38 | 0 | 1 | 212 | 825 | 0 | 0 | | 2 |
| 5:15 PM | 0 | 1 | 159 | 0 | 9 | 0 | 23 | 1 | | | | | 0 | 30 | 0 | 2 | 225 | | 0 | 1 | | 1 |
| 5:30 PM | 0 | 3 | 135 | 0 | 6 | 0 | 21 | 0 | | | | | 0 | 31 | 0 | 1 | 197 | | 0 | 0 | | 0 |
| 5:45 PM | 0 | 1 | 121 | 0 | 14 | 0 | 24 | 3 | | | | | 0 | 28 | 0 | 0 | 191 | | 0 | 0 | | 0 |

## Peak Rolling Hour Flow Rates

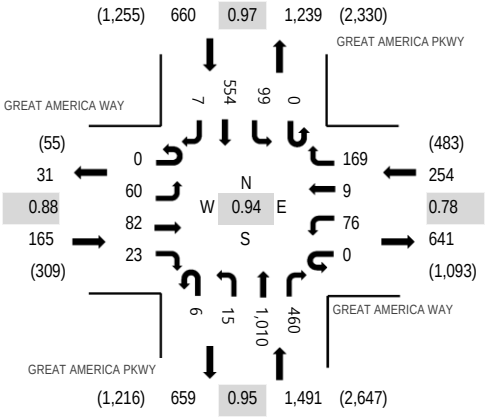
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 8 | 551 | 0 | 34 | 0 | 80 | 8 | | | | | 0 | 125 | 0 | 4 | 810 |
| Mediums | 0 | 1 | 7 | 0 | 0 | 0 | 4 | 1 | | | | | 0 | 2 | 0 | 0 | 15 |
| Total | 0 | 9 | 558 | 0 | 34 | 0 | 84 | 9 | | | | | 0 | 127 | 0 | 4 | 825 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

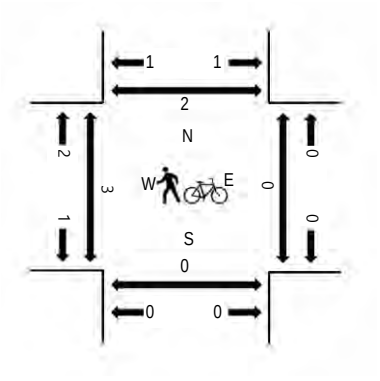
**Location:** 47 GREAT AMERICA PKWY & GREAT AMERICA WAY PM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | GREAT AMERICA WAY Eastbound | | | | GREAT AMERICA WAY Westbound | | | | GREAT AMERICA PKWY Northbound | | | | GREAT AMERICA PKWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 19 | 13 | 5 | 0 | 17 | 0 | 46 | 0 | 1 | 206 | 44 | 0 | 37 | 93 | 2 | 483 | 2,124 | 1 | 0 | 0 | 0 |
| 4:15 PM | 0 | 10 | 12 | 6 | 0 | 18 | 1 | 44 | 0 | 4 | 216 | 59 | 0 | 29 | 117 | 1 | 517 | 2,322 | 3 | 0 | 1 | 0 |
| 4:30 PM | 0 | 20 | 13 | 5 | 0 | 19 | 0 | 40 | 0 | 3 | 224 | 79 | 0 | 27 | 114 | 2 | 546 | 2,476 | 1 | 0 | 0 | 0 |
| 4:45 PM | 0 | 19 | 17 | 5 | 0 | 10 | 5 | 29 | 3 | 4 | 218 | 95 | 0 | 27 | 145 | 1 | 578 | 2,567 | 6 | 0 | 5 | 0 |
| 5:00 PM | 0 | 22 | 16 | 5 | 0 | 24 | 3 | 58 | 0 | 5 | 277 | 98 | 0 | 28 | 142 | 3 | 681 | 2,570 | 1 | 0 | 0 | 1 |
| 5:15 PM | 0 | 14 | 31 | 4 | 0 | 17 | 5 | 54 | 2 | 4 | 260 | 126 | 0 | 20 | 132 | 2 | 671 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 10 | 24 | 5 | 0 | 16 | 1 | 35 | 2 | 2 | 258 | 113 | 0 | 27 | 142 | 2 | 637 | | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 14 | 11 | 9 | 0 | 19 | 0 | 22 | 2 | 4 | 215 | 123 | 0 | 24 | 138 | 0 | 581 | | 1 | 0 | 0 | 0 |

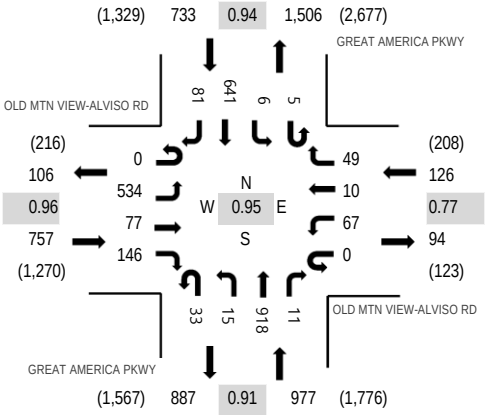
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 7 |
| Lights | 0 | 60 | 82 | 23 | 0 | 75 | 9 | 167 | 6 | 15 | 994 | 452 | 0 | 97 | 541 | 7 | 2,528 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 13 | 8 | 0 | 2 | 9 | 0 | 35 |
| Total | 0 | 60 | 82 | 23 | 0 | 76 | 9 | 169 | 6 | 15 | 1,010 | 460 | 0 | 99 | 554 | 7 | 2,570 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

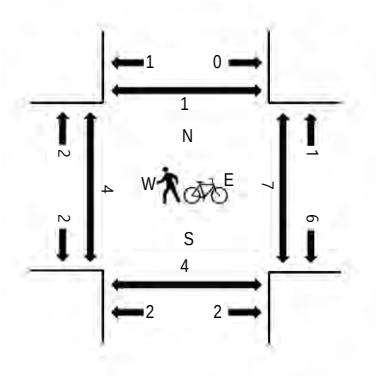
**Location:** 48 GREAT AMERICA PKWY & OLD MTN VIEW-ALVISO RD PM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | OLD MTN VIEW-ALVISO RD Eastbound | | | | OLD MTN VIEW-ALVISO RD Westbound | | | | GREAT AMERICA PKWY Northbound | | | | GREAT AMERICA PKWY Southbound | | | | | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 81 | 0 | 25 | 0 | 13 | 1 | 6 | 3 | 9 | 170 | 3 | 1 | 1 | 95 | 20 | 428 | 1,990 | 2 | 0 | 0 | 2 |
| 4:15 PM | 0 | 89 | 2 | 25 | 0 | 15 | 0 | 6 | 10 | 4 | 170 | 4 | 1 | 0 | 118 | 28 | 472 | 2,204 | 3 | 3 | 2 | 4 |
| 4:30 PM | 0 | 105 | 3 | 27 | 0 | 17 | 0 | 4 | 5 | 2 | 203 | 5 | 1 | 2 | 144 | 11 | 529 | 2,413 | 0 | 3 | 2 | 0 |
| 4:45 PM | 0 | 126 | 6 | 24 | 0 | 11 | 1 | 8 | 5 | 7 | 197 | 2 | 3 | 1 | 143 | 27 | 561 | 2,529 | 1 | 1 | 2 | 0 |
| 5:00 PM | 0 | 136 | 14 | 48 | 0 | 24 | 2 | 15 | 10 | 2 | 219 | 1 | 1 | 0 | 153 | 17 | 642 | 2,593 | 2 | 2 | 0 | 0 |
| 5:15 PM | 0 | 135 | 21 | 33 | 0 | 10 | 4 | 15 | 10 | 4 | 253 | 1 | 2 | 4 | 166 | 23 | 681 | | 1 | 4 | 1 | 1 |
| 5:30 PM | 0 | 146 | 16 | 36 | 0 | 17 | 2 | 7 | 8 | 4 | 221 | 4 | 2 | 1 | 166 | 15 | 645 | | 0 | 0 | 1 | 0 |
| 5:45 PM | 0 | 117 | 26 | 29 | 0 | 16 | 2 | 12 | 5 | 5 | 225 | 5 | 0 | 1 | 156 | 26 | 625 | | 1 | 1 | 2 | 0 |

## Peak Rolling Hour Flow Rates

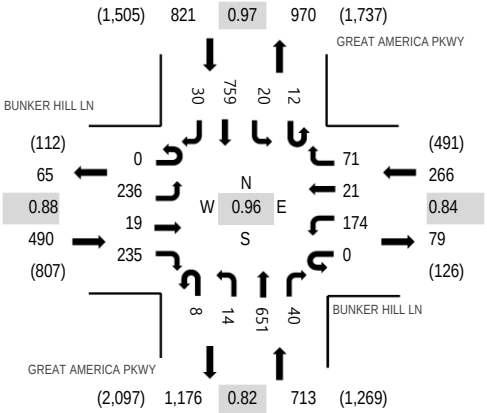
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 5 |
| Lights | 0 | 525 | 77 | 143 | 0 | 67 | 10 | 49 | 33 | 15 | 906 | 11 | 5 | 6 | 639 | 69 | 2,555 |
| Mediums | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 10 | 33 |
| Total | 0 | 534 | 77 | 146 | 0 | 67 | 10 | 49 | 33 | 15 | 918 | 11 | 5 | 6 | 641 | 81 | 2,593 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

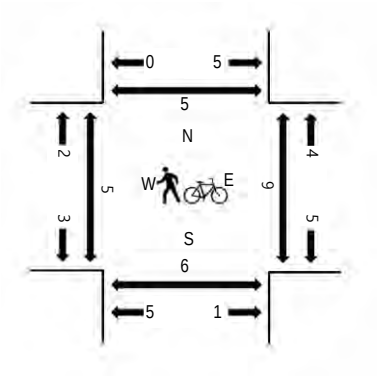
**Location:** 51 GREAT AMERICA PKWY & BUNKER HILL LN PM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | BUNKER HILL LN Eastbound | | | | BUNKER HILL LN Westbound | | | | GREAT AMERICA PKWY Northbound | | | | GREAT AMERICA PKWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 41 | 5 | 42 | 0 | 34 | 2 | 25 | 0 | 5 | 127 | 9 | 1 | 5 | 128 | 10 | 434 | 1,782 | 3 | 0 | 1 | 1 |
| 4:15 PM | 0 | 33 | 0 | 30 | 0 | 37 | 2 | 20 | 0 | 3 | 110 | 1 | 3 | 5 | 158 | 5 | 407 | 1,896 | 0 | 2 | 1 | 2 |
| 4:30 PM | 0 | 42 | 1 | 47 | 0 | 27 | 1 | 21 | 1 | 2 | 150 | 7 | 3 | 4 | 166 | 7 | 479 | 2,085 | 1 | 0 | 0 | 1 |
| 4:45 PM | 0 | 35 | 2 | 39 | 0 | 37 | 0 | 19 | 0 | 2 | 134 | 5 | 3 | 3 | 175 | 8 | 462 | 2,195 | 4 | 4 | 0 | 1 |
| 5:00 PM | 0 | 72 | 6 | 51 | 0 | 37 | 4 | 18 | 1 | 2 | 146 | 7 | 3 | 5 | 191 | 5 | 548 | 2,290 | 2 | 1 | 0 | 0 |
| 5:15 PM | 0 | 62 | 2 | 66 | 0 | 42 | 6 | 26 | 2 | 4 | 168 | 8 | 4 | 5 | 194 | 7 | 596 | | 0 | 3 | 2 | 1 |
| 5:30 PM | 0 | 67 | 6 | 67 | 0 | 57 | 8 | 15 | 2 | 5 | 140 | 10 | 3 | 6 | 195 | 8 | 589 | | 1 | 1 | 1 | 3 |
| 5:45 PM | 0 | 35 | 5 | 51 | 0 | 38 | 3 | 12 | 3 | 3 | 197 | 15 | 2 | 4 | 179 | 10 | 557 | | 2 | 1 | 3 | 0 |

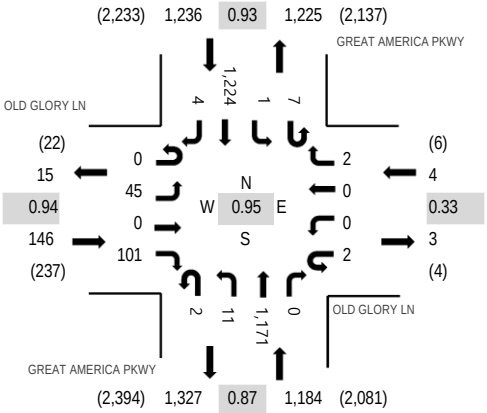
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Lights | 0 | 236 | 19 | 229 | 0 | 172 | 19 | 71 | 8 | 14 | 638 | 40 | 12 | 19 | 758 | 30 | 2,265 |
| Mediums | 0 | 0 | 0 | 6 | 0 | 2 | 2 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 1 | 0 | 23 |
| Total | 0 | 236 | 19 | 235 | 0 | 174 | 21 | 71 | 8 | 14 | 651 | 40 | 12 | 20 | 759 | 30 | 2,290 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

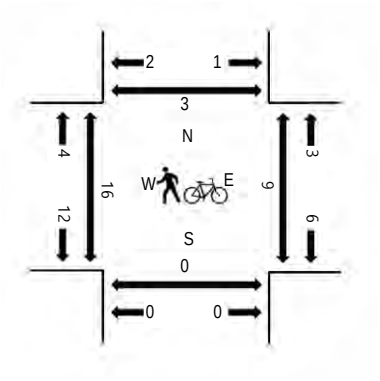
**Location:** 53 GREAT AMERICA PKWY & OLD GLORY LN PM
**Date and Start Time:** Wednesday, May 9, 2018
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:30 PM - 05:45 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | OLD GLORY LN Eastbound | | | | OLD GLORY LN Westbound | | | | GREAT AMERICA PKWY Northbound | | | | GREAT AMERICA PKWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 4 | 0 | 16 | 0 | 0 | 0 | 0 | 1 | 2 | 203 | 0 | 1 | 0 | 208 | 1 | 436 | 1,987 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 5 | 0 | 12 | 0 | 0 | 0 | 2 | 1 | 2 | 216 | 0 | 1 | 1 | 238 | 0 | 478 | 2,104 | 0 | 3 | 0 | 1 |
| 4:30 PM | 0 | 6 | 0 | 20 | 0 | 0 | 0 | 0 | 2 | 0 | 234 | 0 | 1 | 0 | 259 | 0 | 522 | 2,296 | 1 | 4 | 0 | 1 |
| 4:45 PM | 0 | 2 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 1 | 235 | 0 | 2 | 0 | 284 | 1 | 551 | 2,453 | 2 | 1 | 0 | 1 |
| 5:00 PM | 0 | 8 | 0 | 30 | 0 | 0 | 0 | 1 | 0 | 6 | 204 | 0 | 1 | 0 | 302 | 1 | 553 | 2,570 | 3 | 6 | 0 | 3 |
| 5:15 PM | 0 | 10 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 3 | 338 | 0 | 1 | 0 | 292 | 1 | 670 | | 0 | 1 | 0 | 0 |
| 5:30 PM | 0 | 15 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 1 | 305 | 0 | 5 | 1 | 326 | 2 | 679 | | 7 | 2 | 0 | 0 |
| 5:45 PM | 0 | 12 | 0 | 22 | 2 | 0 | 0 | 1 | 2 | 1 | 324 | 0 | 0 | 0 | 304 | 0 | 668 | | 6 | 0 | 0 | 0 |

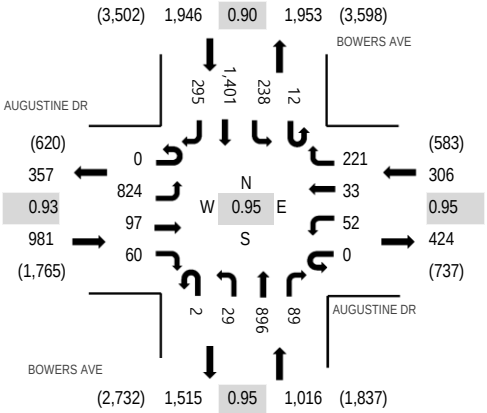
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Lights | 0 | 45 | 0 | 100 | 2 | 0 | 0 | 2 | 2 | 10 | 1,144 | 0 | 7 | 1 | 1,209 | 4 | 2,526 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 0 | 0 | 0 | 15 | 0 | 41 |
| Total | 0 | 45 | 0 | 101 | 2 | 0 | 0 | 2 | 2 | 11 | 1,171 | 0 | 7 | 1 | 1,224 | 4 | 2,570 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

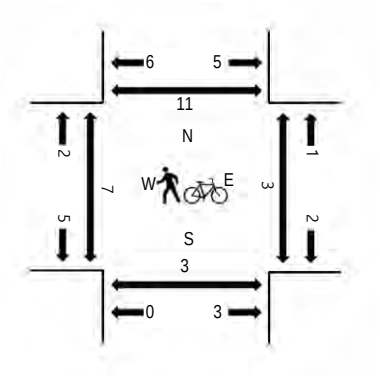
**Location:** 58 BOWERS AVE & AUGUSTINE DR PM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | AUGUSTINE DR Eastbound | | | | AUGUSTINE DR Westbound | | | | BOWERS AVE Northbound | | | | BOWERS AVE Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 154 | 16 | 14 | 0 | 10 | 4 | 42 | 3 | 4 | 166 | 17 | 8 | 30 | 220 | 44 | 732 | 3,438 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 148 | 13 | 9 | 1 | 10 | 3 | 60 | 3 | 11 | 176 | 10 | 7 | 57 | 240 | 51 | 799 | 3,766 | 1 | 0 | 0 | 0 |
| 4:30 PM | 0 | 207 | 16 | 10 | 1 | 15 | 4 | 51 | 0 | 5 | 178 | 13 | 10 | 46 | 310 | 56 | 922 | 4,084 | 3 | 0 | 0 | 0 |
| 4:45 PM | 0 | 167 | 18 | 12 | 0 | 16 | 6 | 54 | 0 | 4 | 211 | 20 | 6 | 55 | 345 | 71 | 985 | 4,217 | 0 | 2 | 0 | 2 |
| 5:00 PM | 0 | 204 | 29 | 15 | 0 | 15 | 8 | 62 | 0 | 7 | 202 | 26 | 3 | 53 | 373 | 63 | 1,060 | 4,249 | 2 | 1 | 0 | 2 |
| 5:15 PM | 0 | 182 | 16 | 20 | 0 | 17 | 6 | 62 | 0 | 3 | 245 | 20 | 4 | 56 | 404 | 82 | 1,117 | | 3 | 0 | 0 | 2 |
| 5:30 PM | 0 | 223 | 29 | 12 | 0 | 9 | 11 | 58 | 2 | 7 | 224 | 25 | 2 | 69 | 317 | 67 | 1,055 | | 1 | 2 | 3 | 2 |
| 5:45 PM | 0 | 215 | 23 | 13 | 0 | 11 | 8 | 39 | 0 | 12 | 225 | 18 | 3 | 60 | 307 | 83 | 1,017 | | 1 | 0 | 0 | 1 |

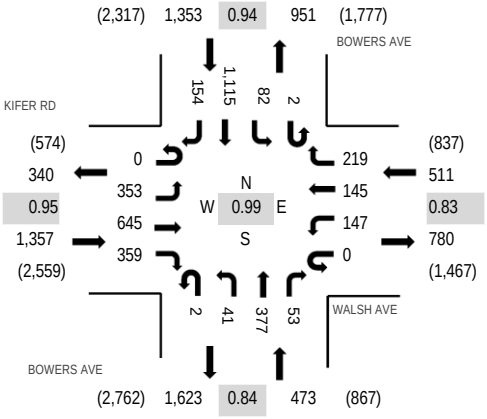
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 819 | 96 | 60 | 0 | 51 | 33 | 219 | 2 | 29 | 880 | 89 | 12 | 237 | 1,391 | 294 | 4,212 |
| Mediums | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 16 | 0 | 0 | 1 | 10 | 1 | 37 |
| Total | 0 | 824 | 97 | 60 | 0 | 52 | 33 | 221 | 2 | 29 | 896 | 89 | 12 | 238 | 1,401 | 295 | 4,249 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

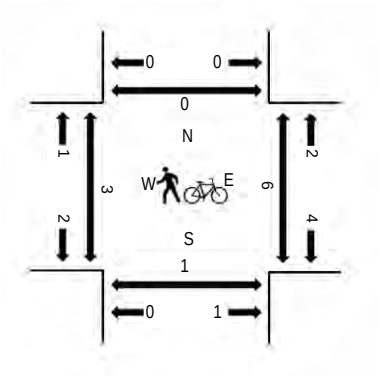
**Location:** 8 BOWERS AVE & WALSH AVE PM
**Date and Start Time:** Wednesday, March 7, 2018
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:30 PM - 05:45 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | KIFER RD Eastbound | | | | WALSH AVE Westbound | | | | BOWERS AVE Northbound | | | | BOWERS AVE Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 97 | 123 | 57 | 0 | 17 | 25 | 24 | 2 | 4 | 85 | 11 | 1 | 9 | 150 | 14 | 619 | 2,886 | 0 | 0 | 1 | 1 |
| 4:15 PM | 0 | 97 | 124 | 46 | 0 | 18 | 30 | 22 | 1 | 8 | 85 | 8 | 2 | 14 | 199 | 18 | 672 | 3,190 | 1 | 0 | 1 | 0 |
| 4:30 PM | 0 | 89 | 169 | 71 | 3 | 12 | 30 | 45 | 1 | 11 | 72 | 6 | 0 | 21 | 198 | 21 | 749 | 3,443 | 0 | 0 | 1 | 0 |
| 4:45 PM | 0 | 97 | 153 | 79 | 1 | 26 | 37 | 36 | 1 | 11 | 74 | 14 | 0 | 31 | 261 | 25 | 846 | 3,626 | 0 | 1 | 0 | 1 |
| 5:00 PM | 0 | 92 | 176 | 77 | 0 | 36 | 41 | 76 | 1 | 9 | 87 | 17 | 0 | 17 | 260 | 34 | 923 | 3,694 | 0 | 2 | 0 | 0 |
| 5:15 PM | 0 | 96 | 169 | 96 | 0 | 43 | 49 | 49 | 1 | 14 | 71 | 10 | 1 | 24 | 273 | 29 | 925 | | 1 | 1 | 0 | 0 |
| 5:30 PM | 0 | 78 | 171 | 88 | 0 | 30 | 28 | 41 | 0 | 10 | 116 | 15 | 1 | 20 | 292 | 42 | 932 | | 0 | 2 | 1 | 0 |
| 5:45 PM | 0 | 87 | 129 | 98 | 0 | 38 | 27 | 53 | 0 | 8 | 103 | 11 | 0 | 21 | 290 | 49 | 914 | | 2 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

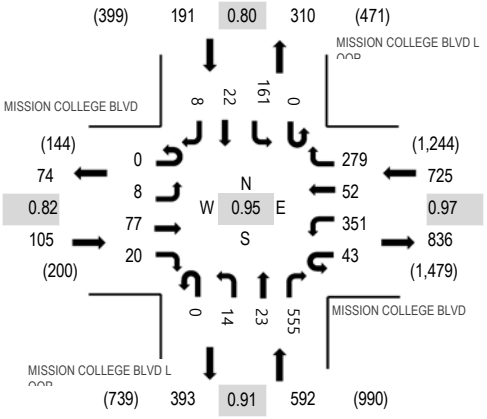
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Lights | 0 | 349 | 643 | 359 | 0 | 145 | 143 | 218 | 2 | 41 | 370 | 52 | 2 | 81 | 1,111 | 151 | 3,667 |
| Mediums | 0 | 3 | 2 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 7 | 1 | 0 | 1 | 4 | 3 | 26 |
| Total | 0 | 353 | 645 | 359 | 0 | 147 | 145 | 219 | 2 | 41 | 377 | 53 | 2 | 82 | 1,115 | 154 | 3,694 |

All Traffic Data Services Inc.

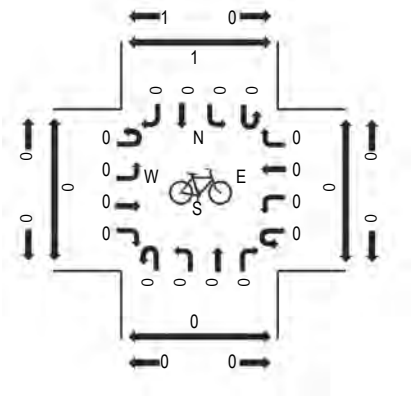
(303) 216-2439
www.alltrafficdata.net

**Location:** 29 MISSION COLLEGE BLVD LOOP & MISSION COLLEGE BLVD PM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

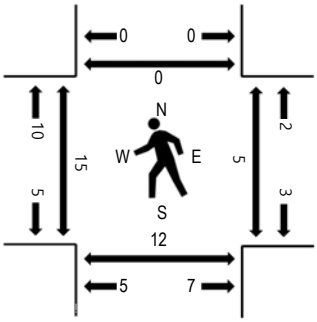
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | MISSION COLLEGE BLVD Eastbound | | | | MISSION COLLEGE BLVD Westbound | | | | MISSION COLLEGE BLVD LOOP Northbound | | | | MISSION COLLEGE BLVD LOOP Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 3 | 20 | 7 | 5 | 76 | 13 | 31 | 0 | 1 | 1 | 97 | 0 | 43 | 8 | 6 | 311 | 1,220 | 2 | 2 | 3 | 0 |
| 4:15 PM | 0 | 1 | 24 | 3 | 4 | 79 | 13 | 31 | 0 | 4 | 2 | 84 | 0 | 59 | 5 | 1 | 310 | 1,332 | 3 | 0 | 3 | 0 |
| 4:30 PM | 0 | 1 | 18 | 0 | 3 | 72 | 8 | 38 | 0 | 3 | 1 | 85 | 0 | 41 | 6 | 1 | 277 | 1,406 | 6 | 1 | 1 | 1 |
| 4:45 PM | 1 | 0 | 9 | 8 | 6 | 74 | 15 | 51 | 1 | 3 | 1 | 115 | 0 | 30 | 7 | 1 | 322 | 1,529 | 6 | 1 | 3 | 1 |
| 5:00 PM | 0 | 3 | 27 | 2 | 9 | 94 | 12 | 64 | 0 | 2 | 5 | 155 | 0 | 45 | 3 | 2 | 423 | 1,613 | 3 | 1 | 3 | 0 |
| 5:15 PM | 0 | 1 | 17 | 9 | 11 | 87 | 11 | 67 | 0 | 3 | 7 | 134 | 0 | 33 | 4 | 0 | 384 | | 1 | 0 | 2 | 0 |
| 5:30 PM | 0 | 2 | 14 | 6 | 10 | 81 | 17 | 75 | 0 | 5 | 4 | 136 | 0 | 39 | 11 | 0 | 400 | | 6 | 3 | 3 | 0 |
| 5:45 PM | 0 | 2 | 19 | 3 | 13 | 89 | 12 | 73 | 0 | 4 | 7 | 130 | 0 | 44 | 4 | 6 | 406 | | 5 | 1 | 4 | 0 |

## Peak Rolling Hour Flow Rates

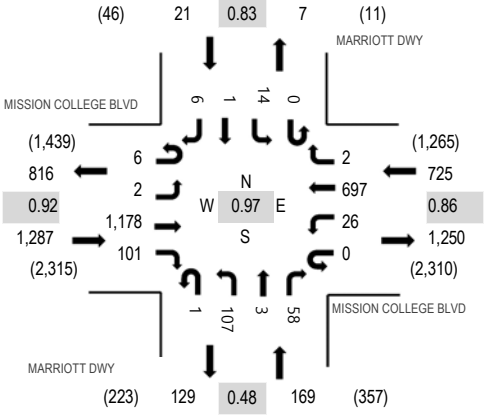
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 8 | 68 | 20 | 43 | 350 | 44 | 279 | 0 | 14 | 23 | 551 | 0 | 160 | 22 | 8 | 1,590 |
| Mediums | 0 | 0 | 9 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 21 |
| Total | 0 | 8 | 77 | 20 | 43 | 351 | 52 | 279 | 0 | 14 | 23 | 555 | 0 | 161 | 22 | 8 | 1,613 |

All Traffic Data Services Inc.

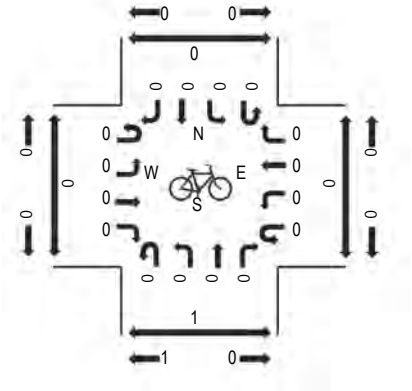
(303) 216-2439
www.alltrafficdata.net

**Location:** 30 MARRIOTT DWY & MISSION COLLEGE BLVD PM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

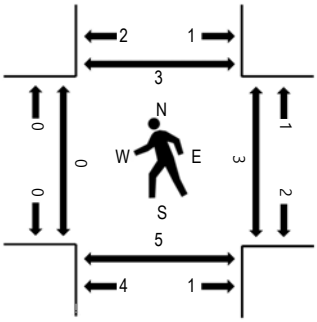
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | MISSION COLLEGE BLVD Eastbound | | | | MISSION COLLEGE BLVD Westbound | | | | MARRIOTT DWY Northbound | | | | MARRIOTT DWY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 1 | 0 | 228 | 13 | 0 | 6 | 138 | 0 | 0 | 7 | 0 | 6 | 0 | 1 | 0 | 2 | 402 | 1,781 | 1 | 0 | 8 | 2 |
| 4:15 PM | 0 | 1 | 237 | 18 | 0 | 6 | 115 | 0 | 0 | 11 | 0 | 10 | 0 | 1 | 0 | 3 | 402 | 1,948 | 2 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 228 | 23 | 1 | 3 | 141 | 1 | 0 | 18 | 0 | 16 | 0 | 7 | 0 | 2 | 440 | 2,082 | 1 | 0 | 0 | 1 |
| 4:45 PM | 1 | 1 | 258 | 19 | 0 | 4 | 125 | 0 | 0 | 57 | 1 | 62 | 0 | 5 | 2 | 2 | 537 | 2,174 | 1 | 0 | 1 | 1 |
| 5:00 PM | 5 | 0 | 291 | 30 | 0 | 7 | 181 | 0 | 0 | 27 | 1 | 23 | 0 | 2 | 0 | 2 | 569 | 2,202 | 0 | 1 | 1 | 1 |
| 5:15 PM | 0 | 0 | 278 | 17 | 0 | 3 | 207 | 0 | 1 | 19 | 0 | 3 | 0 | 6 | 0 | 2 | 536 | | 0 | 1 | 2 | 0 |
| 5:30 PM | 0 | 0 | 291 | 25 | 0 | 7 | 171 | 0 | 0 | 21 | 0 | 16 | 0 | 1 | 0 | 0 | 532 | | 0 | 1 | 1 | 2 |
| 5:45 PM | 1 | 2 | 318 | 29 | 0 | 9 | 138 | 2 | 0 | 40 | 2 | 16 | 0 | 5 | 1 | 2 | 565 | | 0 | 0 | 1 | 0 |

## Peak Rolling Hour Flow Rates

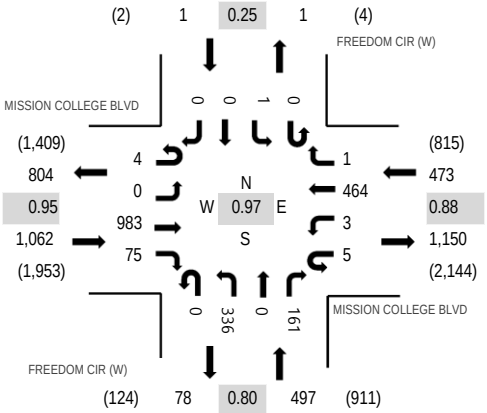
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 6 | 2 | 1,161 | 99 | 0 | 26 | 689 | 2 | 1 | 105 | 3 | 58 | 0 | 14 | 1 | 6 | 2,173 |
| Mediums | 0 | 0 | 16 | 2 | 0 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| Total | 6 | 2 | 1,178 | 101 | 0 | 26 | 697 | 2 | 1 | 107 | 3 | 58 | 0 | 14 | 1 | 6 | 2,202 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

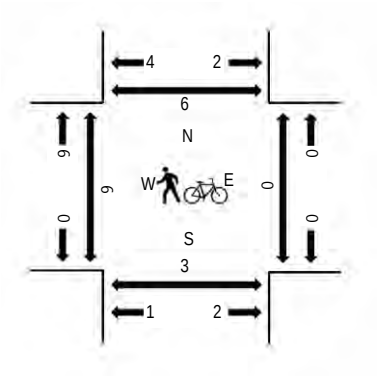
**Location:** 130 FREEDOM CIR (W) & MISSION COLLEGE BLVD PM
**Date and Start Time:** Thursday, May 24, 2018
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:45 PM - 06:00 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MISSION COLLEGE BLVD Eastbound | | | | MISSION COLLEGE BLVD Westbound | | | | FREEDOM CIR (W) Northbound | | | | FREEDOM CIR (W) Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 216 | 7 | 1 | 0 | 62 | 0 | 0 | 49 | 0 | 29 | 0 | 0 | 0 | 0 | 364 | 1,648 | 1 | 0 | 0 | 1 |
| 4:15 PM | 0 | 1 | 191 | 8 | 0 | 0 | 88 | 0 | 0 | 81 | 0 | 26 | 0 | 0 | 0 | 0 | 395 | 1,777 | 7 | 0 | 0 | 0 |
| 4:30 PM | 0 | 1 | 218 | 5 | 0 | 1 | 90 | 0 | 0 | 67 | 0 | 51 | 0 | 0 | 0 | 0 | 433 | 1,903 | 2 | 0 | 0 | 1 |
| 4:45 PM | 2 | 0 | 221 | 21 | 0 | 3 | 97 | 0 | 0 | 69 | 1 | 41 | 0 | 0 | 1 | 0 | 456 | 1,966 | 1 | 0 | 1 | 0 |
| 5:00 PM | 1 | 0 | 226 | 15 | 1 | 0 | 90 | 0 | 0 | 106 | 0 | 54 | 0 | 0 | 0 | 0 | 493 | 2,033 | 0 | 0 | 0 | 1 |
| 5:15 PM | 1 | 0 | 236 | 29 | 1 | 1 | 132 | 0 | 0 | 92 | 0 | 29 | 0 | 0 | 0 | 0 | 521 | | 5 | 0 | 2 | 4 |
| 5:30 PM | 2 | 0 | 261 | 12 | 1 | 1 | 116 | 0 | 0 | 63 | 0 | 40 | 0 | 0 | 0 | 0 | 496 | | 0 | 0 | 1 | 0 |
| 5:45 PM | 0 | 0 | 260 | 19 | 2 | 1 | 126 | 1 | 0 | 75 | 0 | 38 | 0 | 1 | 0 | 0 | 523 | | 1 | 0 | 0 | 1 |

## Peak Rolling Hour Flow Rates

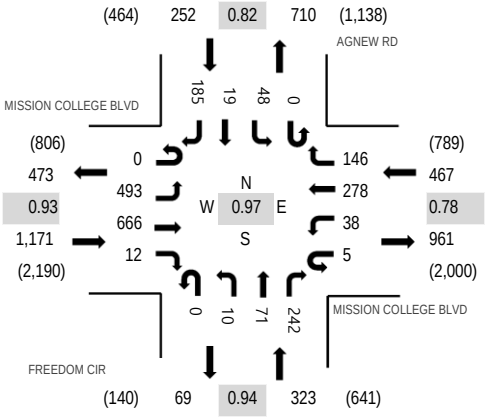
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Lights | 4 | 0 | 970 | 72 | 5 | 3 | 453 | 1 | 0 | 334 | 0 | 159 | 0 | 1 | 0 | 0 | 2,002 |
| Mediums | 0 | 0 | 13 | 2 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 28 |
| Total | 4 | 0 | 983 | 75 | 5 | 3 | 464 | 1 | 0 | 336 | 0 | 161 | 0 | 1 | 0 | 0 | 2,033 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

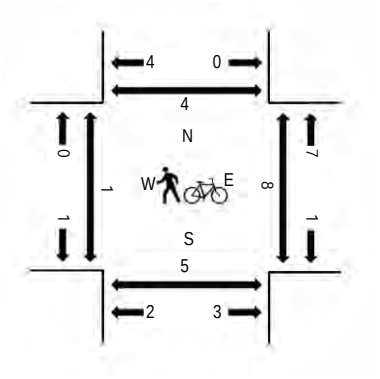
**Location:** 131 FREEDOM CIR & MISSION COLLEGE BLVD PM
**Date and Start Time:** Thursday, May 24, 2018
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:30 PM - 05:45 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MISSION COLLEGE BLVD Eastbound | | | | MISSION COLLEGE BLVD Westbound | | | | FREEDOM CIR Northbound | | | | AGNEW RD Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 79 | 173 | 1 | 0 | 3 | 25 | 22 | 0 | 9 | 14 | 65 | 0 | 13 | 5 | 25 | 434 | 1,871 | 0 | 1 | 2 | 0 |
| 4:15 PM | 0 | 54 | 167 | 3 | 0 | 14 | 57 | 17 | 0 | 2 | 5 | 52 | 0 | 15 | 2 | 31 | 419 | 1,960 | 0 | 2 | 0 | 3 |
| 4:30 PM | 0 | 82 | 191 | 0 | 1 | 12 | 33 | 31 | 0 | 6 | 14 | 74 | 0 | 17 | 3 | 47 | 511 | 2,107 | 0 | 1 | 1 | 0 |
| 4:45 PM | 0 | 75 | 188 | 6 | 5 | 22 | 49 | 31 | 0 | 8 | 4 | 65 | 0 | 13 | 0 | 41 | 507 | 2,166 | 0 | 0 | 1 | 0 |
| 5:00 PM | 0 | 103 | 172 | 5 | 1 | 10 | 54 | 33 | 0 | 3 | 12 | 78 | 0 | 14 | 9 | 29 | 523 | 2,213 | 0 | 2 | 0 | 2 |
| 5:15 PM | 0 | 122 | 150 | 1 | 2 | 12 | 93 | 43 | 0 | 1 | 24 | 64 | 0 | 8 | 1 | 45 | 566 | | 0 | 2 | 3 | 1 |
| 5:30 PM | 0 | 140 | 172 | 3 | 0 | 6 | 60 | 35 | 0 | 3 | 18 | 56 | 0 | 17 | 4 | 56 | 570 | | 0 | 1 | 1 | 0 |
| 5:45 PM | 0 | 128 | 172 | 3 | 2 | 10 | 71 | 35 | 0 | 3 | 17 | 44 | 0 | 9 | 5 | 55 | 554 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

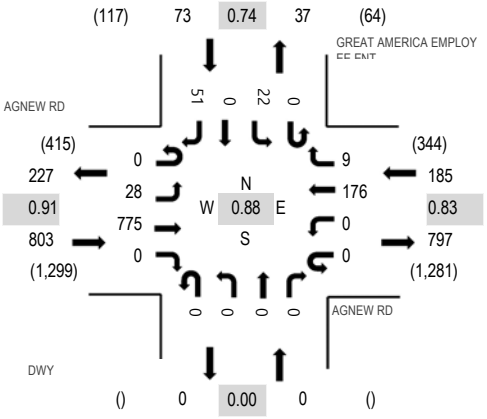
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 490 | 654 | 12 | 5 | 38 | 269 | 145 | 0 | 10 | 70 | 241 | 0 | 48 | 19 | 182 | 2,183 |
| Mediums | 0 | 3 | 12 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 30 |
| Total | 0 | 493 | 666 | 12 | 5 | 38 | 278 | 146 | 0 | 10 | 71 | 242 | 0 | 48 | 19 | 185 | 2,213 |

All Traffic Data Services Inc.

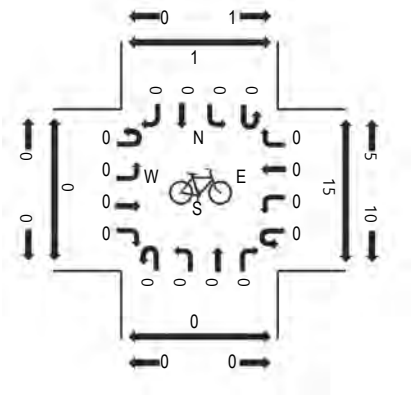
(303) 216-2439
www.alltrafficdata.net

**Location:** 31 DWY & AGNEW RD PM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

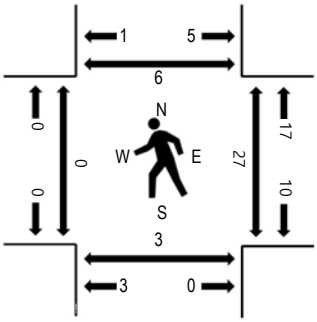
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | AGNEW RD Eastbound | | | | AGNEW RD Westbound | | | | DWY Northbound | | | | GREAT AMERICA EMPLOYEE ENT Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 4 | 99 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 155 | 699 | 0 | 7 | 0 | 1 |
| 4:15 PM | 0 | 6 | 86 | 0 | 0 | 0 | 35 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 136 | 808 | 0 | 8 | 0 | 3 |
| 4:30 PM | 0 | 4 | 124 | 0 | 0 | 0 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 13 | 188 | 973 | 0 | 6 | 0 | 1 |
| 4:45 PM | 0 | 5 | 168 | 0 | 0 | 0 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 220 | 1,020 | 0 | 2 | 0 | 0 |
| 5:00 PM | 0 | 11 | 188 | 0 | 0 | 0 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 13 | 264 | 1,061 | 0 | 7 | 0 | 0 |
| 5:15 PM | 0 | 8 | 212 | 0 | 0 | 0 | 51 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 20 | 301 | | 0 | 7 | 0 | 2 |
| 5:30 PM | 0 | 7 | 175 | 0 | 0 | 0 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 11 | 235 | | 0 | 4 | 0 | 2 |
| 5:45 PM | 0 | 2 | 200 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 261 | | 0 | 9 | 3 | 2 |

## Peak Rolling Hour Flow Rates

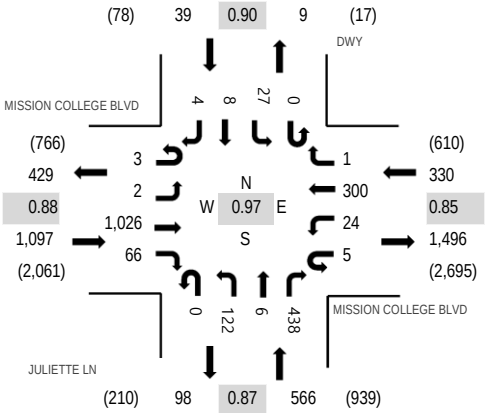
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 28 | 773 | 0 | 0 | 0 | 175 | 9 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 51 | 1,058 |
| Mediums | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 28 | 775 | 0 | 0 | 0 | 176 | 9 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 51 | 1,061 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

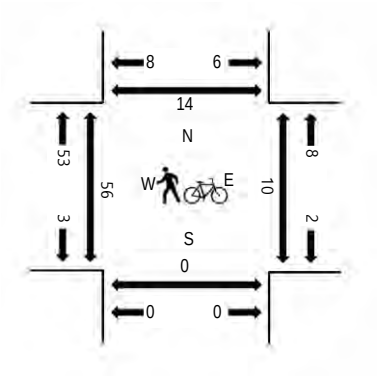
**Location:** 132 JULIETTE LN & MISSION COLLEGE BLVD PM
**Date and Start Time:** Thursday, May 24, 2018
**Peak Hour:** 04:30 PM - 05:30 PM
**Peak 15-Minutes:** 04:30 PM - 04:45 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MISSION COLLEGE BLVD Eastbound | | | | MISSION COLLEGE BLVD Westbound | | | | JULIETTE LN Northbound | | | | DWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 1 | 1 | 205 | 20 | 0 | 3 | 42 | 0 | 0 | 9 | 2 | 69 | 0 | 5 | 2 | 0 | 359 | 1,766 | 9 | 1 | 0 | 0 |
| 4:15 PM | 1 | 0 | 235 | 11 | 5 | 4 | 63 | 1 | 0 | 16 | 1 | 73 | 0 | 6 | 3 | 0 | 419 | 1,929 | 12 | 4 | 1 | 2 |
| 4:30 PM | 1 | 0 | 297 | 14 | 0 | 2 | 61 | 0 | 0 | 21 | 2 | 115 | 0 | 7 | 2 | 0 | 522 | 2,032 | 11 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 237 | 18 | 1 | 5 | 71 | 0 | 0 | 25 | 1 | 102 | 0 | 5 | 1 | 0 | 466 | 1,947 | 15 | 2 | 0 | 2 |
| 5:00 PM | 0 | 1 | 266 | 18 | 4 | 9 | 74 | 0 | 0 | 28 | 1 | 108 | 0 | 11 | 2 | 0 | 522 | 1,922 | 12 | 3 | 0 | 4 |
| 5:15 PM | 2 | 1 | 226 | 16 | 0 | 8 | 94 | 1 | 0 | 48 | 2 | 113 | 0 | 4 | 3 | 4 | 522 | | 18 | 5 | 0 | 6 |
| 5:30 PM | 1 | 0 | 226 | 23 | 0 | 8 | 67 | 0 | 0 | 27 | 1 | 72 | 1 | 5 | 5 | 1 | 437 | | 12 | 2 | 0 | 2 |
| 5:45 PM | 4 | 0 | 213 | 23 | 2 | 8 | 77 | 0 | 0 | 28 | 1 | 74 | 0 | 9 | 2 | 0 | 441 | | 10 | 3 | 0 | 4 |

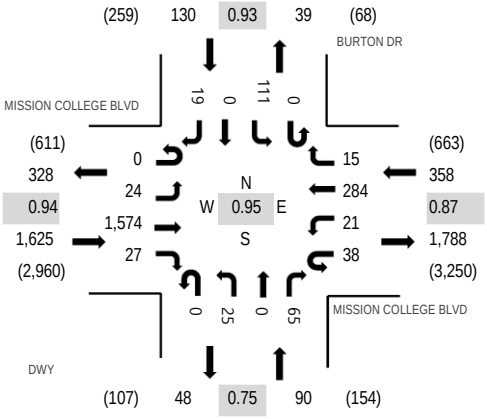
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 3 | 2 | 1,014 | 65 | 5 | 24 | 292 | 1 | 0 | 122 | 6 | 435 | 0 | 27 | 8 | 4 | 2,008 |
| Mediums | 0 | 0 | 12 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 24 |
| Total | 3 | 2 | 1,026 | 66 | 5 | 24 | 300 | 1 | 0 | 122 | 6 | 438 | 0 | 27 | 8 | 4 | 2,032 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

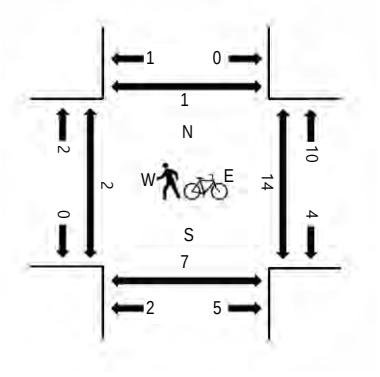
**Location:** 140 DWY & MISSION COLLEGE BLVD PM
**Date and Start Time:** Thursday, May 24, 2018
**Peak Hour:** 04:30 PM - 05:30 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MISSION COLLEGE BLVD Eastbound | | | | MISSION COLLEGE BLVD Westbound | | | | DWY Northbound | | | | BURTON DR Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 3 | 310 | 9 | 5 | 6 | 41 | 6 | 0 | 4 | 0 | 8 | 0 | 27 | 1 | 2 | 422 | 1,937 | 0 | 0 | 2 | 0 |
| 4:15 PM | 0 | 1 | 337 | 9 | 8 | 4 | 64 | 2 | 0 | 3 | 0 | 13 | 0 | 16 | 0 | 3 | 460 | 2,092 | 1 | 2 | 0 | 0 |
| 4:30 PM | 0 | 9 | 416 | 6 | 5 | 5 | 55 | 3 | 0 | 6 | 0 | 17 | 0 | 19 | 0 | 1 | 542 | 2,203 | 0 | 2 | 1 | 0 |
| 4:45 PM | 0 | 2 | 368 | 7 | 10 | 5 | 65 | 6 | 0 | 5 | 0 | 11 | 0 | 27 | 0 | 7 | 513 | 2,133 | 0 | 1 | 3 | 0 |
| 5:00 PM | 0 | 3 | 396 | 9 | 12 | 9 | 74 | 2 | 0 | 8 | 0 | 22 | 0 | 39 | 0 | 3 | 577 | 2,099 | 2 | 7 | 1 | 0 |
| 5:15 PM | 0 | 10 | 394 | 5 | 11 | 2 | 90 | 4 | 0 | 6 | 0 | 15 | 0 | 26 | 0 | 8 | 571 | | 0 | 4 | 2 | 1 |
| 5:30 PM | 3 | 6 | 316 | 7 | 7 | 8 | 61 | 1 | 0 | 5 | 1 | 15 | 0 | 33 | 1 | 8 | 472 | | 1 | 0 | 0 | 2 |
| 5:45 PM | 1 | 4 | 322 | 7 | 7 | 7 | 73 | 5 | 0 | 8 | 0 | 7 | 0 | 31 | 0 | 7 | 479 | | 1 | 0 | 1 | 1 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 22 | 1,563 | 25 | 38 | 21 | 276 | 14 | 0 | 24 | 0 | 63 | 0 | 109 | 0 | 19 | 2,174 |
| Mediums | 0 | 2 | 11 | 2 | 0 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 29 |
| Total | 0 | 24 | 1,574 | 27 | 38 | 21 | 284 | 15 | 0 | 25 | 0 | 65 | 0 | 111 | 0 | 19 | 2,203 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

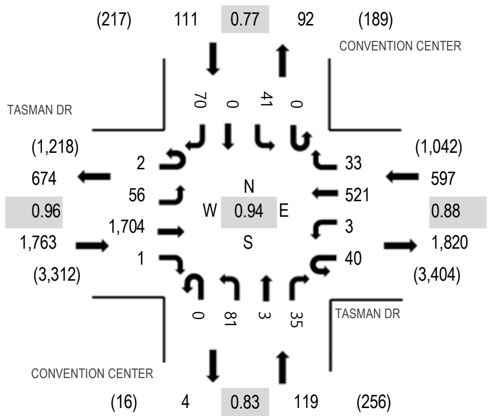
Location: 12 CONVENTION CENTER & TASMAN DR PM

Date: Thursday, May 16, 2019

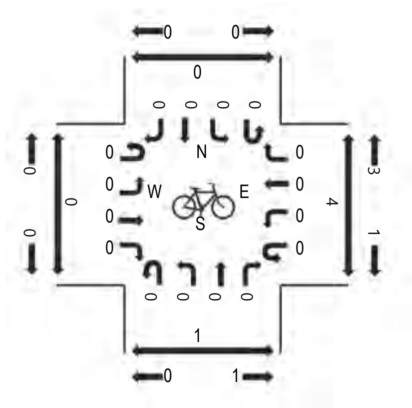
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

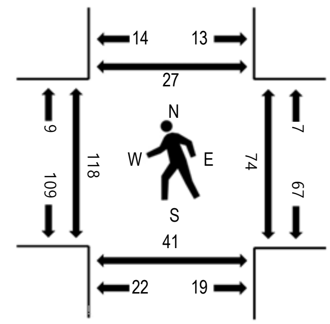
## Peak Hour - All Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | TASMAN DR Eastbound U-Turn | Left | Thru | Right | TASMAN DR Westbound U-Turn | Left | Thru | Right | CONVENTION CENTER Northbound U-Turn | Left | Thru | Right | CONVENTION CENTER Southbound U-Turn | Left | Thru | Right | Total | Rolling Hour | Pedestrian Crossings West | East | South | North |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 1 | 12 | 363 | 3 | 3 | 0 | 70 | 7 | 0 | 28 | 2 | 10 | 0 | 4 | 1 | 12 | 516 | 2,258 | 33 | 16 | 10 | 9 |
| 4:15 PM | 4 | 16 | 377 | 3 | 7 | 0 | 89 | 13 | 0 | 19 | 0 | 10 | 0 | 10 | 2 | 17 | 567 | 2,363 | 33 | 14 | 6 | 11 |
| 4:30 PM | 1 | 5 | 362 | 1 | 9 | 0 | 114 | 8 | 0 | 25 | 2 | 9 | 0 | 3 | 1 | 14 | 554 | 2,456 | 39 | 15 | 6 | 2 |
| 4:45 PM | 0 | 11 | 415 | 1 | 9 | 3 | 123 | 8 | 0 | 20 | 0 | 7 | 0 | 7 | 0 | 17 | 621 | 2,590 | 37 | 13 | 11 | 6 |
| 5:00 PM | 0 | 13 | 417 | 0 | 13 | 0 | 112 | 7 | 0 | 21 | 1 | 11 | 0 | 11 | 0 | 15 | 621 | 2,569 | 25 | 26 | 13 | 12 |
| 5:15 PM | 1 | 16 | 428 | 0 | 10 | 0 | 132 | 10 | 0 | 24 | 0 | 9 | 0 | 12 | 0 | 18 | 660 | | 31 | 20 | 14 | 6 |
| 5:30 PM | 1 | 16 | 444 | 0 | 8 | 0 | 154 | 8 | 0 | 16 | 2 | 8 | 0 | 11 | 0 | 20 | 688 | | 25 | 15 | 3 | 3 |
| 5:45 PM | 0 | 18 | 382 | 1 | 11 | 0 | 102 | 12 | 0 | 20 | 2 | 10 | 0 | 14 | 0 | 28 | 600 | | 34 | 23 | 9 | 3 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound U-Turn | Left | Thru | Right | Westbound U-Turn | Left | Thru | Right | Northbound U-Turn | Left | Thru | Right | Southbound U-Turn | Left | Thru | Right | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 2 | 56 | 1,672 | 1 | 40 | 3 | 498 | 33 | 0 | 81 | 3 | 35 | 0 | 41 | 0 | 70 | 2,535 |
| Mediums | 0 | 0 | 32 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| Total | 2 | 56 | 1,704 | 1 | 40 | 3 | 521 | 33 | 0 | 81 | 3 | 35 | 0 | 41 | 0 | 70 | 2,590 |

All Traffic Data Services Inc.
(303) 216-2439
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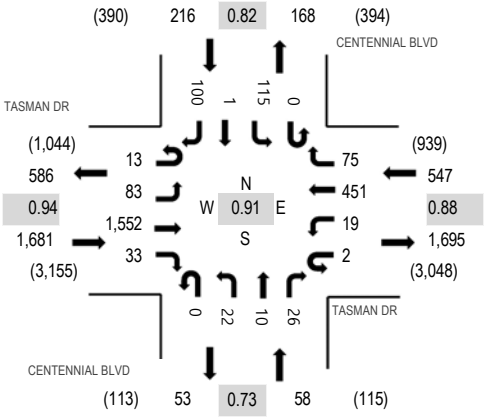
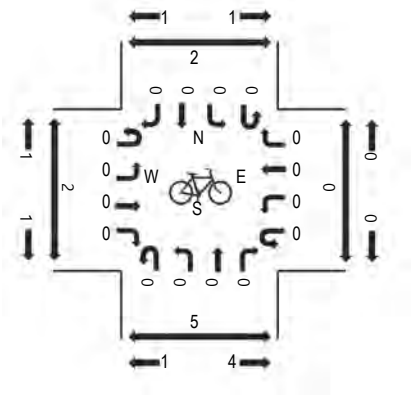
**Location:** 13 CENTENNIAL BLVD & TASMAN DR PM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:30 PM - 05:45 PM

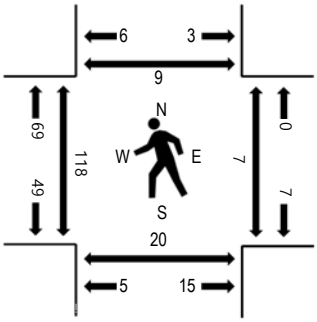
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | TASMAN DR Eastbound | | | | TASMAN DR Westbound | | | | CENTENNIAL BLVD Northbound | | | | CENTENNIAL BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 3 | 22 | 328 | 13 | 0 | 2 | 65 | 13 | 0 | 2 | 1 | 7 | 0 | 6 | 0 | 16 | 478 | 2,097 | 12 | 0 | 7 | 1 |
| 4:15 PM | 3 | 51 | 289 | 15 | 0 | 0 | 77 | 25 | 0 | 1 | 1 | 2 | 0 | 24 | 0 | 38 | 526 | 2,236 | 16 | 0 | 8 | 2 |
| 4:30 PM | 5 | 51 | 265 | 14 | 3 | 2 | 82 | 27 | 0 | 12 | 7 | 5 | 0 | 23 | 0 | 38 | 534 | 2,335 | 15 | 0 | 5 | 3 |
| 4:45 PM | 5 | 17 | 381 | 12 | 0 | 2 | 89 | 5 | 0 | 6 | 6 | 7 | 0 | 13 | 0 | 16 | 559 | 2,492 | 17 | 0 | 10 | 2 |
| 5:00 PM | 5 | 5 | 401 | 4 | 0 | 4 | 125 | 14 | 0 | 4 | 2 | 6 | 0 | 27 | 0 | 20 | 617 | 2,502 | 38 | 0 | 2 | 4 |
| 5:15 PM | 3 | 26 | 386 | 9 | 0 | 6 | 100 | 25 | 0 | 7 | 0 | 8 | 0 | 29 | 1 | 25 | 625 | | 25 | 0 | 1 | 2 |
| 5:30 PM | 1 | 36 | 402 | 13 | 1 | 4 | 129 | 22 | 0 | 7 | 4 | 6 | 0 | 30 | 0 | 36 | 691 | | 26 | 4 | 7 | 1 |
| 5:45 PM | 4 | 16 | 363 | 7 | 1 | 5 | 97 | 14 | 0 | 4 | 4 | 6 | 0 | 29 | 0 | 19 | 569 | | 29 | 3 | 10 | 2 |

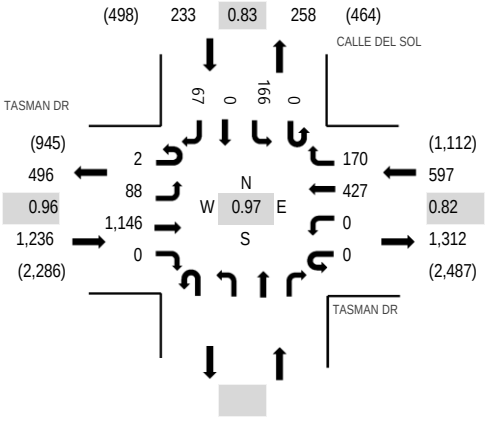
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 13 | 68 | 1,542 | 33 | 2 | 19 | 436 | 70 | 0 | 22 | 10 | 26 | 0 | 103 | 1 | 92 | 2,437 |
| Mediums | 0 | 15 | 10 | 0 | 0 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 8 | 65 |
| Total | 13 | 83 | 1,552 | 33 | 2 | 19 | 451 | 75 | 0 | 22 | 10 | 26 | 0 | 115 | 1 | 100 | 2,502 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

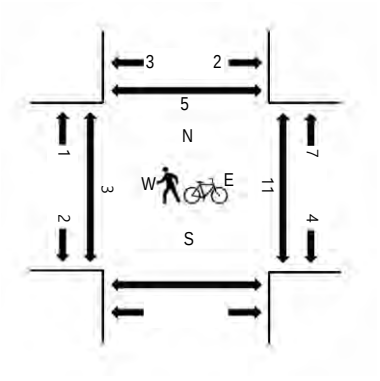
**Location:** 90 CALLE DEL SOL & TASMAN DR PM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 04:30 PM - 05:30 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | TASMAN DR Eastbound | | | | TASMAN DR Westbound | | | | Northbound | | | | CALLE DEL SOL Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 1 | 25 | 257 | 0 | 0 | 0 | 82 | 28 | | | | | 0 | 44 | 0 | 5 | 442 | 1,912 | 0 | 4 | | 0 |
| 4:15 PM | 2 | 19 | 269 | 0 | 0 | 0 | 83 | 28 | | | | | 0 | 45 | 0 | 13 | 459 | 2,001 | 0 | 9 | | 0 |
| 4:30 PM | 1 | 19 | 307 | 0 | 0 | 0 | 88 | 35 | | | | | 0 | 42 | 0 | 17 | 509 | 2,066 | 1 | 2 | | 3 |
| 4:45 PM | 1 | 26 | 294 | 0 | 0 | 0 | 87 | 45 | | | | | 0 | 32 | 0 | 17 | 502 | 2,026 | 1 | 1 | | 1 |
| 5:00 PM | 0 | 23 | 291 | 0 | 0 | 0 | 113 | 35 | | | | | 0 | 48 | 0 | 21 | 531 | 1,984 | 0 | 2 | | 0 |
| 5:15 PM | 0 | 20 | 254 | 0 | 0 | 0 | 139 | 55 | | | | | 0 | 44 | 0 | 12 | 524 | | 0 | 3 | | 1 |
| 5:30 PM | 2 | 17 | 233 | 0 | 0 | 0 | 112 | 32 | | | | | 0 | 55 | 0 | 18 | 469 | | 0 | 7 | | 1 |
| 5:45 PM | 2 | 21 | 202 | 0 | 0 | 0 | 114 | 36 | | | | | 0 | 70 | 0 | 15 | 460 | | 0 | 3 | | 0 |

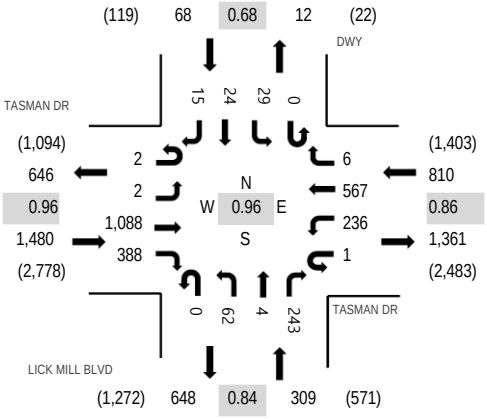
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 1 |
| Lights | 2 | 85 | 1,129 | 0 | 0 | 0 | 410 | 168 | | | | | 0 | 165 | 0 | 64 | 2,023 |
| Mediums | 0 | 3 | 16 | 0 | 0 | 0 | 17 | 2 | | | | | 0 | 1 | 0 | 3 | 42 |
| Total | 2 | 88 | 1,146 | 0 | 0 | 0 | 427 | 170 | | | | | 0 | 166 | 0 | 67 | 2,066 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

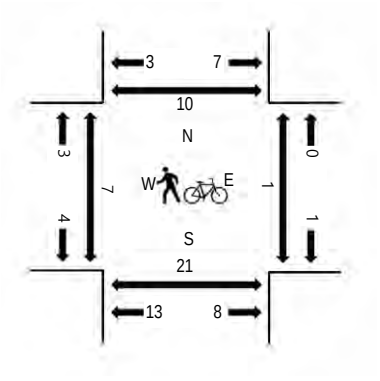
**Location:** 97 LICK MILL BLVD & TASMAN DR PM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | TASMAN DR Eastbound | | | | TASMAN DR Westbound | | | | LICK MILL BLVD Northbound | | | | DWY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 1 | 195 | 92 | 1 | 38 | 87 | 2 | 0 | 17 | 0 | 58 | 0 | 3 | 7 | 1 | 502 | 2,204 | 2 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 218 | 97 | 0 | 58 | 91 | 2 | 0 | 13 | 0 | 52 | 0 | 3 | 8 | 2 | 544 | 2,358 | 4 | 0 | 2 | 1 |
| 4:30 PM | 0 | 0 | 244 | 106 | 1 | 45 | 100 | 2 | 0 | 14 | 1 | 43 | 0 | 7 | 9 | 1 | 573 | 2,510 | 2 | 0 | 5 | 5 |
| 4:45 PM | 0 | 1 | 251 | 93 | 1 | 66 | 98 | 1 | 0 | 20 | 0 | 44 | 0 | 1 | 5 | 4 | 585 | 2,596 | 4 | 0 | 1 | 5 |
| 5:00 PM | 0 | 0 | 259 | 126 | 0 | 62 | 128 | 2 | 0 | 12 | 2 | 40 | 0 | 10 | 7 | 8 | 656 | 2,667 | 1 | 1 | 2 | 3 |
| 5:15 PM | 0 | 0 | 270 | 105 | 1 | 62 | 170 | 2 | 0 | 12 | 0 | 62 | 0 | 3 | 5 | 4 | 696 | | 3 | 0 | 4 | 0 |
| 5:30 PM | 2 | 1 | 278 | 87 | 0 | 57 | 131 | 1 | 0 | 19 | 1 | 72 | 0 | 5 | 3 | 2 | 659 | | 2 | 0 | 6 | 3 |
| 5:45 PM | 0 | 1 | 281 | 70 | 0 | 55 | 138 | 1 | 0 | 19 | 1 | 69 | 0 | 11 | 9 | 1 | 656 | | 0 | 0 | 4 | 3 |

## Peak Rolling Hour Flow Rates

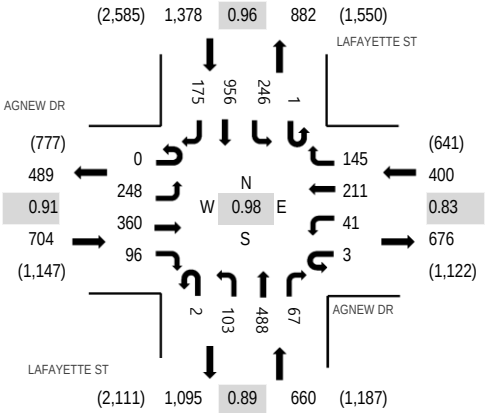
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 2 | 2 | 1,074 | 385 | 1 | 235 | 555 | 6 | 0 | 56 | 3 | 242 | 0 | 29 | 24 | 15 | 2,629 |
| Mediums | 0 | 0 | 14 | 3 | 0 | 1 | 12 | 0 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 38 |
| Total | 2 | 2 | 1,088 | 388 | 1 | 236 | 567 | 6 | 0 | 62 | 4 | 243 | 0 | 29 | 24 | 15 | 2,667 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

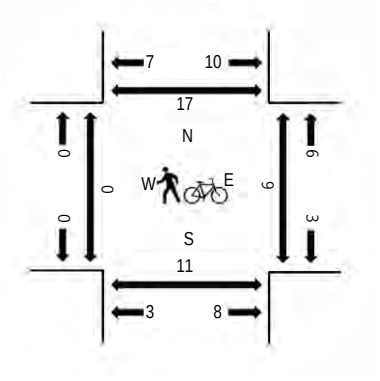
**Location:** 82 LAFAYETTE ST & AGNEW DR PM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:30 PM - 05:45 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | AGNEW DR Eastbound | | | | AGNEW DR Westbound | | | | LAFAYETTE ST Northbound | | | | LAFAYETTE ST Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 42 | 44 | 18 | 0 | 5 | 31 | 30 | 0 | 13 | 93 | 18 | 0 | 43 | 187 | 23 | 547 | 2,418 | 0 | 1 | 1 | 0 |
| 4:15 PM | 0 | 39 | 41 | 17 | 0 | 9 | 28 | 24 | 0 | 18 | 99 | 14 | 0 | 48 | 198 | 31 | 566 | 2,631 | 0 | 3 | 0 | 0 |
| 4:30 PM | 0 | 44 | 48 | 26 | 0 | 9 | 21 | 24 | 0 | 15 | 96 | 13 | 0 | 54 | 211 | 29 | 590 | 2,861 | 0 | 1 | 1 | 0 |
| 4:45 PM | 0 | 39 | 57 | 28 | 0 | 8 | 25 | 27 | 2 | 19 | 111 | 16 | 0 | 50 | 298 | 35 | 715 | 3,069 | 0 | 1 | 2 | 0 |
| 5:00 PM | 0 | 55 | 79 | 31 | 1 | 8 | 49 | 25 | 1 | 23 | 111 | 12 | 0 | 68 | 260 | 37 | 760 | 3,142 | 0 | 1 | 0 | 1 |
| 5:15 PM | 0 | 67 | 93 | 22 | 2 | 16 | 45 | 36 | 1 | 24 | 112 | 11 | 0 | 55 | 262 | 50 | 796 | | 0 | 2 | 3 | 1 |
| 5:30 PM | 0 | 53 | 86 | 25 | 0 | 11 | 53 | 34 | 0 | 30 | 132 | 24 | 1 | 63 | 243 | 43 | 798 | | 0 | 2 | 1 | 7 |
| 5:45 PM | 0 | 73 | 102 | 18 | 0 | 6 | 64 | 50 | 0 | 26 | 133 | 20 | 0 | 60 | 191 | 45 | 788 | | 0 | 2 | 4 | 7 |

## Peak Rolling Hour Flow Rates

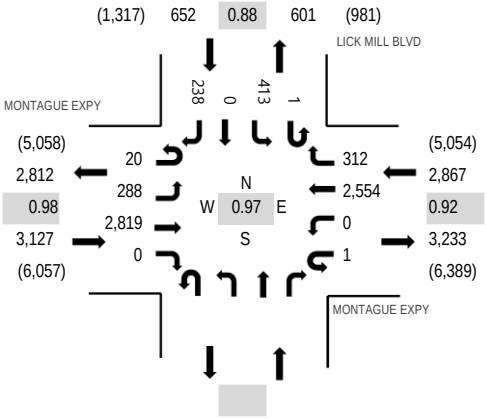
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 6 | 0 | 14 |
| Lights | 0 | 246 | 356 | 96 | 3 | 41 | 209 | 142 | 2 | 102 | 476 | 67 | 1 | 246 | 935 | 175 | 3,097 |
| Mediums | 0 | 2 | 4 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 15 | 0 | 31 |
| Total | 0 | 248 | 360 | 96 | 3 | 41 | 211 | 145 | 2 | 103 | 488 | 67 | 1 | 246 | 956 | 175 | 3,142 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

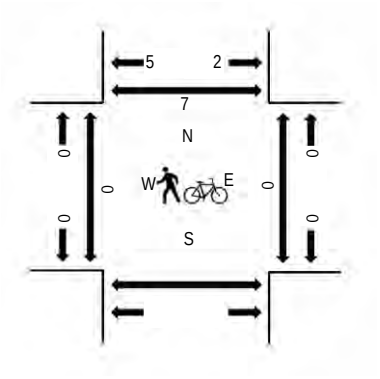
**Location:** 98 LICK MILL BLVD & MONTAGUE EXPY PM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:30 PM - 05:45 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | MONTAGUE EXPY Eastbound | | | | MONTAGUE EXPY Westbound | | | | LICK MILL BLVD Northbound | | | | LICK MILL BLVD Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 2 | 58 | 673 | 0 | 2 | 0 | 406 | 37 | | | | | 0 | 121 | 0 | 31 | 1,330 | 5,782 | 0 | 0 | | 1 |
| 4:15 PM | 4 | 46 | 625 | 0 | 0 | 0 | 484 | 35 | | | | | 0 | 131 | 0 | 70 | 1,395 | 6,128 | 0 | 0 | | 2 |
| 4:30 PM | 4 | 48 | 729 | 0 | 0 | 0 | 561 | 47 | | | | | 0 | 83 | 0 | 51 | 1,523 | 6,437 | 0 | 0 | | 2 |
| 4:45 PM | 3 | 59 | 679 | 0 | 3 | 0 | 562 | 50 | | | | | 0 | 110 | 0 | 68 | 1,534 | 6,627 | 0 | 0 | | 2 |
| 5:00 PM | 10 | 56 | 713 | 0 | 0 | 0 | 642 | 57 | | | | | 0 | 118 | 0 | 80 | 1,676 | 6,646 | 0 | 0 | | 3 |
| 5:15 PM | 3 | 53 | 728 | 0 | 0 | 0 | 662 | 84 | | | | | 0 | 118 | 0 | 56 | 1,704 | | 0 | 0 | | 1 |
| 5:30 PM | 2 | 73 | 726 | 0 | 1 | 0 | 679 | 96 | | | | | 1 | 77 | 0 | 58 | 1,713 | | 0 | 0 | | 3 |
| 5:45 PM | 5 | 106 | 652 | 0 | 0 | 0 | 571 | 75 | | | | | 0 | 100 | 0 | 44 | 1,553 | | 0 | 0 | | 0 |

## Peak Rolling Hour Flow Rates

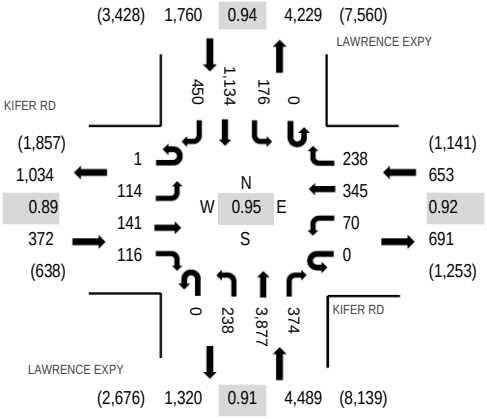
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 10 | 0 | 0 | 0 | 5 | 0 | | | | | 0 | 0 | 0 | 0 | 15 |
| Lights | 20 | 288 | 2,779 | 0 | 1 | 0 | 2,536 | 308 | | | | | 1 | 410 | 0 | 238 | 6,581 |
| Mediums | 0 | 0 | 30 | 0 | 0 | 0 | 13 | 4 | | | | | 0 | 3 | 0 | 0 | 50 |
| Total | 20 | 288 | 2,819 | 0 | 1 | 0 | 2,554 | 312 | | | | | 1 | 413 | 0 | 238 | 6,646 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

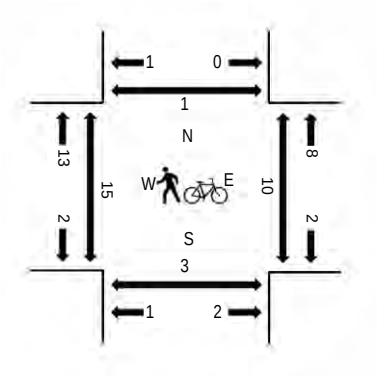
**Location:** 1 LAWRENCE EXPY & KIFER RD AM
**Date and Start Time:** Wednesday, March 7, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | KIFER RD Eastbound | | | | KIFER RD Westbound | | | | LAWRENCE EXPY Northbound | | | | LAWRENCE EXPY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 10 | 14 | 38 | 0 | 11 | 43 | 32 | 0 | 44 | 531 | 80 | 1 | 34 | 278 | 82 | 1,198 | 6,072 | 1 | 0 | 0 | 0 |
| 7:15 AM | 0 | 16 | 12 | 34 | 0 | 16 | 54 | 33 | 0 | 51 | 661 | 82 | 2 | 35 | 276 | 78 | 1,350 | 6,621 | 0 | 2 | 0 | 0 |
| 7:30 AM | 0 | 26 | 17 | 23 | 0 | 18 | 85 | 47 | 0 | 44 | 937 | 108 | 2 | 33 | 284 | 92 | 1,716 | 7,059 | 3 | 1 | 0 | 0 |
| 7:45 AM | 0 | 22 | 28 | 26 | 0 | 18 | 83 | 48 | 0 | 61 | 962 | 89 | 1 | 30 | 334 | 106 | 1,808 | 7,167 | 0 | 0 | 0 | 0 |
| 8:00 AM | 1 | 21 | 29 | 29 | 0 | 24 | 77 | 46 | 0 | 69 | 879 | 91 | 0 | 56 | 319 | 106 | 1,747 | 7,274 | 5 | 5 | 0 | 0 |
| 8:15 AM | 0 | 33 | 39 | 33 | 0 | 19 | 86 | 60 | 0 | 52 | 975 | 77 | 0 | 43 | 275 | 96 | 1,788 | | 3 | 3 | 0 | 1 |
| 8:30 AM | 0 | 28 | 36 | 26 | 0 | 21 | 88 | 68 | 0 | 51 | 946 | 112 | 0 | 33 | 292 | 123 | 1,824 | | 0 | 1 | 0 | 0 |
| 8:45 AM | 0 | 32 | 37 | 28 | 0 | 6 | 94 | 64 | 0 | 66 | 1,077 | 94 | 0 | 44 | 248 | 125 | 1,915 | | 4 | 1 | 2 | 0 |

## Peak Rolling Hour Flow Rates

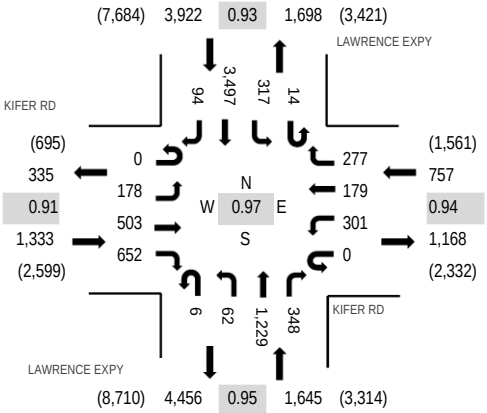
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 5 | 0 | 15 |
| Lights | 1 | 107 | 137 | 112 | 0 | 60 | 338 | 230 | 0 | 237 | 3,851 | 371 | 0 | 175 | 1,095 | 438 | 7,152 |
| Mediums | 0 | 4 | 4 | 4 | 0 | 10 | 7 | 7 | 0 | 1 | 21 | 2 | 0 | 1 | 34 | 12 | 107 |
| Total | 1 | 114 | 141 | 116 | 0 | 70 | 345 | 238 | 0 | 238 | 3,877 | 374 | 0 | 176 | 1,134 | 450 | 7,274 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

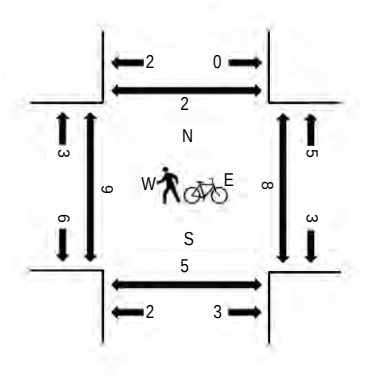
**Location:** 1 LAWRENCE EXPY & KIFER RD PM
**Date and Start Time:** Wednesday, March 7, 2018
**Peak Hour:** 04:15 PM - 05:15 PM
**Peak 15-Minutes:** 04:30 PM - 04:45 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | KIFER RD Eastbound | | | | KIFER RD Westbound | | | | LAWRENCE EXPY Northbound | | | | LAWRENCE EXPY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 37 | 162 | 185 | 0 | 67 | 38 | 74 | 2 | 16 | 289 | 97 | 0 | 69 | 782 | 30 | 1,848 | 7,572 | 3 | 1 | 2 | 0 |
| 4:15 PM | 0 | 37 | 114 | 156 | 0 | 63 | 40 | 75 | 2 | 7 | 356 | 99 | 2 | 94 | 845 | 27 | 1,917 | 7,657 | 1 | 1 | 0 | 0 |
| 4:30 PM | 0 | 48 | 130 | 161 | 0 | 74 | 28 | 68 | 1 | 13 | 300 | 90 | 5 | 87 | 935 | 28 | 1,968 | 7,650 | 1 | 0 | 2 | 1 |
| 4:45 PM | 0 | 45 | 147 | 175 | 0 | 77 | 48 | 57 | 2 | 20 | 272 | 66 | 3 | 68 | 838 | 21 | 1,839 | 7,542 | 3 | 1 | 1 | 1 |
| 5:00 PM | 0 | 48 | 112 | 160 | 0 | 87 | 63 | 77 | 1 | 22 | 301 | 93 | 4 | 68 | 879 | 18 | 1,933 | 7,586 | 1 | 2 | 0 | 0 |
| 5:15 PM | 0 | 38 | 117 | 139 | 0 | 66 | 66 | 80 | 0 | 10 | 344 | 87 | 4 | 60 | 879 | 20 | 1,910 | | 5 | 1 | 2 | 0 |
| 5:30 PM | 0 | 38 | 110 | 133 | 0 | 71 | 48 | 82 | 1 | 11 | 297 | 102 | 2 | 74 | 857 | 34 | 1,860 | | 4 | 4 | 0 | 0 |
| 5:45 PM | 0 | 47 | 131 | 129 | 0 | 75 | 55 | 82 | 0 | 15 | 303 | 95 | 6 | 60 | 868 | 17 | 1,883 | | 3 | 2 | 2 | 0 |

## Peak Rolling Hour Flow Rates

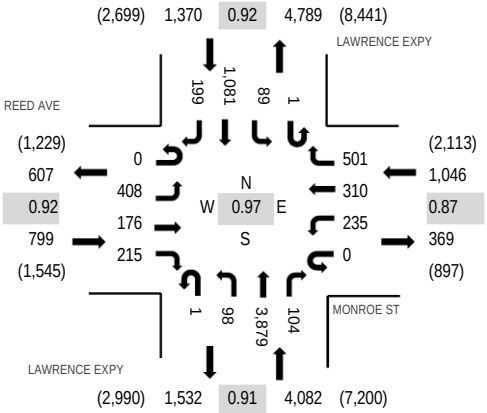
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 9 |
| Lights | 0 | 175 | 499 | 651 | 0 | 301 | 175 | 273 | 6 | 62 | 1,214 | 339 | 14 | 315 | 3,475 | 86 | 7,585 |
| Mediums | 0 | 2 | 3 | 1 | 0 | 0 | 4 | 3 | 0 | 0 | 12 | 9 | 0 | 2 | 19 | 8 | 63 |
| Total | 0 | 178 | 503 | 652 | 0 | 301 | 179 | 277 | 6 | 62 | 1,229 | 348 | 14 | 317 | 3,497 | 94 | 7,657 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

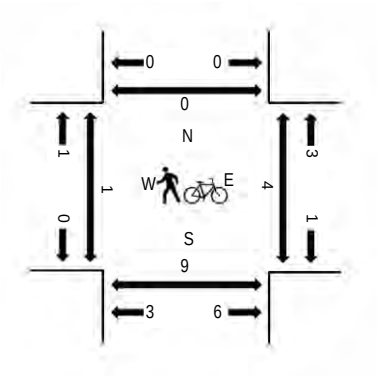
**Location:** 2 LAWRENCE EXPY & MONROE ST AM
**Date and Start Time:** Wednesday, March 7, 2018
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | REED AVE Eastbound | | | | MONROE ST Westbound | | | | LAWRENCE EXPY Northbound | | | | LAWRENCE EXPY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 52 | 76 | 39 | 0 | 33 | 54 | 106 | 1 | 28 | 510 | 39 | 1 | 47 | 175 | 41 | 1,202 | 6,260 | 1 | 0 | 7 | 0 |
| 7:15 AM | 0 | 88 | 99 | 27 | 0 | 69 | 110 | 143 | 0 | 21 | 612 | 66 | 0 | 32 | 266 | 38 | 1,571 | 6,936 | 0 | 4 | 4 | 0 |
| 7:30 AM | 0 | 85 | 34 | 44 | 0 | 83 | 82 | 116 | 0 | 43 | 854 | 22 | 0 | 26 | 329 | 37 | 1,755 | 7,193 | 0 | 1 | 1 | 0 |
| 7:45 AM | 0 | 112 | 33 | 57 | 0 | 55 | 90 | 126 | 1 | 48 | 847 | 26 | 0 | 28 | 279 | 30 | 1,732 | 7,140 | 1 | 0 | 3 | 0 |
| 8:00 AM | 0 | 111 | 44 | 65 | 0 | 53 | 82 | 106 | 1 | 31 | 988 | 26 | 0 | 25 | 302 | 44 | 1,878 | 7,297 | 0 | 0 | 1 | 0 |
| 8:15 AM | 0 | 78 | 42 | 62 | 0 | 57 | 78 | 129 | 0 | 28 | 987 | 33 | 0 | 34 | 249 | 51 | 1,828 | | 0 | 1 | 2 | 0 |
| 8:30 AM | 0 | 130 | 50 | 44 | 0 | 67 | 71 | 152 | 0 | 19 | 829 | 19 | 1 | 14 | 259 | 47 | 1,702 | | 0 | 3 | 2 | 0 |
| 8:45 AM | 0 | 89 | 40 | 44 | 0 | 58 | 79 | 114 | 0 | 20 | 1,075 | 26 | 0 | 16 | 271 | 57 | 1,889 | | 1 | 0 | 1 | 0 |

## Peak Rolling Hour Flow Rates

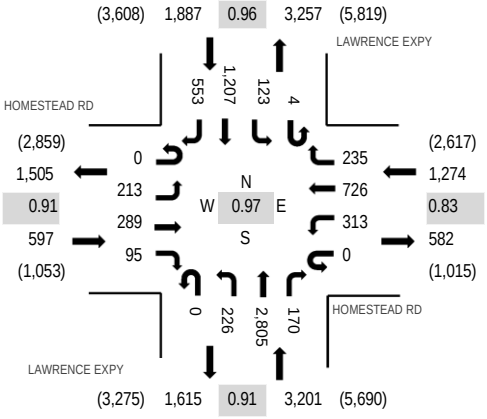
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 | 5 | 19 |
| Lights | 0 | 401 | 173 | 210 | 0 | 231 | 304 | 496 | 1 | 95 | 3,860 | 100 | 1 | 89 | 1,039 | 190 | 7,190 |
| Mediums | 0 | 5 | 3 | 3 | 0 | 4 | 6 | 3 | 0 | 1 | 17 | 4 | 0 | 0 | 38 | 4 | 88 |
| Total | 0 | 408 | 176 | 215 | 0 | 235 | 310 | 501 | 1 | 98 | 3,879 | 104 | 1 | 89 | 1,081 | 199 | 7,297 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

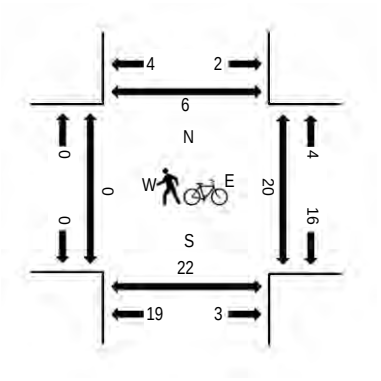
**Location:** 40 LAWRENCE EXPY & HOMESTEAD RD AM
**Date and Start Time:** Tuesday, November 14, 2017
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:30 AM - 08:45 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | HOMESTEAD RD Eastbound | | | | HOMESTEAD RD Westbound | | | | LAWRENCE EXPY Northbound | | | | LAWRENCE EXPY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 28 | 20 | 15 | 0 | 70 | 121 | 53 | 0 | 38 | 432 | 33 | 0 | 14 | 244 | 67 | 1,135 | 6,009 | 0 | 1 | 1 | 0 |
| 7:15 AM | 0 | 39 | 28 | 28 | 0 | 75 | 200 | 68 | 0 | 52 | 563 | 33 | 0 | 18 | 338 | 99 | 1,541 | 6,662 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 62 | 55 | 43 | 0 | 95 | 231 | 100 | 0 | 62 | 540 | 44 | 2 | 20 | 329 | 127 | 1,710 | 6,753 | 0 | 1 | 4 | 1 |
| 7:45 AM | 0 | 41 | 68 | 29 | 0 | 78 | 187 | 65 | 0 | 61 | 569 | 62 | 0 | 38 | 316 | 109 | 1,623 | 6,837 | 0 | 1 | 4 | 7 |
| 8:00 AM | 0 | 58 | 61 | 22 | 0 | 81 | 176 | 55 | 0 | 45 | 754 | 41 | 2 | 42 | 312 | 139 | 1,788 | 6,959 | 0 | 3 | 2 | 0 |
| 8:15 AM | 0 | 65 | 76 | 25 | 0 | 76 | 191 | 61 | 0 | 47 | 589 | 51 | 1 | 44 | 278 | 128 | 1,632 | | 0 | 3 | 4 | 3 |
| 8:30 AM | 0 | 43 | 89 | 27 | 0 | 86 | 205 | 70 | 0 | 57 | 698 | 37 | 0 | 20 | 320 | 142 | 1,794 | | 0 | 5 | 6 | 2 |
| 8:45 AM | 0 | 47 | 63 | 21 | 0 | 70 | 154 | 49 | 0 | 77 | 764 | 41 | 1 | 17 | 297 | 144 | 1,745 | | 0 | 9 | 10 | 0 |

## Peak Rolling Hour Flow Rates

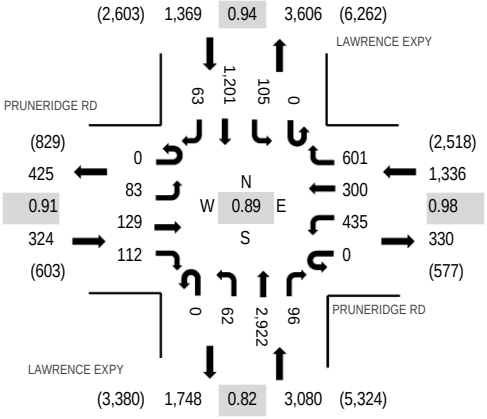
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 2 | 12 |
| Lights | 0 | 210 | 284 | 93 | 0 | 310 | 716 | 232 | 0 | 222 | 2,792 | 168 | 3 | 119 | 1,173 | 535 | 6,857 |
| Mediums | 0 | 3 | 5 | 0 | 0 | 2 | 9 | 3 | 0 | 3 | 11 | 2 | 1 | 3 | 32 | 16 | 90 |
| Total | 0 | 213 | 289 | 95 | 0 | 313 | 726 | 235 | 0 | 226 | 2,805 | 170 | 4 | 123 | 1,207 | 553 | 6,959 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

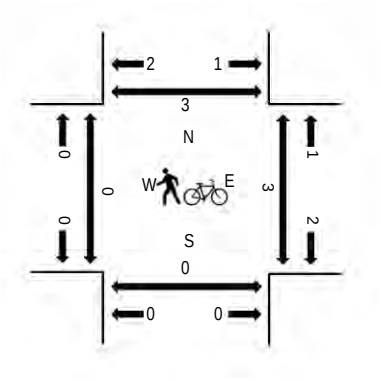
**Location:** 41 LAWRENCE EXPY & PRUNERIDGE RD AM
**Date and Start Time:** Tuesday, November 14, 2017
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 07:45 AM - 08:00 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | PRUNERIDGE RD Eastbound | | | | PRUNERIDGE RD Westbound | | | | LAWRENCE EXPY Northbound | | | | LAWRENCE EXPY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 22 | 5 | 11 | 0 | 106 | 26 | 102 | 0 | 8 | 466 | 8 | 0 | 7 | 232 | 12 | 1,005 | 5,467 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 17 | 18 | 43 | 0 | 127 | 75 | 124 | 2 | 18 | 518 | 30 | 1 | 16 | 253 | 12 | 1,254 | 5,916 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 18 | 22 | 24 | 0 | 112 | 74 | 137 | 0 | 10 | 718 | 19 | 0 | 27 | 321 | 9 | 1,491 | 6,109 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 28 | 17 | 20 | 0 | 135 | 50 | 158 | 0 | 14 | 908 | 22 | 0 | 28 | 329 | 8 | 1,717 | 5,941 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 17 | 34 | 47 | 0 | 102 | 92 | 146 | 0 | 11 | 660 | 25 | 0 | 19 | 282 | 19 | 1,454 | 5,581 | 0 | 2 | 0 | 1 |
| 8:15 AM | 0 | 20 | 56 | 21 | 0 | 86 | 84 | 160 | 0 | 27 | 636 | 30 | 0 | 31 | 269 | 27 | 1,447 | | 0 | 1 | 0 | 0 |
| 8:30 AM | 0 | 34 | 20 | 29 | 0 | 101 | 107 | 117 | 0 | 24 | 526 | 31 | 0 | 28 | 283 | 23 | 1,323 | | 0 | 0 | 4 | 1 |
| 8:45 AM | 0 | 32 | 18 | 30 | 0 | 94 | 57 | 146 | 2 | 15 | 551 | 45 | 0 | 21 | 319 | 27 | 1,357 | | 0 | 0 | 0 | 1 |

## Peak Rolling Hour Flow Rates

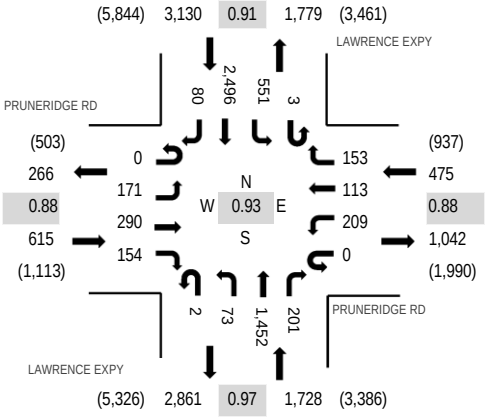
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 8 |
| Lights | 0 | 82 | 124 | 111 | 0 | 432 | 296 | 595 | 0 | 62 | 2,899 | 94 | 0 | 104 | 1,177 | 63 | 6,039 |
| Mediums | 0 | 1 | 5 | 1 | 0 | 3 | 4 | 6 | 0 | 0 | 17 | 2 | 0 | 1 | 22 | 0 | 62 |
| Total | 0 | 83 | 129 | 112 | 0 | 435 | 300 | 601 | 0 | 62 | 2,922 | 96 | 0 | 105 | 1,201 | 63 | 6,109 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

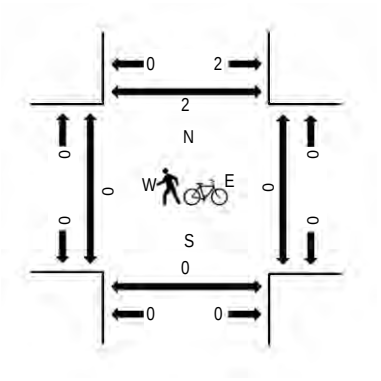
**Location:** 41 LAWRENCE EXPY & PRUNERIDGE RD PM
**Date and Start Time:** Tuesday, November 14, 2017
**Peak Hour:** 04:30 PM - 05:30 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | PRUNERIDGE RD Eastbound | | | | PRUNERIDGE RD Westbound | | | | LAWRENCE EXPY Northbound | | | | LAWRENCE EXPY Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 39 | 44 | 16 | 0 | 40 | 16 | 27 | 0 | 12 | 366 | 46 | 0 | 123 | 454 | 11 | 1,194 | 5,362 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 31 | 41 | 21 | 0 | 26 | 15 | 18 | 0 | 18 | 374 | 45 | 0 | 148 | 543 | 21 | 1,301 | 5,771 | 0 | 2 | 0 | 5 |
| 4:30 PM | 0 | 41 | 56 | 24 | 0 | 47 | 16 | 34 | 0 | 18 | 370 | 46 | 2 | 125 | 602 | 19 | 1,400 | 5,948 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 48 | 76 | 34 | 0 | 51 | 26 | 34 | 0 | 15 | 373 | 35 | 1 | 162 | 596 | 16 | 1,467 | 5,945 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 31 | 67 | 48 | 0 | 61 | 44 | 41 | 1 | 24 | 353 | 69 | 0 | 154 | 687 | 23 | 1,603 | 5,918 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 51 | 91 | 48 | 0 | 50 | 27 | 44 | 1 | 16 | 356 | 51 | 0 | 110 | 611 | 22 | 1,478 | | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 41 | 82 | 48 | 0 | 72 | 36 | 45 | 2 | 13 | 316 | 37 | 0 | 95 | 586 | 24 | 1,397 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 23 | 78 | 34 | 0 | 85 | 34 | 48 | 5 | 16 | 354 | 54 | 0 | 155 | 533 | 21 | 1,440 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

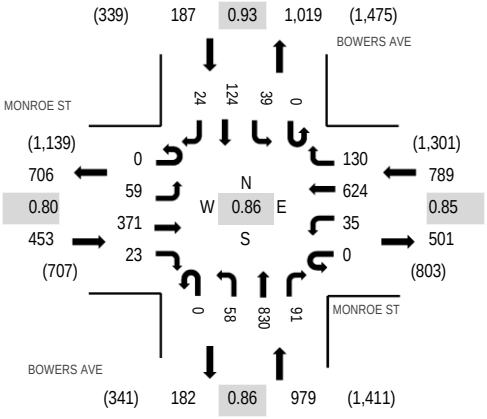
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Lights | 0 | 170 | 290 | 154 | 0 | 206 | 113 | 152 | 2 | 73 | 1,441 | 201 | 3 | 549 | 2,489 | 80 | 5,923 |
| Mediums | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 2 | 7 | 0 | 24 |
| Total | 0 | 171 | 290 | 154 | 0 | 209 | 113 | 153 | 2 | 73 | 1,452 | 201 | 3 | 551 | 2,496 | 80 | 5,948 |

All Traffic Data Services Inc.

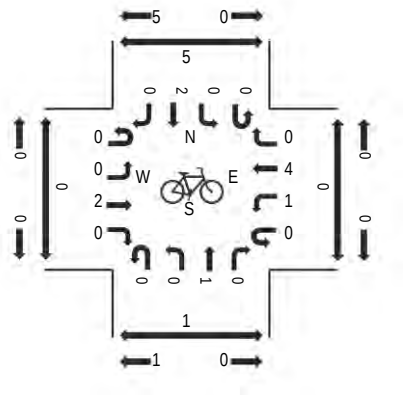
(303) 216-2439
www.alltrafficdata.net

**Location:** 5 BOWERS AVE & MONROE ST AM
**Date:** Wednesday, October 30, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

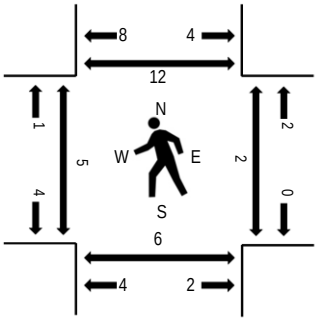
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | MONROE ST Eastbound | | | | MONROE ST Westbound | | | | BOWERS AVE Northbound | | | | BOWERS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 2 | 32 | 2 | 0 | 5 | 58 | 10 | 0 | 1 | 40 | 10 | 0 | 11 | 14 | 0 | 185 | 1,350 | 0 | 0 | 1 | 0 |
| 7:15 AM | 0 | 10 | 37 | 3 | 0 | 5 | 119 | 17 | 0 | 1 | 73 | 16 | 0 | 4 | 21 | 1 | 307 | 1,692 | 0 | 0 | 0 | 5 |
| 7:30 AM | 0 | 19 | 61 | 6 | 0 | 14 | 88 | 23 | 0 | 7 | 94 | 22 | 0 | 14 | 29 | 3 | 380 | 1,963 | 1 | 3 | 0 | 0 |
| 7:45 AM | 0 | 9 | 69 | 4 | 0 | 13 | 136 | 24 | 0 | 17 | 135 | 16 | 0 | 10 | 43 | 2 | 478 | 2,184 | 1 | 5 | 3 | 0 |
| 8:00 AM | 0 | 8 | 70 | 2 | 0 | 17 | 141 | 39 | 0 | 12 | 159 | 24 | 0 | 9 | 38 | 8 | 527 | 2,408 | 3 | 0 | 1 | 5 |
| 8:15 AM | 0 | 20 | 98 | 3 | 0 | 10 | 154 | 27 | 0 | 13 | 180 | 24 | 0 | 12 | 35 | 2 | 578 | | 0 | 2 | 1 | 1 |
| 8:30 AM | 0 | 11 | 94 | 6 | 0 | 5 | 130 | 34 | 0 | 17 | 245 | 19 | 0 | 8 | 28 | 4 | 601 | | 2 | 0 | 4 | 3 |
| 8:45 AM | 0 | 20 | 109 | 12 | 0 | 3 | 199 | 30 | 0 | 16 | 246 | 24 | 0 | 10 | 23 | 10 | 702 | | 0 | 0 | 0 | 3 |

## Peak Rolling Hour Flow Rates

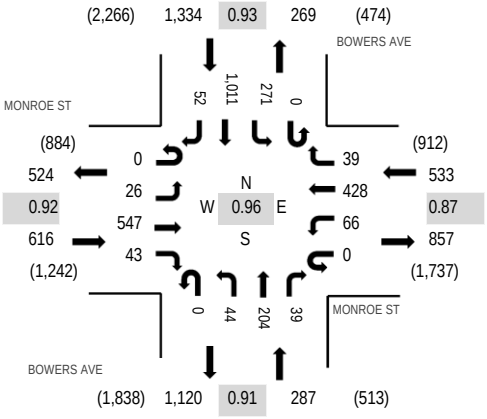
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| Lights | 0 | 59 | 365 | 23 | 0 | 34 | 612 | 130 | 0 | 58 | 825 | 89 | 0 | 37 | 118 | 24 | 2,374 |
| Mediums | 0 | 0 | 6 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 5 | 1 | 0 | 2 | 6 | 0 | 29 |
| Total | 0 | 59 | 371 | 23 | 0 | 35 | 624 | 130 | 0 | 58 | 830 | 91 | 0 | 39 | 124 | 24 | 2,408 |

All Traffic Data Services Inc.

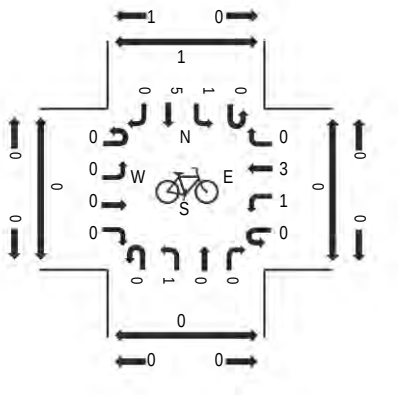
(303) 216-2439
www.alltrafficdata.net

**Location:** 5 BOWERS AVE & MONROE ST PM
**Date:** Wednesday, October 30, 2019
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

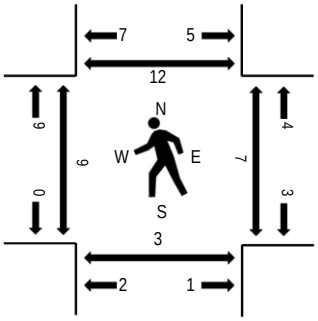
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | MONROE ST Eastbound | | | | MONROE ST Westbound | | | | BOWERS AVE Northbound | | | | BOWERS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 2 | 138 | 11 | 0 | 13 | 83 | 6 | 0 | 3 | 46 | 3 | 0 | 55 | 121 | 4 | 485 | 2,163 | 1 | 0 | 1 | 0 |
| 4:15 PM | 0 | 6 | 139 | 11 | 0 | 14 | 65 | 7 | 0 | 7 | 44 | 17 | 0 | 71 | 140 | 8 | 529 | 2,378 | 3 | 1 | 3 | 3 |
| 4:30 PM | 0 | 4 | 125 | 8 | 0 | 12 | 65 | 1 | 0 | 11 | 30 | 11 | 0 | 60 | 175 | 12 | 514 | 2,572 | 2 | 0 | 0 | 0 |
| 4:45 PM | 0 | 9 | 162 | 11 | 0 | 16 | 87 | 10 | 0 | 6 | 40 | 8 | 0 | 91 | 186 | 9 | 635 | 2,738 | 1 | 2 | 3 | 0 |
| 5:00 PM | 0 | 6 | 144 | 10 | 0 | 13 | 95 | 11 | 0 | 7 | 47 | 10 | 0 | 84 | 262 | 11 | 700 | 2,770 | 0 | 0 | 1 | 1 |
| 5:15 PM | 0 | 5 | 169 | 11 | 0 | 15 | 122 | 16 | 0 | 11 | 45 | 12 | 0 | 69 | 235 | 13 | 723 | | 5 | 0 | 0 | 5 |
| 5:30 PM | 0 | 9 | 135 | 13 | 0 | 20 | 90 | 4 | 0 | 17 | 54 | 8 | 0 | 52 | 263 | 15 | 680 | | 1 | 5 | 1 | 4 |
| 5:45 PM | 0 | 6 | 99 | 9 | 0 | 18 | 121 | 8 | 0 | 9 | 58 | 9 | 0 | 66 | 251 | 13 | 667 | | 3 | 2 | 1 | 2 |

## Peak Rolling Hour Flow Rates

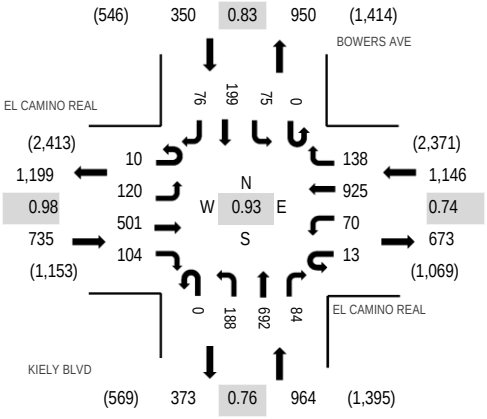
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Lights | 0 | 26 | 538 | 43 | 0 | 66 | 424 | 38 | 0 | 43 | 199 | 39 | 0 | 270 | 1,006 | 52 | 2,744 |
| Mediums | 0 | 0 | 9 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 5 | 0 | 0 | 1 | 4 | 0 | 25 |
| Total | 0 | 26 | 547 | 43 | 0 | 66 | 428 | 39 | 0 | 44 | 204 | 39 | 0 | 271 | 1,011 | 52 | 2,770 |

All Traffic Data Services Inc.

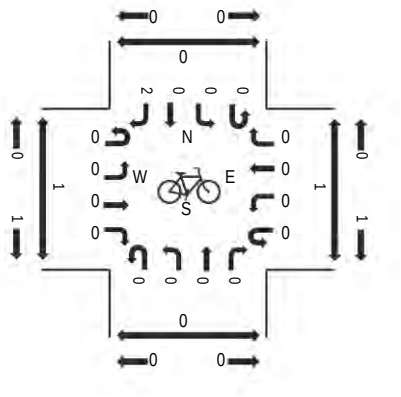
(303) 216-2439
www.alltrafficdata.net

**Location:** 7 KIELY BLVD & EL CAMINO REAL AM
**Date:** Wednesday, October 30, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

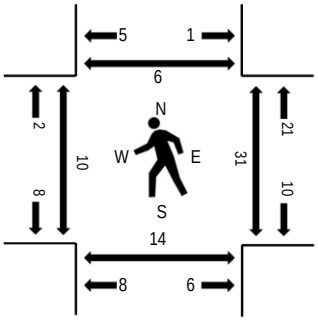
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | EL CAMINO REAL Eastbound | | | | EL CAMINO REAL Westbound | | | | KIELY BLVD Northbound | | | | BOWERS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 1 | 6 | 59 | 9 | 2 | 12 | 160 | 12 | 0 | 13 | 36 | 12 | 0 | 5 | 18 | 4 | 349 | 2,270 | 2 | 3 | 1 | 2 |
| 7:15 AM | 1 | 15 | 48 | 10 | 0 | 5 | 238 | 19 | 0 | 6 | 53 | 20 | 0 | 13 | 24 | 11 | 463 | 2,627 | 1 | 2 | 1 | 3 |
| 7:30 AM | 0 | 28 | 79 | 11 | 0 | 9 | 295 | 27 | 0 | 19 | 89 | 18 | 0 | 11 | 22 | 14 | 622 | 2,942 | 4 | 4 | 2 | 7 |
| 7:45 AM | 2 | 35 | 94 | 20 | 0 | 14 | 407 | 25 | 0 | 27 | 119 | 19 | 0 | 16 | 42 | 16 | 836 | 3,175 | 2 | 1 | 5 | 1 |
| 8:00 AM | 0 | 30 | 120 | 26 | 4 | 13 | 221 | 35 | 0 | 40 | 105 | 15 | 0 | 17 | 57 | 23 | 706 | 3,195 | 1 | 2 | 5 | 0 |
| 8:15 AM | 3 | 27 | 120 | 37 | 2 | 26 | 216 | 25 | 0 | 37 | 160 | 20 | 0 | 24 | 66 | 15 | 778 | | 4 | 5 | 1 | 3 |
| 8:30 AM | 3 | 29 | 137 | 19 | 2 | 12 | 216 | 46 | 0 | 59 | 224 | 34 | 0 | 17 | 38 | 19 | 855 | | 3 | 14 | 5 | 2 |
| 8:45 AM | 4 | 34 | 124 | 22 | 5 | 19 | 272 | 32 | 0 | 52 | 203 | 15 | 0 | 17 | 38 | 19 | 856 | | 2 | 10 | 3 | 1 |

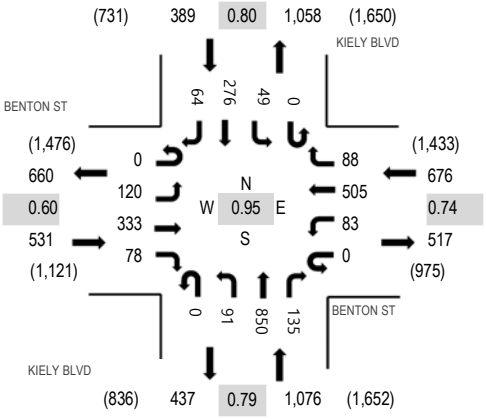
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 4 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 14 |
| Lights | 9 | 119 | 484 | 101 | 13 | 68 | 888 | 137 | 0 | 185 | 686 | 83 | 0 | 74 | 194 | 73 | 3,114 |
| Mediums | 1 | 1 | 13 | 3 | 0 | 1 | 30 | 1 | 0 | 3 | 6 | 0 | 0 | 0 | 5 | 3 | 67 |
| Total | 10 | 120 | 501 | 104 | 13 | 70 | 925 | 138 | 0 | 188 | 692 | 84 | 0 | 75 | 199 | 76 | 3,195 |

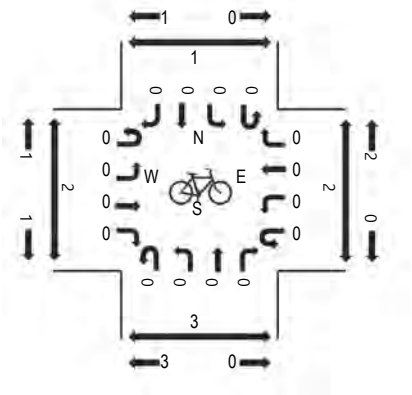
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

**Location:** 10 KIELY BLVD & BENTON ST AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:30 AM - 08:45 AM

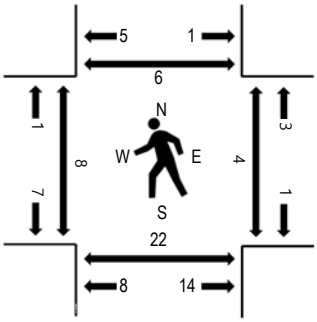
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | BENTON ST Eastbound | | | | BENTON ST Westbound | | | | KIELY BLVD Northbound | | | | KIELY BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 1 | 32 | 82 | 34 | 0 | 15 | 176 | 6 | 0 | 38 | 48 | 11 | 0 | 10 | 35 | 16 | 504 | 2,265 | 4 | 3 | 11 | 2 |
| 7:15 AM | 0 | 59 | 131 | 55 | 0 | 21 | 211 | 23 | 0 | 64 | 80 | 16 | 0 | 47 | 61 | 15 | 783 | 2,344 | 5 | 5 | 12 | 3 |
| 7:30 AM | 0 | 39 | 56 | 17 | 0 | 19 | 95 | 17 | 0 | 24 | 110 | 16 | 0 | 10 | 58 | 12 | 473 | 2,257 | 3 | 0 | 0 | 1 |
| 7:45 AM | 0 | 30 | 48 | 6 | 0 | 23 | 137 | 14 | 0 | 15 | 134 | 20 | 0 | 11 | 55 | 12 | 505 | 2,485 | 4 | 2 | 6 | 3 |
| 8:00 AM | 0 | 26 | 83 | 14 | 0 | 12 | 135 | 16 | 0 | 15 | 154 | 23 | 0 | 12 | 74 | 19 | 583 | 2,672 | 1 | 0 | 6 | 2 |
| 8:15 AM | 0 | 23 | 82 | 17 | 0 | 24 | 129 | 23 | 0 | 26 | 198 | 52 | 0 | 10 | 97 | 15 | 696 | | 1 | 2 | 11 | 0 |
| 8:30 AM | 0 | 27 | 83 | 15 | 0 | 17 | 118 | 31 | 0 | 30 | 270 | 41 | 0 | 14 | 45 | 10 | 701 | | 3 | 1 | 5 | 2 |
| 8:45 AM | 0 | 44 | 85 | 32 | 0 | 30 | 123 | 18 | 0 | 20 | 228 | 19 | 0 | 13 | 60 | 20 | 692 | | 3 | 1 | 0 | 2 |

## Peak Rolling Hour Flow Rates

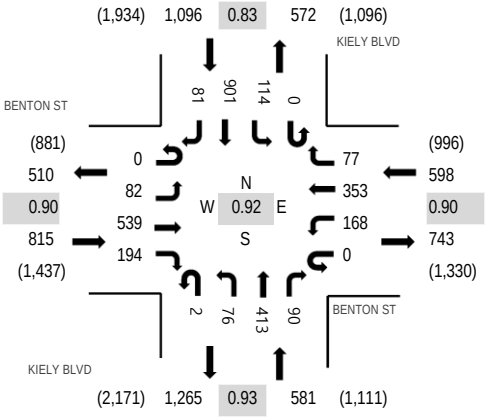
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 119 | 332 | 76 | 0 | 79 | 503 | 86 | 0 | 91 | 841 | 133 | 0 | 48 | 271 | 64 | 2,643 |
| Mediums | 0 | 1 | 1 | 2 | 0 | 4 | 2 | 2 | 0 | 0 | 9 | 2 | 0 | 1 | 5 | 0 | 29 |
| Total | 0 | 120 | 333 | 78 | 0 | 83 | 505 | 88 | 0 | 91 | 850 | 135 | 0 | 49 | 276 | 64 | 2,672 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

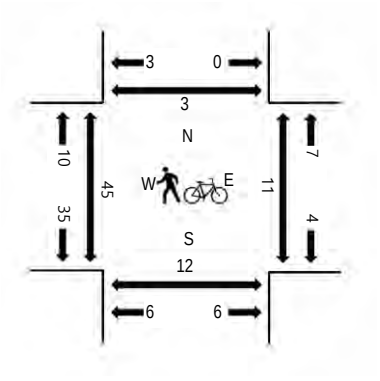
**Location:** 64 KIELY BLVD & BENTON ST PM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:30 PM - 05:45 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | BENTON ST Eastbound | | | | BENTON ST Westbound | | | | KIELY BLVD Northbound | | | | KIELY BLVD Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 20 | 66 | 26 | 0 | 18 | 48 | 18 | 0 | 10 | 88 | 17 | 0 | 16 | 128 | 17 | 472 | 2,388 | 2 | 3 | 5 | 0 |
| 4:15 PM | 0 | 18 | 112 | 32 | 0 | 26 | 47 | 17 | 0 | 18 | 96 | 24 | 1 | 20 | 171 | 21 | 603 | 2,628 | 3 | 3 | 6 | 0 |
| 4:30 PM | 0 | 17 | 137 | 45 | 0 | 23 | 60 | 20 | 0 | 18 | 105 | 27 | 0 | 20 | 165 | 28 | 665 | 2,789 | 8 | 3 | 4 | 2 |
| 4:45 PM | 0 | 22 | 104 | 23 | 0 | 41 | 67 | 13 | 1 | 15 | 89 | 22 | 0 | 22 | 207 | 22 | 648 | 2,960 | 7 | 4 | 8 | 1 |
| 5:00 PM | 0 | 14 | 152 | 33 | 0 | 40 | 78 | 18 | 2 | 16 | 110 | 24 | 0 | 21 | 183 | 21 | 712 | 3,090 | 1 | 3 | 3 | 1 |
| 5:15 PM | 0 | 28 | 147 | 51 | 0 | 41 | 98 | 20 | 0 | 14 | 90 | 30 | 0 | 25 | 205 | 15 | 764 | | 16 | 1 | 2 | 0 |
| 5:30 PM | 0 | 24 | 117 | 58 | 0 | 44 | 102 | 20 | 0 | 18 | 105 | 16 | 0 | 35 | 271 | 26 | 836 | | 2 | 1 | 2 | 1 |
| 5:45 PM | 0 | 16 | 123 | 52 | 0 | 43 | 75 | 19 | 0 | 28 | 108 | 20 | 0 | 33 | 242 | 19 | 778 | | 5 | 4 | 2 | 0 |

## Peak Rolling Hour Flow Rates

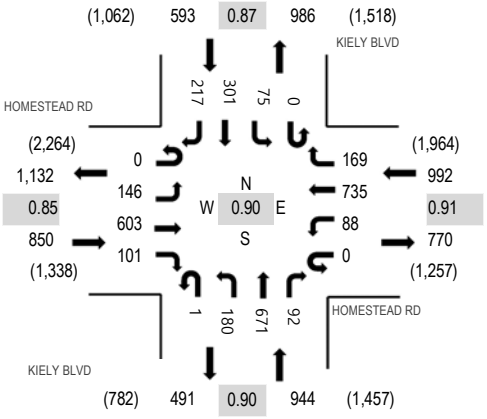
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| Lights | 0 | 82 | 537 | 194 | 0 | 165 | 351 | 75 | 2 | 75 | 408 | 88 | 0 | 114 | 893 | 80 | 3,064 |
| Mediums | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 5 | 2 | 0 | 0 | 7 | 0 | 22 |
| Total | 0 | 82 | 539 | 194 | 0 | 168 | 353 | 77 | 2 | 76 | 413 | 90 | 0 | 114 | 901 | 81 | 3,090 |

All Traffic Data Services Inc.

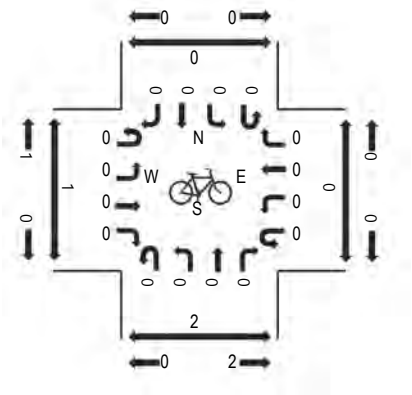
(303) 216-2439
www.alltrafficdata.net

**Location:** 11 KIELY BLVD & HOMESTEAD RD AM
**Date:** Thursday, May 16, 2019
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

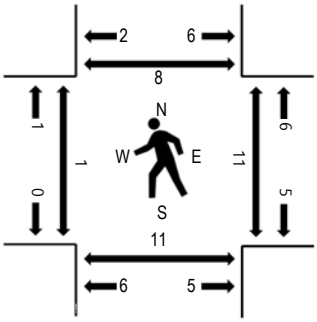
## Peak Hour - All Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts

| Interval Start Time | HOMESTEAD RD Eastbound | | | | HOMESTEAD RD Westbound | | | | KIELY BLVD Northbound | | | | KIELY BLVD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 17 | 53 | 10 | 0 | 5 | 149 | 41 | 0 | 24 | 64 | 10 | 1 | 15 | 35 | 30 | 454 | 2,442 | 3 | 0 | 0 | 2 |
| 7:15 AM | 0 | 21 | 66 | 7 | 0 | 6 | 208 | 49 | 0 | 43 | 78 | 8 | 0 | 33 | 61 | 60 | 640 | 2,811 | 0 | 2 | 0 | 1 |
| 7:30 AM | 0 | 20 | 100 | 21 | 0 | 8 | 231 | 27 | 0 | 52 | 71 | 7 | 0 | 22 | 58 | 44 | 661 | 3,105 | 1 | 0 | 0 | 2 |
| 7:45 AM | 0 | 23 | 134 | 16 | 0 | 18 | 207 | 23 | 0 | 41 | 97 | 18 | 0 | 21 | 46 | 43 | 687 | 3,332 | 1 | 4 | 1 | 3 |
| 8:00 AM | 0 | 21 | 168 | 23 | 0 | 23 | 200 | 42 | 0 | 53 | 142 | 19 | 0 | 21 | 75 | 36 | 823 | 3,379 | 0 | 0 | 2 | 1 |
| 8:15 AM | 0 | 34 | 153 | 37 | 0 | 37 | 217 | 40 | 0 | 63 | 153 | 29 | 0 | 19 | 93 | 59 | 934 | | 0 | 1 | 3 | 5 |
| 8:30 AM | 0 | 53 | 176 | 26 | 0 | 18 | 181 | 42 | 1 | 26 | 201 | 33 | 0 | 14 | 68 | 49 | 888 | | 1 | 4 | 3 | 0 |
| 8:45 AM | 0 | 38 | 106 | 15 | 0 | 10 | 137 | 45 | 0 | 38 | 175 | 11 | 0 | 21 | 65 | 73 | 734 | | 0 | 6 | 3 | 2 |

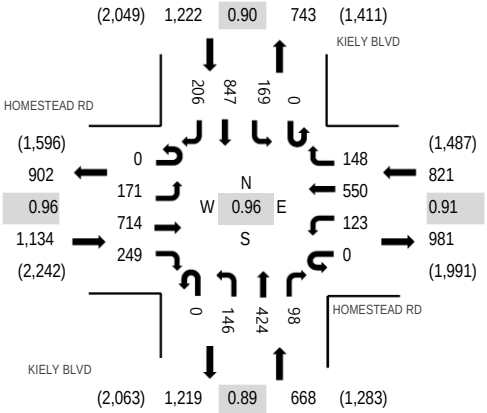
## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 143 | 594 | 99 | 0 | 85 | 720 | 169 | 1 | 180 | 661 | 91 | 0 | 75 | 293 | 215 | 3,326 |
| Mediums | 0 | 3 | 8 | 1 | 0 | 3 | 14 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 8 | 2 | 50 |
| Total | 0 | 146 | 603 | 101 | 0 | 88 | 735 | 169 | 1 | 180 | 671 | 92 | 0 | 75 | 301 | 217 | 3,379 |

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

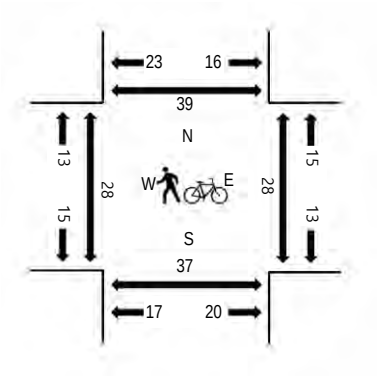
**Location:** 65 KIELY BLVD & HOMESTEAD RD PM
**Date and Start Time:** Thursday, May 10, 2018
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:30 PM - 05:45 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles in Crosswalk




## Traffic Counts

| Interval Start Time | HOMESTEAD RD Eastbound | | | | HOMESTEAD RD Westbound | | | | KIELY BLVD Northbound | | | | KIELY BLVD Southbound | | | | Total | Rolling Hour | Pedestrain Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 34 | 184 | 44 | 0 | 22 | 95 | 29 | 0 | 31 | 76 | 18 | 0 | 37 | 100 | 22 | 692 | 3,216 | 5 | 8 | 5 | 5 |
| 4:15 PM | 0 | 37 | 195 | 53 | 1 | 27 | 111 | 39 | 0 | 27 | 92 | 24 | 0 | 31 | 119 | 34 | 790 | 3,445 | 3 | 3 | 2 | 4 |
| 4:30 PM | 0 | 37 | 187 | 58 | 0 | 30 | 106 | 29 | 0 | 23 | 116 | 28 | 0 | 45 | 158 | 39 | 856 | 3,628 | 2 | 7 | 3 | 8 |
| 4:45 PM | 0 | 34 | 190 | 55 | 0 | 29 | 113 | 35 | 0 | 44 | 110 | 26 | 0 | 44 | 149 | 49 | 878 | 3,771 | 4 | 7 | 5 | 3 |
| 5:00 PM | 0 | 45 | 198 | 54 | 0 | 32 | 150 | 40 | 0 | 35 | 85 | 24 | 0 | 46 | 165 | 47 | 921 | 3,845 | 5 | 7 | 5 | 3 |
| 5:15 PM | 0 | 39 | 195 | 67 | 0 | 35 | 132 | 33 | 0 | 46 | 104 | 21 | 0 | 39 | 207 | 55 | 973 | | 8 | 5 | 6 | 12 |
| 5:30 PM | 0 | 42 | 146 | 69 | 0 | 37 | 154 | 35 | 0 | 34 | 128 | 31 | 0 | 34 | 242 | 47 | 999 | | 5 | 5 | 11 | 5 |
| 5:45 PM | 0 | 45 | 175 | 59 | 0 | 19 | 114 | 40 | 0 | 31 | 107 | 22 | 0 | 50 | 233 | 57 | 952 | | 10 | 9 | 13 | 18 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| Lights | 0 | 168 | 709 | 248 | 0 | 122 | 549 | 147 | 0 | 144 | 415 | 98 | 0 | 168 | 840 | 203 | 3,811 |
| Mediums | 0 | 3 | 5 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 9 | 0 | 0 | 1 | 6 | 3 | 32 |
| Total | 0 | 171 | 714 | 249 | 0 | 123 | 550 | 148 | 0 | 146 | 424 | 98 | 0 | 169 | 847 | 206 | 3,845 |

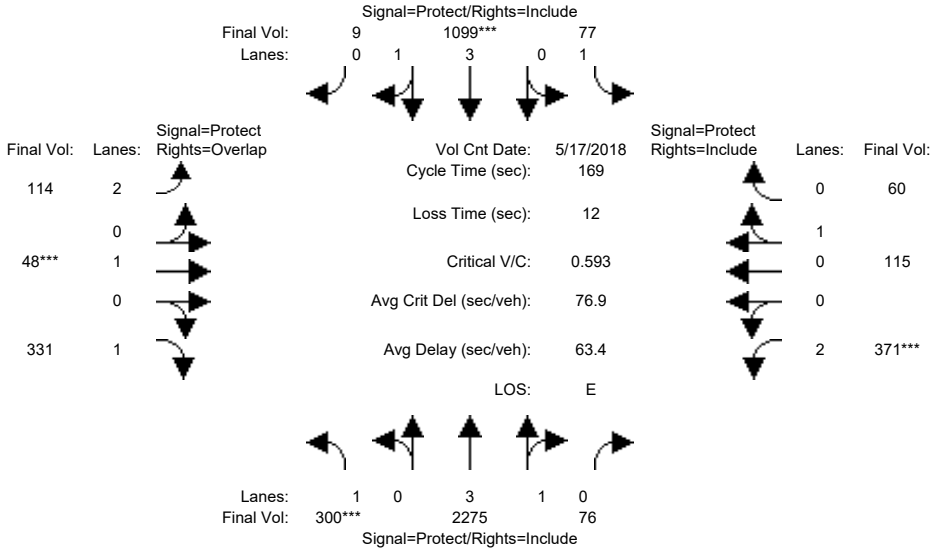
# Appendix C

## Level of Service Calculations

Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #25: (2) 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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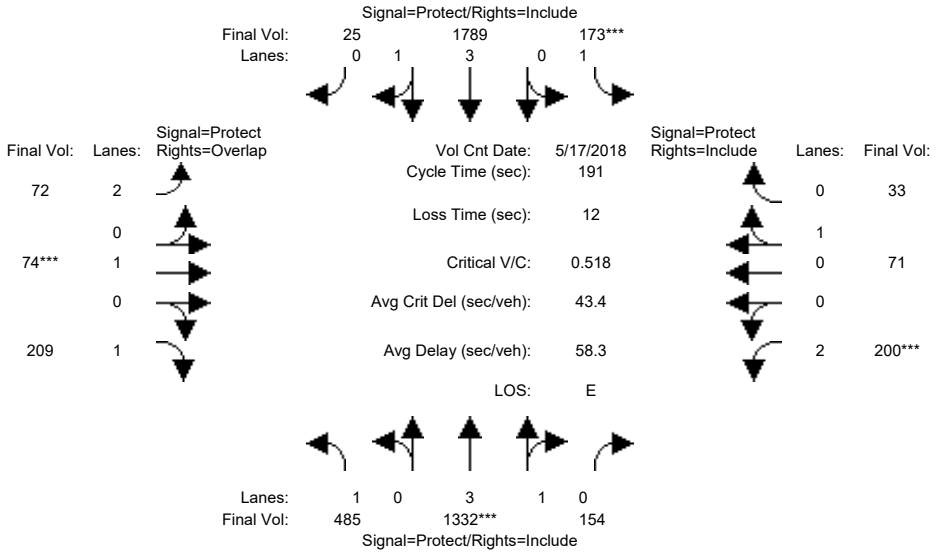
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #25: (2) 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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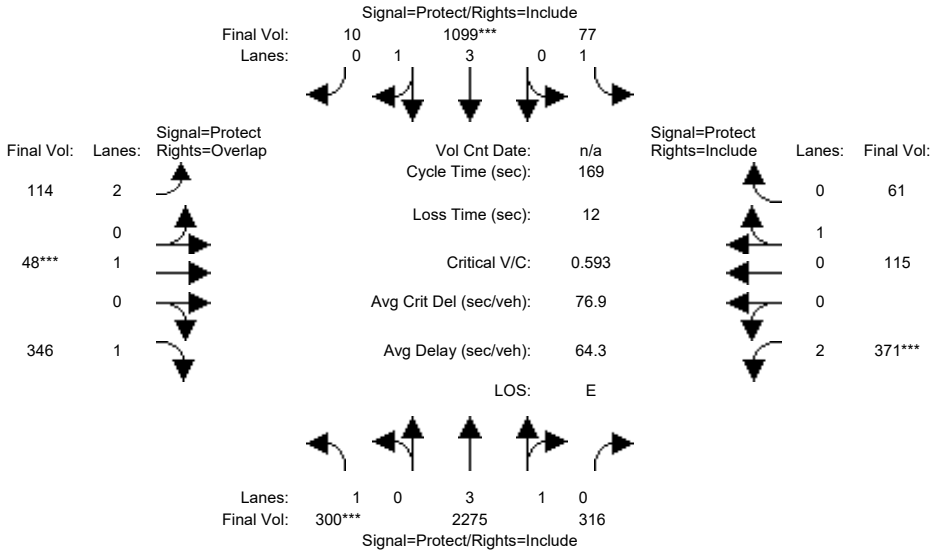
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #25: (2) 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: | 300 | 2275 | 316 | 77 | 1099 | 10 | 114 | 48 | 346 | 371 | 115 | 61 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 300 | 2275 | 316 | 77 | 1099 | 10 | 114 | 48 | 346 | 371 | 115 | 61 |
| Added Vol: | 0 | 0 | 0 | 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 | 316 | 77 | 1099 | 10 | 114 | 48 | 346 | 371 | 115 | 61 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 316 | 77 | 1099 | 10 | 114 | 48 | 346 | 371 | 115 | 61 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 300 | 2275 | 316 | 77 | 1099 | 10 | 114 | 48 | 346 | 371 | 115 | 61 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 316 | 77 | 1099 | 10 | 114 | 48 | 346 | 371 | 115 | 61 |
| 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 | 3.49 | 0.51 | 1.00 | 3.96 | 0.04 | 2.00 | 1.00 | 1.00 | 2.00 | 0.65 | 0.35 |
| Final Sat.: | 1750 | 6584 | 914 | 1750 | 7432 | 68 | 1575 | 760 | 1225 | 2205 | 470 | 250 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.35 | 0.35 | 0.04 | 0.15 | 0.15 | 0.07 | 0.06 | 0.28 | 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 | 0.82 | 0.82 | 0.64 | 0.50 | 0.50 | 1.06 | 0.29 | 0.68 | 1.08 | 0.80 | 0.80 |
| Delay/Veh: | 87.6 | 51.6 | 51.6 | 87.2 | 52.7 | 52.7 | 184.1 | 56.3 | 44.4 | 143.4 | 72.9 | 72.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 87.6 | 51.6 | 51.6 | 87.2 | 52.7 | 52.7 | 184.1 | 56.3 | 44.4 | 143.4 | 72.9 | 72.9 |
| LOS by Move: | F | D | D | F | D | D | F | E | D | F | E | E |
| HCM2k95thQ: | 30 | 51 | 51 | 9 | 22 | 22 | 12 | 5 | 29 | 29 | 20 | 20 |

Note: Queue reported is the number of cars per lane.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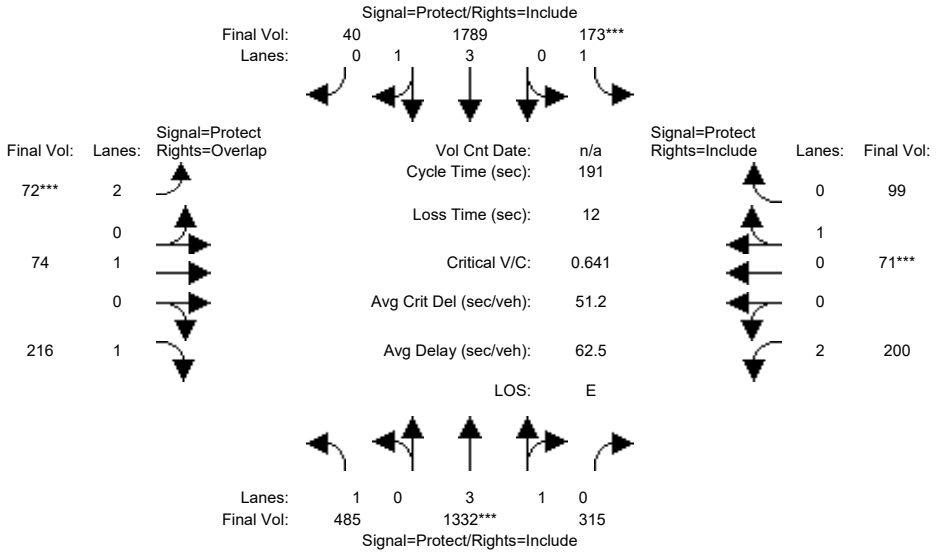
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #25: (2) 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: | 485 | 1332 | 315 | 173 | 1789 | 40 | 72 | 74 | 216 | 200 | 71 | 99 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 485 | 1332 | 315 | 173 | 1789 | 40 | 72 | 74 | 216 | 200 | 71 | 99 |
| Added Vol: | 0 | 0 | 0 | 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 | 315 | 173 | 1789 | 40 | 72 | 74 | 216 | 200 | 71 | 99 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 485 | 1332 | 315 | 173 | 1789 | 40 | 72 | 74 | 216 | 200 | 71 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 485 | 1332 | 315 | 173 | 1789 | 40 | 72 | 74 | 216 | 200 | 71 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 485 | 1332 | 315 | 173 | 1789 | 40 | 72 | 74 | 216 | 200 | 71 | 99 |
| 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 | 3.20 | 0.80 | 1.00 | 3.91 | 0.09 | 2.00 | 1.00 | 1.00 | 2.00 | 0.42 | 0.58 |
| Final Sat.: | 1750 | 6063 | 1434 | 1750 | 7336 | 164 | 1575 | 760 | 1225 | 2205 | 301 | 419 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.22 | 0.22 | 0.10 | 0.24 | 0.24 | 0.05 | 0.10 | 0.18 | 0.09 | 0.24 | 0.24 |
| 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 | 0.47 | 0.47 | 0.68 | 0.81 | 0.81 | 0.68 | 0.61 | 0.38 | 0.86 | 1.20 | 1.20 |
| Delay/Veh: | 80.8 | 28.5 | 28.5 | 84.9 | 67.8 | 67.8 | 103.1 | 84.0 | 33.6 | 109.6 | 216 | 215.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 80.8 | 28.5 | 28.5 | 84.9 | 67.8 | 67.8 | 103.1 | 84.0 | 33.6 | 109.6 | 216 | 215.6 |
| LOS by Move: | F | C | C | F | E | E | F | F | C | F | F | F |
| HCM2k95thQ: | 49 | 23 | 23 | 19 | 42 | 42 | 7 | 10 | 16 | 17 | 29 | 29 |

Note: Queue reported is the number of cars per lane.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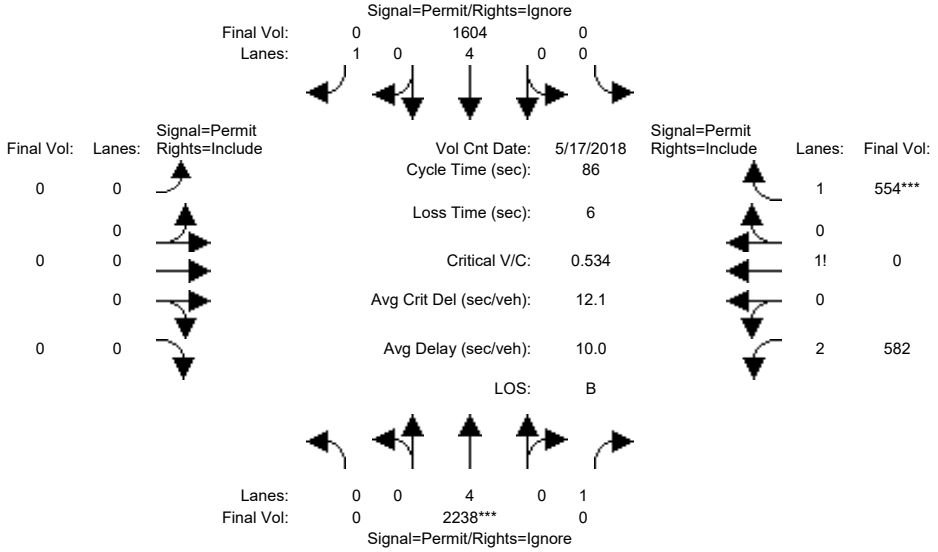
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #26: (3) 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: 17 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 0 | 2238 | 0 | 0 | 1604 | 505 | 0 | 0 | 0 | 582 | 0 | 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: | 0 | 2238 | 0 | 0 | 1604 | 505 | 0 | 0 | 0 | 582 | 0 | 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: | 0 | 2238 | 0 | 0 | 1604 | 505 | 0 | 0 | 0 | 582 | 0 | 554 |
| 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 | 2238 | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 582 | 0 | 554 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2238 | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 582 | 0 | 554 |
| 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 | 2238 | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 582 | 0 | 554 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 4.00 | 1.00 | 0.00 | 4.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.44 | 0.00 | 1.56 |
| Final Sat.: | 0 | 7600 | 1750 | 0 | 7600 | 1750 | 0 | 0 | 0 | 3848 | 0 | 2735 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.20 |
| 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 | 0.49 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.57 | 0.00 | 0.62 |
| Delay/Veh: | 0.0 | 5.4 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 27.6 | 0.0 | 25.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 5.4 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 27.6 | 0.0 | 25.3 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | C |
| HCM2k95thQ: | 0 | 9 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 14 | 0 | 17 |

Note: Queue reported is the number of cars per lane.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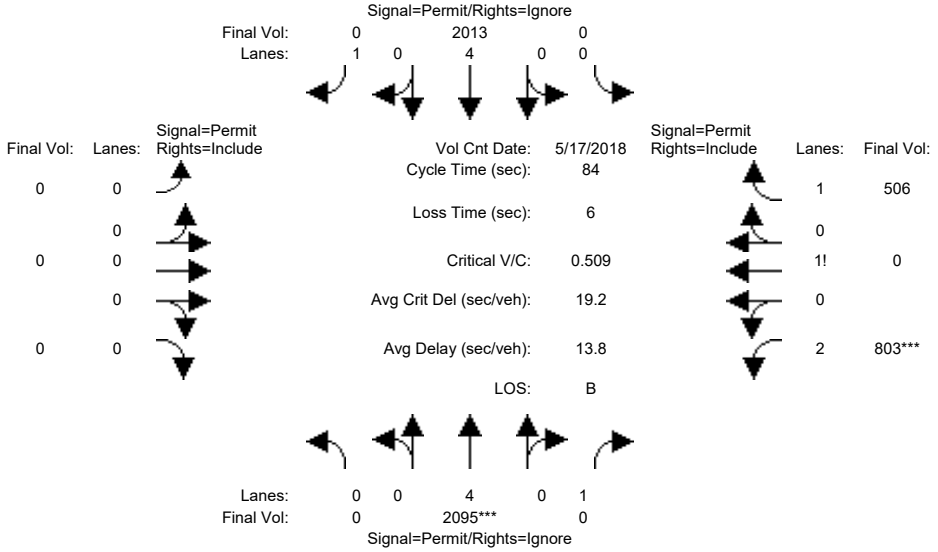
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #26: (3) 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: 17 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 0 | 2095 | 0 | 0 | 2013 | 349 | 0 | 0 | 0 | 803 | 0 | 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 | 2095 | 0 | 0 | 2013 | 349 | 0 | 0 | 0 | 803 | 0 | 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 | 2095 | 0 | 0 | 2013 | 349 | 0 | 0 | 0 | 803 | 0 | 506 |
| 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 | 2095 | 0 | 0 | 2013 | 0 | 0 | 0 | 0 | 803 | 0 | 506 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2095 | 0 | 0 | 2013 | 0 | 0 | 0 | 0 | 803 | 0 | 506 |
| 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 | 2095 | 0 | 0 | 2013 | 0 | 0 | 0 | 0 | 803 | 0 | 506 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.54 | 0.00 | 1.46 |
| Final Sat.: | 0 | 7600 | 1750 | 0 | 7600 | 1750 | 0 | 0 | 0 | 4075 | 0 | 2563 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 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 | 0.45 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.75 | 0.00 | 0.75 |
| Delay/Veh: | 0.0 | 12.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 30.4 | 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 | 12.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 30.4 | 0.0 | 30.4 |
| LOS by Move: | A | B | A | A | A | A | A | A | A | C | A | C |
| HCM2k95thQ: | 0 | 17 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 19 | 0 | 20 |

Note: Queue reported is the number of cars per lane.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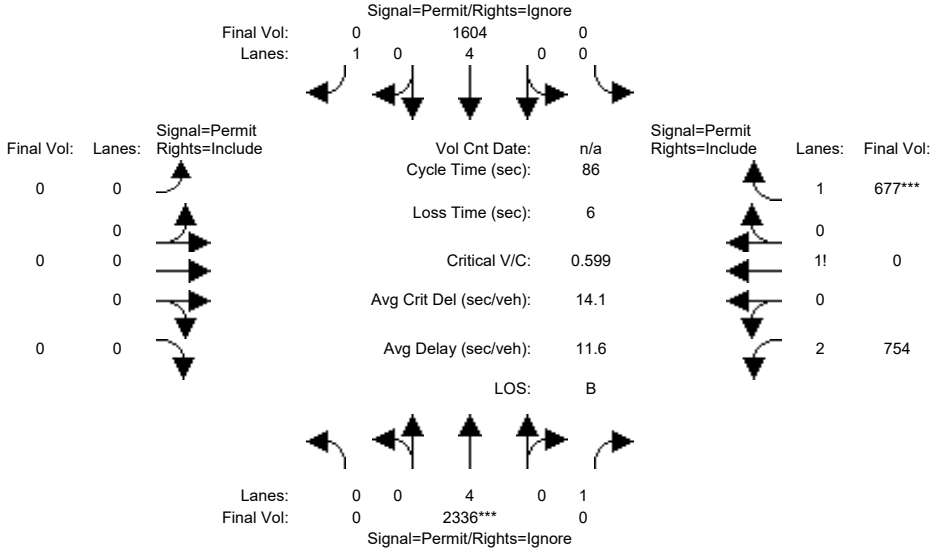
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #26: (3) 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 | 2336 | 0 | 0 | 1604 | 505 | 0 | 0 | 0 | 754 | 0 | 677 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2336 | 0 | 0 | 1604 | 505 | 0 | 0 | 0 | 754 | 0 | 677 |
| Added Vol: | 0 | 0 | 0 | 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 | 2336 | 0 | 0 | 1604 | 505 | 0 | 0 | 0 | 754 | 0 | 677 |
| 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 | 2336 | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 754 | 0 | 677 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2336 | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 754 | 0 | 677 |
| 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 | 2336 | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 754 | 0 | 677 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 4.00 | 1.00 | 0.00 | 4.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.45 | 0.00 | 1.55 |
| Final Sat.: | 0 | 7600 | 1750 | 0 | 7600 | 1750 | 0 | 0 | 0 | 3882 | 0 | 2711 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.31 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 0.25 |
| 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 | 0.51 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.73 | 0.00 | 0.77 |
| Delay/Veh: | 0.0 | 5.5 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 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: | 0.0 | 5.5 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 28.2 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | C |
| HCM2k95thQ: | 0 | 10 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 19 | 0 | 23 |

Note: Queue reported is the number of cars per lane.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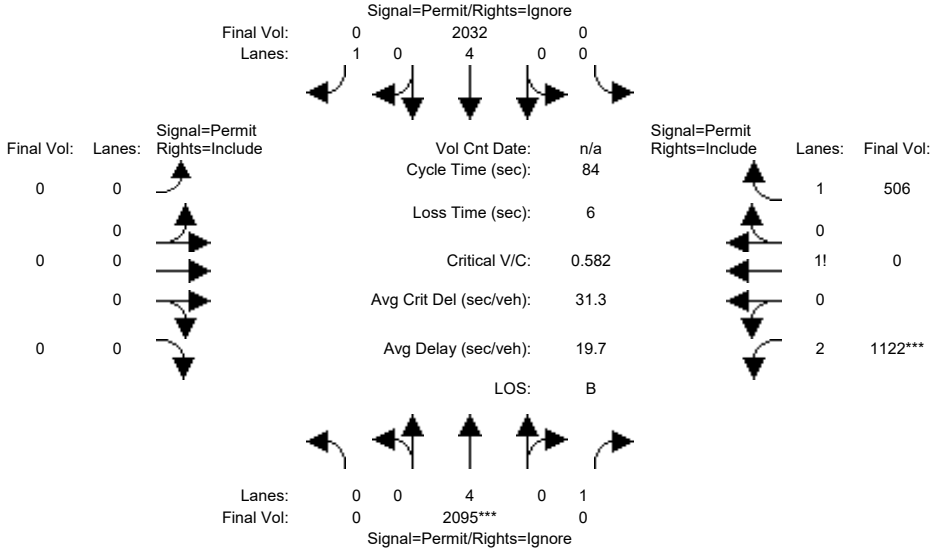
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #26: (3) 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 | 2095 | 0 | 0 | 2032 | 349 | 0 | 0 | 0 | 1122 | 0 | 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 | 2095 | 0 | 0 | 2032 | 349 | 0 | 0 | 0 | 1122 | 0 | 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 | 2095 | 0 | 0 | 2032 | 349 | 0 | 0 | 0 | 1122 | 0 | 506 |
| 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 | 2095 | 0 | 0 | 2032 | 0 | 0 | 0 | 0 | 1122 | 0 | 506 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2095 | 0 | 0 | 2032 | 0 | 0 | 0 | 0 | 1122 | 0 | 506 |
| 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 | 2095 | 0 | 0 | 2032 | 0 | 0 | 0 | 0 | 1122 | 0 | 506 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.61 | 0.00 | 1.39 |
| Final Sat.: | 0 | 7600 | 1750 | 0 | 7600 | 1750 | 0 | 0 | 0 | 4243 | 0 | 2425 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.00 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 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 | 0.45 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 1.01 | 0.00 | 0.80 |
| Delay/Veh: | 0.0 | 12.2 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 55.8 | 0.0 | 31.2 |
| 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 | 12.2 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 55.8 | 0.0 | 31.2 |
| LOS by Move: | A | B | A | A | A | A | A | A | A | E | A | C |
| HCM2k95thQ: | 0 | 17 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 34 | 0 | 21 |

Note: Queue reported is the number of cars per lane.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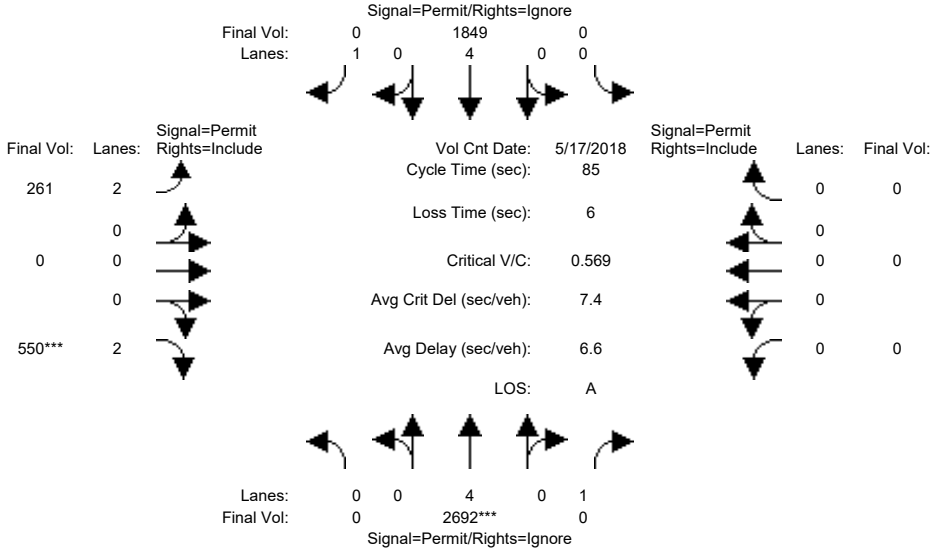
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #27: (4) 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: 17 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 0 | 2692 | 709 | 0 | 1849 | 0 | 261 | 0 | 550 | 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 | 2692 | 709 | 0 | 1849 | 0 | 261 | 0 | 550 | 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 | 2692 | 709 | 0 | 1849 | 0 | 261 | 0 | 550 | 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 | 2692 | 0 | 0 | 1849 | 0 | 261 | 0 | 550 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2692 | 0 | 0 | 1849 | 0 | 261 | 0 | 550 | 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 | 2692 | 0 | 0 | 1849 | 0 | 261 | 0 | 550 | 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 | 0.35 | 0.00 | 0.00 | 0.24 | 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 | 0.50 | 0.00 | 0.00 | 0.35 | 0.00 | 0.52 | 0.00 | 0.79 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 1.3 | 0.0 | 0.0 | 1.2 | 0.0 | 33.8 | 0.0 | 37.3 | 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 | 1.3 | 0.0 | 0.0 | 1.2 | 0.0 | 33.8 | 0.0 | 37.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | C | A | D | A | A | A |
| HCM2k95thQ: | 0 | 4 | 0 | 0 | 3 | 0 | 9 | 0 | 19 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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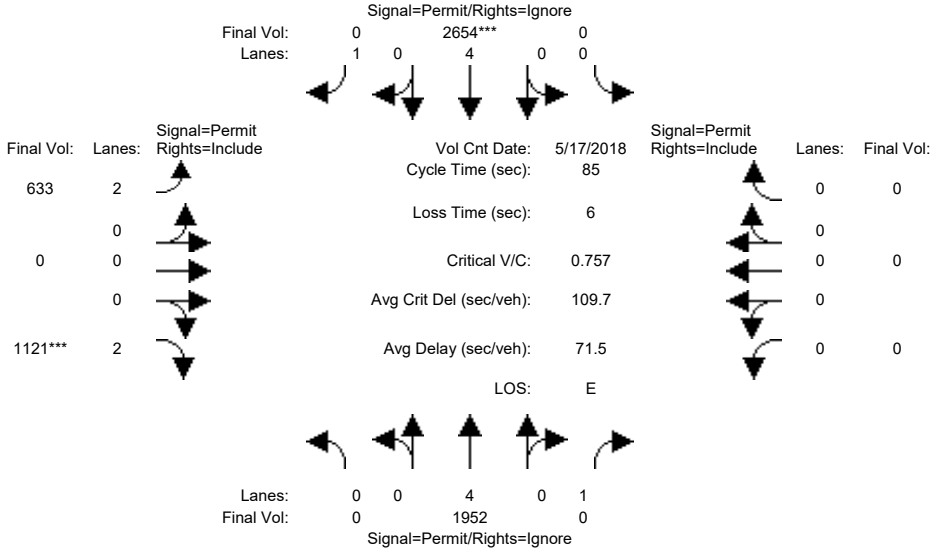
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #27: (4) 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: 17 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 0 | 1952 | 262 | 0 | 2654 | 0 | 633 | 0 | 1121 | 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 | 1952 | 262 | 0 | 2654 | 0 | 633 | 0 | 1121 | 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 | 1952 | 262 | 0 | 2654 | 0 | 633 | 0 | 1121 | 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 | 1952 | 0 | 0 | 2654 | 0 | 633 | 0 | 1121 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1952 | 0 | 0 | 2654 | 0 | 633 | 0 | 1121 | 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 | 1952 | 0 | 0 | 2654 | 0 | 633 | 0 | 1121 | 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 | 0.26 | 0.00 | 0.00 | 0.35 | 0.00 | 0.20 | 0.00 | 0.36 | 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 | 0.34 | 0.00 | 0.00 | 0.47 | 0.00 | 0.98 | 0.00 | 1.73 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 64.0 | 0.0 | 369.2 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 64.0 | 0.0 | 369.2 | 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 | 27 | 0 | 83 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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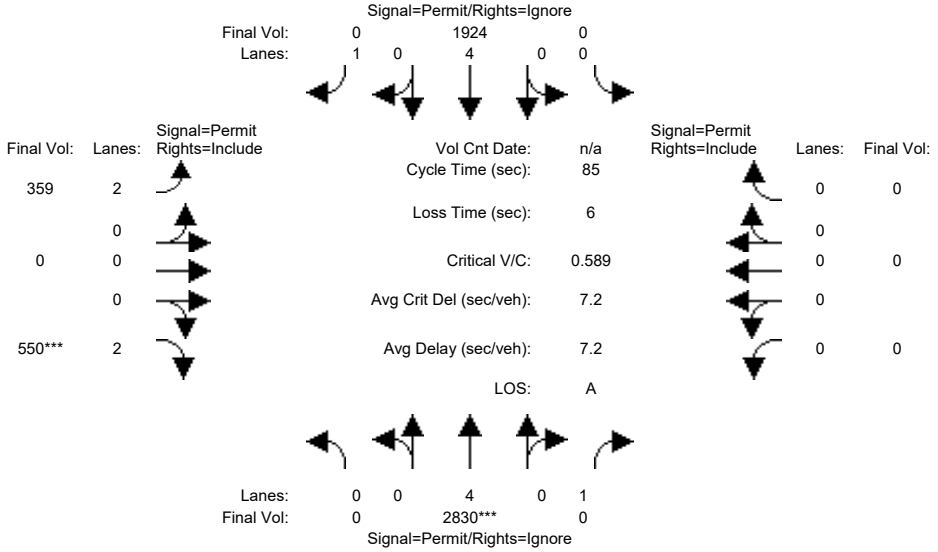
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #27: (4) 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 | 2830 | 851 | 0 | 1924 | 0 | 359 | 0 | 550 | 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 | 2830 | 851 | 0 | 1924 | 0 | 359 | 0 | 550 | 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 | 2830 | 851 | 0 | 1924 | 0 | 359 | 0 | 550 | 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 | 2830 | 0 | 0 | 1924 | 0 | 359 | 0 | 550 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2830 | 0 | 0 | 1924 | 0 | 359 | 0 | 550 | 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 | 2830 | 0 | 0 | 1924 | 0 | 359 | 0 | 550 | 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 | 0.25 | 0.00 | 0.11 | 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 | 0.36 | 0.00 | 0.72 | 0.00 | 0.79 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 1.4 | 0.0 | 0.0 | 1.2 | 0.0 | 38.9 | 0.0 | 37.3 | 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 | 1.4 | 0.0 | 0.0 | 1.2 | 0.0 | 38.9 | 0.0 | 37.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | D | A | D | A | A | A |
| HCM2k95thQ: | 0 | 6 | 0 | 0 | 3 | 0 | 13 | 0 | 19 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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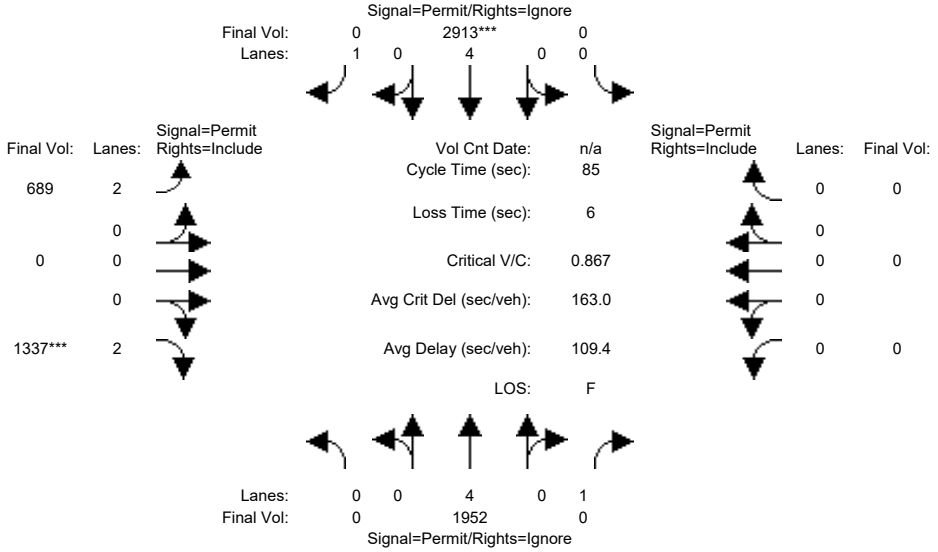
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #27: (4) 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 | 1952 | 494 | 0 | 2913 | 0 | 689 | 0 | 1337 | 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 | 1952 | 494 | 0 | 2913 | 0 | 689 | 0 | 1337 | 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 | 1952 | 494 | 0 | 2913 | 0 | 689 | 0 | 1337 | 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 | 1952 | 0 | 0 | 2913 | 0 | 689 | 0 | 1337 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1952 | 0 | 0 | 2913 | 0 | 689 | 0 | 1337 | 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 | 1952 | 0 | 0 | 2913 | 0 | 689 | 0 | 1337 | 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 | 0.26 | 0.00 | 0.00 | 0.38 | 0.00 | 0.22 | 0.00 | 0.42 | 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 | 0.34 | 0.00 | 0.00 | 0.51 | 0.00 | 1.06 | 0.00 | 2.06 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 88.0 | 0.0 | 517.9 | 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 | 0.1 | 0.0 | 88.0 | 0.0 | 517.9 | 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 | 33 | 0 | 111 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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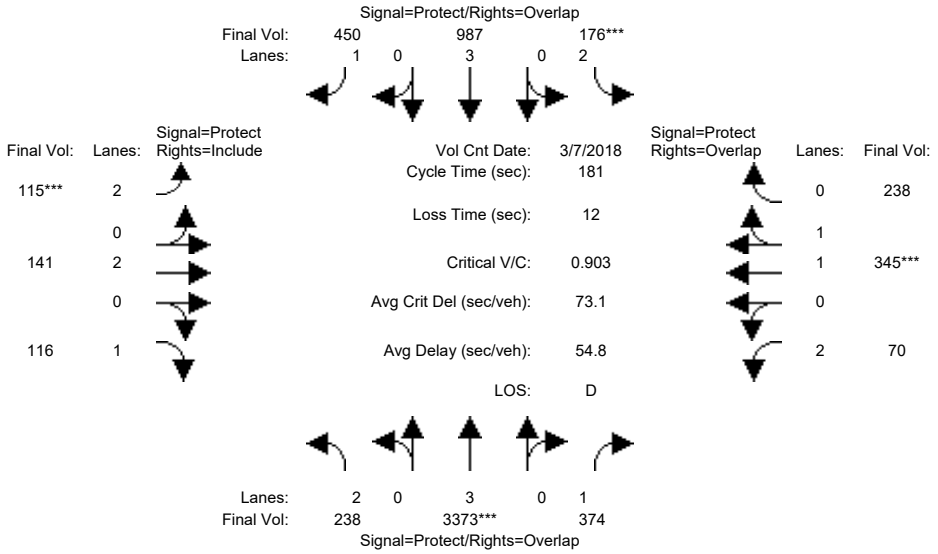
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #30: (51) 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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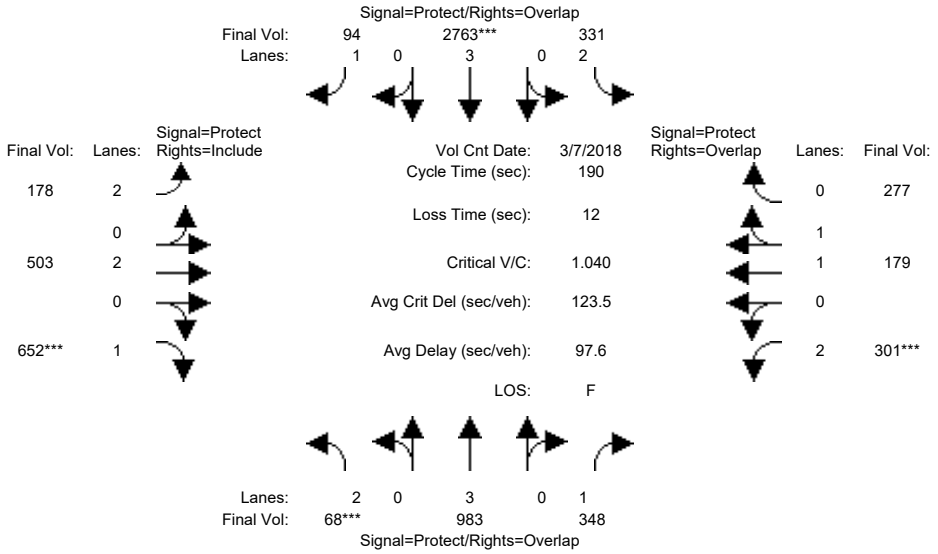
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #30: (51) 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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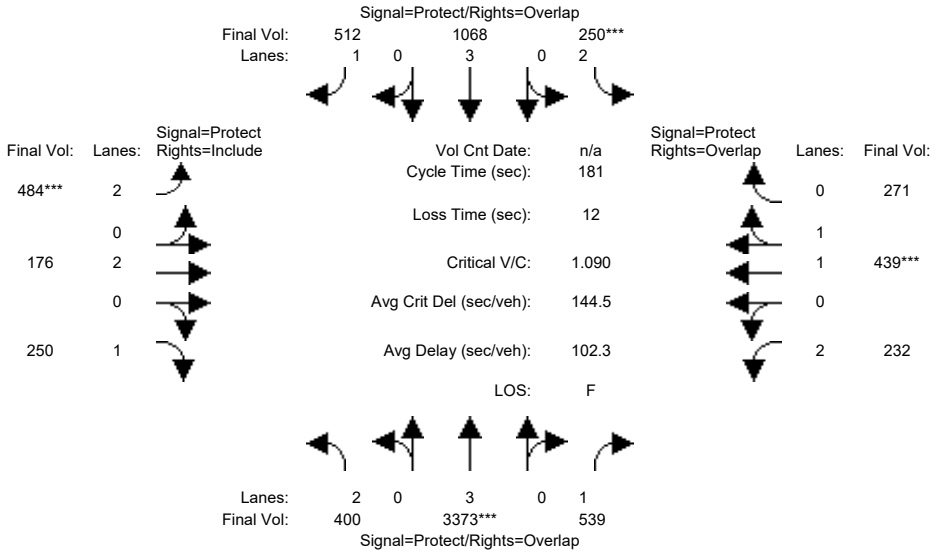
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #30: (51) 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 | 3877 | 539 | 250 | 1228 | 512 | 484 | 176 | 250 | 232 | 439 | 271 |
| Growth Adj: | 1.00 | 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 | 3877 | 539 | 250 | 1228 | 512 | 484 | 176 | 250 | 232 | 439 | 271 |
| Added Vol: | 0 | 0 | 0 | 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 | 3877 | 539 | 250 | 1228 | 512 | 484 | 176 | 250 | 232 | 439 | 271 |
| 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 | 3373 | 539 | 250 | 1068 | 512 | 484 | 176 | 250 | 232 | 439 | 271 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 400 | 3373 | 539 | 250 | 1068 | 512 | 484 | 176 | 250 | 232 | 439 | 271 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 400 | 3373 | 539 | 250 | 1068 | 512 | 484 | 176 | 250 | 232 | 439 | 271 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 0.98 | 0.94 |
| 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 | 2271 | 1402 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.59 | 0.31 | 0.08 | 0.19 | 0.29 | 0.15 | 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: | 0.91 | 1.06 | 0.50 | 0.84 | 0.36 | 0.50 | 2.17 | 0.29 | 0.90 | 1.23 | 1.30 | 0.80 |
| Delay/Veh: | 99.9 | 61.6 | 10.5 | 99.3 | 19.6 | 13.8 | 626.6 | 67.4 | 103.8 | 227.6 | 226 | 69.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 99.9 | 61.6 | 10.5 | 99.3 | 19.6 | 13.8 | 626.6 | 67.4 | 103.8 | 227.6 | 226 | 69.3 |
| LOS by Move: | F | E | B | F | B | B | F | E | F | F | F | E |
| HCM2k95thQ: | 22 | 100 | 17 | 19 | 15 | 20 | 55 | 8 | 28 | 20 | 48 | 31 |

Note: Queue reported is the number of cars per lane.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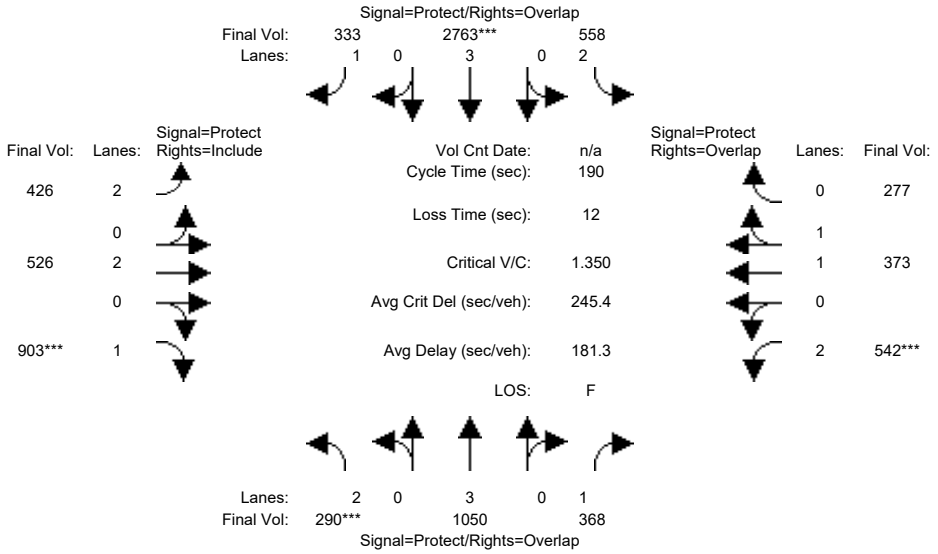
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #30: (51) 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: | 290 | 1313 | 368 | 558 | 3497 | 333 | 426 | 526 | 903 | 542 | 373 | 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: | 290 | 1313 | 368 | 558 | 3497 | 333 | 426 | 526 | 903 | 542 | 373 | 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: | 290 | 1313 | 368 | 558 | 3497 | 333 | 426 | 526 | 903 | 542 | 373 | 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: | 290 | 1050 | 368 | 558 | 2763 | 333 | 426 | 526 | 903 | 542 | 373 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 290 | 1050 | 368 | 558 | 2763 | 333 | 426 | 526 | 903 | 542 | 373 | 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: | 290 | 1050 | 368 | 558 | 2763 | 333 | 426 | 526 | 903 | 542 | 373 | 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 | 1.12 | 0.88 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 2122 | 1576 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.18 | 0.21 | 0.18 | 0.48 | 0.19 | 0.14 | 0.14 | 0.52 | 0.17 | 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: | 1.97 | 0.44 | 0.39 | 1.06 | 0.89 | 0.30 | 1.63 | 0.80 | 2.21 | 1.51 | 0.86 | 0.47 |
| Delay/Veh: | 552.3 | 58.2 | 46.3 | 144.1 | 72.8 | 34.9 | 385.4 | 82.0 | 626.3 | 326.2 | 82.6 | 45.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 552.3 | 58.2 | 46.3 | 144.1 | 72.8 | 34.9 | 385.4 | 82.0 | 626.3 | 326.2 | 82.6 | 45.6 |
| LOS by Move: | F | E | D | F | E | C | F | F | F | F | F | D |
| HCM2k95thQ: | 35 | 30 | 33 | 42 | 82 | 29 | 44 | 27 | 180 | 51 | 33 | 25 |

Note: Queue reported is the number of cars per lane.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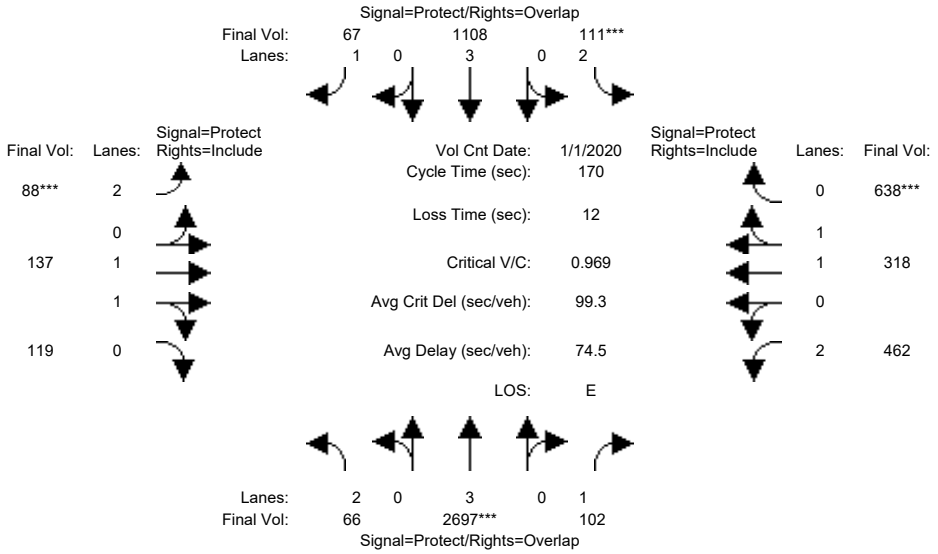
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #35: (54) Lawrence Expwy & Pruneridge Ave




| Street Name: | Lawrence Expwy | | | | | | Pruneridge Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 14 | 81 | 81 | 16 | 83 | 83 | 13 | 24 | 24 | 26 | 37 | 37 |
| Y+R: | 6.1 | 6.2 | 6.2 | 6.1 | 6.2 | 6.2 | 5.7 | 5.9 | 5.9 | 5.8 | 5.9 | 5.9 |
| Volume Module: >> Count Date: 1 Jan 2020 << 7:30 AM - 8:30 AM | | | | | | | | | | | | |
| Base Vol: | 66 | 3100 | 102 | 111 | 1274 | 67 | 88 | 137 | 119 | 462 | 318 | 638 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 66 | 3100 | 102 | 111 | 1274 | 67 | 88 | 137 | 119 | 462 | 318 | 638 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 66 | 3100 | 102 | 111 | 1274 | 67 | 88 | 137 | 119 | 462 | 318 | 638 |
| 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: | 66 | 2697 | 102 | 111 | 1108 | 67 | 88 | 137 | 119 | 462 | 318 | 638 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 66 | 2697 | 102 | 111 | 1108 | 67 | 88 | 137 | 119 | 462 | 318 | 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: | 66 | 2697 | 102 | 111 | 1108 | 67 | 88 | 137 | 119 | 462 | 318 | 638 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.95 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.05 | 0.95 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 1979 | 1719 | 3150 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.47 | 0.06 | 0.04 | 0.19 | 0.04 | 0.03 | 0.07 | 0.07 | 0.15 | 0.17 | 0.36 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green Time: | 13.9 | 81.4 | 106.9 | 15.5 | 83.0 | 95.4 | 12.4 | 23.6 | 23.6 | 25.5 | 36.8 | 48.7 |
| Volume/Cap: | 0.26 | 0.99 | 0.09 | 0.39 | 0.40 | 0.07 | 0.38 | 0.50 | 0.50 | 0.98 | 0.77 | 1.27 |
| Delay/Veh: | 73.7 | 67.8 | 18.1 | 73.6 | 21.8 | 11.3 | 76.2 | 68.5 | 68.5 | 107.5 | 65.8 | 193.6 |
| 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: | 73.7 | 67.8 | 18.1 | 73.6 | 21.8 | 11.3 | 76.2 | 68.5 | 68.5 | 107.5 | 65.8 | 193.6 |
| LOS by Move: | E | E | B | E | C | B | E | E | E | F | E | F |
| HCM2k95thQ: | 4 | 77 | 6 | 6 | 16 | 2 | 6 | 13 | 13 | 32 | 29 | 84 |

Note: Queue reported is the number of cars per lane.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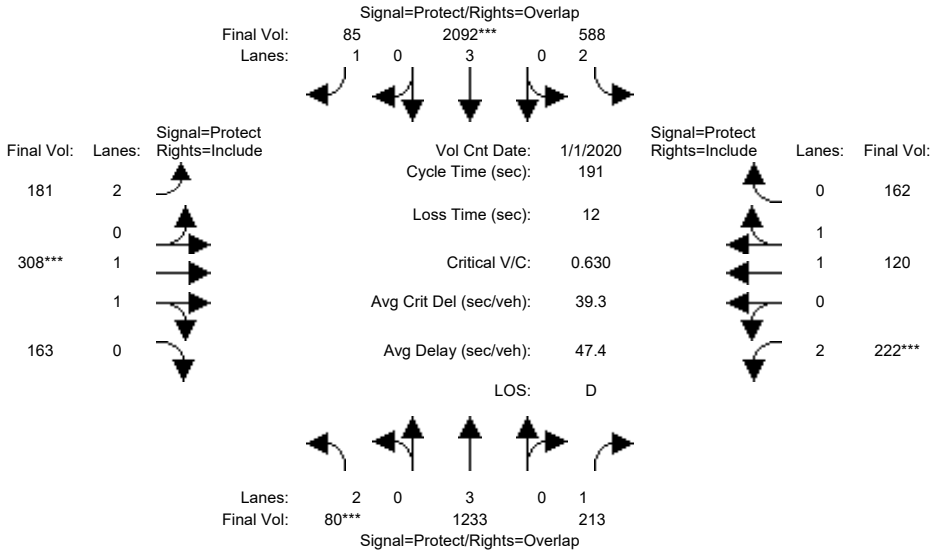
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #35: (54) Lawrence Expwy & Pruneridge Ave




| Street Name: | Lawrence Expwy | | | | | | Pruneridge Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 13 | 82 | 82 | 37 | 106 | 106 | 15 | 30 | 30 | 18 | 33 | 33 |
| Y+R: | 6.1 | 6.2 | 6.2 | 6.1 | 6.2 | 6.2 | 5.7 | 5.9 | 5.9 | 5.8 | 5.9 | 5.9 |
| Volume Module: >> Count Date: 1 Jan 2020 << 4:30 PM - 5:30 PM | | | | | | | | | | | | |
| Base Vol: | 80 | 1541 | 213 | 588 | 2648 | 85 | 181 | 308 | 163 | 222 | 120 | 162 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 80 | 1541 | 213 | 588 | 2648 | 85 | 181 | 308 | 163 | 222 | 120 | 162 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 80 | 1541 | 213 | 588 | 2648 | 85 | 181 | 308 | 163 | 222 | 120 | 162 |
| 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: | 80 | 1233 | 213 | 588 | 2092 | 85 | 181 | 308 | 163 | 222 | 120 | 162 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 80 | 1233 | 213 | 588 | 2092 | 85 | 181 | 308 | 163 | 222 | 120 | 162 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 80 | 1233 | 213 | 588 | 2092 | 85 | 181 | 308 | 163 | 222 | 120 | 162 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.29 | 0.71 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 2419 | 1280 | 3150 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.22 | 0.12 | 0.19 | 0.37 | 0.05 | 0.06 | 0.13 | 0.13 | 0.07 | 0.06 | 0.09 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 13.0 | 81.5 | 99.8 | 37.1 | 106 | 120.8 | 15.2 | 29.6 | 29.6 | 18.3 | 32.8 | 32.8 |
| Volume/Cap: | 0.37 | 0.51 | 0.23 | 0.96 | 0.66 | 0.08 | 0.72 | 0.82 | 0.82 | 0.74 | 0.37 | 0.54 |
| Delay/Veh: | 86.2 | 34.8 | 18.2 | 103.1 | 20.9 | 6.7 | 95.7 | 87.4 | 87.4 | 93.1 | 70.2 | 73.3 |
| 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: | 86.2 | 34.8 | 18.2 | 103.1 | 20.9 | 6.7 | 95.7 | 87.4 | 87.4 | 93.1 | 70.2 | 73.3 |
| LOS by Move: | F | C | B | F | C | A | F | F | F | F | E | E |
| HCM2k95thQ: | 5 | 25 | 9 | 36 | 34 | 2 | 14 | 27 | 27 | 17 | 12 | 18 |

Note: Queue reported is the number of cars per lane.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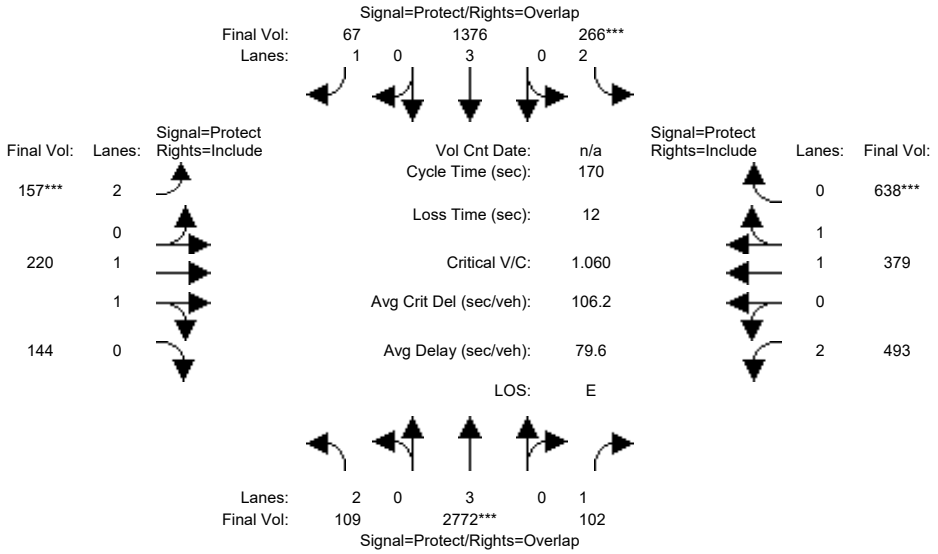
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #35: (54) Lawrence Expwy & Pruneridge Ave




| Street Name: | Lawrence Expwy | | | | | | Pruneridge Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 14 | 81 | 81 | 16 | 83 | 83 | 13 | 24 | 24 | 26 | 37 | 37 |
| Y+R: | 6.1 | 6.2 | 6.2 | 6.1 | 6.2 | 6.2 | 5.7 | 5.9 | 5.9 | 5.8 | 5.9 | 5.9 |
| Volume Module:7:30 AM - 8:30 AM | | | | | | | | | | | | |
| Base Vol: | 109 | 3186 | 102 | 266 | 1582 | 67 | 157 | 220 | 144 | 493 | 379 | 638 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 109 | 3186 | 102 | 266 | 1582 | 67 | 157 | 220 | 144 | 493 | 379 | 638 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 109 | 3186 | 102 | 266 | 1582 | 67 | 157 | 220 | 144 | 493 | 379 | 638 |
| 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: | 109 | 2772 | 102 | 266 | 1376 | 67 | 157 | 220 | 144 | 493 | 379 | 638 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 109 | 2772 | 102 | 266 | 1376 | 67 | 157 | 220 | 144 | 493 | 379 | 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: | 109 | 2772 | 102 | 266 | 1376 | 67 | 157 | 220 | 144 | 493 | 379 | 638 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.19 | 0.81 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 2235 | 1463 | 3150 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.49 | 0.06 | 0.08 | 0.24 | 0.04 | 0.05 | 0.10 | 0.10 | 0.16 | 0.20 | 0.36 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green Time: | 13.9 | 81.4 | 106.9 | 15.5 | 83.0 | 95.4 | 12.4 | 23.6 | 23.6 | 25.5 | 36.8 | 48.7 |
| Volume/Cap: | 0.42 | 1.02 | 0.09 | 0.93 | 0.49 | 0.07 | 0.68 | 0.71 | 0.71 | 1.04 | 0.92 | 1.27 |
| Delay/Veh: | 75.4 | 75.0 | 18.1 | 110.8 | 23.2 | 11.3 | 85.1 | 74.5 | 74.5 | 125.4 | 77.6 | 193.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 75.4 | 75.0 | 18.1 | 110.8 | 23.2 | 11.3 | 85.1 | 74.5 | 74.5 | 125.4 | 77.6 | 193.0 |
| LOS by Move: | E | E | B | F | C | B | F | E | E | F | E | F |
| HCM2k95thQ: | 6 | 84 | 7 | 17 | 22 | 2 | 12 | 19 | 19 | 35 | 38 | 84 |

Note: Queue reported is the number of cars per lane.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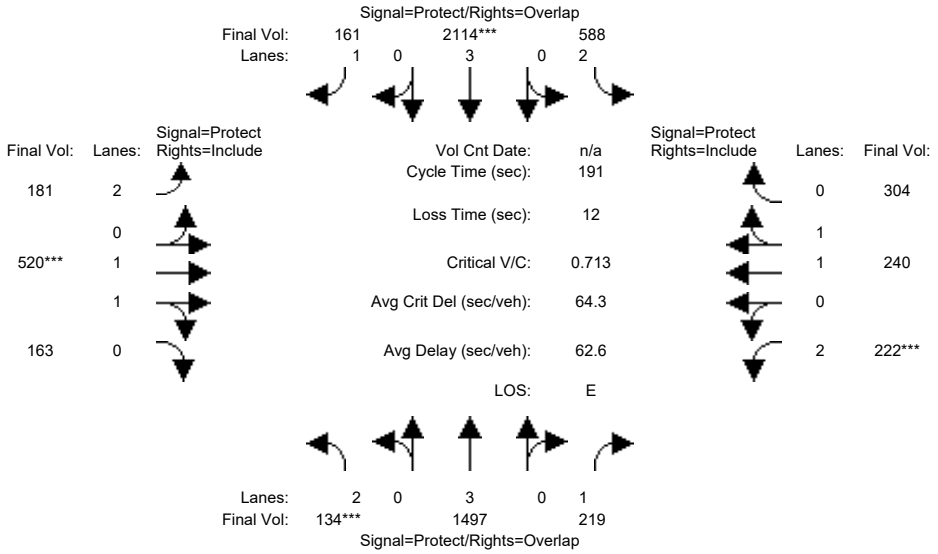
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #35: (54) Lawrence Expwy & Pruneridge Ave




| Street Name: | Lawrence Expwy | | | | | | Pruneridge Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 13 | 82 | 82 | 37 | 106 | 106 | 15 | 30 | 30 | 18 | 33 | 33 |
| Y+R: | 6.1 | 6.2 | 6.2 | 6.1 | 6.2 | 6.2 | 5.7 | 5.9 | 5.9 | 5.8 | 5.9 | 5.9 |
| Volume Module: | 4:30 PM - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 134 | 1871 | 219 | 588 | 2676 | 161 | 181 | 520 | 163 | 222 | 240 | 304 |
| Growth Adj: | 1.00 | 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 | 1871 | 219 | 588 | 2676 | 161 | 181 | 520 | 163 | 222 | 240 | 304 |
| Added Vol: | 0 | 0 | 0 | 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 | 1871 | 219 | 588 | 2676 | 161 | 181 | 520 | 163 | 222 | 240 | 304 |
| User Adj: | 1.00 | 0.80 | 1.00 | 1.00 | 0.79 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 1497 | 219 | 588 | 2114 | 161 | 181 | 520 | 163 | 222 | 240 | 304 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 1497 | 219 | 588 | 2114 | 161 | 181 | 520 | 163 | 222 | 240 | 304 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 1497 | 219 | 588 | 2114 | 161 | 181 | 520 | 163 | 222 | 240 | 304 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.92 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.51 | 0.49 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 2816 | 883 | 3150 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.26 | 0.13 | 0.19 | 0.37 | 0.09 | 0.06 | 0.18 | 0.18 | 0.07 | 0.13 | 0.17 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 13.0 | 81.5 | 99.8 | 37.1 | 106 | 120.8 | 15.2 | 29.6 | 29.6 | 18.3 | 32.8 | 32.8 |
| Volume/Cap: | 0.62 | 0.62 | 0.24 | 0.96 | 0.67 | 0.15 | 0.72 | 1.19 | 1.19 | 0.74 | 0.74 | 1.01 |
| Delay/Veh: | 92.3 | 37.3 | 18.3 | 103.1 | 21.1 | 7.0 | 95.7 | 183 | 183.2 | 93.1 | 78.9 | 120.9 |
| 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: | 92.3 | 37.3 | 18.3 | 103.1 | 21.1 | 7.0 | 95.7 | 183 | 183.2 | 93.1 | 78.9 | 120.9 |
| LOS by Move: | F | D | B | F | C | A | F | F | F | F | E | F |
| HCM2k95thQ: | 9 | 33 | 10 | 36 | 34 | 4 | 14 | 48 | 48 | 17 | 25 | 40 |

Note: Queue reported is the number of cars per lane.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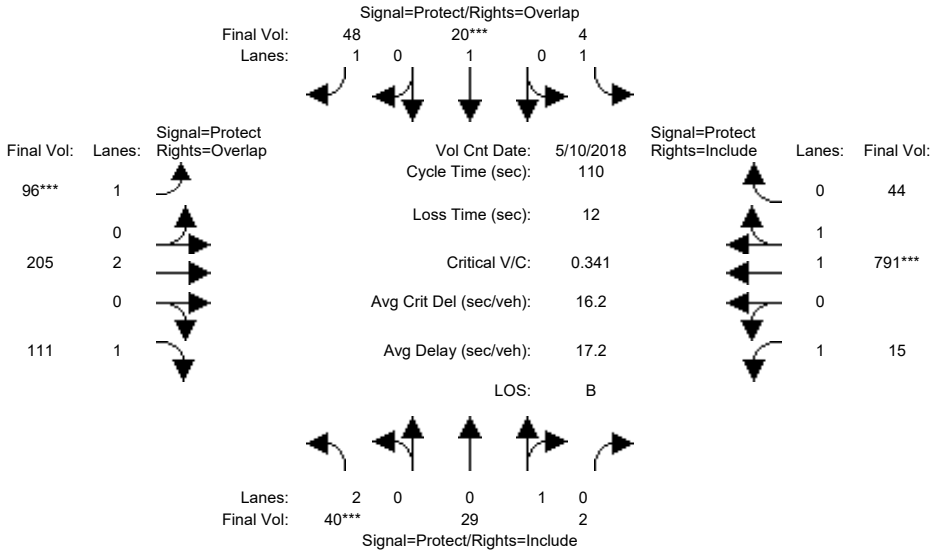
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #40: (6) 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: 10 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 38 | 28 | 2 | 4 | 19 | 46 | 91 | 195 | 105 | 14 | 751 | 42 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 38 | 28 | 2 | 4 | 19 | 46 | 91 | 195 | 105 | 14 | 751 | 42 |
| Added Vol: | 0 | 0 | 0 | 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 | 28 | 2 | 4 | 19 | 46 | 91 | 195 | 105 | 14 | 751 | 42 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 40 | 29 | 2 | 4 | 20 | 48 | 96 | 205 | 111 | 15 | 791 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 29 | 2 | 4 | 20 | 48 | 96 | 205 | 111 | 15 | 791 | 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: | 40 | 29 | 2 | 4 | 20 | 48 | 96 | 205 | 111 | 15 | 791 | 44 |
| 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 | 0.93 | 0.07 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.89 | 0.11 |
| Final Sat.: | 3150 | 1680 | 120 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3504 | 196 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.02 | 0.02 | 0.00 | 0.01 | 0.03 | 0.05 | 0.05 | 0.06 | 0.01 | 0.23 | 0.23 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 6.0 | 8.0 | 8.0 | 6.0 | 8.0 | 24.4 | 16.4 | 54.8 | 60.8 | 29.2 | 67.6 | 67.6 |
| Volume/Cap: | 0.23 | 0.24 | 0.24 | 0.04 | 0.14 | 0.12 | 0.37 | 0.11 | 0.11 | 0.03 | 0.37 | 0.37 |
| Delay/Veh: | 50.5 | 49.1 | 49.1 | 49.5 | 48.3 | 34.4 | 43.0 | 14.7 | 11.8 | 29.9 | 10.7 | 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: | 50.5 | 49.1 | 49.1 | 49.5 | 48.3 | 34.4 | 43.0 | 14.7 | 11.8 | 29.9 | 10.7 | 10.7 |
| LOS by Move: | D | D | D | D | D | C | D | B | B | C | B | B |
| HCM2k95thQ: | 2 | 3 | 3 | 0 | 2 | 3 | 6 | 4 | 4 | 1 | 13 | 13 |

Note: Queue reported is the number of cars per lane.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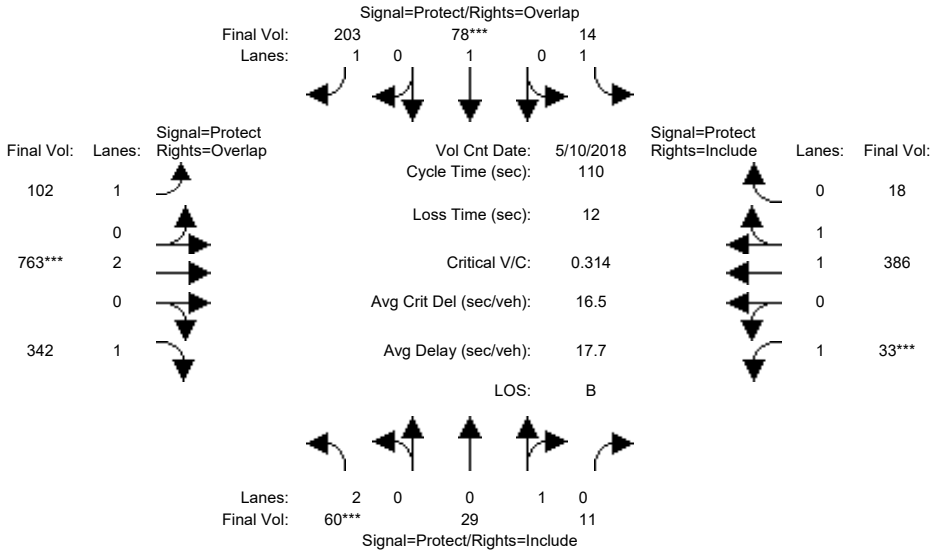
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #40: (6) 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: 10 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 58 | 28 | 11 | 14 | 76 | 197 | 99 | 740 | 332 | 32 | 374 | 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: | 58 | 28 | 11 | 14 | 76 | 197 | 99 | 740 | 332 | 32 | 374 | 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: | 58 | 28 | 11 | 14 | 76 | 197 | 99 | 740 | 332 | 32 | 374 | 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: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 60 | 29 | 11 | 14 | 78 | 203 | 102 | 763 | 342 | 33 | 386 | 18 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 29 | 11 | 14 | 78 | 203 | 102 | 763 | 342 | 33 | 386 | 18 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 60 | 29 | 11 | 14 | 78 | 203 | 102 | 763 | 342 | 33 | 386 | 18 |
| 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 | 0.72 | 0.28 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.91 | 0.09 |
| Final Sat.: | 3150 | 1292 | 508 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3539 | 161 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.01 | 0.04 | 0.12 | 0.06 | 0.20 | 0.20 | 0.02 | 0.11 | 0.11 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 6.5 | 11.9 | 11.9 | 8.9 | 14.2 | 45.1 | 30.9 | 69.2 | 75.8 | 8.0 | 46.3 | 46.3 |
| Volume/Cap: | 0.32 | 0.21 | 0.21 | 0.10 | 0.32 | 0.28 | 0.21 | 0.32 | 0.28 | 0.26 | 0.26 | 0.26 |
| Delay/Veh: | 50.6 | 45.3 | 45.3 | 47.2 | 44.2 | 21.9 | 30.4 | 9.5 | 6.7 | 49.3 | 20.8 | 20.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.6 | 45.3 | 45.3 | 47.2 | 44.2 | 21.9 | 30.4 | 9.5 | 6.7 | 49.3 | 20.8 | 20.8 |
| LOS by Move: | D | D | D | D | D | C | C | A | A | D | C | C |
| HCM2k95thQ: | 3 | 3 | 3 | 1 | 5 | 10 | 5 | 11 | 9 | 2 | 9 | 9 |

Note: Queue reported is the number of cars per lane.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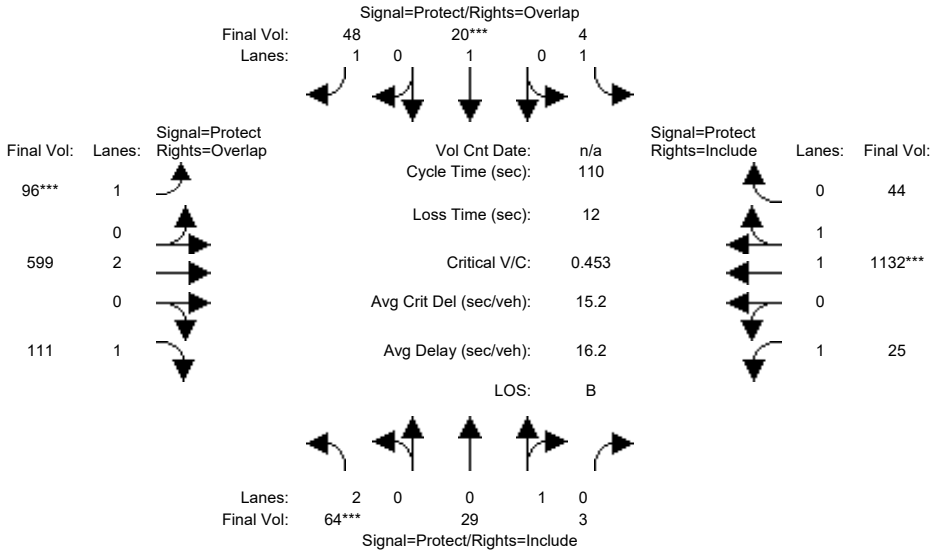
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #40: (6) 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: | 61 | 28 | 3 | 4 | 19 | 46 | 91 | 569 | 105 | 24 | 1075 | 42 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 61 | 28 | 3 | 4 | 19 | 46 | 91 | 569 | 105 | 24 | 1075 | 42 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 61 | 28 | 3 | 4 | 19 | 46 | 91 | 569 | 105 | 24 | 1075 | 42 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 64 | 29 | 3 | 4 | 20 | 48 | 96 | 599 | 111 | 25 | 1132 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 29 | 3 | 4 | 20 | 48 | 96 | 599 | 111 | 25 | 1132 | 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: | 64 | 29 | 3 | 4 | 20 | 48 | 96 | 599 | 111 | 25 | 1132 | 44 |
| 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 | 0.90 | 0.10 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.92 | 0.08 |
| Final Sat.: | 3150 | 1626 | 174 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3561 | 139 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.00 | 0.01 | 0.03 | 0.05 | 0.16 | 0.06 | 0.01 | 0.32 | 0.32 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 6.0 | 8.0 | 8.0 | 6.0 | 8.0 | 20.3 | 12.3 | 57.5 | 63.5 | 26.5 | 71.7 | 71.7 |
| Volume/Cap: | 0.37 | 0.25 | 0.25 | 0.04 | 0.14 | 0.15 | 0.49 | 0.30 | 0.11 | 0.06 | 0.49 | 0.49 |
| Delay/Veh: | 51.6 | 49.2 | 49.2 | 49.5 | 48.3 | 37.8 | 47.8 | 15.0 | 10.5 | 32.2 | 10.0 | 10.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.6 | 49.2 | 49.2 | 49.5 | 48.3 | 37.8 | 47.8 | 15.0 | 10.5 | 32.2 | 10.0 | 10.0 |
| LOS by Move: | D | D | D | D | D | D | D | B | B | C | A | A |
| HCM2k95thQ: | 3 | 3 | 3 | 0 | 2 | 3 | 7 | 11 | 4 | 1 | 19 | 19 |

Note: Queue reported is the number of cars per lane.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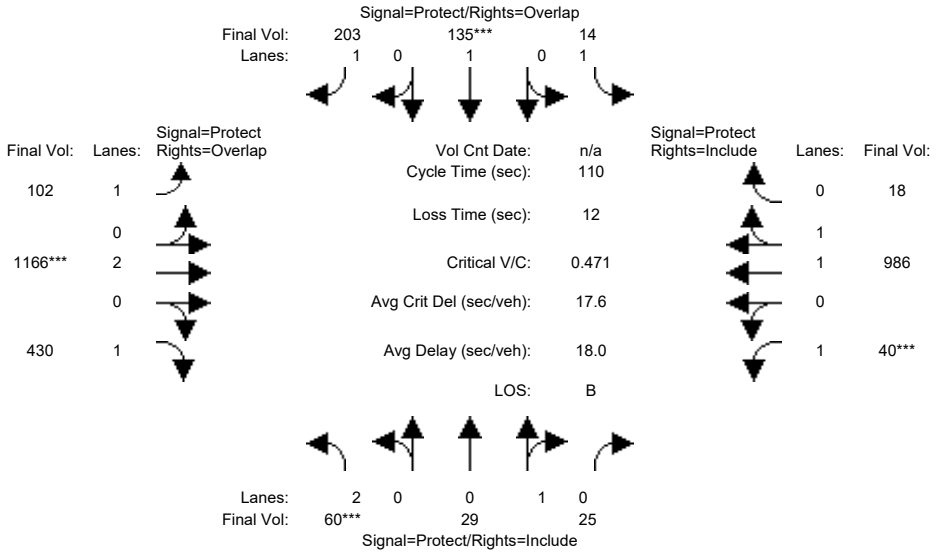
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #40: (6) 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: | 58 | 28 | 24 | 14 | 131 | 197 | 99 | 1131 | 417 | 39 | 956 | 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: | 58 | 28 | 24 | 14 | 131 | 197 | 99 | 1131 | 417 | 39 | 956 | 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: | 58 | 28 | 24 | 14 | 131 | 197 | 99 | 1131 | 417 | 39 | 956 | 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: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 60 | 29 | 25 | 14 | 135 | 203 | 102 | 1166 | 430 | 40 | 986 | 18 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 29 | 25 | 14 | 135 | 203 | 102 | 1166 | 430 | 40 | 986 | 18 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 60 | 29 | 25 | 14 | 135 | 203 | 102 | 1166 | 430 | 40 | 986 | 18 |
| 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 | 0.54 | 0.46 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.96 | 0.04 |
| Final Sat.: | 3150 | 969 | 831 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3635 | 65 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.03 | 0.03 | 0.01 | 0.07 | 0.12 | 0.06 | 0.31 | 0.25 | 0.02 | 0.27 | 0.27 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 6.0 | 12.5 | 12.5 | 9.3 | 15.8 | 31.9 | 16.1 | 68.2 | 74.2 | 8.0 | 60.1 | 60.1 |
| Volume/Cap: | 0.35 | 0.26 | 0.26 | 0.10 | 0.49 | 0.40 | 0.40 | 0.49 | 0.36 | 0.32 | 0.50 | 0.50 |
| Delay/Veh: | 51.3 | 45.3 | 45.3 | 46.7 | 44.8 | 31.9 | 43.6 | 11.6 | 7.9 | 49.8 | 15.7 | 15.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.3 | 45.3 | 45.3 | 46.7 | 44.8 | 31.9 | 43.6 | 11.6 | 7.9 | 49.8 | 15.7 | 15.7 |
| LOS by Move: | D | D | D | D | D | C | D | B | A | D | B | B |
| HCM2k95thQ: | 3 | 4 | 4 | 1 | 9 | 12 | 7 | 19 | 13 | 3 | 19 | 19 |

Note: Queue reported is the number of cars per lane.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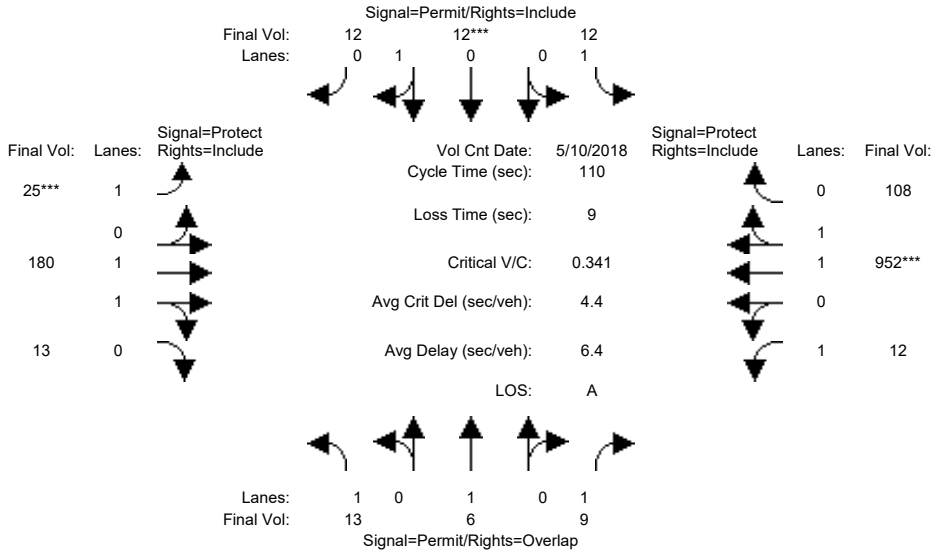
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #41: (7) 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: 10 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 12 | 6 | 8 | 11 | 11 | 11 | 23 | 167 | 12 | 11 | 885 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 12 | 6 | 8 | 11 | 11 | 11 | 23 | 167 | 12 | 11 | 885 | 100 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 12 | 6 | 8 | 11 | 11 | 11 | 23 | 167 | 12 | 11 | 885 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 13 | 6 | 9 | 12 | 12 | 12 | 25 | 180 | 13 | 12 | 952 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 13 | 6 | 9 | 12 | 12 | 12 | 25 | 180 | 13 | 12 | 952 | 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: | 13 | 6 | 9 | 12 | 12 | 12 | 25 | 180 | 13 | 12 | 952 | 108 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.50 | 0.50 | 1.00 | 1.86 | 0.14 | 1.00 | 1.79 | 0.21 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 900 | 900 | 1750 | 3452 | 248 | 1750 | 3324 | 376 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.05 | 0.05 | 0.01 | 0.29 | 0.29 |
| Crit Moves: | | | | | **** | | **** | | | | **** | |
| Green Time: | 4.2 | 4.2 | 31.9 | 4.2 | 4.2 | 4.2 | 5.0 | 69.1 | 69.1 | 27.7 | 91.8 | 91.8 |
| Volume/Cap: | 0.19 | 0.09 | 0.02 | 0.18 | 0.34 | 0.34 | 0.31 | 0.08 | 0.08 | 0.03 | 0.34 | 0.34 |
| Delay/Veh: | 52.6 | 51.6 | 27.9 | 52.5 | 54.5 | 54.5 | 53.1 | 8.0 | 8.0 | 31.1 | 2.2 | 2.2 |
| 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: | 52.6 | 51.6 | 27.9 | 52.5 | 54.5 | 54.5 | 53.1 | 8.0 | 8.0 | 31.1 | 2.2 | 2.2 |
| LOS by Move: | D | D | C | D | D | D | D | A | A | C | A | A |
| HCM2k95thQ: | 1 | 1 | 0 | 1 | 3 | 3 | 2 | 3 | 3 | 1 | 9 | 9 |

Note: Queue reported is the number of cars per lane.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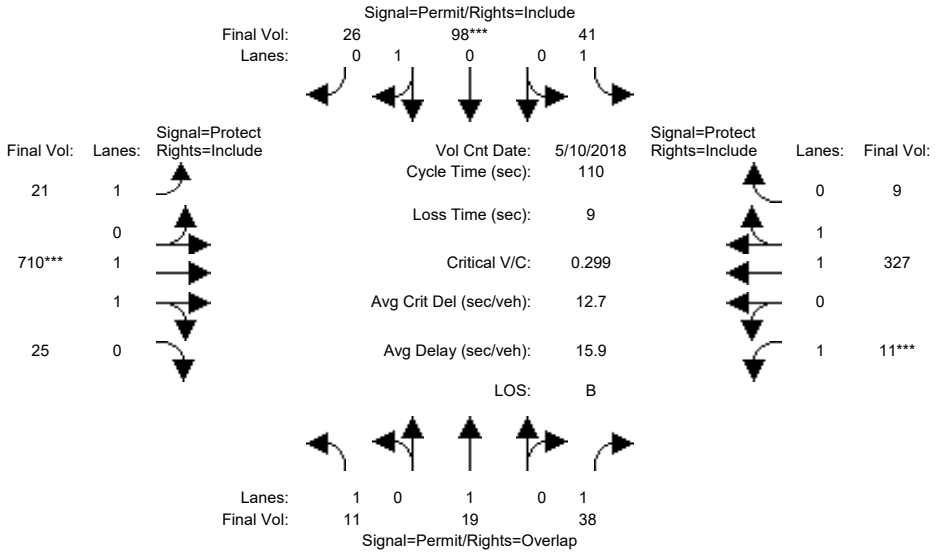
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #41: (7) 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: 10 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 11 | 18 | 36 | 39 | 94 | 25 | 20 | 682 | 24 | 11 | 314 | 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: | 11 | 18 | 36 | 39 | 94 | 25 | 20 | 682 | 24 | 11 | 314 | 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: | 11 | 18 | 36 | 39 | 94 | 25 | 20 | 682 | 24 | 11 | 314 | 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: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 11 | 19 | 38 | 41 | 98 | 26 | 21 | 710 | 25 | 11 | 327 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 11 | 19 | 38 | 41 | 98 | 26 | 21 | 710 | 25 | 11 | 327 | 9 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 11 | 19 | 38 | 41 | 98 | 26 | 21 | 710 | 25 | 11 | 327 | 9 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 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 | 0.79 | 0.21 | 1.00 | 1.93 | 0.07 | 1.00 | 1.94 | 0.06 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1422 | 378 | 1750 | 3574 | 126 | 1750 | 3597 | 103 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.02 | 0.02 | 0.07 | 0.07 | 0.01 | 0.20 | 0.20 | 0.01 | 0.09 | 0.09 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 25.0 | 25.0 | 29.0 | 25.0 | 25.0 | 25.0 | 25.3 | 72.0 | 72.0 | 4.0 | 50.7 | 50.7 |
| Volume/Cap: | 0.03 | 0.04 | 0.08 | 0.10 | 0.30 | 0.30 | 0.05 | 0.30 | 0.30 | 0.18 | 0.20 | 0.20 |
| Delay/Veh: | 33.1 | 33.2 | 30.6 | 33.8 | 35.7 | 35.7 | 33.0 | 8.2 | 8.2 | 52.8 | 17.6 | 17.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.1 | 33.2 | 30.6 | 33.8 | 35.7 | 35.7 | 33.0 | 8.2 | 8.2 | 52.8 | 17.6 | 17.6 |
| LOS by Move: | C | C | C | C | D | D | C | A | A | D | B | B |
| HCM2k95thQ: | 1 | 1 | 2 | 2 | 7 | 7 | 1 | 10 | 10 | 1 | 7 | 7 |

Note: Queue reported is the number of cars per lane.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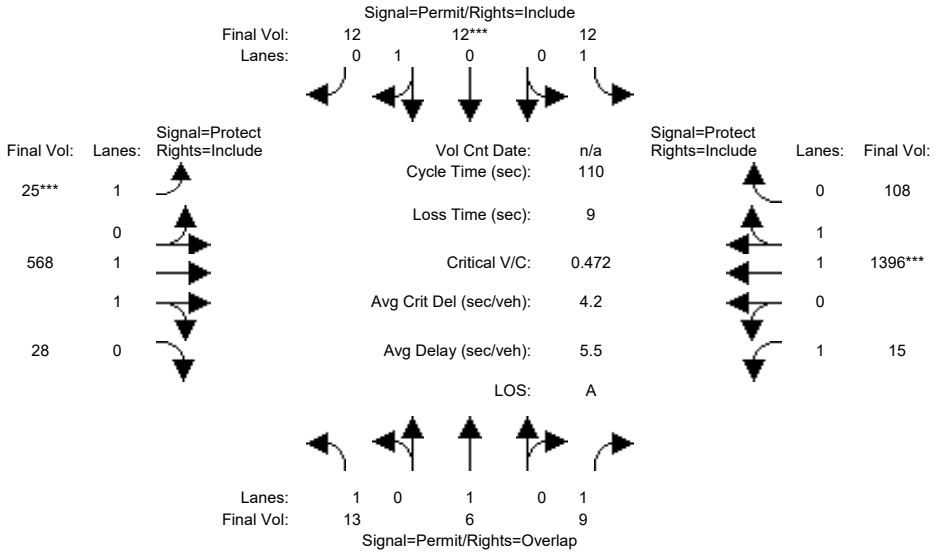
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #41: (7) 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: | 12 | 6 | 8 | 11 | 11 | 11 | 23 | 528 | 26 | 14 | 1298 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 12 | 6 | 8 | 11 | 11 | 11 | 23 | 528 | 26 | 14 | 1298 | 100 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 12 | 6 | 8 | 11 | 11 | 11 | 23 | 528 | 26 | 14 | 1298 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 13 | 6 | 9 | 12 | 12 | 12 | 25 | 568 | 28 | 15 | 1396 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 13 | 6 | 9 | 12 | 12 | 12 | 25 | 568 | 28 | 15 | 1396 | 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: | 13 | 6 | 9 | 12 | 12 | 12 | 25 | 568 | 28 | 15 | 1396 | 108 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.50 | 0.50 | 1.00 | 1.90 | 0.10 | 1.00 | 1.85 | 0.15 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 900 | 900 | 1750 | 3526 | 174 | 1750 | 3435 | 265 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.16 | 0.16 | 0.01 | 0.41 | 0.41 |
| Crit Moves: | | | | | **** | | **** | | | | **** | |
| Green Time: | 4.0 | 4.0 | 21.9 | 4.0 | 4.0 | 4.0 | 5.0 | 79.1 | 79.1 | 17.9 | 92.0 | 92.0 |
| Volume/Cap: | 0.20 | 0.09 | 0.02 | 0.18 | 0.36 | 0.36 | 0.31 | 0.22 | 0.22 | 0.05 | 0.49 | 0.49 |
| Delay/Veh: | 52.9 | 51.8 | 35.5 | 52.7 | 55.1 | 55.1 | 53.1 | 5.2 | 5.2 | 39.0 | 2.6 | 2.6 |
| 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: | 52.9 | 51.8 | 35.5 | 52.7 | 55.1 | 55.1 | 53.1 | 5.2 | 5.2 | 39.0 | 2.6 | 2.6 |
| LOS by Move: | D | D | D | D | E | E | D | A | A | D | A | A |
| HCM2k95thQ: | 1 | 1 | 1 | 1 | 3 | 3 | 2 | 7 | 7 | 1 | 14 | 14 |

Note: Queue reported is the number of cars per lane.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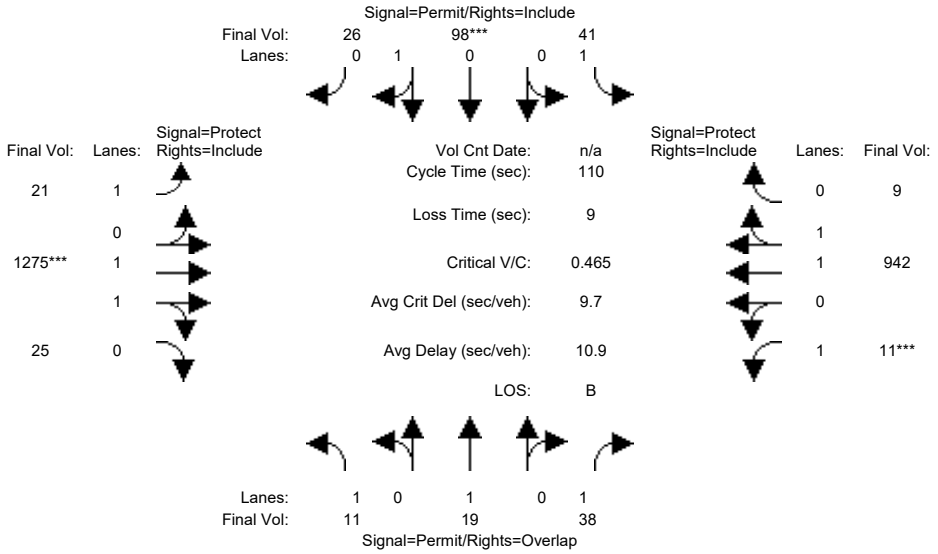
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #41: (7) 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: | 11 | 18 | 36 | 39 | 94 | 25 | 20 | 1224 | 24 | 11 | 904 | 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: | 11 | 18 | 36 | 39 | 94 | 25 | 20 | 1224 | 24 | 11 | 904 | 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: | 11 | 18 | 36 | 39 | 94 | 25 | 20 | 1224 | 24 | 11 | 904 | 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: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 11 | 19 | 38 | 41 | 98 | 26 | 21 | 1275 | 25 | 11 | 942 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 11 | 19 | 38 | 41 | 98 | 26 | 21 | 1275 | 25 | 11 | 942 | 9 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 11 | 19 | 38 | 41 | 98 | 26 | 21 | 1275 | 25 | 11 | 942 | 9 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 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 | 0.79 | 0.21 | 1.00 | 1.96 | 0.04 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1422 | 378 | 1750 | 3629 | 71 | 1750 | 3663 | 36 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.02 | 0.02 | 0.07 | 0.07 | 0.01 | 0.35 | 0.35 | 0.01 | 0.26 | 0.26 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 15.9 | 15.9 | 19.9 | 15.9 | 15.9 | 15.9 | 12.8 | 81.1 | 81.1 | 4.0 | 72.3 | 72.3 |
| Volume/Cap: | 0.05 | 0.07 | 0.12 | 0.16 | 0.48 | 0.48 | 0.10 | 0.48 | 0.48 | 0.18 | 0.39 | 0.39 |
| Delay/Veh: | 40.6 | 40.8 | 37.9 | 41.5 | 44.6 | 44.6 | 43.7 | 6.0 | 6.0 | 52.8 | 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: | 40.6 | 40.8 | 37.9 | 41.5 | 44.6 | 44.6 | 43.7 | 6.0 | 6.0 | 52.8 | 8.8 | 8.8 |
| LOS by Move: | D | D | D | D | D | D | D | A | A | D | A | A |
| HCM2k95thQ: | 1 | 1 | 2 | 3 | 9 | 9 | 1 | 17 | 17 | 1 | 14 | 14 |

Note: Queue reported is the number of cars per lane.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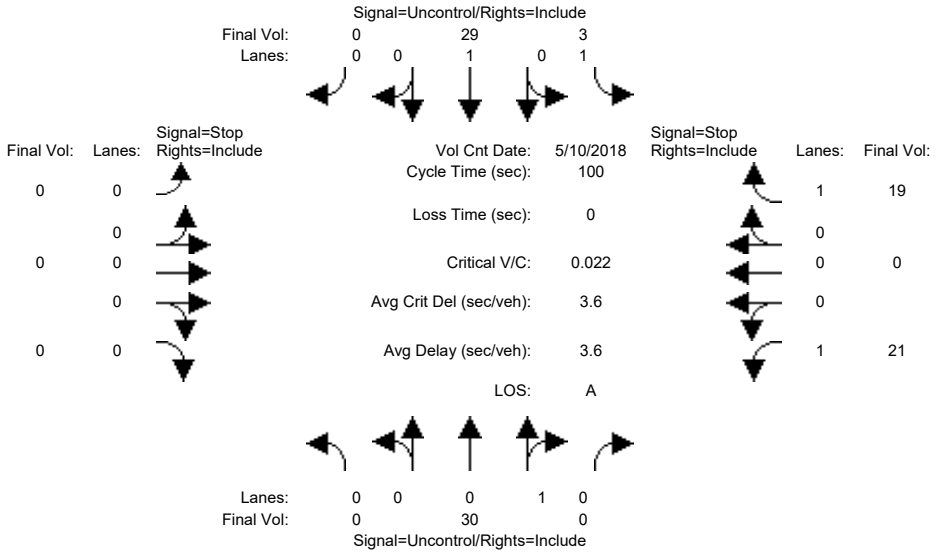
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides 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
------------|---------------||---------------||---------------||---------------|
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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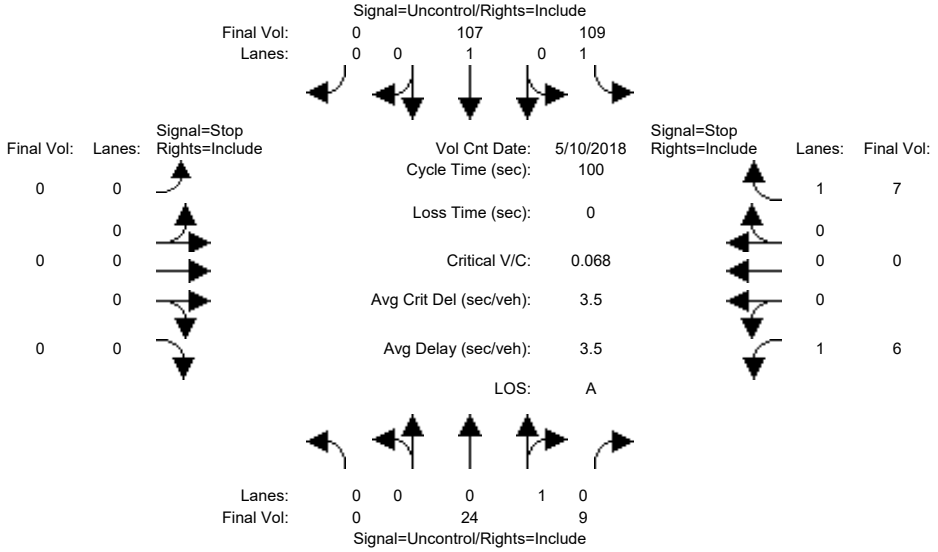
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides 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
------------|---------------||---------------||---------------||---------------|
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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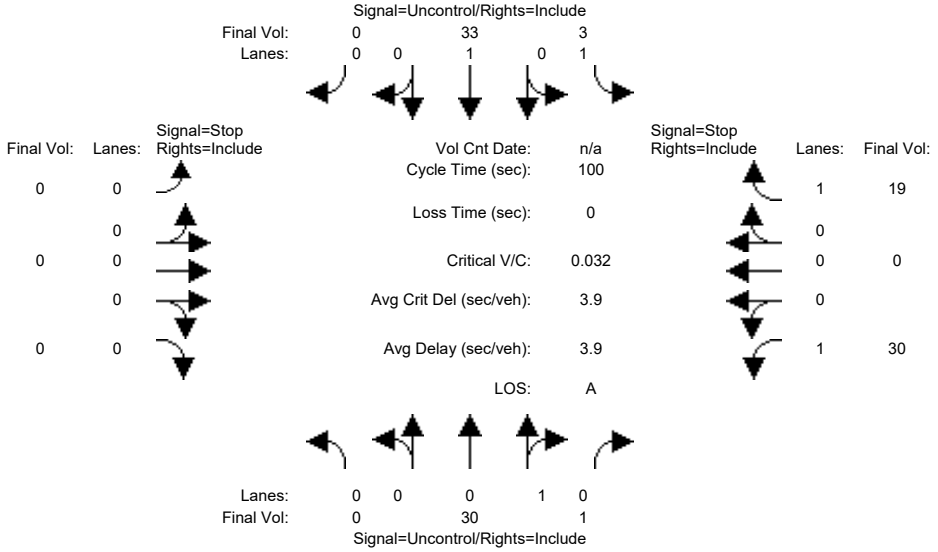
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 NoProj AM

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides 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
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   27     1     3   30     0     0    0     0    27    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     1     3   30     0     0    0     0    27    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     1     3   30     0     0    0     0    27    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     1     3   33     0     0    0     0    30    0    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   30     1     3   33     0     0    0     0    30    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    31 xxxx xxxxx  xxxx xxxx xxxxx    71 xxxx    31
Potent Cap.: xxxx xxxx xxxxx  1594 xxxx xxxxx  xxxx xxxx xxxxx   939 xxxx  1050
Move Cap.:   xxxx xxxx xxxxx  1594 xxxx xxxxx  xxxx xxxx xxxxx   937 xxxx  1050
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.03 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   9.0 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              8.8
ApproachLOS:         *                *                *                A
Note: Queue reported is the number of cars per lane.
```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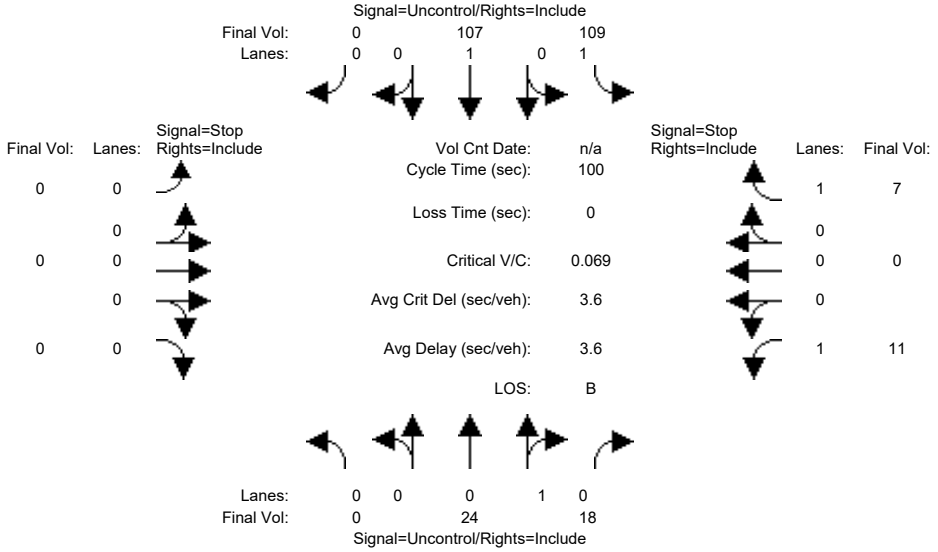
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 NoProj PM

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides 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
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   22    16    98   96     0     0    0     0    10    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    16    98   96     0     0    0     0    10    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    16    98   96     0     0    0     0    10    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    18   109  107     0     0    0     0    11    0     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   24    18   109  107     0     0    0     0    11    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    42 xxxx xxxxx  xxxx xxxx xxxxx   358 xxxx    33
Potent Cap.: xxxx xxxx xxxxx  1580 xxxx xxxxx  xxxx xxxx xxxxx   645 xxxx  1046
Move Cap.:   xxxx xxxx xxxxx  1580 xxxx xxxxx  xxxx xxxx xxxxx   611 xxxx  1046
Volume/Cap:  xxxx xxxx  xxxx  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.0
Control Del:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx  11.0 xxxx   8.5
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             10.1
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
```

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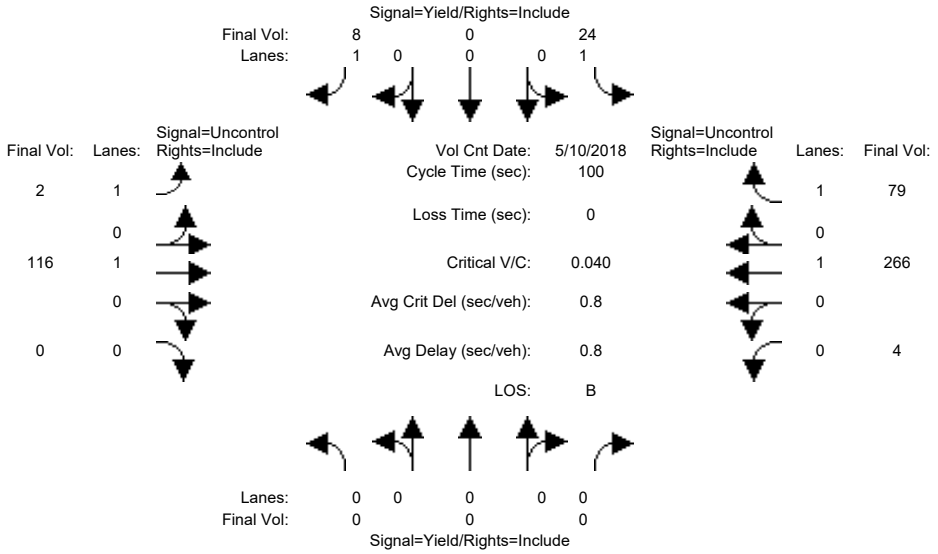
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #43: (9) 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   394 xxxx   266   344 xxxx xxxxx   116 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   614 xxxx   778  1226 xxxx xxxxx  1486 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   612 xxxx   778  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  11.1 xxxx   9.7   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   0.0 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     A    *     *
ApproachDel:    xxxxxx             10.8           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
Note: Queue reported is the number of cars per lane.
```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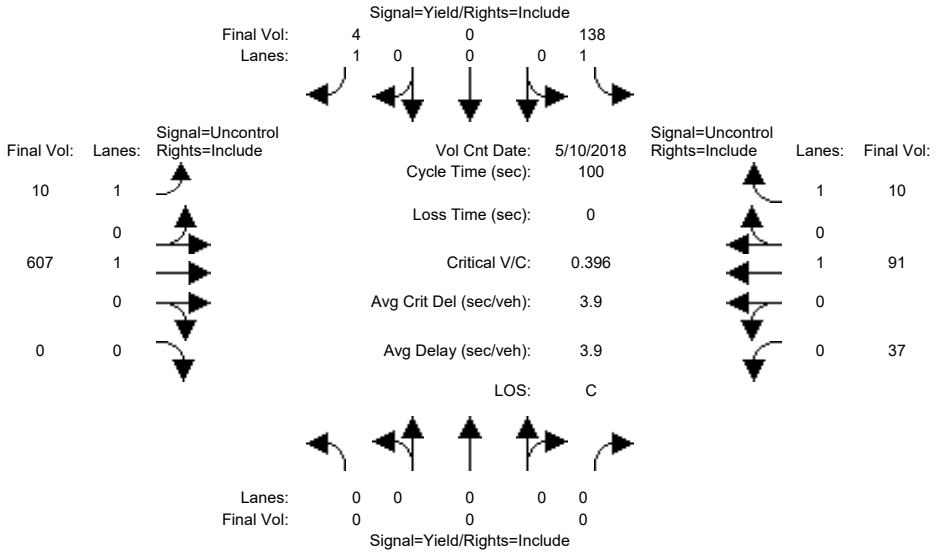
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #43: (9) 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   791 xxxx    91   101 xxxx xxxxx   607 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   361 xxxx   972  1504 xxxx xxxxx   981 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   349 xxxx   972  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   1.8 xxxx   0.0   0.0 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  21.9 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   0.1 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.8 xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     A    *     *
ApproachDel:    xxxxxx             21.5           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
```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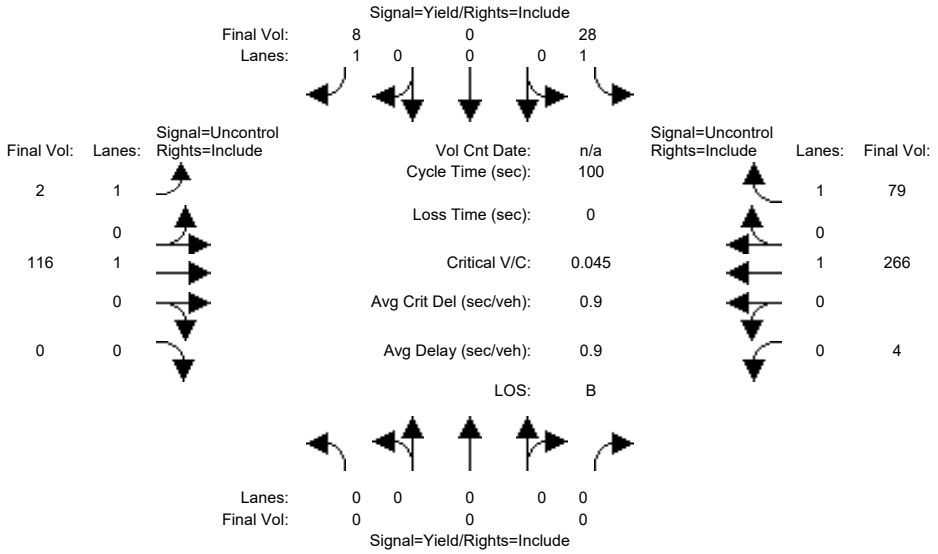
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 NoProj AM

## Intersection #43: (9) 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:
Base Vol:       0    0     0    25    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    25    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    25    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    28    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    28    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   394 xxxx   266   344 xxxx xxxxx   116 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   614 xxxx   778  1226 xxxx xxxxx  1486 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   612 xxxx   778  1226 xxxx xxxxx  1486 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.05 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  11.2 xxxx   9.7   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   0.0 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     A    *     *
ApproachDel:    xxxxxx             10.8           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
Note: Queue reported is the number of cars per lane.
```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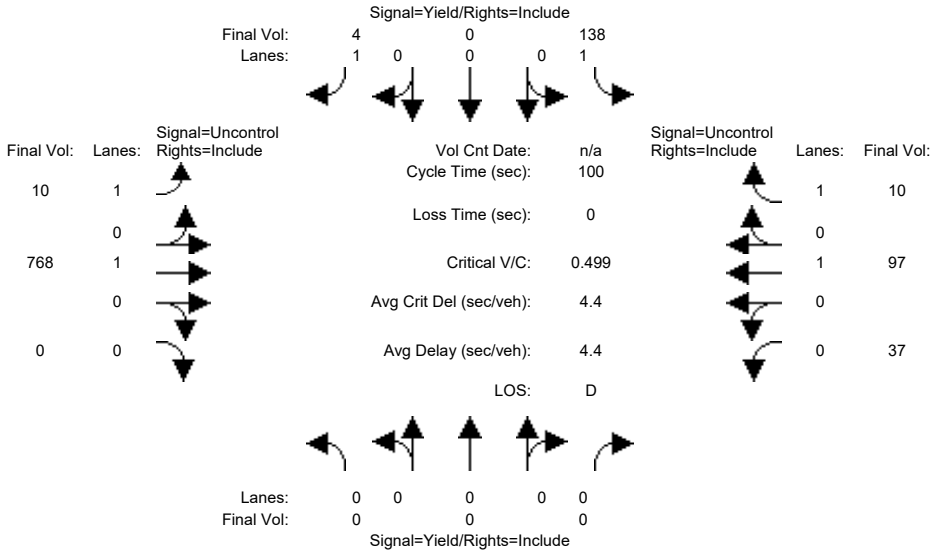
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 NoProj PM

## Intersection #43: (9) 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:
Base Vol:       0    0     0   127    0     4     9  707     0    34   89     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  707     0    34   89     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  707     0    34   89     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  768     0    37   97    10
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0   138    0     4    10  768     0    37   97    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   959 xxxx    97   107 xxxx xxxxx   768 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   288 xxxx   965  1497 xxxx xxxxx   855 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   277 xxxx   965  1497 xxxx xxxxx   855 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.50 xxxx  0.00  0.01 xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   2.6 xxxx   0.0   0.0 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  30.3 xxxx   8.7   7.4 xxxx xxxxx   9.4 xxxx xxxxx
LOS by Move:    *    *     *     D    *     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   0.1 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.4 xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     A    *     *
ApproachDel:    xxxxxx             29.7           xxxxxx           xxxxxx
ApproachLOS:         *                D                *                *
Note: Queue reported is the number of cars per lane.
```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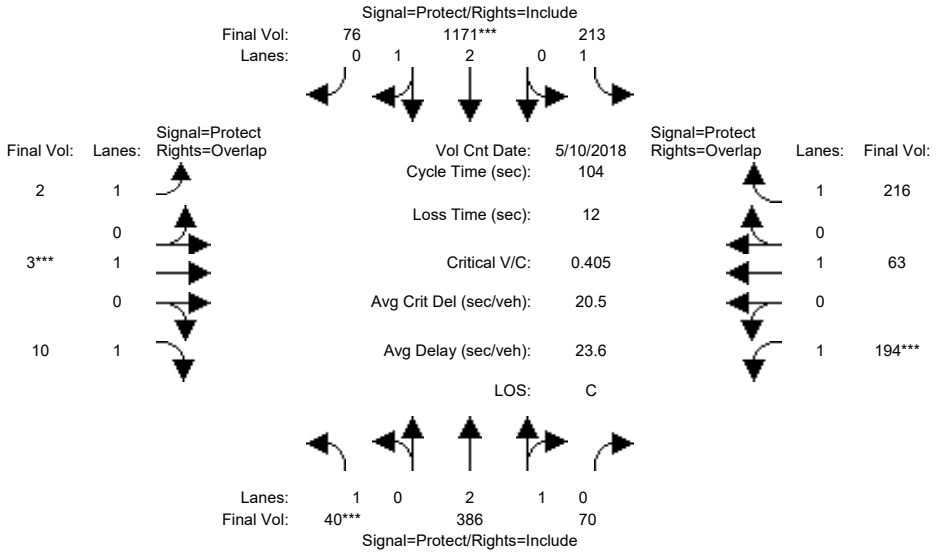
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #47: (12) 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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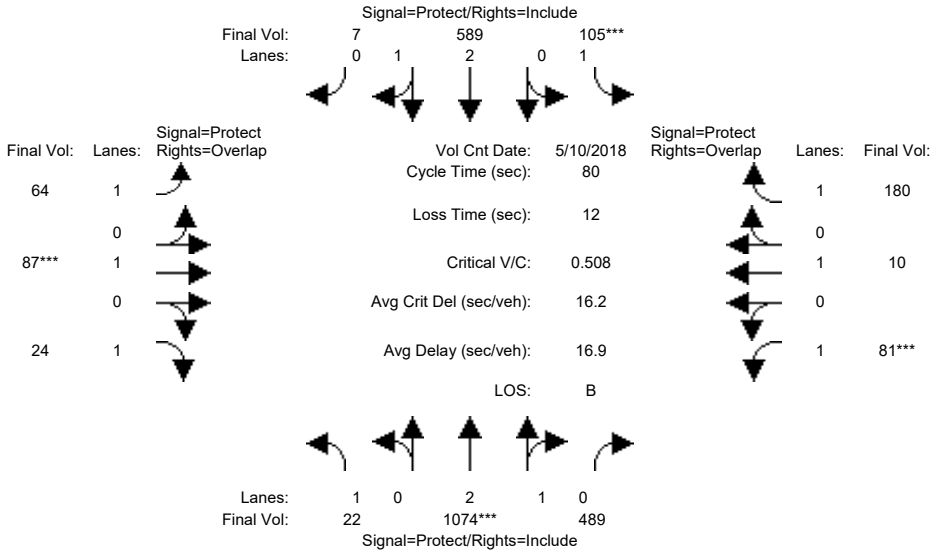
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #47: (12) 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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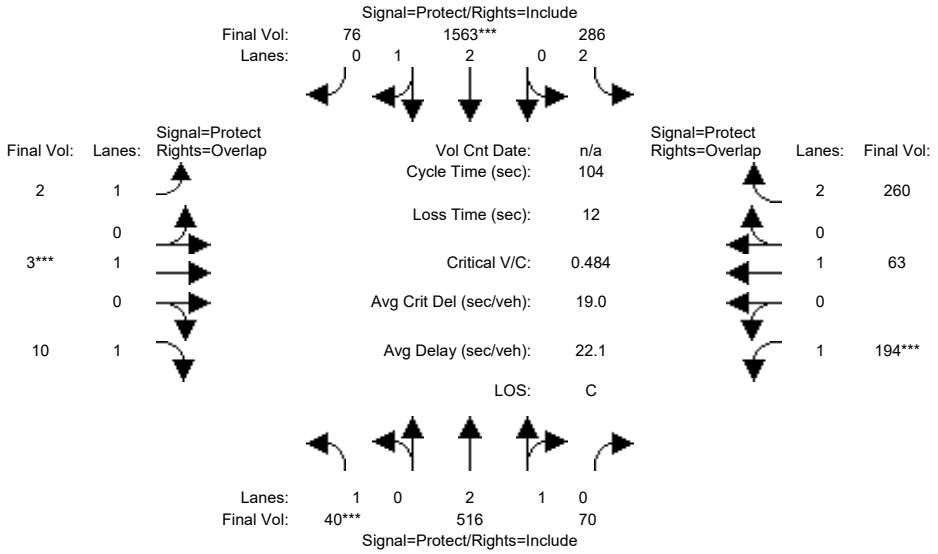
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #47: (12) 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 | 464 | 63 | 257 | 1407 | 68 | 2 | 3 | 9 | 175 | 57 | 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: | 36 | 464 | 63 | 257 | 1407 | 68 | 2 | 3 | 9 | 175 | 57 | 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: | 36 | 464 | 63 | 257 | 1407 | 68 | 2 | 3 | 9 | 175 | 57 | 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: | 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 | 516 | 70 | 286 | 1563 | 76 | 2 | 3 | 10 | 194 | 63 | 260 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 516 | 70 | 286 | 1563 | 76 | 2 | 3 | 10 | 194 | 63 | 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: | 40 | 516 | 70 | 286 | 1563 | 76 | 2 | 3 | 10 | 194 | 63 | 260 |
| 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 | 2.63 | 0.37 | 2.00 | 2.86 | 0.14 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 4930 | 669 | 3150 | 5341 | 258 | 1750 | 1900 | 1750 | 1750 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.10 | 0.10 | 0.09 | 0.29 | 0.29 | 0.00 | 0.00 | 0.01 | 0.11 | 0.03 | 0.08 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 4.4 | 32.5 | 32.5 | 28.2 | 56.3 | 56.3 | 13.9 | 10.0 | 14.4 | 21.4 | 17.4 | 45.6 |
| Volume/Cap: | 0.54 | 0.33 | 0.33 | 0.33 | 0.54 | 0.54 | 0.01 | 0.02 | 0.04 | 0.54 | 0.20 | 0.19 |
| Delay/Veh: | 56.7 | 27.6 | 27.6 | 30.6 | 15.7 | 15.7 | 39.1 | 42.6 | 38.9 | 38.6 | 37.6 | 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: | 56.7 | 27.6 | 27.6 | 30.6 | 15.7 | 15.7 | 39.1 | 42.6 | 38.9 | 38.6 | 37.6 | 18.0 |
| LOS by Move: | E | C | C | C | B | B | D | D | D | D | D | B |
| HCM2k95thQ: | 3 | 9 | 9 | 8 | 21 | 21 | 0 | 0 | 1 | 13 | 4 | 6 |

Note: Queue reported is the number of cars per lane.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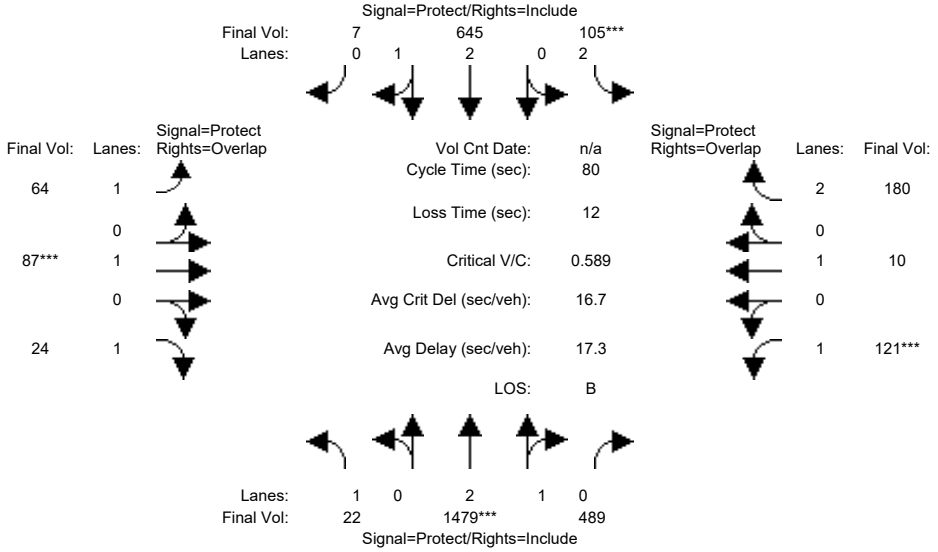
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #47: (12) 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 | 1390 | 460 | 99 | 606 | 7 | 60 | 82 | 23 | 114 | 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 | 1390 | 460 | 99 | 606 | 7 | 60 | 82 | 23 | 114 | 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 | 1390 | 460 | 99 | 606 | 7 | 60 | 82 | 23 | 114 | 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 | 1479 | 489 | 105 | 645 | 7 | 64 | 87 | 24 | 121 | 10 | 180 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 22 | 1479 | 489 | 105 | 645 | 7 | 64 | 87 | 24 | 121 | 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 | 1479 | 489 | 105 | 645 | 7 | 64 | 87 | 24 | 121 | 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 | 2.23 | 0.77 | 2.00 | 2.96 | 0.04 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 4206 | 1392 | 3150 | 5536 | 64 | 1750 | 1900 | 1750 | 1750 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.35 | 0.35 | 0.03 | 0.12 | 0.12 | 0.04 | 0.05 | 0.01 | 0.07 | 0.01 | 0.06 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 14.1 | 43.4 | 43.4 | 6.0 | 35.3 | 35.3 | 8.2 | 10.0 | 24.1 | 8.6 | 10.3 | 16.3 |
| Volume/Cap: | 0.07 | 0.65 | 0.65 | 0.45 | 0.26 | 0.26 | 0.35 | 0.37 | 0.05 | 0.65 | 0.04 | 0.28 |
| Delay/Veh: | 27.6 | 13.4 | 13.4 | 36.7 | 14.2 | 14.2 | 34.6 | 33.1 | 19.8 | 42.0 | 30.6 | 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: | 27.6 | 13.4 | 13.4 | 36.7 | 14.2 | 14.2 | 34.6 | 33.1 | 19.8 | 42.0 | 30.6 | 27.1 |
| LOS by Move: | C | B | B | D | B | B | C | C | B | D | C | C |
| HCM2k95thQ: | 1 | 21 | 21 | 3 | 7 | 7 | 4 | 5 | 1 | 9 | 0 | 5 |

Note: Queue reported is the number of cars per lane.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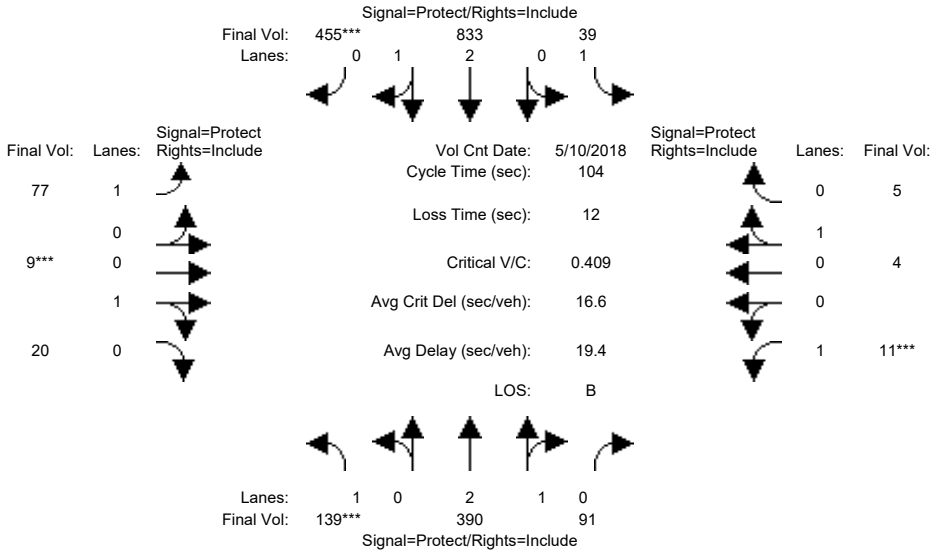
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #48: (13) GREAT AMERICA / 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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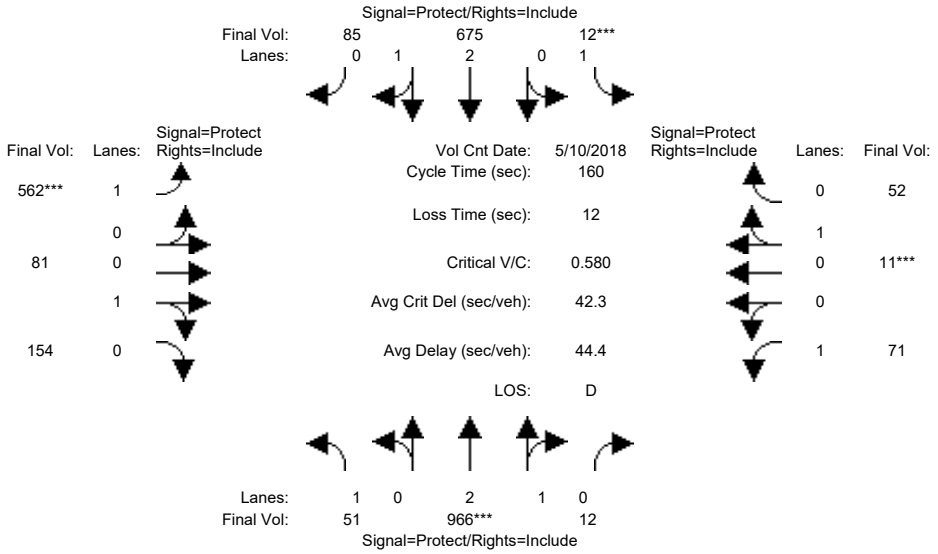
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #48: (13) GREAT AMERICA / 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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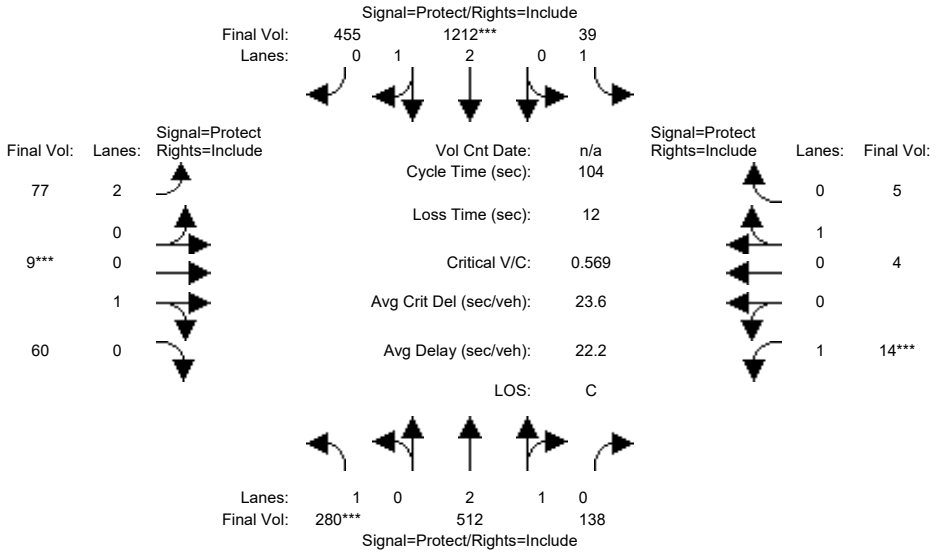
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #48: (13) GREAT AMERICA / 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: | 260 | 476 | 128 | 36 | 1127 | 423 | 72 | 8 | 56 | 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: | 260 | 476 | 128 | 36 | 1127 | 423 | 72 | 8 | 56 | 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: | 260 | 476 | 128 | 36 | 1127 | 423 | 72 | 8 | 56 | 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: | 280 | 512 | 138 | 39 | 1212 | 455 | 77 | 9 | 60 | 14 | 4 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 280 | 512 | 138 | 39 | 1212 | 455 | 77 | 9 | 60 | 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: | 280 | 512 | 138 | 39 | 1212 | 455 | 77 | 9 | 60 | 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 | 2.15 | 0.85 | 2.00 | 0.13 | 0.87 | 1.00 | 0.44 | 0.56 |
| Final Sat.: | 1750 | 4412 | 1186 | 1750 | 4070 | 1528 | 3150 | 225 | 1575 | 1750 | 800 | 1000 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.12 | 0.12 | 0.02 | 0.30 | 0.30 | 0.02 | 0.04 | 0.04 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 26.9 | 54.4 | 54.4 | 22.6 | 50.1 | 50.1 | 5.4 | 10.0 | 10.0 | 5.0 | 9.6 | 9.6 |
| Volume/Cap: | 0.62 | 0.22 | 0.22 | 0.10 | 0.62 | 0.62 | 0.48 | 0.40 | 0.40 | 0.17 | 0.06 | 0.06 |
| Delay/Veh: | 36.6 | 13.4 | 13.4 | 32.7 | 20.3 | 20.3 | 50.2 | 45.7 | 45.7 | 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: | 36.6 | 13.4 | 13.4 | 32.7 | 20.3 | 20.3 | 50.2 | 45.7 | 45.7 | 48.4 | 43.2 | 43.2 |
| LOS by Move: | D | B | B | C | C | C | D | D | D | D | D | D |
| HCM2k95thQ: | 16 | 7 | 7 | 2 | 23 | 23 | 4 | 5 | 5 | 1 | 1 | 1 |

Note: Queue reported is the number of cars per lane.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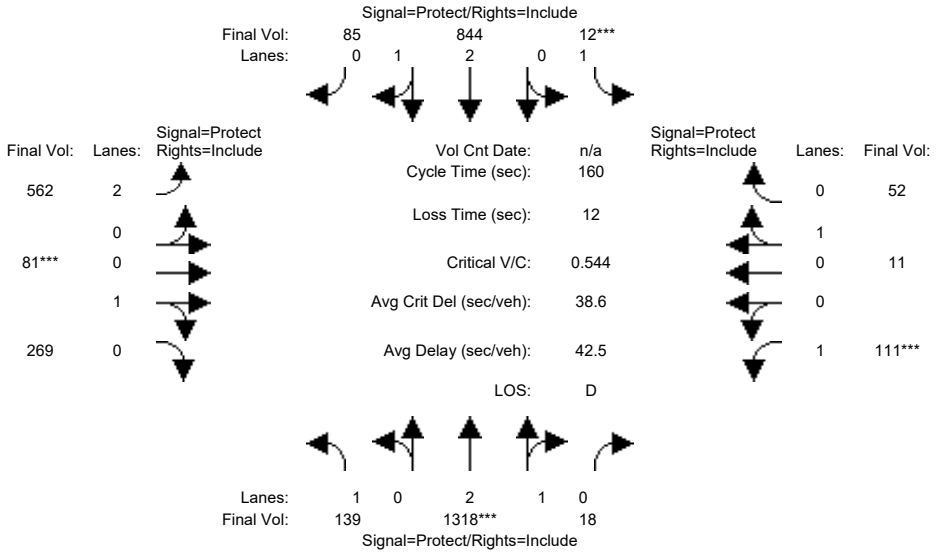
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #48: (13) GREAT AMERICA / 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: | 132 | 1252 | 17 | 11 | 802 | 81 | 534 | 77 | 256 | 105 | 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: | 132 | 1252 | 17 | 11 | 802 | 81 | 534 | 77 | 256 | 105 | 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: | 132 | 1252 | 17 | 11 | 802 | 81 | 534 | 77 | 256 | 105 | 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: | 139 | 1318 | 18 | 12 | 844 | 85 | 562 | 81 | 269 | 111 | 11 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 139 | 1318 | 18 | 12 | 844 | 85 | 562 | 81 | 269 | 111 | 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: | 139 | 1318 | 18 | 12 | 844 | 85 | 562 | 81 | 269 | 111 | 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 | 2.71 | 0.29 | 2.00 | 0.23 | 0.77 | 1.00 | 0.17 | 0.83 |
| Final Sat.: | 1750 | 5525 | 75 | 1750 | 5086 | 514 | 3150 | 416 | 1384 | 1750 | 305 | 1495 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.24 | 0.24 | 0.01 | 0.17 | 0.17 | 0.18 | 0.19 | 0.19 | 0.06 | 0.03 | 0.03 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 23.8 | 68.7 | 68.7 | 5.0 | 49.9 | 49.9 | 56.5 | 56.1 | 56.1 | 18.2 | 17.8 | 17.8 |
| Volume/Cap: | 0.53 | 0.56 | 0.56 | 0.21 | 0.53 | 0.53 | 0.51 | 0.56 | 0.56 | 0.56 | 0.31 | 0.31 |
| Delay/Veh: | 65.0 | 34.5 | 34.5 | 77.5 | 45.8 | 45.8 | 41.1 | 43.0 | 43.0 | 70.5 | 66.3 | 66.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 65.0 | 34.5 | 34.5 | 77.5 | 45.8 | 45.8 | 41.1 | 43.0 | 43.0 | 70.5 | 66.3 | 66.3 |
| LOS by Move: | E | C | C | E | D | D | D | D | D | E | E | E |
| HCM2k95thQ: | 13 | 28 | 28 | 1 | 22 | 22 | 23 | 26 | 26 | 12 | 6 | 6 |

Note: Queue reported is the number of cars per lane.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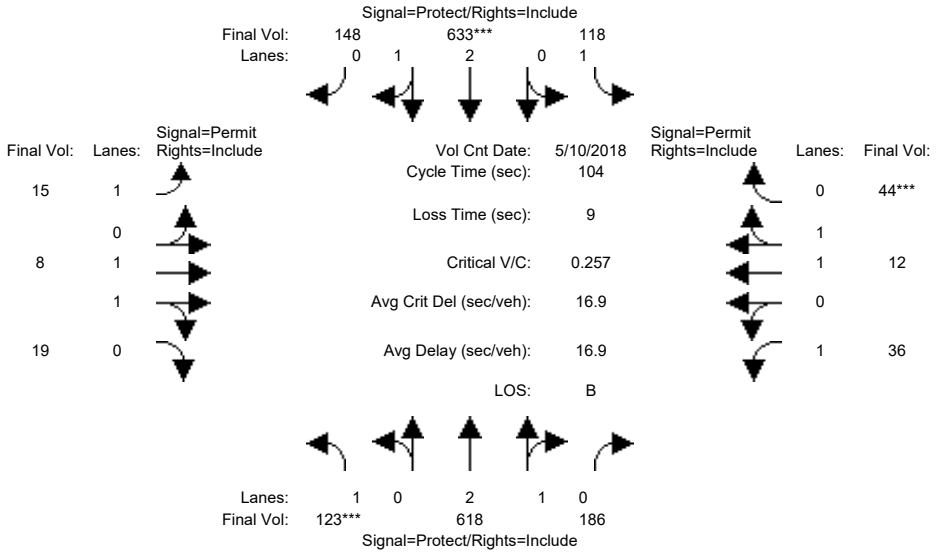
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #51: (14) GREAT AMERICA / 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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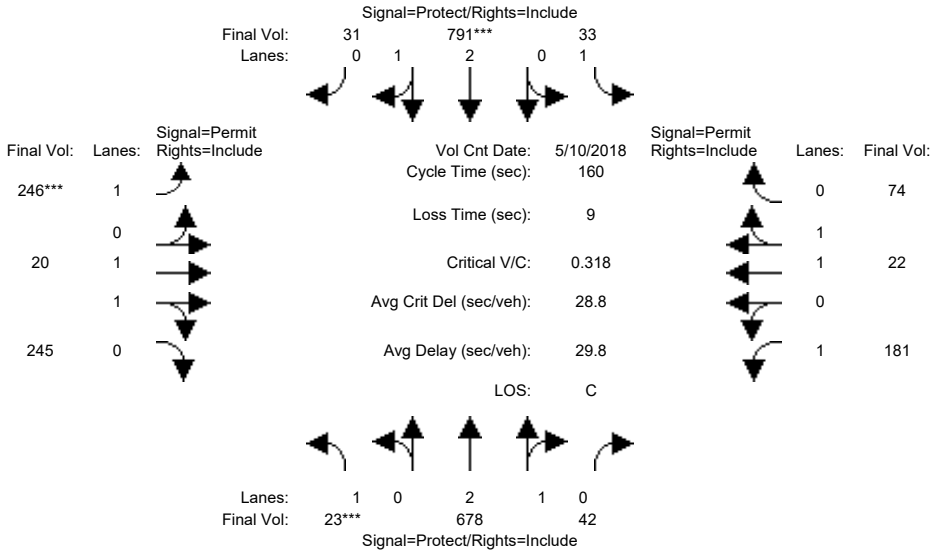
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #51: (14) GREAT AMERICA / 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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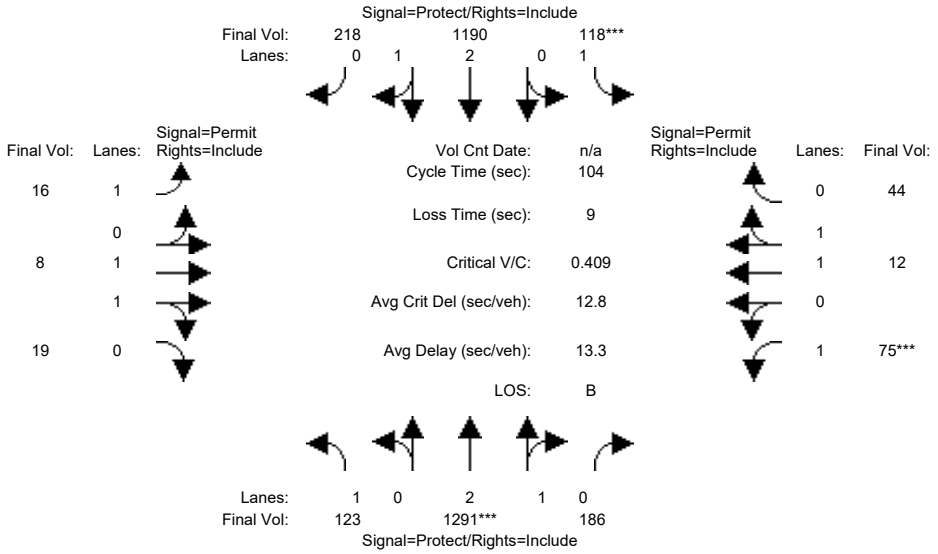
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #51: (14) GREAT AMERICA / 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 | 1175 | 169 | 107 | 1083 | 198 | 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 | 1175 | 169 | 107 | 1083 | 198 | 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 | 1175 | 169 | 107 | 1083 | 198 | 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 | 1291 | 186 | 118 | 1190 | 218 | 16 | 8 | 19 | 75 | 12 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 123 | 1291 | 186 | 118 | 1190 | 218 | 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 | 1291 | 186 | 118 | 1190 | 218 | 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 | 2.61 | 0.39 | 1.00 | 2.52 | 0.48 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 4895 | 704 | 1750 | 4733 | 865 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.26 | 0.26 | 0.07 | 0.25 | 0.25 | 0.01 | 0.00 | 0.01 | 0.04 | 0.01 | 0.03 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green Time: | 18.4 | 66.9 | 66.9 | 17.1 | 65.6 | 65.6 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Volume/Cap: | 0.40 | 0.41 | 0.41 | 0.41 | 0.40 | 0.40 | 0.09 | 0.04 | 0.10 | 0.40 | 0.06 | 0.24 |
| Delay/Veh: | 38.8 | 9.0 | 9.0 | 39.9 | 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 | 9.0 | 9.0 | 39.9 | 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 | 14 | 14 | 7 | 14 | 14 | 1 | 1 | 1 | 6 | 1 | 3 |

Note: Queue reported is the number of cars per lane.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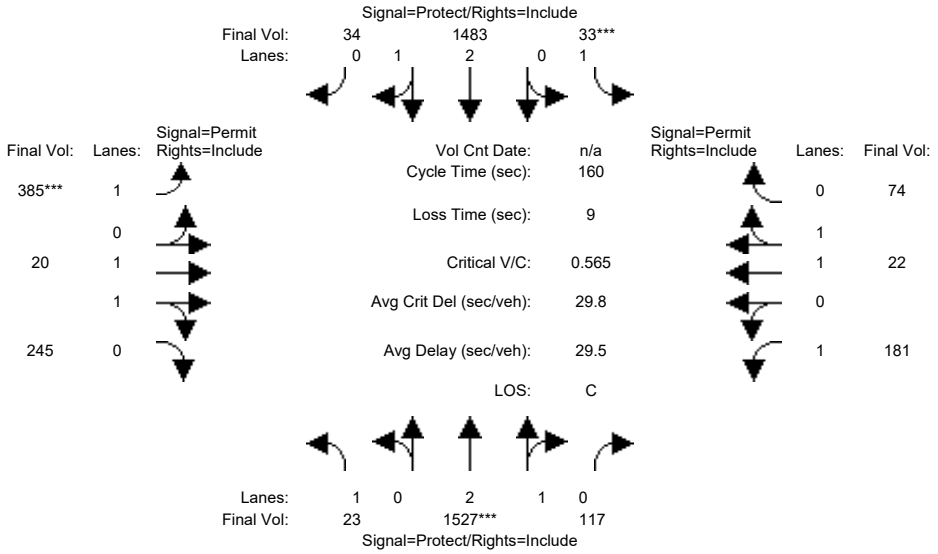
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #51: (14) GREAT AMERICA / 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 | 1466 | 112 | 32 | 1424 | 33 | 370 | 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 | 1466 | 112 | 32 | 1424 | 33 | 370 | 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 | 1466 | 112 | 32 | 1424 | 33 | 370 | 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 | 1527 | 117 | 33 | 1483 | 34 | 385 | 20 | 245 | 181 | 22 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 1527 | 117 | 33 | 1483 | 34 | 385 | 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 | 1527 | 117 | 33 | 1483 | 34 | 385 | 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 | 2.78 | 0.22 | 1.00 | 2.93 | 0.07 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 5202 | 397 | 1750 | 5473 | 127 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.29 | 0.29 | 0.02 | 0.27 | 0.27 | 0.22 | 0.01 | 0.14 | 0.10 | 0.01 | 0.04 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |
| Green Time: | 7.5 | 83.2 | 83.2 | 5.4 | 81.1 | 81.1 | 62.4 | 62.4 | 62.4 | 62.4 | 62.4 | 62.4 |
| Volume/Cap: | 0.28 | 0.56 | 0.56 | 0.56 | 0.53 | 0.53 | 0.56 | 0.03 | 0.36 | 0.27 | 0.03 | 0.11 |
| Delay/Veh: | 75.5 | 26.4 | 26.4 | 88.2 | 26.9 | 26.9 | 39.3 | 30.1 | 34.9 | 33.4 | 30.1 | 31.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 75.5 | 26.4 | 26.4 | 88.2 | 26.9 | 26.9 | 39.3 | 30.1 | 34.9 | 33.4 | 30.1 | 31.1 |
| LOS by Move: | E | C | C | F | C | C | D | C | C | C | C | C |
| HCM2k95thQ: | 2 | 31 | 31 | 4 | 29 | 29 | 28 | 1 | 17 | 12 | 1 | 5 |

Note: Queue reported is the number of cars per lane.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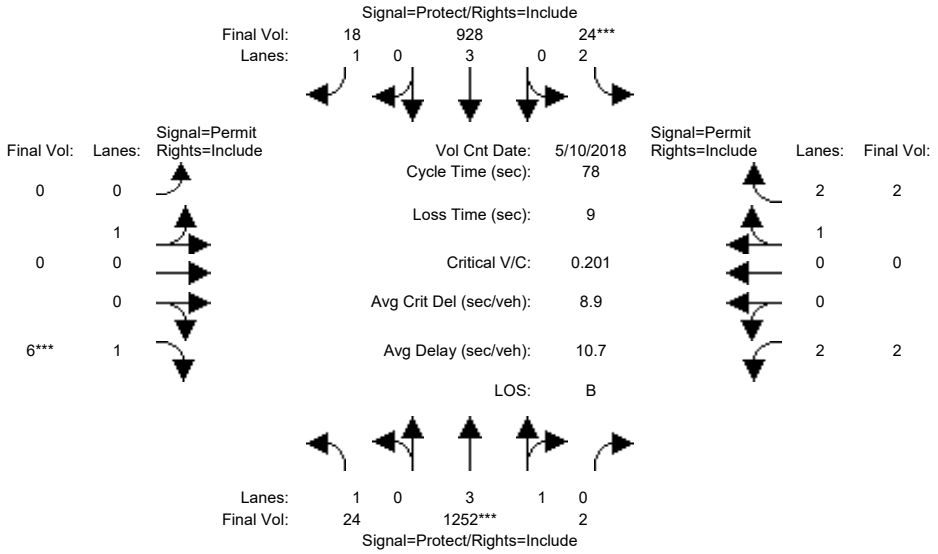
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #53: (16) 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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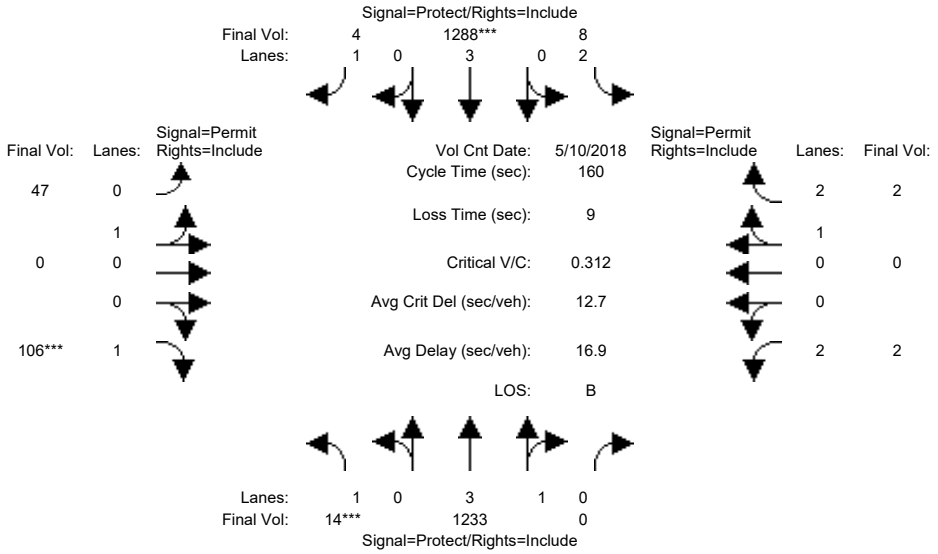
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #53: (16) 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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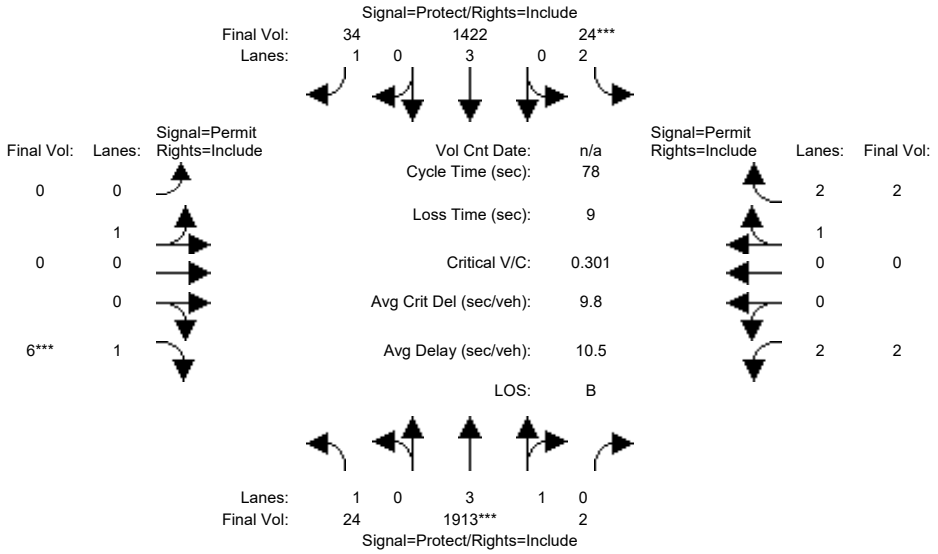
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #53: (16) 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 | 1722 | 2 | 22 | 1280 | 31 | 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 | 1722 | 2 | 22 | 1280 | 31 | 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 | 1722 | 2 | 22 | 1280 | 31 | 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 | 1913 | 2 | 24 | 1422 | 34 | 0 | 0 | 6 | 2 | 0 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 1913 | 2 | 24 | 1422 | 34 | 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 | 1913 | 2 | 24 | 1422 | 34 | 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 | 7491 | 9 | 3150 | 5700 | 1750 | 0 | 1800 | 1750 | 3150 | 0 | 5400 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.26 | 0.26 | 0.01 | 0.25 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green Time: | 13.0 | 45.0 | 45.0 | 10.0 | 42.0 | 42.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 |
| Volume/Cap: | 0.08 | 0.44 | 0.44 | 0.06 | 0.46 | 0.04 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 27.6 | 9.4 | 9.4 | 29.9 | 11.2 | 8.5 | 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: | 27.6 | 9.4 | 9.4 | 29.9 | 11.2 | 8.5 | 0.0 | 0.0 | 26.4 | 26.3 | 0.0 | 26.3 |
| LOS by Move: | C | A | A | C | B | A | A | A | C | C | A | C |
| HCM2k95thQ: | 1 | 12 | 12 | 1 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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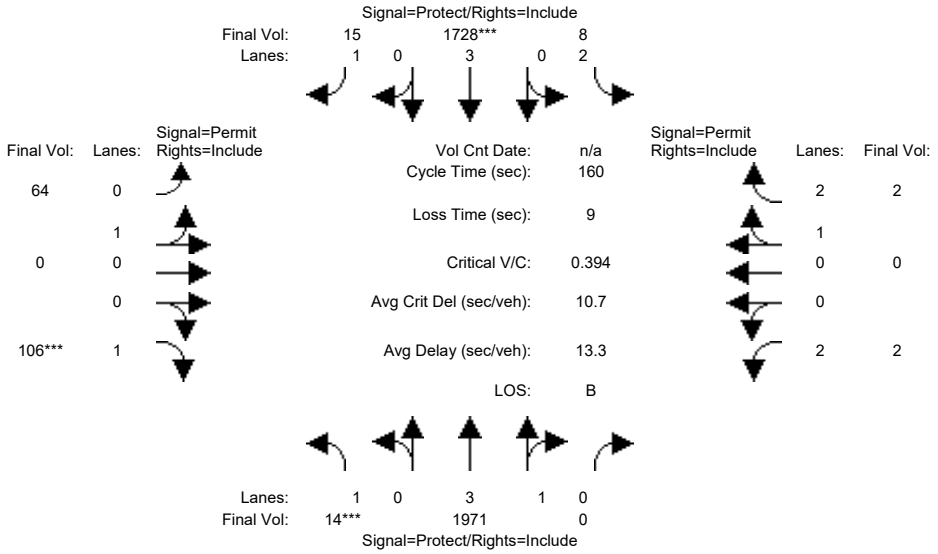
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #53: (16) 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: | 13 | 1872 | 0 | | 8 | 1642 | 14 | | 61 | 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 | 1872 | 0 | | 8 | 1642 | 14 | | 61 | 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 | 1872 | 0 | | 8 | 1642 | 14 | | 61 | 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 | 1971 | 0 | | 8 | 1728 | 15 | | 64 | 0 | 106 | | 2 | 0 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 14 | 1971 | 0 | | 8 | 1728 | 15 | | 64 | 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 | 1971 | 0 | | 8 | 1728 | 15 | | 64 | 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 | 0.26 | 0.00 | | 0.00 | 0.30 | 0.01 | | 0.04 | 0.00 | 0.06 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green Time: | 6.0 | 102 | 0.0 | | 24.4 | 121 | 120.8 | | 24.2 | 0.0 | 24.2 | | 24.2 | 0.0 | 24.2 | |
| Volume/Cap: | 0.21 | 0.41 | 0.00 | | 0.02 | 0.40 | 0.01 | | 0.24 | 0.00 | 0.40 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 76.3 | 14.1 | 0.0 | | 57.7 | 7.0 | 4.8 | | 60.2 | 0.0 | 62.4 | | 57.7 | 0.0 | 57.7 | |
| 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: | 76.3 | 14.1 | 0.0 | | 57.7 | 7.0 | 4.8 | | 60.2 | 0.0 | 62.4 | | 57.7 | 0.0 | 57.7 | |
| LOS by Move: | E | B | A | | E | A | A | | E | A | E | | E | A | E | |
| HCM2k95thQ: | 1 | 21 | 0 | | 0 | 18 | 0 | | 6 | 0 | 10 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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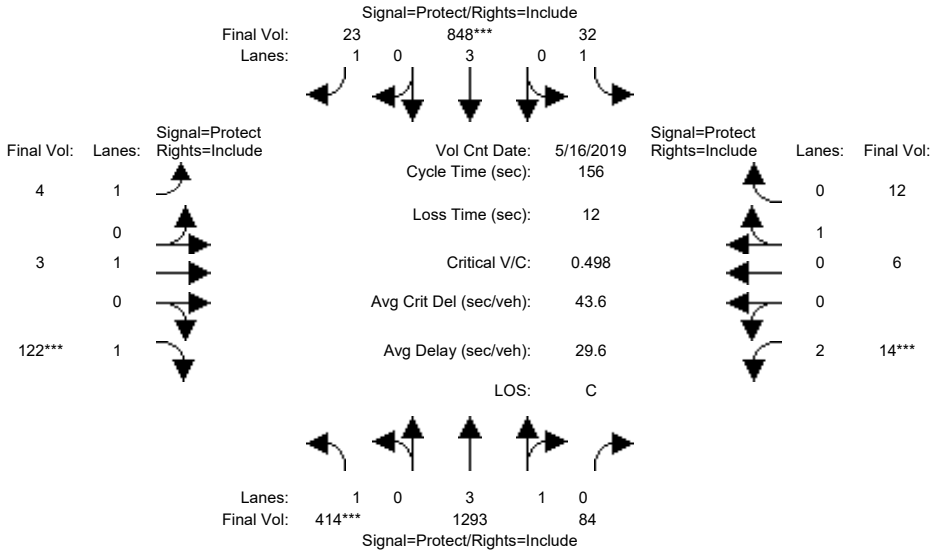
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #54: (17) GREAT AMERICA / 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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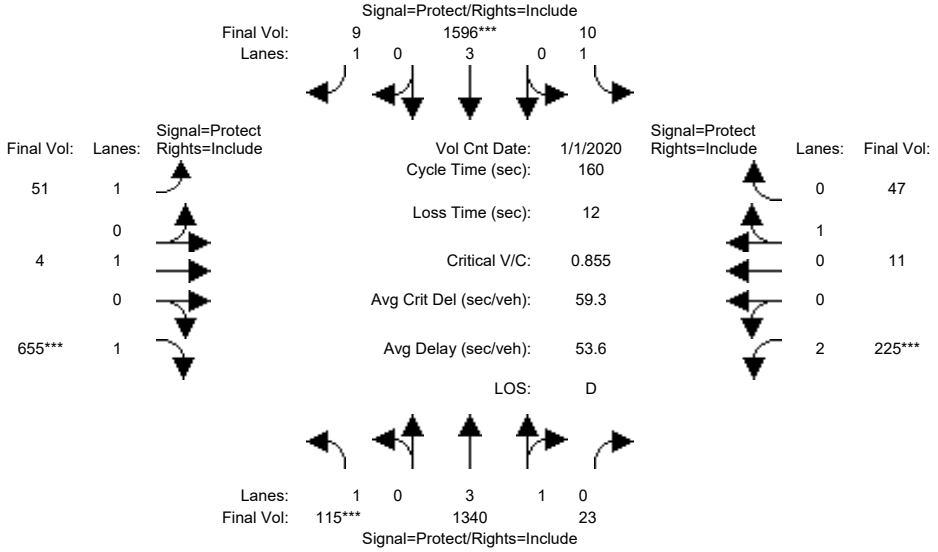
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #54: (17) GREAT AMERICA / 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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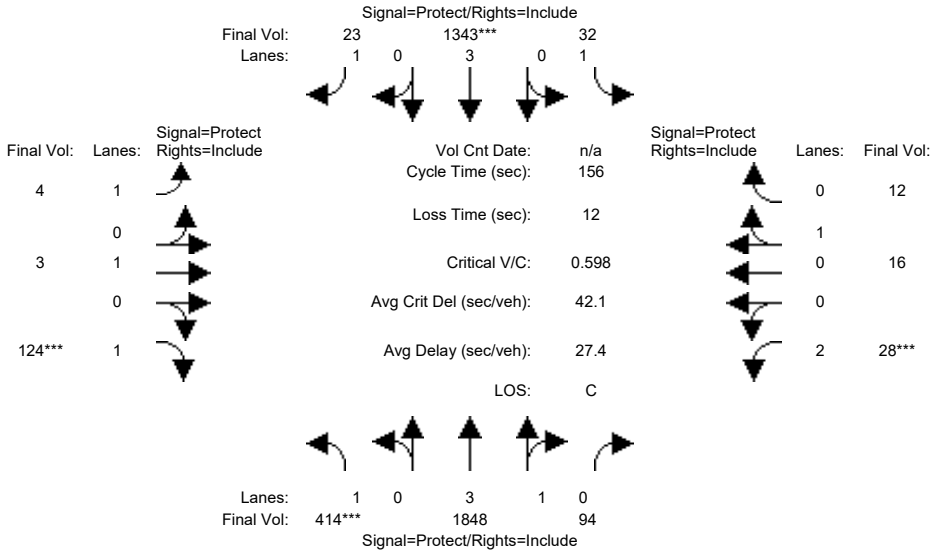
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #54: (17) GREAT AMERICA / 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: | 373 | 1663 | 85 | 29 | 1209 | 21 | 4 | 3 | 112 | 25 | 14 | 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 | 1663 | 85 | 29 | 1209 | 21 | 4 | 3 | 112 | 25 | 14 | 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 | 1663 | 85 | 29 | 1209 | 21 | 4 | 3 | 112 | 25 | 14 | 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 | 1848 | 94 | 32 | 1343 | 23 | 4 | 3 | 124 | 28 | 16 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 414 | 1848 | 94 | 32 | 1343 | 23 | 4 | 3 | 124 | 28 | 16 | 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 | 1848 | 94 | 32 | 1343 | 23 | 4 | 3 | 124 | 28 | 16 | 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 | 3.80 | 0.20 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.56 | 0.44 |
| Final Sat.: | 1750 | 7135 | 365 | 1750 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 1008 | 792 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.24 | 0.26 | 0.26 | 0.02 | 0.24 | 0.01 | 0.00 | 0.00 | 0.07 | 0.01 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 60.1 | 104 | 104.4 | 15.5 | 59.8 | 59.8 | 8.0 | 18.1 | 18.1 | 6.0 | 16.0 | 16.0 |
| Volume/Cap: | 0.61 | 0.39 | 0.39 | 0.19 | 0.61 | 0.03 | 0.05 | 0.02 | 0.61 | 0.23 | 0.15 | 0.15 |
| Delay/Veh: | 40.3 | 11.5 | 11.5 | 65.0 | 39.3 | 30.1 | 70.6 | 61.1 | 71.2 | 73.7 | 64.2 | 64.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.3 | 11.5 | 11.5 | 65.0 | 39.3 | 30.1 | 70.6 | 61.1 | 71.2 | 73.7 | 64.2 | 64.2 |
| LOS by Move: | D | B | B | E | D | C | E | E | E | E | E | E |
| HCM2k95thQ: | 29 | 19 | 19 | 3 | 29 | 1 | 1 | 0 | 13 | 2 | 3 | 3 |

Note: Queue reported is the number of cars per lane.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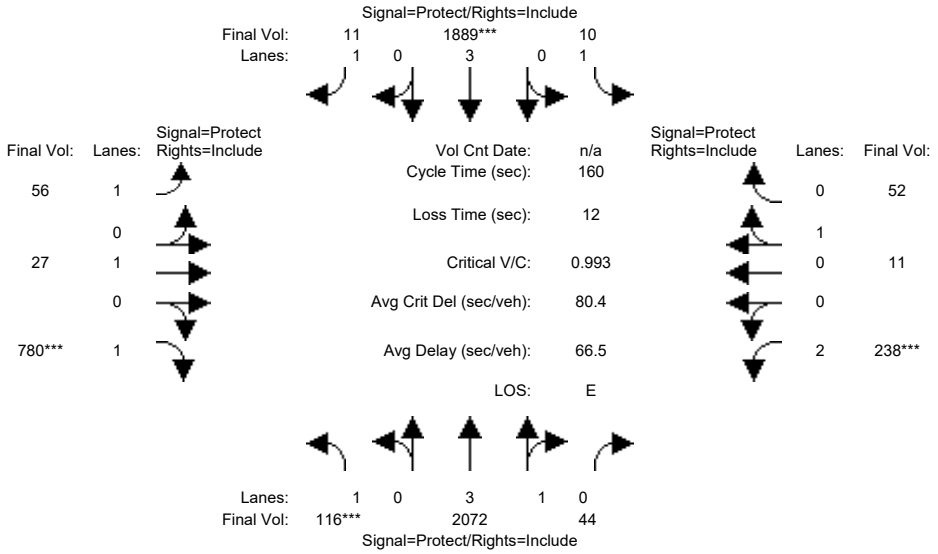
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #54: (17) GREAT AMERICA / 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: | 108 | 1927 | 41 | 9 | 1757 | 10 | 52 | 25 | 725 | 221 | 10 | 48 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 108 | 1927 | 41 | 9 | 1757 | 10 | 52 | 25 | 725 | 221 | 10 | 48 |
| Added Vol: | 0 | 0 | 0 | 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 | 1927 | 41 | 9 | 1757 | 10 | 52 | 25 | 725 | 221 | 10 | 48 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 116 | 2072 | 44 | 10 | 1889 | 11 | 56 | 27 | 780 | 238 | 11 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 116 | 2072 | 44 | 10 | 1889 | 11 | 56 | 27 | 780 | 238 | 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: | 116 | 2072 | 44 | 10 | 1889 | 11 | 56 | 27 | 780 | 238 | 11 | 52 |
| 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 | 3.91 | 0.09 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.17 | 0.83 |
| Final Sat.: | 1750 | 7343 | 156 | 1750 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 310 | 1490 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.28 | 0.28 | 0.01 | 0.33 | 0.01 | 0.03 | 0.01 | 0.45 | 0.08 | 0.03 | 0.03 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 10.7 | 56.6 | 56.6 | 7.5 | 53.4 | 53.4 | 28.0 | 71.8 | 71.8 | 12.2 | 55.9 | 55.9 |
| Volume/Cap: | 0.99 | 0.80 | 0.80 | 0.12 | 0.99 | 0.02 | 0.18 | 0.03 | 0.99 | 0.99 | 0.10 | 0.10 |
| Delay/Veh: | 155.6 | 48.4 | 48.4 | 73.7 | 72.1 | 35.7 | 56.6 | 24.7 | 74.2 | 130.0 | 35.1 | 35.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 155.6 | 48.4 | 48.4 | 73.7 | 72.1 | 35.7 | 56.6 | 24.7 | 74.2 | 130.0 | 35.1 | 35.1 |
| LOS by Move: | F | D | D | E | E | D | E | C | E | F | D | D |
| HCM2k95thQ: | 14 | 39 | 39 | 1 | 56 | 1 | 5 | 1 | 73 | 19 | 4 | 4 |

Note: Queue reported is the number of cars per lane.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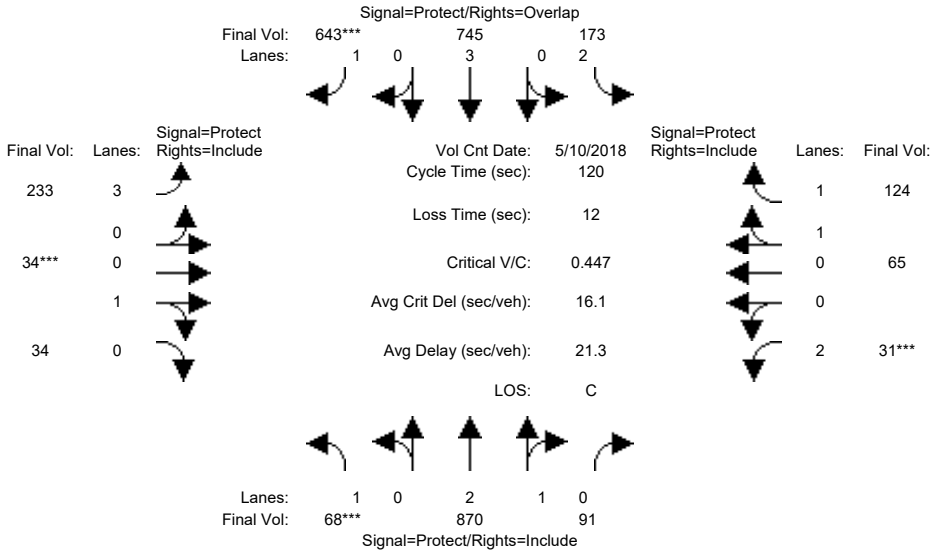
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #58: (21) 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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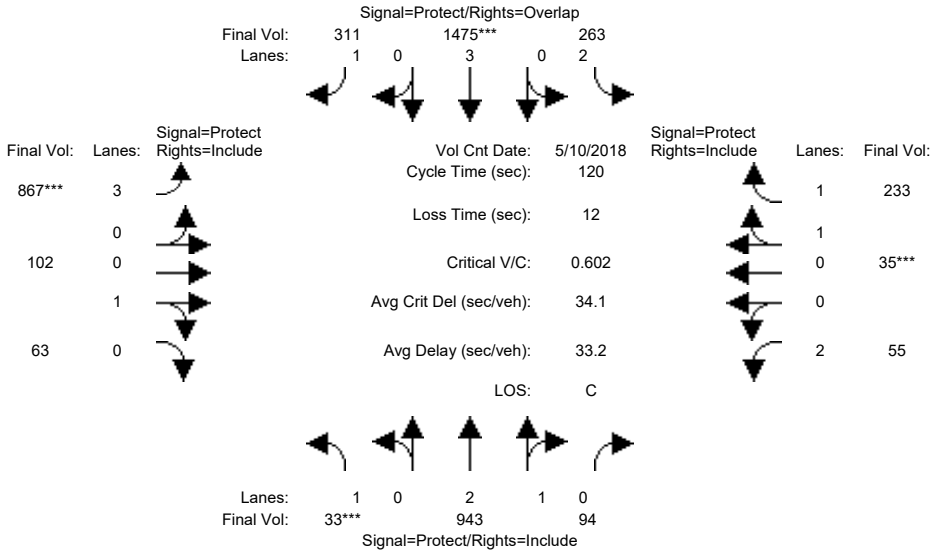
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #58: (21) 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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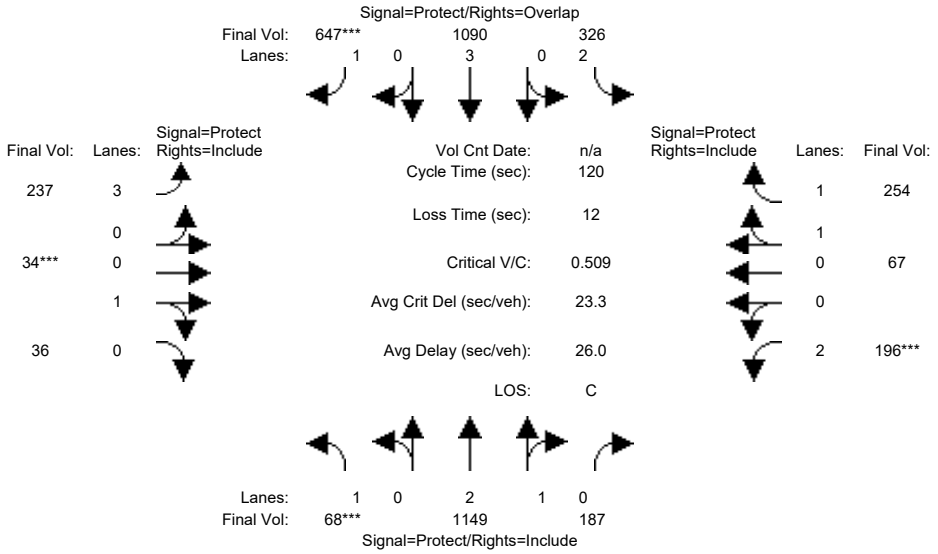
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #58: (21) 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 | 170 | 297 | 992 | 589 | 216 | 31 | 33 | 178 | 61 | 231 |
| Growth Adj: | 1.00 | 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 | 170 | 297 | 992 | 589 | 216 | 31 | 33 | 178 | 61 | 231 |
| Added Vol: | 0 | 0 | 0 | 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 | 170 | 297 | 992 | 589 | 216 | 31 | 33 | 178 | 61 | 231 |
| User Adj: | 1.00 | 1.00 | 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 | 187 | 326 | 1090 | 647 | 237 | 34 | 36 | 196 | 67 | 254 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 68 | 1149 | 187 | 326 | 1090 | 647 | 237 | 34 | 36 | 196 | 67 | 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: | 68 | 1149 | 187 | 326 | 1090 | 647 | 237 | 34 | 36 | 196 | 67 | 254 |
| 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 | 2.57 | 0.43 | 2.00 | 3.00 | 1.00 | 3.00 | 0.48 | 0.52 | 2.00 | 0.42 | 1.58 |
| Final Sat.: | 1750 | 4816 | 783 | 3150 | 5700 | 1750 | 4551 | 872 | 928 | 3150 | 752 | 2848 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.24 | 0.24 | 0.10 | 0.19 | 0.37 | 0.05 | 0.04 | 0.04 | 0.06 | 0.09 | 0.09 |
| Crit Moves: | **** | | | | | **** | | **** | | **** | | |
| Green Time: | 9.6 | 56.2 | 56.2 | 24.4 | 71.0 | 84.2 | 13.2 | 12.0 | 12.0 | 15.4 | 14.2 | 14.2 |
| Volume/Cap: | 0.48 | 0.51 | 0.51 | 0.51 | 0.32 | 0.53 | 0.47 | 0.39 | 0.39 | 0.48 | 0.76 | 0.76 |
| Delay/Veh: | 55.4 | 22.4 | 22.4 | 43.2 | 12.4 | 8.9 | 50.8 | 52.0 | 52.0 | 49.5 | 58.8 | 58.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 55.4 | 22.4 | 22.4 | 43.2 | 12.4 | 8.9 | 50.8 | 52.0 | 52.0 | 49.5 | 58.8 | 58.8 |
| LOS by Move: | E | C | C | D | B | A | D | D | D | D | E | E |
| HCM2k95thQ: | 5 | 20 | 20 | 12 | 12 | 22 | 8 | 6 | 6 | 9 | 15 | 15 |

Note: Queue reported is the number of cars per lane.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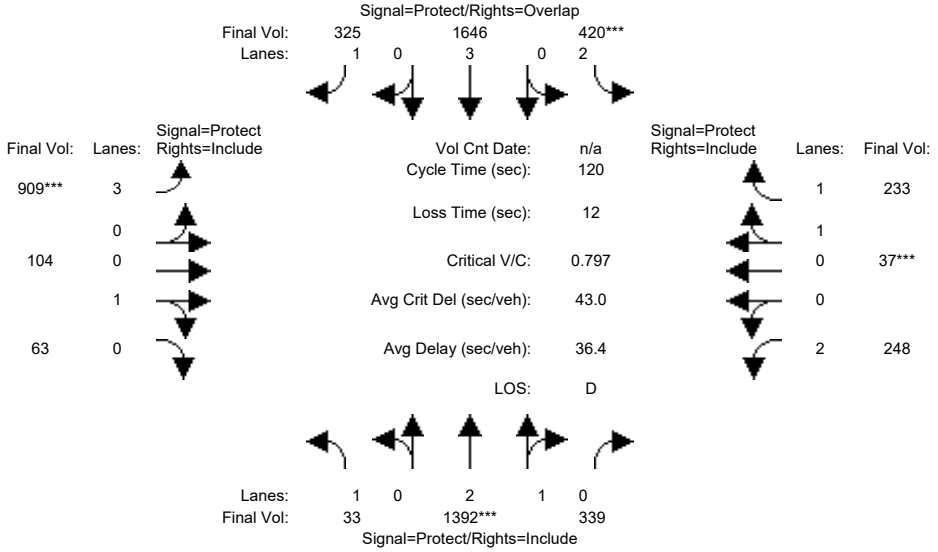
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #58: (21) 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 | 1322 | 322 | 399 | 1564 | 309 | 864 | 99 | 60 | 236 | 35 | 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 | 1322 | 322 | 399 | 1564 | 309 | 864 | 99 | 60 | 236 | 35 | 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 | 1322 | 322 | 399 | 1564 | 309 | 864 | 99 | 60 | 236 | 35 | 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 | 1392 | 339 | 420 | 1646 | 325 | 909 | 104 | 63 | 248 | 37 | 233 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 33 | 1392 | 339 | 420 | 1646 | 325 | 909 | 104 | 63 | 248 | 37 | 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 | 1392 | 339 | 420 | 1646 | 325 | 909 | 104 | 63 | 248 | 37 | 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 | 2.39 | 0.61 | 2.00 | 3.00 | 1.00 | 3.00 | 0.62 | 0.38 | 2.00 | 0.27 | 1.73 |
| Final Sat.: | 1750 | 4502 | 1096 | 3150 | 5700 | 1750 | 4551 | 1121 | 679 | 3150 | 492 | 3108 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.31 | 0.31 | 0.13 | 0.29 | 0.19 | 0.20 | 0.09 | 0.09 | 0.08 | 0.07 | 0.07 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 12.5 | 46.6 | 46.6 | 20.1 | 54.1 | 84.2 | 30.1 | 22.6 | 22.6 | 18.8 | 11.3 | 11.3 |
| Volume/Cap: | 0.18 | 0.80 | 0.80 | 0.80 | 0.64 | 0.26 | 0.80 | 0.49 | 0.49 | 0.50 | 0.80 | 0.80 |
| Delay/Veh: | 49.5 | 34.7 | 34.7 | 56.3 | 26.0 | 6.7 | 46.1 | 44.8 | 44.8 | 47.2 | 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: | 49.5 | 34.7 | 34.7 | 56.3 | 26.0 | 6.7 | 46.1 | 44.8 | 44.8 | 47.2 | 65.7 | 65.7 |
| LOS by Move: | D | C | C | E | C | A | D | D | D | D | E | E |
| HCM2k95thQ: | 2 | 32 | 32 | 17 | 27 | 9 | 26 | 12 | 12 | 11 | 14 | 14 |

Note: Queue reported is the number of cars per lane.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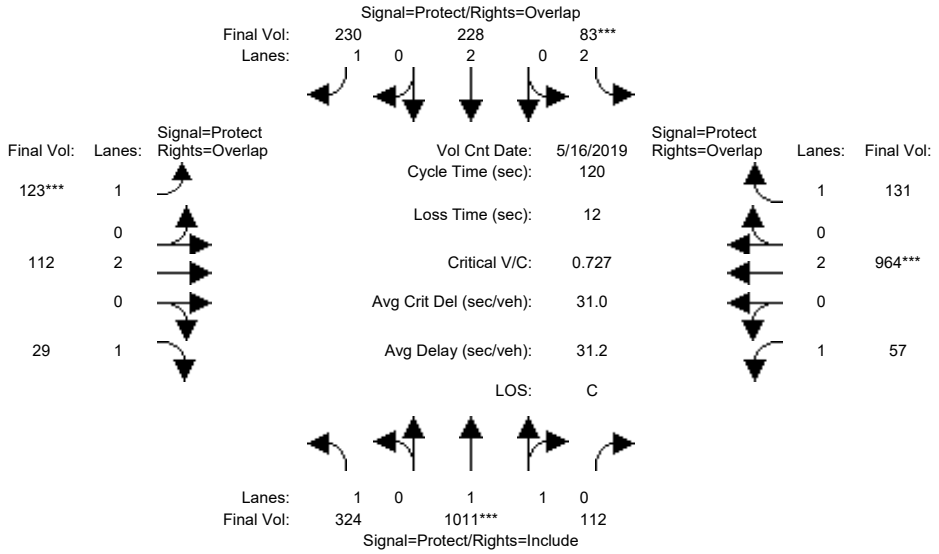
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #61: (24) 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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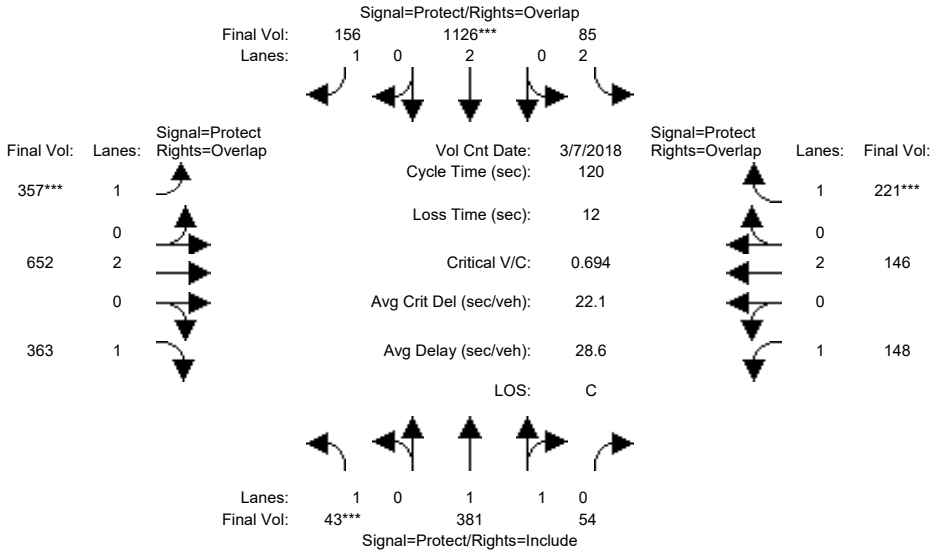
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #61: (24) 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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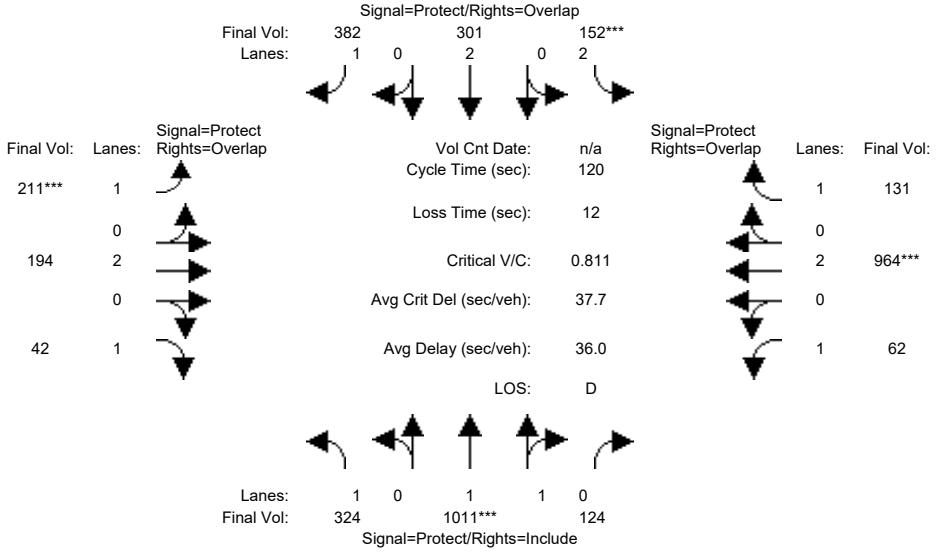
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #61: (24) 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 | 112 | 137 | 271 | 344 | 190 | 175 | 38 | 56 | 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 | 112 | 137 | 271 | 344 | 190 | 175 | 38 | 56 | 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 | 112 | 137 | 271 | 344 | 190 | 175 | 38 | 56 | 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 | 124 | 152 | 301 | 382 | 211 | 194 | 42 | 62 | 964 | 131 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 324 | 1011 | 124 | 152 | 301 | 382 | 211 | 194 | 42 | 62 | 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 | 124 | 152 | 301 | 382 | 211 | 194 | 42 | 62 | 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 | 3294 | 405 | 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 | 0.04 | 0.25 | 0.07 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 34.7 | 45.0 | 45.0 | 8.0 | 18.3 | 36.0 | 17.7 | 30.3 | 65.0 | 24.7 | 37.2 | 45.2 |
| Volume/Cap: | 0.64 | 0.82 | 0.82 | 0.72 | 0.52 | 0.73 | 0.82 | 0.20 | 0.04 | 0.17 | 0.82 | 0.20 |
| Delay/Veh: | 29.9 | 24.2 | 24.2 | 64.2 | 42.0 | 31.9 | 67.7 | 35.4 | 12.9 | 39.5 | 42.8 | 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: | 29.9 | 24.2 | 24.2 | 64.2 | 42.0 | 31.9 | 67.7 | 35.4 | 12.9 | 39.5 | 42.8 | 25.3 |
| LOS by Move: | C | C | C | E | D | C | E | D | B | D | D | C |
| HCM2k95thQ: | 17 | 29 | 29 | 7 | 9 | 22 | 16 | 5 | 2 | 4 | 32 | 7 |

Note: Queue reported is the number of cars per lane.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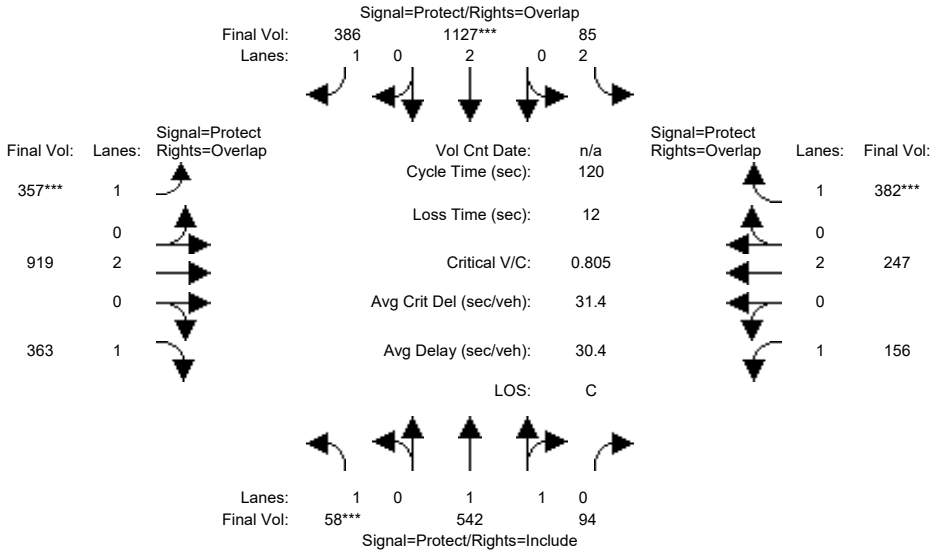
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #61: (24) 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: | 57 | 537 | 93 | 84 | 1116 | 382 | 353 | 910 | 359 | 154 | 245 | 378 |
| Growth Adj: | 1.00 | 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 | 537 | 93 | 84 | 1116 | 382 | 353 | 910 | 359 | 154 | 245 | 378 |
| Added Vol: | 0 | 0 | 0 | 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 | 537 | 93 | 84 | 1116 | 382 | 353 | 910 | 359 | 154 | 245 | 378 |
| User Adj: | 1.00 | 1.00 | 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: | 58 | 542 | 94 | 85 | 1127 | 386 | 357 | 919 | 363 | 156 | 247 | 382 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 58 | 542 | 94 | 85 | 1127 | 386 | 357 | 919 | 363 | 156 | 247 | 382 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 58 | 542 | 94 | 85 | 1127 | 386 | 357 | 919 | 363 | 156 | 247 | 382 |
| Saturation 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 | 1.70 | 0.30 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3153 | 546 | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.17 | 0.17 | 0.03 | 0.30 | 0.22 | 0.20 | 0.24 | 0.21 | 0.09 | 0.07 | 0.22 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green Time: | 5.0 | 37.4 | 37.4 | 14.5 | 46.9 | 79.1 | 32.2 | 41.0 | 46.0 | 15.1 | 23.9 | 38.4 |
| Volume/Cap: | 0.79 | 0.55 | 0.55 | 0.22 | 0.76 | 0.33 | 0.76 | 0.71 | 0.54 | 0.71 | 0.33 | 0.68 |
| Delay/Veh: | 97.9 | 24.6 | 24.6 | 43.6 | 20.5 | 0.2 | 47.4 | 36.1 | 29.6 | 60.4 | 41.4 | 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: | 97.9 | 24.6 | 24.6 | 43.6 | 20.5 | 0.2 | 47.4 | 36.1 | 29.6 | 60.4 | 41.4 | 38.9 |
| LOS by Move: | F | C | C | D | C | A | D | D | C | E | D | D |
| HCM2k95thQ: | 5 | 14 | 14 | 3 | 25 | 1 | 23 | 25 | 19 | 14 | 8 | 25 |

Note: Queue reported is the number of cars per lane.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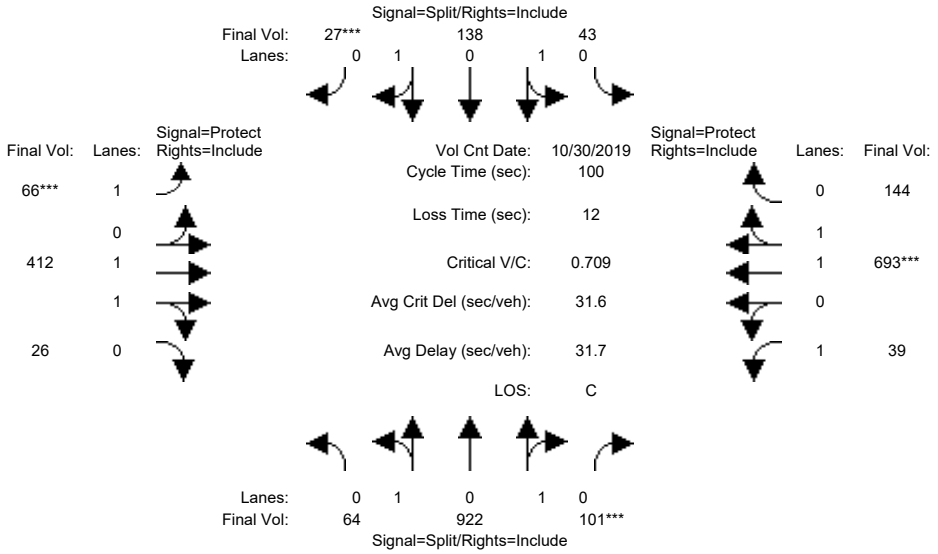
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #62: (55) 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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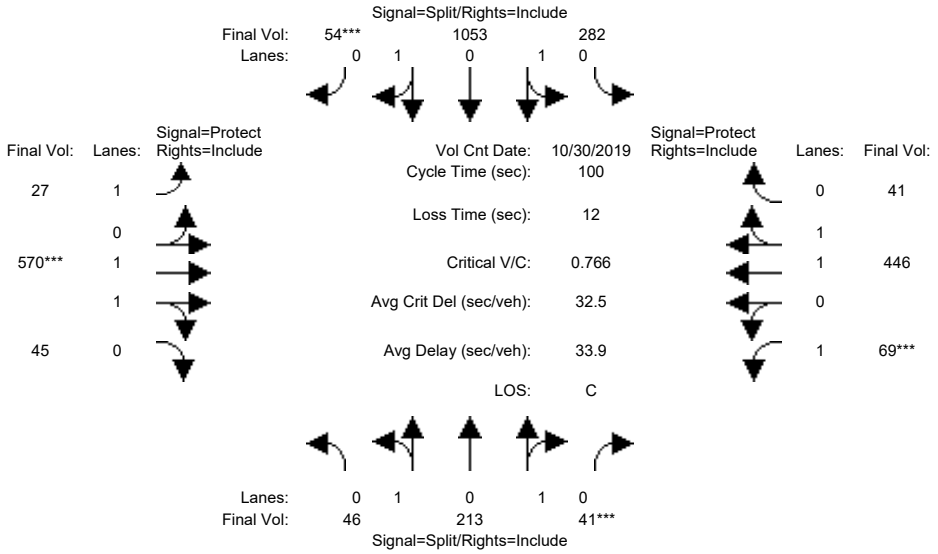
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #62: (55) 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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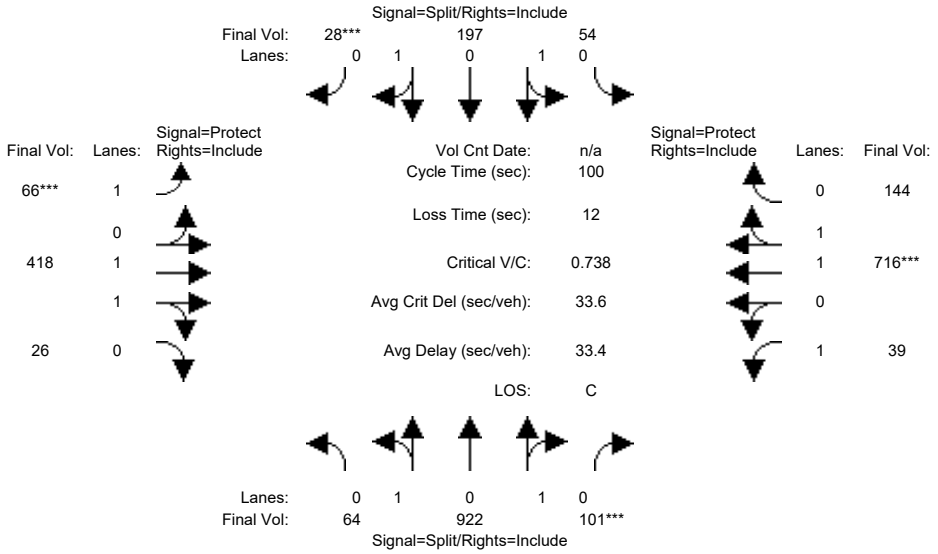
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #62: (55) 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 | 49 | 177 | 25 | 59 | 376 | 23 | 35 | 644 | 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 | 49 | 177 | 25 | 59 | 376 | 23 | 35 | 644 | 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 | 49 | 177 | 25 | 59 | 376 | 23 | 35 | 644 | 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 | 54 | 197 | 28 | 66 | 418 | 26 | 39 | 716 | 144 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 922 | 101 | 54 | 197 | 28 | 66 | 418 | 26 | 39 | 716 | 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 | 54 | 197 | 28 | 66 | 418 | 26 | 39 | 716 | 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 | 1.41 | 0.20 | 1.00 | 1.88 | 0.12 | 1.00 | 1.65 | 0.35 |
| Final Sat.: | 213 | 3052 | 335 | 703 | 2539 | 359 | 1750 | 3487 | 213 | 1750 | 3078 | 621 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.30 | 0.30 | 0.08 | 0.08 | 0.08 | 0.04 | 0.12 | 0.12 | 0.02 | 0.23 | 0.23 |
| Crit Moves: | | | **** | | | **** | **** | | | | **** | |
| Green Time: | 40.9 | 40.9 | 40.9 | 10.5 | 10.5 | 10.5 | 5.1 | 25.8 | 25.8 | 10.8 | 31.5 | 31.5 |
| Volume/Cap: | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.46 | 0.46 | 0.21 | 0.74 | 0.74 |
| Delay/Veh: | 27.0 | 27.0 | 27.0 | 50.9 | 50.9 | 50.9 | 74.3 | 31.6 | 31.6 | 41.3 | 33.1 | 33.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.0 | 27.0 | 27.0 | 50.9 | 50.9 | 50.9 | 74.3 | 31.6 | 31.6 | 41.3 | 33.1 | 33.1 |
| 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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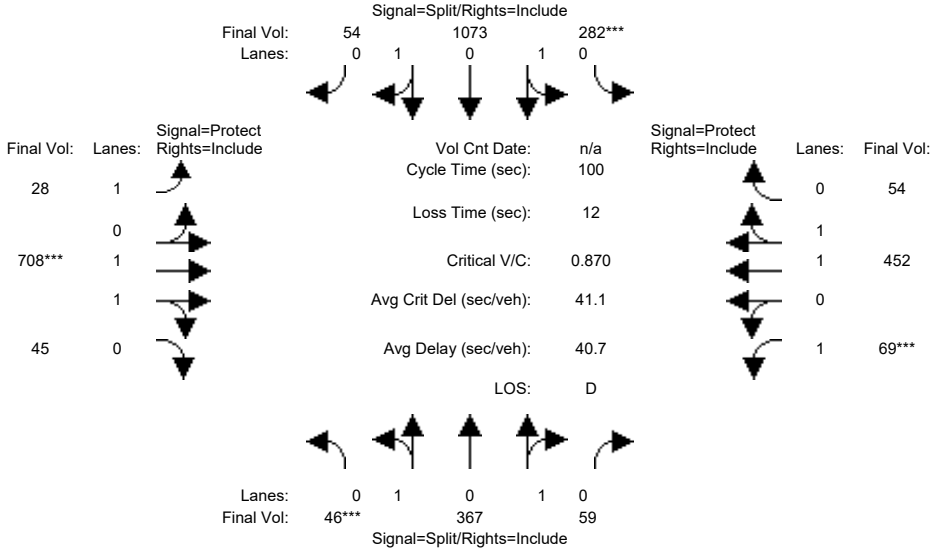
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #62: (55) 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 | 352 | 57 | 271 | 1030 | 52 | 27 | 680 | 43 | 66 | 434 | 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: | 44 | 352 | 57 | 271 | 1030 | 52 | 27 | 680 | 43 | 66 | 434 | 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: | 44 | 352 | 57 | 271 | 1030 | 52 | 27 | 680 | 43 | 66 | 434 | 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: | 46 | 367 | 59 | 282 | 1073 | 54 | 28 | 708 | 45 | 69 | 452 | 54 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 46 | 367 | 59 | 282 | 1073 | 54 | 28 | 708 | 45 | 69 | 452 | 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: | 46 | 367 | 59 | 282 | 1073 | 54 | 28 | 708 | 45 | 69 | 452 | 54 |
| 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 | 1.56 | 0.25 | 0.40 | 1.52 | 0.08 | 1.00 | 1.88 | 0.12 | 1.00 | 1.78 | 0.22 |
| Final Sat.: | 350 | 2797 | 453 | 721 | 2741 | 138 | 1750 | 3480 | 220 | 1750 | 3304 | 396 |
| 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: | 15.0 | 15.0 | 15.0 | 44.7 | 44.7 | 44.7 | 7.6 | 23.3 | 23.3 | 5.0 | 20.7 | 20.7 |
| Volume/Cap: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.21 | 0.87 | 0.87 | 0.79 | 0.66 | 0.66 |
| Delay/Veh: | 56.4 | 56.4 | 56.4 | 30.8 | 30.8 | 30.8 | 44.2 | 46.9 | 46.9 | 83.2 | 38.6 | 38.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 56.4 | 56.4 | 56.4 | 30.8 | 30.8 | 30.8 | 44.2 | 46.9 | 46.9 | 83.2 | 38.6 | 38.6 |
| 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 |

Note: Queue reported is the number of cars per lane.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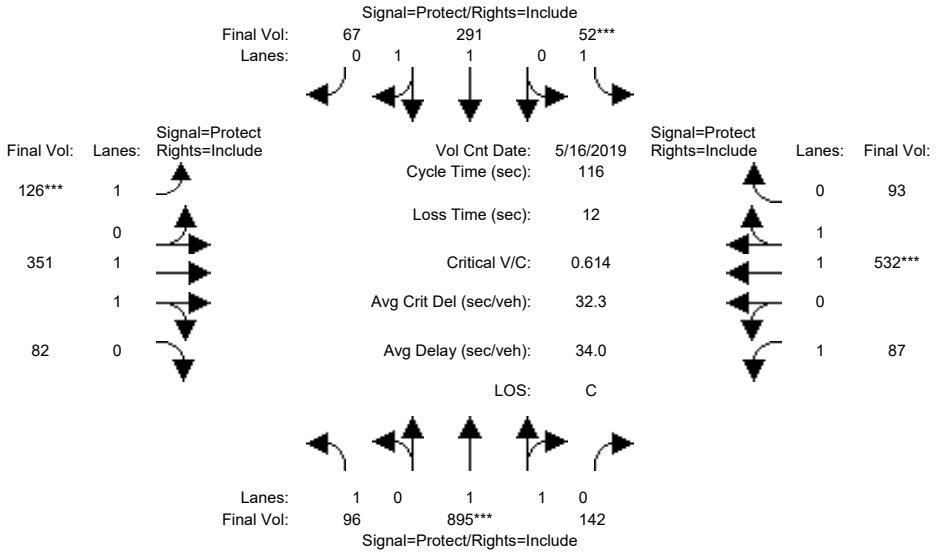
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #64: (57) Kiely Blvd & Benton St




| Street Name: | Kiely Blvd | | | | | | Benton 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: | 4 | 4 | 4 | 4 | 4 | 4 | 11 | 11 | 11 | 12 | 12 | 12 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: >> Count Date: 16 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 91 | 850 | 135 | 49 | 276 | 64 | 120 | 333 | 78 | 83 | 505 | 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: | 91 | 850 | 135 | 49 | 276 | 64 | 120 | 333 | 78 | 83 | 505 | 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: | 91 | 850 | 135 | 49 | 276 | 64 | 120 | 333 | 78 | 83 | 505 | 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: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 96 | 895 | 142 | 52 | 291 | 67 | 126 | 351 | 82 | 87 | 532 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 96 | 895 | 142 | 52 | 291 | 67 | 126 | 351 | 82 | 87 | 532 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 96 | 895 | 142 | 52 | 291 | 67 | 126 | 351 | 82 | 87 | 532 | 93 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.72 | 0.28 | 1.00 | 1.61 | 0.39 | 1.00 | 1.61 | 0.39 | 1.00 | 1.69 | 0.31 |
| Final Sat.: | 1750 | 3193 | 507 | 1750 | 3003 | 696 | 1750 | 2997 | 702 | 1750 | 3151 | 549 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.28 | 0.28 | 0.03 | 0.10 | 0.10 | 0.07 | 0.12 | 0.12 | 0.05 | 0.17 | 0.17 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 21.1 | 52.9 | 52.9 | 5.6 | 37.4 | 37.4 | 13.6 | 24.1 | 24.1 | 21.4 | 31.9 | 31.9 |
| Volume/Cap: | 0.30 | 0.61 | 0.61 | 0.61 | 0.30 | 0.30 | 0.61 | 0.56 | 0.56 | 0.27 | 0.61 | 0.61 |
| Delay/Veh: | 41.6 | 24.5 | 24.5 | 67.0 | 29.7 | 29.7 | 54.1 | 42.1 | 42.1 | 41.1 | 37.8 | 37.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.6 | 24.5 | 24.5 | 67.0 | 29.7 | 29.7 | 54.1 | 42.1 | 42.1 | 41.1 | 37.8 | 37.8 |
| LOS by Move: | D | C | C | E | C | C | D | D | D | D | D | D |
| HCM2k95thQ: | 6 | 24 | 24 | 4 | 9 | 9 | 11 | 14 | 14 | 6 | 19 | 19 |

Note: Queue reported is the number of cars per lane.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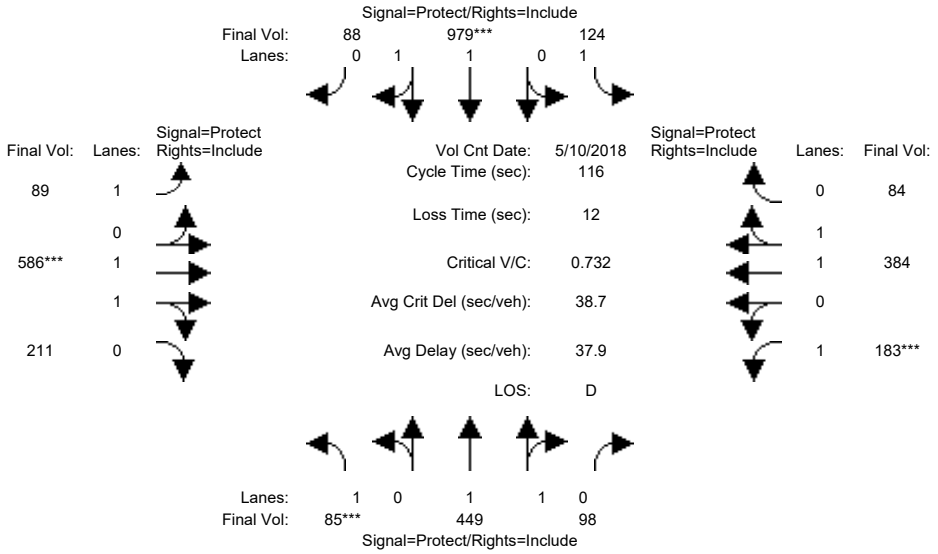
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #64: (57) Kiely Blvd & Benton St




| Street Name: | Kiely Blvd | | | | | | Benton 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: | 4 | 4 | 4 | 4 | 4 | 4 | 11 | 11 | 11 | 12 | 12 | 12 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: >> Count Date: 10 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 78 | 413 | 90 | 114 | 901 | 81 | 82 | 539 | 194 | 168 | 353 | 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: | 78 | 413 | 90 | 114 | 901 | 81 | 82 | 539 | 194 | 168 | 353 | 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: | 78 | 413 | 90 | 114 | 901 | 81 | 82 | 539 | 194 | 168 | 353 | 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: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 85 | 449 | 98 | 124 | 979 | 88 | 89 | 586 | 211 | 183 | 384 | 84 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 449 | 98 | 124 | 979 | 88 | 89 | 586 | 211 | 183 | 384 | 84 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 85 | 449 | 98 | 124 | 979 | 88 | 89 | 586 | 211 | 183 | 384 | 84 |
| Saturation 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 | 1.63 | 0.37 | 1.00 | 1.83 | 0.17 | 1.00 | 1.46 | 0.54 | 1.00 | 1.63 | 0.37 |
| Final Sat.: | 1750 | 3037 | 662 | 1750 | 3395 | 305 | 1750 | 2720 | 979 | 1750 | 3037 | 662 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.15 | 0.15 | 0.07 | 0.29 | 0.29 | 0.05 | 0.22 | 0.22 | 0.10 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 7.7 | 36.1 | 36.1 | 17.3 | 45.7 | 45.7 | 21.7 | 34.1 | 34.1 | 16.5 | 28.9 | 28.9 |
| Volume/Cap: | 0.73 | 0.48 | 0.48 | 0.48 | 0.73 | 0.73 | 0.27 | 0.73 | 0.73 | 0.73 | 0.51 | 0.51 |
| Delay/Veh: | 74.4 | 32.6 | 32.6 | 46.6 | 31.9 | 31.9 | 40.8 | 39.4 | 39.4 | 58.3 | 37.9 | 37.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 74.4 | 32.6 | 32.6 | 46.6 | 31.9 | 31.9 | 40.8 | 39.4 | 39.4 | 58.3 | 37.9 | 37.9 |
| LOS by Move: | E | C | C | D | C | C | D | D | D | E | D | D |
| HCM2k95thQ: | 7 | 15 | 15 | 8 | 28 | 28 | 6 | 25 | 25 | 16 | 14 | 14 |

Note: Queue reported is the number of cars per lane.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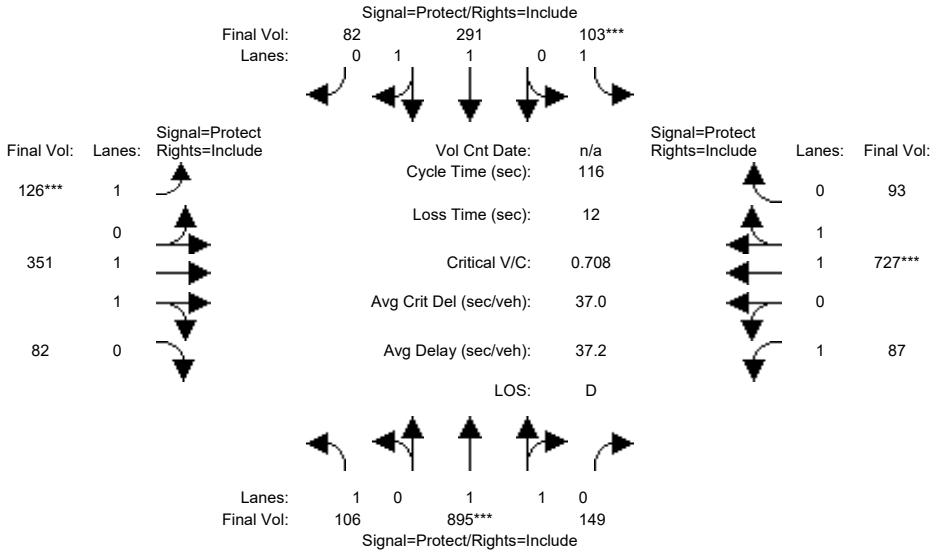
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #64: (57) Kiely Blvd & Benton St




| Street Name: | Kiely Blvd | | | | | | Benton 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: | 4 | 4 | 4 | 4 | 4 | 4 | 11 | 11 | 11 | 12 | 12 | 12 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 101 | 850 | 142 | 98 | 276 | 78 | 120 | 333 | 78 | 83 | 691 | 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: | 101 | 850 | 142 | 98 | 276 | 78 | 120 | 333 | 78 | 83 | 691 | 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: | 101 | 850 | 142 | 98 | 276 | 78 | 120 | 333 | 78 | 83 | 691 | 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: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 106 | 895 | 149 | 103 | 291 | 82 | 126 | 351 | 82 | 87 | 727 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 106 | 895 | 149 | 103 | 291 | 82 | 126 | 351 | 82 | 87 | 727 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 106 | 895 | 149 | 103 | 291 | 82 | 126 | 351 | 82 | 87 | 727 | 93 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.71 | 0.29 | 1.00 | 1.55 | 0.45 | 1.00 | 1.61 | 0.39 | 1.00 | 1.77 | 0.23 |
| Final Sat.: | 1750 | 3170 | 530 | 1750 | 2884 | 815 | 1750 | 2997 | 702 | 1750 | 3282 | 418 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.28 | 0.28 | 0.06 | 0.10 | 0.10 | 0.07 | 0.12 | 0.12 | 0.05 | 0.22 | 0.22 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 21.0 | 46.2 | 46.2 | 9.7 | 34.9 | 34.9 | 11.8 | 25.5 | 25.5 | 22.6 | 36.3 | 36.3 |
| Volume/Cap: | 0.34 | 0.71 | 0.71 | 0.71 | 0.34 | 0.34 | 0.71 | 0.53 | 0.53 | 0.26 | 0.71 | 0.71 |
| Delay/Veh: | 42.0 | 30.9 | 30.9 | 66.7 | 31.7 | 31.7 | 62.8 | 40.6 | 40.6 | 40.0 | 37.2 | 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: | 42.0 | 30.9 | 30.9 | 66.7 | 31.7 | 31.7 | 62.8 | 40.6 | 40.6 | 40.0 | 37.2 | 37.2 |
| LOS by Move: | D | C | C | E | C | C | E | D | D | D | D | D |
| HCM2k95thQ: | 7 | 27 | 27 | 8 | 10 | 10 | 12 | 14 | 14 | 6 | 25 | 25 |

Note: Queue reported is the number of cars per lane.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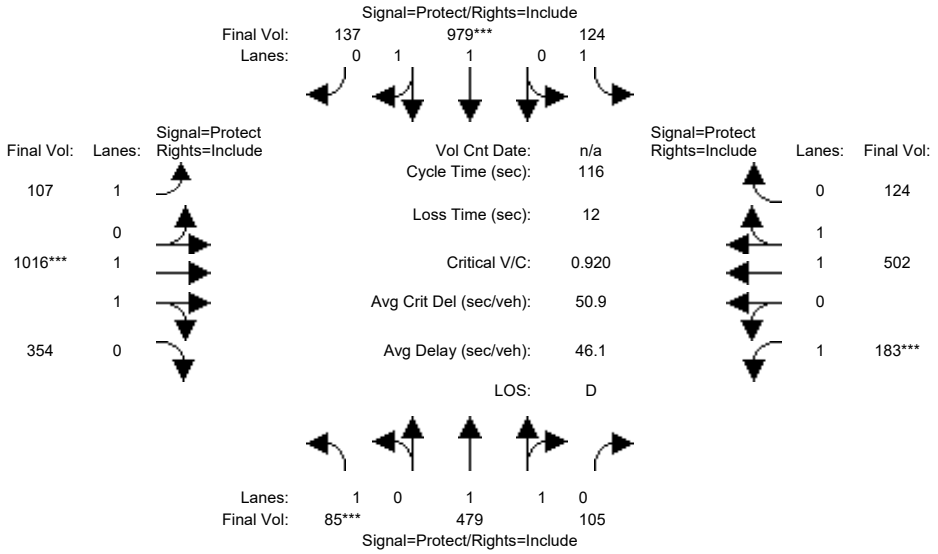
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #64: (57) Kiely Blvd & Benton St




| Street Name: | Kiely Blvd | | | | | | Benton 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: | 4 | 4 | 4 | 4 | 4 | 4 | 11 | 11 | 11 | 12 | 12 | 12 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 78 | 441 | 97 | 114 | 901 | 126 | 98 | 935 | 326 | 168 | 462 | 114 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 78 | 441 | 97 | 114 | 901 | 126 | 98 | 935 | 326 | 168 | 462 | 114 |
| Added Vol: | 0 | 0 | 0 | 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 | 441 | 97 | 114 | 901 | 126 | 98 | 935 | 326 | 168 | 462 | 114 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 85 | 479 | 105 | 124 | 979 | 137 | 107 | 1016 | 354 | 183 | 502 | 124 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 479 | 105 | 124 | 979 | 137 | 107 | 1016 | 354 | 183 | 502 | 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: | 85 | 479 | 105 | 124 | 979 | 137 | 107 | 1016 | 354 | 183 | 502 | 124 |
| Saturation 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 | 1.63 | 0.37 | 1.00 | 1.75 | 0.25 | 1.00 | 1.47 | 0.53 | 1.00 | 1.59 | 0.41 |
| Final Sat.: | 1750 | 3032 | 667 | 1750 | 3246 | 454 | 1750 | 2743 | 956 | 1750 | 2967 | 732 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.16 | 0.16 | 0.07 | 0.30 | 0.30 | 0.06 | 0.37 | 0.37 | 0.10 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 6.1 | 30.5 | 30.5 | 13.7 | 38.0 | 38.0 | 21.5 | 46.7 | 46.7 | 13.2 | 38.4 | 38.4 |
| Volume/Cap: | 0.92 | 0.60 | 0.60 | 0.60 | 0.92 | 0.92 | 0.33 | 0.92 | 0.92 | 0.92 | 0.51 | 0.51 |
| Delay/Veh: | 122.7 | 38.5 | 38.5 | 53.5 | 48.9 | 48.9 | 41.6 | 42.5 | 42.5 | 93.0 | 31.6 | 31.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 122.7 | 38.5 | 38.5 | 53.5 | 48.9 | 48.9 | 41.6 | 42.5 | 42.5 | 93.0 | 31.6 | 31.6 |
| LOS by Move: | F | D | D | D | D | D | D | D | D | F | C | C |
| HCM2k95thQ: | 8 | 17 | 17 | 9 | 35 | 35 | 7 | 45 | 45 | 19 | 17 | 17 |

Note: Queue reported is the number of cars per lane.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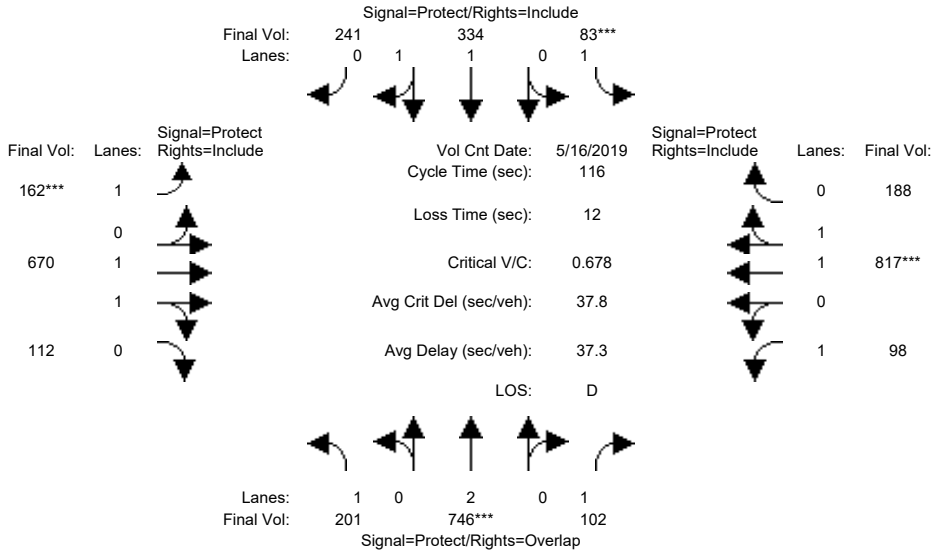
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #65: (58) Kiely Blvd & Homestead Rd




| Street Name: | Kiely Blvd | | | | | | Homestead 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: | 4 | 6 | 6 | 12 | 12 | 12 | 4 | 4 | 4 | 4 | 6 | 6 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: >> Count Date: 16 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 181 | 671 | 92 | 75 | 301 | 217 | 146 | 603 | 101 | 88 | 735 | 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: | 181 | 671 | 92 | 75 | 301 | 217 | 146 | 603 | 101 | 88 | 735 | 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: | 181 | 671 | 92 | 75 | 301 | 217 | 146 | 603 | 101 | 88 | 735 | 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 201 | 746 | 102 | 83 | 334 | 241 | 162 | 670 | 112 | 98 | 817 | 188 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 201 | 746 | 102 | 83 | 334 | 241 | 162 | 670 | 112 | 98 | 817 | 188 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 201 | 746 | 102 | 83 | 334 | 241 | 162 | 670 | 112 | 98 | 817 | 188 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.14 | 0.86 | 1.00 | 1.71 | 0.29 | 1.00 | 1.62 | 0.38 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 2149 | 1549 | 1750 | 3169 | 531 | 1750 | 3008 | 692 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.20 | 0.06 | 0.05 | 0.16 | 0.16 | 0.09 | 0.21 | 0.21 | 0.06 | 0.27 | 0.27 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 18.8 | 32.2 | 44.7 | 12.0 | 25.4 | 25.4 | 15.2 | 47.3 | 47.3 | 12.5 | 44.6 | 44.6 |
| Volume/Cap: | 0.71 | 0.71 | 0.15 | 0.46 | 0.71 | 0.71 | 0.71 | 0.52 | 0.52 | 0.52 | 0.71 | 0.71 |
| Delay/Veh: | 54.1 | 39.9 | 23.4 | 50.8 | 44.8 | 44.8 | 57.9 | 26.1 | 26.1 | 51.4 | 31.8 | 31.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.1 | 39.9 | 23.4 | 50.8 | 44.8 | 44.8 | 57.9 | 26.1 | 26.1 | 51.4 | 31.8 | 31.8 |
| LOS by Move: | D | D | C | D | D | D | E | C | C | D | C | C |
| HCM2k95thQ: | 14 | 22 | 5 | 6 | 18 | 18 | 14 | 20 | 20 | 8 | 28 | 28 |

Note: Queue reported is the number of cars per lane.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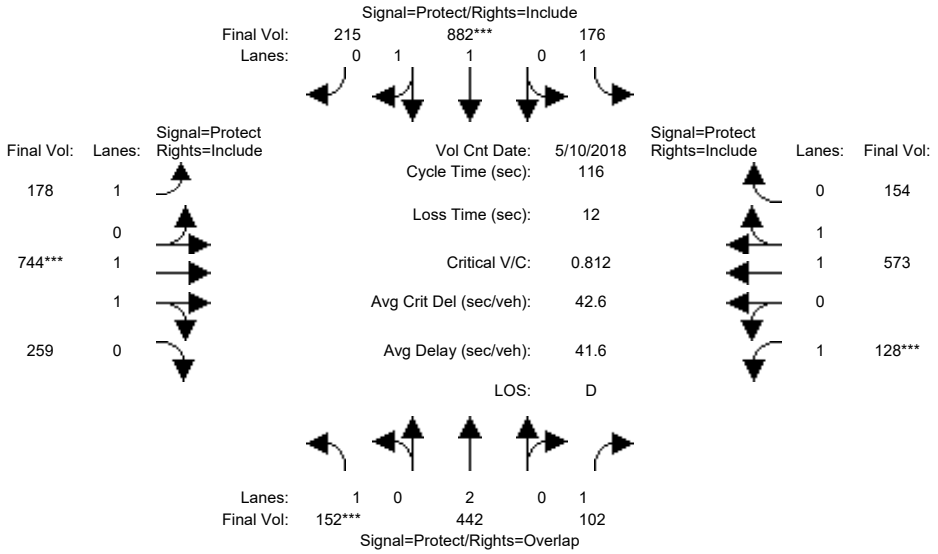
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #65: (58) Kiely Blvd & Homestead Rd




| Street Name: | Kiely Blvd | | | | | | Homestead 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: | 4 | 6 | 6 | 12 | 12 | 12 | 4 | 4 | 4 | 4 | 6 | 6 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: >> Count Date: 10 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 146 | 424 | 98 | 169 | 847 | 206 | 171 | 714 | 249 | 123 | 550 | 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: | 146 | 424 | 98 | 169 | 847 | 206 | 171 | 714 | 249 | 123 | 550 | 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: | 146 | 424 | 98 | 169 | 847 | 206 | 171 | 714 | 249 | 123 | 550 | 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: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 152 | 442 | 102 | 176 | 882 | 215 | 178 | 744 | 259 | 128 | 573 | 154 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 152 | 442 | 102 | 176 | 882 | 215 | 178 | 744 | 259 | 128 | 573 | 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: | 152 | 442 | 102 | 176 | 882 | 215 | 178 | 744 | 259 | 128 | 573 | 154 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.60 | 0.40 | 1.00 | 1.47 | 0.53 | 1.00 | 1.56 | 0.44 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 2976 | 724 | 1750 | 2743 | 956 | 1750 | 2915 | 784 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.12 | 0.06 | 0.10 | 0.30 | 0.30 | 0.10 | 0.27 | 0.27 | 0.07 | 0.20 | 0.20 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 12.4 | 29.0 | 39.4 | 25.8 | 42.4 | 42.4 | 16.8 | 38.8 | 38.8 | 10.5 | 32.4 | 32.4 |
| Volume/Cap: | 0.81 | 0.47 | 0.17 | 0.45 | 0.81 | 0.81 | 0.70 | 0.81 | 0.81 | 0.81 | 0.70 | 0.70 |
| Delay/Veh: | 73.5 | 37.3 | 27.0 | 39.8 | 37.1 | 37.1 | 55.8 | 39.5 | 39.5 | 78.0 | 39.7 | 39.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 73.5 | 37.3 | 27.0 | 39.8 | 37.1 | 37.1 | 55.8 | 39.5 | 39.5 | 78.0 | 39.7 | 39.7 |
| LOS by Move: | E | D | C | D | D | D | E | D | D | E | D | D |
| HCM2k95thQ: | 12 | 12 | 5 | 11 | 31 | 31 | 15 | 32 | 32 | 13 | 23 | 23 |

Note: Queue reported is the number of cars per lane.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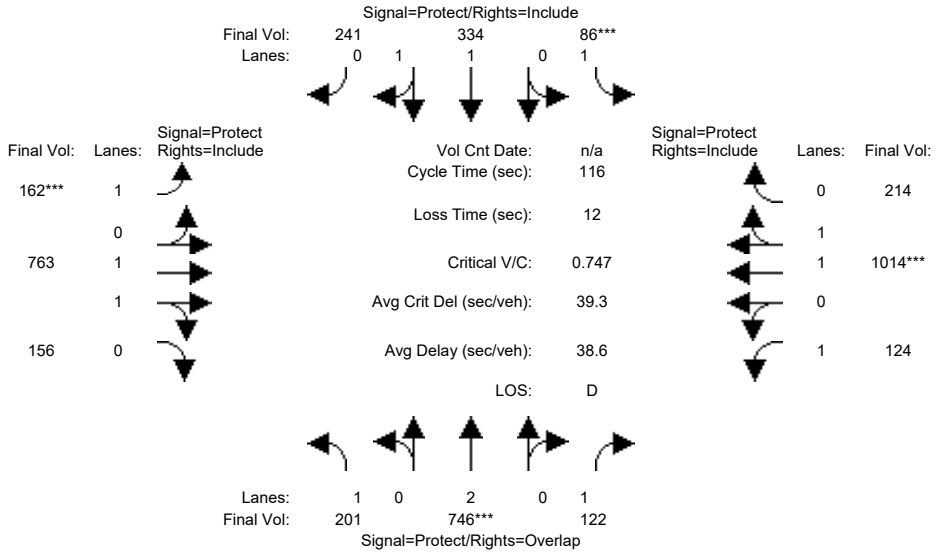
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #65: (58) Kiely Blvd & Homestead Rd




| Street Name: | Kiely Blvd | | | | | | Homestead 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: | 4 | 6 | 6 | 12 | 12 | 12 | 4 | 4 | 4 | 4 | 6 | 6 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 181 | 671 | 110 | 77 | 301 | 217 | 146 | 687 | 140 | 112 | 913 | 193 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 181 | 671 | 110 | 77 | 301 | 217 | 146 | 687 | 140 | 112 | 913 | 193 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 181 | 671 | 110 | 77 | 301 | 217 | 146 | 687 | 140 | 112 | 913 | 193 |
| User Adj: | 1.00 | 1.00 | 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: | 201 | 746 | 122 | 86 | 334 | 241 | 162 | 763 | 156 | 124 | 1014 | 214 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 201 | 746 | 122 | 86 | 334 | 241 | 162 | 763 | 156 | 124 | 1014 | 214 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 201 | 746 | 122 | 86 | 334 | 241 | 162 | 763 | 156 | 124 | 1014 | 214 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.14 | 0.86 | 1.00 | 1.65 | 0.35 | 1.00 | 1.64 | 0.36 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 2149 | 1549 | 1750 | 3073 | 626 | 1750 | 3054 | 646 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.20 | 0.07 | 0.05 | 0.16 | 0.16 | 0.09 | 0.25 | 0.25 | 0.07 | 0.33 | 0.33 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 17.4 | 29.1 | 43.1 | 12.0 | 23.6 | 23.6 | 13.7 | 48.9 | 48.9 | 14.0 | 49.2 | 49.2 |
| Volume/Cap: | 0.76 | 0.78 | 0.19 | 0.47 | 0.76 | 0.76 | 0.78 | 0.59 | 0.59 | 0.59 | 0.78 | 0.78 |
| Delay/Veh: | 59.8 | 44.8 | 24.8 | 51.0 | 48.2 | 48.2 | 67.2 | 26.4 | 26.4 | 52.6 | 31.4 | 31.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.8 | 44.8 | 24.8 | 51.0 | 48.2 | 48.2 | 67.2 | 26.4 | 26.4 | 52.6 | 31.4 | 31.4 |
| LOS by Move: | E | D | C | D | D | D | E | C | C | D | C | C |
| HCM2k95thQ: | 15 | 23 | 6 | 6 | 19 | 19 | 15 | 23 | 23 | 11 | 35 | 35 |

Note: Queue reported is the number of cars per lane.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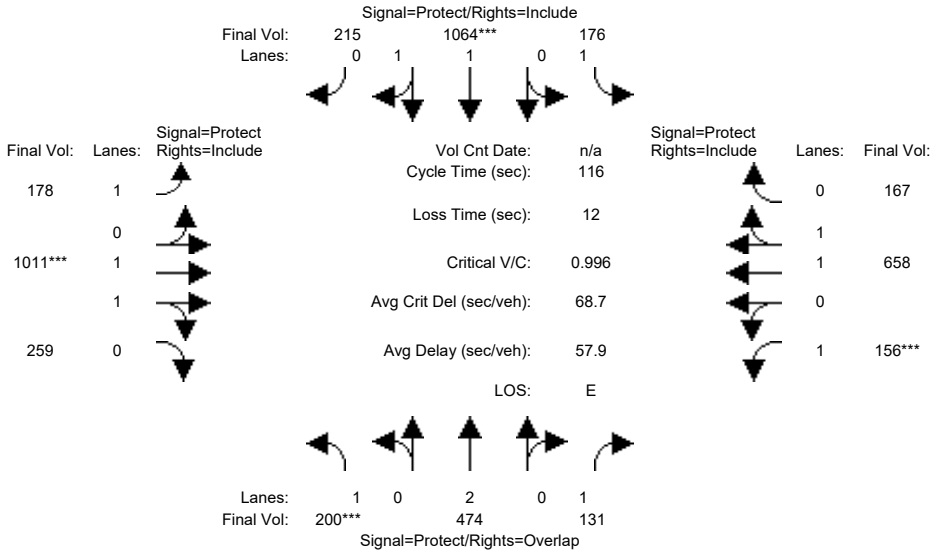
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #65: (58) Kiely Blvd & Homestead Rd




| Street Name: | Kiely Blvd | | | | | | Homestead 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: | 4 | 6 | 6 | 12 | 12 | 12 | 4 | 4 | 4 | 4 | 6 | 6 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 192 | 455 | 126 | 169 | 1021 | 206 | 171 | 971 | 249 | 150 | 632 | 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: | 192 | 455 | 126 | 169 | 1021 | 206 | 171 | 971 | 249 | 150 | 632 | 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: | 192 | 455 | 126 | 169 | 1021 | 206 | 171 | 971 | 249 | 150 | 632 | 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: | 0.96 | 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 | 474 | 131 | 176 | 1064 | 215 | 178 | 1011 | 259 | 156 | 658 | 167 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 200 | 474 | 131 | 176 | 1064 | 215 | 178 | 1011 | 259 | 156 | 658 | 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: | 200 | 474 | 131 | 176 | 1064 | 215 | 178 | 1011 | 259 | 156 | 658 | 167 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.65 | 0.35 | 1.00 | 1.58 | 0.42 | 1.00 | 1.58 | 0.42 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3078 | 621 | 1750 | 2944 | 755 | 1750 | 2952 | 747 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.12 | 0.07 | 0.10 | 0.35 | 0.35 | 0.10 | 0.34 | 0.34 | 0.09 | 0.22 | 0.22 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 13.3 | 29.3 | 39.7 | 24.3 | 40.3 | 40.3 | 15.8 | 40.0 | 40.0 | 10.4 | 34.6 | 34.6 |
| Volume/Cap: | 1.00 | 0.49 | 0.22 | 0.48 | 1.00 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | 0.75 | 0.75 |
| Delay/Veh: | 113.5 | 37.4 | 27.3 | 41.3 | 61.8 | 61.8 | 60.4 | 62.0 | 62.0 | 123.2 | 39.6 | 39.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 113.5 | 37.4 | 27.3 | 41.3 | 61.8 | 61.8 | 60.4 | 62.0 | 62.0 | 123.2 | 39.6 | 39.6 |
| LOS by Move: | F | D | C | D | E | E | E | E | E | F | D | D |
| HCM2k95thQ: | 18 | 13 | 7 | 11 | 41 | 41 | 16 | 48 | 48 | 18 | 26 | 26 |

Note: Queue reported is the number of cars per lane.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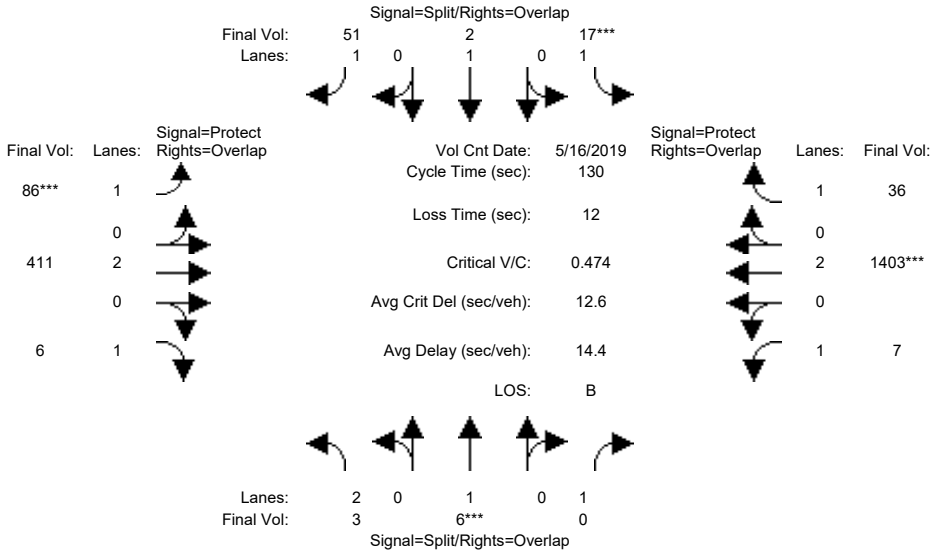
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #69: (36) CONVENTION CENTER / Tasman Dr




```
Street Name:        CONVENTION CENTER                    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    7     7     7    7     7     6   15    15     8   10    10
Y+R:          5.5  5.5   5.5   5.5  5.5   5.5   6.0  6.0   6.0   6.0  6.0   6.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 16 May 2019 <<
Base Vol:       3    5     0    15    2    46    77  370     5     6 1263    32
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    3    5     0    15    2    46    77  370     5     6 1263    32
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    3    5     0    15    2    46    77  370     5     6 1263    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     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:     3    6     0    17    2    51    86  411     6     7 1403    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    3    6     0    17    2    51    86  411     6     7 1403    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    3    6     0    17    2    51    86  411     6     7 1403    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 1.00  1.00  1.00 1.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 1900  1750  1750 1900  1750  1750 3800  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.01 0.00  0.03  0.05 0.11  0.00  0.00 0.37  0.02
Crit Moves:        ****        ****              ****                    ****
Green Time:   7.0  7.0   0.0   7.0  7.0  19.2  12.2 67.8  74.8  36.2 91.8  98.8
Volume/Cap:  0.02 0.05  0.00  0.18 0.02  0.20  0.52 0.21  0.01  0.01 0.52  0.03
Delay/Veh:   58.3 58.6   0.0  59.6 58.3  49.1  59.2 16.7  11.7  34.0  9.1   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:  58.3 58.6   0.0  59.6 58.3  49.1  59.2 16.7  11.7  34.0  9.1   3.8
LOS by Move:    E    E     A     E    E     D     E    B     B     C    A     A
HCM2k95thQ:     0    1     0     2    0     4     7    8     0     0   23     1
Note: Queue reported is the number of cars per lane.
```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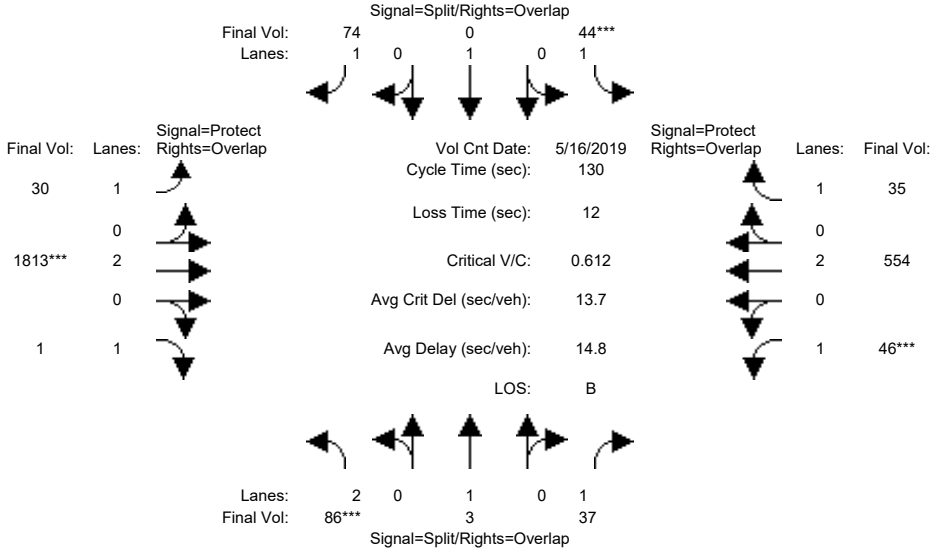
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #69: (36) CONVENTION CENTER / Tasman Dr




```
Street Name:        CONVENTION CENTER                    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    7     7     7    7     7     6   15    15     8   10    10
Y+R:          5.5  5.5   5.5   5.5  5.5   5.5   6.0  6.0   6.0   6.0  6.0   6.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 16 May 2019 <<
Base Vol:      81    3    35    41    0    70    28 1704     1    43  521    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:   81    3    35    41    0    70    28 1704     1    43  521    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:   81    3    35    41    0    70    28 1704     1    43  521    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:     0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:    86    3    37    44    0    74    30 1813     1    46  554    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   86    3    37    44    0    74    30 1813     1    46  554    35
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   86    3    37    44    0    74    30 1813     1    46  554    35
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 1.00  1.00  1.00 1.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 1900  1750  1750 1900  1750  1750 3800  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.02  0.02 0.00  0.04  0.02 0.48  0.00  0.03 0.15  0.02
Crit Moves:  ****             ****                   ****        ****
Green Time:   7.0  7.0  15.0   7.0  0.0  32.0  25.0 96.0 103.0   8.0 79.0  86.0
Volume/Cap:  0.51 0.03  0.18  0.46 0.00  0.17  0.09 0.65  0.00  0.42 0.24  0.03
Delay/Veh:   62.3 58.4  52.4  63.2  0.0  38.8  43.3  9.0   2.8  61.5 11.8   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:  62.3 58.4  52.4  63.2  0.0  38.8  43.3  9.0   2.8  61.5 11.8   7.6
LOS by Move:    E    E     D     E    A     D     D    A     A     E    B     A
HCM2k95thQ:     6    0     3     5    0     5     2   30     0     4   10     1
Note: Queue reported is the number of cars per lane.
```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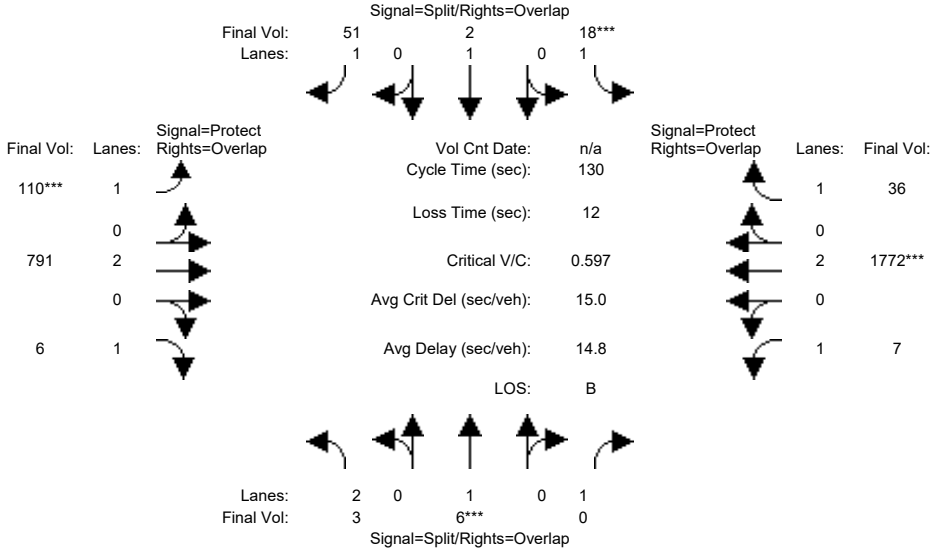
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #69: (36) CONVENTION CENTER / Tasman Dr




| Street Name: | CONVENTION CENTER | | | | | | 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 | 7 | 7 | 7 | 7 | 7 | 6 | 15 | 15 | 8 | 10 | 10 |
| Y+R: | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 3 | 5 | 0 | 16 | 2 | 46 | 99 | 712 | 5 | 6 | 1595 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 3 | 5 | 0 | 16 | 2 | 46 | 99 | 712 | 5 | 6 | 1595 | 32 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 3 | 5 | 0 | 16 | 2 | 46 | 99 | 712 | 5 | 6 | 1595 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 3 | 6 | 0 | 18 | 2 | 51 | 110 | 791 | 6 | 7 | 1772 | 36 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 3 | 6 | 0 | 18 | 2 | 51 | 110 | 791 | 6 | 7 | 1772 | 36 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 3 | 6 | 0 | 18 | 2 | 51 | 110 | 791 | 6 | 7 | 1772 | 36 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.03 | 0.06 | 0.21 | 0.00 | 0.00 | 0.47 | 0.02 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 7.0 | 7.0 | 0.0 | 7.0 | 7.0 | 19.4 | 12.4 | 80.3 | 87.3 | 23.7 | 91.6 | 98.6 |
| Volume/Cap: | 0.02 | 0.05 | 0.00 | 0.19 | 0.02 | 0.20 | 0.66 | 0.34 | 0.00 | 0.02 | 0.66 | 0.03 |
| Delay/Veh: | 58.3 | 58.6 | 0.0 | 59.8 | 58.3 | 48.9 | 66.3 | 12.1 | 7.0 | 43.6 | 11.2 | 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: | 58.3 | 58.6 | 0.0 | 59.8 | 58.3 | 48.9 | 66.3 | 12.1 | 7.0 | 43.6 | 11.2 | 3.9 |
| LOS by Move: | E | E | A | E | E | D | E | B | A | D | B | A |
| HCM2k95thQ: | 0 | 1 | 0 | 2 | 0 | 4 | 9 | 14 | 0 | 0 | 33 | 1 |

Note: Queue reported is the number of cars per lane.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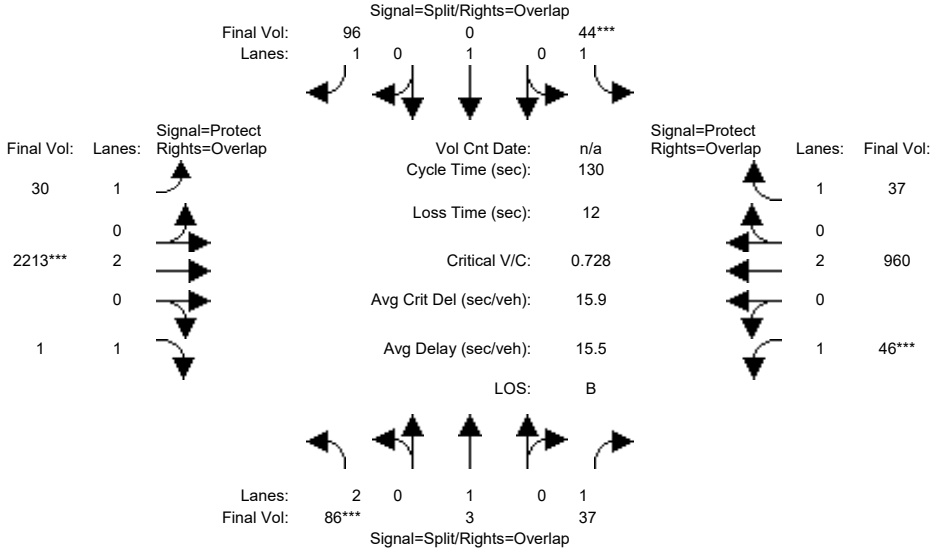
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #69: (36) CONVENTION CENTER / Tasman Dr




| Street Name: | CONVENTION CENTER | | | | | | 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 | 7 | 7 | 7 | 7 | 7 | 6 | 15 | 15 | 8 | 10 | 10 |
| Y+R: | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 81 | 3 | 35 | 41 | 0 | 90 | 28 | 2080 | 1 | 43 | 902 | 35 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 81 | 3 | 35 | 41 | 0 | 90 | 28 | 2080 | 1 | 43 | 902 | 35 |
| Added Vol: | 0 | 0 | 0 | 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 | 3 | 35 | 41 | 0 | 90 | 28 | 2080 | 1 | 43 | 902 | 35 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 86 | 3 | 37 | 44 | 0 | 96 | 30 | 2213 | 1 | 46 | 960 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 3 | 37 | 44 | 0 | 96 | 30 | 2213 | 1 | 46 | 960 | 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: | 86 | 3 | 37 | 44 | 0 | 96 | 30 | 2213 | 1 | 46 | 960 | 37 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.02 | 0.02 | 0.00 | 0.05 | 0.02 | 0.58 | 0.00 | 0.03 | 0.25 | 0.02 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 7.0 | 7.0 | 15.0 | 7.0 | 0.0 | 23.1 | 16.1 | 96.0 | 103.0 | 8.0 | 87.9 | 94.9 |
| Volume/Cap: | 0.51 | 0.03 | 0.18 | 0.46 | 0.00 | 0.31 | 0.14 | 0.79 | 0.00 | 0.42 | 0.37 | 0.03 |
| Delay/Veh: | 62.3 | 58.4 | 52.4 | 63.2 | 0.0 | 47.1 | 51.1 | 12.2 | 2.8 | 61.5 | 9.2 | 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: | 62.3 | 58.4 | 52.4 | 63.2 | 0.0 | 47.1 | 51.1 | 12.2 | 2.8 | 61.5 | 9.2 | 4.8 |
| LOS by Move: | E | E | D | E | A | D | D | B | A | E | A | A |
| HCM2k95thQ: | 6 | 0 | 3 | 5 | 0 | 7 | 2 | 43 | 0 | 4 | 15 | 1 |

Note: Queue reported is the number of cars per lane.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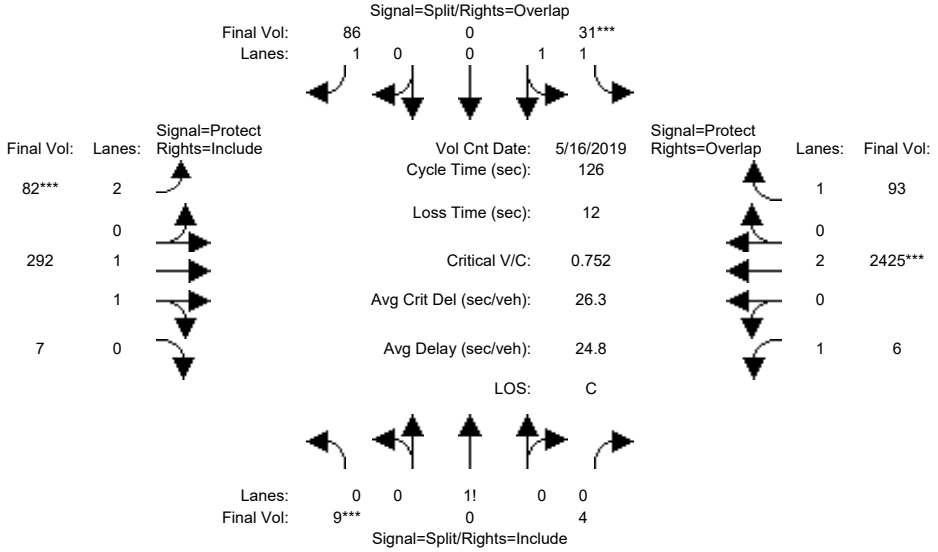
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #71: (37) 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: 16 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 9 | 0 | 4 | 30 | 0 | 83 | 79 | 280 | 7 | 6 | 2328 | 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: | 9 | 0 | 4 | 30 | 0 | 83 | 79 | 280 | 7 | 6 | 2328 | 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: | 9 | 0 | 4 | 30 | 0 | 83 | 79 | 280 | 7 | 6 | 2328 | 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: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 9 | 0 | 4 | 31 | 0 | 86 | 82 | 292 | 7 | 6 | 2425 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 9 | 0 | 4 | 31 | 0 | 86 | 82 | 292 | 7 | 6 | 2425 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 9 | 0 | 4 | 31 | 0 | 86 | 82 | 292 | 7 | 6 | 2425 | 93 |
| 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 | 1.00 | 0.92 | 0.83 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.69 | 0.00 | 0.31 | 2.00 | 0.00 | 1.00 | 2.00 | 1.95 | 0.05 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1212 | 0 | 538 | 3550 | 0 | 1750 | 3150 | 3610 | 90 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.05 | 0.03 | 0.08 | 0.08 | 0.00 | 0.64 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 10.0 | 0.0 | 10.0 | 10.0 | 0.0 | 18.0 | 8.0 | 75.2 | 75.2 | 18.8 | 86.0 | 96.0 |
| Volume/Cap: | 0.10 | 0.00 | 0.10 | 0.11 | 0.00 | 0.35 | 0.41 | 0.14 | 0.14 | 0.02 | 0.93 | 0.07 |
| Delay/Veh: | 54.1 | 0.0 | 54.1 | 54.0 | 0.0 | 49.5 | 58.1 | 11.2 | 11.2 | 45.8 | 24.7 | 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: | 54.1 | 0.0 | 54.1 | 54.0 | 0.0 | 49.5 | 58.1 | 11.2 | 11.2 | 45.8 | 24.7 | 3.8 |
| LOS by Move: | D | A | D | D | A | D | E | B | B | D | C | A |
| HCM2k95thQ: | 1 | 0 | 1 | 1 | 0 | 7 | 4 | 5 | 5 | 0 | 70 | 2 |

Note: Queue reported is the number of cars per lane.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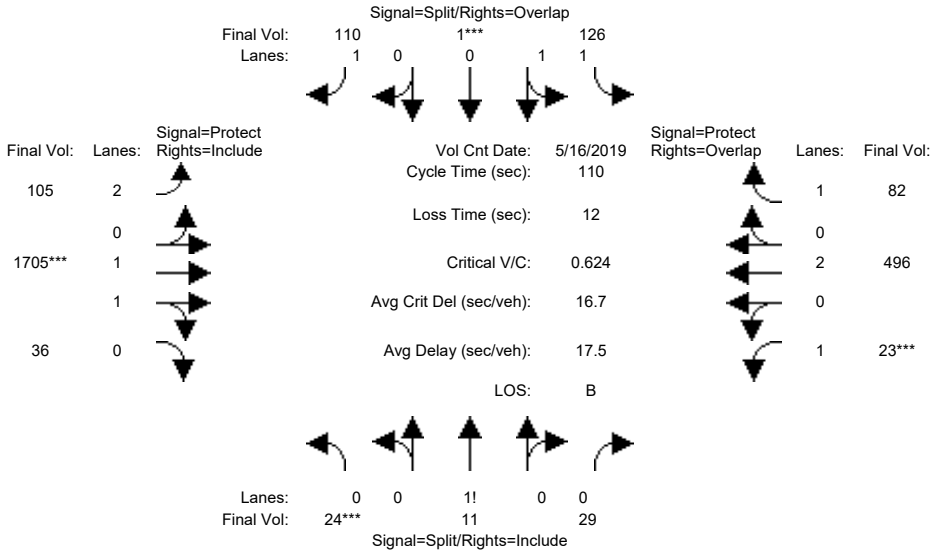
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #71: (37) 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: 16 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 22 | 10 | 26 | 115 | 1 | 100 | 96 | 1552 | 33 | 21 | 451 | 75 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 22 | 10 | 26 | 115 | 1 | 100 | 96 | 1552 | 33 | 21 | 451 | 75 |
| Added Vol: | 0 | 0 | 0 | 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 | 10 | 26 | 115 | 1 | 100 | 96 | 1552 | 33 | 21 | 451 | 75 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 24 | 11 | 29 | 126 | 1 | 110 | 105 | 1705 | 36 | 23 | 496 | 82 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 11 | 29 | 126 | 1 | 110 | 105 | 1705 | 36 | 23 | 496 | 82 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 24 | 11 | 29 | 126 | 1 | 110 | 105 | 1705 | 36 | 23 | 496 | 82 |
| 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: | 0.38 | 0.17 | 0.45 | 1.98 | 0.02 | 1.00 | 2.00 | 1.96 | 0.04 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 664 | 302 | 784 | 3519 | 31 | 1750 | 3150 | 3623 | 77 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.06 | 0.03 | 0.47 | 0.47 | 0.01 | 0.13 | 0.05 |
| 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: | 0.40 | 0.40 | 0.40 | 0.39 | 0.39 | 0.21 | 0.17 | 0.71 | 0.71 | 0.29 | 0.26 | 0.08 |
| Delay/Veh: | 48.8 | 48.8 | 48.8 | 47.9 | 47.9 | 29.5 | 36.3 | 12.7 | 12.7 | 52.8 | 15.5 | 9.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.8 | 48.8 | 48.8 | 47.9 | 47.9 | 29.5 | 36.3 | 12.7 | 12.7 | 52.8 | 15.5 | 9.4 |
| LOS by Move: | D | D | D | D | D | C | D | B | B | D | B | A |
| HCM2k95thQ: | 5 | 5 | 5 | 5 | 5 | 6 | 3 | 33 | 33 | 2 | 9 | 3 |

Note: Queue reported is the number of cars per lane.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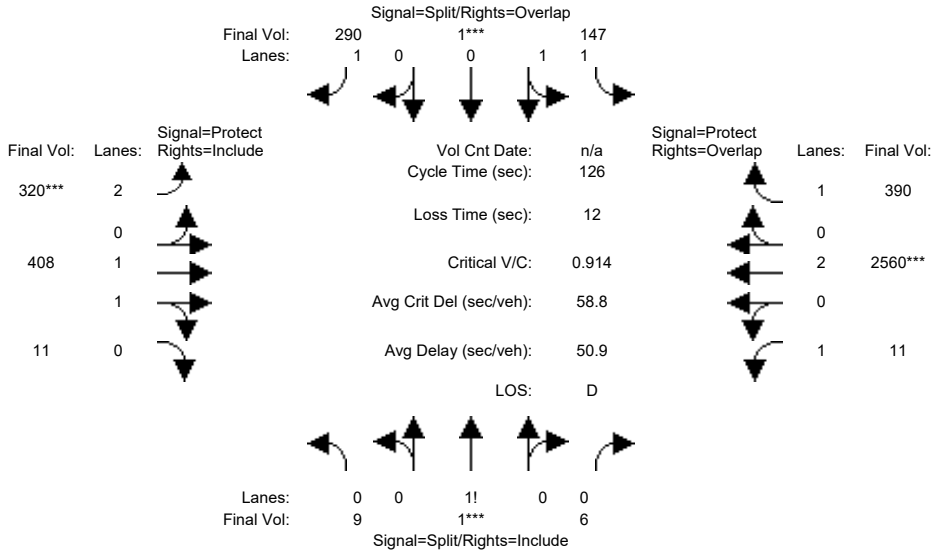
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #71: (37) 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: | 9 | 1 | 6 | 141 | 1 | 278 | 307 | 392 | 11 | 11 | 2458 | 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: | 9 | 1 | 6 | 141 | 1 | 278 | 307 | 392 | 11 | 11 | 2458 | 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: | 9 | 1 | 6 | 141 | 1 | 278 | 307 | 392 | 11 | 11 | 2458 | 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: | 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: | 9 | 1 | 6 | 147 | 1 | 290 | 320 | 408 | 11 | 11 | 2560 | 390 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 9 | 1 | 6 | 147 | 1 | 290 | 320 | 408 | 11 | 11 | 2560 | 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: | 9 | 1 | 6 | 147 | 1 | 290 | 320 | 408 | 11 | 11 | 2560 | 390 |
| 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: | 0.57 | 0.06 | 0.37 | 1.99 | 0.01 | 1.00 | 2.00 | 1.94 | 0.06 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 984 | 109 | 656 | 3525 | 25 | 1750 | 3150 | 3599 | 101 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.04 | 0.04 | 0.17 | 0.10 | 0.11 | 0.11 | 0.01 | 0.67 | 0.22 |
| Crit Moves: | | **** | | | **** | | **** | | | | **** | |
| Green Time: | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 22.3 | 12.3 | 75.2 | 75.2 | 18.8 | 81.7 | 91.7 |
| Volume/Cap: | 0.12 | 0.12 | 0.12 | 0.53 | 0.53 | 0.93 | 1.04 | 0.19 | 0.19 | 0.04 | 1.04 | 0.31 |
| Delay/Veh: | 54.3 | 54.3 | 54.3 | 57.5 | 57.5 | 85.4 | 118.7 | 11.6 | 11.6 | 46.0 | 51.5 | 6.1 |
| 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: | 54.3 | 54.3 | 54.3 | 57.5 | 57.5 | 85.4 | 118.7 | 11.6 | 11.6 | 46.0 | 51.5 | 6.1 |
| LOS by Move: | D | D | D | E | E | F | F | B | B | D | D | A |
| HCM2k95thQ: | 2 | 2 | 2 | 7 | 7 | 28 | 18 | 7 | 7 | 1 | 92 | 11 |

Note: Queue reported is the number of cars per lane.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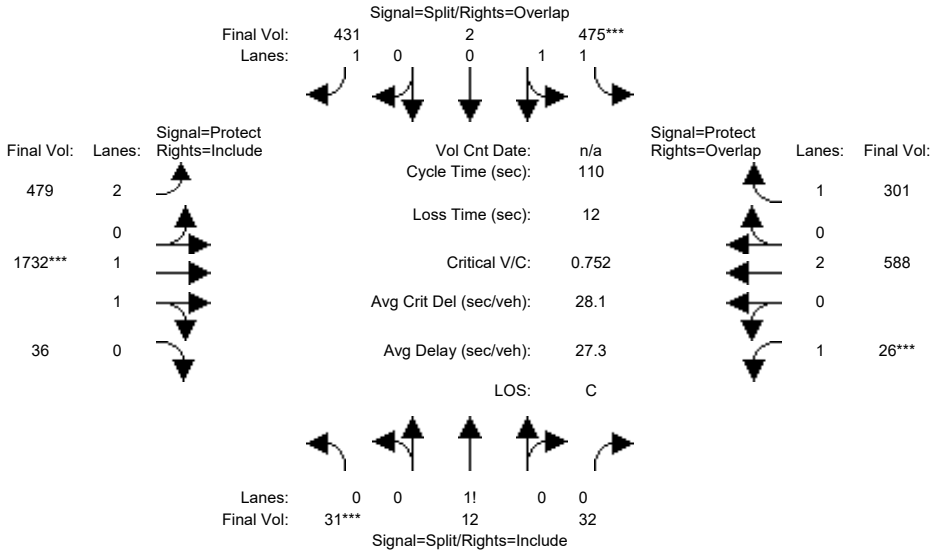
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #71: (37) 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: | 28 | 11 | 29 | 432 | 2 | 392 | 436 | 1576 | 33 | 24 | 535 | 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: | 28 | 11 | 29 | 432 | 2 | 392 | 436 | 1576 | 33 | 24 | 535 | 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: | 28 | 11 | 29 | 432 | 2 | 392 | 436 | 1576 | 33 | 24 | 535 | 274 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 31 | 12 | 32 | 475 | 2 | 431 | 479 | 1732 | 36 | 26 | 588 | 301 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 31 | 12 | 32 | 475 | 2 | 431 | 479 | 1732 | 36 | 26 | 588 | 301 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 31 | 12 | 32 | 475 | 2 | 431 | 479 | 1732 | 36 | 26 | 588 | 301 |
| 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: | 0.41 | 0.16 | 0.43 | 1.99 | 0.01 | 1.00 | 2.00 | 1.96 | 0.04 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 721 | 283 | 746 | 3534 | 16 | 1750 | 3150 | 3624 | 76 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.13 | 0.13 | 0.25 | 0.15 | 0.48 | 0.48 | 0.02 | 0.15 | 0.17 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 10.0 | 10.0 | 10.0 | 18.2 | 18.2 | 50.0 | 31.8 | 64.8 | 64.8 | 5.0 | 38.0 | 56.2 |
| Volume/Cap: | 0.47 | 0.47 | 0.47 | 0.81 | 0.81 | 0.54 | 0.53 | 0.81 | 0.81 | 0.33 | 0.45 | 0.34 |
| Delay/Veh: | 49.7 | 49.7 | 49.7 | 52.6 | 52.6 | 22.5 | 33.4 | 20.2 | 20.2 | 53.3 | 28.1 | 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: | 49.7 | 49.7 | 49.7 | 52.6 | 52.6 | 22.5 | 33.4 | 20.2 | 20.2 | 53.3 | 28.1 | 16.1 |
| LOS by Move: | D | D | D | D | D | C | C | C | C | D | C | B |
| HCM2k95thQ: | 6 | 6 | 6 | 19 | 19 | 21 | 15 | 41 | 41 | 2 | 14 | 12 |

Note: Queue reported is the number of cars per lane.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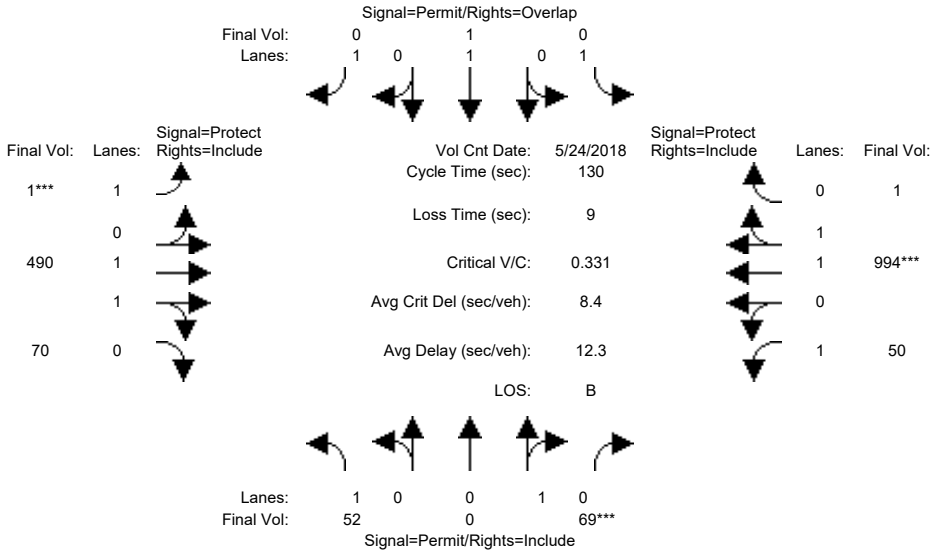
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #73: (27) 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 |

Note: Queue reported is the number of cars per lane.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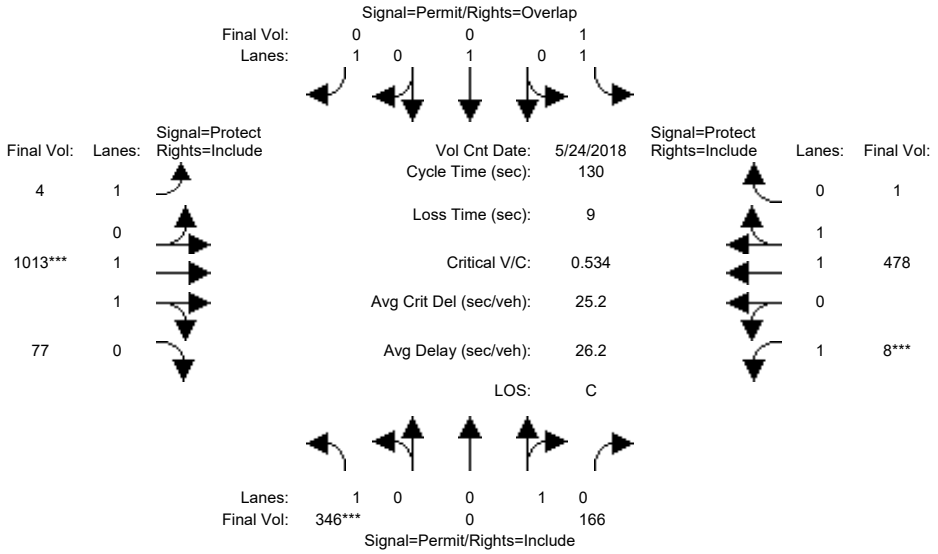
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #73: (27) 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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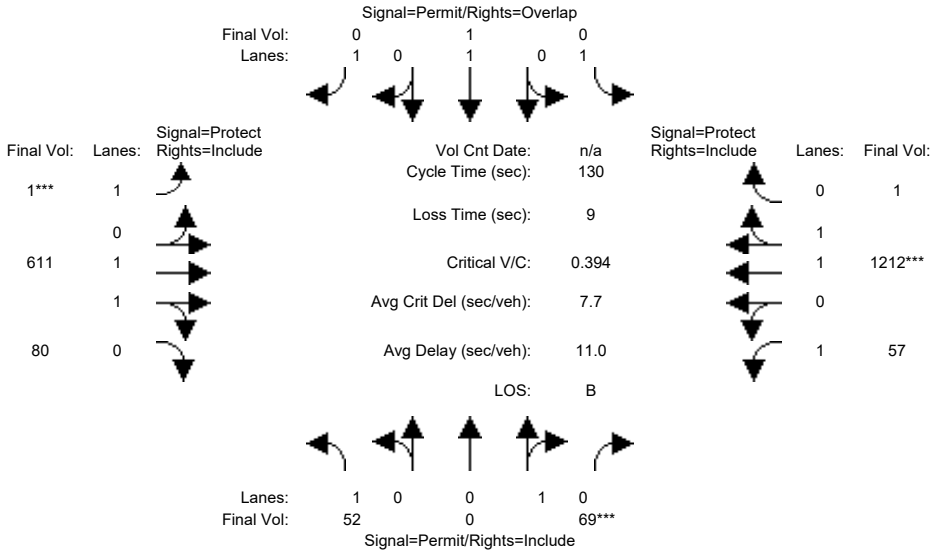
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #73: (27) 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: | 47 | 0 | 62 | 0 | 1 | 0 | 1 | 550 | 72 | 51 | 1091 | 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 | 550 | 72 | 51 | 1091 | 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 | 550 | 72 | 51 | 1091 | 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 | 611 | 80 | 57 | 1212 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 52 | 0 | 69 | 0 | 1 | 0 | 1 | 611 | 80 | 57 | 1212 | 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 | 611 | 80 | 57 | 1212 | 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 | 1.76 | 0.24 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 1750 | 0 | 1800 | 1750 | 1900 | 1750 | 1750 | 3271 | 428 | 1750 | 3697 | 3 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.19 | 0.03 | 0.33 | 0.33 |
| Crit Moves: | | | **** | | | | **** | | | | **** | |
| Green Time: | 11.8 | 0.0 | 11.8 | 0.0 | 11.8 | 0.0 | 8.0 | 82.1 | 82.1 | 27.1 | 101 | 101.2 |
| Volume/Cap: | 0.33 | 0.00 | 0.42 | 0.00 | 0.01 | 0.00 | 0.01 | 0.30 | 0.30 | 0.16 | 0.42 | 0.42 |
| Delay/Veh: | 56.6 | 0.0 | 57.6 | 0.0 | 53.8 | 0.0 | 57.3 | 10.9 | 10.9 | 42.3 | 4.8 | 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: | 56.6 | 0.0 | 57.6 | 0.0 | 53.8 | 0.0 | 57.3 | 10.9 | 10.9 | 42.3 | 4.8 | 4.8 |
| LOS by Move: | E | A | E | A | D | A | E | B | B | D | A | A |
| HCM2k95thQ: | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 12 | 12 | 4 | 15 | 15 |

Note: Queue reported is the number of cars per lane.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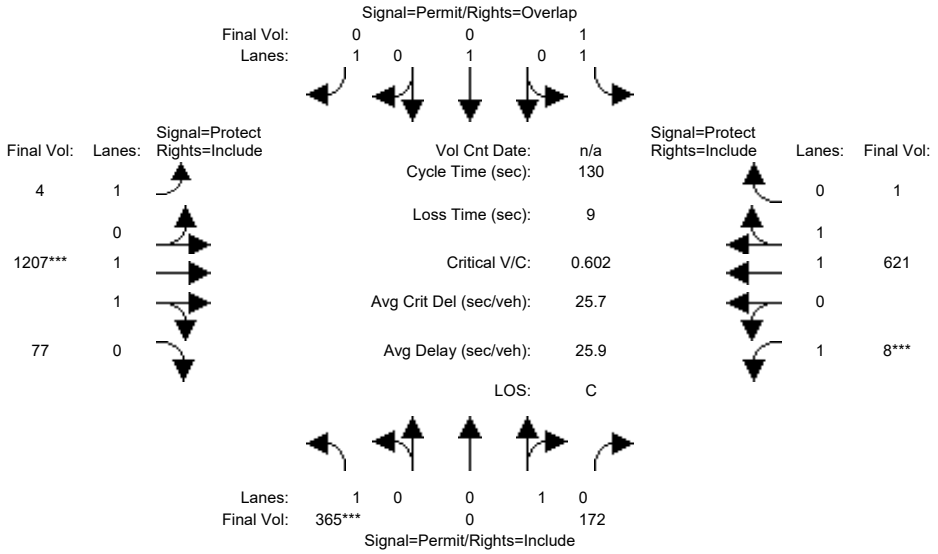
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #73: (27) 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: | 354 | 0 | 167 | 1 | 0 | 0 | 4 | 1171 | 75 | 8 | 602 | 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: | 354 | 0 | 167 | 1 | 0 | 0 | 4 | 1171 | 75 | 8 | 602 | 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: | 354 | 0 | 167 | 1 | 0 | 0 | 4 | 1171 | 75 | 8 | 602 | 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: | 365 | 0 | 172 | 1 | 0 | 0 | 4 | 1207 | 77 | 8 | 621 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 365 | 0 | 172 | 1 | 0 | 0 | 4 | 1207 | 77 | 8 | 621 | 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: | 365 | 0 | 172 | 1 | 0 | 0 | 4 | 1207 | 77 | 8 | 621 | 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 | 1.88 | 0.12 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 1750 | 0 | 1800 | 1750 | 1900 | 1750 | 1750 | 3477 | 223 | 1750 | 3694 | 6 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.35 | 0.00 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 42.4 | 0.0 | 42.4 | 42.4 | 0.0 | 0.0 | 21.1 | 70.6 | 70.6 | 8.0 | 57.5 | 57.5 |
| Volume/Cap: | 0.64 | 0.00 | 0.29 | 0.00 | 0.00 | 0.00 | 0.01 | 0.64 | 0.64 | 0.08 | 0.38 | 0.38 |
| Delay/Veh: | 39.7 | 0.0 | 32.9 | 29.5 | 0.0 | 0.0 | 45.8 | 21.5 | 21.5 | 57.8 | 24.4 | 24.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.7 | 0.0 | 32.9 | 29.5 | 0.0 | 0.0 | 45.8 | 21.5 | 21.5 | 57.8 | 24.4 | 24.4 |
| LOS by Move: | D | A | C | C | A | A | D | C | C | E | C | C |
| HCM2k95thQ: | 25 | 0 | 10 | 0 | 0 | 0 | 0 | 31 | 31 | 1 | 15 | 15 |

Note: Queue reported is the number of cars per lane.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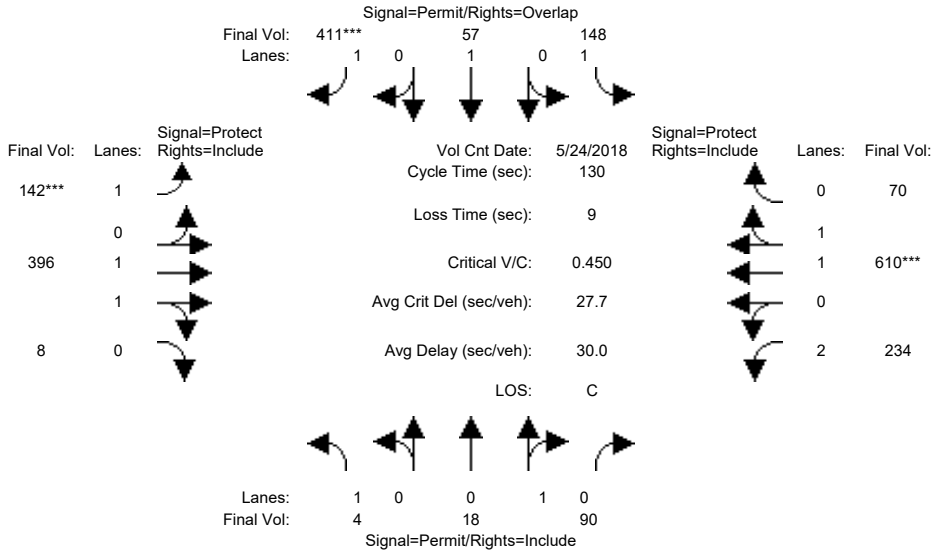
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #74: (28) 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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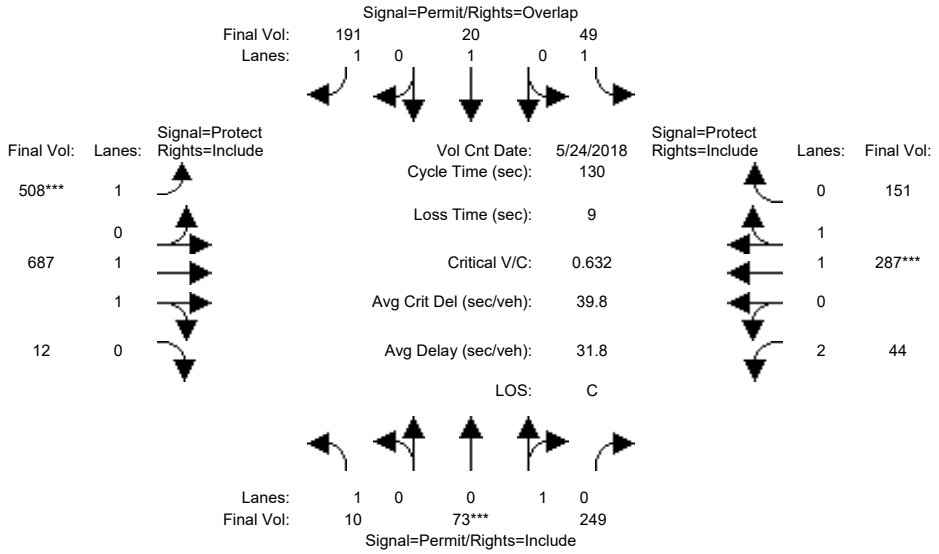
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #74: (28) 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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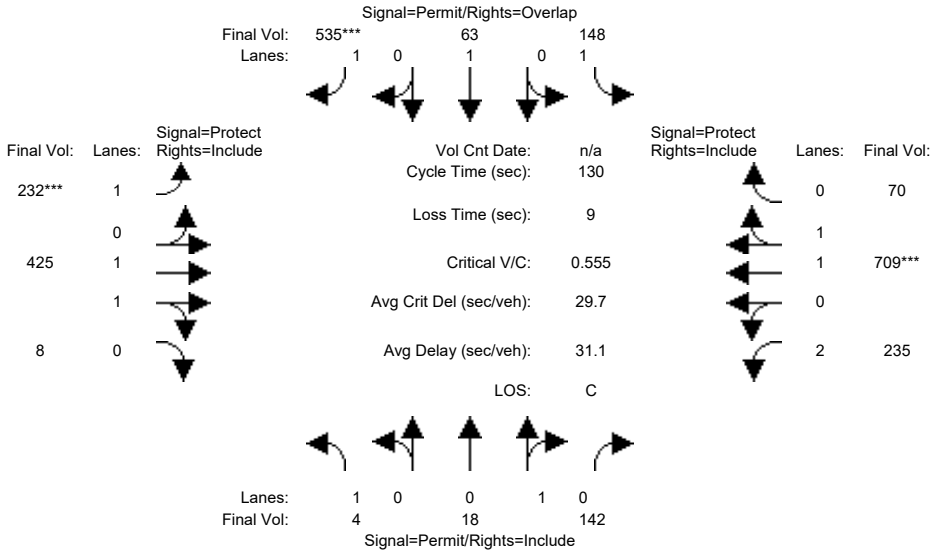
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #74: (28) 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: | 4 | 16 | 129 | 135 | 57 | 487 | 211 | 387 | 7 | 214 | 645 | 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 | 129 | 135 | 57 | 487 | 211 | 387 | 7 | 214 | 645 | 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 | 129 | 135 | 57 | 487 | 211 | 387 | 7 | 214 | 645 | 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 | 142 | 148 | 63 | 535 | 232 | 425 | 8 | 235 | 709 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 18 | 142 | 148 | 63 | 535 | 232 | 425 | 8 | 235 | 709 | 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 | 142 | 148 | 63 | 535 | 232 | 425 | 8 | 235 | 709 | 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 | 0.11 | 0.89 | 1.00 | 1.00 | 1.00 | 1.00 | 1.96 | 0.04 | 2.00 | 1.81 | 0.19 |
| Final Sat.: | 1750 | 199 | 1601 | 1750 | 1900 | 1750 | 1750 | 3634 | 66 | 3150 | 3366 | 334 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.09 | 0.09 | 0.08 | 0.03 | 0.31 | 0.13 | 0.12 | 0.12 | 0.07 | 0.21 | 0.21 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 40.6 | 40.6 | 40.6 | 40.6 | 40.6 | 71.7 | 31.0 | 48.5 | 48.5 | 31.9 | 49.3 | 49.3 |
| Volume/Cap: | 0.01 | 0.28 | 0.28 | 0.27 | 0.11 | 0.55 | 0.55 | 0.31 | 0.31 | 0.30 | 0.55 | 0.55 |
| Delay/Veh: | 30.8 | 34.0 | 34.0 | 33.8 | 31.9 | 19.6 | 45.1 | 29.1 | 29.1 | 40.2 | 32.2 | 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: | 30.8 | 34.0 | 34.0 | 33.8 | 31.9 | 19.6 | 45.1 | 29.1 | 29.1 | 40.2 | 32.2 | 32.2 |
| LOS by Move: | C | C | C | C | C | B | D | C | C | D | C | C |
| HCM2k95thQ: | 0 | 10 | 10 | 9 | 3 | 26 | 16 | 12 | 12 | 9 | 22 | 22 |

Note: Queue reported is the number of cars per lane.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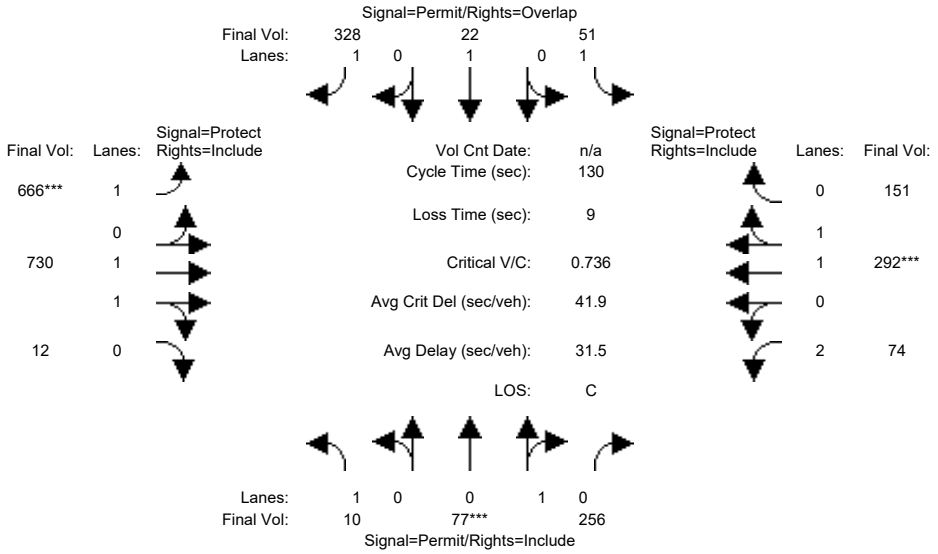
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #74: (28) 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: | 10 | 75 | 248 | 49 | 21 | 318 | 646 | 708 | 12 | 72 | 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: | 10 | 75 | 248 | 49 | 21 | 318 | 646 | 708 | 12 | 72 | 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: | 10 | 75 | 248 | 49 | 21 | 318 | 646 | 708 | 12 | 72 | 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: | 10 | 77 | 256 | 51 | 22 | 328 | 666 | 730 | 12 | 74 | 292 | 151 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 77 | 256 | 51 | 22 | 328 | 666 | 730 | 12 | 74 | 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: | 10 | 77 | 256 | 51 | 22 | 328 | 666 | 730 | 12 | 74 | 292 | 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 | 1.97 | 0.03 | 2.00 | 1.30 | 0.70 |
| Final Sat.: | 1750 | 418 | 1382 | 1750 | 1900 | 1750 | 1750 | 3638 | 62 | 3150 | 2440 | 1259 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.18 | 0.18 | 0.03 | 0.01 | 0.19 | 0.38 | 0.20 | 0.20 | 0.02 | 0.12 | 0.12 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green Time: | 32.7 | 32.7 | 32.7 | 32.7 | 32.7 | 99.9 | 67.2 | 63.8 | 63.8 | 24.5 | 21.1 | 21.1 |
| Volume/Cap: | 0.02 | 0.74 | 0.74 | 0.11 | 0.05 | 0.24 | 0.74 | 0.41 | 0.41 | 0.13 | 0.74 | 0.74 |
| Delay/Veh: | 36.7 | 50.9 | 50.9 | 37.6 | 36.9 | 4.4 | 27.7 | 21.2 | 21.2 | 44.0 | 56.5 | 56.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.7 | 50.9 | 50.9 | 37.6 | 36.9 | 4.4 | 27.7 | 21.2 | 21.2 | 44.0 | 56.5 | 56.5 |
| LOS by Move: | D | D | D | D | D | A | C | C | C | D | E | E |
| HCM2k95thQ: | 1 | 25 | 25 | 3 | 1 | 8 | 38 | 17 | 17 | 3 | 17 | 17 |

Note: Queue reported is the number of cars per lane.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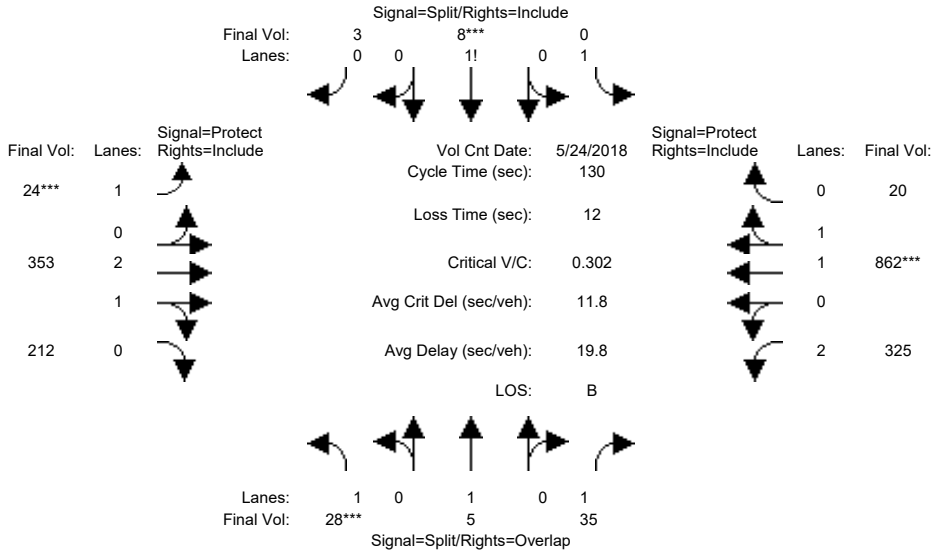
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #75: (30) 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 | 10 | 10 | 10 | 10 | 10 | 9 | 15 | 15 | 15 | 15 | 15 |
| Y+R: | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 | 4.0 | 5.0 | 5.0 | 4.0 | 4.9 | 4.9 |
| Volume Module: >> Count Date: 24 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 26 | 5 | 32 | 0 | 7 | 3 | 22 | 325 | 195 | 299 | 793 | 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: | 26 | 5 | 32 | 0 | 7 | 3 | 22 | 325 | 195 | 299 | 793 | 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: | 26 | 5 | 32 | 0 | 7 | 3 | 22 | 325 | 195 | 299 | 793 | 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: | 28 | 5 | 35 | 0 | 8 | 3 | 24 | 353 | 212 | 325 | 862 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 28 | 5 | 35 | 0 | 8 | 3 | 24 | 353 | 212 | 325 | 862 | 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: | 28 | 5 | 35 | 0 | 8 | 3 | 24 | 353 | 212 | 325 | 862 | 20 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 0.97 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.70 | 0.30 | 1.00 | 2.00 | 1.00 | 2.00 | 1.95 | 0.05 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1260 | 540 | 1750 | 3800 | 1750 | 3150 | 3618 | 82 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.02 | 0.00 | 0.01 | 0.01 | 0.01 | 0.09 | 0.12 | 0.10 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 10.0 | 10.0 | 57.8 | 0.0 | 10.0 | 10.0 | 9.0 | 50.2 | 50.2 | 47.8 | 89.0 | 89.0 |
| Volume/Cap: | 0.21 | 0.04 | 0.04 | 0.00 | 0.08 | 0.08 | 0.20 | 0.24 | 0.31 | 0.28 | 0.35 | 0.35 |
| Delay/Veh: | 57.1 | 55.6 | 20.5 | 0.0 | 56.0 | 56.0 | 57.9 | 27.1 | 28.0 | 29.1 | 8.6 | 8.6 |
| 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: | 57.1 | 55.6 | 20.5 | 0.0 | 56.0 | 56.0 | 57.9 | 27.1 | 28.0 | 29.1 | 8.6 | 8.6 |
| LOS by Move: | E | E | C | A | E | E | E | C | C | C | A | A |
| HCM2k95thQ: | 3 | 0 | 2 | 0 | 1 | 1 | 2 | 9 | 12 | 10 | 14 | 14 |

Note: Queue reported is the number of cars per lane.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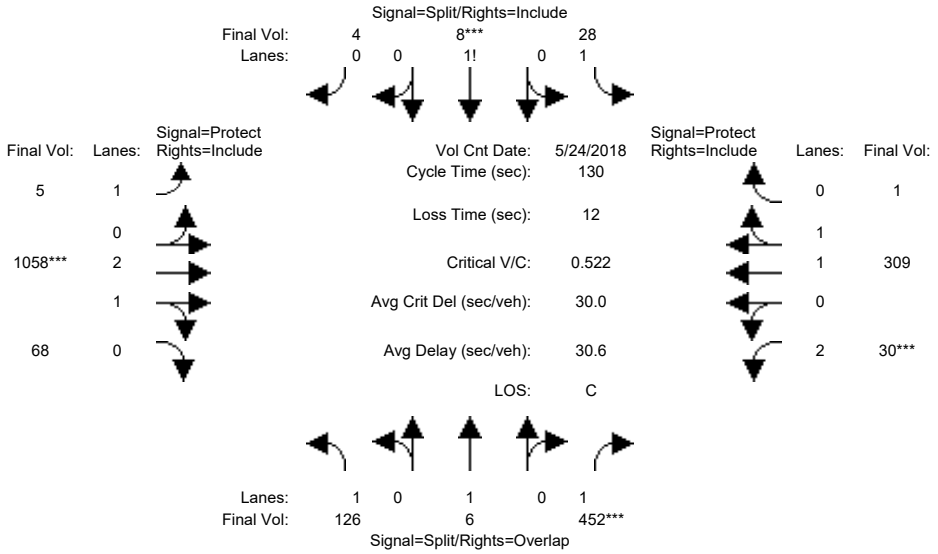
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #75: (30) 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 | 10 | 10 | 10 | 10 | 10 | 9 | 15 | 15 | 15 | 15 | 15 |
| Y+R: | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 | 4.0 | 5.0 | 5.0 | 4.0 | 4.9 | 4.9 |
| Volume Module: >> Count Date: 24 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 122 | 6 | 438 | 27 | 8 | 4 | 5 | 1026 | 66 | 29 | 300 | 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: | 122 | 6 | 438 | 27 | 8 | 4 | 5 | 1026 | 66 | 29 | 300 | 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: | 122 | 6 | 438 | 27 | 8 | 4 | 5 | 1026 | 66 | 29 | 300 | 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: | 126 | 6 | 452 | 28 | 8 | 4 | 5 | 1058 | 68 | 30 | 309 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 126 | 6 | 452 | 28 | 8 | 4 | 5 | 1058 | 68 | 30 | 309 | 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: | 126 | 6 | 452 | 28 | 8 | 4 | 5 | 1058 | 68 | 30 | 309 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.98 | 0.95 | 0.83 | 0.97 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.53 | 0.31 | 0.16 | 1.00 | 2.81 | 0.19 | 2.00 | 1.99 | 0.01 |
| Final Sat.: | 1750 | 1900 | 1750 | 2676 | 549 | 275 | 1750 | 5261 | 338 | 3150 | 3688 | 12 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.00 | 0.26 | 0.01 | 0.02 | 0.02 | 0.00 | 0.20 | 0.20 | 0.01 | 0.08 | 0.08 |
| Crit Moves: | | | **** | | **** | | | **** | | **** | | |
| Green Time: | 38.6 | 38.6 | 53.6 | 10.0 | 10.0 | 10.0 | 26.0 | 54.4 | 54.4 | 15.0 | 43.4 | 43.4 |
| Volume/Cap: | 0.24 | 0.01 | 0.63 | 0.14 | 0.20 | 0.20 | 0.01 | 0.48 | 0.48 | 0.08 | 0.25 | 0.25 |
| Delay/Veh: | 34.9 | 32.2 | 32.0 | 56.2 | 56.7 | 56.7 | 41.7 | 27.7 | 27.7 | 51.5 | 31.6 | 31.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.9 | 32.2 | 32.0 | 56.2 | 56.7 | 56.7 | 41.7 | 27.7 | 27.7 | 51.5 | 31.6 | 31.6 |
| LOS by Move: | C | C | C | E | E | E | D | C | C | D | C | C |
| HCM2k95thQ: | 8 | 0 | 27 | 2 | 2 | 2 | 0 | 20 | 20 | 1 | 9 | 9 |

Note: Queue reported is the number of cars per lane.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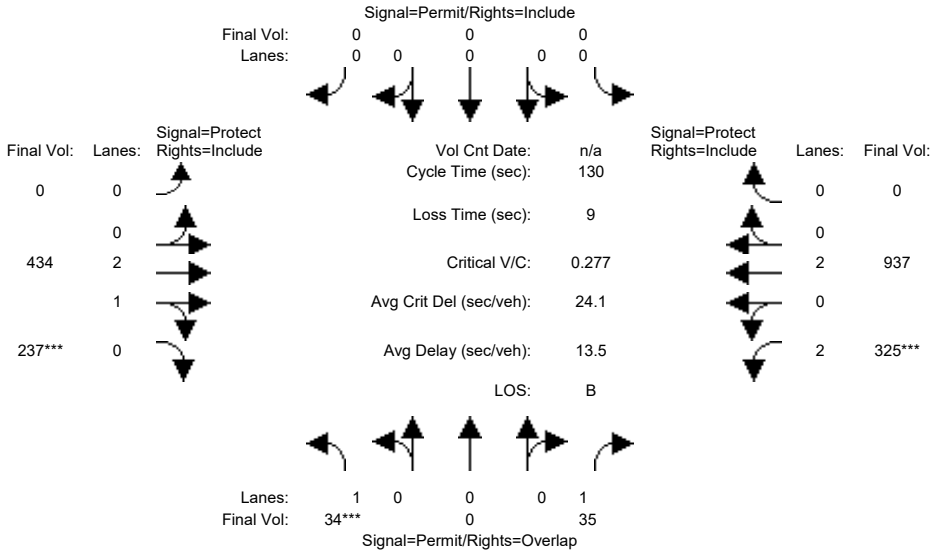
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #75: (30) 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 | 399 | 218 | 299 | 862 | 0 |
| Growth Adj: | 1.00 | 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 | 399 | 218 | 299 | 862 | 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 | 399 | 218 | 299 | 862 | 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 | 434 | 237 | 325 | 937 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 0 | 35 | 0 | 0 | 0 | 0 | 434 | 237 | 325 | 937 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 434 | 237 | 325 | 937 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 0.11 | 0.14 | 0.10 | 0.25 | 0.00 |
| Crit Moves: | **** | | | | | | | | **** | **** | | |
| Green Time: | 10.0 | 0.0 | 58.0 | 0.0 | 0.0 | 0.0 | 0.0 | 63.0 | 63.0 | 48.0 | 111 | 0.0 |
| Volume/Cap: | 0.25 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.28 | 0.28 | 0.29 | 0.00 |
| Delay/Veh: | 57.5 | 0.0 | 20.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19.5 | 20.0 | 29.0 | 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 | 20.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19.5 | 20.0 | 29.0 | 1.9 | 0.0 |
| LOS by Move: | E | A | C | A | A | A | A | B | C | C | A | A |
| HCM2k95thQ: | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 9 | 11 | 10 | 7 | 0 |

Note: Queue reported is the number of cars per lane.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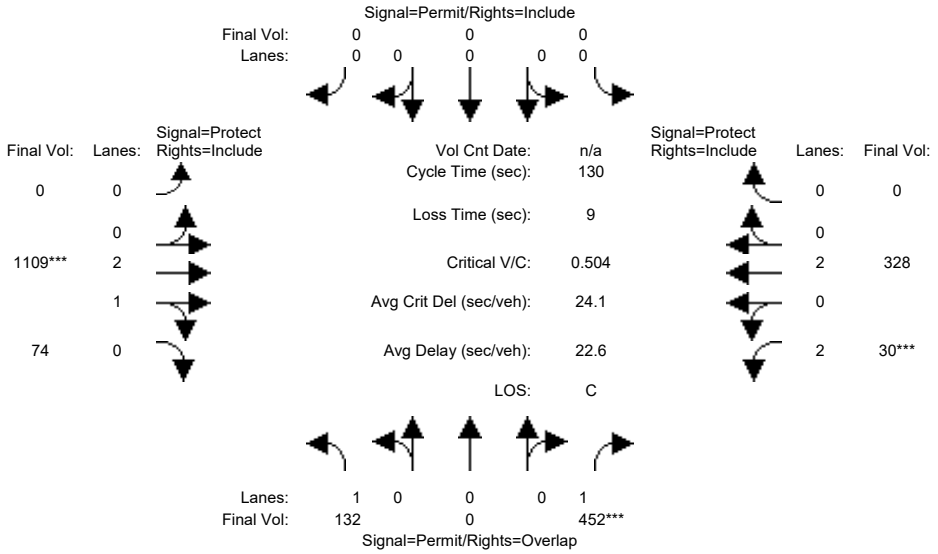
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #75: (30) 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: | 128 | 0 | 438 | 0 | 0 | 0 | 0 | 1076 | 72 | 29 | 318 | 0 |
| Growth Adj: | 1.00 | 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 | 1076 | 72 | 29 | 318 | 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 | 1076 | 72 | 29 | 318 | 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 | 1109 | 74 | 30 | 328 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 132 | 0 | 452 | 0 | 0 | 0 | 0 | 1109 | 74 | 30 | 328 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 1109 | 74 | 30 | 328 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.80 | 0.20 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 5248 | 351 | 3150 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.21 | 0.01 | 0.09 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |
| Green Time: | 42.7 | 0.0 | 57.7 | 0.0 | 0.0 | 0.0 | 0.0 | 63.3 | 63.3 | 15.0 | 78.3 | 0.0 |
| Volume/Cap: | 0.23 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.43 | 0.43 | 0.08 | 0.14 | 0.00 |
| Delay/Veh: | 31.9 | 0.0 | 28.2 | 0.0 | 0.0 | 0.0 | 0.0 | 21.8 | 21.8 | 51.5 | 11.3 | 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: | 31.9 | 0.0 | 28.2 | 0.0 | 0.0 | 0.0 | 0.0 | 21.8 | 21.8 | 51.5 | 11.3 | 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 | 18 | 18 | 1 | 6 | 0 |

Note: Queue reported is the number of cars per lane.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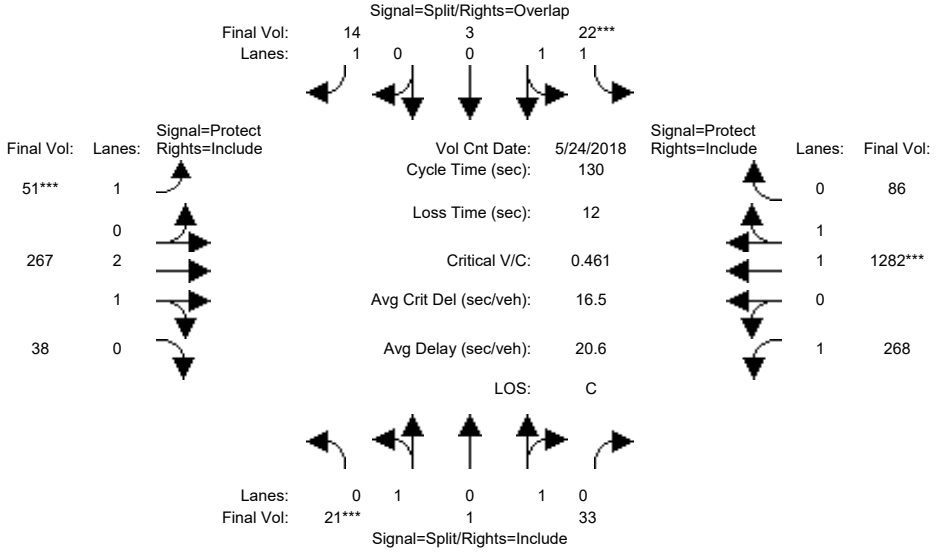
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #76: (31) 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 |

Note: Queue reported is the number of cars per lane.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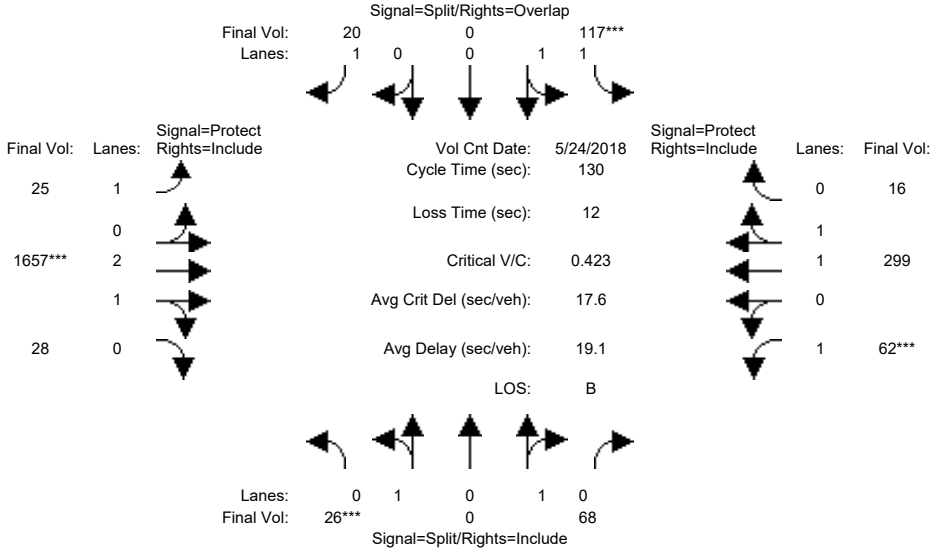
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #76: (31) 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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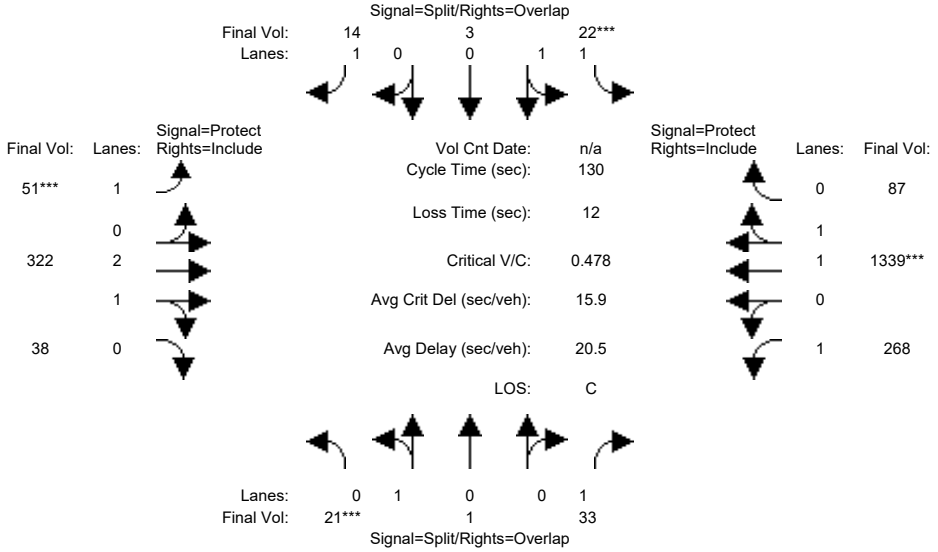
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #76: (31) 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 | 290 | 34 | 241 | 1205 | 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 | 290 | 34 | 241 | 1205 | 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 | 290 | 34 | 241 | 1205 | 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 | 322 | 38 | 268 | 1339 | 87 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 1 | 33 | 22 | 3 | 14 | 51 | 322 | 38 | 268 | 1339 | 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 | 322 | 38 | 268 | 1339 | 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 | 2.67 | 0.33 | 1.00 | 1.88 | 0.12 |
| Final Sat.: | 1710 | 90 | 1750 | 3087 | 463 | 1750 | 1750 | 5012 | 588 | 1750 | 3475 | 225 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.03 | 0.06 | 0.06 | 0.15 | 0.39 | 0.39 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 12.0 | 12.0 | 75.2 | 11.0 | 11.0 | 21.0 | 10.0 | 31.8 | 31.8 | 63.2 | 85.0 | 85.0 |
| Volume/Cap: | 0.13 | 0.13 | 0.03 | 0.09 | 0.09 | 0.05 | 0.38 | 0.26 | 0.26 | 0.31 | 0.59 | 0.59 |
| Delay/Veh: | 54.6 | 54.6 | 11.8 | 55.0 | 55.0 | 46.2 | 58.8 | 39.8 | 39.8 | 20.5 | 13.1 | 13.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.6 | 54.6 | 11.8 | 55.0 | 55.0 | 46.2 | 58.8 | 39.8 | 39.8 | 20.5 | 13.1 | 13.1 |
| LOS by Move: | D | D | B | D | D | D | E | D | D | C | B | B |
| HCM2k95thQ: | 2 | 2 | 1 | 1 | 1 | 1 | 4 | 7 | 7 | 13 | 28 | 28 |

Note: Queue reported is the number of cars per lane.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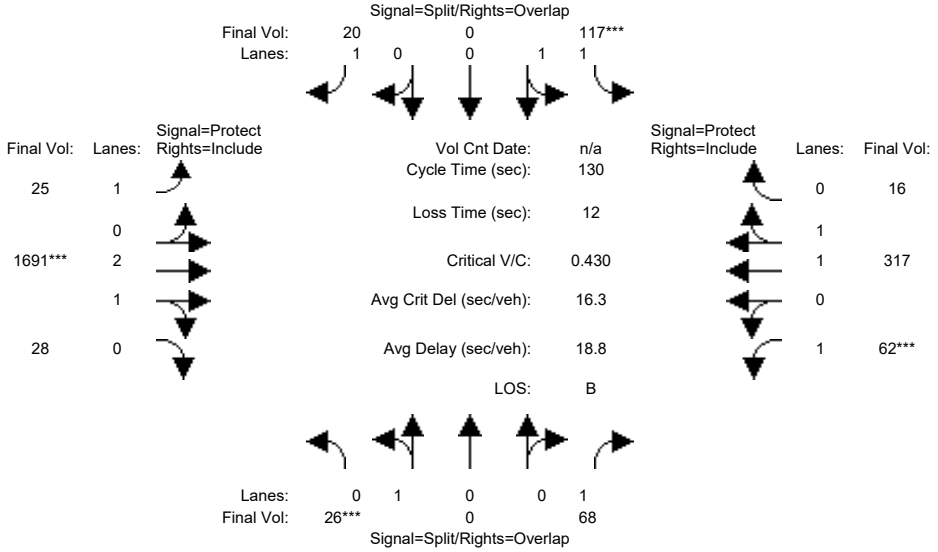
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #76: (31) 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 | 1606 | 27 | 59 | 301 | 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 | 1606 | 27 | 59 | 301 | 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 | 1606 | 27 | 59 | 301 | 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 | 1691 | 28 | 62 | 317 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 0 | 68 | 117 | 0 | 20 | 25 | 1691 | 28 | 62 | 317 | 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 | 1691 | 28 | 62 | 317 | 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 | 1.90 | 0.10 |
| Final Sat.: | 1800 | 0 | 1750 | 3550 | 0 | 1750 | 1750 | 5507 | 93 | 1750 | 3524 | 176 |
| 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 | 0.09 | 0.09 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 12.0 | 0.0 | 22.0 | 11.0 | 0.0 | 54.8 | 43.8 | 85.0 | 85.0 | 10.0 | 51.2 | 51.2 |
| Volume/Cap: | 0.16 | 0.00 | 0.23 | 0.39 | 0.00 | 0.03 | 0.04 | 0.47 | 0.47 | 0.46 | 0.23 | 0.23 |
| Delay/Veh: | 54.8 | 0.0 | 47.1 | 57.2 | 0.0 | 22.0 | 29.0 | 11.3 | 11.3 | 59.9 | 26.3 | 26.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.8 | 0.0 | 47.1 | 57.2 | 0.0 | 22.0 | 29.0 | 11.3 | 11.3 | 59.9 | 26.3 | 26.3 |
| LOS by Move: | D | A | D | E | A | C | C | B | B | E | C | C |
| HCM2k95thQ: | 2 | 0 | 5 | 6 | 0 | 1 | 1 | 21 | 21 | 6 | 9 | 9 |

Note: Queue reported is the number of cars per lane.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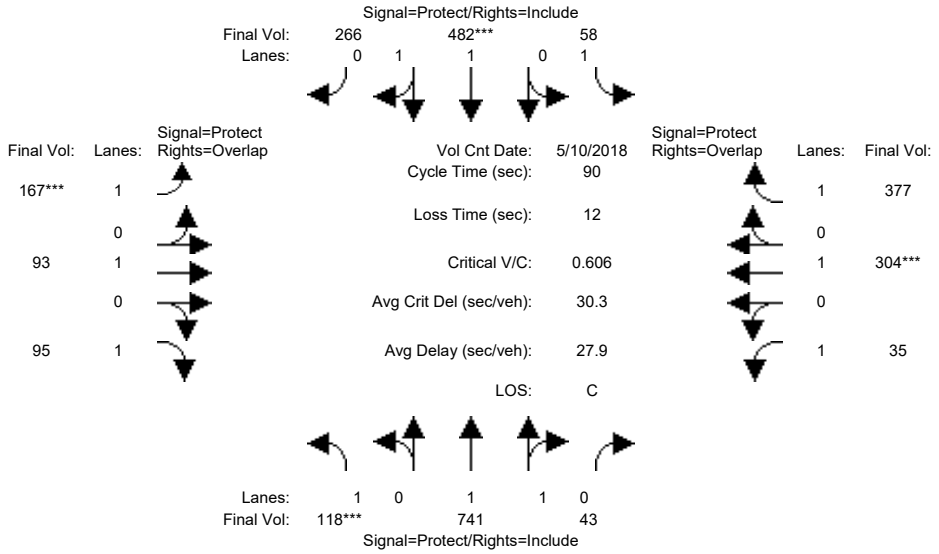
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #106: (41) 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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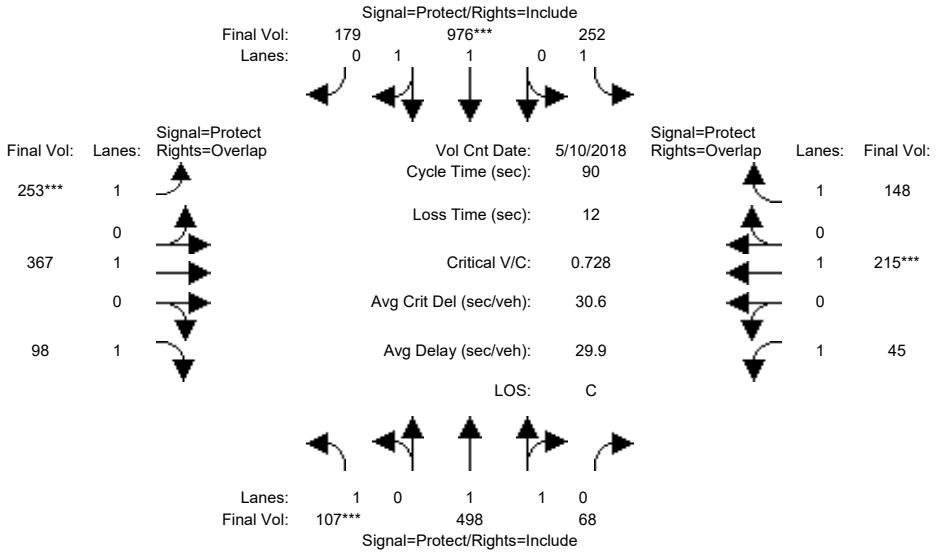
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #106: (41) 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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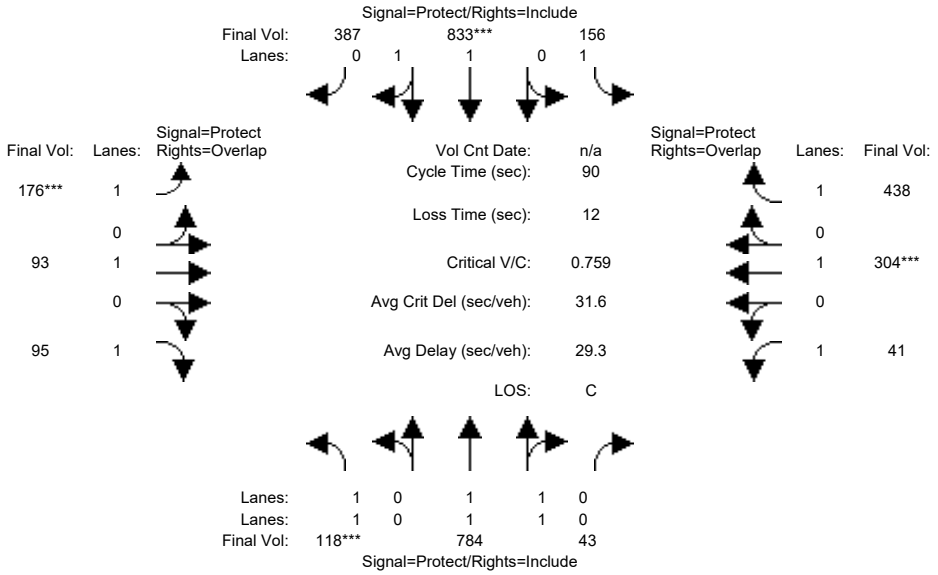
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #106: (41) 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 | 713 | 39 | 142 | 758 | 352 | 160 | 85 | 86 | 37 | 277 | 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: | 107 | 713 | 39 | 142 | 758 | 352 | 160 | 85 | 86 | 37 | 277 | 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: | 107 | 713 | 39 | 142 | 758 | 352 | 160 | 85 | 86 | 37 | 277 | 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: | 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 | 784 | 43 | 156 | 833 | 387 | 176 | 93 | 95 | 41 | 304 | 438 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 784 | 43 | 156 | 833 | 387 | 176 | 93 | 95 | 41 | 304 | 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: | 118 | 784 | 43 | 156 | 833 | 387 | 176 | 93 | 95 | 41 | 304 | 438 |
| Saturation 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 | 1.35 | 0.65 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3508 | 192 | 1750 | 2526 | 1173 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.22 | 0.22 | 0.09 | 0.33 | 0.33 | 0.10 | 0.05 | 0.05 | 0.02 | 0.16 | 0.25 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 8.0 | 33.7 | 33.7 | 13.4 | 39.1 | 39.1 | 11.9 | 20.6 | 28.6 | 10.3 | 19.0 | 32.4 |
| Volume/Cap: | 0.76 | 0.60 | 0.60 | 0.60 | 0.76 | 0.76 | 0.76 | 0.21 | 0.17 | 0.20 | 0.76 | 0.70 |
| Delay/Veh: | 58.9 | 23.4 | 23.4 | 39.5 | 23.6 | 23.6 | 51.2 | 28.4 | 22.3 | 36.6 | 41.5 | 28.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 58.9 | 23.4 | 23.4 | 39.5 | 23.6 | 23.6 | 51.2 | 28.4 | 22.3 | 36.6 | 41.5 | 28.0 |
| LOS by Move: | E | C | C | D | C | C | D | C | C | D | D | C |
| HCM2k95thQ: | 7 | 17 | 17 | 9 | 26 | 26 | 11 | 4 | 4 | 3 | 18 | 22 |

Note: Queue reported is the number of cars per lane.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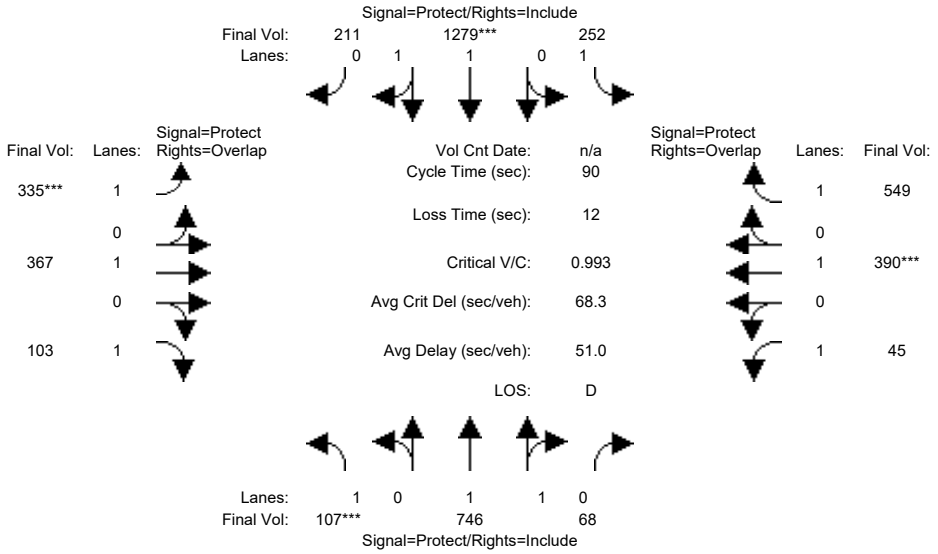
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #106: (41) 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 | 731 | 67 | 247 | 1253 | 207 | 328 | 360 | 101 | 44 | 382 | 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: | 105 | 731 | 67 | 247 | 1253 | 207 | 328 | 360 | 101 | 44 | 382 | 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: | 105 | 731 | 67 | 247 | 1253 | 207 | 328 | 360 | 101 | 44 | 382 | 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: | 0.98 | 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 | 746 | 68 | 252 | 1279 | 211 | 335 | 367 | 103 | 45 | 390 | 549 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 746 | 68 | 252 | 1279 | 211 | 335 | 367 | 103 | 45 | 390 | 549 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 107 | 746 | 68 | 252 | 1279 | 211 | 335 | 367 | 103 | 45 | 390 | 549 |
| Saturation 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 | 1.71 | 0.29 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3389 | 311 | 1750 | 3175 | 525 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.22 | 0.22 | 0.14 | 0.40 | 0.40 | 0.19 | 0.19 | 0.06 | 0.03 | 0.21 | 0.31 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 8.0 | 26.3 | 26.3 | 17.0 | 35.3 | 35.3 | 16.8 | 28.2 | 36.2 | 6.5 | 18.0 | 35.0 |
| Volume/Cap: | 0.69 | 0.75 | 0.75 | 0.76 | 1.03 | 1.03 | 1.03 | 0.62 | 0.15 | 0.36 | 1.03 | 0.81 |
| Delay/Veh: | 52.1 | 32.0 | 32.0 | 44.5 | 58.3 | 58.3 | 93.7 | 28.2 | 17.2 | 41.5 | 89.4 | 31.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.1 | 32.0 | 32.0 | 44.5 | 58.3 | 58.3 | 93.7 | 28.2 | 17.2 | 41.5 | 89.4 | 31.6 |
| LOS by Move: | D | C | C | D | E | E | F | C | B | D | F | C |
| HCM2k95thQ: | 7 | 20 | 20 | 14 | 45 | 45 | 24 | 16 | 4 | 3 | 30 | 29 |

Note: Queue reported is the number of cars per lane.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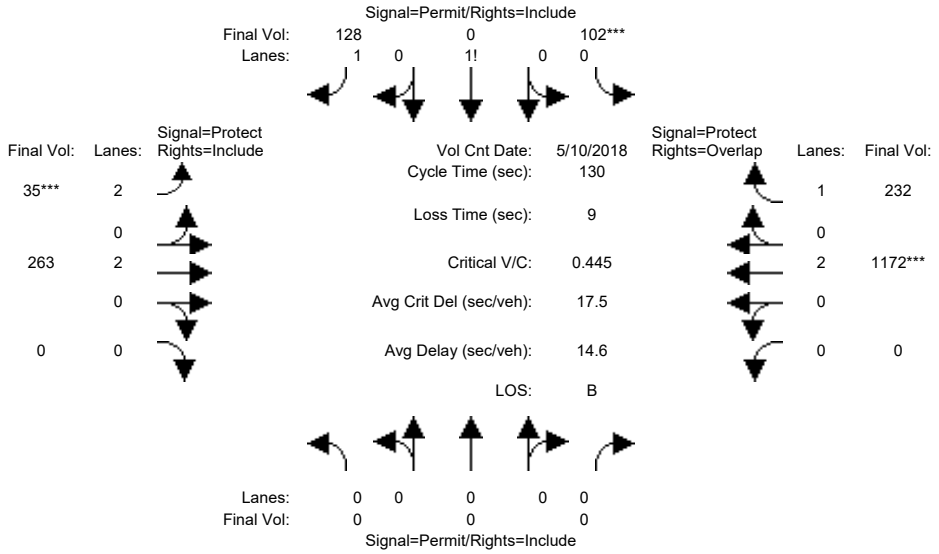
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #115: (38) TASMAN / CALLE DEL SOL




| 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 | 8 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Volume Module: >> Count Date: 10 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 99 | 0 | 124 | 34 | 255 | 0 | 0 | 1137 | 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: | 0 | 0 | 0 | 99 | 0 | 124 | 34 | 255 | 0 | 0 | 1137 | 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: | 0 | 0 | 0 | 99 | 0 | 124 | 34 | 255 | 0 | 0 | 1137 | 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: | 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: | 0 | 0 | 0 | 102 | 0 | 128 | 35 | 263 | 0 | 0 | 1172 | 232 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 102 | 0 | 128 | 35 | 263 | 0 | 0 | 1172 | 232 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 102 | 0 | 128 | 35 | 263 | 0 | 0 | 1172 | 232 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 0.00 | 0.00 | 0.61 | 0.00 | 1.39 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1076 | 0 | 2424 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.05 | 0.01 | 0.07 | 0.00 | 0.00 | 0.31 | 0.13 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 26.6 | 0.0 | 26.6 | 8.0 | 94.4 | 0.0 | 0.0 | 86.4 | 86.4 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.46 | 0.00 | 0.26 | 0.18 | 0.10 | 0.00 | 0.00 | 0.46 | 0.20 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 46.1 | 0.0 | 43.6 | 58.3 | 5.2 | 0.0 | 0.0 | 10.7 | 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: | 0.0 | 0.0 | 0.0 | 46.1 | 0.0 | 43.6 | 58.3 | 5.2 | 0.0 | 0.0 | 10.7 | 8.5 |
| LOS by Move: | A | A | A | D | A | D | E | A | A | A | B | A |
| HCM2k95thQ: | 0 | 0 | 0 | 13 | 0 | 7 | 2 | 3 | 0 | 0 | 20 | 7 |

Note: Queue reported is the number of cars per lane.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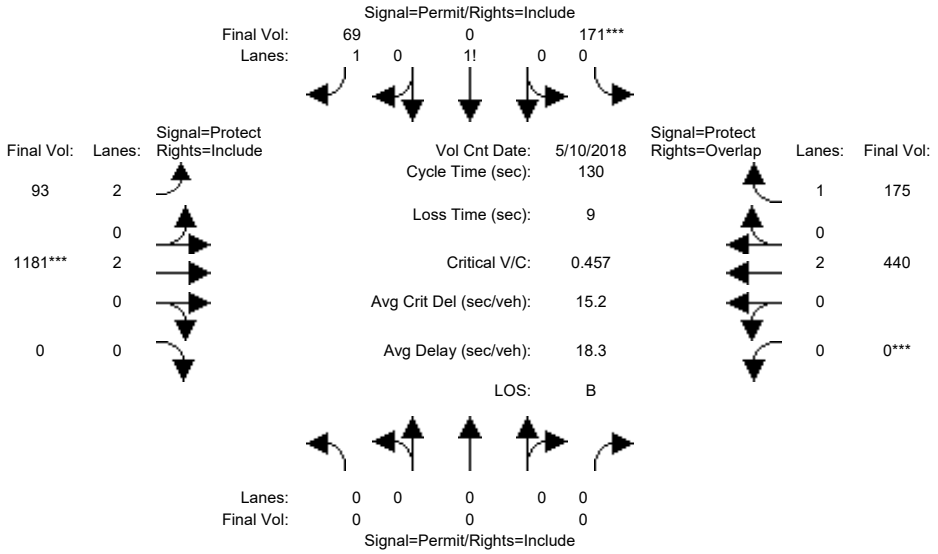
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #115: (38) TASMAN / CALLE DEL SOL




| 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 | 8 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Volume Module: >> Count Date: 10 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 166 | 0 | 67 | 90 | 1146 | 0 | 0 | 427 | 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: | 0 | 0 | 0 | 166 | 0 | 67 | 90 | 1146 | 0 | 0 | 427 | 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: | 0 | 0 | 0 | 166 | 0 | 67 | 90 | 1146 | 0 | 0 | 427 | 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: | 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: | 0 | 0 | 0 | 171 | 0 | 69 | 93 | 1181 | 0 | 0 | 440 | 175 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 171 | 0 | 69 | 93 | 1181 | 0 | 0 | 440 | 175 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 171 | 0 | 69 | 93 | 1181 | 0 | 0 | 440 | 175 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.83 | 0.00 | 1.17 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1491 | 0 | 2051 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.03 | 0.03 | 0.31 | 0.00 | 0.00 | 0.12 | 0.10 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 32.6 | 0.0 | 32.6 | 30.7 | 88.4 | 0.0 | 0.0 | 57.7 | 57.7 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.46 | 0.00 | 0.13 | 0.12 | 0.46 | 0.00 | 0.00 | 0.26 | 0.23 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 41.8 | 0.0 | 37.8 | 39.2 | 9.8 | 0.0 | 0.0 | 22.8 | 22.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 41.8 | 0.0 | 37.8 | 39.2 | 9.8 | 0.0 | 0.0 | 22.8 | 22.5 |
| LOS by Move: | A | A | A | D | A | D | D | A | A | A | C | C |
| HCM2k95thQ: | 0 | 0 | 0 | 14 | 0 | 4 | 3 | 20 | 0 | 0 | 10 | 9 |

Note: Queue reported is the number of cars per lane.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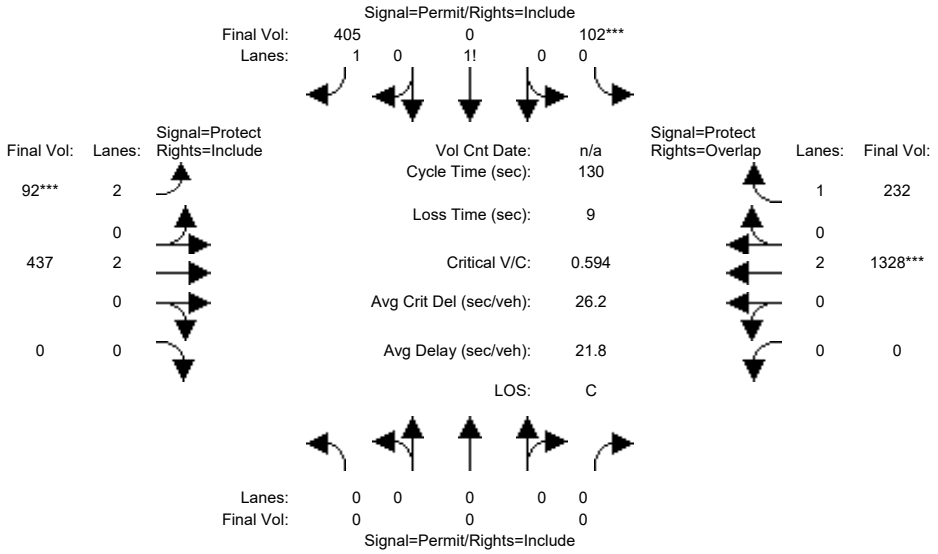
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #115: (38) TASMAN / CALLE DEL SOL




| 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 | 8 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 99 | 0 | 393 | 89 | 424 | 0 | 0 | 1288 | 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: | 0 | 0 | 0 | 99 | 0 | 393 | 89 | 424 | 0 | 0 | 1288 | 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: | 0 | 0 | 0 | 99 | 0 | 393 | 89 | 424 | 0 | 0 | 1288 | 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: | 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: | 0 | 0 | 0 | 102 | 0 | 405 | 92 | 437 | 0 | 0 | 1328 | 232 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 102 | 0 | 405 | 92 | 437 | 0 | 0 | 1328 | 232 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 102 | 0 | 405 | 92 | 437 | 0 | 0 | 1328 | 232 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 0.00 | 0.00 | 0.34 | 0.00 | 1.66 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 586 | 0 | 2914 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.14 | 0.03 | 0.12 | 0.00 | 0.00 | 0.35 | 0.13 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 37.6 | 0.0 | 37.6 | 8.0 | 83.4 | 0.0 | 0.0 | 75.4 | 75.4 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.60 | 0.00 | 0.48 | 0.47 | 0.18 | 0.00 | 0.00 | 0.60 | 0.23 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 41.0 | 0.0 | 38.5 | 60.8 | 9.5 | 0.0 | 0.0 | 18.1 | 13.3 |
| 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 | 41.0 | 0.0 | 38.5 | 60.8 | 9.5 | 0.0 | 0.0 | 18.1 | 13.3 |
| LOS by Move: | A | A | A | D | A | D | E | A | A | A | B | B |
| HCM2k95thQ: | 0 | 0 | 0 | 21 | 0 | 16 | 4 | 7 | 0 | 0 | 28 | 9 |

Note: Queue reported is the number of cars per lane.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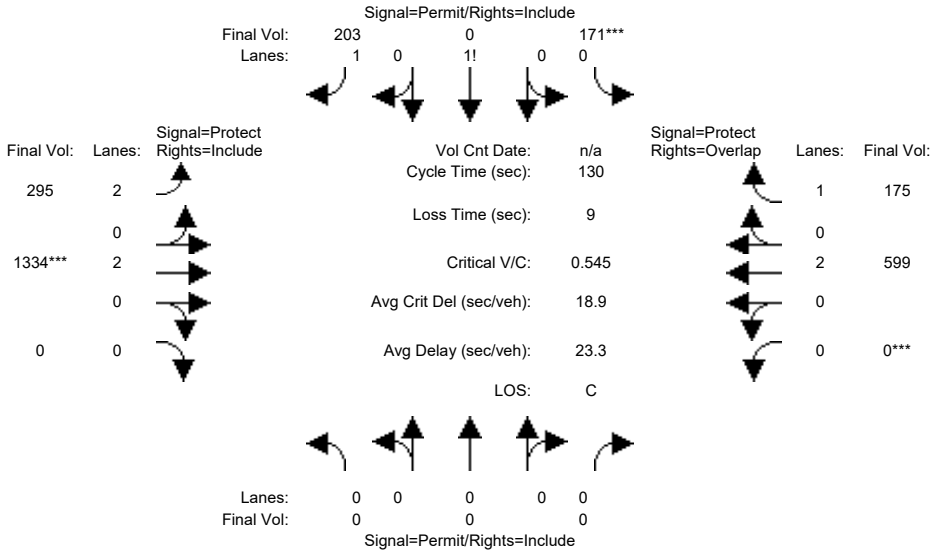
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #115: (38) TASMAN / CALLE DEL SOL




| 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 | 8 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 166 | 0 | 197 | 286 | 1294 | 0 | 0 | 581 | 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: | 0 | 0 | 0 | 166 | 0 | 197 | 286 | 1294 | 0 | 0 | 581 | 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: | 0 | 0 | 0 | 166 | 0 | 197 | 286 | 1294 | 0 | 0 | 581 | 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: | 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: | 0 | 0 | 0 | 171 | 0 | 203 | 295 | 1334 | 0 | 0 | 599 | 175 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 171 | 0 | 203 | 295 | 1334 | 0 | 0 | 599 | 175 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 171 | 0 | 203 | 295 | 1334 | 0 | 0 | 599 | 175 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.63 | 0.00 | 1.37 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1098 | 0 | 2402 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.08 | 0.09 | 0.35 | 0.00 | 0.00 | 0.16 | 0.10 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 37.2 | 0.0 | 37.2 | 31.2 | 83.8 | 0.0 | 0.0 | 52.6 | 52.6 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.54 | 0.00 | 0.30 | 0.39 | 0.54 | 0.00 | 0.00 | 0.39 | 0.25 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 40.1 | 0.0 | 36.3 | 41.7 | 12.9 | 0.0 | 0.0 | 27.5 | 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: | 0.0 | 0.0 | 0.0 | 40.1 | 0.0 | 36.3 | 41.7 | 12.9 | 0.0 | 0.0 | 27.5 | 25.8 |
| LOS by Move: | A | A | A | D | A | D | D | B | A | A | C | C |
| HCM2k95thQ: | 0 | 0 | 0 | 19 | 0 | 10 | 11 | 25 | 0 | 0 | 15 | 9 |

Note: Queue reported is the number of cars per lane.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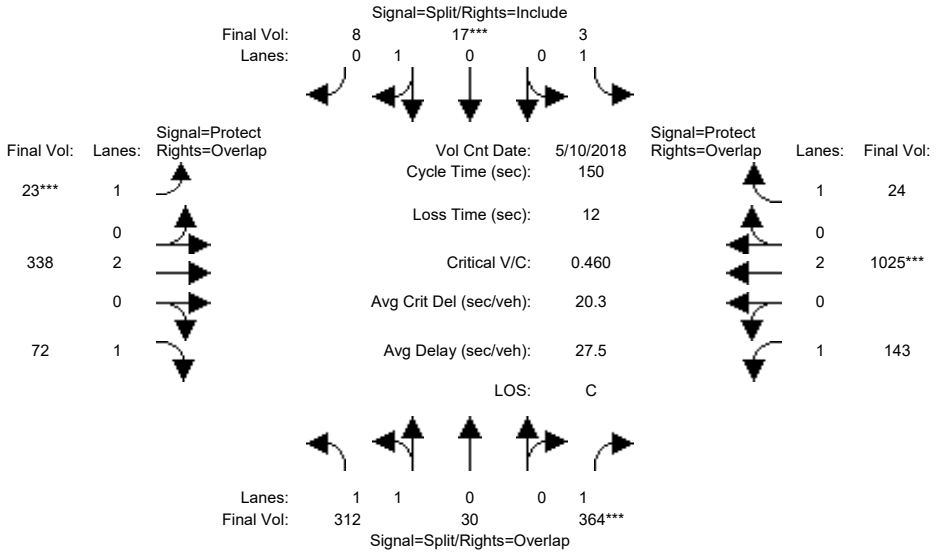
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #123: (39) 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: 10 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 287 | 28 | 335 | 3 | 16 | 7 | 21 | 311 | 66 | 132 | 943 | 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: | 287 | 28 | 335 | 3 | 16 | 7 | 21 | 311 | 66 | 132 | 943 | 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: | 287 | 28 | 335 | 3 | 16 | 7 | 21 | 311 | 66 | 132 | 943 | 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: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 312 | 30 | 364 | 3 | 17 | 8 | 23 | 338 | 72 | 143 | 1025 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 312 | 30 | 364 | 3 | 17 | 8 | 23 | 338 | 72 | 143 | 1025 | 24 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 312 | 30 | 364 | 3 | 17 | 8 | 23 | 338 | 72 | 143 | 1025 | 24 |
| 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: | 1.82 | 0.18 | 1.00 | 1.00 | 0.70 | 0.30 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3234 | 316 | 1750 | 1750 | 1252 | 548 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.21 | 0.00 | 0.01 | 0.01 | 0.01 | 0.09 | 0.04 | 0.08 | 0.27 | 0.01 |
| Crit Moves: | | | **** | | **** | | **** | | | | **** | |
| Green Time: | 40.5 | 40.5 | 84.4 | 6.0 | 6.0 | 6.0 | 5.0 | 47.6 | 88.1 | 43.9 | 86.5 | 92.5 |
| Volume/Cap: | 0.36 | 0.36 | 0.37 | 0.05 | 0.35 | 0.35 | 0.39 | 0.28 | 0.07 | 0.28 | 0.47 | 0.02 |
| Delay/Veh: | 44.5 | 44.5 | 18.4 | 69.5 | 73.0 | 73.0 | 75.3 | 38.5 | 13.3 | 41.2 | 18.5 | 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: | 44.5 | 44.5 | 18.4 | 69.5 | 73.0 | 73.0 | 75.3 | 38.5 | 13.3 | 41.2 | 18.5 | 11.2 |
| LOS by Move: | D | D | B | E | E | E | E | D | B | D | B | B |
| HCM2k95thQ: | 12 | 12 | 18 | 0 | 3 | 3 | 2 | 11 | 3 | 10 | 23 | 1 |

Note: Queue reported is the number of cars per lane.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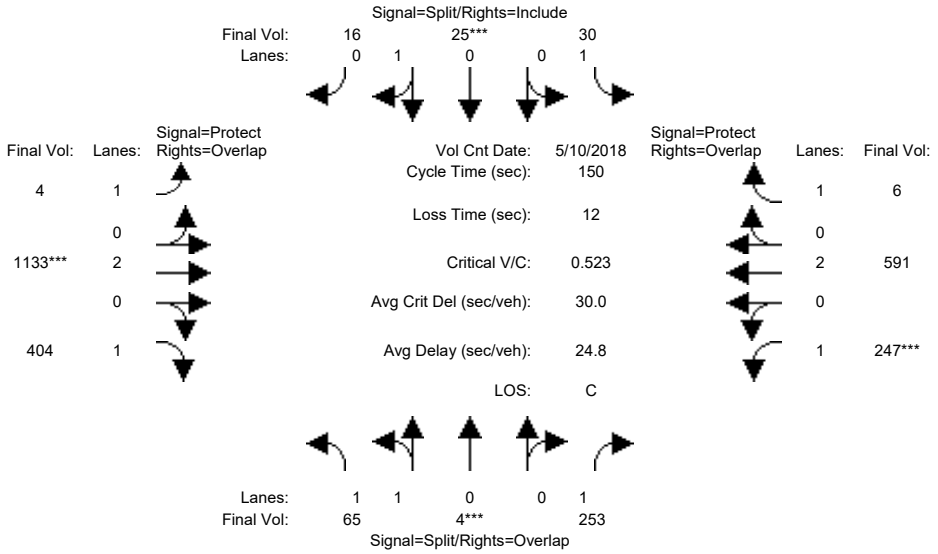
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #123: (39) 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: 10 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 62 | 4 | 243 | 29 | 24 | 15 | 4 | 1088 | 388 | 237 | 567 | 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: | 62 | 4 | 243 | 29 | 24 | 15 | 4 | 1088 | 388 | 237 | 567 | 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: | 62 | 4 | 243 | 29 | 24 | 15 | 4 | 1088 | 388 | 237 | 567 | 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: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 65 | 4 | 253 | 30 | 25 | 16 | 4 | 1133 | 404 | 247 | 591 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 4 | 253 | 30 | 25 | 16 | 4 | 1133 | 404 | 247 | 591 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 65 | 4 | 253 | 30 | 25 | 16 | 4 | 1133 | 404 | 247 | 591 | 6 |
| 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: | 1.88 | 0.12 | 1.00 | 1.00 | 0.62 | 0.38 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3335 | 215 | 1750 | 1750 | 1108 | 692 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.14 | 0.02 | 0.02 | 0.02 | 0.00 | 0.30 | 0.23 | 0.14 | 0.16 | 0.00 |
| Crit Moves: | | **** | | | **** | | | **** | | **** | | |
| Green Time: | 10.0 | 10.0 | 49.1 | 6.3 | 6.3 | 6.3 | 21.5 | 82.7 | 92.7 | 39.1 | 100 | 106.5 |
| Volume/Cap: | 0.29 | 0.29 | 0.44 | 0.41 | 0.54 | 0.54 | 0.02 | 0.54 | 0.37 | 0.54 | 0.23 | 0.01 |
| Delay/Veh: | 67.3 | 67.3 | 40.2 | 73.9 | 78.3 | 78.3 | 55.2 | 21.8 | 14.5 | 49.1 | 9.8 | 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: | 67.3 | 67.3 | 40.2 | 73.9 | 78.3 | 78.3 | 55.2 | 21.8 | 14.5 | 49.1 | 9.8 | 6.3 |
| LOS by Move: | E | E | D | E | E | E | E | C | B | D | A | A |
| HCM2k95thQ: | 3 | 3 | 18 | 4 | 5 | 5 | 0 | 28 | 18 | 19 | 10 | 0 |

Note: Queue reported is the number of cars per lane.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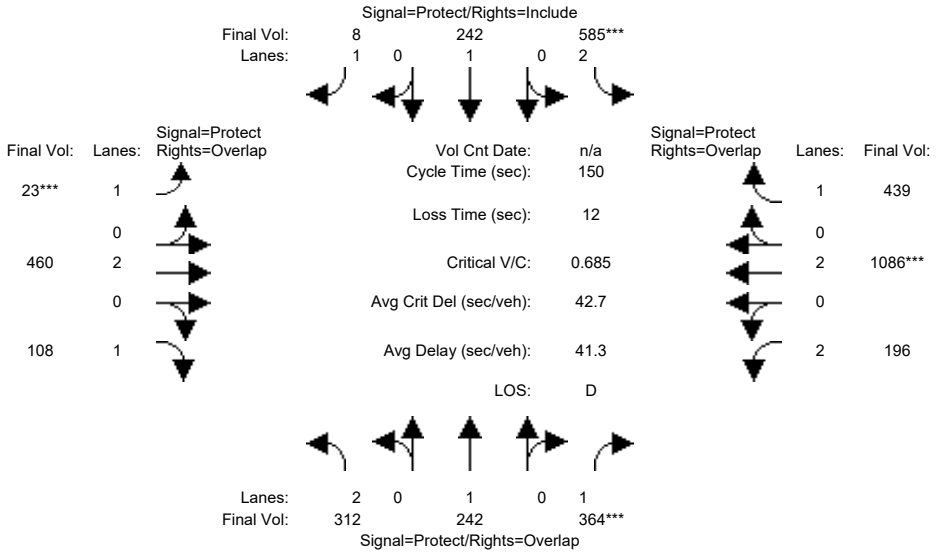
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #123: (39) 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: | 287 | 223 | 335 | 538 | 223 | 7 | 21 | 423 | 99 | 180 | 999 | 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: | 287 | 223 | 335 | 538 | 223 | 7 | 21 | 423 | 99 | 180 | 999 | 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: | 287 | 223 | 335 | 538 | 223 | 7 | 21 | 423 | 99 | 180 | 999 | 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: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 312 | 242 | 364 | 585 | 242 | 8 | 23 | 460 | 108 | 196 | 1086 | 439 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 312 | 242 | 364 | 585 | 242 | 8 | 23 | 460 | 108 | 196 | 1086 | 439 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 312 | 242 | 364 | 585 | 242 | 8 | 23 | 460 | 108 | 196 | 1086 | 439 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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: | 0.10 | 0.13 | 0.21 | 0.19 | 0.13 | 0.00 | 0.01 | 0.12 | 0.06 | 0.06 | 0.29 | 0.25 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 31.2 | 31.4 | 54.0 | 40.0 | 40.2 | 40.2 | 5.0 | 44.0 | 75.2 | 22.6 | 61.6 | 101.6 |
| Volume/Cap: | 0.48 | 0.61 | 0.58 | 0.70 | 0.48 | 0.02 | 0.39 | 0.41 | 0.12 | 0.41 | 0.70 | 0.37 |
| Delay/Veh: | 52.7 | 56.4 | 40.1 | 52.1 | 46.8 | 40.4 | 75.3 | 42.9 | 19.9 | 58.3 | 37.9 | 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: | 52.7 | 56.4 | 40.1 | 52.1 | 46.8 | 40.4 | 75.3 | 42.9 | 19.9 | 58.3 | 37.9 | 10.6 |
| LOS by Move: | D | E | D | D | D | D | E | D | B | E | D | B |
| HCM2k95thQ: | 14 | 18 | 25 | 27 | 17 | 1 | 2 | 15 | 5 | 9 | 34 | 17 |

Note: Queue reported is the number of cars per lane.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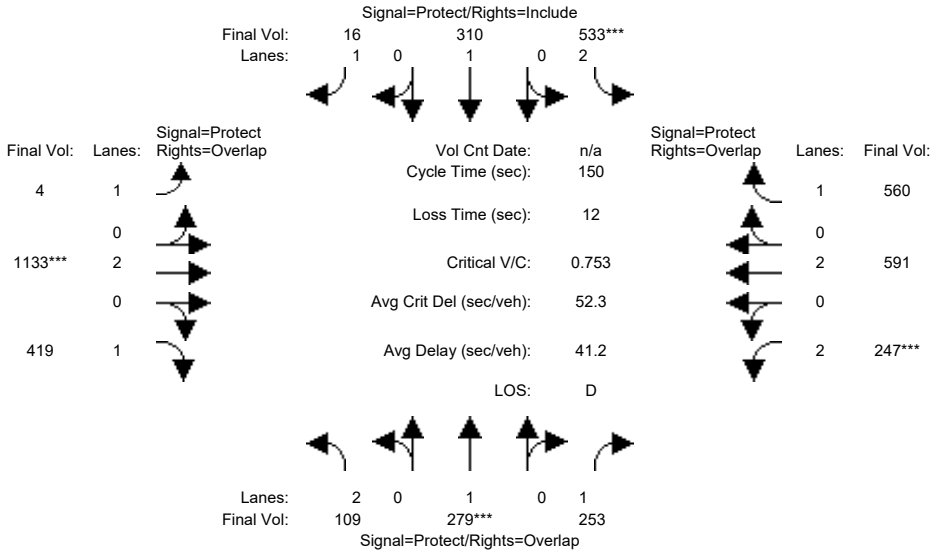
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #123: (39) 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: | 105 | 268 | 243 | 512 | 298 | 15 | 4 | 1088 | 402 | 237 | 567 | 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: | 105 | 268 | 243 | 512 | 298 | 15 | 4 | 1088 | 402 | 237 | 567 | 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: | 105 | 268 | 243 | 512 | 298 | 15 | 4 | 1088 | 402 | 237 | 567 | 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: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 109 | 279 | 253 | 533 | 310 | 16 | 4 | 1133 | 419 | 247 | 591 | 560 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 109 | 279 | 253 | 533 | 310 | 16 | 4 | 1133 | 419 | 247 | 591 | 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: | 109 | 279 | 253 | 533 | 310 | 16 | 4 | 1133 | 419 | 247 | 591 | 560 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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: | 0.03 | 0.15 | 0.14 | 0.17 | 0.16 | 0.01 | 0.00 | 0.30 | 0.24 | 0.08 | 0.16 | 0.32 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 18.3 | 29.3 | 44.9 | 33.7 | 44.7 | 44.7 | 13.2 | 59.4 | 77.7 | 15.6 | 61.8 | 95.5 |
| Volume/Cap: | 0.29 | 0.75 | 0.48 | 0.75 | 0.55 | 0.03 | 0.03 | 0.75 | 0.46 | 0.75 | 0.38 | 0.50 |
| Delay/Veh: | 60.4 | 65.4 | 43.8 | 58.8 | 45.3 | 37.3 | 62.6 | 41.2 | 23.3 | 74.8 | 30.9 | 14.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.4 | 65.4 | 43.8 | 58.8 | 45.3 | 37.3 | 62.6 | 41.2 | 23.3 | 74.8 | 30.9 | 14.9 |
| LOS by Move: | E | E | D | E | D | D | E | D | C | E | C | B |
| HCM2k95thQ: | 5 | 22 | 18 | 27 | 22 | 1 | 0 | 37 | 23 | 13 | 17 | 26 |

Note: Queue reported is the number of cars per lane.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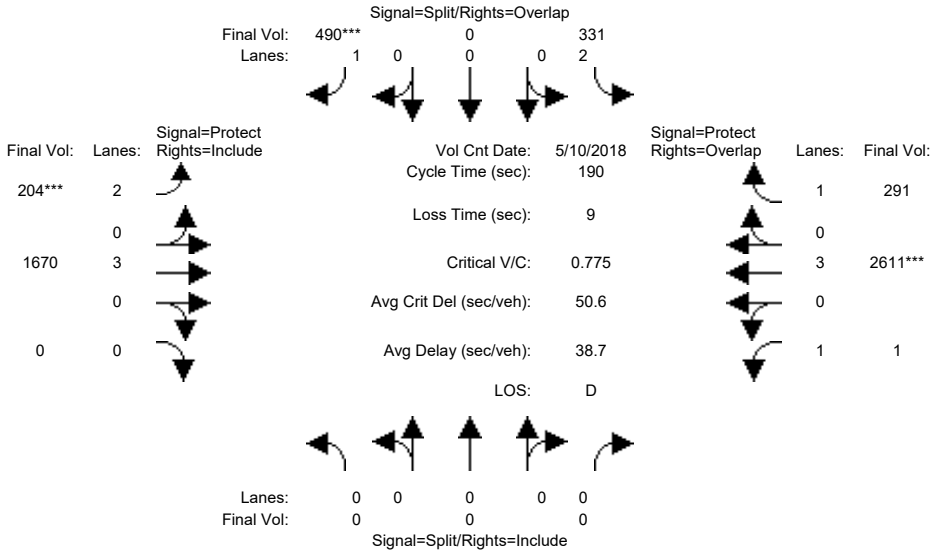
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #125: (46) 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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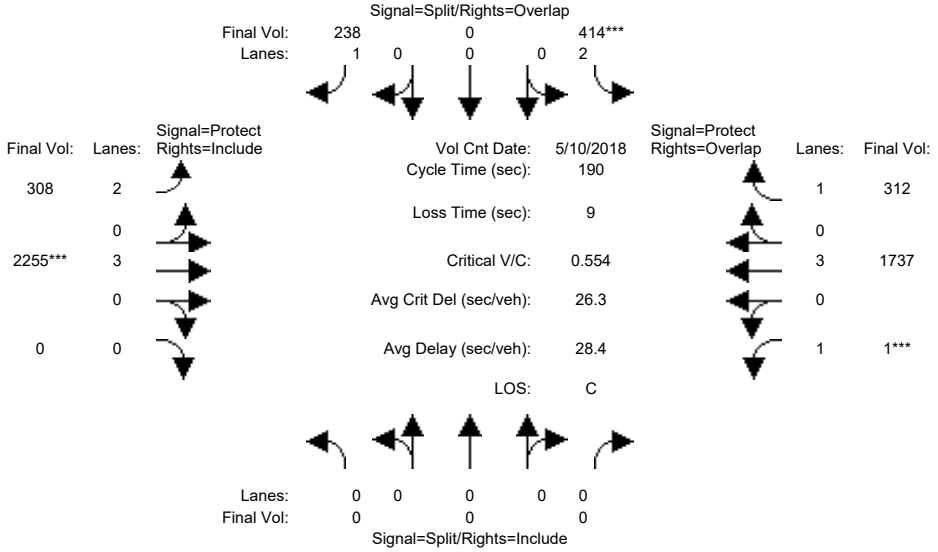
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #125: (46) 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 | 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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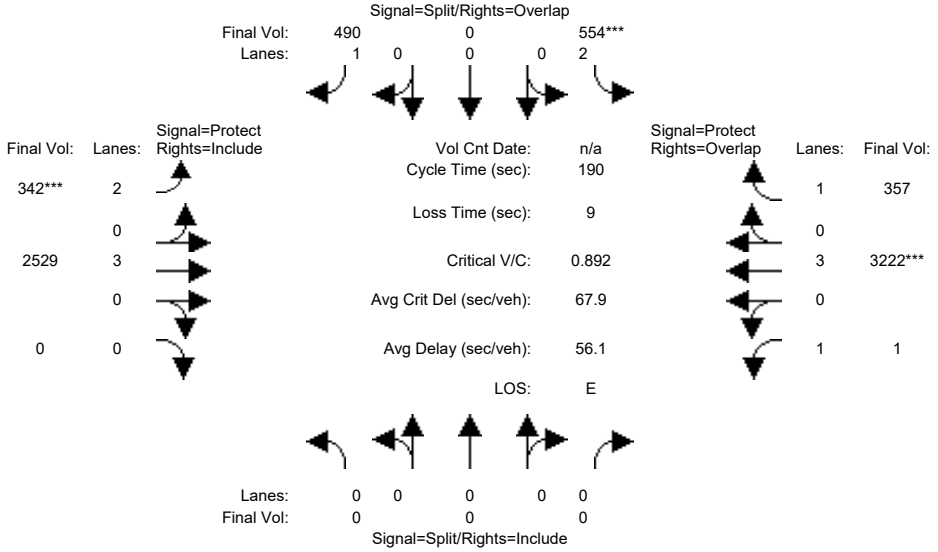
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #125: (46) 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 | 554 | 0 | 490 | 342 | 2907 | 0 | 1 | 3704 | 357 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 554 | 0 | 490 | 342 | 2907 | 0 | 1 | 3704 | 357 |
| Added Vol: | 0 | 0 | 0 | 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 | 554 | 0 | 490 | 342 | 2907 | 0 | 1 | 3704 | 357 |
| 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 | 554 | 0 | 490 | 342 | 2529 | 0 | 1 | 3222 | 357 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 554 | 0 | 490 | 342 | 2529 | 0 | 1 | 3222 | 357 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 554 | 0 | 490 | 342 | 2529 | 0 | 1 | 3222 | 357 |
| Saturation 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 | 0.18 | 0.00 | 0.28 | 0.11 | 0.44 | 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 | 1.32 | 0.00 | 1.26 | 1.22 | 0.62 | 0.00 | 0.01 | 0.82 | 0.25 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 240.3 | 0.0 | 209.2 | 213.9 | 14.5 | 0.0 | 84.8 | 22.8 | 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: | 0.0 | 0.0 | 0.0 | 240.3 | 0.0 | 209.2 | 213.9 | 14.5 | 0.0 | 84.8 | 22.8 | 3.9 |
| LOS by Move: | A | A | A | F | A | F | F | B | A | F | C | A |
| HCM2k95thQ: | 0 | 0 | 0 | 50 | 0 | 70 | 32 | 41 | 0 | 0 | 64 | 9 |

Note: Queue reported is the number of cars per lane.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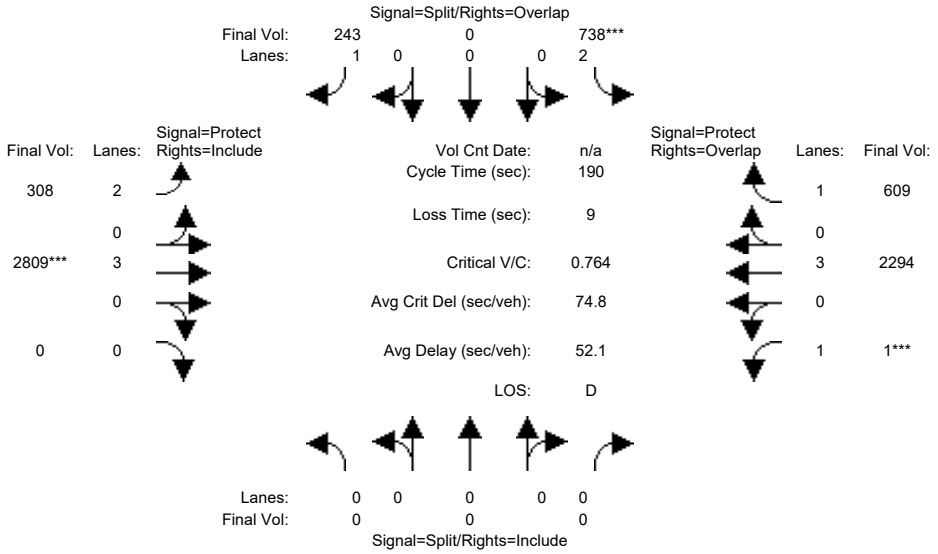
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #125: (46) 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 | 738 | 0 | 243 | 308 | 3511 | 0 | 1 | 3373 | 609 |
| Growth Adj: | 1.00 | 1.00 | 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 | 738 | 0 | 243 | 308 | 3511 | 0 | 1 | 3373 | 609 |
| Added Vol: | 0 | 0 | 0 | 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 | 738 | 0 | 243 | 308 | 3511 | 0 | 1 | 3373 | 609 |
| 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 | 738 | 0 | 243 | 308 | 2809 | 0 | 1 | 2294 | 609 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 738 | 0 | 243 | 308 | 2809 | 0 | 1 | 2294 | 609 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 738 | 0 | 243 | 308 | 2809 | 0 | 1 | 2294 | 609 |
| Saturation 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 | 0.23 | 0.00 | 0.14 | 0.10 | 0.49 | 0.00 | 0.00 | 0.40 | 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 | 1.44 | 0.00 | 0.51 | 0.88 | 0.71 | 0.00 | 0.01 | 0.63 | 0.44 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 288.8 | 0.0 | 59.1 | 104.9 | 18.6 | 0.0 | 84.8 | 21.4 | 6.1 |
| 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 | 288.8 | 0.0 | 59.1 | 104.9 | 18.6 | 0.0 | 84.8 | 21.4 | 6.1 |
| LOS by Move: | A | A | A | F | A | E | F | B | A | F | C | A |
| HCM2k95thQ: | 0 | 0 | 0 | 67 | 0 | 23 | 24 | 52 | 0 | 0 | 41 | 20 |

Note: Queue reported is the number of cars per lane.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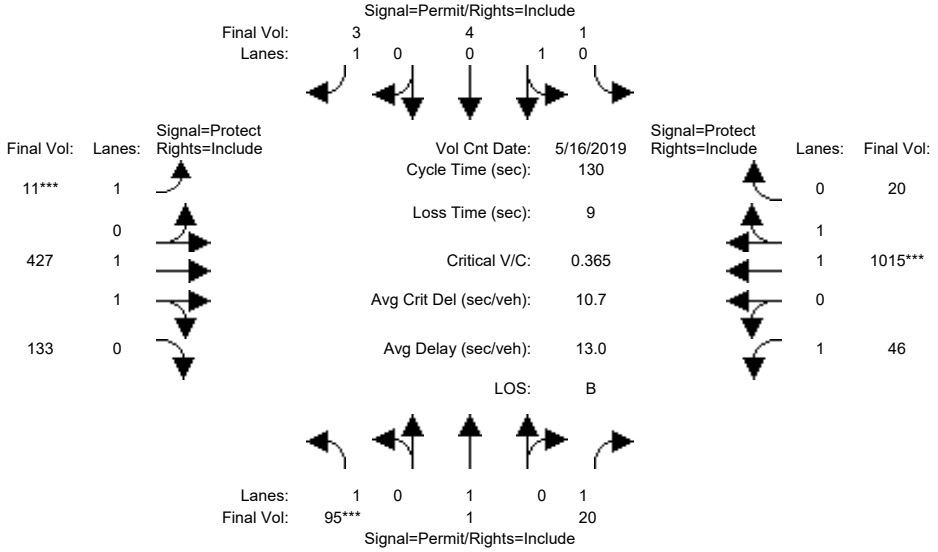
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #139: (26) 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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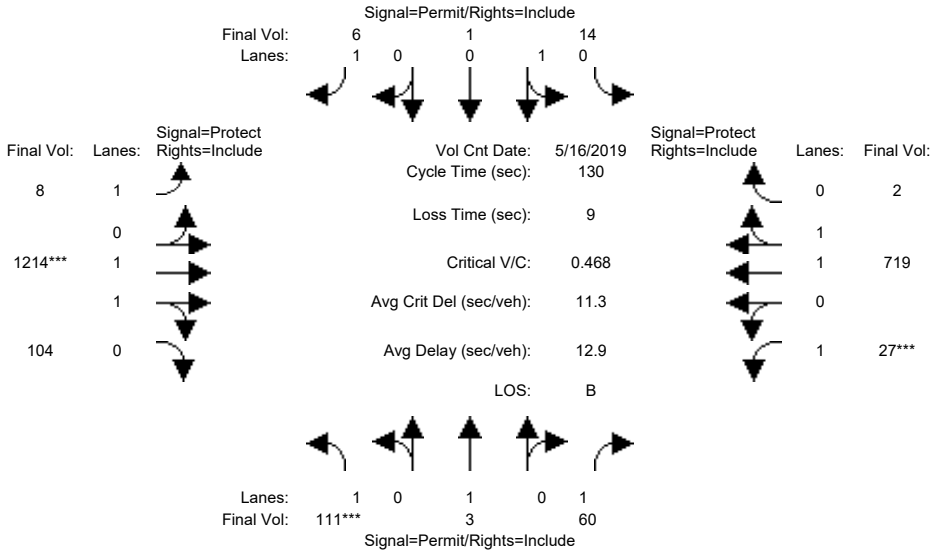
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #139: (26) 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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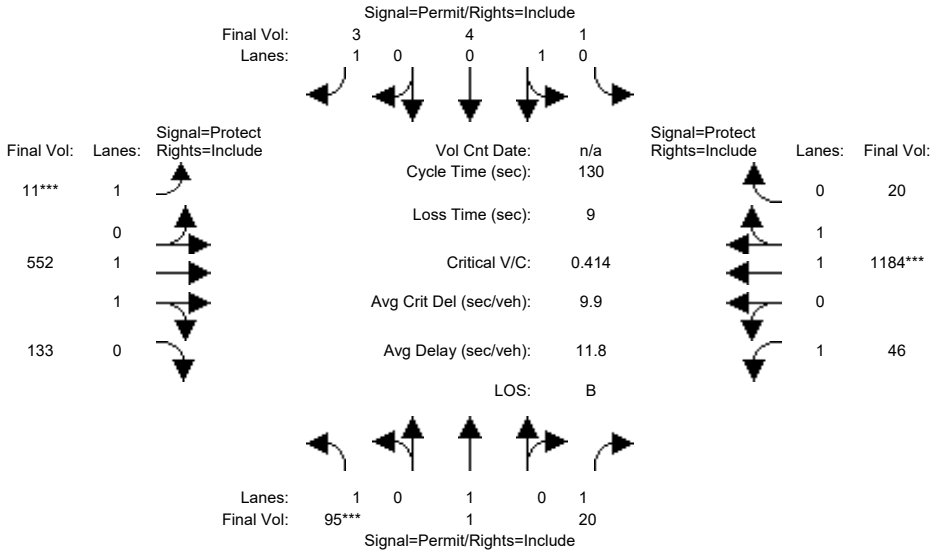
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #139: (26) 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 | 519 | 125 | 43 | 1113 | 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 | 519 | 125 | 43 | 1113 | 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 | 519 | 125 | 43 | 1113 | 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 | 552 | 133 | 46 | 1184 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 95 | 1 | 20 | 1 | 4 | 3 | 11 | 552 | 133 | 46 | 1184 | 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 | 552 | 133 | 46 | 1184 | 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 | 1.60 | 0.40 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 1750 | 1900 | 1750 | 360 | 1440 | 1750 | 1750 | 2981 | 718 | 1750 | 3638 | 62 |
| 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 | 0.33 | 0.33 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 16.2 | 16.2 | 16.2 | 16.2 | 16.2 | 16.2 | 7.0 | 81.2 | 81.2 | 23.6 | 97.8 | 97.8 |
| Volume/Cap: | 0.43 | 0.00 | 0.09 | 0.02 | 0.02 | 0.01 | 0.11 | 0.30 | 0.30 | 0.14 | 0.43 | 0.43 |
| Delay/Veh: | 54.0 | 49.8 | 50.5 | 50.0 | 50.0 | 49.9 | 59.1 | 11.3 | 11.3 | 44.9 | 6.0 | 6.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.0 | 49.8 | 50.5 | 50.0 | 50.0 | 49.9 | 59.1 | 11.3 | 11.3 | 44.9 | 6.0 | 6.0 |
| LOS by Move: | D | D | D | D | D | D | E | B | B | D | A | A |
| HCM2k95thQ: | 8 | 0 | 2 | 0 | 0 | 0 | 1 | 12 | 12 | 3 | 17 | 17 |

Note: Queue reported is the number of cars per lane.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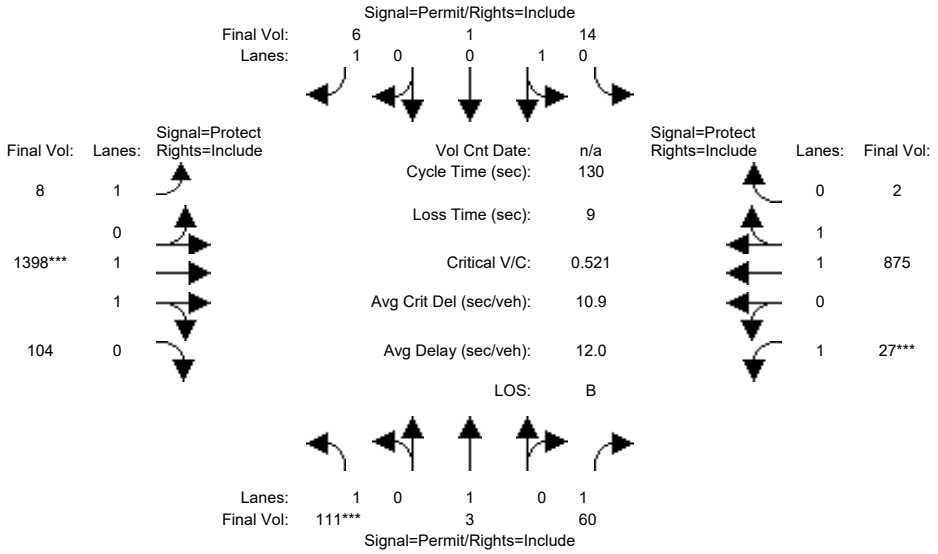
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #139: (26) 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 | 1356 | 101 | 26 | 849 | 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 | 1356 | 101 | 26 | 849 | 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 | 1356 | 101 | 26 | 849 | 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 | 1398 | 104 | 27 | 875 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 111 | 3 | 60 | 14 | 1 | 6 | 8 | 1398 | 104 | 27 | 875 | 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 | 1398 | 104 | 27 | 875 | 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 | 1.86 | 0.14 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 1750 | 1900 | 1750 | 1680 | 120 | 1750 | 1750 | 3443 | 256 | 1750 | 3691 | 9 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.00 | 0.03 | 0.01 | 0.01 | 0.00 | 0.00 | 0.41 | 0.41 | 0.02 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 15.4 | 15.4 | 15.4 | 15.4 | 15.4 | 15.4 | 19.5 | 98.6 | 98.6 | 7.0 | 86.0 | 86.0 |
| Volume/Cap: | 0.54 | 0.01 | 0.29 | 0.07 | 0.07 | 0.03 | 0.03 | 0.54 | 0.54 | 0.28 | 0.36 | 0.36 |
| Delay/Veh: | 56.6 | 50.6 | 53.0 | 51.1 | 51.1 | 50.7 | 47.2 | 6.6 | 6.6 | 60.8 | 9.8 | 9.8 |
| 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: | 56.6 | 50.6 | 53.0 | 51.1 | 51.1 | 50.7 | 47.2 | 6.6 | 6.6 | 60.8 | 9.8 | 9.8 |
| LOS by Move: | E | D | D | D | D | D | D | A | A | E | A | A |
| HCM2k95thQ: | 10 | 0 | 5 | 1 | 1 | 1 | 1 | 22 | 22 | 2 | 15 | 15 |

Note: Queue reported is the number of cars per lane.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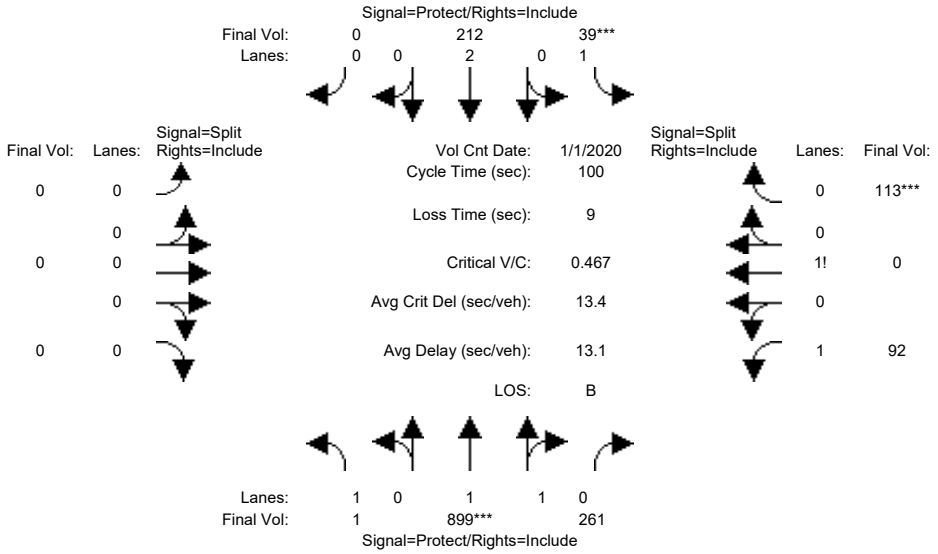
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #530: (40) LAFAYETTE / CALLE DE LUNA




| 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 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| Y+R: | 0.0 | 5.0 | 6.4 | 5.4 | 6.4 | 0.0 | 4.0 | 4.0 | 4.0 | 5.1 | 0.0 | 5.1 |
| Volume Module: >> Count Date: 1 Jan 2020 << | | | | | | | | | | | | |
| Base Vol: | 1 | 899 | 261 | 39 | 212 | 0 | 0 | 0 | 0 | 92 | 0 | 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: | 1 | 899 | 261 | 39 | 212 | 0 | 0 | 0 | 0 | 92 | 0 | 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: | 1 | 899 | 261 | 39 | 212 | 0 | 0 | 0 | 0 | 92 | 0 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 899 | 261 | 39 | 212 | 0 | 0 | 0 | 0 | 92 | 0 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 899 | 261 | 39 | 212 | 0 | 0 | 0 | 0 | 92 | 0 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 899 | 261 | 39 | 212 | 0 | 0 | 0 | 0 | 92 | 0 | 113 |
| Saturation 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 | 1.00 | 0.95 |
| Lanes: | 1.00 | 1.54 | 0.46 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.30 | 0.00 | 0.70 |
| Final Sat.: | 1750 | 2867 | 832 | 1750 | 3800 | 0 | 0 | 0 | 0 | 2266 | 0 | 1269 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.31 | 0.31 | 0.02 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.09 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green Time: | 20.6 | 67.2 | 67.2 | 4.8 | 51.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19.1 | 0.0 | 19.1 |
| Volume/Cap: | 0.00 | 0.47 | 0.47 | 0.47 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.47 |
| Delay/Veh: | 31.6 | 8.0 | 8.0 | 50.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 34.2 | 0.0 | 36.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.6 | 8.0 | 8.0 | 50.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 34.2 | 0.0 | 36.7 |
| LOS by Move: | C | A | A | D | B | A | A | A | A | C | A | D |
| HCM2k95thQ: | 0 | 16 | 16 | 4 | 3 | 0 | 0 | 0 | 0 | 4 | 0 | 10 |

Note: Queue reported is the number of cars per lane.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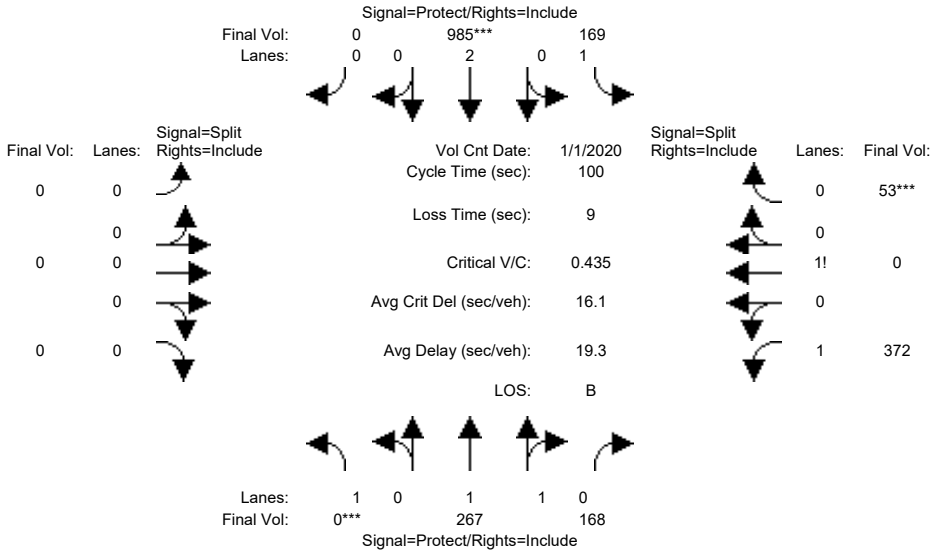
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #530: (40) LAFAYETTE / CALLE DE LUNA




| 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 | 0 | 0 | | 0 | 0 | 8 | | 0 | 8 |
| Y+R: | 0.0 | | 5.0 | 6.4 | 5.4 | | 6.4 | 0.0 | 4.0 | | 4.0 | 4.0 | 5.1 | | 0.0 | 5.1 |
| Volume Module: >> Count Date: 1 Jan 2020 << | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 267 | 168 | | 169 | 985 | | 0 | 0 | | 0 | 0 | 372 | | 0 | 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: | 0 | 267 | 168 | | 169 | 985 | | 0 | 0 | | 0 | 0 | 372 | | 0 | 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: | 0 | 267 | 168 | | 169 | 985 | | 0 | 0 | | 0 | 0 | 372 | | 0 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 0 | 267 | 168 | | 169 | 985 | | 0 | 0 | | 0 | 0 | 372 | | 0 | 53 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | 267 | 168 | | 169 | 985 | | 0 | 0 | | 0 | 0 | 372 | | 0 | 53 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| FinalVolume: | 0 | 267 | 168 | | 169 | 985 | | 0 | 0 | | 0 | 0 | 372 | | 0 | 53 |
| 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 | 0.92 | | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.21 | 0.79 | | 1.00 | 2.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 1.78 | | 0.00 | 0.22 |
| Final Sat.: | 1750 | 2270 | 1428 | | 1750 | 3800 | | 0 | 0 | | 0 | 0 | 3112 | | 0 | 388 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.12 | 0.12 | | 0.10 | 0.26 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.12 | | 0.00 | 0.14 |
| Crit Moves: | **** | | | | | **** | | | | | | | | | | **** |
| Green Time: | 0.0 | 32.7 | 32.7 | | 26.9 | 59.6 | | 0.0 | 0.0 | | 0.0 | 0.0 | 31.4 | | 0.0 | 31.4 |
| Volume/Cap: | 0.00 | 0.36 | 0.36 | | 0.36 | 0.43 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.38 | | 0.00 | 0.43 |
| Delay/Veh: | 0.0 | 25.8 | 25.8 | | 30.1 | 11.2 | | 0.0 | 0.0 | | 0.0 | 0.0 | 26.9 | | 0.0 | 27.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 25.8 | 25.8 | | 30.1 | 11.2 | | 0.0 | 0.0 | | 0.0 | 0.0 | 26.9 | | 0.0 | 27.6 |
| LOS by Move: | A | C | C | | C | B | | A | A | | A | A | C | | A | C |
| HCM2k95thQ: | 0 | 10 | 10 | | 9 | 15 | | 0 | 0 | | 0 | 0 | 11 | | 0 | 12 |

Note: Queue reported is the number of cars per lane.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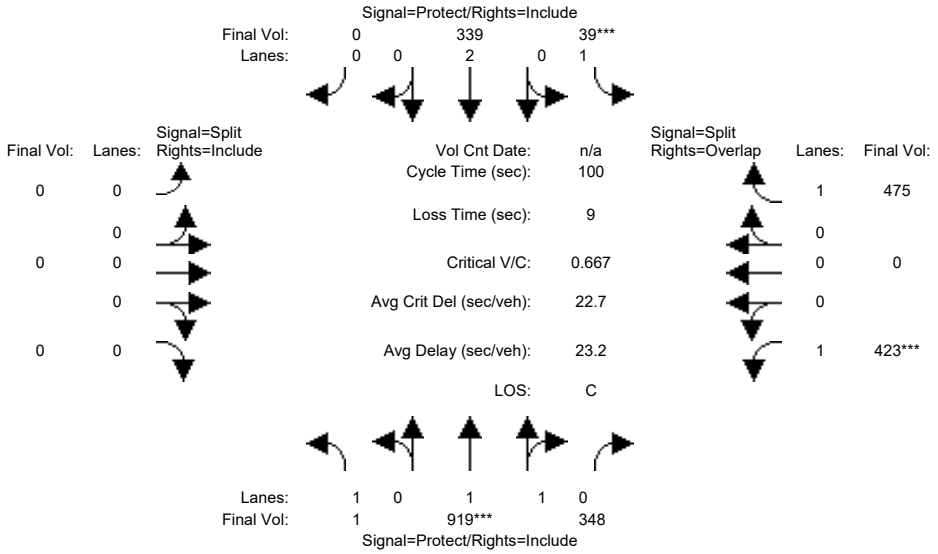
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #530: (40) LAFAYETTE / CALLE DE LUNA




| 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 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| Y+R: | 0.0 | 5.0 | 6.4 | 5.4 | 6.4 | 0.0 | 4.0 | 4.0 | 4.0 | 5.1 | 0.0 | 5.1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1 | 919 | 348 | 39 | 339 | 0 | 0 | 0 | 0 | 423 | 0 | 475 |
| Growth Adj: | 1.00 | 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 | 919 | 348 | 39 | 339 | 0 | 0 | 0 | 0 | 423 | 0 | 475 |
| Added Vol: | 0 | 0 | 0 | 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 | 919 | 348 | 39 | 339 | 0 | 0 | 0 | 0 | 423 | 0 | 475 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 919 | 348 | 39 | 339 | 0 | 0 | 0 | 0 | 423 | 0 | 475 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 919 | 348 | 39 | 339 | 0 | 0 | 0 | 0 | 423 | 0 | 475 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 919 | 348 | 39 | 339 | 0 | 0 | 0 | 0 | 423 | 0 | 475 |
| Saturation 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 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.44 | 0.56 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 1750 | 2683 | 1016 | 1750 | 3800 | 0 | 0 | 0 | 0 | 1750 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.34 | 0.02 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.27 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green Time: | 15.7 | 51.0 | 51.0 | 4.0 | 39.3 | 0.0 | 0.0 | 0.0 | 0.0 | 36.0 | 0.0 | 40.0 |
| Volume/Cap: | 0.00 | 0.67 | 0.67 | 0.56 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.67 | 0.00 | 0.68 |
| Delay/Veh: | 35.5 | 19.2 | 19.2 | 56.7 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 29.8 | 0.0 | 27.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.5 | 19.2 | 19.2 | 56.7 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 29.8 | 0.0 | 27.4 |
| LOS by Move: | D | B | B | E | C | A | A | A | A | C | A | C |
| HCM2k95thQ: | 0 | 26 | 26 | 4 | 7 | 0 | 0 | 0 | 0 | 23 | 0 | 25 |

Note: Queue reported is the number of cars per lane.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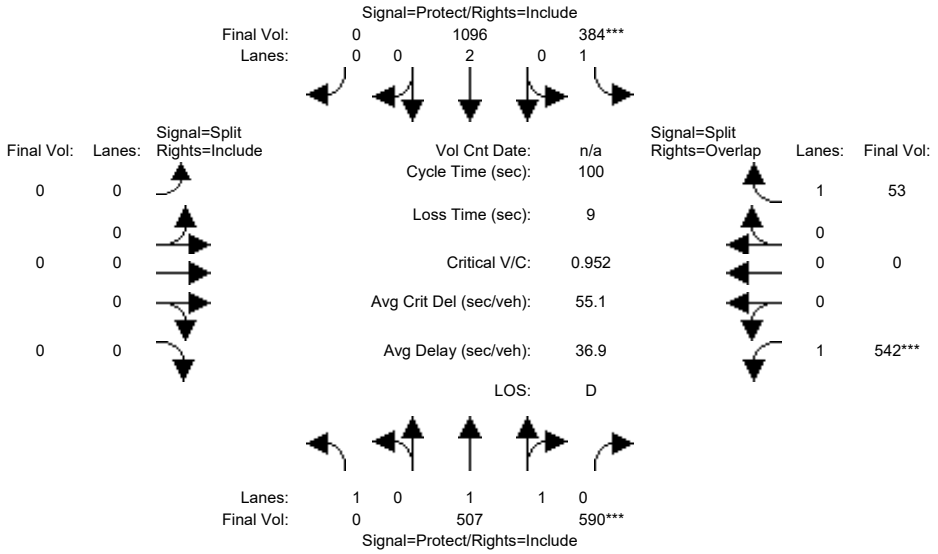
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #530: (40) LAFAYETTE / CALLE DE LUNA




| 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 | 0 | 0 | | 0 | 0 | 8 | | 0 | 8 |
| Y+R: | 0.0 | | 5.0 | 6.4 | 5.4 | | 6.4 | 0.0 | 4.0 | | 4.0 | 4.0 | 5.1 | | 0.0 | 5.1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 507 | 590 | 384 | | 1096 | 0 | 0 | | 0 | 0 | 542 | | 0 | 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: | 0 | | 507 | 590 | 384 | | 1096 | 0 | 0 | | 0 | 0 | 542 | | 0 | 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: | 0 | | 507 | 590 | 384 | | 1096 | 0 | 0 | | 0 | 0 | 542 | | 0 | 53 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 0 | | 507 | 590 | 384 | | 1096 | 0 | 0 | | 0 | 0 | 542 | | 0 | 53 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | | 507 | 590 | 384 | | 1096 | 0 | 0 | | 0 | 0 | 542 | | 0 | 53 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| FinalVolume: | 0 | | 507 | 590 | 384 | | 1096 | 0 | 0 | | 0 | 0 | 542 | | 0 | 53 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 |
| Adjustment: | 0.92 | | 1.00 | 0.92 | 0.92 | | 1.00 | 0.92 | 0.92 | | 1.00 | 0.92 | 0.92 | | 1.00 | 0.92 |
| Lanes: | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 1.00 | | 0.00 | 1.00 |
| Final Sat.: | 1750 | | 1900 | 1750 | 1750 | | 3800 | 0 | 0 | | 0 | 0 | 1750 | | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.27 | 0.34 | 0.22 | | 0.29 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.31 | | 0.00 | 0.03 |
| Crit Moves: | | | | **** | **** | | | | | | | | **** | | | |
| Green Time: | 0.0 | | 35.4 | 35.4 | 23.1 | | 58.5 | 0.0 | 0.0 | | 0.0 | 0.0 | 32.5 | | 0.0 | 55.6 |
| Volume/Cap: | 0.00 | | 0.75 | 0.95 | 0.95 | | 0.49 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.95 | | 0.00 | 0.05 |
| Delay/Veh: | 0.0 | | 30.7 | 47.8 | 70.5 | | 12.3 | 0.0 | 0.0 | | 0.0 | 0.0 | 59.1 | | 0.0 | 10.2 |
| User DelAdj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | | 30.7 | 47.8 | 70.5 | | 12.3 | 0.0 | 0.0 | | 0.0 | 0.0 | 59.1 | | 0.0 | 10.2 |
| LOS by Move: | A | | C | D | E | | B | A | A | | A | A | E | | A | B |
| HCM2k95thQ: | 0 | | 25 | 38 | 30 | | 18 | 0 | 0 | | 0 | 0 | 38 | | 0 | 2 |

Note: Queue reported is the number of cars per lane.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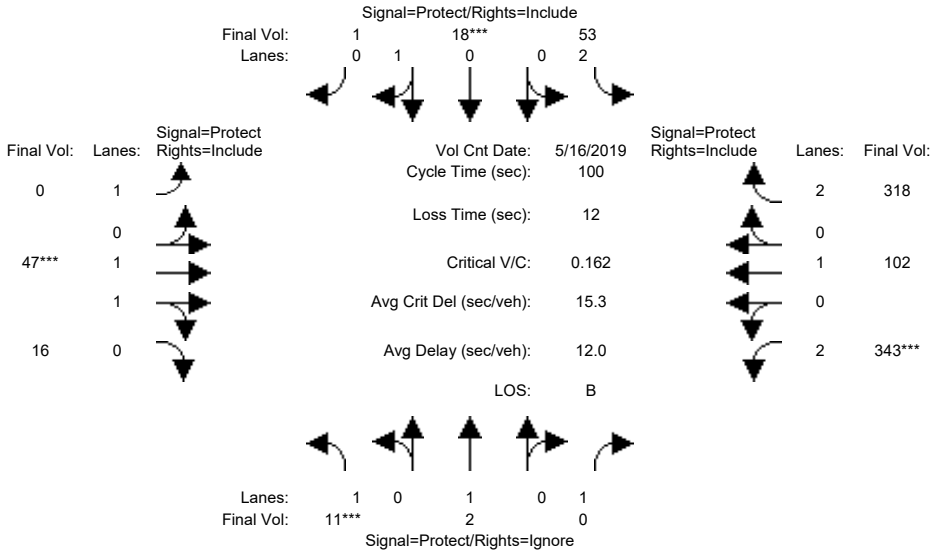
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd




| Street Name: | Mission College Blvd Loop | | | | | | 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: | 8 | 8 | 8 | 8 | 8 | 8 | 10 | 10 | 10 | 15 | 10 | 10 |
| Y+R: | 4.6 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 5.6 | 5.6 | 5.6 | 5.5 | 5.5 | 5.5 |
| Volume Module: >> Count Date: 16 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 10 | 2 | 88 | 48 | 16 | 1 | 0 | 42 | 14 | 309 | 92 | 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: | 10 | 2 | 88 | 48 | 16 | 1 | 0 | 42 | 14 | 309 | 92 | 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: | 10 | 2 | 88 | 48 | 16 | 1 | 0 | 42 | 14 | 309 | 92 | 286 |
| 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: | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 11 | 2 | 0 | 53 | 18 | 1 | 0 | 47 | 16 | 343 | 102 | 318 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 11 | 2 | 0 | 53 | 18 | 1 | 0 | 47 | 16 | 343 | 102 | 318 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 11 | 2 | 0 | 53 | 18 | 1 | 0 | 47 | 16 | 343 | 102 | 318 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 1.00 | 0.83 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.94 | 0.06 | 1.00 | 1.49 | 0.51 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1694 | 106 | 1750 | 2774 | 925 | 3150 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.00 | 0.02 | 0.01 | 0.01 | 0.00 | 0.02 | 0.02 | 0.11 | 0.05 | 0.10 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.0 | 8.0 | 0.0 | 8.0 | 8.0 | 8.0 | 0.0 | 10.0 | 10.0 | 62.0 | 72.0 | 72.0 |
| Volume/Cap: | 0.08 | 0.01 | 0.00 | 0.21 | 0.13 | 0.13 | 0.00 | 0.17 | 0.17 | 0.18 | 0.07 | 0.14 |
| Delay/Veh: | 42.8 | 42.4 | 0.0 | 43.5 | 43.2 | 43.2 | 0.0 | 41.4 | 41.4 | 8.1 | 4.2 | 4.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.8 | 42.4 | 0.0 | 43.5 | 43.2 | 43.2 | 0.0 | 41.4 | 41.4 | 8.1 | 4.2 | 4.4 |
| LOS by Move: | D | D | A | D | D | D | A | D | D | A | A | A |
| HCM2k95thQ: | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 2 | 5 | 2 | 4 |

Note: Queue reported is the number of cars per lane.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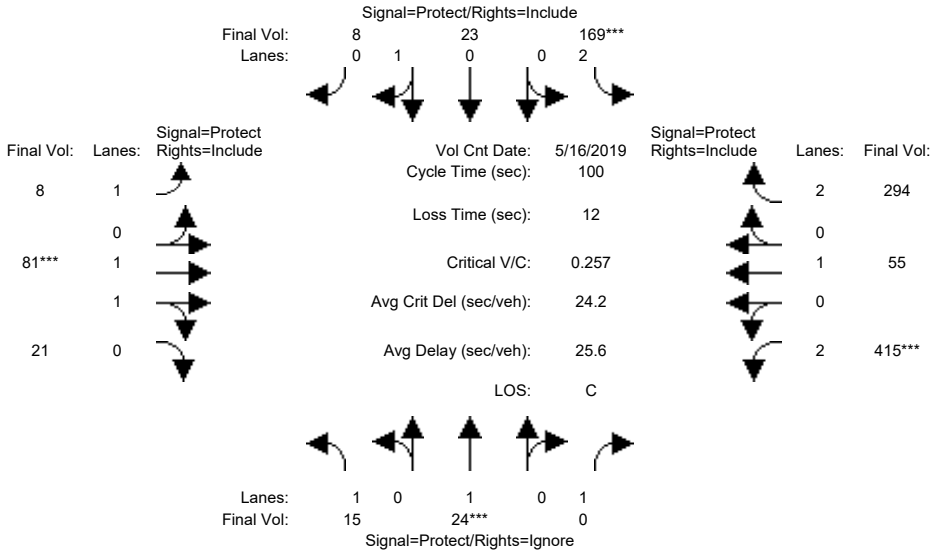
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd




| Street Name: | Mission College Blvd Loop | | | | | | 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: | 8 | 8 | 8 | 8 | 8 | 8 | 10 | 10 | 10 | 15 | 10 | 10 |
| Y+R: | 4.6 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 5.6 | 5.6 | 5.6 | 5.5 | 5.5 | 5.5 |
| Volume Module: >> Count Date: 16 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 14 | 23 | 555 | 161 | 22 | 8 | 8 | 77 | 20 | 394 | 52 | 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: | 14 | 23 | 555 | 161 | 22 | 8 | 8 | 77 | 20 | 394 | 52 | 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: | 14 | 23 | 555 | 161 | 22 | 8 | 8 | 77 | 20 | 394 | 52 | 279 |
| 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: | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 15 | 24 | 0 | 169 | 23 | 8 | 8 | 81 | 21 | 415 | 55 | 294 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 24 | 0 | 169 | 23 | 8 | 8 | 81 | 21 | 415 | 55 | 294 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 15 | 24 | 0 | 169 | 23 | 8 | 8 | 81 | 21 | 415 | 55 | 294 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 1.00 | 0.83 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.73 | 0.27 | 1.00 | 1.58 | 0.42 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1320 | 480 | 1750 | 2937 | 763 | 3150 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.05 | 0.02 | 0.02 | 0.00 | 0.03 | 0.03 | 0.13 | 0.03 | 0.09 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 14.1 | 8.0 | 0.0 | 20.2 | 14.1 | 14.1 | 29.9 | 10.4 | 10.4 | 49.4 | 29.9 | 29.9 |
| Volume/Cap: | 0.06 | 0.16 | 0.00 | 0.27 | 0.12 | 0.12 | 0.02 | 0.27 | 0.27 | 0.27 | 0.10 | 0.31 |
| Delay/Veh: | 37.3 | 43.4 | 0.0 | 33.9 | 37.8 | 37.8 | 24.7 | 41.7 | 41.7 | 14.8 | 25.4 | 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: | 37.3 | 43.4 | 0.0 | 33.9 | 37.8 | 37.8 | 24.7 | 41.7 | 41.7 | 14.8 | 25.4 | 27.3 |
| LOS by Move: | D | D | A | C | D | D | C | D | D | B | C | C |
| HCM2k95thQ: | 1 | 2 | 0 | 6 | 2 | 2 | 0 | 3 | 3 | 8 | 2 | 8 |

Note: Queue reported is the number of cars per lane.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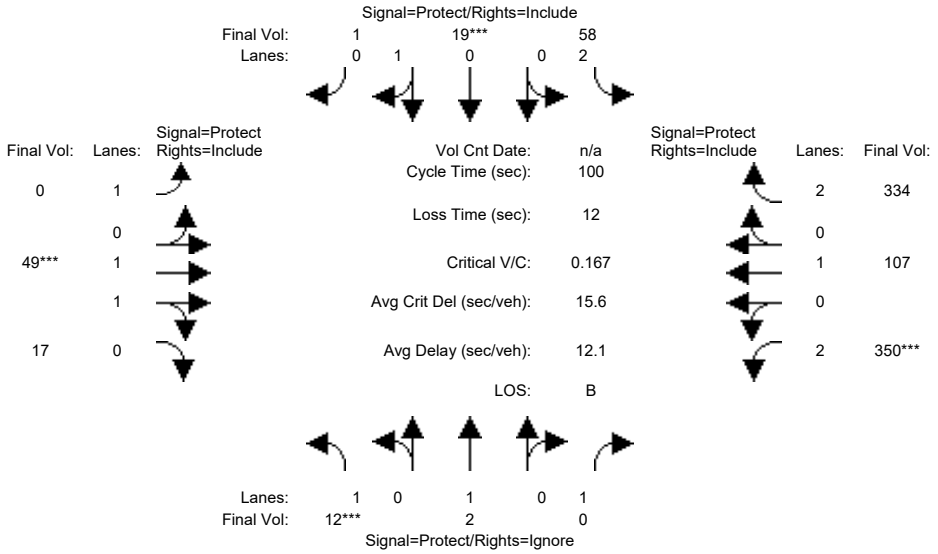
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd




| Street Name: | Mission College Blvd Loop | | | | | | 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: | 8 | 8 | 8 | 8 | 8 | 8 | 10 | 10 | 10 | 15 | 10 | 10 |
| Y+R: | 4.6 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 5.6 | 5.6 | 5.6 | 5.5 | 5.5 | 5.5 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 11 | 2 | 115 | 52 | 17 | 1 | 0 | 44 | 15 | 315 | 96 | 301 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 11 | 2 | 115 | 52 | 17 | 1 | 0 | 44 | 15 | 315 | 96 | 301 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 11 | 2 | 115 | 52 | 17 | 1 | 0 | 44 | 15 | 315 | 96 | 301 |
| 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: | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 12 | 2 | 0 | 58 | 19 | 1 | 0 | 49 | 17 | 350 | 107 | 334 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 2 | 0 | 58 | 19 | 1 | 0 | 49 | 17 | 350 | 107 | 334 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 12 | 2 | 0 | 58 | 19 | 1 | 0 | 49 | 17 | 350 | 107 | 334 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 1.00 | 0.83 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.94 | 0.06 | 1.00 | 1.48 | 0.52 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1700 | 100 | 1750 | 2759 | 940 | 3150 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.00 | 0.02 | 0.01 | 0.01 | 0.00 | 0.02 | 0.02 | 0.11 | 0.06 | 0.11 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.0 | 8.0 | 0.0 | 8.0 | 8.0 | 8.0 | 0.0 | 10.0 | 10.0 | 62.0 | 72.0 | 72.0 |
| Volume/Cap: | 0.09 | 0.01 | 0.00 | 0.23 | 0.14 | 0.14 | 0.00 | 0.18 | 0.18 | 0.18 | 0.08 | 0.15 |
| Delay/Veh: | 42.9 | 42.4 | 0.0 | 43.6 | 43.2 | 43.2 | 0.0 | 41.5 | 41.5 | 8.2 | 4.2 | 4.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.9 | 42.4 | 0.0 | 43.6 | 43.2 | 43.2 | 0.0 | 41.5 | 41.5 | 8.2 | 4.2 | 4.4 |
| LOS by Move: | D | D | A | D | D | D | A | D | D | A | A | A |
| HCM2k95thQ: | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 2 | 5 | 2 | 4 |

Note: Queue reported is the number of cars per lane.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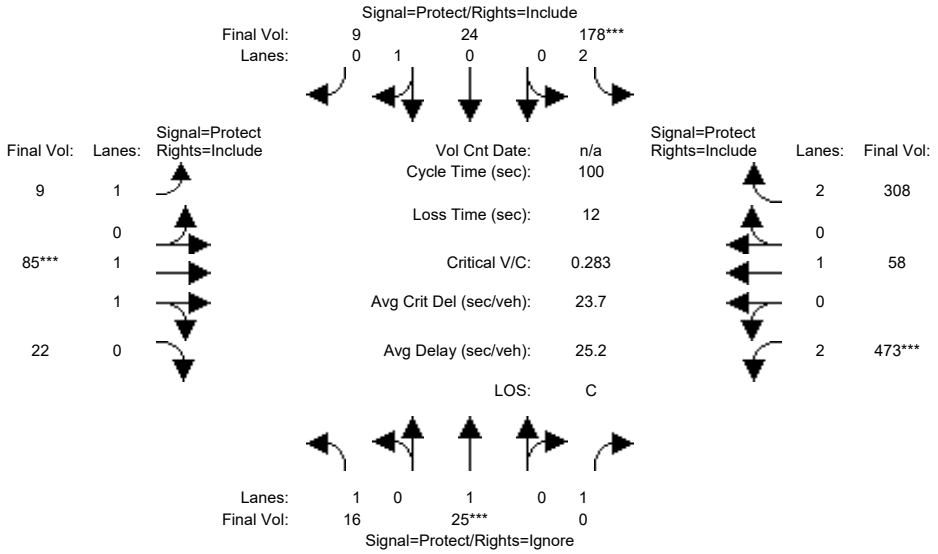
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd




| Street Name: | Mission College Blvd Loop | | | | | | 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: | 8 | 8 | 8 | 8 | 8 | 8 | 10 | 10 | 10 | 15 | 10 | 10 |
| Y+R: | 4.6 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 5.6 | 5.6 | 5.6 | 5.5 | 5.5 | 5.5 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 15 | 24 | 601 | 169 | 23 | 9 | 9 | 81 | 21 | 449 | 55 | 293 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 15 | 24 | 601 | 169 | 23 | 9 | 9 | 81 | 21 | 449 | 55 | 293 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 15 | 24 | 601 | 169 | 23 | 9 | 9 | 81 | 21 | 449 | 55 | 293 |
| 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: | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 16 | 25 | 0 | 178 | 24 | 9 | 9 | 85 | 22 | 473 | 58 | 308 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 16 | 25 | 0 | 178 | 24 | 9 | 9 | 85 | 22 | 473 | 58 | 308 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 16 | 25 | 0 | 178 | 24 | 9 | 9 | 85 | 22 | 473 | 58 | 308 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 1.00 | 0.83 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.72 | 0.28 | 1.00 | 1.58 | 0.42 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1294 | 506 | 1750 | 2938 | 762 | 3150 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.06 | 0.02 | 0.02 | 0.01 | 0.03 | 0.03 | 0.15 | 0.03 | 0.10 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 13.6 | 8.0 | 0.0 | 19.1 | 13.6 | 13.6 | 30.4 | 10.0 | 10.0 | 50.9 | 30.4 | 30.4 |
| Volume/Cap: | 0.07 | 0.17 | 0.00 | 0.30 | 0.14 | 0.14 | 0.02 | 0.29 | 0.29 | 0.30 | 0.10 | 0.32 |
| Delay/Veh: | 37.8 | 43.4 | 0.0 | 34.9 | 38.3 | 38.3 | 24.3 | 42.1 | 42.1 | 14.3 | 25.0 | 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: | 37.8 | 43.4 | 0.0 | 34.9 | 38.3 | 38.3 | 24.3 | 42.1 | 42.1 | 14.3 | 25.0 | 27.0 |
| LOS by Move: | D | D | A | C | D | D | C | D | D | B | C | C |
| HCM2k95thQ: | 1 | 2 | 0 | 6 | 2 | 2 | 0 | 4 | 4 | 10 | 2 | 8 |

Note: Queue reported is the number of cars per lane.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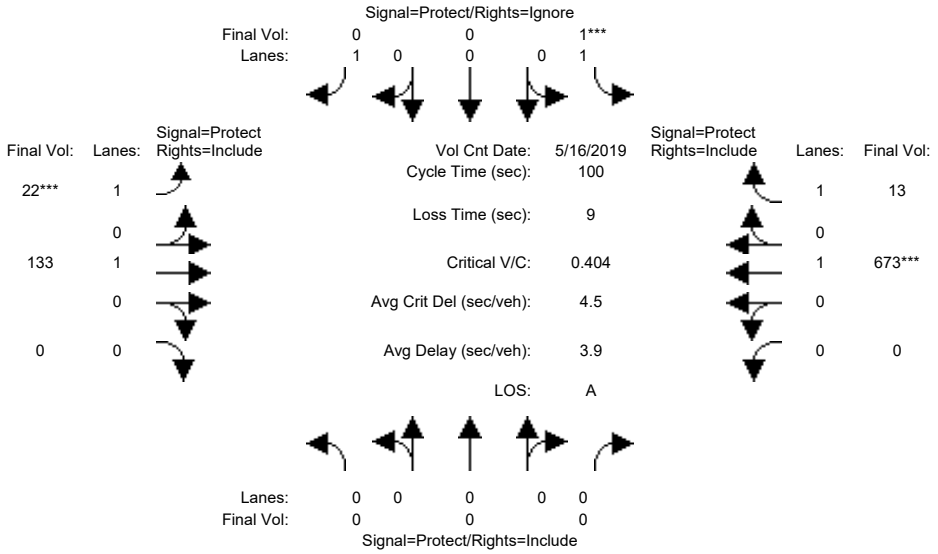
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #580: (29) Great America Emp Entr and Agnew Rd




| Street Name: | Great America Emp Entr | | | | | | Agnew 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: | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 15 | 0 | 0 | 5 | 5 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.5 | 0.0 | 0.0 | 4.5 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| Volume Module: >> Count Date: 16 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 1 | 0 | 9 | 21 | 125 | 0 | 0 | 633 | 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: | 0 | 0 | 0 | 1 | 0 | 9 | 21 | 125 | 0 | 0 | 633 | 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: | 0 | 0 | 0 | 1 | 0 | 9 | 21 | 125 | 0 | 0 | 633 | 12 |
| 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 1 | 0 | 0 | 22 | 133 | 0 | 0 | 673 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 1 | 0 | 0 | 22 | 133 | 0 | 0 | 673 | 13 |
| 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: | 0 | 0 | 0 | 1 | 0 | 0 | 22 | 133 | 0 | 0 | 673 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.07 | 0.00 | 0.00 | 0.35 | 0.01 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 5.0 | 86.0 | 0.0 | 0.0 | 81.0 | 81.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.26 | 0.08 | 0.00 | 0.00 | 0.44 | 0.01 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 45.2 | 0.0 | 0.0 | 47.3 | 1.1 | 0.0 | 0.0 | 3.0 | 1.8 |
| 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 | 45.2 | 0.0 | 0.0 | 47.3 | 1.1 | 0.0 | 0.0 | 3.0 | 1.8 |
| LOS by Move: | A | A | A | D | A | A | D | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 12 | 0 |

Note: Queue reported is the number of cars per lane.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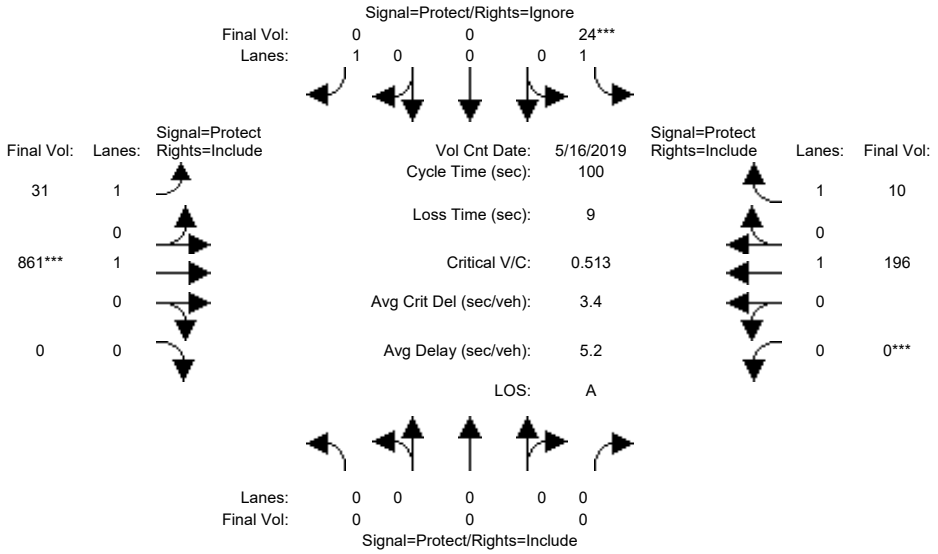
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #580: (29) Great America Emp Entr and Agnew Rd




| Street Name: | Great America Emp Entr | | | | | | Agnew 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: | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 15 | 0 | 0 | 5 | 5 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.5 | 0.0 | 0.0 | 4.5 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| Volume Module: >> Count Date: 16 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 22 | 0 | 51 | 28 | 775 | 0 | 0 | 176 | 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 | 22 | 0 | 51 | 28 | 775 | 0 | 0 | 176 | 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 | 22 | 0 | 51 | 28 | 775 | 0 | 0 | 176 | 9 |
| 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 0 | 0 | 24 | 0 | 0 | 31 | 861 | 0 | 0 | 196 | 10 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 24 | 0 | 0 | 31 | 861 | 0 | 0 | 196 | 10 |
| 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: | 0 | 0 | 0 | 24 | 0 | 0 | 31 | 861 | 0 | 0 | 196 | 10 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.02 | 0.45 | 0.00 | 0.00 | 0.10 | 0.01 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 28.1 | 86.0 | 0.0 | 0.0 | 57.9 | 57.9 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.28 | 0.00 | 0.00 | 0.06 | 0.53 | 0.00 | 0.00 | 0.18 | 0.01 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 47.5 | 0.0 | 0.0 | 26.4 | 2.1 | 0.0 | 0.0 | 10.0 | 8.9 |
| 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 | 47.5 | 0.0 | 0.0 | 26.4 | 2.1 | 0.0 | 0.0 | 10.0 | 8.9 |
| LOS by Move: | A | A | A | D | A | A | C | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 14 | 0 | 0 | 5 | 0 |

Note: Queue reported is the number of cars per lane.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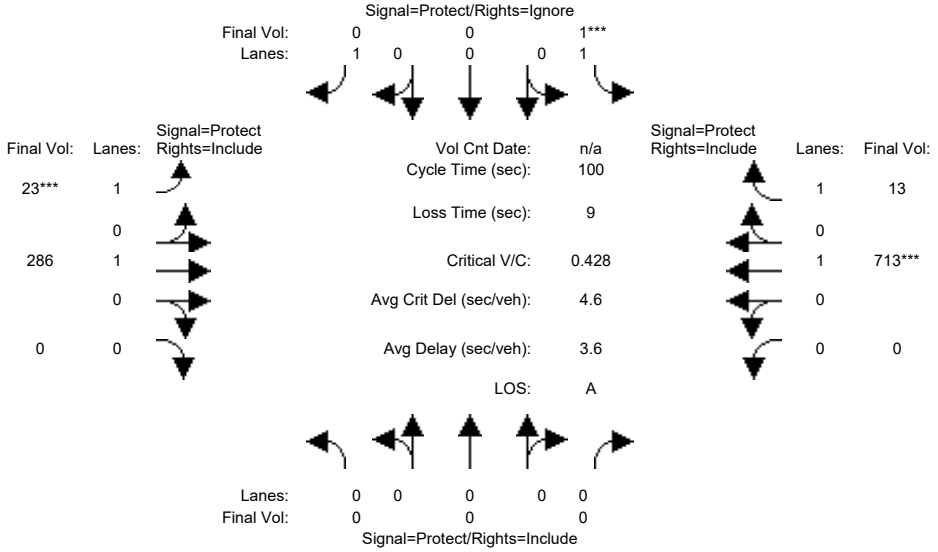
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #580: (29) Great America Emp Entr and Agnew Rd




| Street Name: | Great America Emp Entr | | | | | | Agnew 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: | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 15 | 0 | 0 | 5 | 5 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.5 | 0.0 | 0.0 | 4.5 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 1 | 0 | 9 | 22 | 269 | 0 | 0 | 670 | 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: | 0 | 0 | 0 | 1 | 0 | 9 | 22 | 269 | 0 | 0 | 670 | 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: | 0 | 0 | 0 | 1 | 0 | 9 | 22 | 269 | 0 | 0 | 670 | 12 |
| 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 1 | 0 | 0 | 23 | 286 | 0 | 0 | 713 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 1 | 0 | 0 | 23 | 286 | 0 | 0 | 713 | 13 |
| 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: | 0 | 0 | 0 | 1 | 0 | 0 | 23 | 286 | 0 | 0 | 713 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.15 | 0.00 | 0.00 | 0.38 | 0.01 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 5.0 | 86.0 | 0.0 | 0.0 | 81.0 | 81.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.27 | 0.18 | 0.00 | 0.00 | 0.46 | 0.01 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 45.2 | 0.0 | 0.0 | 47.4 | 1.2 | 0.0 | 0.0 | 3.1 | 1.8 |
| 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 | 45.2 | 0.0 | 0.0 | 47.4 | 1.2 | 0.0 | 0.0 | 3.1 | 1.8 |
| LOS by Move: | A | A | A | D | A | A | D | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 12 | 0 |

Note: Queue reported is the number of cars per lane.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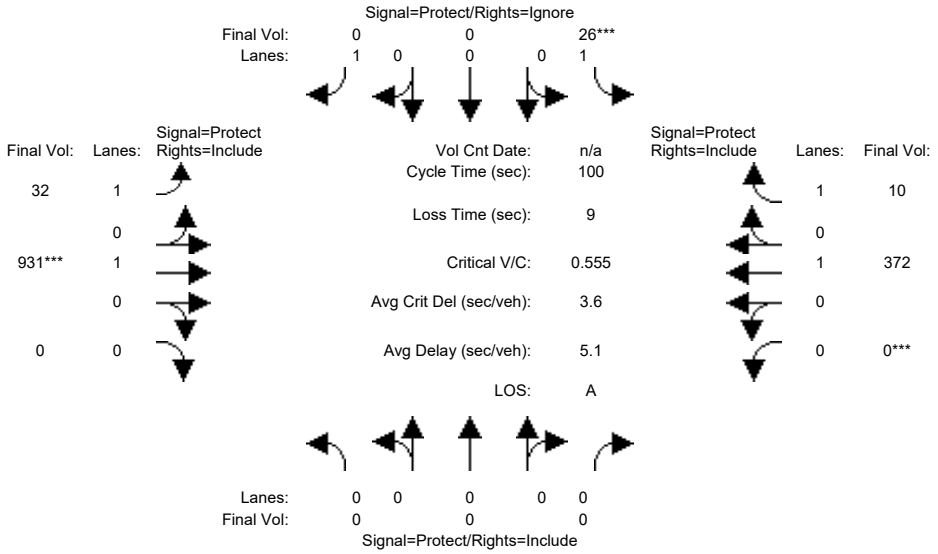
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #580: (29) Great America Emp Entr and Agnew Rd




| Street Name: | Great America Emp Entr | | | | | | Agnew 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: | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 15 | 0 | 0 | 5 | 5 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.5 | 0.0 | 0.0 | 4.5 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 23 | 0 | 53 | 29 | 838 | 0 | 0 | 335 | 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 | 23 | 0 | 53 | 29 | 838 | 0 | 0 | 335 | 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 | 23 | 0 | 53 | 29 | 838 | 0 | 0 | 335 | 9 |
| 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 0 | 0 | 26 | 0 | 0 | 32 | 931 | 0 | 0 | 372 | 10 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 26 | 0 | 0 | 32 | 931 | 0 | 0 | 372 | 10 |
| 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: | 0 | 0 | 0 | 26 | 0 | 0 | 32 | 931 | 0 | 0 | 372 | 10 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.02 | 0.49 | 0.00 | 0.00 | 0.20 | 0.01 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 17.5 | 86.0 | 0.0 | 0.0 | 68.5 | 68.5 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 | 0.11 | 0.57 | 0.00 | 0.00 | 0.29 | 0.01 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 47.7 | 0.0 | 0.0 | 34.8 | 2.4 | 0.0 | 0.0 | 6.3 | 5.0 |
| User DelAdj: | 1.00 | 1.00 | 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 | 47.7 | 0.0 | 0.0 | 34.8 | 2.4 | 0.0 | 0.0 | 6.3 | 5.0 |
| LOS by Move: | A | A | A | D | A | A | C | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 16 | 0 | 0 | 8 | 0 |

Note: Queue reported is the number of cars per lane.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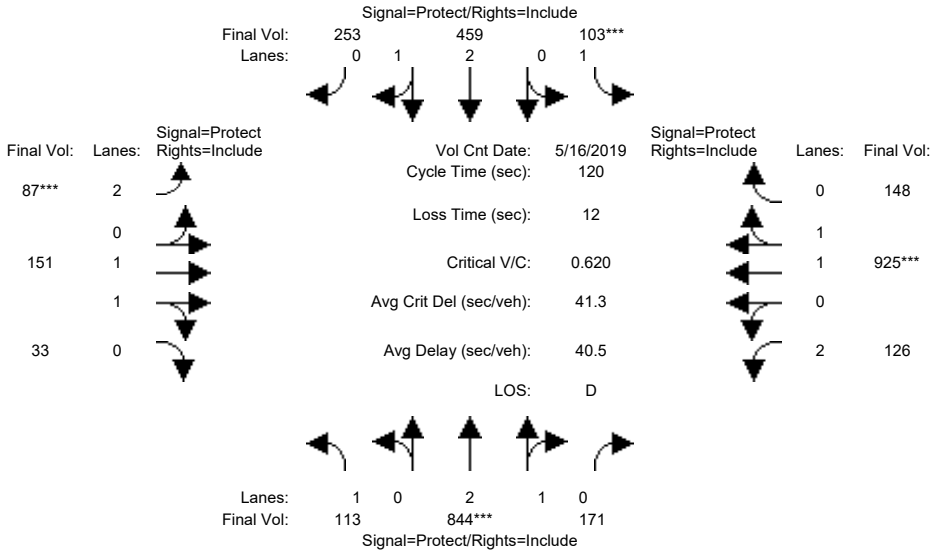
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #1200: (22) 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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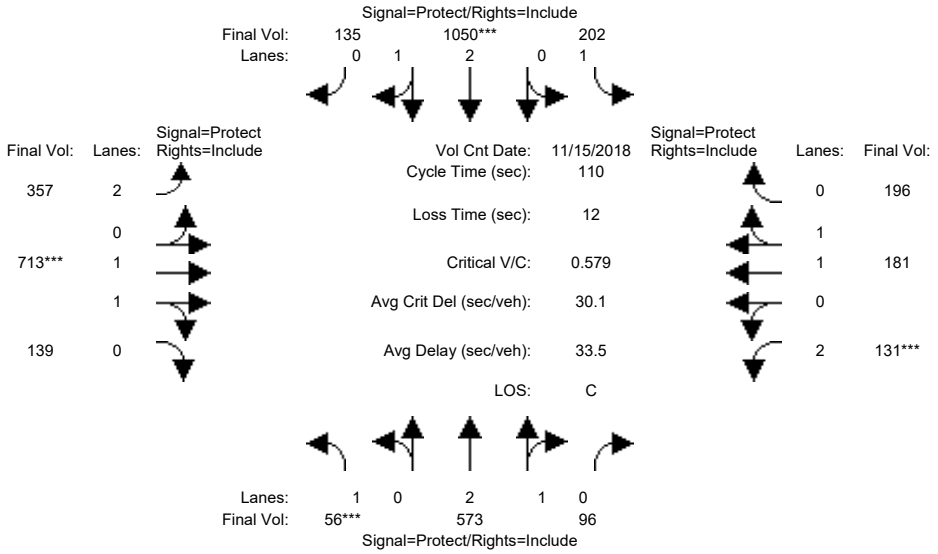
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #1200: (22) 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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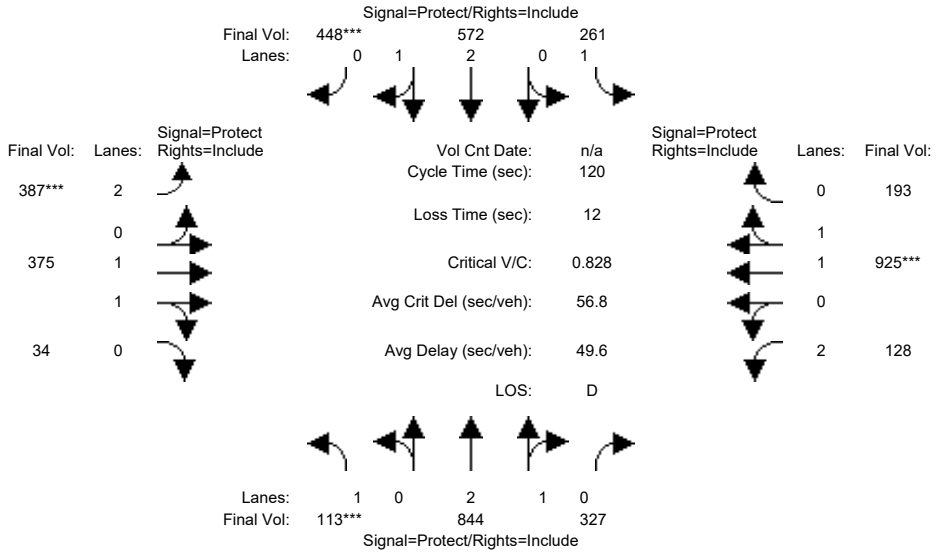
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #1200: (22) 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 | 844 | 327 | 261 | 572 | 448 | 387 | 375 | 34 | 128 | 925 | 193 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 113 | 844 | 327 | 261 | 572 | 448 | 387 | 375 | 34 | 128 | 925 | 193 |
| Added Vol: | 0 | 0 | 0 | 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 | 327 | 261 | 572 | 448 | 387 | 375 | 34 | 128 | 925 | 193 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 327 | 261 | 572 | 448 | 387 | 375 | 34 | 128 | 925 | 193 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 113 | 844 | 327 | 261 | 572 | 448 | 387 | 375 | 34 | 128 | 925 | 193 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 327 | 261 | 572 | 448 | 387 | 375 | 34 | 128 | 925 | 193 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.13 | 0.87 | 1.00 | 2.00 | 1.00 | 2.00 | 1.83 | 0.17 | 2.00 | 1.65 | 0.35 |
| Final Sat.: | 1750 | 4034 | 1563 | 1750 | 3800 | 1750 | 3150 | 3392 | 308 | 3150 | 3061 | 639 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.21 | 0.21 | 0.15 | 0.15 | 0.26 | 0.12 | 0.11 | 0.11 | 0.04 | 0.30 | 0.30 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green Time: | 20.0 | 31.8 | 31.8 | 21.2 | 33.1 | 33.1 | 15.9 | 31.4 | 31.4 | 23.5 | 39.0 | 39.0 |
| Volume/Cap: | 0.39 | 0.79 | 0.79 | 0.84 | 0.55 | 0.93 | 0.93 | 0.42 | 0.42 | 0.21 | 0.93 | 0.93 |
| Delay/Veh: | 45.4 | 43.9 | 43.9 | 66.3 | 37.4 | 55.7 | 78.6 | 37.1 | 37.1 | 40.6 | 51.6 | 51.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.4 | 43.9 | 43.9 | 66.3 | 37.4 | 55.7 | 78.6 | 37.1 | 37.1 | 40.6 | 51.6 | 51.6 |
| LOS by Move: | D | D | D | E | D | E | E | D | D | D | D | D |
| HCM2k95thQ: | 8 | 24 | 24 | 20 | 16 | 33 | 18 | 12 | 12 | 5 | 37 | 37 |

Note: Queue reported is the number of cars per lane.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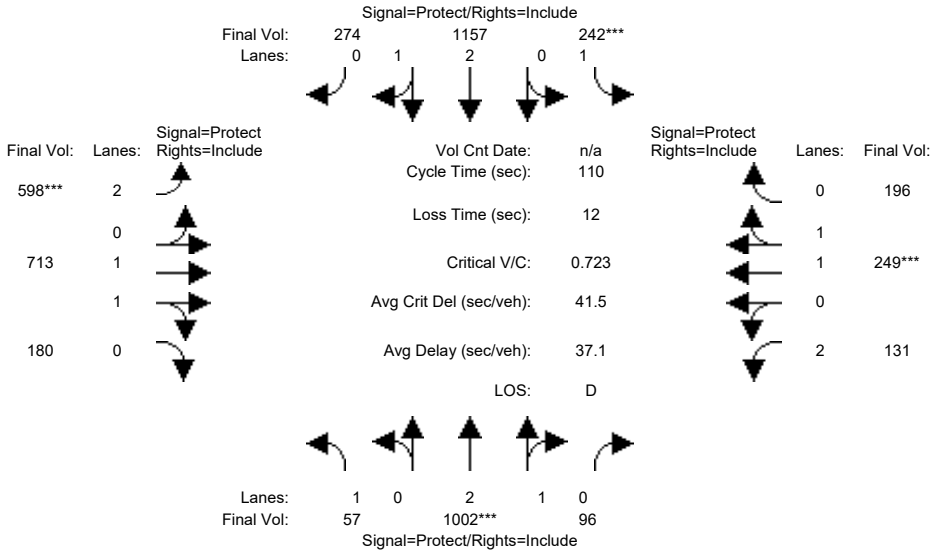
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #1200: (22) 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 | 1002 | 96 | 242 | 1157 | 274 | 598 | 713 | 180 | 131 | 249 | 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: | 57 | 1002 | 96 | 242 | 1157 | 274 | 598 | 713 | 180 | 131 | 249 | 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: | 57 | 1002 | 96 | 242 | 1157 | 274 | 598 | 713 | 180 | 131 | 249 | 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: | 57 | 1002 | 96 | 242 | 1157 | 274 | 598 | 713 | 180 | 131 | 249 | 196 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 1002 | 96 | 242 | 1157 | 274 | 598 | 713 | 180 | 131 | 249 | 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: | 57 | 1002 | 96 | 242 | 1157 | 274 | 598 | 713 | 180 | 131 | 249 | 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 | 0.99 | 0.95 |
| Lanes: | 1.00 | 2.73 | 0.27 | 1.00 | 2.40 | 0.60 | 2.00 | 1.59 | 0.41 | 2.00 | 1.10 | 0.90 |
| Final Sat.: | 1750 | 5110 | 490 | 1750 | 4526 | 1072 | 3150 | 2954 | 746 | 3150 | 2069 | 1629 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.20 | 0.20 | 0.14 | 0.26 | 0.26 | 0.19 | 0.24 | 0.24 | 0.04 | 0.12 | 0.12 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 10.1 | 29.8 | 29.8 | 21.0 | 40.7 | 40.7 | 28.9 | 37.3 | 37.3 | 9.8 | 18.3 | 18.3 |
| Volume/Cap: | 0.35 | 0.72 | 0.72 | 0.72 | 0.69 | 0.69 | 0.72 | 0.71 | 0.71 | 0.46 | 0.72 | 0.72 |
| Delay/Veh: | 48.2 | 38.1 | 38.1 | 49.4 | 30.3 | 30.3 | 40.1 | 33.6 | 33.6 | 48.8 | 47.7 | 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: | 48.2 | 38.1 | 38.1 | 49.4 | 30.3 | 30.3 | 40.1 | 33.6 | 33.6 | 48.8 | 47.7 | 47.7 |
| LOS by Move: | D | D | D | D | C | C | D | C | C | D | D | D |
| HCM2k95thQ: | 4 | 21 | 21 | 16 | 24 | 24 | 20 | 24 | 24 | 5 | 14 | 14 |

Note: Queue reported is the number of cars per lane.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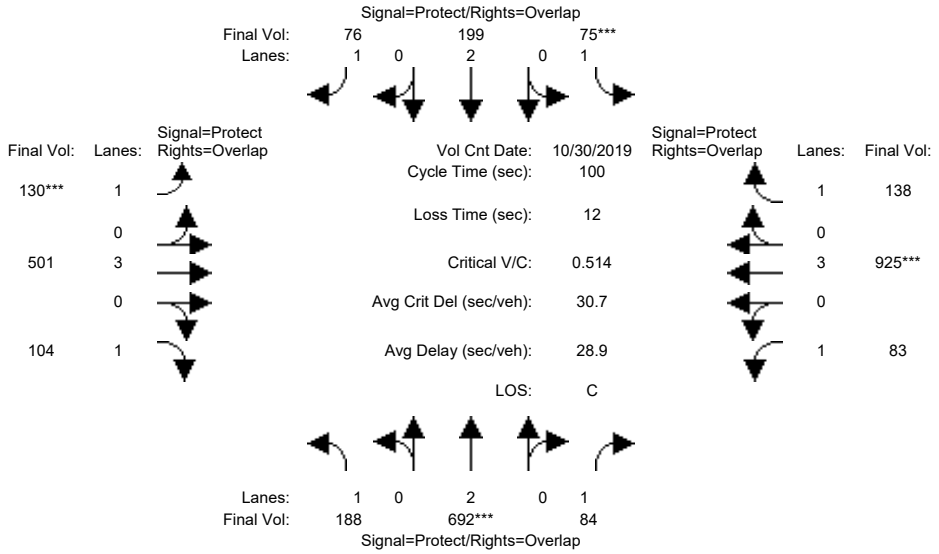
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #1201: (56) 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 | 9 | 8 | 3 | 5 | 14 | 6 |

Note: Queue reported is the number of cars per lane.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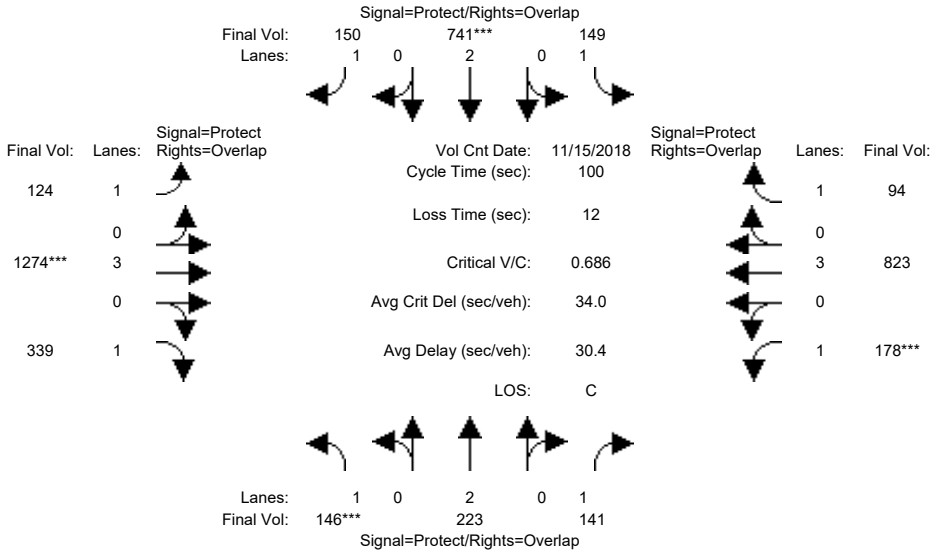
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #1201: (56) 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 | 8 | 22 | 15 | 11 | 12 | 3 |

Note: Queue reported is the number of cars per lane.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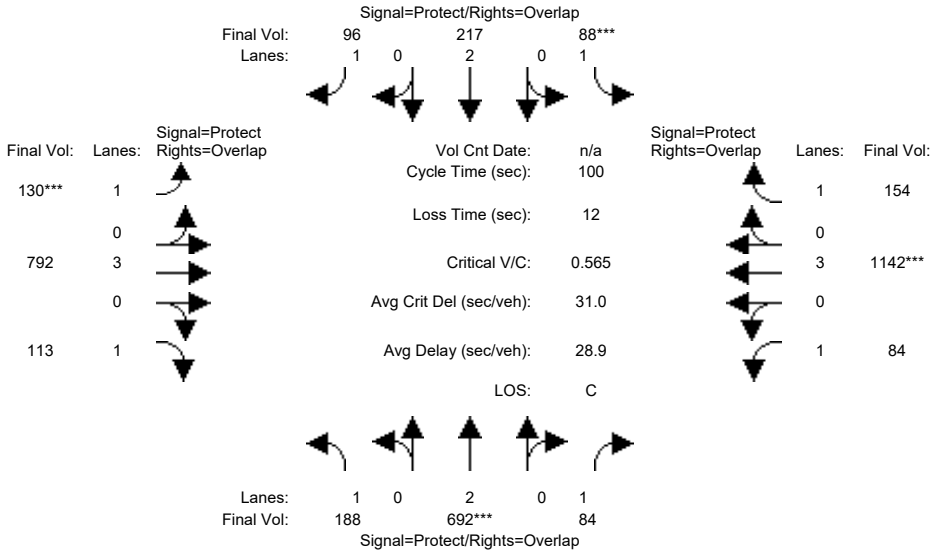
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #1201: (56) 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 | 88 | 217 | 96 | 130 | 792 | 113 | 84 | 1142 | 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: | 188 | 692 | 84 | 88 | 217 | 96 | 130 | 792 | 113 | 84 | 1142 | 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: | 188 | 692 | 84 | 88 | 217 | 96 | 130 | 792 | 113 | 84 | 1142 | 154 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 188 | 692 | 84 | 88 | 217 | 96 | 130 | 792 | 113 | 84 | 1142 | 154 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 692 | 84 | 88 | 217 | 96 | 130 | 792 | 113 | 84 | 1142 | 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: | 188 | 692 | 84 | 88 | 217 | 96 | 130 | 792 | 113 | 84 | 1142 | 154 |
| 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 | 0.20 | 0.08 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 25.6 | 32.2 | 43.1 | 8.2 | 14.8 | 26.9 | 12.1 | 36.7 | 62.4 | 10.8 | 35.5 | 43.7 |
| Volume/Cap: | 0.39 | 0.56 | 0.10 | 0.56 | 0.39 | 0.19 | 0.56 | 0.38 | 0.10 | 0.41 | 0.56 | 0.19 |
| Delay/Veh: | 33.0 | 30.0 | 17.2 | 58.2 | 40.5 | 28.9 | 51.1 | 23.8 | 7.7 | 47.5 | 27.2 | 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: | 33.0 | 30.0 | 17.2 | 58.2 | 40.5 | 28.9 | 51.1 | 23.8 | 7.7 | 47.5 | 27.2 | 17.8 |
| LOS by Move: | C | C | B | E | D | C | D | C | A | D | C | B |
| HCM2k95thQ: | 9 | 15 | 3 | 6 | 6 | 5 | 9 | 11 | 3 | 5 | 16 | 6 |

Note: Queue reported is the number of cars per lane.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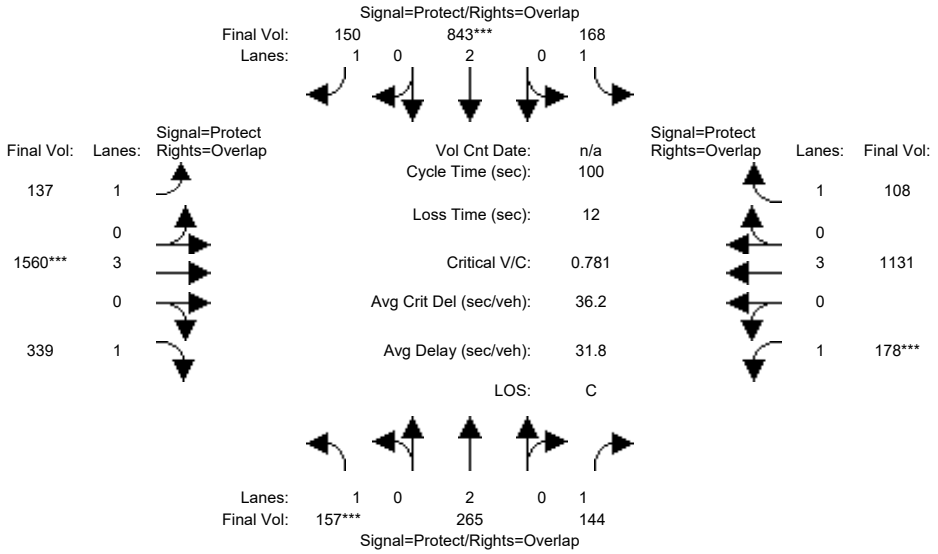
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #1201: (56) 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: | 157 | 265 | 144 | 168 | 843 | 150 | 137 | 1560 | 339 | 178 | 1131 | 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: | 157 | 265 | 144 | 168 | 843 | 150 | 137 | 1560 | 339 | 178 | 1131 | 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: | 157 | 265 | 144 | 168 | 843 | 150 | 137 | 1560 | 339 | 178 | 1131 | 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: | 157 | 265 | 144 | 168 | 843 | 150 | 137 | 1560 | 339 | 178 | 1131 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 157 | 265 | 144 | 168 | 843 | 150 | 137 | 1560 | 339 | 178 | 1131 | 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: | 157 | 265 | 144 | 168 | 843 | 150 | 137 | 1560 | 339 | 178 | 1131 | 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 | 0.10 | 0.22 | 0.09 | 0.08 | 0.27 | 0.19 | 0.10 | 0.20 | 0.06 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 11.5 | 20.4 | 33.4 | 19.5 | 28.4 | 42.0 | 13.6 | 35.1 | 46.6 | 13.0 | 34.5 | 54.0 |
| Volume/Cap: | 0.78 | 0.34 | 0.25 | 0.49 | 0.78 | 0.20 | 0.58 | 0.78 | 0.42 | 0.78 | 0.58 | 0.11 |
| Delay/Veh: | 60.7 | 34.4 | 24.4 | 36.9 | 36.7 | 18.5 | 43.9 | 31.1 | 18.1 | 57.9 | 27.2 | 11.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.7 | 34.4 | 24.4 | 36.9 | 36.7 | 18.5 | 43.9 | 31.1 | 18.1 | 57.9 | 27.2 | 11.3 |
| LOS by Move: | E | C | C | D | D | B | D | C | B | E | C | B |
| HCM2k95thQ: | 10 | 7 | 7 | 9 | 21 | 6 | 10 | 28 | 14 | 11 | 17 | 3 |

Note: Queue reported is the number of cars per lane.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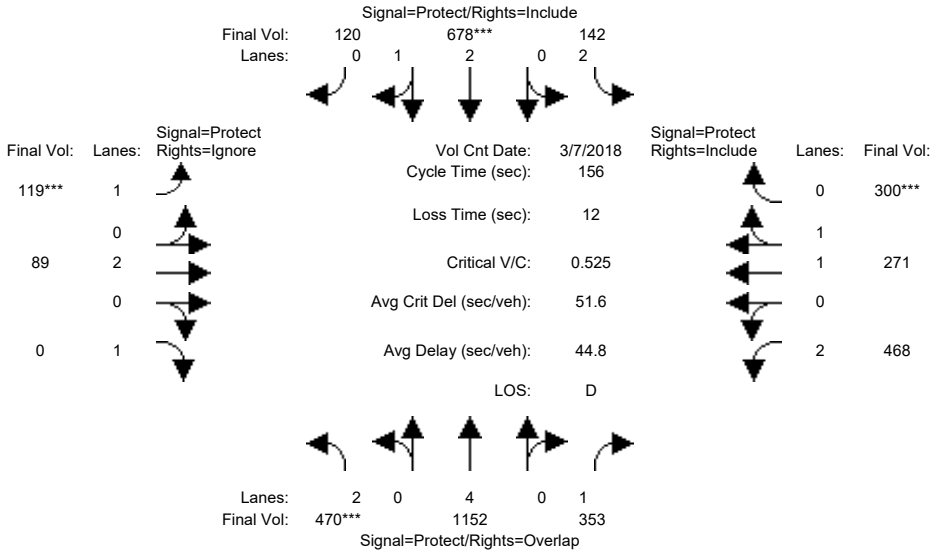
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #1206: (18) 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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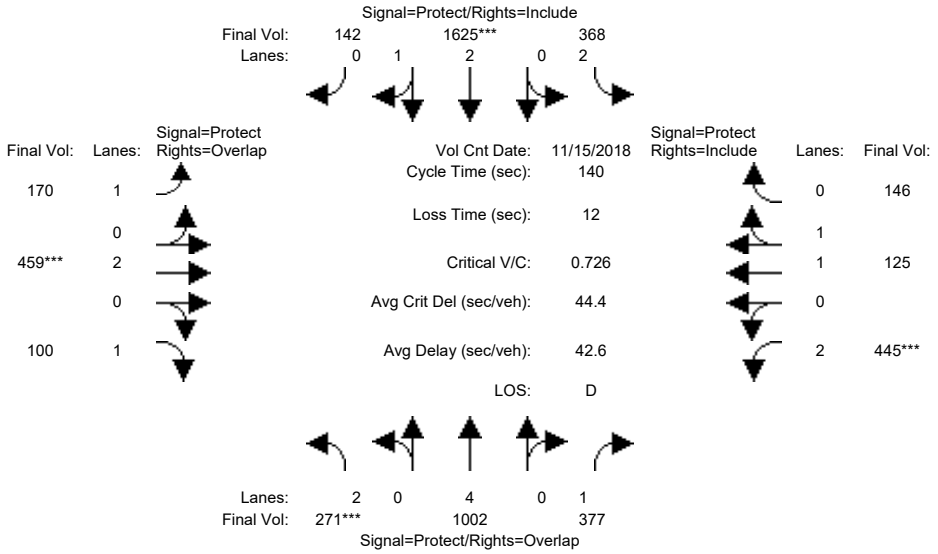
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #1206: (18) 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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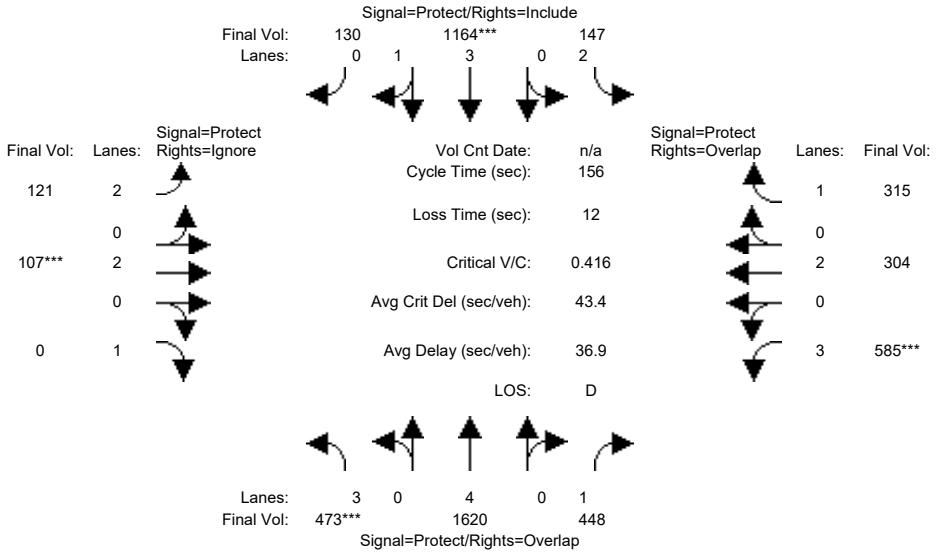
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #1206: (18) 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: | 473 | 1620 | 448 | 147 | 1164 | 130 | 121 | 107 | 106 | 585 | 304 | 315 |
| Growth Adj: | 1.00 | 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 | 1620 | 448 | 147 | 1164 | 130 | 121 | 107 | 106 | 585 | 304 | 315 |
| Added Vol: | 0 | 0 | 0 | 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 | 1620 | 448 | 147 | 1164 | 130 | 121 | 107 | 106 | 585 | 304 | 315 |
| 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: | 473 | 1620 | 448 | 147 | 1164 | 130 | 121 | 107 | 0 | 585 | 304 | 315 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 473 | 1620 | 448 | 147 | 1164 | 130 | 121 | 107 | 0 | 585 | 304 | 315 |
| 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: | 473 | 1620 | 448 | 147 | 1164 | 130 | 121 | 107 | 0 | 585 | 304 | 315 |
| 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 | 3.60 | 0.40 | 2.00 | 2.00 | 1.00 | 3.00 | 2.00 | 1.00 |
| Final Sat.: | 5700 | 7600 | 1900 | 3800 | 6836 | 764 | 3800 | 3800 | 1900 | 5700 | 3800 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.21 | 0.24 | 0.04 | 0.17 | 0.17 | 0.03 | 0.03 | 0.00 | 0.10 | 0.08 | 0.17 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 31.1 | 74.8 | 113.2 | 20.2 | 63.8 | 63.8 | 9.8 | 10.6 | 0.0 | 38.5 | 39.2 | 59.4 |
| Volume/Cap: | 0.42 | 0.44 | 0.32 | 0.30 | 0.42 | 0.42 | 0.51 | 0.42 | 0.00 | 0.42 | 0.32 | 0.44 |
| Delay/Veh: | 55.6 | 27.3 | 8.3 | 63.0 | 33.2 | 33.2 | 78.2 | 74.7 | 0.0 | 50.2 | 48.4 | 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: | 55.6 | 27.3 | 8.3 | 63.0 | 33.2 | 33.2 | 78.2 | 74.7 | 0.0 | 50.2 | 48.4 | 37.7 |
| LOS by Move: | E | C | A | E | C | C | E | E | A | D | D | D |
| HCM2k95thQ: | 12 | 22 | 14 | 7 | 18 | 18 | 6 | 6 | 0 | 14 | 11 | 19 |

Note: Queue reported is the number of cars per lane.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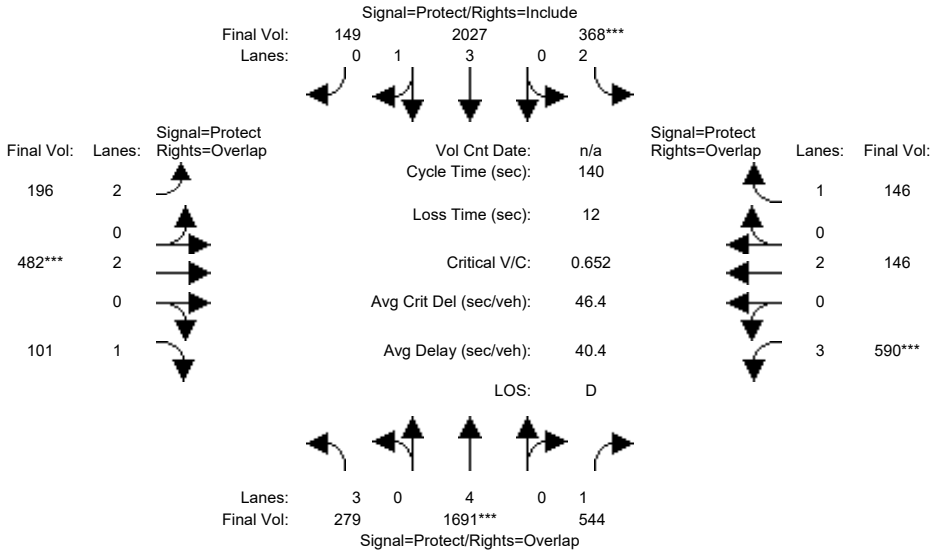
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #1206: (18) 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: | 279 | 1691 | 544 | 368 | 2027 | 149 | 196 | 482 | 101 | 590 | 146 | 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: | 279 | 1691 | 544 | 368 | 2027 | 149 | 196 | 482 | 101 | 590 | 146 | 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: | 279 | 1691 | 544 | 368 | 2027 | 149 | 196 | 482 | 101 | 590 | 146 | 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: | 279 | 1691 | 544 | 368 | 2027 | 149 | 196 | 482 | 101 | 590 | 146 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 279 | 1691 | 544 | 368 | 2027 | 149 | 196 | 482 | 101 | 590 | 146 | 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: | 279 | 1691 | 544 | 368 | 2027 | 149 | 196 | 482 | 101 | 590 | 146 | 146 |
| 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 | 6986 | 513 | 3150 | 3800 | 1750 | 4551 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.22 | 0.31 | 0.12 | 0.29 | 0.29 | 0.06 | 0.13 | 0.06 | 0.13 | 0.04 | 0.08 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 12.7 | 47.8 | 75.7 | 25.1 | 60.2 | 60.2 | 25.7 | 27.2 | 40.0 | 27.9 | 29.4 | 54.5 |
| Volume/Cap: | 0.67 | 0.65 | 0.58 | 0.65 | 0.67 | 0.67 | 0.34 | 0.65 | 0.20 | 0.65 | 0.18 | 0.21 |
| Delay/Veh: | 66.0 | 39.6 | 22.3 | 56.1 | 32.6 | 32.6 | 50.1 | 54.1 | 38.1 | 53.3 | 45.5 | 28.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 66.0 | 39.6 | 22.3 | 56.1 | 32.6 | 32.6 | 50.1 | 54.1 | 38.1 | 53.3 | 45.5 | 28.6 |
| LOS by Move: | E | D | C | E | C | C | D | D | D | D | D | C |
| HCM2k95thQ: | 10 | 27 | 29 | 15 | 30 | 30 | 8 | 18 | 7 | 18 | 5 | 8 |

Note: Queue reported is the number of cars per lane.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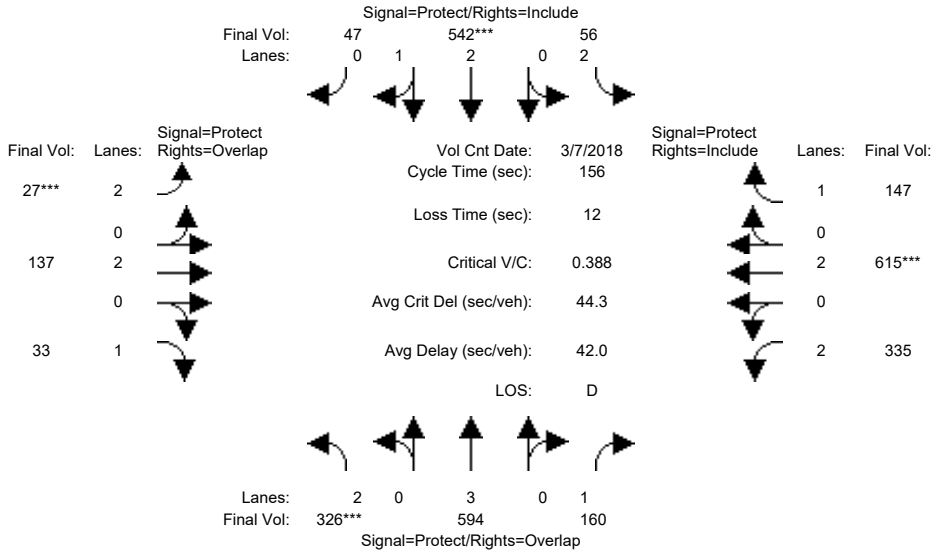
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #1207: (15) 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: 7 Mar 2018 << | | | | | | | | | | | | |
| Base Vol: | 326 | 594 | 160 | 56 | 542 | 47 | 27 | 137 | 33 | 335 | 615 | 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: | 326 | 594 | 160 | 56 | 542 | 47 | 27 | 137 | 33 | 335 | 615 | 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: | 326 | 594 | 160 | 56 | 542 | 47 | 27 | 137 | 33 | 335 | 615 | 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: | 326 | 594 | 160 | 56 | 542 | 47 | 27 | 137 | 33 | 335 | 615 | 147 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 326 | 594 | 160 | 56 | 542 | 47 | 27 | 137 | 33 | 335 | 615 | 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: | 326 | 594 | 160 | 56 | 542 | 47 | 27 | 137 | 33 | 335 | 615 | 147 |
| 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 | 2.76 | 0.24 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3800 | 5700 | 1900 | 3800 | 5245 | 455 | 3800 | 3800 | 1900 | 3800 | 3800 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.10 | 0.08 | 0.01 | 0.10 | 0.10 | 0.01 | 0.04 | 0.02 | 0.09 | 0.16 | 0.08 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 33.5 | 51.6 | 92.2 | 22.2 | 40.3 | 40.3 | 7.0 | 29.5 | 63.0 | 40.6 | 63.2 | 63.2 |
| Volume/Cap: | 0.40 | 0.32 | 0.14 | 0.10 | 0.40 | 0.40 | 0.16 | 0.19 | 0.04 | 0.34 | 0.40 | 0.19 |
| Delay/Veh: | 54.1 | 39.4 | 14.5 | 58.6 | 48.6 | 48.6 | 73.6 | 53.8 | 28.3 | 47.7 | 33.7 | 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: | 54.1 | 39.4 | 14.5 | 58.6 | 48.6 | 48.6 | 73.6 | 53.8 | 28.3 | 47.7 | 33.7 | 30.5 |
| LOS by Move: | D | D | B | E | D | D | E | D | C | D | C | C |
| HCM2k95thQ: | 12 | 13 | 7 | 3 | 14 | 14 | 2 | 6 | 2 | 12 | 18 | 9 |

Note: Queue reported is the number of cars per lane.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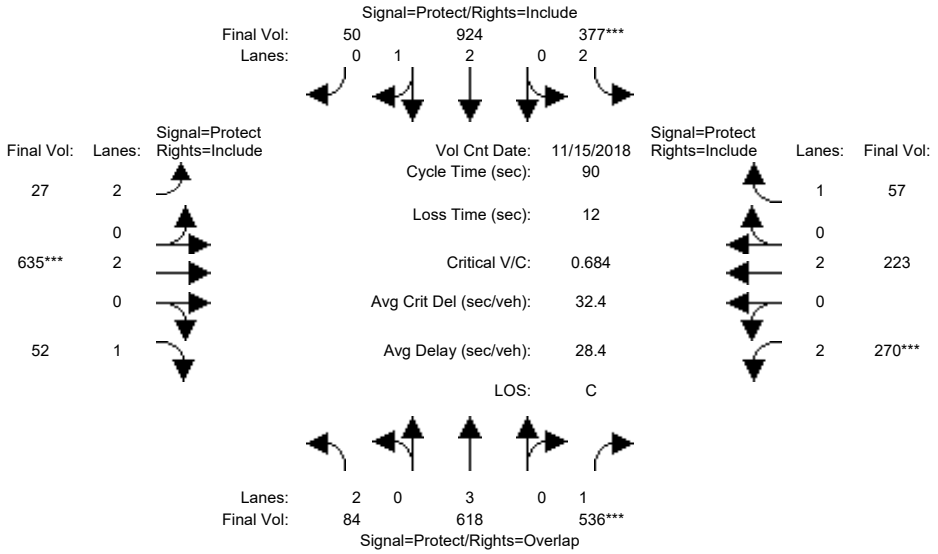
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #1207: (15) 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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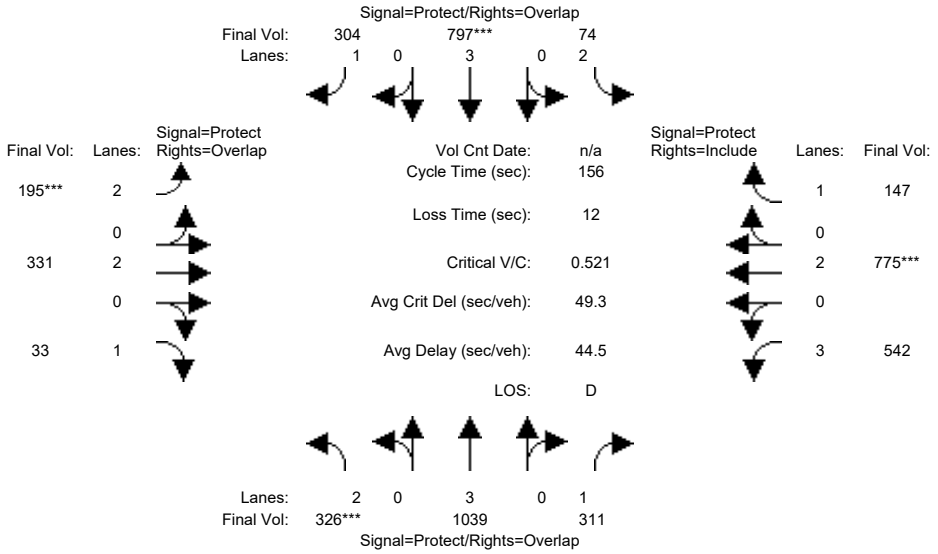
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #1207: (15) 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: | 326 | 1039 | 311 | 74 | 797 | 304 | 195 | 331 | 33 | 542 | 775 | 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: | 326 | 1039 | 311 | 74 | 797 | 304 | 195 | 331 | 33 | 542 | 775 | 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: | 326 | 1039 | 311 | 74 | 797 | 304 | 195 | 331 | 33 | 542 | 775 | 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: | 326 | 1039 | 311 | 74 | 797 | 304 | 195 | 331 | 33 | 542 | 775 | 147 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 326 | 1039 | 311 | 74 | 797 | 304 | 195 | 331 | 33 | 542 | 775 | 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: | 326 | 1039 | 311 | 74 | 797 | 304 | 195 | 331 | 33 | 542 | 775 | 147 |
| 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: | 0.09 | 0.18 | 0.16 | 0.02 | 0.14 | 0.16 | 0.05 | 0.09 | 0.02 | 0.10 | 0.20 | 0.08 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 25.7 | 54.2 | 94.1 | 13.3 | 41.9 | 57.2 | 15.4 | 36.5 | 62.2 | 39.9 | 61.1 | 61.1 |
| Volume/Cap: | 0.52 | 0.52 | 0.27 | 0.23 | 0.52 | 0.44 | 0.52 | 0.37 | 0.04 | 0.37 | 0.52 | 0.20 |
| Delay/Veh: | 62.6 | 41.6 | 15.3 | 68.1 | 49.8 | 39.2 | 71.9 | 51.3 | 28.8 | 48.5 | 37.6 | 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: | 62.6 | 41.6 | 15.3 | 68.1 | 49.8 | 39.2 | 71.9 | 51.3 | 28.8 | 48.5 | 37.6 | 31.9 |
| LOS by Move: | E | D | B | E | D | D | E | D | C | D | D | C |
| HCM2k95thQ: | 13 | 22 | 13 | 4 | 19 | 19 | 9 | 12 | 2 | 13 | 23 | 9 |

Note: Queue reported is the number of cars per lane.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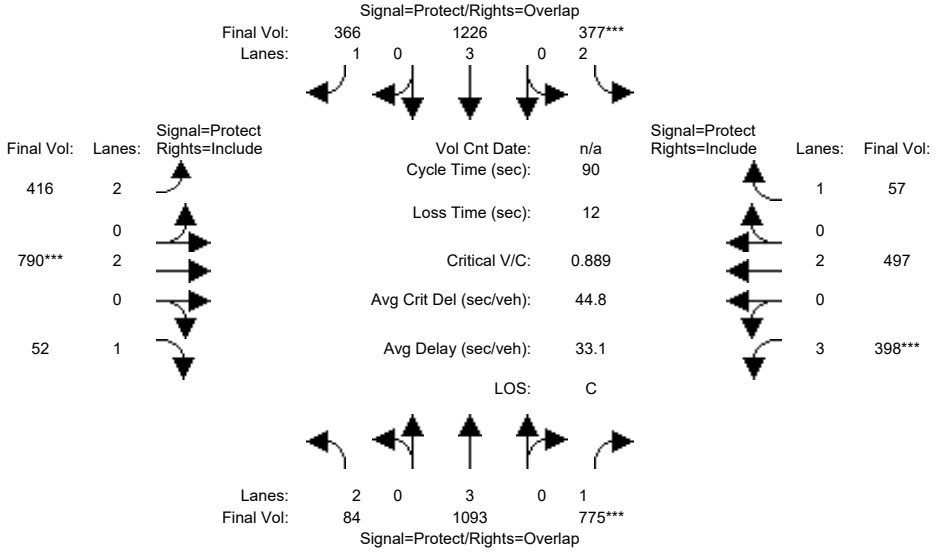
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #1207: (15) 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 | 1093 | 775 | 377 | 1226 | 366 | 416 | 790 | 52 | 398 | 497 | 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 | 1093 | 775 | 377 | 1226 | 366 | 416 | 790 | 52 | 398 | 497 | 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 | 1093 | 775 | 377 | 1226 | 366 | 416 | 790 | 52 | 398 | 497 | 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 | 1093 | 775 | 377 | 1226 | 366 | 416 | 790 | 52 | 398 | 497 | 57 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 84 | 1093 | 775 | 377 | 1226 | 366 | 416 | 790 | 52 | 398 | 497 | 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 | 1093 | 775 | 377 | 1226 | 366 | 416 | 790 | 52 | 398 | 497 | 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 | 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 | 0.19 | 0.44 | 0.12 | 0.22 | 0.21 | 0.13 | 0.21 | 0.03 | 0.09 | 0.13 | 0.03 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green Time: | 12.8 | 36.0 | 44.8 | 12.1 | 35.3 | 50.3 | 15.0 | 21.0 | 21.0 | 8.9 | 14.9 | 14.9 |
| Volume/Cap: | 0.19 | 0.48 | 0.89 | 0.89 | 0.55 | 0.37 | 0.79 | 0.89 | 0.13 | 0.89 | 0.79 | 0.20 |
| Delay/Veh: | 34.2 | 20.2 | 31.5 | 58.2 | 21.4 | 11.3 | 44.0 | 44.3 | 27.4 | 59.2 | 42.8 | 32.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.2 | 20.2 | 31.5 | 58.2 | 21.4 | 11.3 | 44.0 | 44.3 | 27.4 | 59.2 | 42.8 | 32.7 |
| LOS by Move: | C | C | C | E | C | B | D | D | C | E | D | C |
| HCM2k95thQ: | 2 | 14 | 38 | 13 | 16 | 11 | 13 | 21 | 2 | 10 | 13 | 3 |

Note: Queue reported is the number of cars per lane.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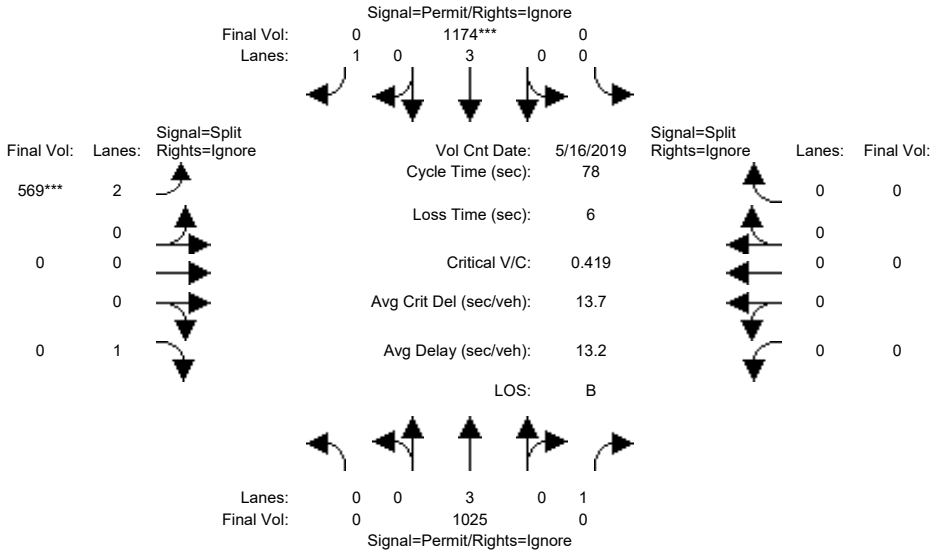
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #1208: (20) 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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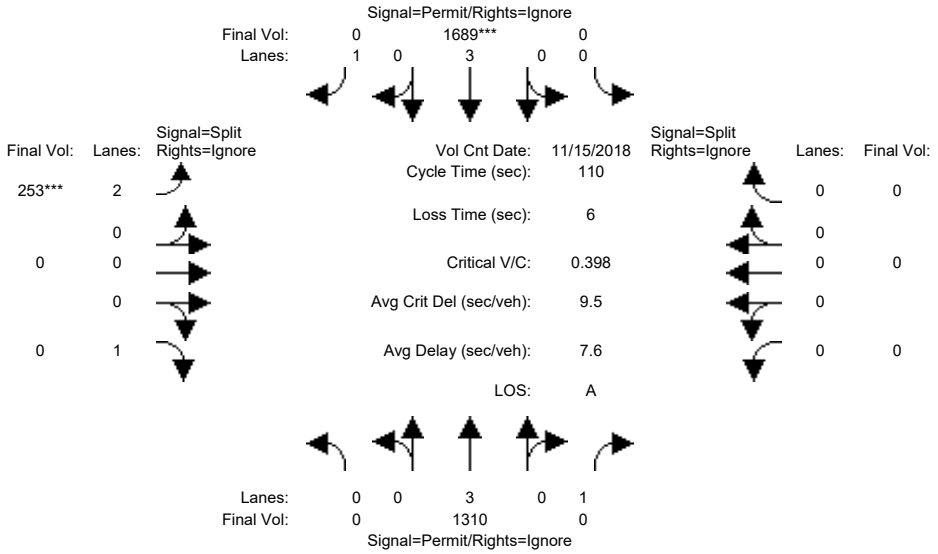
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #1208: (20) 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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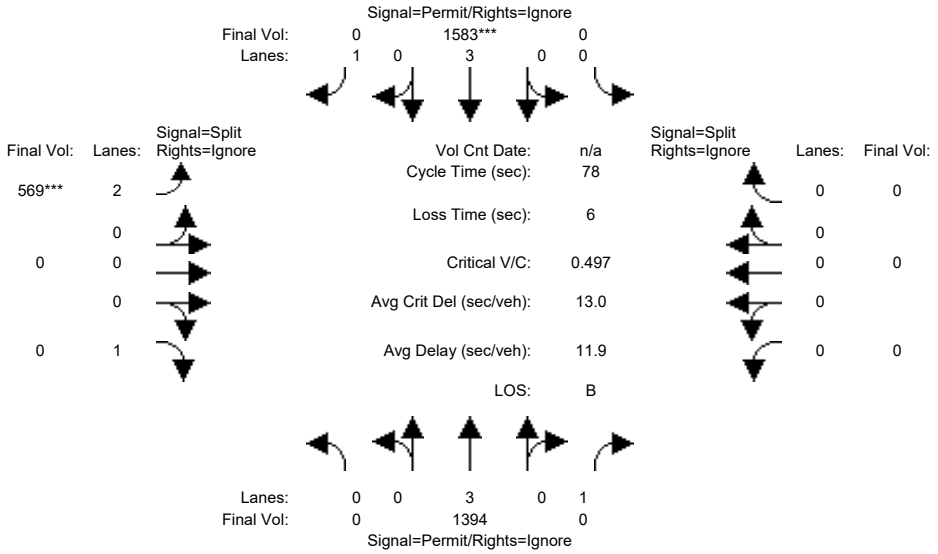
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #1208: (20) 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 | 1394 | 256 | 0 | 1583 | 322 | 569 | 0 | 534 | 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 | 1394 | 256 | 0 | 1583 | 322 | 569 | 0 | 534 | 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 | 1394 | 256 | 0 | 1583 | 322 | 569 | 0 | 534 | 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 | 1394 | 0 | 0 | 1583 | 0 | 569 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1394 | 0 | 0 | 1583 | 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 | 1394 | 0 | 0 | 1583 | 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 | 0.24 | 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 | 43.6 | 0.0 | 0.0 | 43.6 | 0.0 | 28.4 | 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 | 10.1 | 0.0 | 0.0 | 10.6 | 0.0 | 19.6 | 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 | 10.1 | 0.0 | 0.0 | 10.6 | 0.0 | 19.6 | 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 | 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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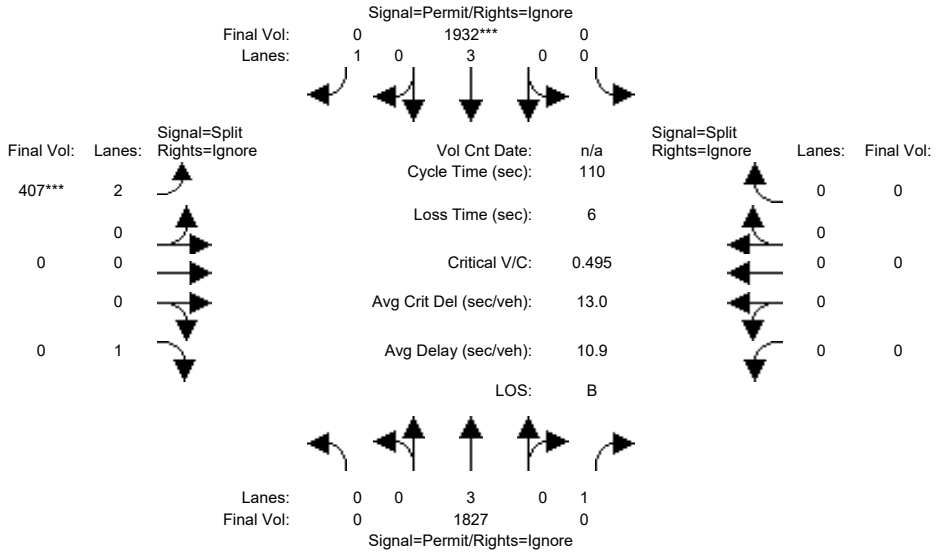
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #1208: (20) 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 | 1827 | 789 | 0 | 1932 | 713 | 407 | 0 | 280 | 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 | 1827 | 789 | 0 | 1932 | 713 | 407 | 0 | 280 | 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 | 1827 | 789 | 0 | 1932 | 713 | 407 | 0 | 280 | 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 | 1827 | 0 | 0 | 1932 | 0 | 407 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1827 | 0 | 0 | 1932 | 0 | 407 | 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 | 1827 | 0 | 0 | 1932 | 0 | 407 | 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 | 0.32 | 0.00 | 0.00 | 0.34 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green Time: | 0.0 | 75.3 | 0.0 | 0.0 | 75.3 | 0.0 | 28.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.47 | 0.00 | 0.00 | 0.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 8.1 | 0.0 | 0.0 | 8.4 | 0.0 | 35.0 | 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 | 8.1 | 0.0 | 0.0 | 8.4 | 0.0 | 35.0 | 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: | 0 | 17 | 0 | 0 | 19 | 0 | 14 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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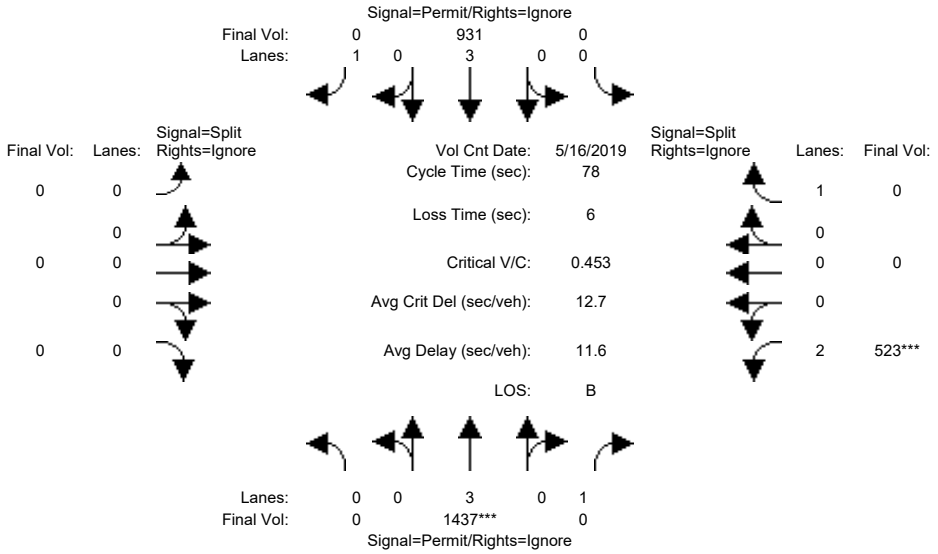
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #1209: (19) 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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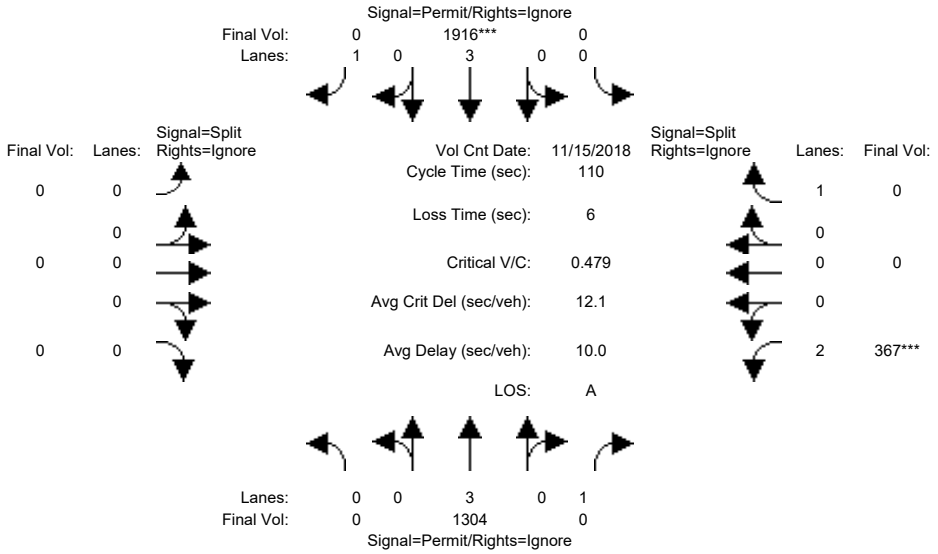
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #1209: (19) 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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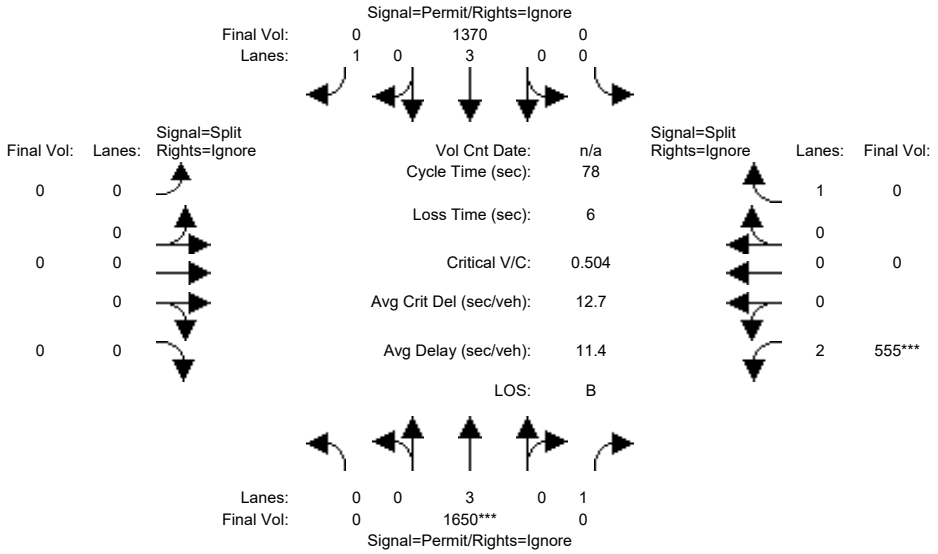
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #1209: (19) 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 | 1650 | 239 | 0 | 1370 | 450 | 0 | 0 | 0 | 555 | 0 | 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: | 0 | 1650 | 239 | 0 | 1370 | 450 | 0 | 0 | 0 | 555 | 0 | 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: | 0 | 1650 | 239 | 0 | 1370 | 450 | 0 | 0 | 0 | 555 | 0 | 1106 |
| 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 | 1650 | 0 | 0 | 1370 | 0 | 0 | 0 | 0 | 555 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1650 | 0 | 0 | 1370 | 0 | 0 | 0 | 0 | 555 | 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 | 1650 | 0 | 0 | 1370 | 0 | 0 | 0 | 0 | 555 | 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 | 0.29 | 0.00 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | | **** | | |
| Green Time: | 0.0 | 44.8 | 0.0 | 0.0 | 44.8 | 0.0 | 0.0 | 0.0 | 0.0 | 27.2 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.50 | 0.00 | 0.00 | 0.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 10.1 | 0.0 | 0.0 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20.4 | 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 | 10.1 | 0.0 | 0.0 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20.4 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | A | A | A | A | A | A | C | A | A |
| HCM2k95thQ: | 0 | 15 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 13 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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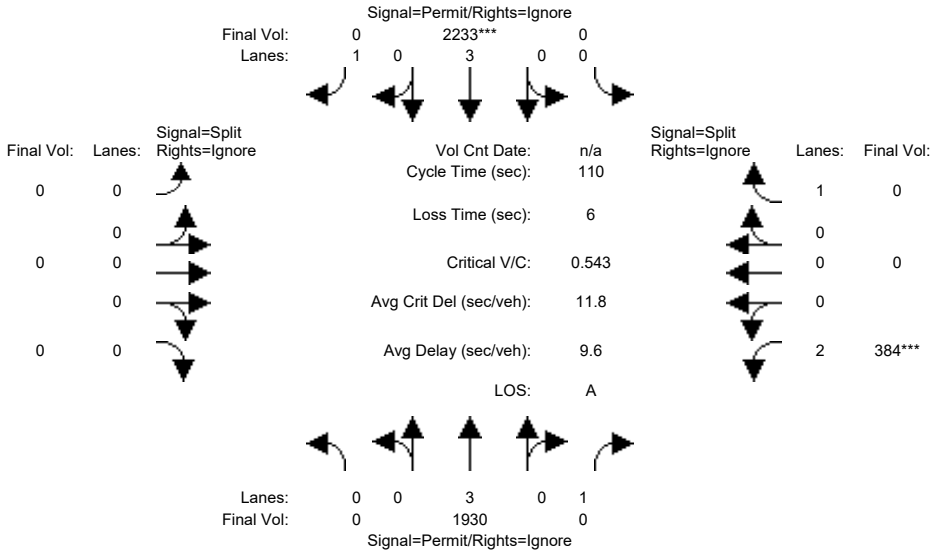
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #1209: (19) 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 | 1930 | 344 | | 0 | 2233 | 678 | | 0 | 0 | 0 | | 384 | 0 | 637 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1930 | 344 | | 0 | 2233 | 678 | | 0 | 0 | 0 | | 384 | 0 | 637 | |
| Added Vol: | 0 | 0 | 0 | | 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 | 1930 | 344 | | 0 | 2233 | 678 | | 0 | 0 | 0 | | 384 | 0 | 637 | |
| 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 | 1930 | 0 | | 0 | 2233 | 0 | | 0 | 0 | 0 | | 384 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1930 | 0 | | 0 | 2233 | 0 | | 0 | 0 | 0 | | 384 | 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 | 1930 | 0 | | 0 | 2233 | 0 | | 0 | 0 | 0 | | 384 | 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 | 0.39 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.12 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | | | | **** | | | |
| Green Time: | 0.0 | 79.3 | 0.0 | | 0.0 | 79.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 24.7 | 0.0 | 0.0 | |
| Volume/Cap: | 0.00 | 0.47 | 0.00 | | 0.00 | 0.54 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.54 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 6.6 | 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 | 6.6 | 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 | 17 | 0 | | 0 | 21 | 0 | | 0 | 0 | 0 | | 14 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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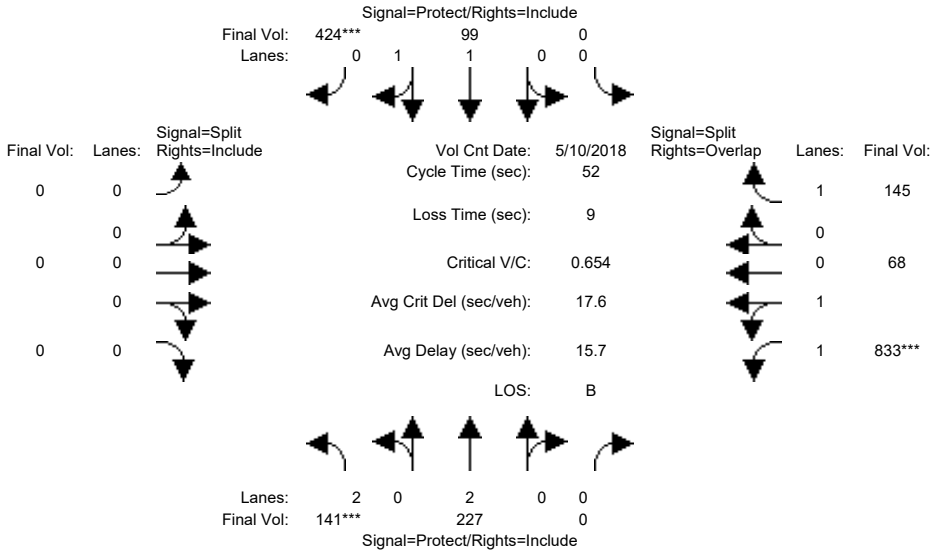
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #3028: (10) 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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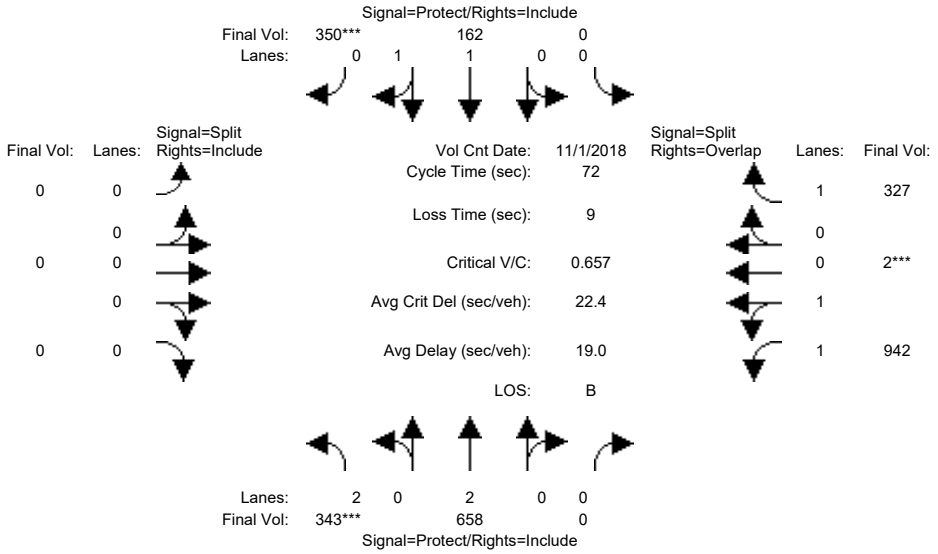
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #3028: (10) 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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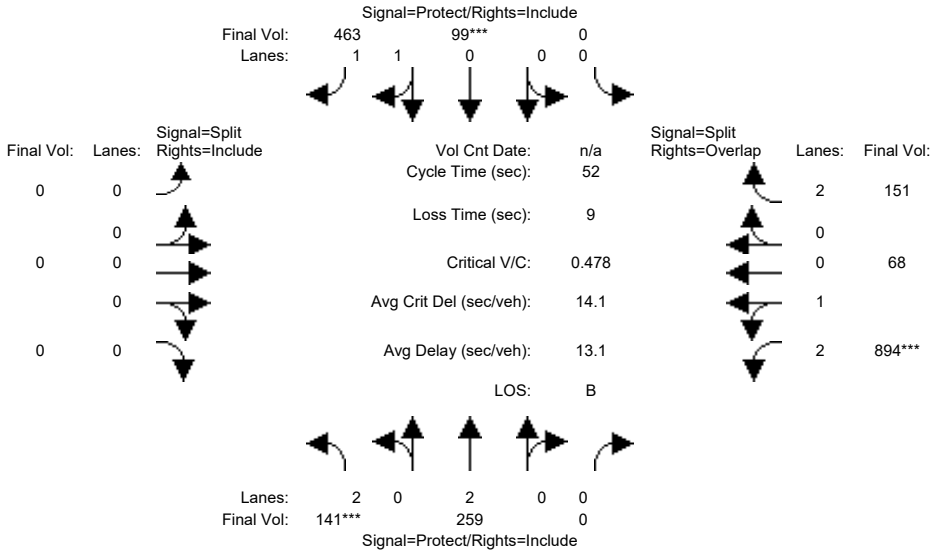
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #3028: (10) 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 | | 259 | | 0 | | 0 | | 99 | | 463 | | 0 | | 0 | | 0 | | 894 | | 68 | | 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: | 141 | | 259 | | 0 | | 0 | | 99 | | 463 | | 0 | | 0 | | 0 | | 894 | | 68 | | 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: | 141 | | 259 | | 0 | | 0 | | 99 | | 463 | | 0 | | 0 | | 0 | | 894 | | 68 | | 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: | 141 | | 259 | | 0 | | 0 | | 99 | | 463 | | 0 | | 0 | | 0 | | 894 | | 68 | | 151 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 141 | | 259 | | 0 | | 0 | | 99 | | 463 | | 0 | | 0 | | 0 | | 894 | | 68 | | 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: | 141 | | 259 | | 0 | | 0 | | 99 | | 463 | | 0 | | 0 | | 0 | | 894 | | 68 | | 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 | | 0.92 | | 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 | | 0.35 | | 1.65 | | 0.00 | | 0.00 | | 0.00 | | 2.81 | | 0.19 | | 2.00 | |
| Final Sat.: | 3150 | | 3800 | | 0 | | 0 | | 634 | | 2966 | | 0 | | 0 | | 0 | | 4597 | | 350 | | 3150 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | | 0.07 | | 0.00 | | 0.00 | | 0.16 | | 0.16 | | 0.00 | | 0.00 | | 0.00 | | 0.19 | | 0.19 | | 0.05 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | | | **** | | | | | |
| Green Time: | 7.0 | | 23.0 | | 0.0 | | 0.0 | | 16.0 | | 16.0 | | 0.0 | | 0.0 | | 0.0 | | 20.0 | | 20.0 | | 20.0 | |
| Volume/Cap: | 0.33 | | 0.15 | | 0.00 | | 0.00 | | 0.51 | | 0.51 | | 0.00 | | 0.00 | | 0.00 | | 0.51 | | 0.51 | | 0.12 | |
| Delay/Veh: | 20.8 | | 8.7 | | 0.0 | | 0.0 | | 15.1 | | 15.1 | | 0.0 | | 0.0 | | 0.0 | | 12.5 | | 12.5 | | 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: | 20.8 | | 8.7 | | 0.0 | | 0.0 | | 15.1 | | 15.1 | | 0.0 | | 0.0 | | 0.0 | | 12.5 | | 12.5 | | 10.4 | |
| LOS by Move: | C | | A | | A | | A | | B | | B | | A | | A | | A | | B | | B | | B | |
| HCM2k95thQ: | 3 | | 2 | | 0 | | 0 | | 8 | | 8 | | 0 | | 0 | | 0 | | 10 | | 10 | | 2 | |

Note: Queue reported is the number of cars per lane.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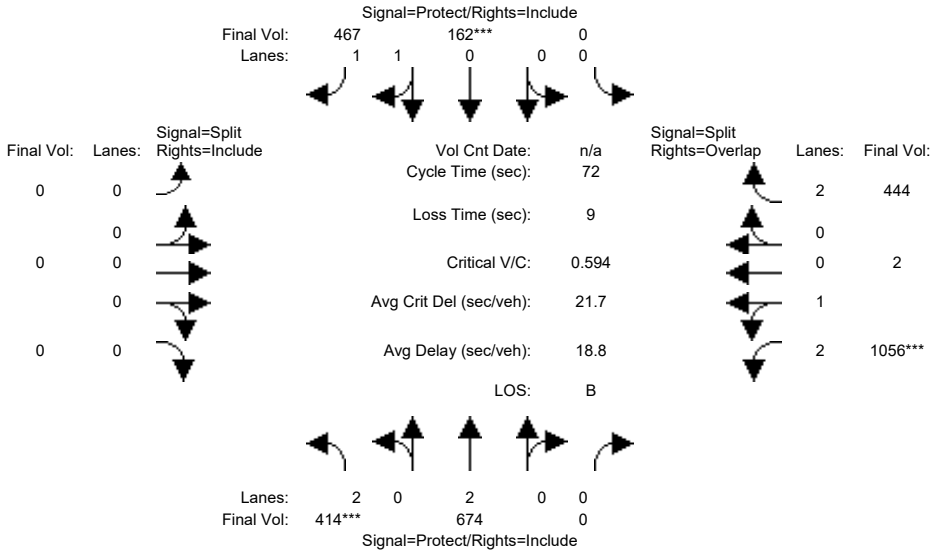
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #3028: (10) 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: | 414 | | 674 | | 0 | | 0 | | 162 | | 467 | | 0 | | 0 | | 0 | | 1056 | | 2 | | 444 | |
| Growth Adj: | 1.00 | | 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 | | 674 | | 0 | | 0 | | 162 | | 467 | | 0 | | 0 | | 0 | | 1056 | | 2 | | 444 | |
| Added Vol: | 0 | | 0 | | 0 | | 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 | | 674 | | 0 | | 0 | | 162 | | 467 | | 0 | | 0 | | 0 | | 1056 | | 2 | | 444 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 414 | | 674 | | 0 | | 0 | | 162 | | 467 | | 0 | | 0 | | 0 | | 1056 | | 2 | | 444 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 414 | | 674 | | 0 | | 0 | | 162 | | 467 | | 0 | | 0 | | 0 | | 1056 | | 2 | | 444 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 414 | | 674 | | 0 | | 0 | | 162 | | 467 | | 0 | | 0 | | 0 | | 1056 | | 2 | | 444 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | |
| Adjustment: | 0.83 | | 1.00 | | 0.92 | | 0.92 | | 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 | | 0.52 | | 1.48 | | 0.00 | | 0.00 | | 0.00 | | 2.99 | | 0.01 | | 2.00 | |
| Final Sat.: | 3150 | | 3800 | | 0 | | 0 | | 927 | | 2673 | | 0 | | 0 | | 0 | | 4941 | | 9 | | 3150 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | | 0.18 | | 0.00 | | 0.00 | | 0.17 | | 0.17 | | 0.00 | | 0.00 | | 0.00 | | 0.21 | | 0.21 | | 0.14 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | | | **** | | | | | |
| Green Time: | 15.9 | | 37.1 | | 0.0 | | 0.0 | | 21.2 | | 21.2 | | 0.0 | | 0.0 | | 0.0 | | 25.9 | | 25.9 | | 25.9 | |
| Volume/Cap: | 0.59 | | 0.34 | | 0.00 | | 0.00 | | 0.59 | | 0.59 | | 0.00 | | 0.00 | | 0.00 | | 0.59 | | 0.59 | | 0.39 | |
| Delay/Veh: | 26.5 | | 10.4 | | 0.0 | | 0.0 | | 22.7 | | 22.7 | | 0.0 | | 0.0 | | 0.0 | | 19.3 | | 19.3 | | 17.4 | |
| User DelAdj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 26.5 | | 10.4 | | 0.0 | | 0.0 | | 22.7 | | 22.7 | | 0.0 | | 0.0 | | 0.0 | | 19.3 | | 19.3 | | 17.4 | |
| LOS by Move: | C | | B | | A | | A | | C | | C | | A | | A | | A | | B | | B | | B | |
| HCM2k95thQ: | 10 | | 8 | | 0 | | 0 | | 12 | | 12 | | 0 | | 0 | | 0 | | 15 | | 15 | | 9 | |

Note: Queue reported is the number of cars per lane.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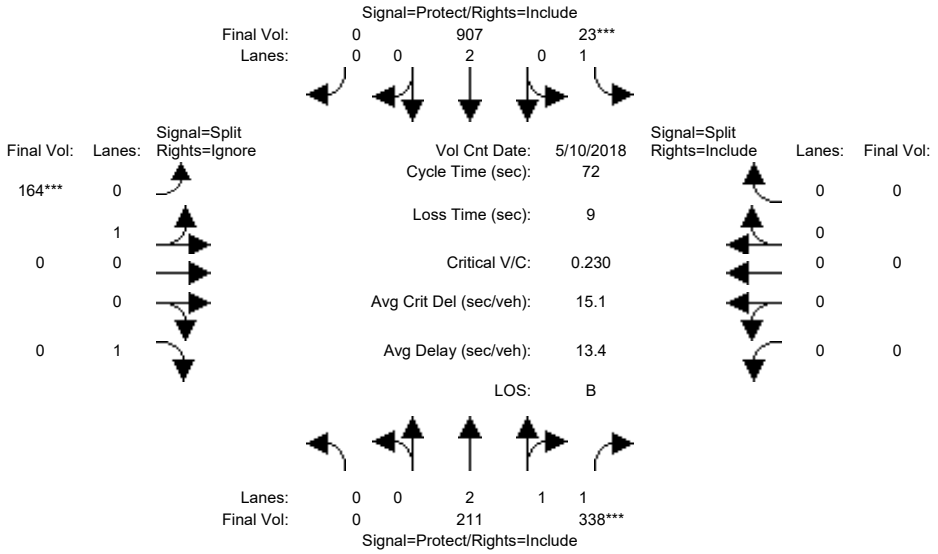
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #3029: (11) 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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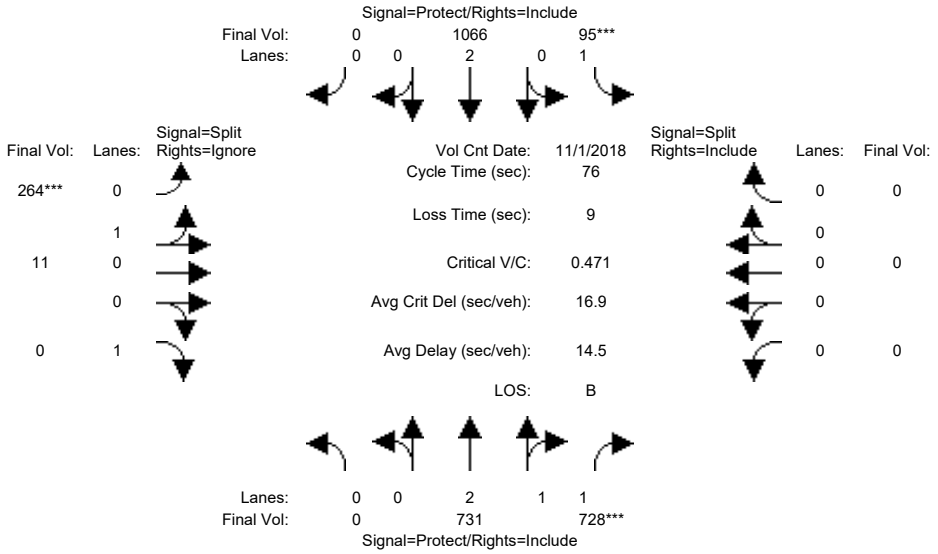
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #3029: (11) 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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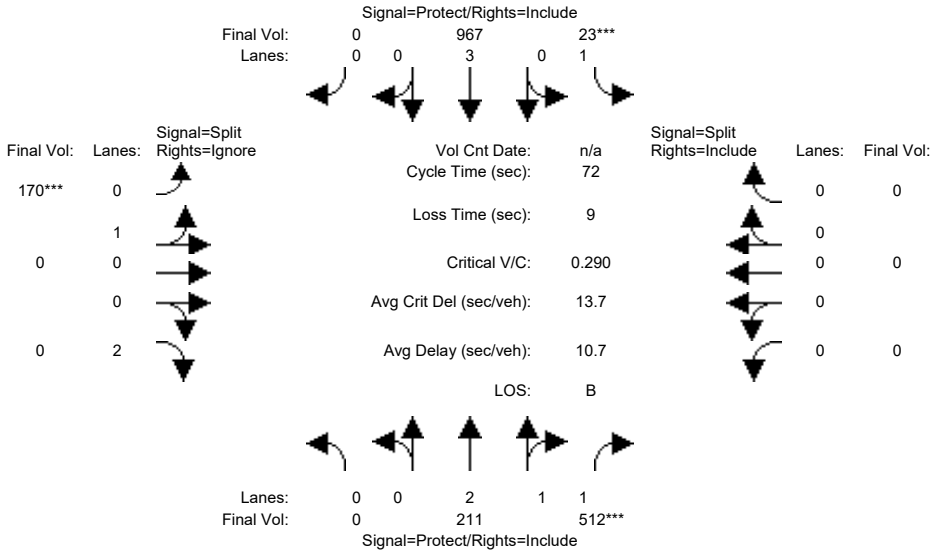
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #3029: (11) 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 | 512 | 23 | 967 | 0 | 170 | 0 | 797 | 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 | 512 | 23 | 967 | 0 | 170 | 0 | 797 | 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 | 512 | 23 | 967 | 0 | 170 | 0 | 797 | 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 | 512 | 23 | 967 | 0 | 170 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 211 | 512 | 23 | 967 | 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 | 211 | 512 | 23 | 967 | 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 | 0.06 | 0.15 | 0.01 | 0.17 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | **** | **** | | | **** | | | | | |
| Green Time: | 0.0 | 34.0 | 34.0 | 7.0 | 41.0 | 0.0 | 22.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.12 | 0.31 | 0.14 | 0.30 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 10.6 | 11.8 | 30.1 | 8.1 | 0.0 | 19.5 | 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 | 10.6 | 11.8 | 30.1 | 8.1 | 0.0 | 19.5 | 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 | 7 | 1 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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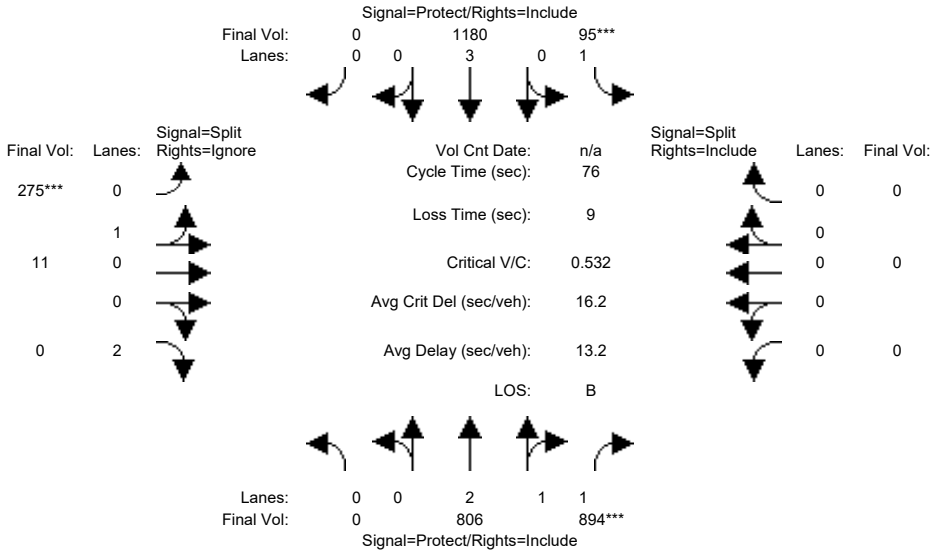
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #3029: (11) 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 | | 806 | | 894 | | 95 | | 1180 | | 0 | | 275 | | 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 | | 806 | | 894 | | 95 | | 1180 | | 0 | | 275 | | 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 | | 806 | | 894 | | 95 | | 1180 | | 0 | | 275 | | 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 | | 806 | | 894 | | 95 | | 1180 | | 0 | | 275 | | 11 | | 0 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 806 | | 894 | | 95 | | 1180 | | 0 | | 275 | | 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 | | 806 | | 894 | | 95 | | 1180 | | 0 | | 275 | | 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 | | 0.21 | | 0.26 | | 0.05 | | 0.21 | | 0.00 | | 0.16 | | 0.16 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | | | | | **** | | **** | | | | | | **** | | | | | | | | | | | |
| Green Time: | 0.0 | | 36.5 | | 36.5 | | 7.8 | | 44.3 | | 0.0 | | 22.7 | | 22.7 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | | 0.44 | | 0.53 | | 0.53 | | 0.36 | | 0.00 | | 0.53 | | 0.53 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 13.1 | | 13.9 | | 35.4 | | 8.4 | | 0.0 | | 23.2 | | 23.2 | | 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 | | 13.1 | | 13.9 | | 35.4 | | 8.4 | | 0.0 | | 23.2 | | 23.2 | | 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 | | 11 | | 14 | | 5 | | 9 | | 0 | | 12 | | 12 | | 0 | | 0 | | 0 | | 0 | |

Note: Queue reported is the number of cars per lane.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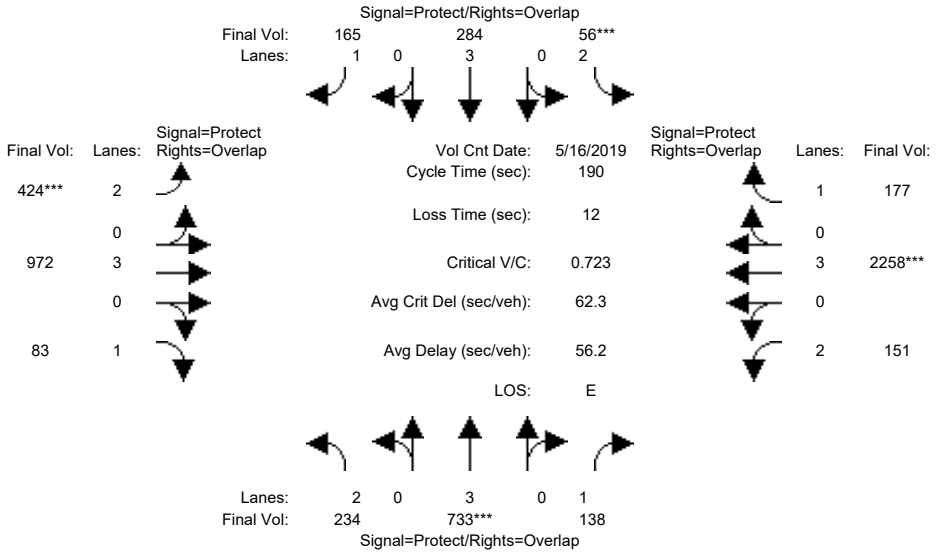
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5329: (23) 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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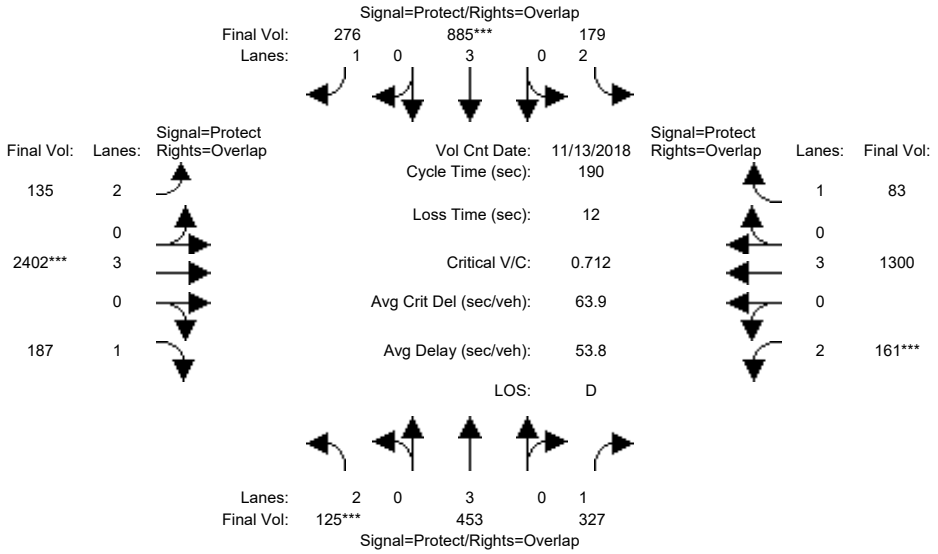
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5329: (23) 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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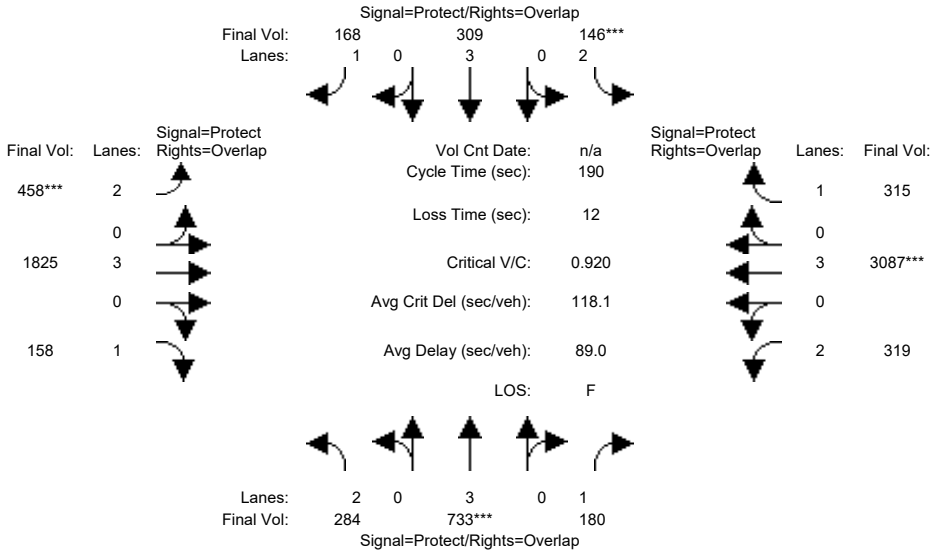
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5329: (23) 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: | 284 | 733 | 180 | 146 | 309 | 168 | 458 | 1825 | 158 | 319 | 3087 | 315 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 284 | 733 | 180 | 146 | 309 | 168 | 458 | 1825 | 158 | 319 | 3087 | 315 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 284 | 733 | 180 | 146 | 309 | 168 | 458 | 1825 | 158 | 319 | 3087 | 315 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 284 | 733 | 180 | 146 | 309 | 168 | 458 | 1825 | 158 | 319 | 3087 | 315 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 284 | 733 | 180 | 146 | 309 | 168 | 458 | 1825 | 158 | 319 | 3087 | 315 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 284 | 733 | 180 | 146 | 309 | 168 | 458 | 1825 | 158 | 319 | 3087 | 315 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.13 | 0.10 | 0.05 | 0.05 | 0.10 | 0.15 | 0.32 | 0.09 | 0.10 | 0.54 | 0.18 |
| 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: | 0.78 | 0.58 | 0.32 | 0.59 | 0.29 | 0.27 | 0.86 | 0.60 | 0.14 | 0.96 | 1.16 | 0.33 |
| Delay/Veh: | 91.9 | 66.8 | 48.4 | 88.1 | 67.0 | 44.3 | 90.6 | 39.6 | 19.5 | 123.8 | 136 | 31.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 91.9 | 66.8 | 48.4 | 88.1 | 67.0 | 44.3 | 90.6 | 39.6 | 19.5 | 123.8 | 136 | 31.2 |
| LOS by Move: | F | E | D | F | E | D | F | D | B | F | F | C |
| HCM2k95thQ: | 18 | 22 | 15 | 10 | 10 | 14 | 31 | 45 | 11 | 26 | 117 | 24 |

Note: Queue reported is the number of cars per lane.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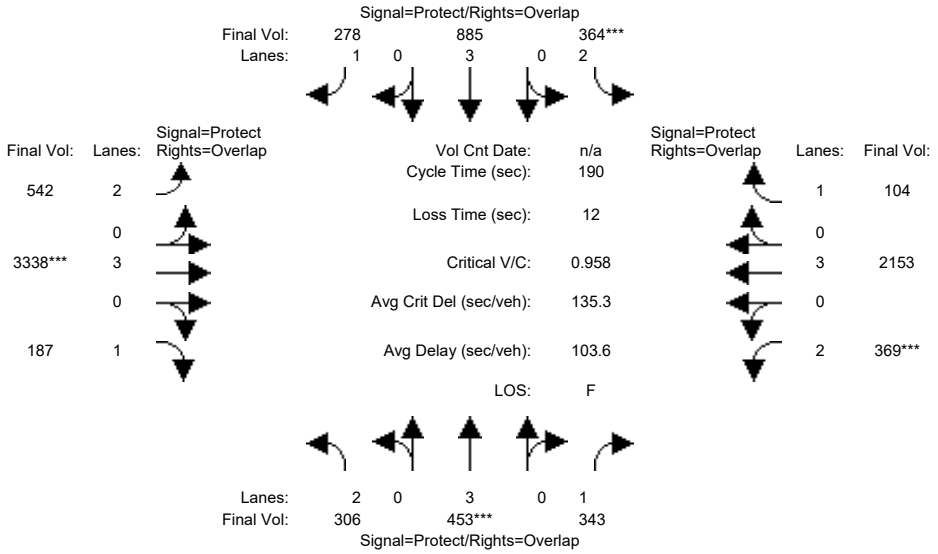
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5329: (23) 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: | 306 | 453 | 343 | 364 | 885 | 278 | 542 | 3338 | 187 | 369 | 2153 | 104 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 306 | 453 | 343 | 364 | 885 | 278 | 542 | 3338 | 187 | 369 | 2153 | 104 |
| Added Vol: | 0 | 0 | 0 | 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 | 453 | 343 | 364 | 885 | 278 | 542 | 3338 | 187 | 369 | 2153 | 104 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 306 | 453 | 343 | 364 | 885 | 278 | 542 | 3338 | 187 | 369 | 2153 | 104 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 306 | 453 | 343 | 364 | 885 | 278 | 542 | 3338 | 187 | 369 | 2153 | 104 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 306 | 453 | 343 | 364 | 885 | 278 | 542 | 3338 | 187 | 369 | 2153 | 104 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.20 | 0.12 | 0.16 | 0.16 | 0.17 | 0.59 | 0.11 | 0.12 | 0.38 | 0.06 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 18.5 | 39.0 | 58.9 | 19.6 | 40.1 | 64.5 | 24.4 | 99.5 | 118.0 | 19.9 | 95.0 | 114.6 |
| Volume/Cap: | 1.00 | 0.39 | 0.63 | 1.12 | 0.74 | 0.47 | 1.34 | 1.12 | 0.17 | 1.12 | 0.76 | 0.10 |
| Delay/Veh: | 136.2 | 65.4 | 58.7 | 171.0 | 72.4 | 49.9 | 260.4 | 137 | 32.0 | 170.5 | 30.5 | 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: | 136.2 | 65.4 | 58.7 | 171.0 | 72.4 | 49.9 | 260.4 | 137 | 32.0 | 170.5 | 30.5 | 9.1 |
| LOS by Move: | F | E | E | F | E | D | F | F | C | F | C | A |
| HCM2k95thQ: | 22 | 14 | 31 | 28 | 27 | 23 | 49 | 121 | 17 | 32 | 46 | 3 |

Note: Queue reported is the number of cars per lane.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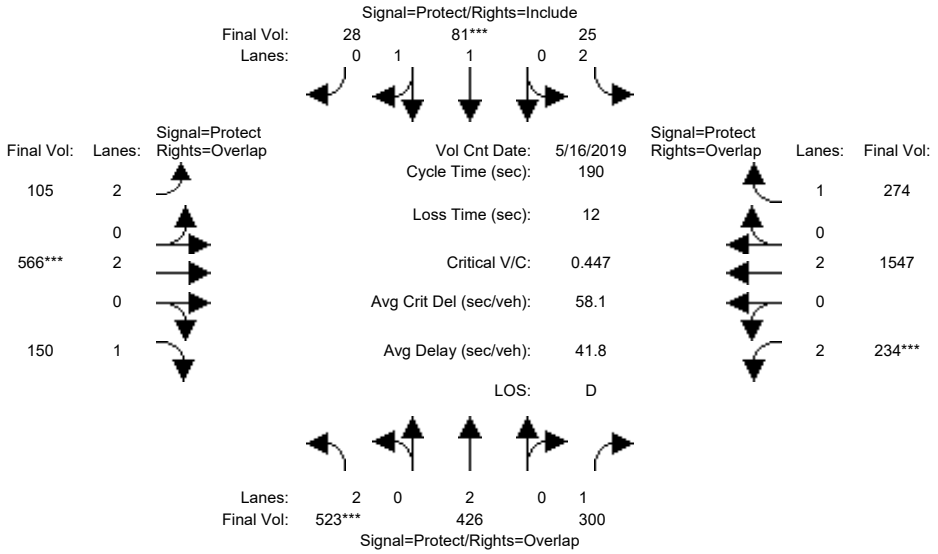
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5332: (42) 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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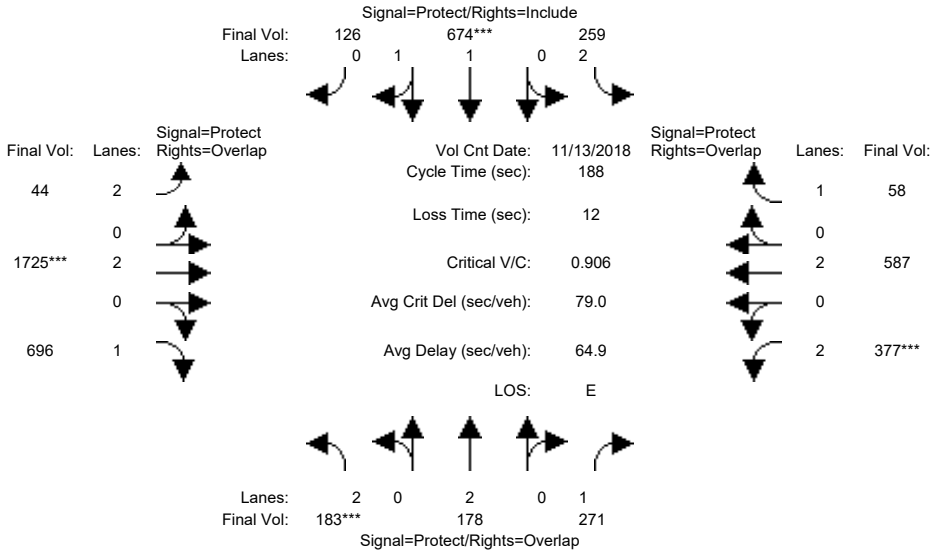
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5332: (42) 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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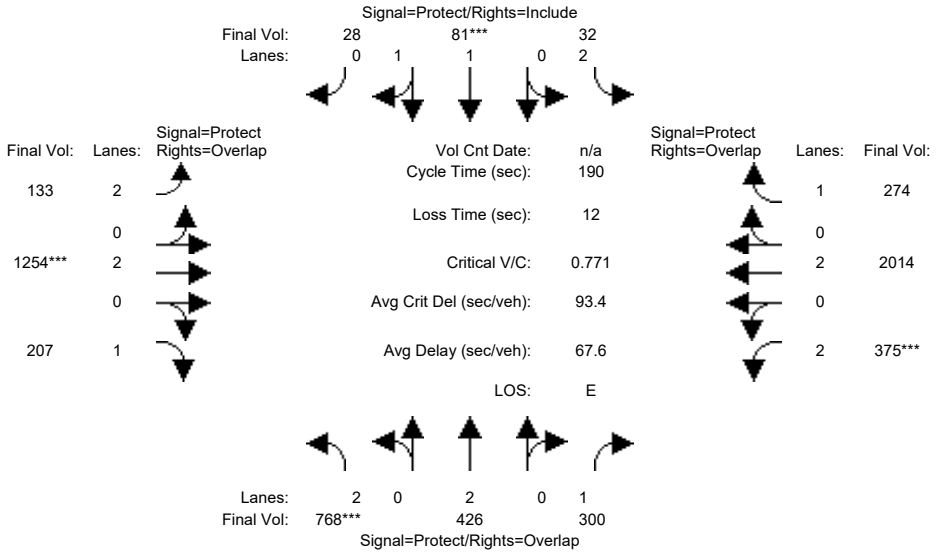
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5332: (42) 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: | 768 | 426 | 300 | 32 | 81 | 28 | 133 | 1458 | 207 | 375 | 2342 | 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: | 768 | 426 | 300 | 32 | 81 | 28 | 133 | 1458 | 207 | 375 | 2342 | 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: | 768 | 426 | 300 | 32 | 81 | 28 | 133 | 1458 | 207 | 375 | 2342 | 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: | 768 | 426 | 300 | 32 | 81 | 28 | 133 | 1254 | 207 | 375 | 2014 | 274 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 768 | 426 | 300 | 32 | 81 | 28 | 133 | 1254 | 207 | 375 | 2014 | 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: | 768 | 426 | 300 | 32 | 81 | 28 | 133 | 1254 | 207 | 375 | 2014 | 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: | 0.24 | 0.11 | 0.17 | 0.01 | 0.03 | 0.03 | 0.04 | 0.33 | 0.12 | 0.12 | 0.53 | 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: | 1.22 | 0.41 | 0.43 | 0.19 | 0.23 | 0.23 | 0.50 | 0.68 | 0.17 | 0.94 | 1.01 | 0.27 |
| Delay/Veh: | 188.5 | 56.7 | 41.7 | 86.7 | 75.0 | 75.0 | 84.7 | 30.9 | 3.5 | 113.1 | 54.4 | 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: | 188.5 | 56.7 | 41.7 | 86.7 | 75.0 | 75.0 | 84.7 | 30.9 | 3.5 | 113.1 | 54.4 | 12.6 |
| LOS by Move: | F | E | D | F | E | E | F | C | A | F | D | B |
| HCM2k95thQ: | 59 | 18 | 23 | 2 | 6 | 6 | 10 | 38 | 3 | 22 | 87 | 9 |

Note: Queue reported is the number of cars per lane.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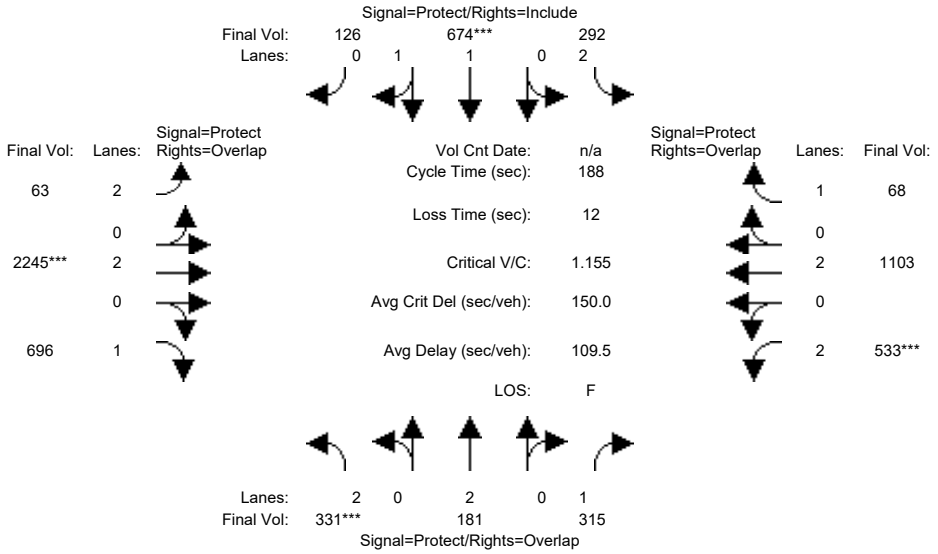
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5332: (42) 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: | 331 | 181 | 315 | 292 | 674 | 126 | 63 | 2878 | 696 | 533 | 1199 | 68 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 331 | 181 | 315 | 292 | 674 | 126 | 63 | 2878 | 696 | 533 | 1199 | 68 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 331 | 181 | 315 | 292 | 674 | 126 | 63 | 2878 | 696 | 533 | 1199 | 68 |
| 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: | 331 | 181 | 315 | 292 | 674 | 126 | 63 | 2245 | 696 | 533 | 1103 | 68 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 331 | 181 | 315 | 292 | 674 | 126 | 63 | 2245 | 696 | 533 | 1103 | 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: | 331 | 181 | 315 | 292 | 674 | 126 | 63 | 2245 | 696 | 533 | 1103 | 68 |
| Saturation Flow 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: | 0.11 | 0.05 | 0.18 | 0.09 | 0.22 | 0.22 | 0.02 | 0.59 | 0.40 | 0.17 | 0.29 | 0.04 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 18.0 | 39.0 | 66.4 | 14.0 | 35.0 | 35.0 | 13.2 | 95.6 | 113.6 | 27.4 | 110 | 123.8 |
| Volume/Cap: | 1.10 | 0.23 | 0.51 | 1.24 | 1.16 | 1.16 | 0.29 | 1.16 | 0.66 | 1.16 | 0.50 | 0.06 |
| Delay/Veh: | 165.5 | 62.1 | 48.7 | 227.7 | 165 | 164.7 | 83.7 | 137 | 35.8 | 174.7 | 14.2 | 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: | 165.5 | 62.1 | 48.7 | 227.7 | 165 | 164.7 | 83.7 | 137 | 35.8 | 174.7 | 14.2 | 4.7 |
| LOS by Move: | F | E | D | F | F | F | F | F | D | F | B | A |
| HCM2k95thQ: | 26 | 8 | 26 | 25 | 48 | 48 | 5 | 126 | 54 | 40 | 20 | 1 |

Note: Queue reported is the number of cars per lane.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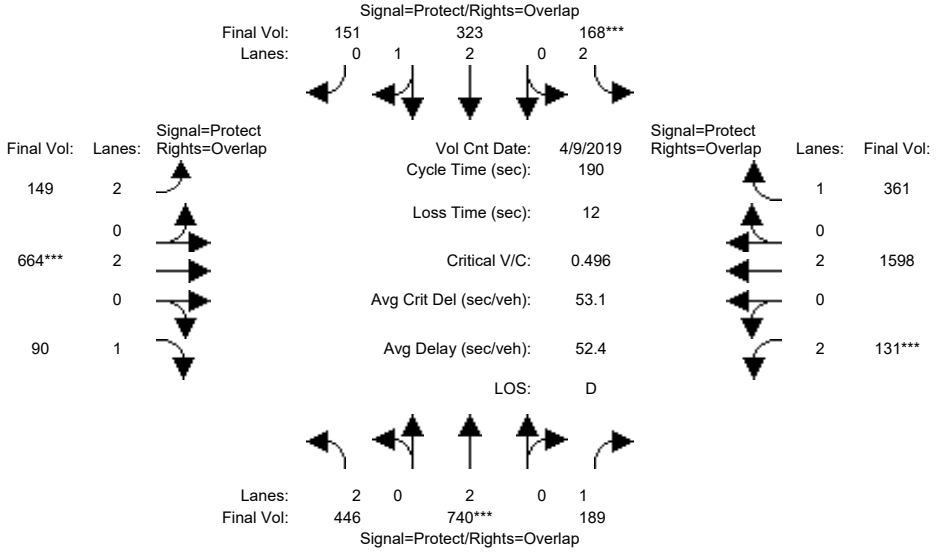
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5334: (43) 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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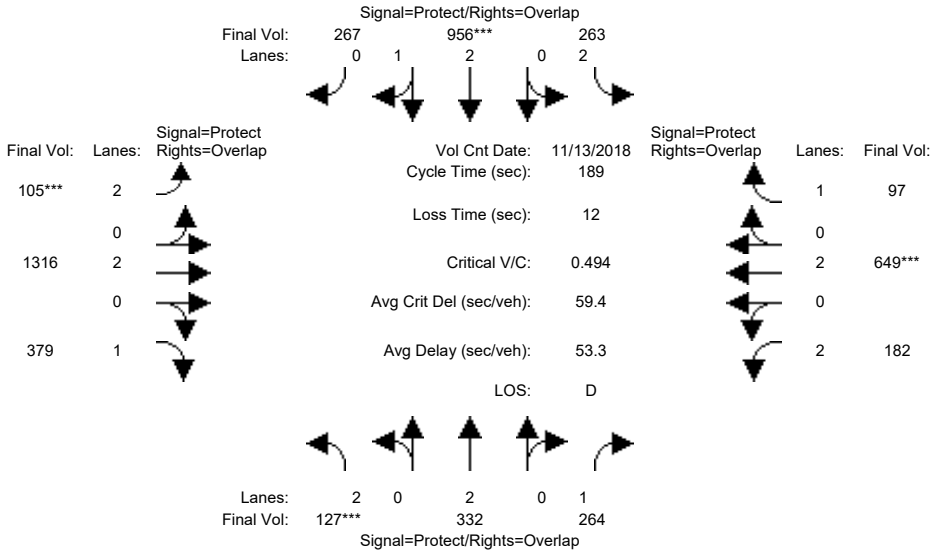
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5334: (43) 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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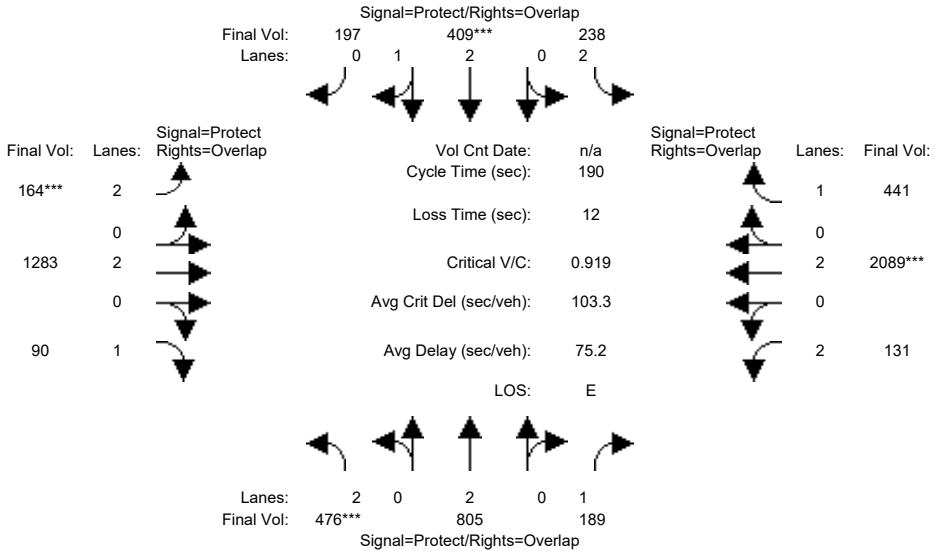
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5334: (43) 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: | 476 | 805 | 189 | 238 | 409 | 197 | 164 | 1492 | 90 | 131 | 2429 | 441 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 476 | 805 | 189 | 238 | 409 | 197 | 164 | 1492 | 90 | 131 | 2429 | 441 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 476 | 805 | 189 | 238 | 409 | 197 | 164 | 1492 | 90 | 131 | 2429 | 441 |
| 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: | 476 | 805 | 189 | 238 | 409 | 197 | 164 | 1283 | 90 | 131 | 2089 | 441 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 476 | 805 | 189 | 238 | 409 | 197 | 164 | 1283 | 90 | 131 | 2089 | 441 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 476 | 805 | 189 | 238 | 409 | 197 | 164 | 1283 | 90 | 131 | 2089 | 441 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 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: | 0.15 | 0.21 | 0.11 | 0.08 | 0.11 | 0.11 | 0.05 | 0.34 | 0.05 | 0.04 | 0.55 | 0.25 |
| 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: | 1.06 | 0.79 | 0.29 | 0.84 | 0.50 | 0.35 | 0.55 | 0.71 | 0.08 | 0.42 | 1.14 | 0.44 |
| Delay/Veh: | 141.9 | 68.7 | 42.7 | 105.4 | 65.8 | 50.8 | 84.3 | 32.3 | 7.5 | 81.2 | 107 | 14.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 141.9 | 68.7 | 42.7 | 105.4 | 65.8 | 50.8 | 84.3 | 32.3 | 7.5 | 81.2 | 107 | 14.9 |
| LOS by Move: | F | E | D | F | E | D | F | C | A | F | F | B |
| HCM2k95thQ: | 35 | 37 | 15 | 17 | 19 | 17 | 10 | 40 | 2 | 8 | 116 | 18 |

Note: Queue reported is the number of cars per lane.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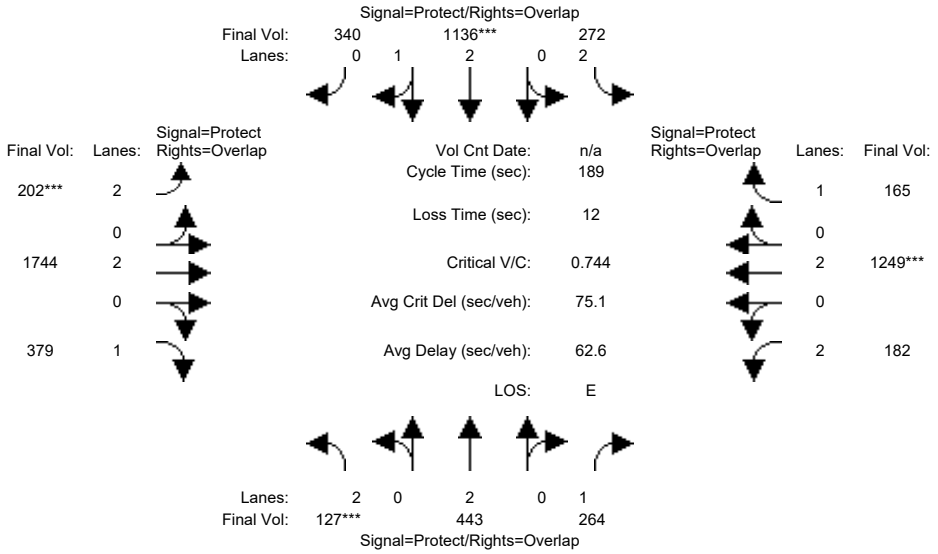
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5334: (43) 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 | 443 | 264 | 272 | 1136 | 340 | 202 | 2813 | 379 | 182 | 1358 | 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: | 127 | 443 | 264 | 272 | 1136 | 340 | 202 | 2813 | 379 | 182 | 1358 | 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: | 127 | 443 | 264 | 272 | 1136 | 340 | 202 | 2813 | 379 | 182 | 1358 | 165 |
| 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 | 443 | 264 | 272 | 1136 | 340 | 202 | 1744 | 379 | 182 | 1249 | 165 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 443 | 264 | 272 | 1136 | 340 | 202 | 1744 | 379 | 182 | 1249 | 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: | 127 | 443 | 264 | 272 | 1136 | 340 | 202 | 1744 | 379 | 182 | 1249 | 165 |
| Saturation Flow 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 | 4308 | 1289 | 3150 | 3800 | 1750 | 3150 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.12 | 0.15 | 0.09 | 0.26 | 0.26 | 0.06 | 0.46 | 0.22 | 0.06 | 0.33 | 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: | 0.59 | 0.60 | 0.54 | 0.67 | 1.04 | 0.82 | 0.93 | 0.87 | 0.36 | 0.68 | 0.60 | 0.14 |
| Delay/Veh: | 89.5 | 71.0 | 59.2 | 82.7 | 105 | 61.9 | 130.1 | 53.8 | 27.3 | 91.1 | 29.7 | 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: | 89.5 | 71.0 | 59.2 | 82.7 | 105 | 61.9 | 130.1 | 53.8 | 27.3 | 91.1 | 29.7 | 11.1 |
| LOS by Move: | F | E | E | F | F | E | F | D | C | F | C | B |
| HCM2k95thQ: | 9 | 21 | 24 | 17 | 54 | 44 | 13 | 67 | 27 | 12 | 40 | 7 |

Note: Queue reported is the number of cars per lane.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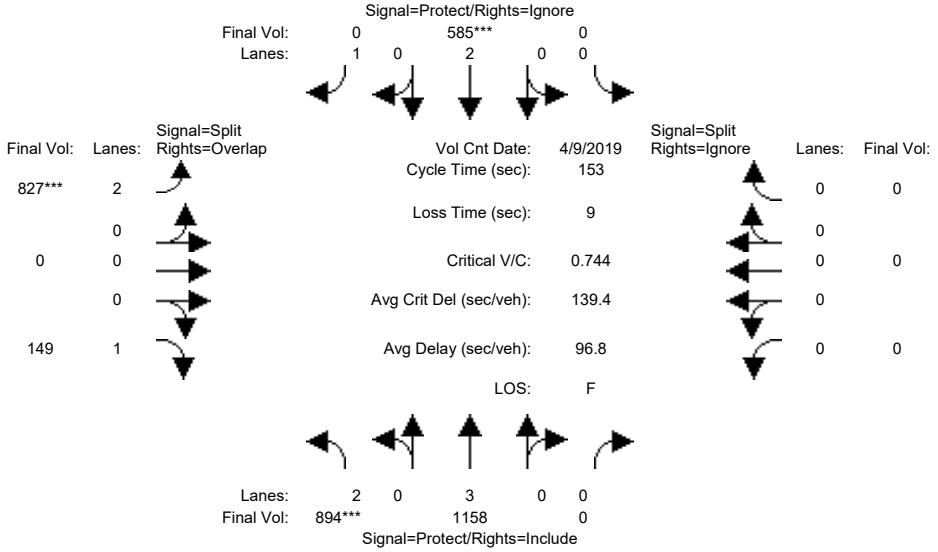
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5335: (44) 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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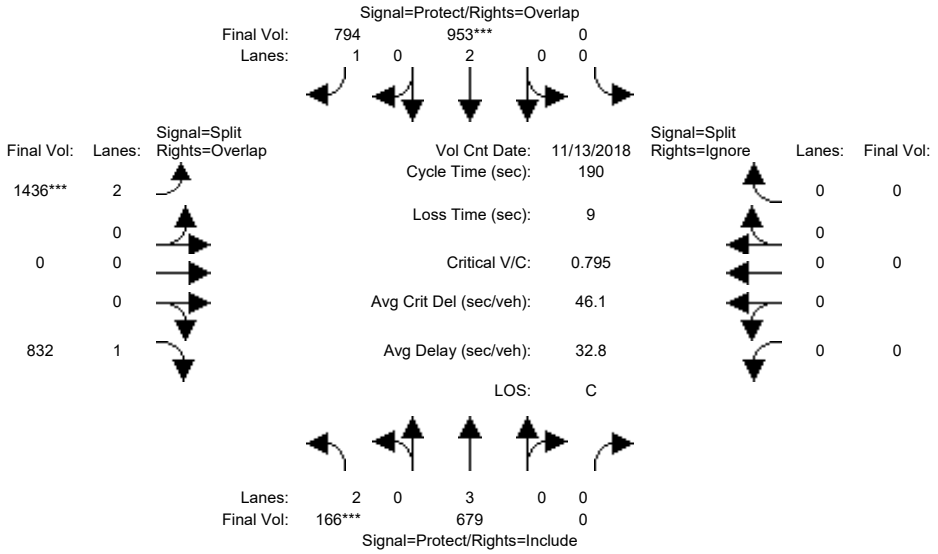
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5335: (44) 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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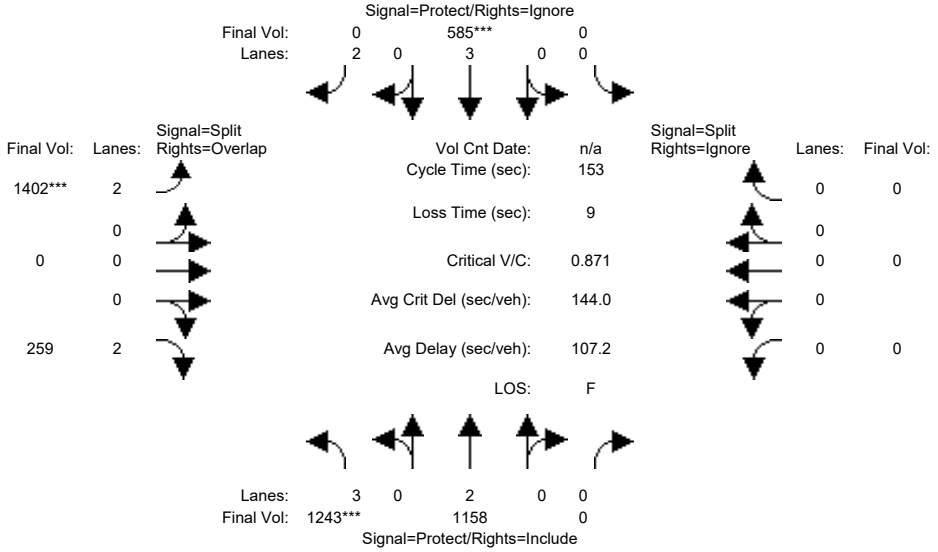
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5335: (44) 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: | 1243 | 1158 | | 0 | 0 | 585 | | 1867 | 1630 | | 0 | 259 | 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: | 1243 | 1158 | | 0 | 0 | 585 | | 1867 | 1630 | | 0 | 259 | 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: | 1243 | 1158 | | 0 | 0 | 585 | | 1867 | 1630 | | 0 | 259 | 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: | 1243 | 1158 | | 0 | 0 | 585 | | 0 | 1402 | | 0 | 259 | 0 | | 0 | 0 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 1243 | 1158 | | 0 | 0 | 585 | | 0 | 1402 | | 0 | 259 | 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: | 1243 | 1158 | | 0 | 0 | 585 | | 0 | 1402 | | 0 | 259 | 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: | 0.27 | 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: | 1.46 | 0.60 | | 0.00 | 0.00 | 0.32 | | 0.00 | 1.03 | | 0.00 | 0.13 | 0.00 | | 0.00 | 0.00 |
| Delay/Veh: | 276.4 | 27.3 | | 0.0 | 0.0 | 39.7 | | 0.0 | 70.0 | | 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: | 276.4 | 27.3 | | 0.0 | 0.0 | 39.7 | | 0.0 | 70.0 | | 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: | 71 | 33 | | 0 | 0 | 13 | | 0 | 71 | | 0 | 3 | 0 | | 0 | 0 |

Note: Queue reported is the number of cars per lane.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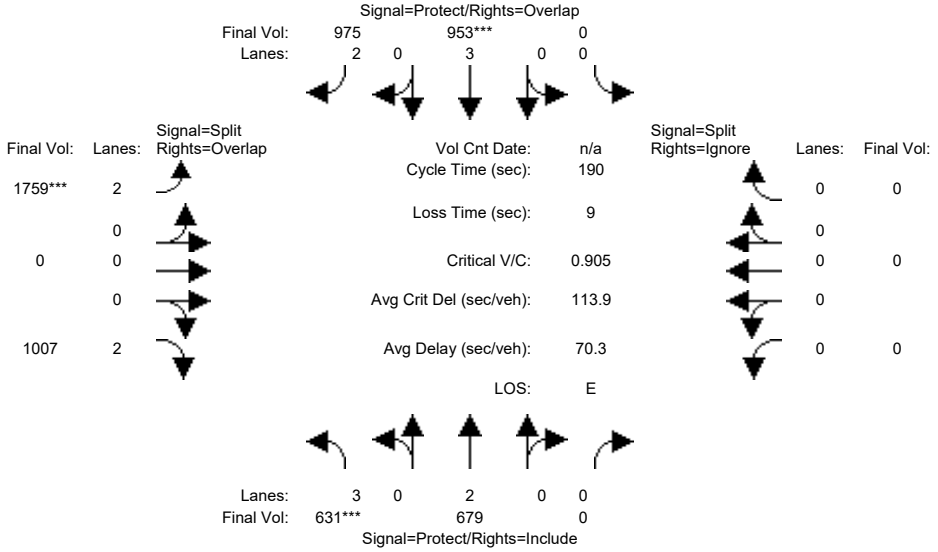
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5335: (44) 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: | 631 | 679 | 0 | | 0 | 953 | 975 | | 2513 | 0 | 1007 | | 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: | 631 | 679 | 0 | | 0 | 953 | 975 | | 2513 | 0 | 1007 | | 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: | 631 | 679 | 0 | | 0 | 953 | 975 | | 2513 | 0 | 1007 | | 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: | 631 | 679 | 0 | | 0 | 953 | 975 | | 1759 | 0 | 1007 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 631 | 679 | 0 | | 0 | 953 | 975 | | 1759 | 0 | 1007 | | 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: | 631 | 679 | 0 | | 0 | 953 | 975 | | 1759 | 0 | 1007 | | 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 | 0.31 | | 0.56 | 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: | 1.62 | 0.46 | 0.00 | | 0.00 | 0.55 | 0.36 | | 0.99 | 0.00 | 0.49 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 382.9 | 45.0 | 0.0 | | 0.0 | 57.8 | 2.5 | | 47.8 | 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: | 382.9 | 45.0 | 0.0 | | 0.0 | 57.8 | 2.5 | | 47.8 | 0.0 | 8.2 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | D | A | | A | E | A | | D | A | A | | A | A | A | |
| HCM2k95thQ: | 48 | 26 | 0 | | 0 | 27 | 13 | | 98 | 0 | 16 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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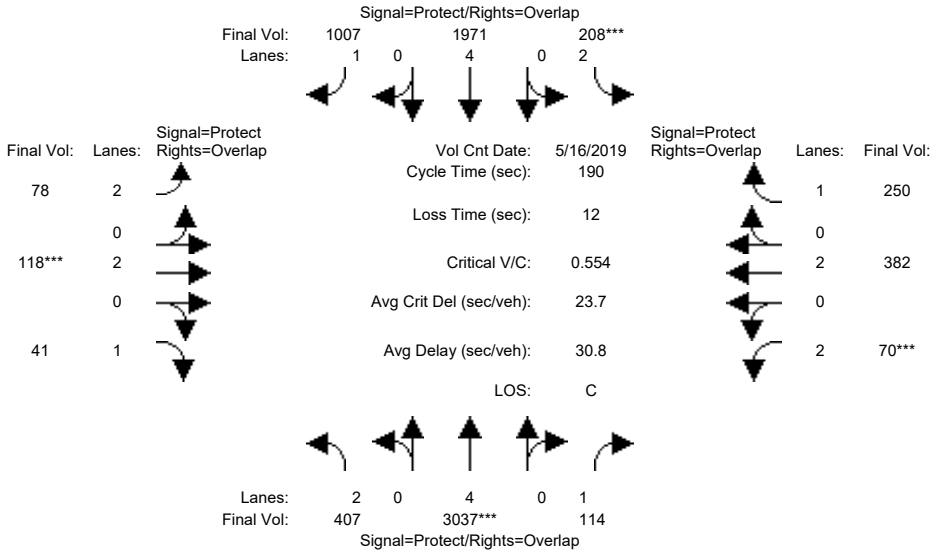
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5408: (33) 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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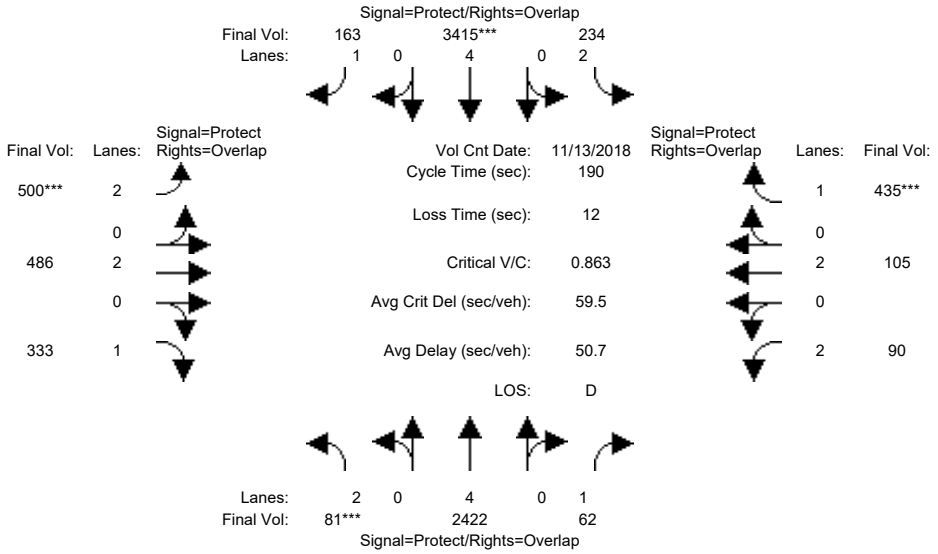
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5408: (33) 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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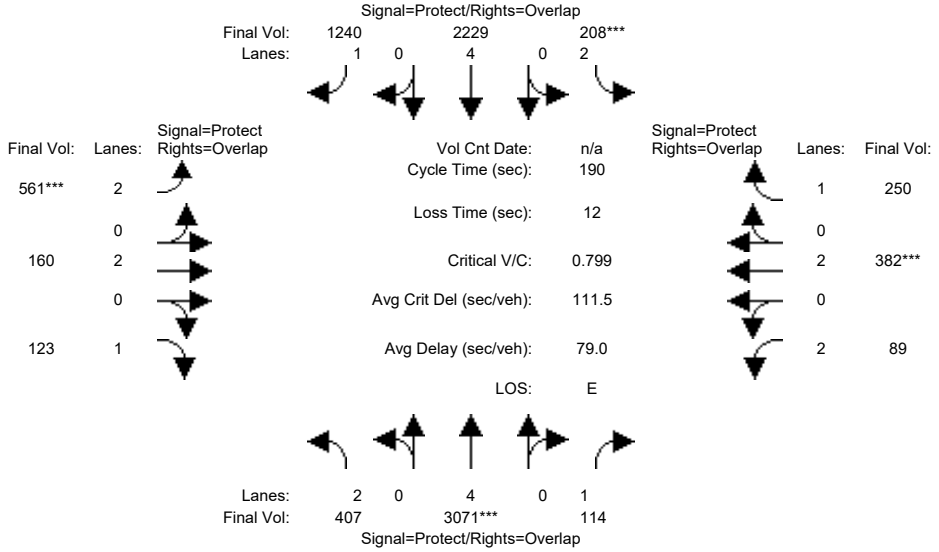
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5408: (33) 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 | 3071 | 114 | 208 | 2229 | 1240 | 561 | 160 | 123 | 89 | 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 | 3071 | 114 | 208 | 2229 | 1240 | 561 | 160 | 123 | 89 | 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 | 3071 | 114 | 208 | 2229 | 1240 | 561 | 160 | 123 | 89 | 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 | 3071 | 114 | 208 | 2229 | 1240 | 561 | 160 | 123 | 89 | 382 | 250 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 407 | 3071 | 114 | 208 | 2229 | 1240 | 561 | 160 | 123 | 89 | 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 | 3071 | 114 | 208 | 2229 | 1240 | 561 | 160 | 123 | 89 | 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 | 0.29 | 0.71 | 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 | 0.69 | 0.10 | 0.63 | 0.53 | 1.12 | 2.26 | 0.24 | 0.22 | 0.41 | 0.62 | 0.53 |
| Delay/Veh: | 102.6 | 16.6 | 4.9 | 85.2 | 18.3 | 84.4 | 665.4 | 67.9 | 48.0 | 86.1 | 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 | 16.6 | 4.9 | 85.2 | 18.3 | 84.4 | 665.4 | 67.9 | 48.0 | 86.1 | 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 | 144 | 65 | 8 | 10 | 6 | 18 | 22 |

Note: Queue reported is the number of cars per lane.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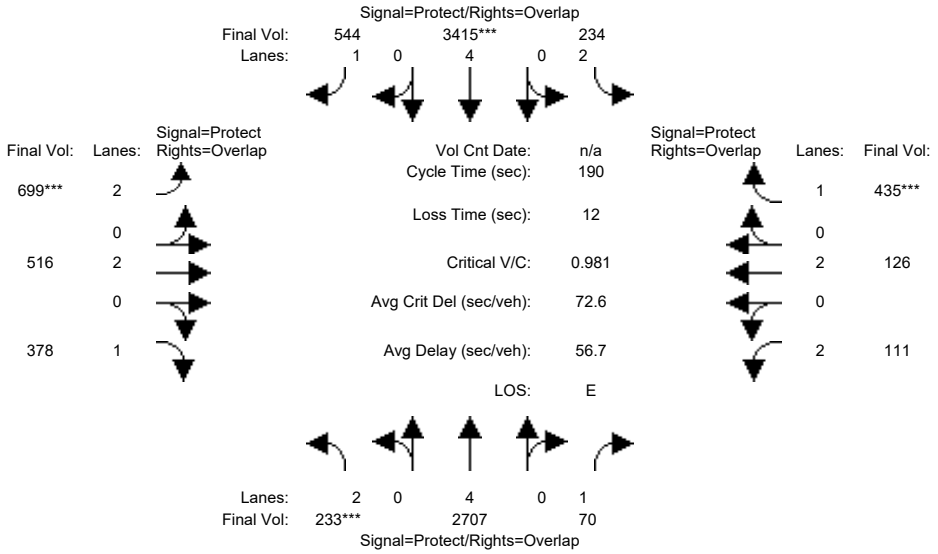
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5408: (33) 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: | 233 | 2707 | 70 | 234 | 3415 | 544 | 699 | 516 | 378 | 111 | 126 | 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: | 233 | 2707 | 70 | 234 | 3415 | 544 | 699 | 516 | 378 | 111 | 126 | 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: | 233 | 2707 | 70 | 234 | 3415 | 544 | 699 | 516 | 378 | 111 | 126 | 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: | 233 | 2707 | 70 | 234 | 3415 | 544 | 699 | 516 | 378 | 111 | 126 | 435 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 233 | 2707 | 70 | 234 | 3415 | 544 | 699 | 516 | 378 | 111 | 126 | 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: | 233 | 2707 | 70 | 234 | 3415 | 544 | 699 | 516 | 378 | 111 | 126 | 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 | 0.36 | 0.04 | 0.07 | 0.45 | 0.31 | 0.22 | 0.14 | 0.22 | 0.04 | 0.03 | 0.25 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green Time: | 13.6 | 90.3 | 103.4 | 21.3 | 98.0 | 138.9 | 40.9 | 53.3 | 67.0 | 13.0 | 27.0 | 48.3 |
| Volume/Cap: | 1.03 | 0.75 | 0.07 | 0.66 | 0.87 | 0.43 | 1.03 | 0.48 | 0.61 | 0.51 | 0.23 | 0.98 |
| Delay/Veh: | 156.2 | 33.5 | 14.3 | 85.5 | 53.3 | 17.9 | 117.2 | 57.2 | 52.6 | 87.5 | 72.5 | 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: | 156.2 | 33.5 | 14.3 | 85.5 | 53.3 | 17.9 | 117.2 | 57.2 | 52.6 | 87.5 | 72.5 | 107.0 |
| LOS by Move: | F | C | B | F | D | B | F | E | D | F | E | F |
| HCM2k95thQ: | 21 | 45 | 3 | 17 | 73 | 35 | 45 | 21 | 32 | 7 | 6 | 48 |

Note: Queue reported is the number of cars per lane.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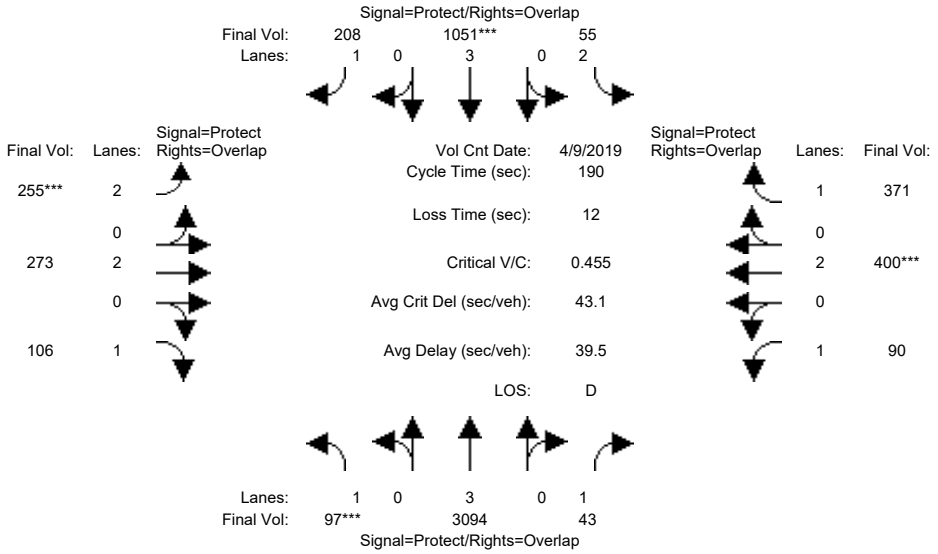
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5414: (34) 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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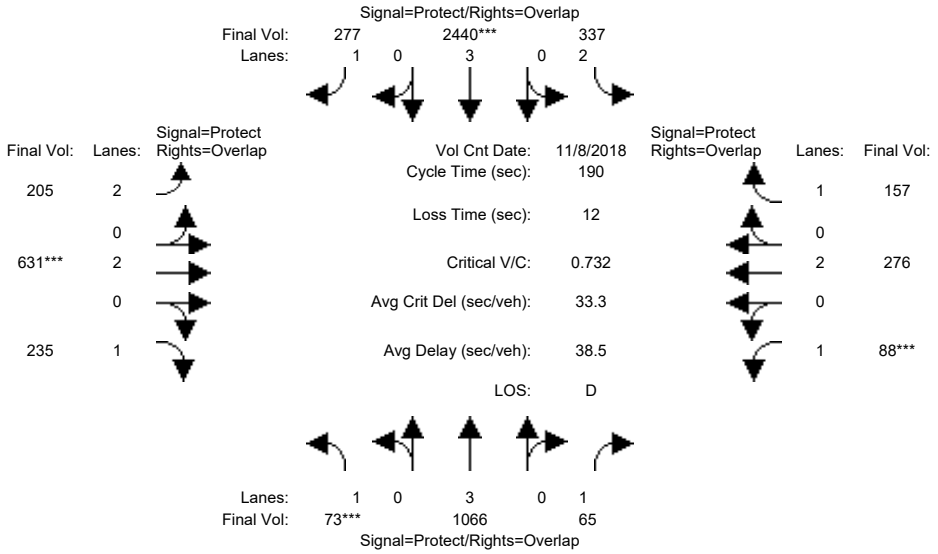
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5414: (34) San Tomas Expressway and Monroe Street

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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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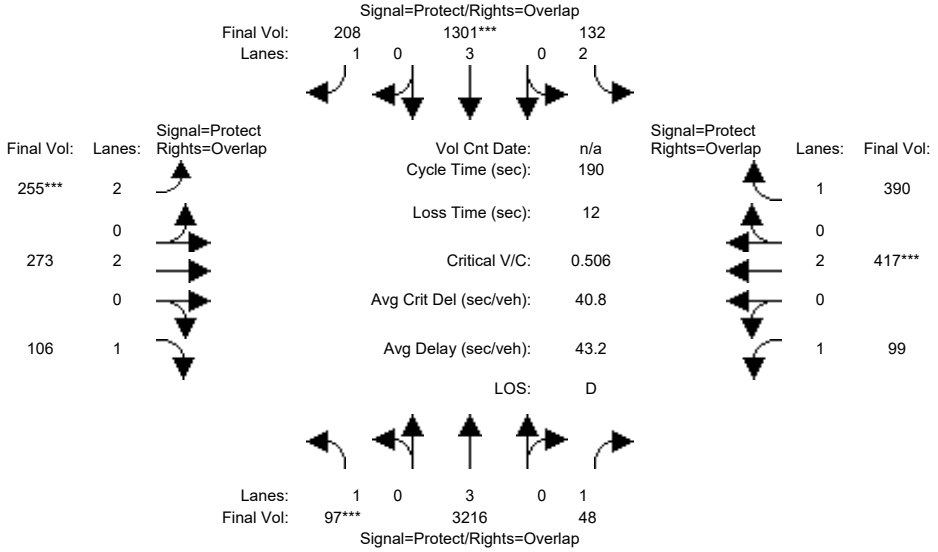
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5414: (34) 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: | 97 | 3784 | 48 | 132 | 1531 | 208 | 255 | 273 | 106 | 99 | 417 | 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: | 97 | 3784 | 48 | 132 | 1531 | 208 | 255 | 273 | 106 | 99 | 417 | 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: | 97 | 3784 | 48 | 132 | 1531 | 208 | 255 | 273 | 106 | 99 | 417 | 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: | 97 | 3216 | 48 | 132 | 1301 | 208 | 255 | 273 | 106 | 99 | 417 | 390 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 97 | 3216 | 48 | 132 | 1301 | 208 | 255 | 273 | 106 | 99 | 417 | 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: | 97 | 3216 | 48 | 132 | 1301 | 208 | 255 | 273 | 106 | 99 | 417 | 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 | 0.56 | 0.03 | 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: | 0.62 | 0.98 | 0.04 | 0.66 | 0.42 | 0.18 | 0.77 | 0.35 | 0.21 | 0.60 | 0.56 | 0.86 |
| Delay/Veh: | 90.8 | 37.3 | 4.1 | 95.2 | 17.4 | 5.7 | 93.2 | 64.9 | 50.5 | 88.4 | 70.2 | 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: | 90.8 | 37.3 | 4.1 | 95.2 | 17.4 | 5.7 | 93.2 | 64.9 | 50.5 | 88.4 | 70.2 | 83.1 |
| LOS by Move: | F | D | A | F | B | A | F | E | D | F | E | F |
| HCM2k95thQ: | 10 | 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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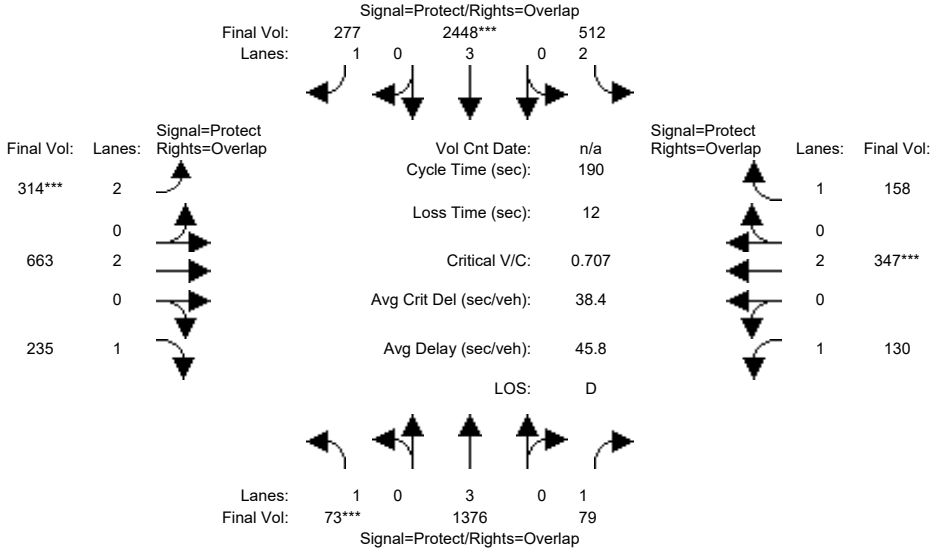
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5414: (34) 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 | 1911 | 79 | 512 | 3353 | 277 | 314 | 663 | 235 | 130 | 347 | 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: | 73 | 1911 | 79 | 512 | 3353 | 277 | 314 | 663 | 235 | 130 | 347 | 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: | 73 | 1911 | 79 | 512 | 3353 | 277 | 314 | 663 | 235 | 130 | 347 | 158 |
| 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 | 1376 | 79 | 512 | 2448 | 277 | 314 | 663 | 235 | 130 | 347 | 158 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 73 | 1376 | 79 | 512 | 2448 | 277 | 314 | 663 | 235 | 130 | 347 | 158 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 73 | 1376 | 79 | 512 | 2448 | 277 | 314 | 663 | 235 | 130 | 347 | 158 |
| Saturation 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 | 0.05 | 0.16 | 0.43 | 0.16 | 0.10 | 0.17 | 0.13 | 0.07 | 0.09 | 0.09 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 11.0 | 79.4 | 95.5 | 34.6 | 103 | 127.0 | 23.9 | 47.8 | 58.8 | 16.1 | 40.0 | 74.6 |
| Volume/Cap: | 0.72 | 0.58 | 0.09 | 0.89 | 0.79 | 0.24 | 0.79 | 0.69 | 0.43 | 0.88 | 0.43 | 0.23 |
| Delay/Veh: | 110.1 | 37.4 | 18.8 | 91.9 | 25.7 | 4.8 | 91.0 | 66.6 | 52.8 | 126.4 | 65.5 | 38.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 110.1 | 37.4 | 18.8 | 91.9 | 25.7 | 4.8 | 91.0 | 66.6 | 52.8 | 126.4 | 65.5 | 38.7 |
| LOS by Move: | F | D | B | F | C | A | F | E | D | F | E | D |
| HCM2k95thQ: | 9 | 29 | 3 | 32 | 51 | 5 | 22 | 31 | 21 | 19 | 16 | 12 |

Note: Queue reported is the number of cars per lane.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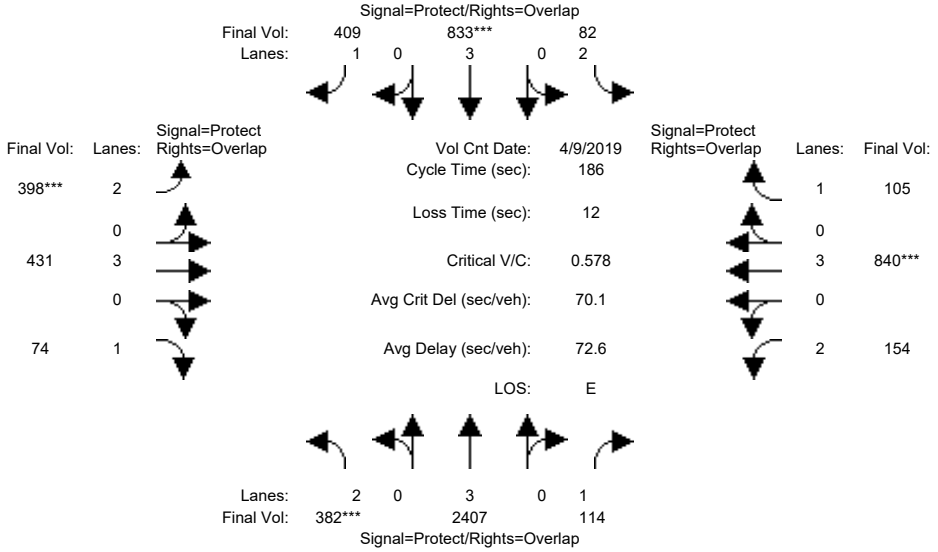
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5416: (35) 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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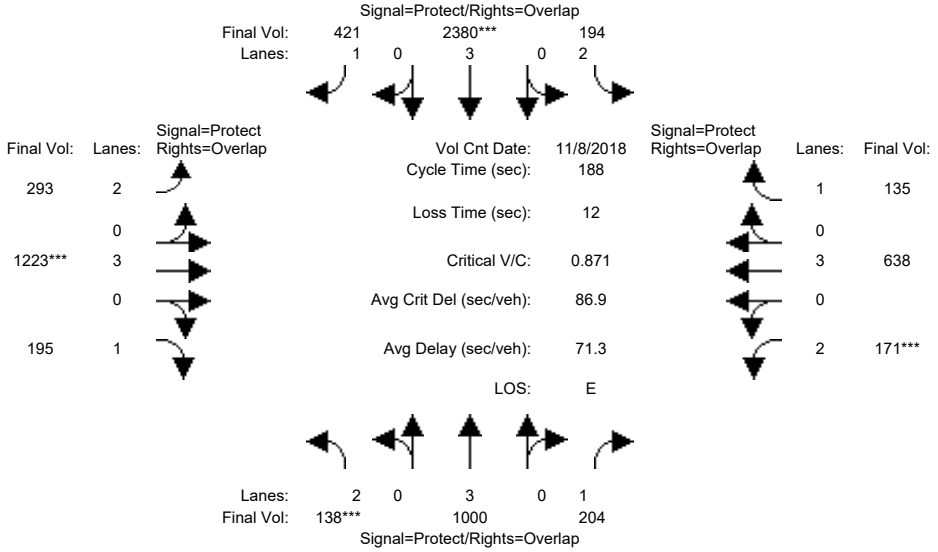
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5416: (35) 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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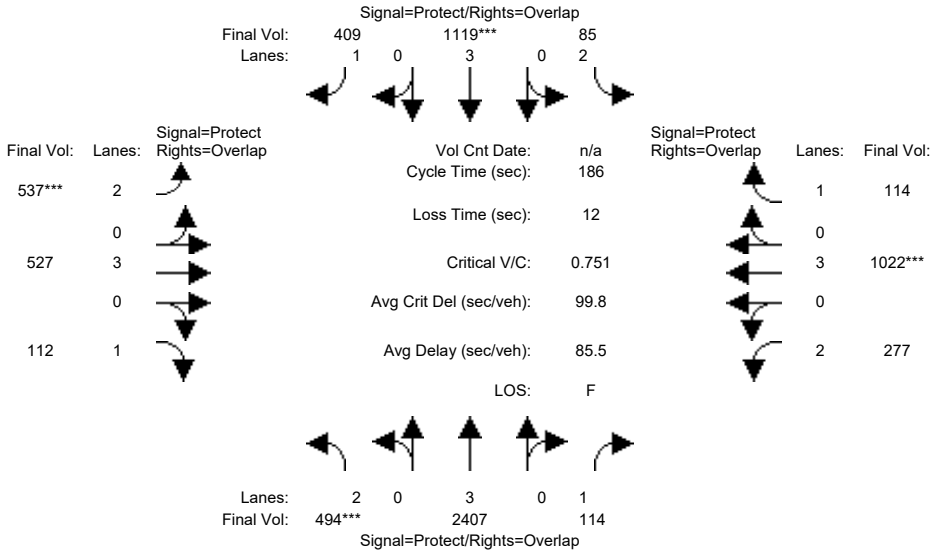
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5416: (35) 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: | 494 | 2832 | 114 | 85 | 1316 | 409 | 537 | 527 | 112 | 277 | 1022 | 114 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 494 | 2832 | 114 | 85 | 1316 | 409 | 537 | 527 | 112 | 277 | 1022 | 114 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 494 | 2832 | 114 | 85 | 1316 | 409 | 537 | 527 | 112 | 277 | 1022 | 114 |
| 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: | 494 | 2407 | 114 | 85 | 1119 | 409 | 537 | 527 | 112 | 277 | 1022 | 114 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 494 | 2407 | 114 | 85 | 1119 | 409 | 537 | 527 | 112 | 277 | 1022 | 114 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 494 | 2407 | 114 | 85 | 1119 | 409 | 537 | 527 | 112 | 277 | 1022 | 114 |
| 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: | 0.16 | 0.51 | 0.07 | 0.03 | 0.20 | 0.23 | 0.17 | 0.09 | 0.06 | 0.09 | 0.18 | 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: | 1.08 | 0.98 | 0.10 | 0.33 | 0.43 | 0.39 | 1.22 | 0.48 | 0.19 | 0.63 | 0.93 | 0.24 |
| Delay/Veh: | 153.9 | 87.8 | 26.3 | 81.6 | 40.7 | 27.6 | 197.8 | 67.0 | 43.6 | 78.4 | 86.7 | 52.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 153.9 | 87.8 | 26.3 | 81.6 | 40.7 | 27.6 | 197.8 | 67.0 | 43.6 | 78.4 | 86.7 | 52.7 |
| LOS by Move: | F | F | C | F | D | C | F | E | D | E | F | D |
| HCM2k95thQ: | 36 | 77 | 10 | 5 | 28 | 30 | 43 | 16 | 9 | 17 | 35 | 10 |

Note: Queue reported is the number of cars per lane.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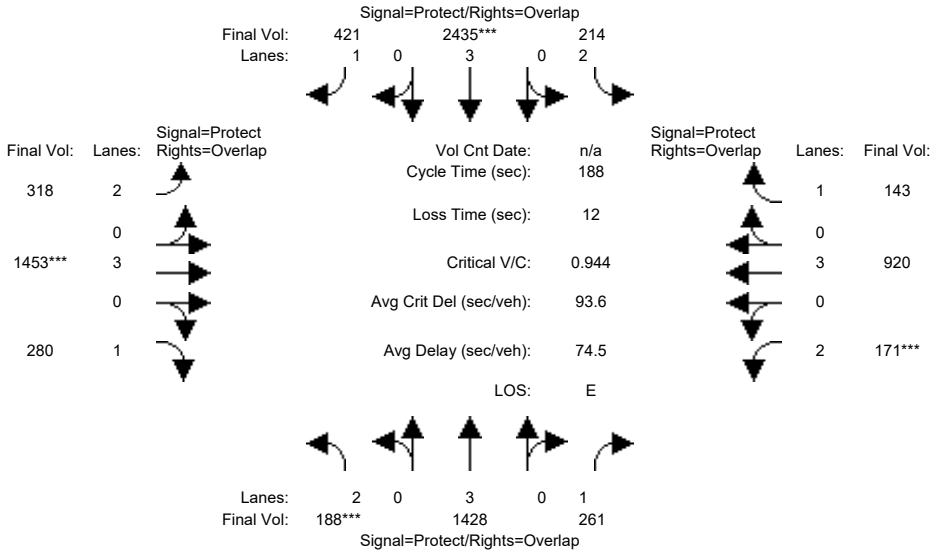
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5416: (35) 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: | 188 | 1700 | 261 | 214 | 2969 | 421 | 318 | 1453 | 280 | 171 | 920 | 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: | 188 | 1700 | 261 | 214 | 2969 | 421 | 318 | 1453 | 280 | 171 | 920 | 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: | 188 | 1700 | 261 | 214 | 2969 | 421 | 318 | 1453 | 280 | 171 | 920 | 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: | 188 | 1428 | 261 | 214 | 2435 | 421 | 318 | 1453 | 280 | 171 | 920 | 143 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 1428 | 261 | 214 | 2435 | 421 | 318 | 1453 | 280 | 171 | 920 | 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: | 188 | 1428 | 261 | 214 | 2435 | 421 | 318 | 1453 | 280 | 171 | 920 | 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 | 0.15 | 0.07 | 0.51 | 0.24 | 0.10 | 0.25 | 0.16 | 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: | 0.86 | 0.56 | 0.28 | 0.57 | 1.03 | 0.39 | 0.83 | 0.90 | 0.46 | 0.64 | 0.66 | 0.22 |
| Delay/Veh: | 114.6 | 45.3 | 31.0 | 87.2 | 105 | 37.3 | 94.1 | 72.7 | 47.7 | 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: | 114.6 | 45.3 | 31.0 | 87.2 | 105 | 37.3 | 94.1 | 72.7 | 47.7 | 88.3 | 65.1 | 41.5 |
| LOS by Move: | F | D | C | F | F | D | F | E | D | F | E | D |
| HCM2k95thQ: | 14 | 37 | 20 | 13 | 78 | 35 | 20 | 44 | 23 | 11 | 27 | 11 |

Note: Queue reported is the number of cars per lane.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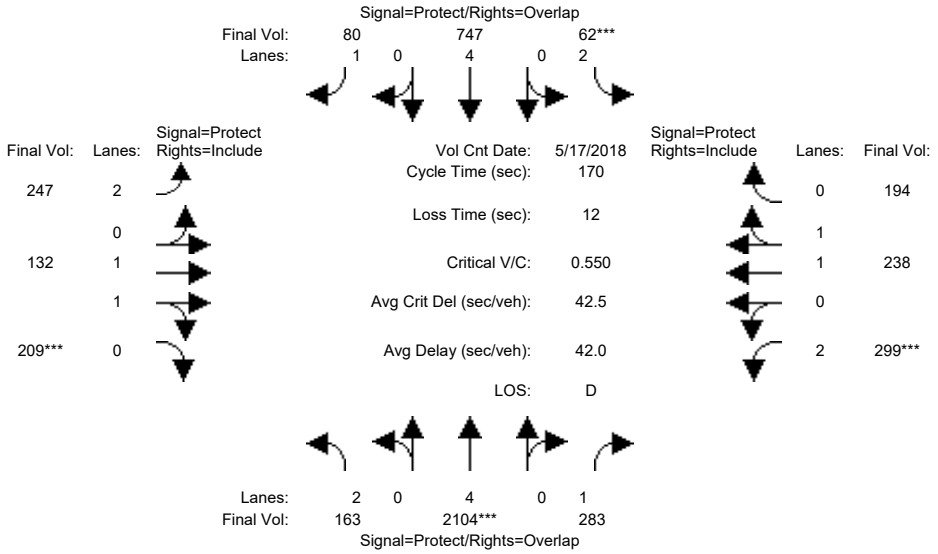
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5603: (1) 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: 17 May 2018 << | | | | | | | | | | | | |
| Base Vol: | 163 | 2104 | 283 | 62 | 747 | 80 | 247 | 132 | 209 | 299 | 238 | 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: | 163 | 2104 | 283 | 62 | 747 | 80 | 247 | 132 | 209 | 299 | 238 | 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: | 163 | 2104 | 283 | 62 | 747 | 80 | 247 | 132 | 209 | 299 | 238 | 194 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 163 | 2104 | 283 | 62 | 747 | 80 | 247 | 132 | 209 | 299 | 238 | 194 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 2104 | 283 | 62 | 747 | 80 | 247 | 132 | 209 | 299 | 238 | 194 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 163 | 2104 | 283 | 62 | 747 | 80 | 247 | 132 | 209 | 299 | 238 | 194 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 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 | 1.08 | 0.92 |
| Final Sat.: | 3150 | 7600 | 1750 | 3150 | 7600 | 1750 | 3150 | 1900 | 1750 | 3150 | 2037 | 1661 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.28 | 0.16 | 0.02 | 0.10 | 0.05 | 0.08 | 0.07 | 0.12 | 0.09 | 0.12 | 0.12 |
| Crit Moves: | | **** | | **** | | | | | **** | **** | | |
| Green Time: | 19.3 | 77.4 | 104.0 | 16.0 | 74.1 | 98.5 | 24.3 | 38.0 | 38.0 | 26.6 | 40.2 | 40.2 |
| Volume/Cap: | 0.46 | 0.61 | 0.26 | 0.21 | 0.23 | 0.08 | 0.55 | 0.31 | 0.53 | 0.61 | 0.49 | 0.49 |
| Delay/Veh: | 71.3 | 35.2 | 15.4 | 71.5 | 30.0 | 15.8 | 69.1 | 55.2 | 59.1 | 69.1 | 56.5 | 56.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 71.3 | 35.2 | 15.4 | 71.5 | 30.0 | 15.8 | 69.1 | 55.2 | 59.1 | 69.1 | 56.5 | 56.5 |
| LOS by Move: | E | D | B | E | C | B | E | E | E | E | E | E |
| HCM2k95thQ: | 9 | 37 | 18 | 4 | 13 | 5 | 13 | 11 | 19 | 16 | 18 | 18 |

Note: Queue reported is the number of cars per lane.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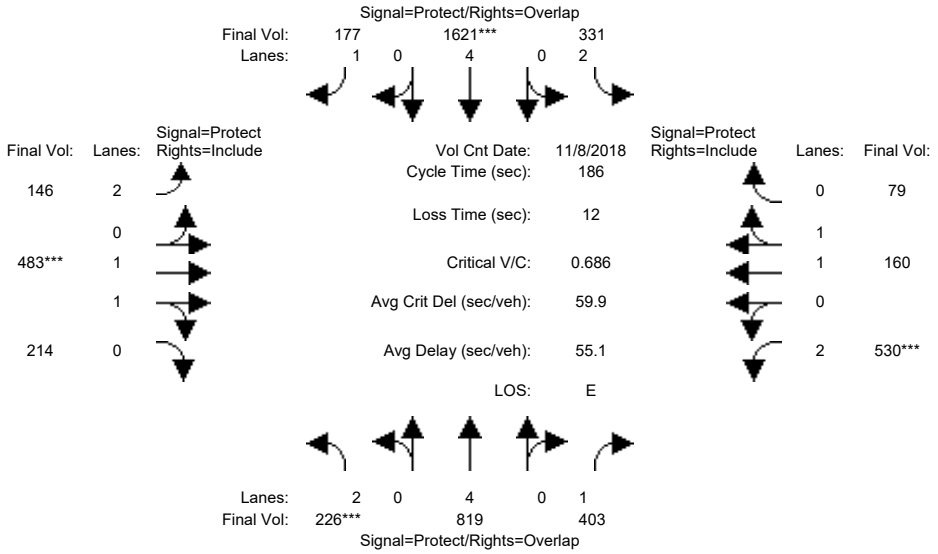
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5603: (1) 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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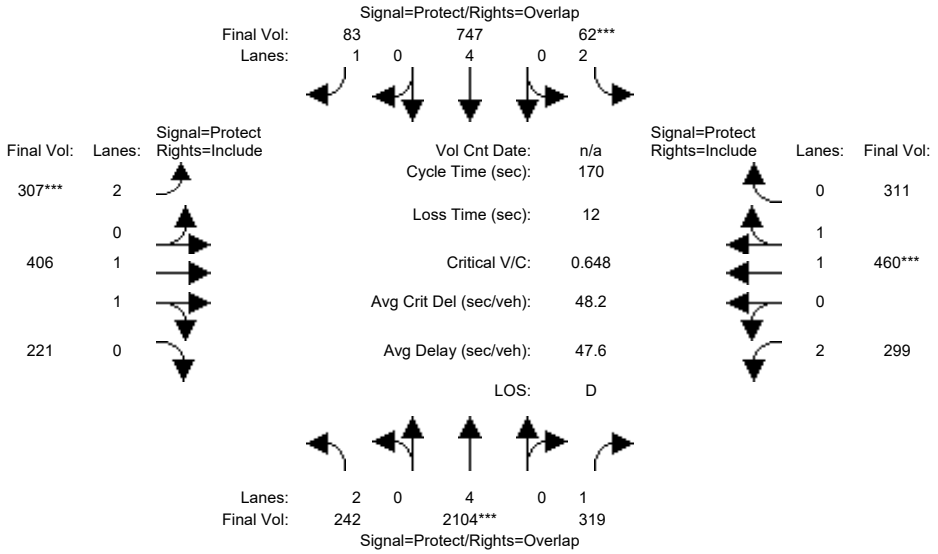
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5603: (1) 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: | 242 | 2104 | 319 | 62 | 747 | 83 | 307 | 406 | 221 | 299 | 460 | 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: | 242 | 2104 | 319 | 62 | 747 | 83 | 307 | 406 | 221 | 299 | 460 | 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: | 242 | 2104 | 319 | 62 | 747 | 83 | 307 | 406 | 221 | 299 | 460 | 311 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 2104 | 319 | 62 | 747 | 83 | 307 | 406 | 221 | 299 | 460 | 311 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 242 | 2104 | 319 | 62 | 747 | 83 | 307 | 406 | 221 | 299 | 460 | 311 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 242 | 2104 | 319 | 62 | 747 | 83 | 307 | 406 | 221 | 299 | 460 | 311 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.28 | 0.72 | 2.00 | 1.17 | 0.83 |
| Final Sat.: | 3150 | 7600 | 1750 | 3150 | 7600 | 1750 | 3150 | 2395 | 1304 | 3150 | 2206 | 1492 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.28 | 0.18 | 0.02 | 0.10 | 0.05 | 0.10 | 0.17 | 0.17 | 0.09 | 0.21 | 0.21 |
| 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: | 0.71 | 0.64 | 0.31 | 0.21 | 0.24 | 0.09 | 0.72 | 0.67 | 0.67 | 0.62 | 0.77 | 0.77 |
| Delay/Veh: | 80.0 | 38.7 | 18.3 | 71.5 | 32.3 | 18.1 | 76.3 | 59.0 | 59.0 | 69.8 | 60.9 | 60.9 |
| 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: | 80.0 | 38.7 | 18.3 | 71.5 | 32.3 | 18.1 | 76.3 | 59.0 | 59.0 | 69.8 | 60.9 | 60.9 |
| LOS by Move: | E | D | B | E | C | B | E | E | E | E | E | E |
| HCM2k95thQ: | 14 | 38 | 21 | 4 | 14 | 6 | 17 | 26 | 26 | 16 | 33 | 33 |

Note: Queue reported is the number of cars per lane.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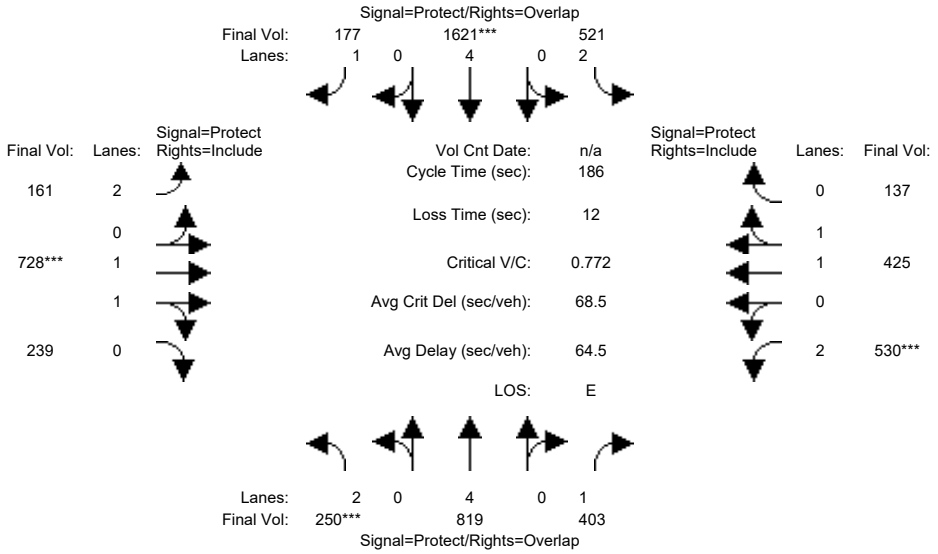
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5603: (1) 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: | 250 | 819 | 403 | 521 | 1621 | 177 | 161 | 728 | 239 | 530 | 425 | 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: | 250 | 819 | 403 | 521 | 1621 | 177 | 161 | 728 | 239 | 530 | 425 | 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: | 250 | 819 | 403 | 521 | 1621 | 177 | 161 | 728 | 239 | 530 | 425 | 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: | 250 | 819 | 403 | 521 | 1621 | 177 | 161 | 728 | 239 | 530 | 425 | 137 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 250 | 819 | 403 | 521 | 1621 | 177 | 161 | 728 | 239 | 530 | 425 | 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: | 250 | 819 | 403 | 521 | 1621 | 177 | 161 | 728 | 239 | 530 | 425 | 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 | 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 | 1.49 | 0.51 | 2.00 | 1.50 | 0.50 |
| Final Sat.: | 3150 | 7600 | 1750 | 3150 | 7600 | 1750 | 3150 | 2785 | 914 | 3150 | 2797 | 902 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.11 | 0.23 | 0.17 | 0.21 | 0.10 | 0.05 | 0.26 | 0.26 | 0.17 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 19.0 | 54.7 | 91.7 | 32.3 | 68.0 | 108.9 | 40.9 | 50.0 | 50.0 | 37.0 | 46.1 | 46.1 |
| Volume/Cap: | 0.78 | 0.37 | 0.47 | 0.95 | 0.58 | 0.17 | 0.23 | 0.97 | 0.97 | 0.85 | 0.61 | 0.61 |
| Delay/Veh: | 92.8 | 52.1 | 31.5 | 102.7 | 47.9 | 17.9 | 59.8 | 89.3 | 89.3 | 82.1 | 63.3 | 63.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 92.8 | 52.1 | 31.5 | 102.7 | 47.9 | 17.9 | 59.8 | 89.3 | 89.3 | 82.1 | 63.3 | 63.3 |
| LOS by Move: | F | D | C | F | D | B | E | F | F | F | E | E |
| HCM2k95thQ: | 16 | 18 | 32 | 34 | 33 | 13 | 9 | 50 | 50 | 31 | 25 | 25 |

Note: Queue reported is the number of cars per lane.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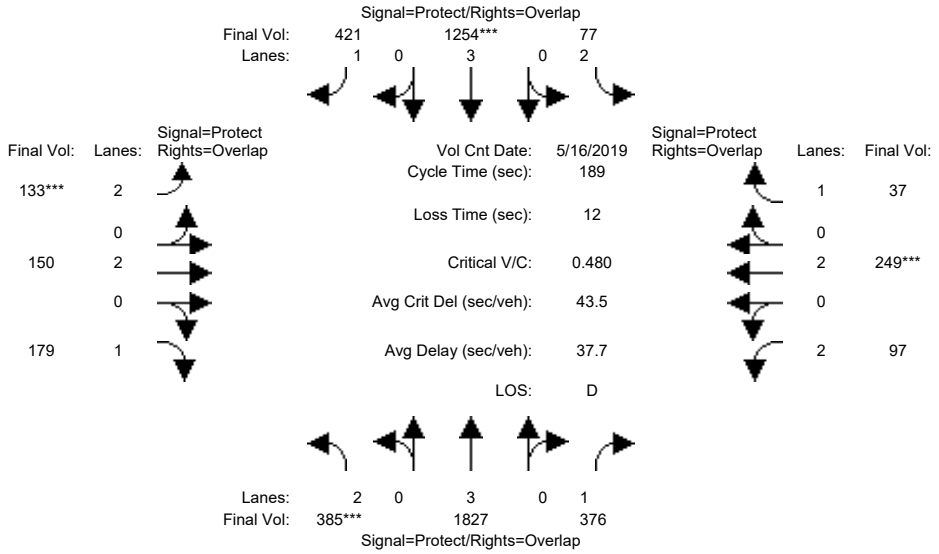
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5611: (5) 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: 16 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 385 | 2100 | 376 | 77 | 1441 | 421 | 133 | 150 | 179 | 97 | 249 | 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: | 385 | 2100 | 376 | 77 | 1441 | 421 | 133 | 150 | 179 | 97 | 249 | 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: | 385 | 2100 | 376 | 77 | 1441 | 421 | 133 | 150 | 179 | 97 | 249 | 37 |
| 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: | 385 | 1827 | 376 | 77 | 1254 | 421 | 133 | 150 | 179 | 97 | 249 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 385 | 1827 | 376 | 77 | 1254 | 421 | 133 | 150 | 179 | 97 | 249 | 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: | 385 | 1827 | 376 | 77 | 1254 | 421 | 133 | 150 | 179 | 97 | 249 | 37 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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: | 0.12 | 0.32 | 0.21 | 0.02 | 0.22 | 0.24 | 0.04 | 0.04 | 0.11 | 0.03 | 0.07 | 0.02 |
| 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: | 0.61 | 0.55 | 0.33 | 0.24 | 0.45 | 0.42 | 0.53 | 0.22 | 0.30 | 0.42 | 0.39 | 0.08 |
| Delay/Veh: | 71.0 | 32.6 | 21.4 | 78.9 | 25.2 | 15.5 | 85.8 | 66.9 | 41.5 | 85.1 | 70.2 | 51.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 71.0 | 32.6 | 21.4 | 78.9 | 25.2 | 15.5 | 85.8 | 66.9 | 41.5 | 85.1 | 70.2 | 51.6 |
| LOS by Move: | E | C | C | E | C | B | F | E | D | F | E | D |
| HCM2k95thQ: | 23 | 43 | 26 | 5 | 21 | 17 | 10 | 7 | 14 | 6 | 12 | 3 |

Note: Queue reported is the number of cars per lane.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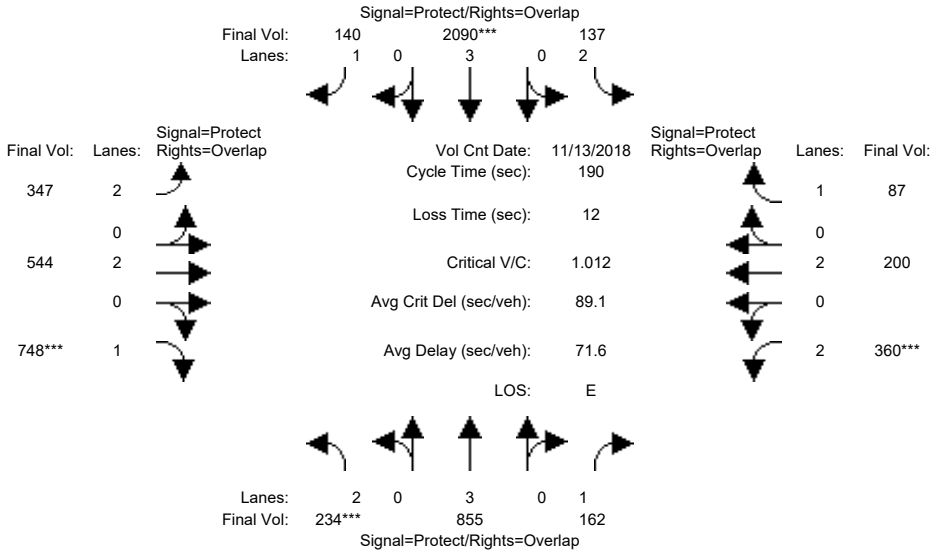
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5611: (5) 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 | 23 | 23 | 96 | 24 | 9 | 7 |

Note: Queue reported is the number of cars per lane.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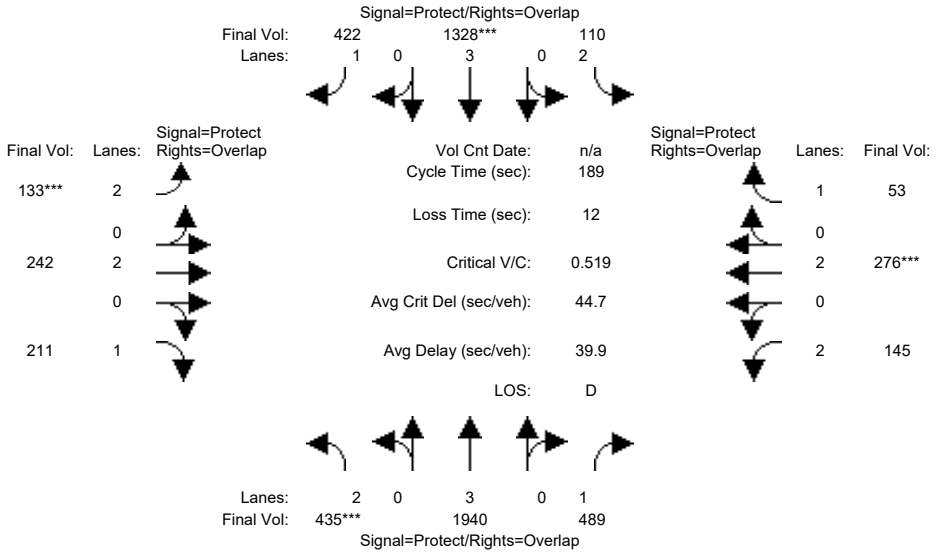
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5611: (5) 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: | 435 | 2230 | 489 | 110 | 1526 | 422 | 133 | 242 | 211 | 145 | 276 | 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: | 435 | 2230 | 489 | 110 | 1526 | 422 | 133 | 242 | 211 | 145 | 276 | 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: | 435 | 2230 | 489 | 110 | 1526 | 422 | 133 | 242 | 211 | 145 | 276 | 53 |
| 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: | 435 | 1940 | 489 | 110 | 1328 | 422 | 133 | 242 | 211 | 145 | 276 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 435 | 1940 | 489 | 110 | 1328 | 422 | 133 | 242 | 211 | 145 | 276 | 53 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 435 | 1940 | 489 | 110 | 1328 | 422 | 133 | 242 | 211 | 145 | 276 | 53 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.34 | 0.28 | 0.03 | 0.23 | 0.24 | 0.04 | 0.06 | 0.13 | 0.05 | 0.07 | 0.03 |
| 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: | 0.69 | 0.58 | 0.42 | 0.35 | 0.48 | 0.43 | 0.53 | 0.36 | 0.35 | 0.63 | 0.43 | 0.11 |
| Delay/Veh: | 73.7 | 33.6 | 23.4 | 80.0 | 25.7 | 15.5 | 85.8 | 68.8 | 42.6 | 91.0 | 70.8 | 52.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 73.7 | 33.6 | 23.4 | 80.0 | 25.7 | 15.5 | 85.8 | 68.8 | 42.6 | 91.0 | 70.8 | 52.1 |
| LOS by Move: | E | C | C | E | C | B | F | E | D | F | E | D |
| HCM2k95thQ: | 27 | 46 | 34 | 7 | 23 | 18 | 10 | 12 | 17 | 9 | 13 | 5 |

Note: Queue reported is the number of cars per lane.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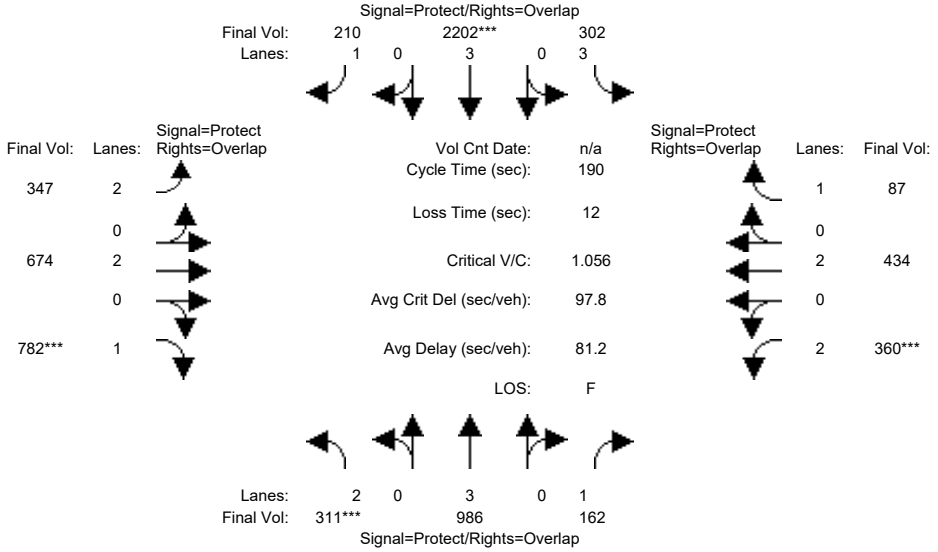
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5611: (5) 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: | 311 | 1472 | 162 | 302 | 2753 | 210 | 347 | 674 | 782 | 360 | 434 | 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: | 311 | 1472 | 162 | 302 | 2753 | 210 | 347 | 674 | 782 | 360 | 434 | 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: | 311 | 1472 | 162 | 302 | 2753 | 210 | 347 | 674 | 782 | 360 | 434 | 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: | 311 | 986 | 162 | 302 | 2202 | 210 | 347 | 674 | 782 | 360 | 434 | 87 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 311 | 986 | 162 | 302 | 2202 | 210 | 347 | 674 | 782 | 360 | 434 | 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: | 311 | 986 | 162 | 302 | 2202 | 210 | 347 | 674 | 782 | 360 | 434 | 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 | 0.09 | 0.39 | 0.12 | 0.11 | 0.18 | 0.49 | 0.11 | 0.11 | 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: | 0.85 | 0.38 | 0.16 | 1.20 | 0.93 | 0.21 | 0.74 | 0.64 | 1.24 | 0.90 | 0.45 | 0.15 |
| Delay/Veh: | 99.7 | 28.8 | 11.6 | 209.5 | 68.0 | 27.3 | 83.2 | 61.3 | 177.5 | 105.4 | 59.8 | 44.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 99.7 | 28.8 | 11.6 | 209.5 | 68.0 | 27.3 | 83.2 | 61.3 | 177.5 | 105.4 | 59.8 | 44.4 |
| LOS by Move: | F | C | B | F | E | C | F | E | F | F | E | D |
| HCM2k95thQ: | 23 | 18 | 5 | 19 | 68 | 16 | 23 | 30 | 105 | 23 | 18 | 7 |

Note: Queue reported is the number of cars per lane.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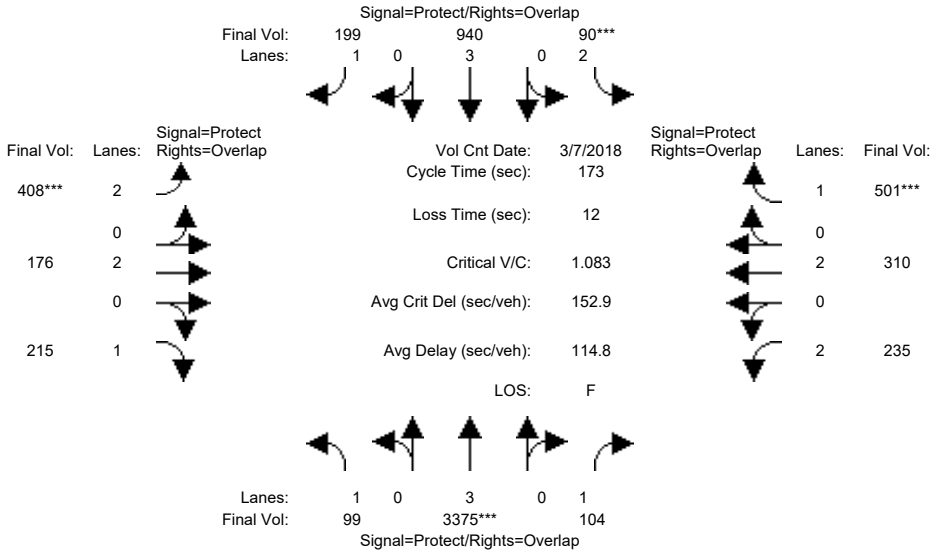
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5613: (52) 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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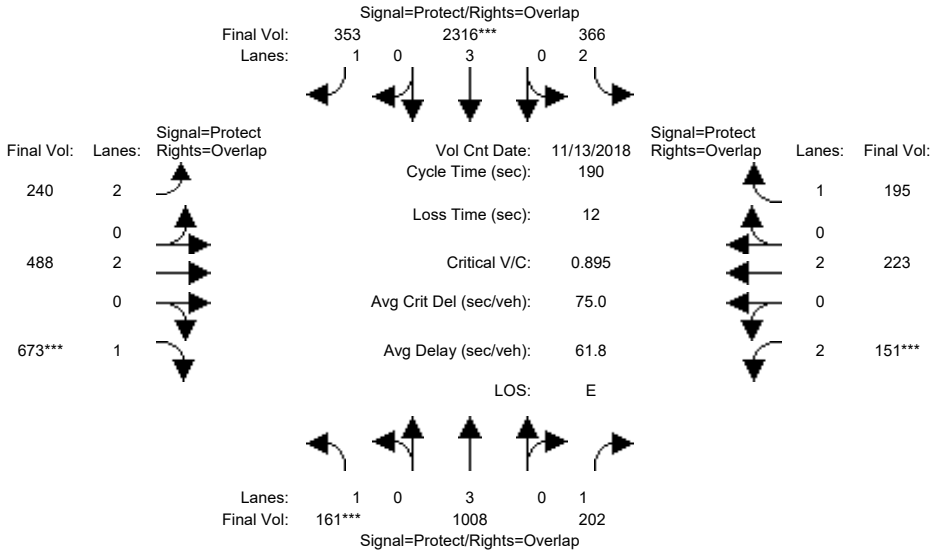
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5613: (52) 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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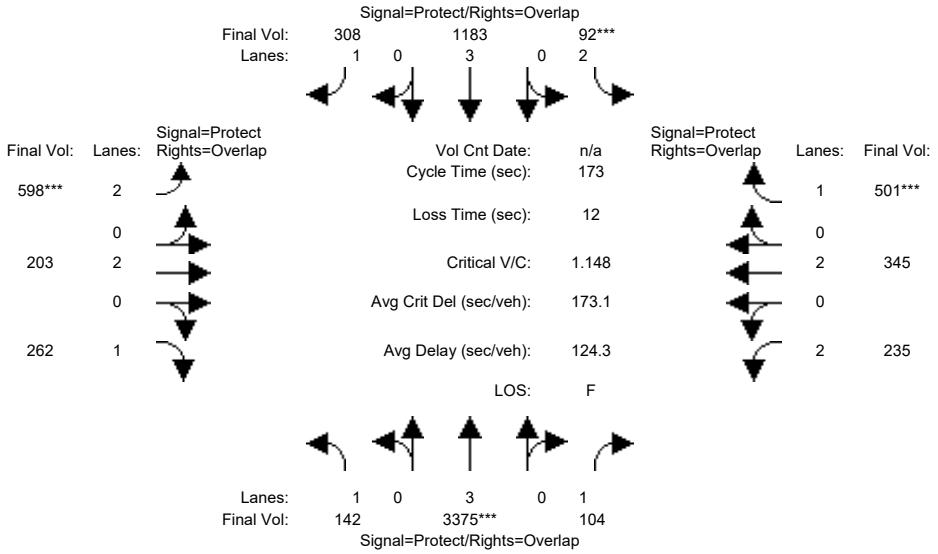
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5613: (52) 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: | 142 | 3879 | 104 | 92 | 1360 | 308 | 598 | 203 | 262 | 235 | 345 | 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: | 142 | 3879 | 104 | 92 | 1360 | 308 | 598 | 203 | 262 | 235 | 345 | 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: | 142 | 3879 | 104 | 92 | 1360 | 308 | 598 | 203 | 262 | 235 | 345 | 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: | 142 | 3375 | 104 | 92 | 1183 | 308 | 598 | 203 | 262 | 235 | 345 | 501 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 142 | 3375 | 104 | 92 | 1183 | 308 | 598 | 203 | 262 | 235 | 345 | 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: | 142 | 3375 | 104 | 92 | 1183 | 308 | 598 | 203 | 262 | 235 | 345 | 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: | 0.08 | 0.59 | 0.06 | 0.03 | 0.21 | 0.18 | 0.19 | 0.05 | 0.15 | 0.07 | 0.09 | 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: | 1.00 | 1.27 | 0.11 | 0.38 | 0.45 | 0.30 | 1.42 | 0.24 | 0.49 | 0.75 | 0.48 | 1.08 |
| Delay/Veh: | 153.4 | 163 | 11.4 | 77.0 | 26.2 | 10.3 | 278.3 | 55.4 | 50.0 | 85.1 | 63.3 | 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: | 153.4 | 163 | 11.4 | 77.0 | 26.2 | 10.3 | 278.3 | 55.4 | 50.0 | 85.1 | 63.3 | 129.9 |
| LOS by Move: | F | F | B | E | C | B | F | E | D | F | E | F |
| HCM2k95thQ: | 18 | 133 | 3 | 5 | 20 | 9 | 53 | 9 | 22 | 16 | 16 | 59 |

Note: Queue reported is the number of cars per lane.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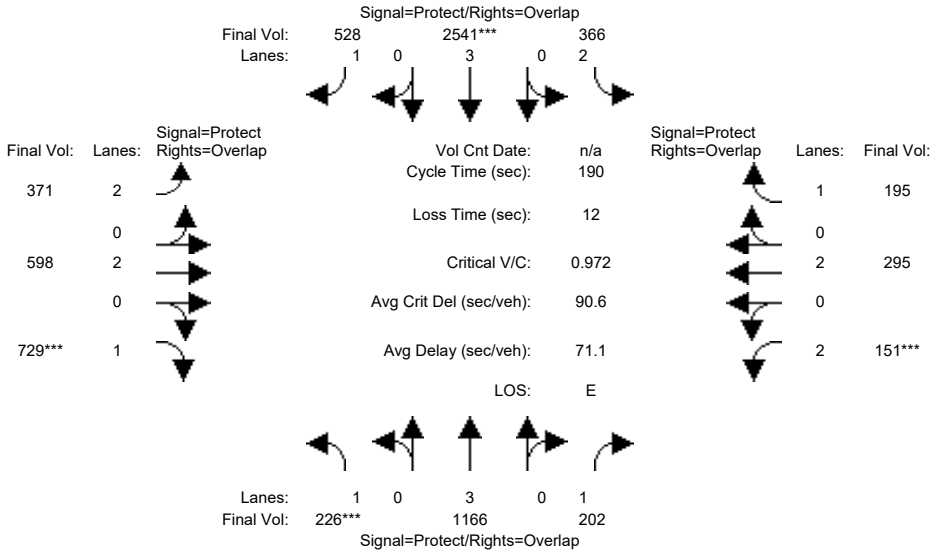
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5613: (52) 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: | 226 | 1457 | 202 | 366 | 3216 | 528 | 371 | 598 | 729 | 151 | 295 | 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: | 226 | 1457 | 202 | 366 | 3216 | 528 | 371 | 598 | 729 | 151 | 295 | 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: | 226 | 1457 | 202 | 366 | 3216 | 528 | 371 | 598 | 729 | 151 | 295 | 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: | 226 | 1166 | 202 | 366 | 2541 | 528 | 371 | 598 | 729 | 151 | 295 | 195 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 226 | 1166 | 202 | 366 | 2541 | 528 | 371 | 598 | 729 | 151 | 295 | 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: | 226 | 1166 | 202 | 366 | 2541 | 528 | 371 | 598 | 729 | 151 | 295 | 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 | 0.30 | 0.12 | 0.16 | 0.42 | 0.05 | 0.08 | 0.11 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 19.8 | 92.2 | 106.2 | 27.7 | 100 | 123.1 | 23.1 | 44.2 | 64.0 | 14.0 | 35.1 | 62.7 |
| Volume/Cap: | 1.24 | 0.42 | 0.21 | 0.80 | 0.85 | 0.47 | 0.97 | 0.68 | 1.24 | 0.65 | 0.42 | 0.34 |
| Delay/Veh: | 229.5 | 25.1 | 14.0 | 88.0 | 51.4 | 25.6 | 120.9 | 68.5 | 183.6 | 92.0 | 68.9 | 48.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 229.5 | 25.1 | 14.0 | 88.0 | 51.4 | 25.6 | 120.9 | 68.5 | 183.6 | 92.0 | 68.9 | 48.3 |
| LOS by Move: | F | C | B | F | D | C | F | E | F | F | E | D |
| HCM2k95thQ: | 35 | 20 | 8 | 22 | 67 | 37 | 29 | 28 | 99 | 12 | 14 | 17 |

Note: Queue reported is the number of cars per lane.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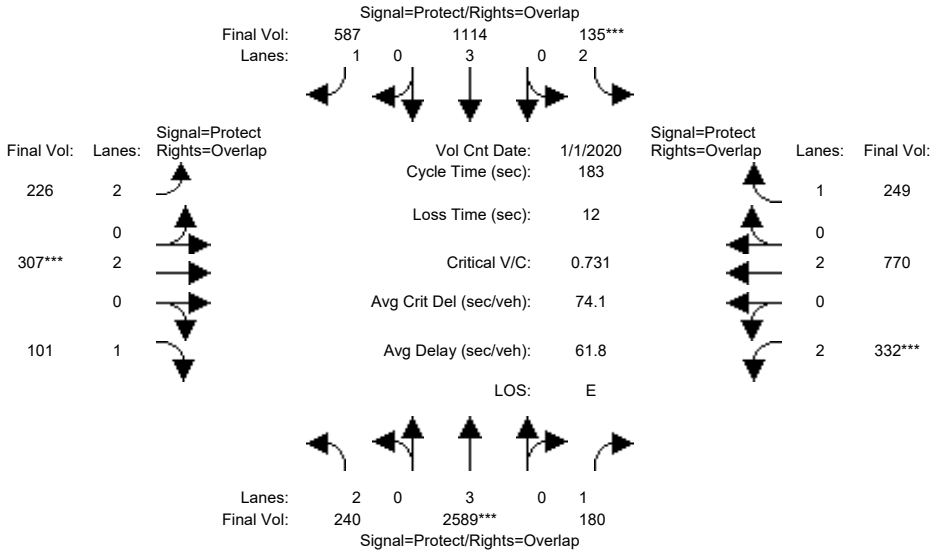
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5625: (53) Lawrence Expwy & Homestead Rd




| Street Name: | Lawrence Expwy | | | | | | Homestead 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: | 18 | 85 | 85 | 13 | 75 | 75 | 15 | 40 | 40 | 21 | 46 | 46 |
| Y+R: | 6.4 | 6.2 | 6.2 | 5.9 | 6.2 | 6.2 | 6.1 | 6.0 | 6.0 | 5.8 | 5.9 | 5.9 |
| Volume Module: >> Count Date: 1 Jan 2020 << 8:00 AM - 9:00 AM | | | | | | | | | | | | |
| Base Vol: | 240 | 2976 | 180 | 135 | 1281 | 587 | 226 | 307 | 101 | 332 | 770 | 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: | 240 | 2976 | 180 | 135 | 1281 | 587 | 226 | 307 | 101 | 332 | 770 | 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: | 240 | 2976 | 180 | 135 | 1281 | 587 | 226 | 307 | 101 | 332 | 770 | 249 |
| 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 | 2589 | 180 | 135 | 1114 | 587 | 226 | 307 | 101 | 332 | 770 | 249 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 240 | 2589 | 180 | 135 | 1114 | 587 | 226 | 307 | 101 | 332 | 770 | 249 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 240 | 2589 | 180 | 135 | 1114 | 587 | 226 | 307 | 101 | 332 | 770 | 249 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.45 | 0.10 | 0.04 | 0.20 | 0.34 | 0.07 | 0.08 | 0.06 | 0.11 | 0.20 | 0.14 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 17.6 | 85.1 | 105.7 | 12.5 | 79.5 | 94.3 | 14.8 | 40.4 | 58.0 | 20.6 | 46.1 | 58.6 |
| Volume/Cap: | 0.79 | 0.98 | 0.18 | 0.63 | 0.45 | 0.65 | 0.89 | 0.37 | 0.18 | 0.94 | 0.80 | 0.44 |
| Delay/Veh: | 94.2 | 70.1 | 24.7 | 88.8 | 31.3 | 25.7 | 112.2 | 60.7 | 45.5 | 112.3 | 69.2 | 49.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 94.2 | 70.1 | 24.7 | 88.8 | 31.3 | 25.7 | 112.2 | 60.7 | 45.5 | 112.3 | 69.2 | 49.9 |
| LOS by Move: | F | E | C | F | C | C | F | E | D | F | E | D |
| HCM2k95thQ: | 14 | 71 | 13 | 9 | 21 | 34 | 19 | 14 | 8 | 25 | 36 | 21 |

Note: Queue reported is the number of cars per lane.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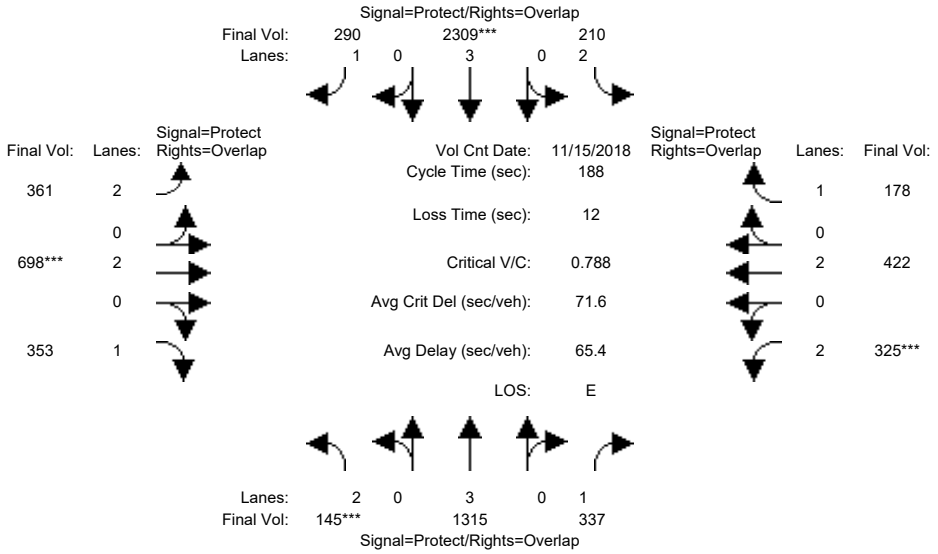
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5625: (53) Lawrence Expwy & Homestead Rd




| Street Name: | Lawrence Expwy | | | | | | Homestead 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: | 14 | 80 | 80 | 20 | 91 | 91 | 22 | 42 | 42 | 17 | 37 | 37 |
| Y+R: | 6.4 | 6.2 | 6.2 | 5.9 | 6.2 | 6.2 | 6.1 | 6.0 | 6.0 | 5.8 | 5.9 | 5.9 |
| Volume Module: >> Count Date: 15 Nov 2018 << 5:15 PM - 6:15 PM | | | | | | | | | | | | |
| Base Vol: | 145 | 1708 | 337 | 210 | 2960 | 290 | 361 | 698 | 353 | 325 | 422 | 178 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 145 | 1708 | 337 | 210 | 2960 | 290 | 361 | 698 | 353 | 325 | 422 | 178 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 145 | 1708 | 337 | 210 | 2960 | 290 | 361 | 698 | 353 | 325 | 422 | 178 |
| User Adj: | 1.00 | 0.77 | 1.00 | 1.00 | 0.78 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 145 | 1315 | 337 | 210 | 2309 | 290 | 361 | 698 | 353 | 325 | 422 | 178 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 145 | 1315 | 337 | 210 | 2309 | 290 | 361 | 698 | 353 | 325 | 422 | 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: | 145 | 1315 | 337 | 210 | 2309 | 290 | 361 | 698 | 353 | 325 | 422 | 178 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.23 | 0.19 | 0.07 | 0.41 | 0.17 | 0.11 | 0.18 | 0.20 | 0.10 | 0.11 | 0.10 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 14.0 | 87.1 | 111.2 | 21.8 | 94.8 | 119.9 | 25.0 | 43.0 | 57.0 | 24.2 | 42.1 | 63.9 |
| Volume/Cap: | 0.62 | 0.50 | 0.33 | 0.58 | 0.80 | 0.26 | 0.86 | 0.80 | 0.67 | 0.80 | 0.50 | 0.30 |
| Delay/Veh: | 93.9 | 55.6 | 38.4 | 87.9 | 66.8 | 32.3 | 96.1 | 73.9 | 60.4 | 90.6 | 64.1 | 45.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 93.9 | 55.6 | 38.4 | 87.9 | 66.8 | 32.3 | 96.1 | 73.9 | 60.4 | 90.6 | 64.1 | 45.9 |
| LOS by Move: | F | E | D | F | E | C | F | E | E | F | E | D |
| HCM2k95thQ: | 10 | 37 | 29 | 13 | 64 | 25 | 26 | 34 | 33 | 23 | 19 | 15 |

Note: Queue reported is the number of cars per lane.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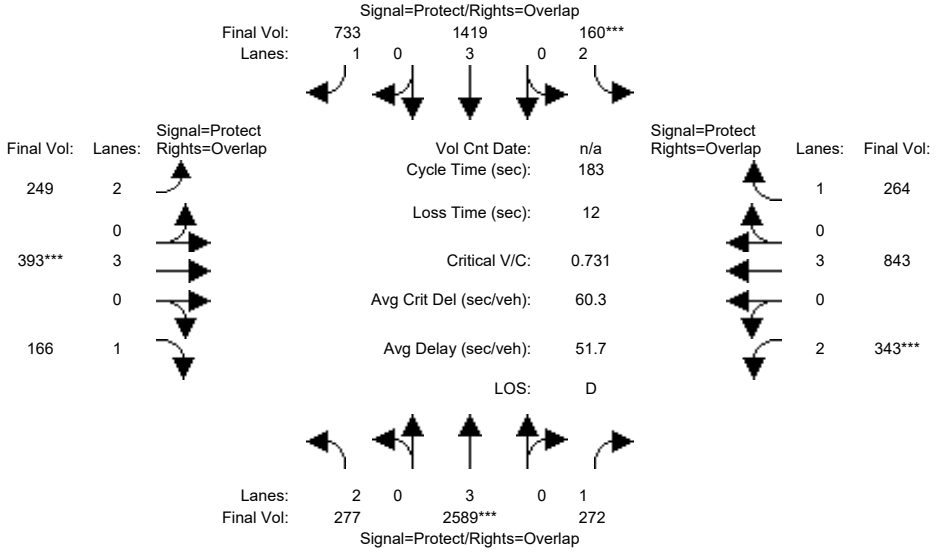
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5625: (53) Lawrence Expwy & Homestead Rd




| Street Name: | Lawrence Expwy | | | | | | Homestead 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: | 18 | 85 | 85 | 13 | 75 | 75 | 15 | 40 | 40 | 21 | 46 | 46 |
| Y+R: | 6.4 | 6.2 | 6.2 | 5.9 | 6.2 | 6.2 | 6.1 | 6.0 | 6.0 | 5.8 | 5.9 | 5.9 |
| Volume Module: | 8:00 AM - 9:00 AM | | | | | | | | | | | |
| Base Vol: | 277 | 2976 | 272 | 160 | 1631 | 733 | 249 | 393 | 166 | 343 | 843 | 264 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 277 | 2976 | 272 | 160 | 1631 | 733 | 249 | 393 | 166 | 343 | 843 | 264 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 277 | 2976 | 272 | 160 | 1631 | 733 | 249 | 393 | 166 | 343 | 843 | 264 |
| 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: | 277 | 2589 | 272 | 160 | 1419 | 733 | 249 | 393 | 166 | 343 | 843 | 264 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 277 | 2589 | 272 | 160 | 1419 | 733 | 249 | 393 | 166 | 343 | 843 | 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: | 277 | 2589 | 272 | 160 | 1419 | 733 | 249 | 393 | 166 | 343 | 843 | 264 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 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 | 0.45 | 0.16 | 0.05 | 0.25 | 0.42 | 0.08 | 0.07 | 0.09 | 0.11 | 0.15 | 0.15 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 21.2 | 96.6 | 117.2 | 13.0 | 88.4 | 103.2 | 14.8 | 40.4 | 61.6 | 20.6 | 46.1 | 59.1 |
| Volume/Cap: | 0.76 | 0.86 | 0.24 | 0.72 | 0.52 | 0.74 | 0.98 | 0.31 | 0.28 | 0.97 | 0.59 | 0.47 |
| Delay/Veh: | 87.3 | 50.5 | 20.9 | 93.7 | 26.0 | 22.7 | 133.7 | 59.8 | 44.7 | 119.8 | 60.7 | 50.0 |
| User DelAdj: | 1.00 | 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 | 50.5 | 20.9 | 93.7 | 26.0 | 22.7 | 133.7 | 59.8 | 44.7 | 119.8 | 60.7 | 50.0 |
| LOS by Move: | F | D | C | F | C | C | F | E | D | F | E | D |
| HCM2k95thQ: | 16 | 65 | 18 | 11 | 25 | 42 | 21 | 12 | 14 | 27 | 25 | 22 |

Note: Queue reported is the number of cars per lane.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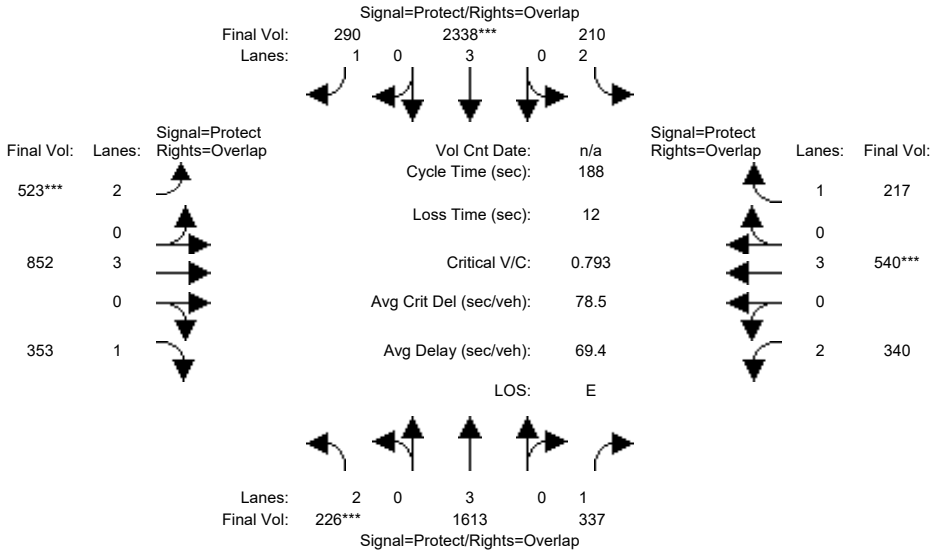
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5625: (53) Lawrence Expwy & Homestead Rd




| Street Name: | Lawrence Expwy | | | | | | Homestead 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: | 14 | 80 | 80 | 20 | 91 | 91 | 22 | 42 | 42 | 17 | 37 | 37 |
| Y+R: | 6.4 | 6.2 | 6.2 | 5.9 | 6.2 | 6.2 | 6.1 | 6.0 | 6.0 | 5.8 | 5.9 | 5.9 |
| Volume Module: | 5:15 PM - 6:15 PM | | | | | | | | | | | |
| Base Vol: | 226 | 2016 | 337 | 210 | 2960 | 290 | 523 | 852 | 353 | 340 | 540 | 217 |
| Growth Adj: | 1.00 | 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 | 2016 | 337 | 210 | 2960 | 290 | 523 | 852 | 353 | 340 | 540 | 217 |
| Added Vol: | 0 | 0 | 0 | 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 | 2016 | 337 | 210 | 2960 | 290 | 523 | 852 | 353 | 340 | 540 | 217 |
| 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: | 226 | 1613 | 337 | 210 | 2338 | 290 | 523 | 852 | 353 | 340 | 540 | 217 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 226 | 1613 | 337 | 210 | 2338 | 290 | 523 | 852 | 353 | 340 | 540 | 217 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 226 | 1613 | 337 | 210 | 2338 | 290 | 523 | 852 | 353 | 340 | 540 | 217 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.28 | 0.19 | 0.07 | 0.41 | 0.17 | 0.17 | 0.15 | 0.20 | 0.11 | 0.09 | 0.12 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 14.5 | 84.4 | 107.4 | 21.1 | 91.0 | 124.5 | 33.5 | 47.5 | 62.0 | 23.0 | 37.0 | 58.1 |
| Volume/Cap: | 0.93 | 0.63 | 0.34 | 0.59 | 0.85 | 0.25 | 0.93 | 0.59 | 0.61 | 0.88 | 0.48 | 0.40 |
| Delay/Veh: | 130.4 | 62.0 | 40.6 | 88.8 | 71.6 | 29.8 | 98.5 | 62.3 | 54.8 | 101.9 | 67.3 | 51.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 130.4 | 62.0 | 40.6 | 88.8 | 71.6 | 29.8 | 98.5 | 62.3 | 54.8 | 101.9 | 67.3 | 51.7 |
| LOS by Move: | F | E | D | F | E | C | F | E | D | F | E | D |
| HCM2k95thQ: | 16 | 45 | 29 | 14 | 68 | 25 | 36 | 25 | 31 | 25 | 17 | 19 |

Note: Queue reported is the number of cars per lane.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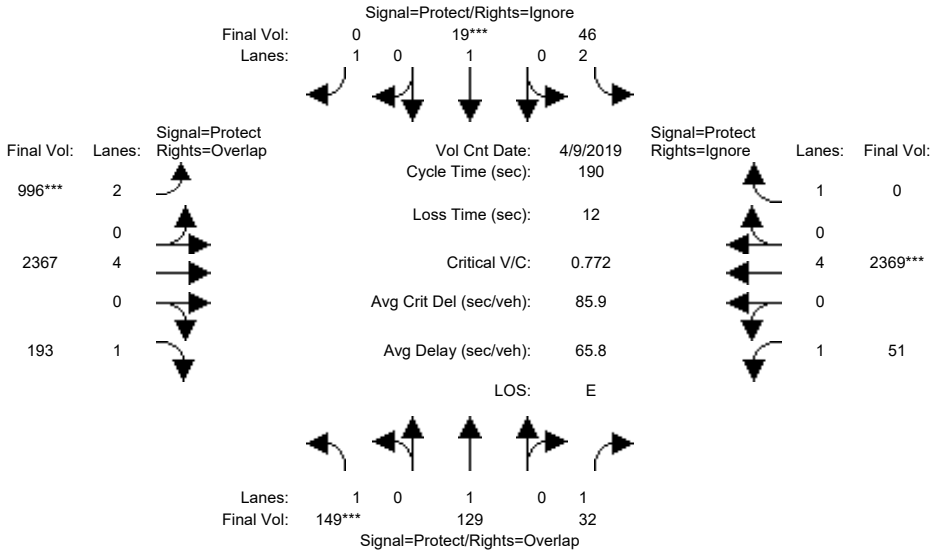
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5805: (32) 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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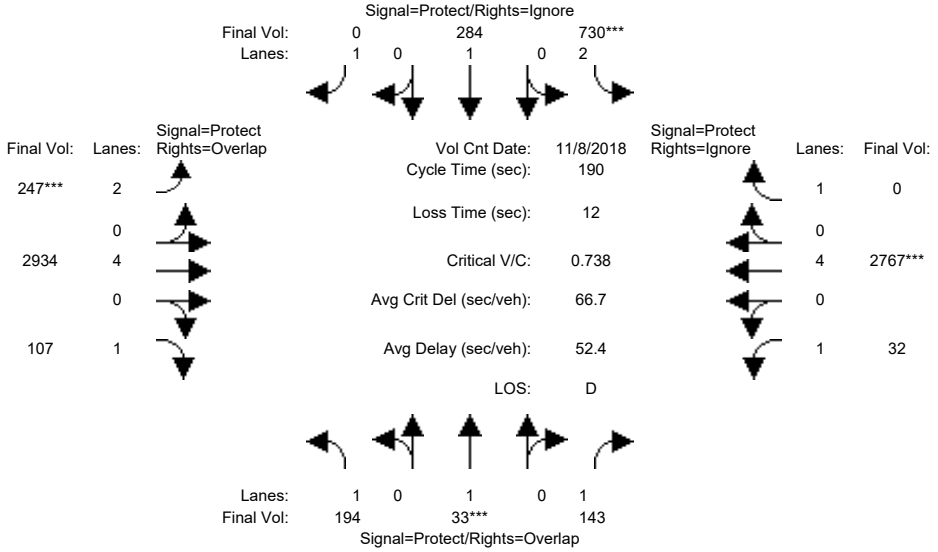
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5805: (32) 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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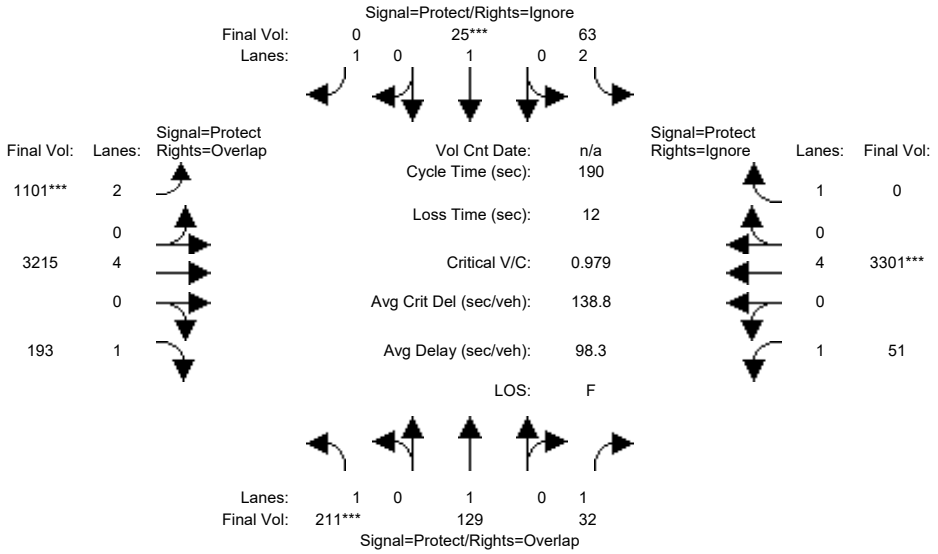
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5805: (32) 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: | 211 | 129 | 32 | 63 | 25 | 323 | 1101 | 3215 | 193 | 51 | 3301 | 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: | 211 | 129 | 32 | 63 | 25 | 323 | 1101 | 3215 | 193 | 51 | 3301 | 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: | 211 | 129 | 32 | 63 | 25 | 323 | 1101 | 3215 | 193 | 51 | 3301 | 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: | 211 | 129 | 32 | 63 | 25 | 0 | 1101 | 3215 | 193 | 51 | 3301 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 211 | 129 | 32 | 63 | 25 | 0 | 1101 | 3215 | 193 | 51 | 3301 | 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: | 211 | 129 | 32 | 63 | 25 | 0 | 1101 | 3215 | 193 | 51 | 3301 | 0 |
| Saturation 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 | 0.07 | 0.02 | 0.02 | 0.01 | 0.00 | 0.35 | 0.42 | 0.11 | 0.03 | 0.43 | 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: | 0.72 | 0.40 | 0.08 | 0.32 | 0.21 | 0.00 | 1.11 | 0.66 | 0.14 | 0.46 | 1.12 | 0.00 |
| Delay/Veh: | 82.8 | 71.3 | 57.2 | 86.0 | 85.4 | 0.0 | 147.5 | 46.7 | 14.8 | 92.8 | 140 | 0.0 |
| User DelAdj: | 1.00 | 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 | 71.3 | 57.2 | 86.0 | 85.4 | 0.0 | 147.5 | 46.7 | 14.8 | 92.8 | 140 | 0.0 |
| LOS by Move: | F | E | E | F | F | A | F | D | B | F | F | A |
| HCM2k95thQ: | 24 | 13 | 3 | 5 | 3 | 0 | 75 | 64 | 16 | 7 | 92 | 0 |

Note: Queue reported is the number of cars per lane.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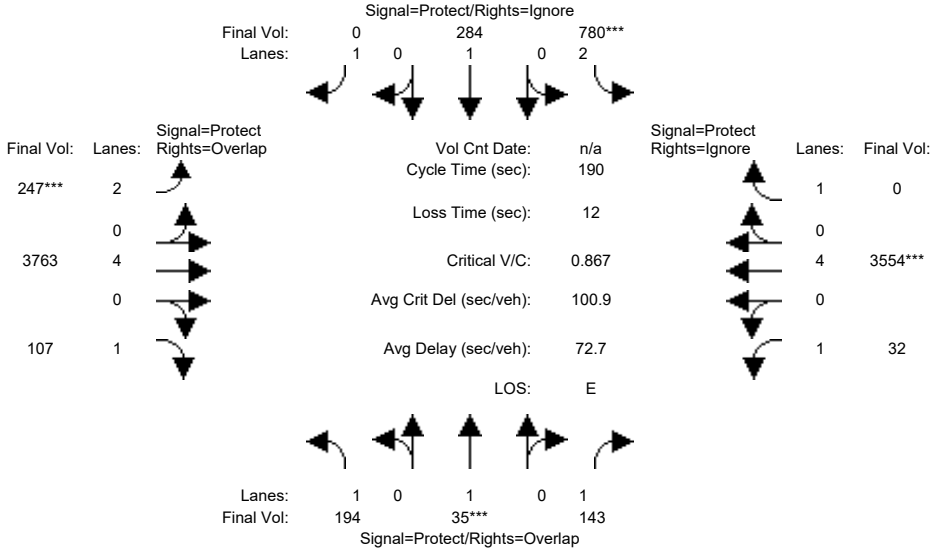
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5805: (32) 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 | 35 | 143 | 780 | 284 | 845 | 247 | 3763 | 107 | 32 | 3554 | 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: | 194 | 35 | 143 | 780 | 284 | 845 | 247 | 3763 | 107 | 32 | 3554 | 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: | 194 | 35 | 143 | 780 | 284 | 845 | 247 | 3763 | 107 | 32 | 3554 | 152 |
| 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 | 35 | 143 | 780 | 284 | 0 | 247 | 3763 | 107 | 32 | 3554 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 194 | 35 | 143 | 780 | 284 | 0 | 247 | 3763 | 107 | 32 | 3554 | 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 | 35 | 143 | 780 | 284 | 0 | 247 | 3763 | 107 | 32 | 3554 | 0 |
| Saturation 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 | 0.25 | 0.15 | 0.00 | 0.08 | 0.50 | 0.06 | 0.02 | 0.47 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 28.1 | 26.0 | 35.3 | 44.3 | 42.2 | 0.0 | 24.0 | 98.4 | 126.5 | 9.3 | 83.7 | 0.0 |
| Volume/Cap: | 0.75 | 0.13 | 0.44 | 1.06 | 0.67 | 0.00 | 0.62 | 0.96 | 0.09 | 0.37 | 1.06 | 0.00 |
| Delay/Veh: | 89.0 | 72.3 | 69.5 | 123.6 | 71.8 | 0.0 | 81.7 | 39.2 | 4.4 | 90.2 | 97.5 | 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: | 89.0 | 72.3 | 69.5 | 123.6 | 71.8 | 0.0 | 81.7 | 39.2 | 4.4 | 90.2 | 97.5 | 0.0 |
| LOS by Move: | F | E | E | F | E | A | F | D | A | F | F | A |
| HCM2k95thQ: | 23 | 4 | 15 | 55 | 27 | 0 | 16 | 82 | 2 | 5 | 93 | 0 |

Note: Queue reported is the number of cars per lane.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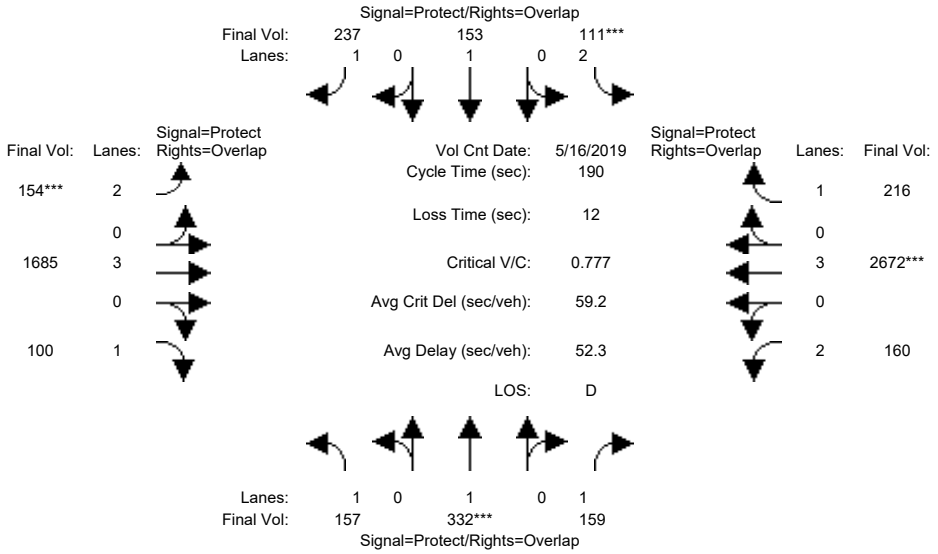
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5806: (45) 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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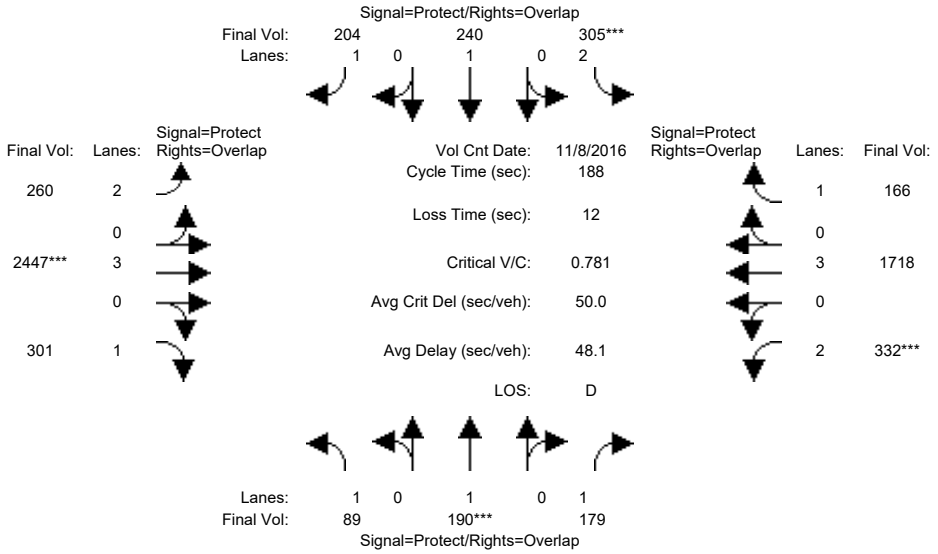
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5806: (45) 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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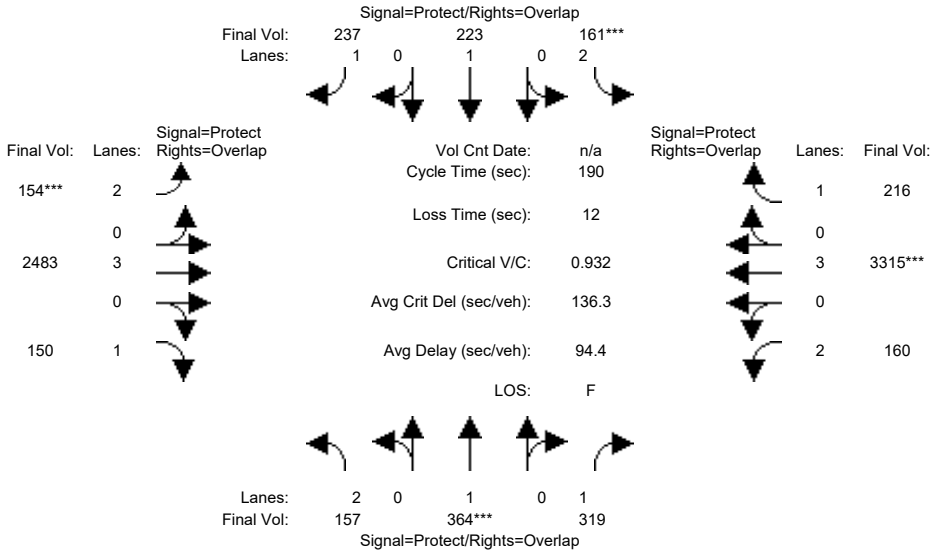
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5806: (45) 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 | 364 | 319 | 161 | 223 | 237 | 154 | 2854 | 150 | 160 | 3810 | 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 | 364 | 319 | 161 | 223 | 237 | 154 | 2854 | 150 | 160 | 3810 | 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 | 364 | 319 | 161 | 223 | 237 | 154 | 2854 | 150 | 160 | 3810 | 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 | 364 | 319 | 161 | 223 | 237 | 154 | 2483 | 150 | 160 | 3315 | 216 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 157 | 364 | 319 | 161 | 223 | 237 | 154 | 2483 | 150 | 160 | 3315 | 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 | 364 | 319 | 161 | 223 | 237 | 154 | 2483 | 150 | 160 | 3315 | 216 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.19 | 0.18 | 0.05 | 0.12 | 0.14 | 0.05 | 0.44 | 0.09 | 0.05 | 0.58 | 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: | 0.39 | 0.74 | 0.54 | 0.74 | 0.60 | 0.48 | 0.58 | 0.91 | 0.14 | 0.65 | 1.23 | 0.23 |
| Delay/Veh: | 76.5 | 70.4 | 52.1 | 99.6 | 72.1 | 57.6 | 87.0 | 50.8 | 16.0 | 91.2 | 148 | 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: | 76.5 | 70.4 | 52.1 | 99.6 | 72.1 | 57.6 | 87.0 | 50.8 | 16.0 | 91.2 | 148 | 16.0 |
| LOS by Move: | E | E | D | F | E | E | F | D | B | F | F | B |
| HCM2k95thQ: | 10 | 35 | 31 | 13 | 23 | 25 | 11 | 72 | 8 | 12 | 133 | 9 |

Note: Queue reported is the number of cars per lane.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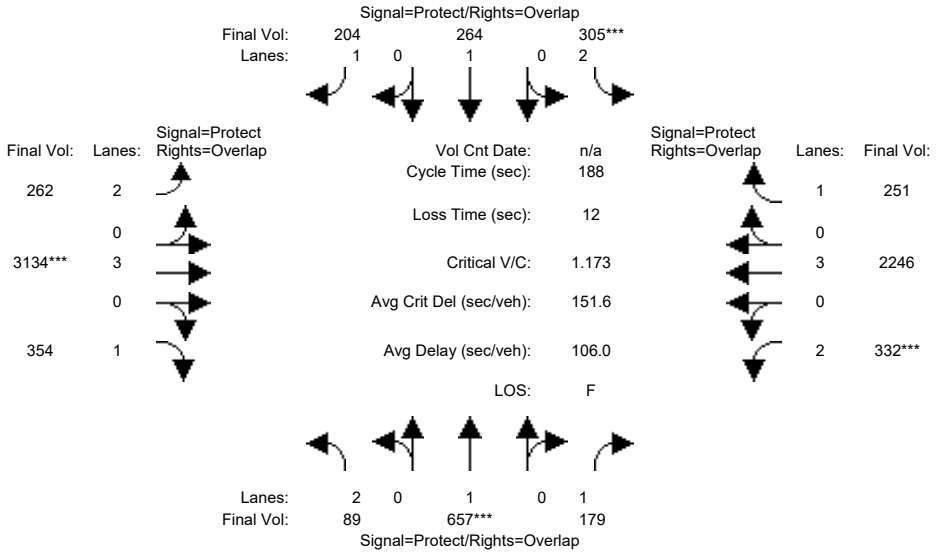
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5806: (45) 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 | 657 | 179 | 305 | 264 | 204 | 262 | 3918 | 354 | 332 | 3303 | 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: | 89 | 657 | 179 | 305 | 264 | 204 | 262 | 3918 | 354 | 332 | 3303 | 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: | 89 | 657 | 179 | 305 | 264 | 204 | 262 | 3918 | 354 | 332 | 3303 | 251 |
| 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 | 657 | 179 | 305 | 264 | 204 | 262 | 3134 | 354 | 332 | 2246 | 251 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 657 | 179 | 305 | 264 | 204 | 262 | 3134 | 354 | 332 | 2246 | 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: | 89 | 657 | 179 | 305 | 264 | 204 | 262 | 3134 | 354 | 332 | 2246 | 251 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.35 | 0.10 | 0.10 | 0.14 | 0.12 | 0.08 | 0.55 | 0.20 | 0.11 | 0.39 | 0.14 |
| 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 | 1.33 | 0.27 | 0.91 | 0.48 | 0.29 | 0.71 | 1.22 | 0.38 | 0.90 | 0.87 | 0.26 |
| Delay/Veh: | 83.6 | 230 | 40.8 | 110.8 | 55.5 | 37.5 | 86.3 | 144 | 19.2 | 106.1 | 58.8 | 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: | 83.6 | 230 | 40.8 | 110.8 | 55.5 | 37.5 | 86.3 | 144 | 19.2 | 106.1 | 58.8 | 28.4 |
| LOS by Move: | F | F | D | F | E | D | F | F | B | F | E | C |
| HCM2k95thQ: | 6 | 87 | 14 | 24 | 22 | 15 | 18 | 124 | 16 | 25 | 65 | 19 |

Note: Queue reported is the number of cars per lane.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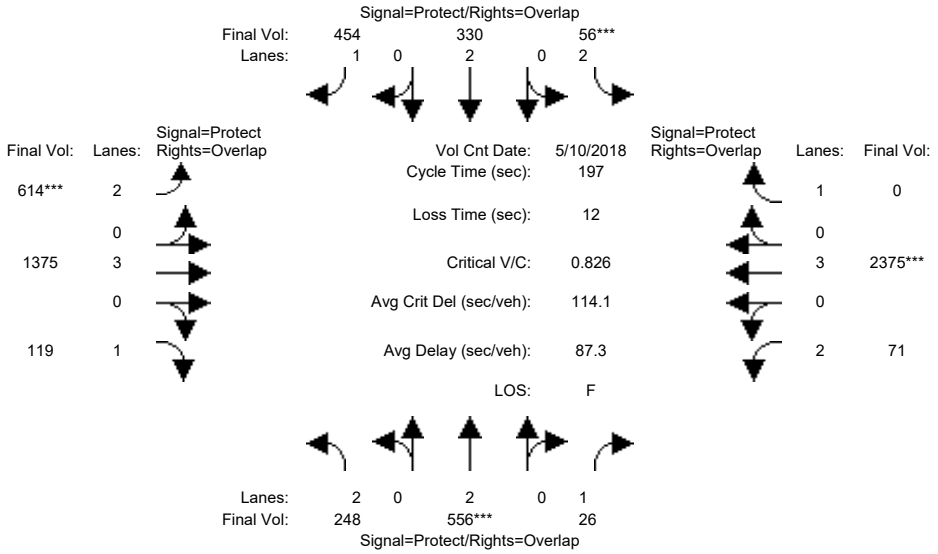
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5807: (47) 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: | 18 | 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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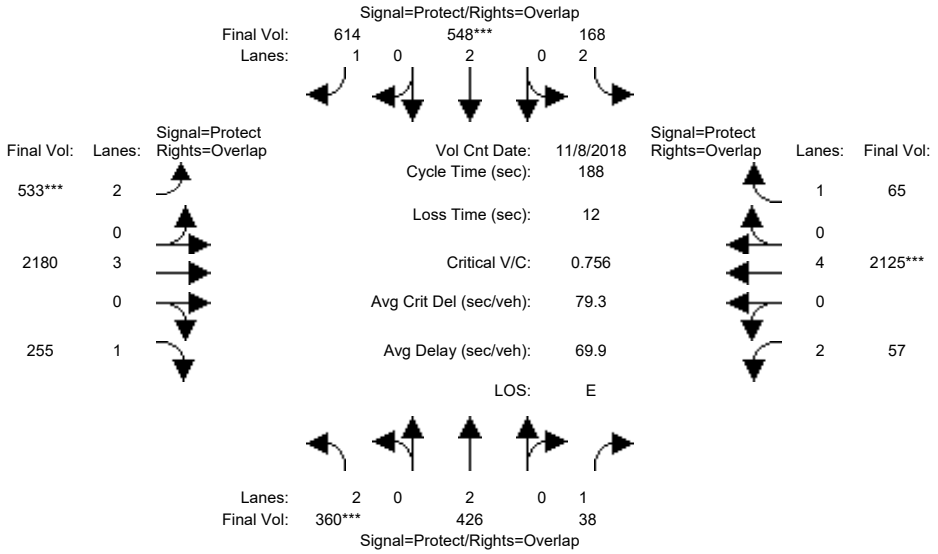
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5807: (47) 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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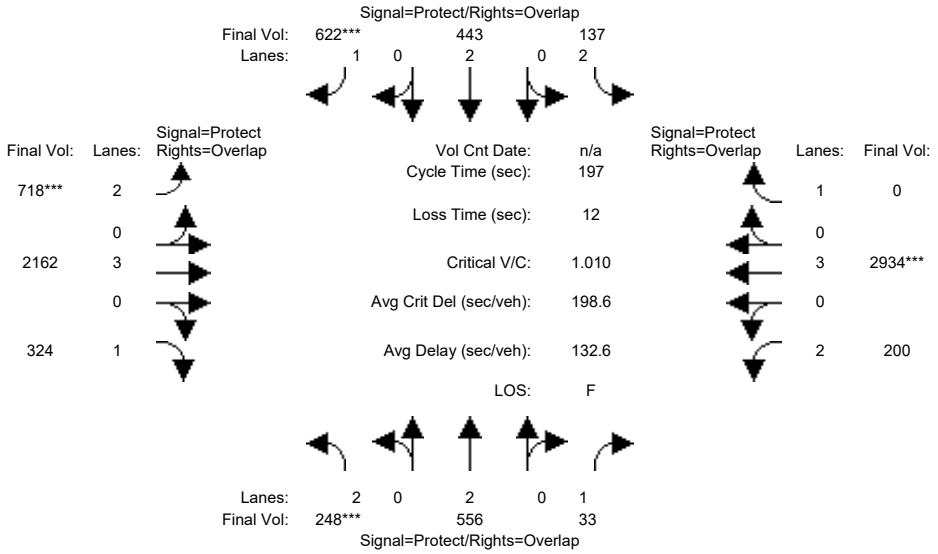
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5807: (47) 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 | | 33 | | 137 | | 443 | | 622 | | 718 | | 2485 | | 324 | | 200 | | 3372 | | 0 | |
| Growth Adj: | 1.00 | | 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 | | 33 | | 137 | | 443 | | 622 | | 718 | | 2485 | | 324 | | 200 | | 3372 | | 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 | | 33 | | 137 | | 443 | | 622 | | 718 | | 2485 | | 324 | | 200 | | 3372 | | 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 | | 33 | | 137 | | 443 | | 622 | | 718 | | 2162 | | 324 | | 200 | | 2934 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 248 | | 556 | | 33 | | 137 | | 443 | | 622 | | 718 | | 2162 | | 324 | | 200 | | 2934 | | 0 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 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 | | 33 | | 137 | | 443 | | 622 | | 718 | | 2162 | | 324 | | 200 | | 2934 | | 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 | | 0.38 | | 0.19 | | 0.06 | | 0.51 | | 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 | | 0.85 | | 1.32 | | 0.78 | | 0.32 | | 0.98 | | 1.35 | | 0.00 | |
| Delay/Veh: | 136.1 | | 73.8 | | 52.4 | | 81.6 | | 63.9 | | 61.2 | | 238.3 | | 43.0 | | 22.5 | | 150.5 | | 223 | | 0.0 | |
| User DelAdj: | 1.00 | | 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 | | 81.6 | | 63.9 | | 61.2 | | 238.3 | | 43.0 | | 22.5 | | 150.5 | | 223 | | 0.0 | |
| LOS by Move: | F | | E | | D | | F | | E | | E | | F | | D | | C | | F | | F | | A | |
| HCM2k95thQ: | 19 | | 27 | | 3 | | 9 | | 20 | | 59 | | 60 | | 56 | | 19 | | 14 | | 130 | | 0 | |

Note: Queue reported is the number of cars per lane.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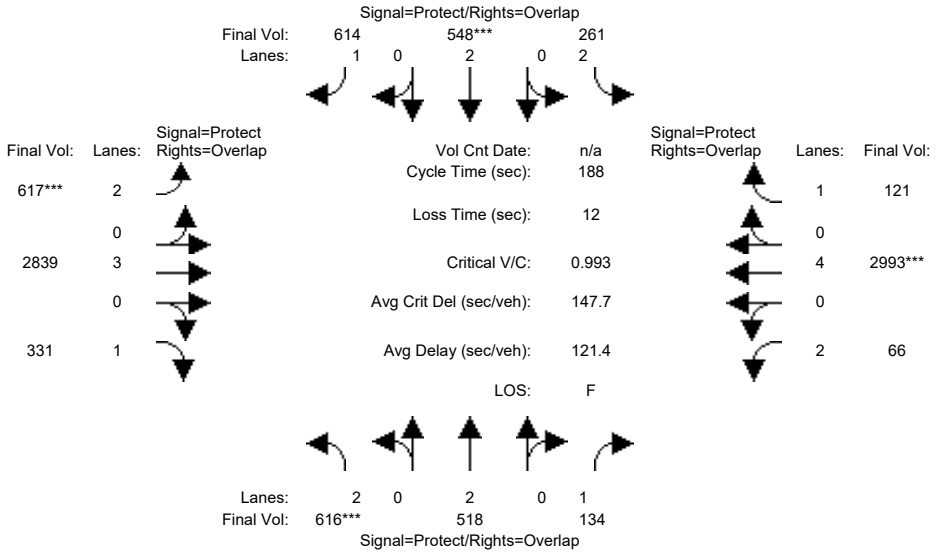
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5807: (47) 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: | 616 | 518 | 134 | 261 | 548 | 614 | 617 | 3687 | 331 | 66 | 2993 | 121 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 616 | 518 | 134 | 261 | 548 | 614 | 617 | 3687 | 331 | 66 | 2993 | 121 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 616 | 518 | 134 | 261 | 548 | 614 | 617 | 3687 | 331 | 66 | 2993 | 121 |
| 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: | 616 | 518 | 134 | 261 | 548 | 614 | 617 | 2839 | 331 | 66 | 2993 | 121 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 616 | 518 | 134 | 261 | 548 | 614 | 617 | 2839 | 331 | 66 | 2993 | 121 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 616 | 518 | 134 | 261 | 548 | 614 | 617 | 2839 | 331 | 66 | 2993 | 121 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.50 | 0.19 | 0.02 | 0.39 | 0.07 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 31.5 | 43.1 | 53.1 | 36.3 | 48.0 | 79.5 | 31.5 | 86.5 | 118.0 | 10.0 | 65.0 | 101.3 |
| Volume/Cap: | 1.17 | 0.59 | 0.27 | 0.43 | 0.56 | 0.83 | 1.17 | 1.08 | 0.30 | 0.39 | 1.14 | 0.13 |
| Delay/Veh: | 172.9 | 65.7 | 52.7 | 67.2 | 61.7 | 56.0 | 183.3 | 124 | 34.3 | 90.8 | 151 | 38.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 172.9 | 65.7 | 52.7 | 67.2 | 61.7 | 56.0 | 183.3 | 124 | 34.3 | 90.8 | 151 | 38.3 |
| LOS by Move: | F | E | D | E | E | E | F | F | C | F | F | D |
| HCM2k95thQ: | 47 | 23 | 12 | 15 | 24 | 55 | 46 | 97 | 28 | 4 | 82 | 11 |

Note: Queue reported is the number of cars per lane.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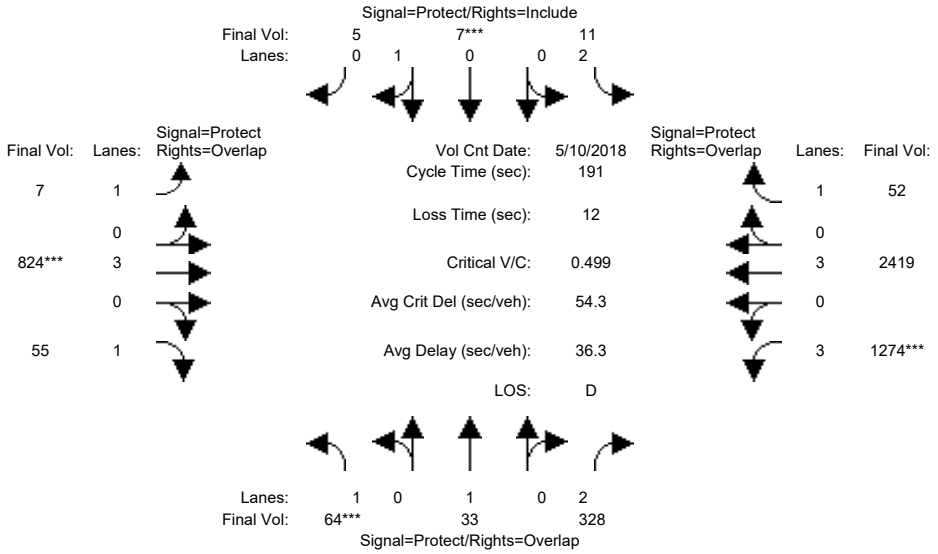
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5808: (49) 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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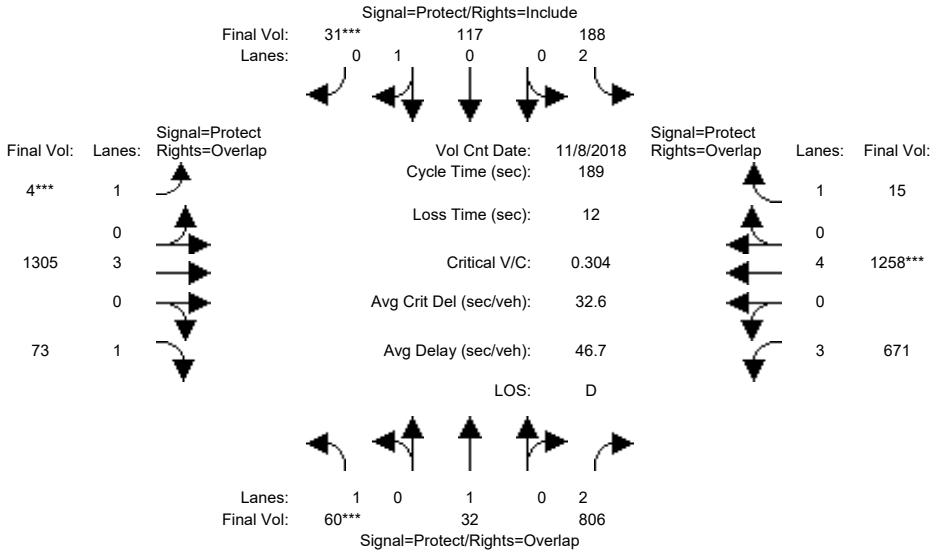
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5808: (49) 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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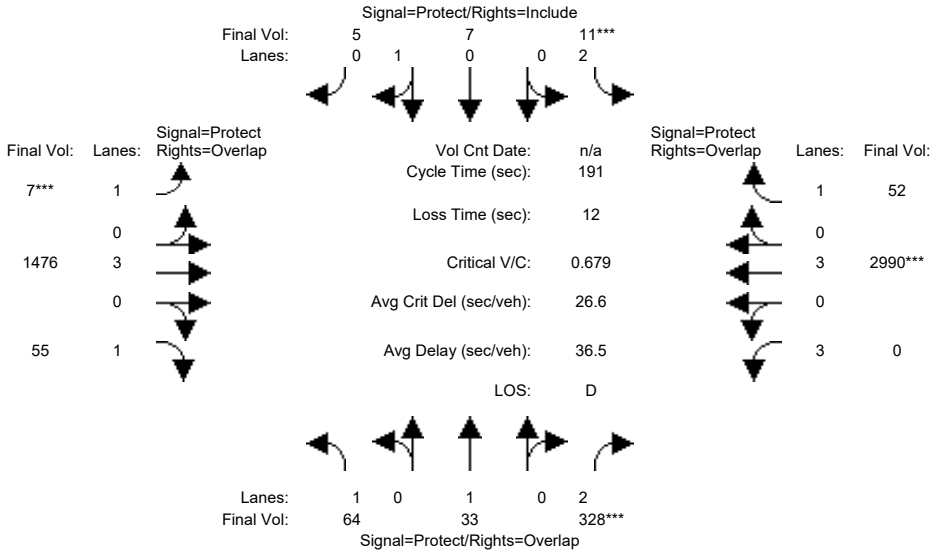
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5808: (49) 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: | | | | | | | | | | | | |
| Base Vol: | 64 | 33 | 377 | 11 | 7 | 5 | 7 | 1696 | 55 | 0 | 3437 | 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 | 1696 | 55 | 0 | 3437 | 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 | 1696 | 55 | 0 | 3437 | 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 | 1476 | 55 | 0 | 2990 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 33 | 328 | 11 | 7 | 5 | 7 | 1476 | 55 | 0 | 2990 | 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 | 1476 | 55 | 0 | 2990 | 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 | 0.26 | 0.03 | 0.00 | 0.52 | 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 | 0.75 | 0.07 | 0.00 | 0.81 | 0.04 |
| Delay/Veh: | 83.9 | 76.6 | 29.6 | 90.3 | 82.4 | 82.4 | 86.4 | 56.5 | 31.3 | 0.0 | 25.9 | 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 | 56.5 | 31.3 | 0.0 | 25.9 | 10.0 |
| LOS by Move: | F | E | C | F | F | F | F | E | C | A | C | A |
| HCM2k95thQ: | 7 | 3 | 12 | 1 | 1 | 1 | 1 | 41 | 4 | 0 | 62 | 2 |

Note: Queue reported is the number of cars per lane.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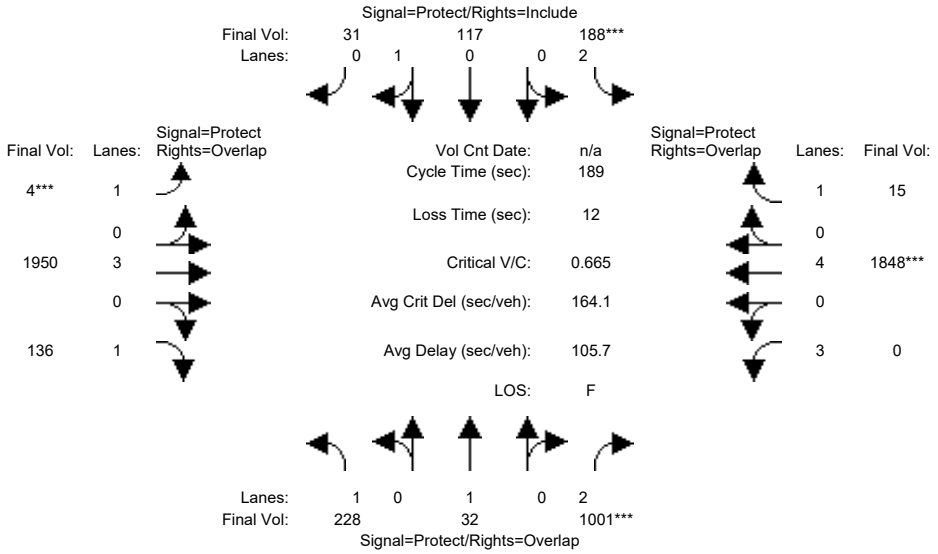
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5808: (49) 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: | | | | | | | | | | | | |
| Base Vol: | 228 | 32 | 1221 | 188 | 117 | 31 | 4 | 2468 | 136 | 0 | 1848 | 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: | 228 | 32 | 1221 | 188 | 117 | 31 | 4 | 2468 | 136 | 0 | 1848 | 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: | 228 | 32 | 1221 | 188 | 117 | 31 | 4 | 2468 | 136 | 0 | 1848 | 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: | 228 | 32 | 1001 | 188 | 117 | 31 | 4 | 1950 | 136 | 0 | 1848 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 228 | 32 | 1001 | 188 | 117 | 31 | 4 | 1950 | 136 | 0 | 1848 | 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: | 228 | 32 | 1001 | 188 | 117 | 31 | 4 | 1950 | 136 | 0 | 1848 | 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: | 0.13 | 0.02 | 0.32 | 0.06 | 0.08 | 0.08 | 0.00 | 0.34 | 0.08 | 0.00 | 0.24 | 0.01 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 24.0 | 34.0 | 34.0 | 25.0 | 35.0 | 35.0 | 7.0 | 118 | 142.0 | 0.0 | 111 | 136.0 |
| Volume/Cap: | 1.03 | 0.09 | 1.77 | 0.45 | 0.44 | 0.44 | 0.06 | 0.55 | 0.10 | 0.00 | 0.41 | 0.01 |
| Delay/Veh: | 149.8 | 64.8 | 429.8 | 76.4 | 69.3 | 69.3 | 88.2 | 20.5 | 6.4 | 0.0 | 29.2 | 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: | 149.8 | 64.8 | 429.8 | 76.4 | 69.3 | 69.3 | 88.2 | 20.5 | 6.4 | 0.0 | 29.2 | 12.9 |
| LOS by Move: | F | E | F | E | E | E | F | C | A | A | C | B |
| HCM2k95thQ: | 30 | 3 | 100 | 12 | 15 | 15 | 0 | 34 | 4 | 0 | 31 | 1 |

Note: Queue reported is the number of cars per lane.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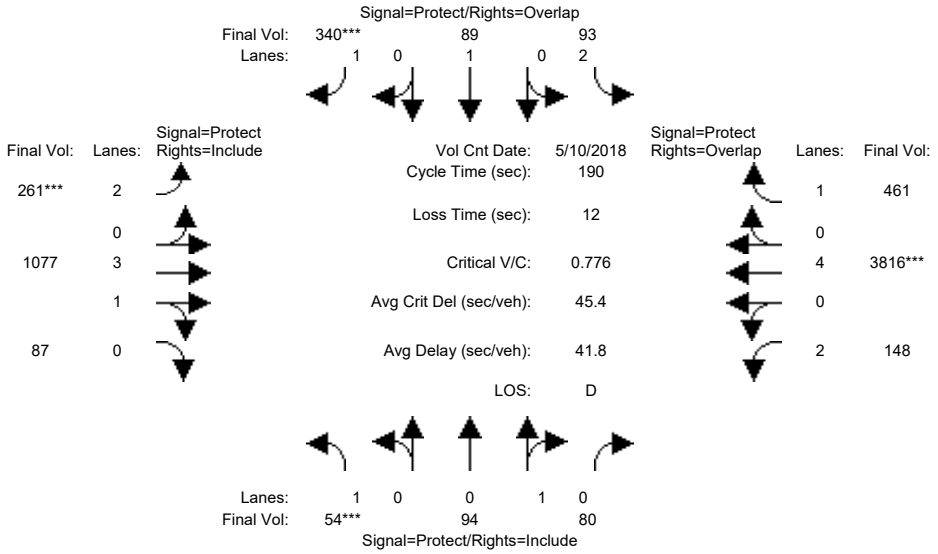
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5809: (50) 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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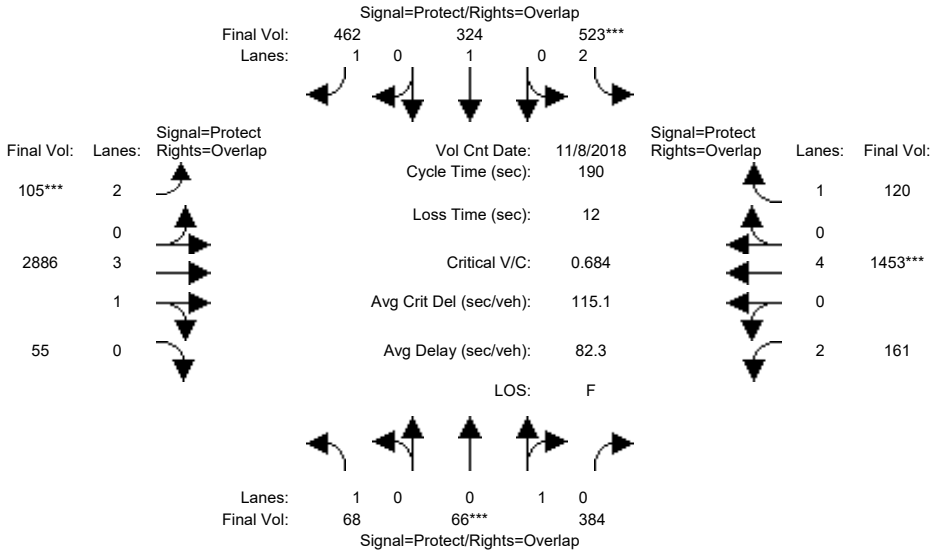
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5809: (50) 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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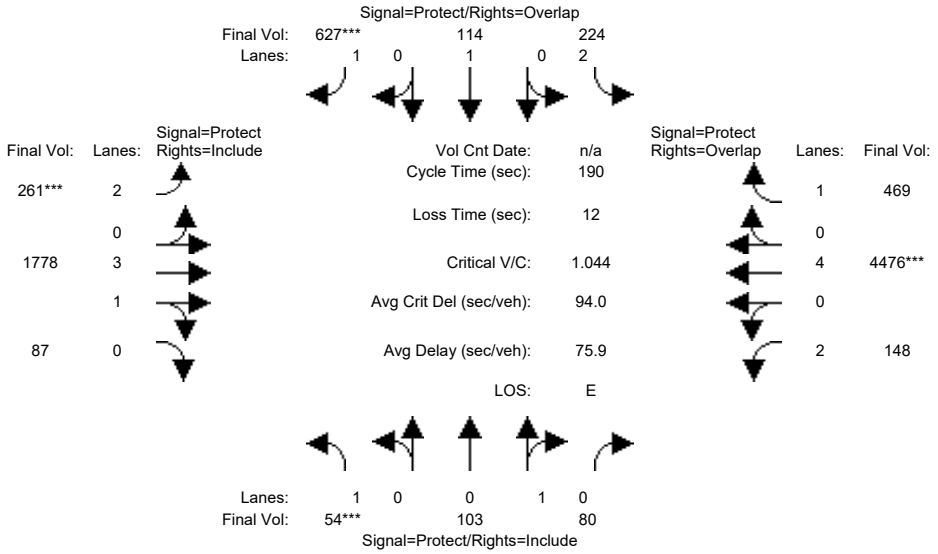
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5809: (50) 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 | | 103 | | 80 | | 224 | | 114 | | 627 | | 261 | | 1778 | | 87 | | 148 | | 4476 | | 469 | |
| Growth Adj: | 1.00 | | 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 | | 103 | | 80 | | 224 | | 114 | | 627 | | 261 | | 1778 | | 87 | | 148 | | 4476 | | 469 | |
| Added Vol: | 0 | | 0 | | 0 | | 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 | | 103 | | 80 | | 224 | | 114 | | 627 | | 261 | | 1778 | | 87 | | 148 | | 4476 | | 469 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 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 | | 103 | | 80 | | 224 | | 114 | | 627 | | 261 | | 1778 | | 87 | | 148 | | 4476 | | 469 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 54 | | 103 | | 80 | | 224 | | 114 | | 627 | | 261 | | 1778 | | 87 | | 148 | | 4476 | | 469 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 54 | | 103 | | 80 | | 224 | | 114 | | 627 | | 261 | | 1778 | | 87 | | 148 | | 4476 | | 469 | |
| 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 | | 1013 | | 787 | | 3150 | | 1900 | | 1750 | | 3150 | | 7150 | | 350 | | 3150 | | 7600 | | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | | 0.10 | | 0.10 | | 0.07 | | 0.06 | | 0.36 | | 0.08 | | 0.25 | | 0.25 | | 0.05 | | 0.59 | | 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 | | 0.67 | | 0.67 | | 1.14 | | 0.41 | | 1.45 | | 0.81 | | 0.43 | | 0.43 | | 0.55 | | 1.04 | | 0.43 | |
| Delay/Veh: | 87.3 | | 82.5 | | 82.5 | | 194.5 | | 74.8 | | 284.5 | | 97.4 | | 22.2 | | 22.2 | | 85.8 | | 67.2 | | 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 | | 82.5 | | 82.5 | | 194.5 | | 74.8 | | 284.5 | | 97.4 | | 22.2 | | 22.2 | | 85.8 | | 67.2 | | 18.2 | |
| LOS by Move: | F | | F | | F | | F | | E | | F | | F | | C | | C | | F | | E | | B | |
| HCM2k95thQ: | 7 | | 21 | | 21 | | 19 | | 11 | | 97 | | 17 | | 25 | | 25 | | 11 | | 112 | | 25 | |

Note: Queue reported is the number of cars per lane.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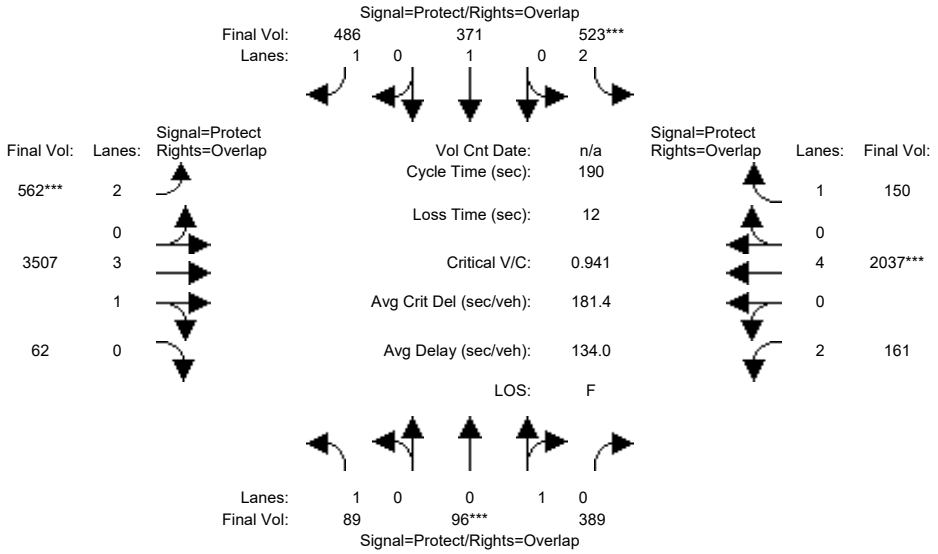
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5809: (50) 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 | 96 | 389 | 523 | 371 | 486 | 562 | 3507 | 62 | 161 | 2037 | 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: | 89 | 96 | 389 | 523 | 371 | 486 | 562 | 3507 | 62 | 161 | 2037 | 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: | 89 | 96 | 389 | 523 | 371 | 486 | 562 | 3507 | 62 | 161 | 2037 | 150 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 89 | 96 | 389 | 523 | 371 | 486 | 562 | 3507 | 62 | 161 | 2037 | 150 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 96 | 389 | 523 | 371 | 486 | 562 | 3507 | 62 | 161 | 2037 | 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: | 89 | 96 | 389 | 523 | 371 | 486 | 562 | 3507 | 62 | 161 | 2037 | 150 |
| **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 | 0.20 | 0.80 | 2.00 | 1.00 | 1.00 | 2.00 | 3.95 | 0.05 | 2.00 | 4.00 | 1.00 |
| Final Sat.: | 1750 | 356 | 1444 | 3150 | 1900 | 1750 | 3150 | 5552 | 98 | 3150 | 7600 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.27 | 0.27 | 0.17 | 0.20 | 0.28 | 0.18 | 0.63 | 0.63 | 0.05 | 0.27 | 0.09 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 12.3 | 28.9 | 42.9 | 28.0 | 44.6 | 63.7 | 19.1 | 107 | 119.4 | 14.0 | 102 | 130.0 |
| Volume/Cap: | 0.79 | 1.77 | 1.19 | 1.13 | 0.83 | 0.83 | 1.77 | 1.12 | 1.01 | 0.69 | 0.50 | 0.13 |
| Delay/Veh: | 117.4 | 443 | 182.7 | 162.2 | 81.6 | 67.6 | 452.1 | 136 | 91.5 | 99.2 | 49.5 | 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: | 117.4 | 443 | 182.7 | 162.2 | 81.6 | 67.6 | 452.1 | 136 | 91.5 | 99.2 | 49.5 | 25.4 |
| LOS by Move: | F | F | F | F | F | E | F | F | F | F | D | C |
| HCM2k95thQ: | 14 | 87 | 65 | 40 | 36 | 47 | 58 | 98 | 114 | 13 | 42 | 13 |

Note: Queue reported is the number of cars per lane.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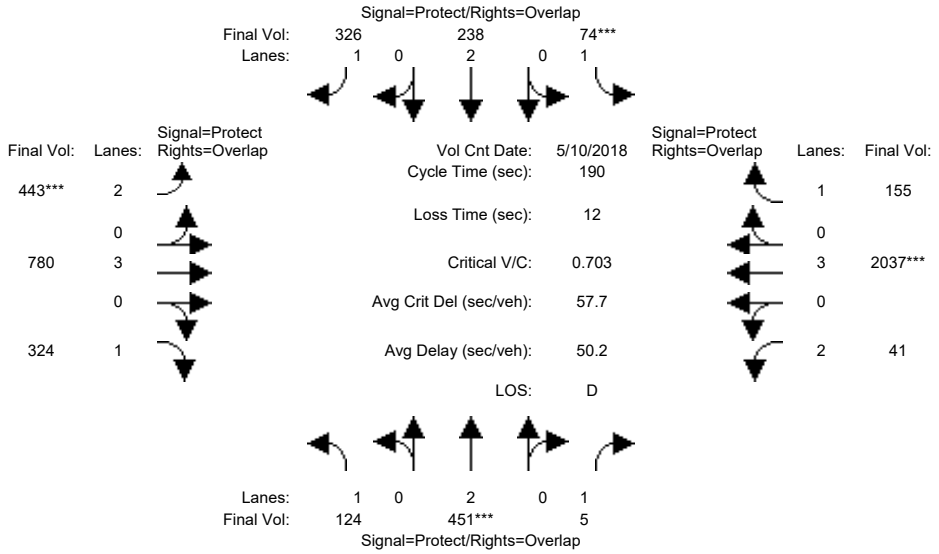
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5812: (48) 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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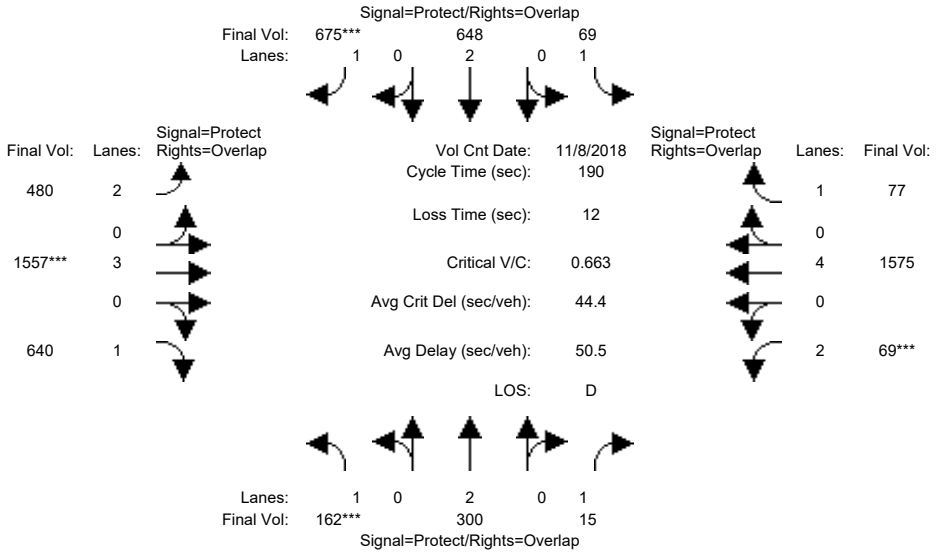
Patrick Henry Specific Plan
City of Santa Clara

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

## Intersection #5812: (48) 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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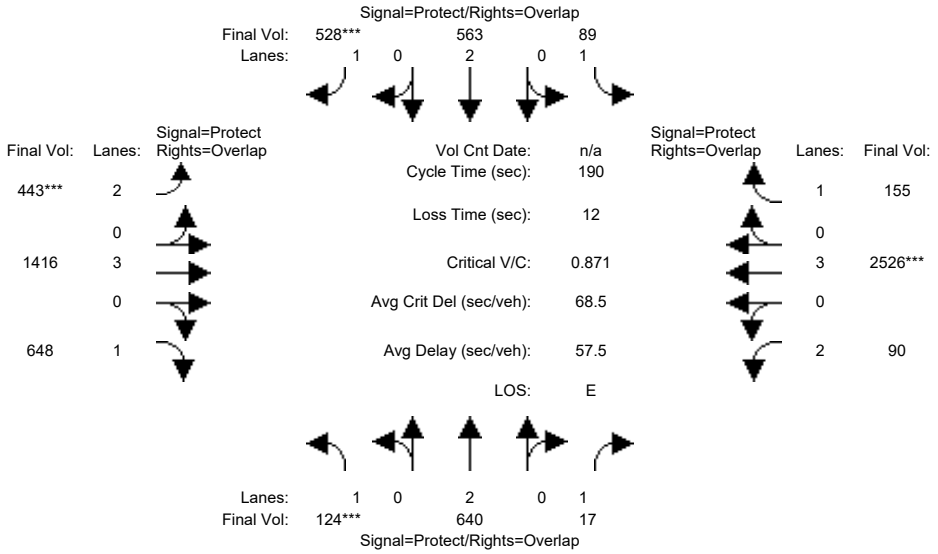
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

## Intersection #5812: (48) 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 | 640 | 17 | 89 | 563 | 528 | 443 | 1628 | 648 | 90 | 2904 | 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 | 640 | 17 | 89 | 563 | 528 | 443 | 1628 | 648 | 90 | 2904 | 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 | 640 | 17 | 89 | 563 | 528 | 443 | 1628 | 648 | 90 | 2904 | 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 | 640 | 17 | 89 | 563 | 528 | 443 | 1416 | 648 | 90 | 2526 | 155 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 124 | 640 | 17 | 89 | 563 | 528 | 443 | 1416 | 648 | 90 | 2526 | 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 | 640 | 17 | 89 | 563 | 528 | 443 | 1416 | 648 | 90 | 2526 | 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 | 0.17 | 0.01 | 0.05 | 0.15 | 0.30 | 0.14 | 0.25 | 0.37 | 0.03 | 0.44 | 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 | 0.84 | 0.04 | 0.75 | 0.80 | 0.89 | 0.91 | 0.44 | 0.58 | 0.50 | 0.96 | 0.17 |
| Delay/Veh: | 124.2 | 81.6 | 53.0 | 110.8 | 80.5 | 74.6 | 100.5 | 24.7 | 20.2 | 89.3 | 58.9 | 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 | 81.6 | 53.0 | 110.8 | 80.5 | 74.6 | 100.5 | 24.7 | 20.2 | 89.3 | 58.9 | 23.1 |
| LOS by Move: | F | F | D | F | F | E | F | C | C | F | E | C |
| HCM2k95thQ: | 16 | 32 | 2 | 11 | 28 | 53 | 28 | 27 | 37 | 7 | 78 | 9 |

Note: Queue reported is the number of cars per lane.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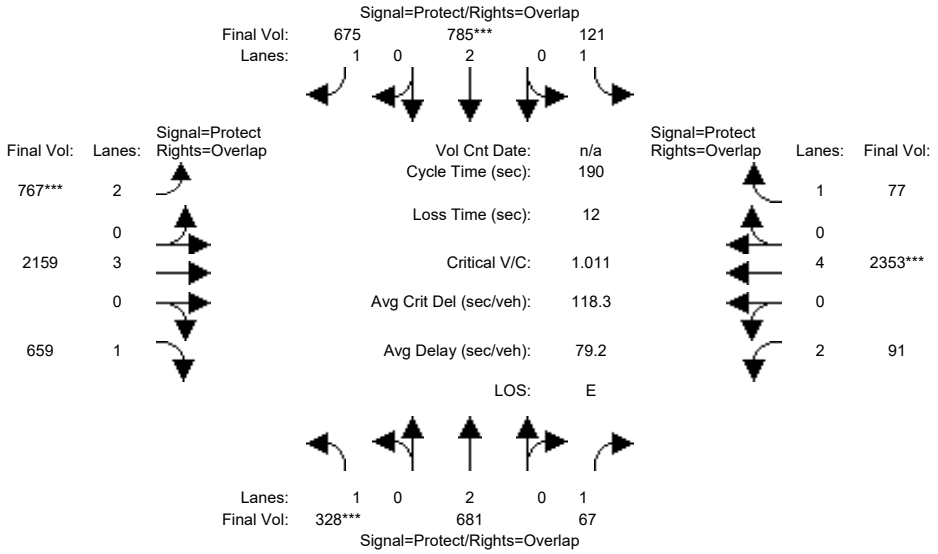
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

## Intersection #5812: (48) 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 | 681 | 67 | 121 | 785 | 675 | 767 | 2665 | 659 | 91 | 2353 | 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 | 681 | 67 | 121 | 785 | 675 | 767 | 2665 | 659 | 91 | 2353 | 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 | 681 | 67 | 121 | 785 | 675 | 767 | 2665 | 659 | 91 | 2353 | 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 | 681 | 67 | 121 | 785 | 675 | 767 | 2159 | 659 | 91 | 2353 | 77 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 328 | 681 | 67 | 121 | 785 | 675 | 767 | 2159 | 659 | 91 | 2353 | 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 | 681 | 67 | 121 | 785 | 675 | 767 | 2159 | 659 | 91 | 2353 | 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 | 0.21 | 0.39 | 0.24 | 0.38 | 0.38 | 0.03 | 0.31 | 0.04 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 25.7 | 52.3 | 63.8 | 14.3 | 41.0 | 74.3 | 33.3 | 99.9 | 125.6 | 11.4 | 78.0 | 92.3 |
| Volume/Cap: | 1.39 | 0.65 | 0.11 | 0.92 | 0.96 | 0.99 | 1.39 | 0.72 | 0.57 | 0.48 | 0.75 | 0.09 |
| Delay/Veh: | 280.6 | 62.2 | 43.7 | 140.9 | 95.2 | 88.0 | 263.8 | 25.8 | 7.8 | 88.3 | 55.9 | 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: | 280.6 | 62.2 | 43.7 | 140.9 | 95.2 | 88.0 | 263.8 | 25.8 | 7.8 | 88.3 | 55.9 | 32.2 |
| LOS by Move: | F | E | D | F | F | F | F | C | A | F | E | C |
| HCM2k95thQ: | 52 | 30 | 6 | 16 | 41 | 72 | 64 | 39 | 17 | 7 | 50 | 6 |

Note: Queue reported is the number of cars per lane.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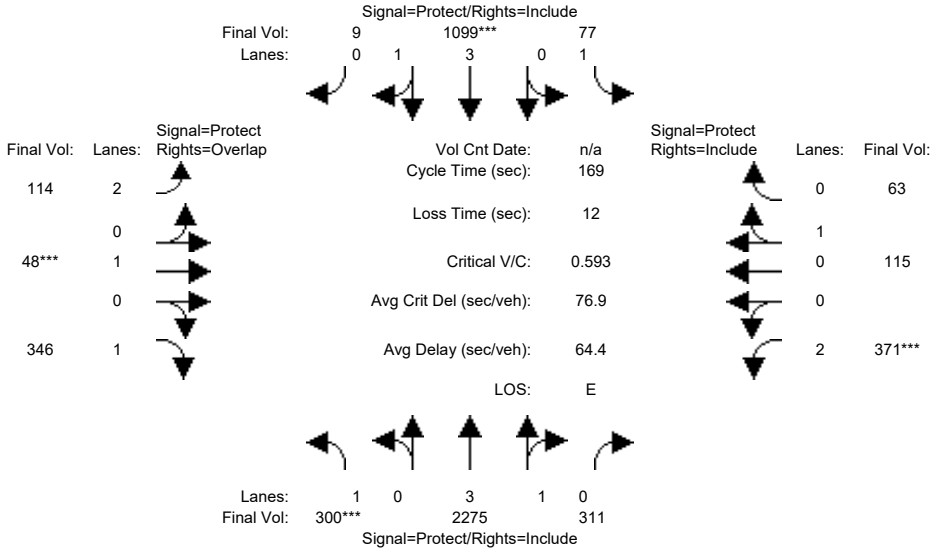
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #25: (2) 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: | 300 | 2275 | 311 | 77 | 1099 | 9 | 114 | 48 | 346 | 371 | 115 | 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: | 300 | 2275 | 311 | 77 | 1099 | 9 | 114 | 48 | 346 | 371 | 115 | 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: | 300 | 2275 | 311 | 77 | 1099 | 9 | 114 | 48 | 346 | 371 | 115 | 63 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 300 | 2275 | 311 | 77 | 1099 | 9 | 114 | 48 | 346 | 371 | 115 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 300 | 2275 | 311 | 77 | 1099 | 9 | 114 | 48 | 346 | 371 | 115 | 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: | 300 | 2275 | 311 | 77 | 1099 | 9 | 114 | 48 | 346 | 371 | 115 | 63 |
| 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 | 3.50 | 0.50 | 1.00 | 3.97 | 0.03 | 2.00 | 1.00 | 1.00 | 2.00 | 0.65 | 0.35 |
| Final Sat.: | 1750 | 6597 | 902 | 1750 | 7439 | 61 | 1575 | 760 | 1225 | 2205 | 465 | 255 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.34 | 0.34 | 0.04 | 0.15 | 0.15 | 0.07 | 0.06 | 0.28 | 0.17 | 0.25 | 0.25 |
| 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 | 0.82 | 0.82 | 0.64 | 0.50 | 0.50 | 1.06 | 0.29 | 0.68 | 1.08 | 0.81 | 0.81 |
| Delay/Veh: | 87.6 | 51.5 | 51.5 | 87.2 | 52.7 | 52.7 | 184.1 | 56.3 | 44.4 | 143.4 | 74.2 | 74.2 |
| 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 | 51.5 | 51.5 | 87.2 | 52.7 | 52.7 | 184.1 | 56.3 | 44.4 | 143.4 | 74.2 | 74.2 |
| LOS by Move: | F | D | D | F | D | D | F | E | D | F | E | E |
| HCM2k95thQ: | 30 | 51 | 51 | 9 | 22 | 22 | 12 | 5 | 29 | 29 | 20 | 20 |

Note: Queue reported is the number of cars per lane.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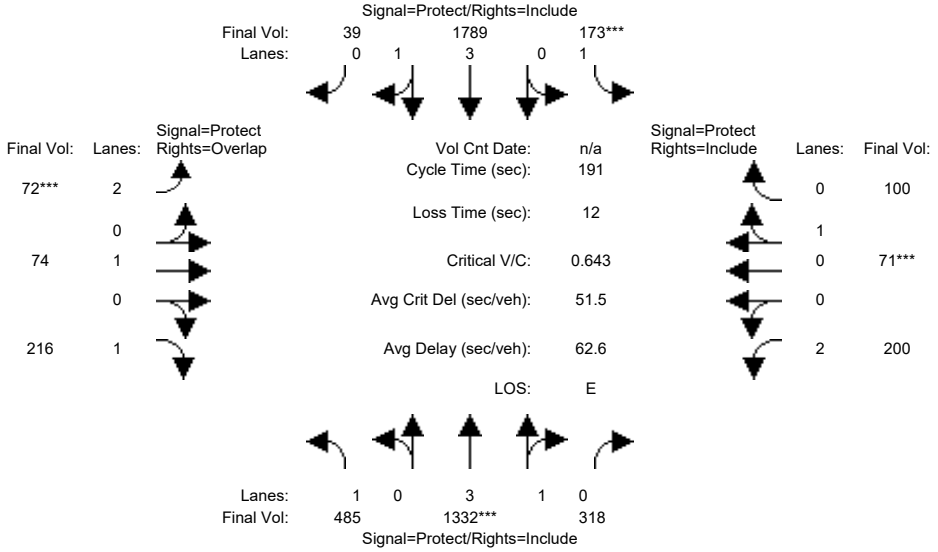
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #25: (2) 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: | 485 | 1332 | 318 | 173 | 1789 | 39 | 72 | 74 | 216 | 200 | 71 | 100 |
| Growth Adj: | 1.00 | 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 | 318 | 173 | 1789 | 39 | 72 | 74 | 216 | 200 | 71 | 100 |
| Added Vol: | 0 | 0 | 0 | 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 | 318 | 173 | 1789 | 39 | 72 | 74 | 216 | 200 | 71 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 485 | 1332 | 318 | 173 | 1789 | 39 | 72 | 74 | 216 | 200 | 71 | 100 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 485 | 1332 | 318 | 173 | 1789 | 39 | 72 | 74 | 216 | 200 | 71 | 100 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 485 | 1332 | 318 | 173 | 1789 | 39 | 72 | 74 | 216 | 200 | 71 | 100 |
| 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 | 3.20 | 0.80 | 1.00 | 3.91 | 0.09 | 2.00 | 1.00 | 1.00 | 2.00 | 0.42 | 0.58 |
| Final Sat.: | 1750 | 6052 | 1445 | 1750 | 7340 | 160 | 1575 | 760 | 1225 | 2205 | 299 | 421 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.22 | 0.22 | 0.10 | 0.24 | 0.24 | 0.05 | 0.10 | 0.18 | 0.09 | 0.24 | 0.24 |
| 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 | 0.47 | 0.47 | 0.68 | 0.81 | 0.81 | 0.68 | 0.61 | 0.38 | 0.86 | 1.21 | 1.21 |
| Delay/Veh: | 80.8 | 28.5 | 28.5 | 84.9 | 67.8 | 67.8 | 103.1 | 84.0 | 33.6 | 109.6 | 218 | 218.2 |
| 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: | 80.8 | 28.5 | 28.5 | 84.9 | 67.8 | 67.8 | 103.1 | 84.0 | 33.6 | 109.6 | 218 | 218.2 |
| LOS by Move: | F | C | C | F | E | E | F | F | C | F | F | F |
| HCM2k95thQ: | 49 | 23 | 23 | 19 | 42 | 42 | 7 | 10 | 16 | 17 | 29 | 29 |

Note: Queue reported is the number of cars per lane.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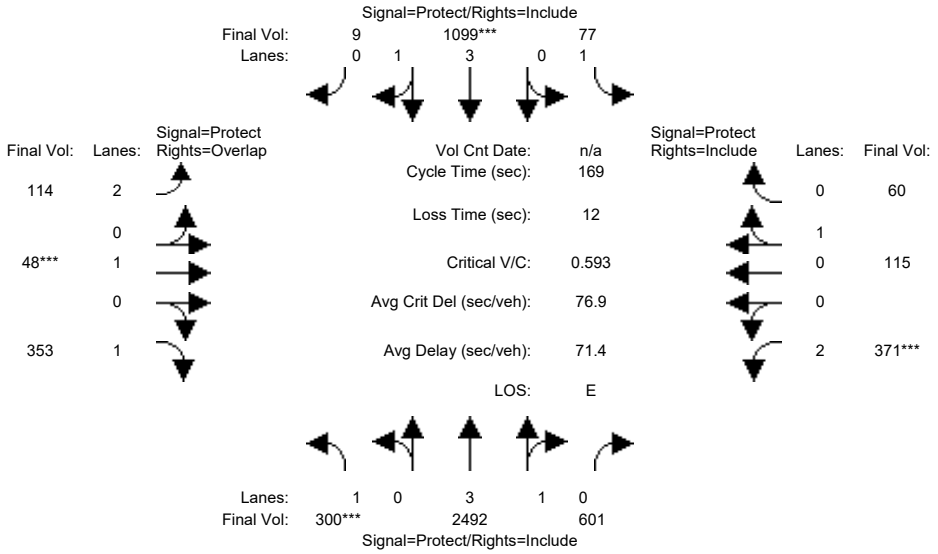
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #25: (2) 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: | 300 | 2492 | 601 | 77 | 1099 | 9 | 114 | 48 | 353 | 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 | 2492 | 601 | 77 | 1099 | 9 | 114 | 48 | 353 | 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 | 2492 | 601 | 77 | 1099 | 9 | 114 | 48 | 353 | 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 | 2492 | 601 | 77 | 1099 | 9 | 114 | 48 | 353 | 371 | 115 | 60 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 300 | 2492 | 601 | 77 | 1099 | 9 | 114 | 48 | 353 | 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 | 2492 | 601 | 77 | 1099 | 9 | 114 | 48 | 353 | 371 | 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 | 3.19 | 0.81 | 1.00 | 3.97 | 0.03 | 2.00 | 1.00 | 1.00 | 2.00 | 0.66 | 0.34 |
| Final Sat.: | 1750 | 6040 | 1457 | 1750 | 7439 | 61 | 1575 | 760 | 1225 | 2205 | 473 | 247 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.41 | 0.41 | 0.04 | 0.15 | 0.15 | 0.07 | 0.06 | 0.29 | 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 | 0.98 | 0.98 | 0.64 | 0.50 | 0.50 | 1.06 | 0.29 | 0.70 | 1.08 | 0.80 | 0.80 |
| Delay/Veh: | 87.6 | 66.6 | 66.6 | 87.2 | 52.7 | 52.7 | 184.1 | 56.3 | 45.2 | 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 | 66.6 | 66.6 | 87.2 | 52.7 | 52.7 | 184.1 | 56.3 | 45.2 | 143.4 | 72.2 | 72.2 |
| LOS by Move: | F | E | E | F | D | D | F | E | D | F | E | E |
| HCM2k95thQ: | 30 | 67 | 67 | 9 | 22 | 22 | 12 | 5 | 29 | 29 | 20 | 20 |

Note: Queue reported is the number of cars per lane.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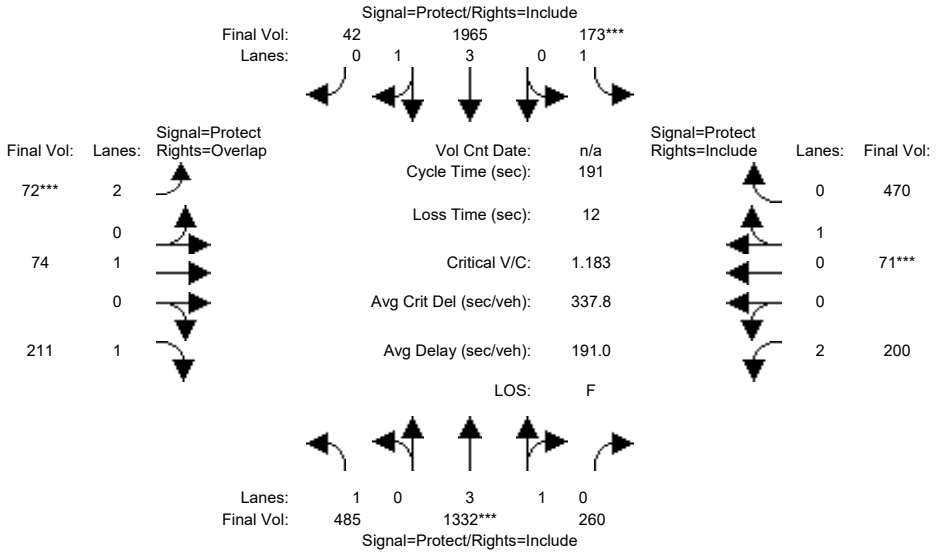
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #25: (2) 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: | 485 | 1332 | 260 | 173 | 1965 | 42 | 72 | 74 | 211 | 200 | 71 | 470 |
| Growth Adj: | 1.00 | 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 | 260 | 173 | 1965 | 42 | 72 | 74 | 211 | 200 | 71 | 470 |
| Added Vol: | 0 | 0 | 0 | 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 | 260 | 173 | 1965 | 42 | 72 | 74 | 211 | 200 | 71 | 470 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 260 | 173 | 1965 | 42 | 72 | 74 | 211 | 200 | 71 | 470 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 485 | 1332 | 260 | 173 | 1965 | 42 | 72 | 74 | 211 | 200 | 71 | 470 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 260 | 173 | 1965 | 42 | 72 | 74 | 211 | 200 | 71 | 470 |
| 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 | 3.32 | 0.68 | 1.00 | 3.91 | 0.09 | 2.00 | 1.00 | 1.00 | 2.00 | 0.13 | 0.87 |
| Final Sat.: | 1750 | 6273 | 1224 | 1750 | 7343 | 157 | 1575 | 760 | 1225 | 2205 | 94 | 626 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.21 | 0.21 | 0.10 | 0.27 | 0.27 | 0.05 | 0.10 | 0.17 | 0.09 | 0.75 | 0.75 |
| 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 | 0.46 | 0.46 | 0.68 | 0.89 | 0.89 | 0.68 | 0.61 | 0.37 | 0.86 | 3.82 | 3.82 |
| Delay/Veh: | 80.8 | 28.2 | 28.2 | 84.9 | 72.4 | 72.4 | 103.1 | 84.0 | 33.4 | 109.6 | 1361 | 1361 |
| User DelAdj: | 1.00 | 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 | 28.2 | 28.2 | 84.9 | 72.4 | 72.4 | 103.1 | 84.0 | 33.4 | 109.6 | 1361 | 1361 |
| LOS by Move: | F | C | C | F | E | E | F | F | C | F | F | F |
| HCM2k95thQ: | 49 | 22 | 22 | 19 | 48 | 48 | 7 | 10 | 16 | 17 | 127 | 127 |

Note: Queue reported is the number of cars per lane.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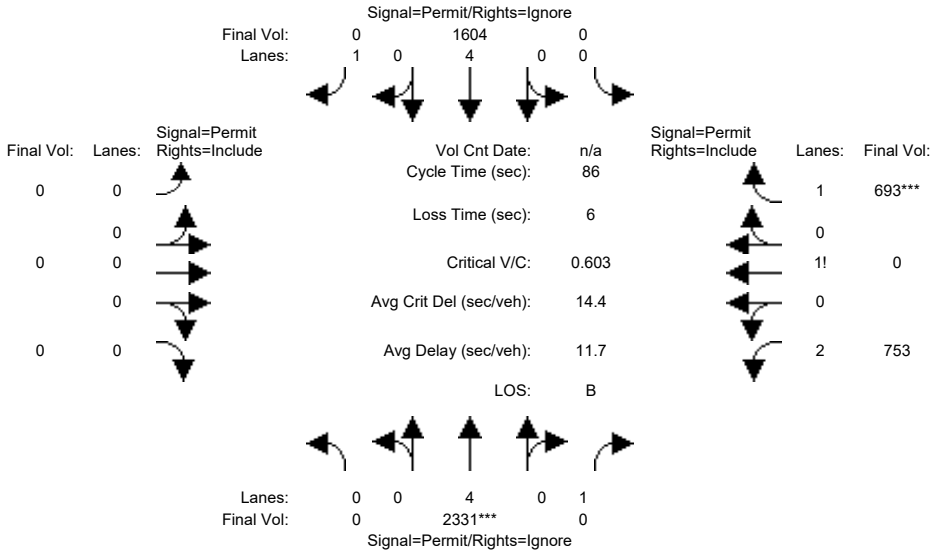
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #26: (3) 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 | 2331 | 0 | 0 | 1604 | 505 | 0 | 0 | 0 | 753 | 0 | 693 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2331 | 0 | 0 | 1604 | 505 | 0 | 0 | 0 | 753 | 0 | 693 |
| Added Vol: | 0 | 0 | 0 | 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 | 2331 | 0 | 0 | 1604 | 505 | 0 | 0 | 0 | 753 | 0 | 693 |
| 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 | 2331 | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 753 | 0 | 693 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2331 | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 753 | 0 | 693 |
| 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 | 2331 | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 753 | 0 | 693 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 4.00 | 1.00 | 0.00 | 4.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.44 | 0.00 | 1.56 |
| Final Sat.: | 0 | 7600 | 1750 | 0 | 7600 | 1750 | 0 | 0 | 0 | 3868 | 0 | 2722 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.31 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 0.25 |
| 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 | 0.51 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.73 | 0.00 | 0.78 |
| Delay/Veh: | 0.0 | 5.5 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 28.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 5.5 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 28.6 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | C |
| HCM2k95thQ: | 0 | 10 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 19 | 0 | 24 |

Note: Queue reported is the number of cars per lane.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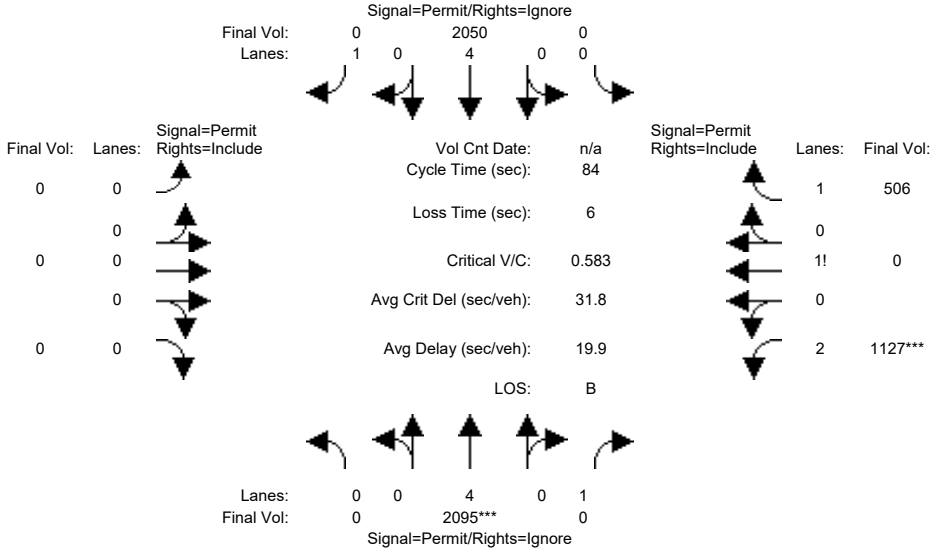
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #26: (3) 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 | 2095 | 0 | 0 | 2050 | 349 | 0 | 0 | 0 | 1127 | 0 | 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 | 2095 | 0 | 0 | 2050 | 349 | 0 | 0 | 0 | 1127 | 0 | 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 | 2095 | 0 | 0 | 2050 | 349 | 0 | 0 | 0 | 1127 | 0 | 506 |
| 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 | 2095 | 0 | 0 | 2050 | 0 | 0 | 0 | 0 | 1127 | 0 | 506 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2095 | 0 | 0 | 2050 | 0 | 0 | 0 | 0 | 1127 | 0 | 506 |
| 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 | 2095 | 0 | 0 | 2050 | 0 | 0 | 0 | 0 | 1127 | 0 | 506 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.62 | 0.00 | 1.38 |
| Final Sat.: | 0 | 7600 | 1750 | 0 | 7600 | 1750 | 0 | 0 | 0 | 4246 | 0 | 2423 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.00 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 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 | 0.45 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 1.01 | 0.00 | 0.80 |
| Delay/Veh: | 0.0 | 12.2 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 56.8 | 0.0 | 31.2 |
| 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 | 12.2 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 56.8 | 0.0 | 31.2 |
| LOS by Move: | A | B | A | A | A | A | A | A | A | E | A | C |
| HCM2k95thQ: | 0 | 17 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 34 | 0 | 21 |

Note: Queue reported is the number of cars per lane.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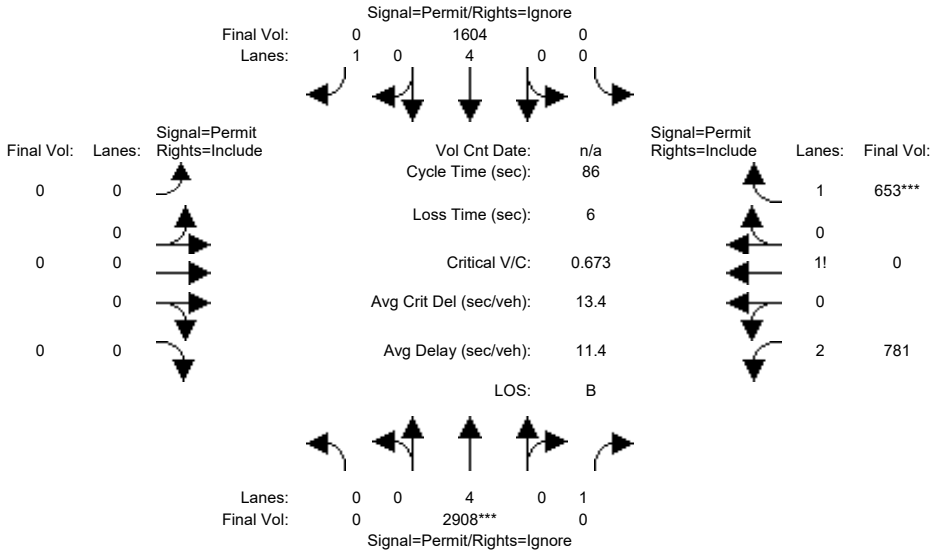
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #26: (3) 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 | 2908 | 0 | 0 | 1604 | 505 | 0 | 0 | 0 | 781 | 0 | 653 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2908 | 0 | 0 | 1604 | 505 | 0 | 0 | 0 | 781 | 0 | 653 |
| Added Vol: | 0 | 0 | 0 | 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 | 2908 | 0 | 0 | 1604 | 505 | 0 | 0 | 0 | 781 | 0 | 653 |
| 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 | 2908 | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 781 | 0 | 653 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2908 | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 781 | 0 | 653 |
| 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 | 2908 | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 781 | 0 | 653 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.47 | 0.00 | 1.53 |
| Final Sat.: | 0 | 7600 | 1750 | 0 | 7600 | 1750 | 0 | 0 | 0 | 3922 | 0 | 2682 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.24 |
| 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 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.74 | 0.00 | 0.75 |
| Delay/Veh: | 0.0 | 6.4 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 30.4 | 0.0 | 27.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 6.4 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 30.4 | 0.0 | 27.6 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | C |
| HCM2k95thQ: | 0 | 15 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 20 | 0 | 23 |

Note: Queue reported is the number of cars per lane.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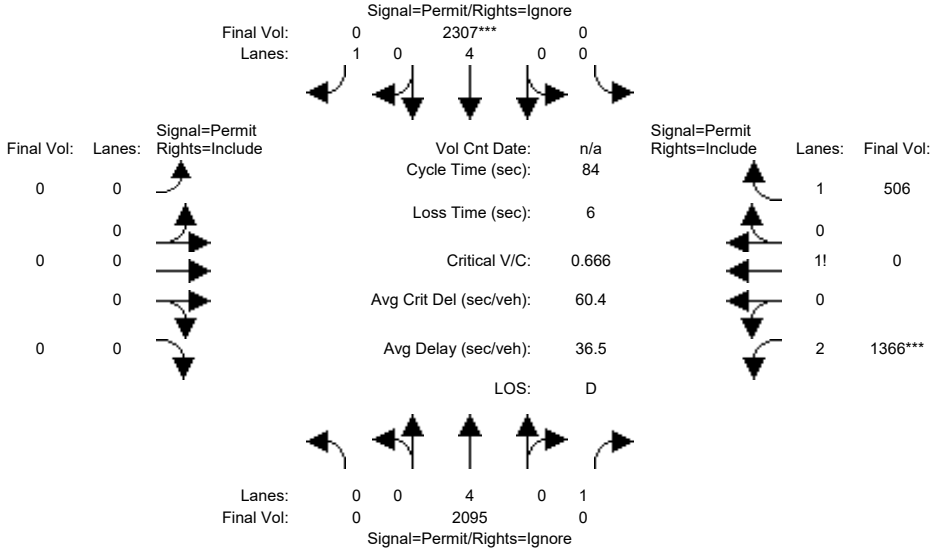
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #26: (3) 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 | 2095 | 0 | 0 | 2307 | 349 | 0 | 0 | 0 | 1366 | 0 | 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 | 2095 | 0 | 0 | 2307 | 349 | 0 | 0 | 0 | 1366 | 0 | 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 | 2095 | 0 | 0 | 2307 | 349 | 0 | 0 | 0 | 1366 | 0 | 506 |
| 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 | 2095 | 0 | 0 | 2307 | 0 | 0 | 0 | 0 | 1366 | 0 | 506 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2095 | 0 | 0 | 2307 | 0 | 0 | 0 | 0 | 1366 | 0 | 506 |
| 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 | 2095 | 0 | 0 | 2307 | 0 | 0 | 0 | 0 | 1366 | 0 | 506 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.66 | 0.00 | 1.34 |
| Final Sat.: | 0 | 7600 | 1750 | 0 | 7600 | 1750 | 0 | 0 | 0 | 4334 | 0 | 2347 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.00 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.22 |
| 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 | 0.45 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 | 0.00 | 0.00 | 1.20 | 0.00 | 0.82 |
| Delay/Veh: | 0.0 | 12.2 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 128.9 | 0.0 | 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: | 0.0 | 12.2 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 128.9 | 0.0 | 31.7 |
| LOS by Move: | A | B | A | A | A | A | A | A | A | F | A | C |
| HCM2k95thQ: | 0 | 17 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 50 | 0 | 23 |

Note: Queue reported is the number of cars per lane.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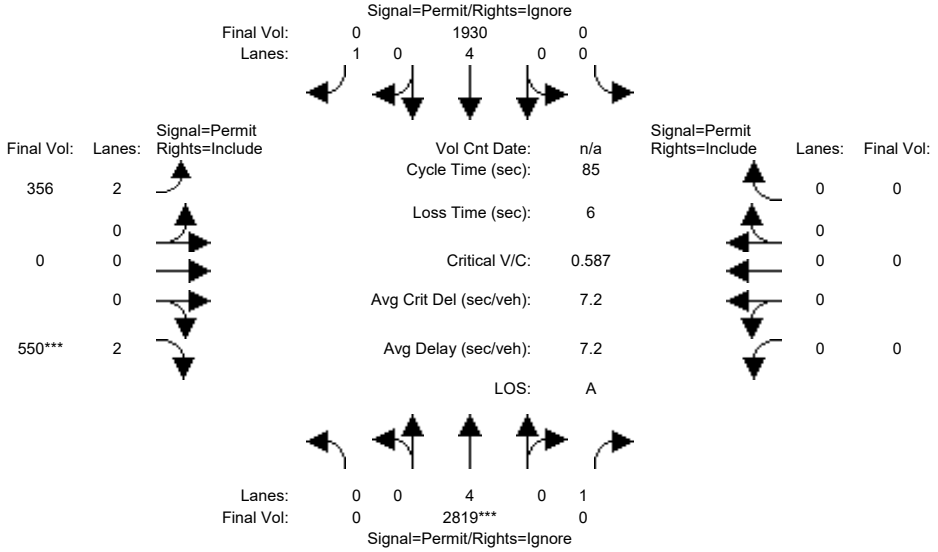
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #27: (4) 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 | 2819 | 859 | 0 | 1930 | 0 | 356 | 0 | 550 | 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 | 2819 | 859 | 0 | 1930 | 0 | 356 | 0 | 550 | 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 | 2819 | 859 | 0 | 1930 | 0 | 356 | 0 | 550 | 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 | 2819 | 0 | 0 | 1930 | 0 | 356 | 0 | 550 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2819 | 0 | 0 | 1930 | 0 | 356 | 0 | 550 | 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 | 2819 | 0 | 0 | 1930 | 0 | 356 | 0 | 550 | 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 | 0.25 | 0.00 | 0.11 | 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 | 0.52 | 0.00 | 0.00 | 0.36 | 0.00 | 0.71 | 0.00 | 0.79 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 1.4 | 0.0 | 0.0 | 1.2 | 0.0 | 38.7 | 0.0 | 37.3 | 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 | 1.4 | 0.0 | 0.0 | 1.2 | 0.0 | 38.7 | 0.0 | 37.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | D | A | D | A | A | A |
| HCM2k95thQ: | 0 | 5 | 0 | 0 | 3 | 0 | 13 | 0 | 19 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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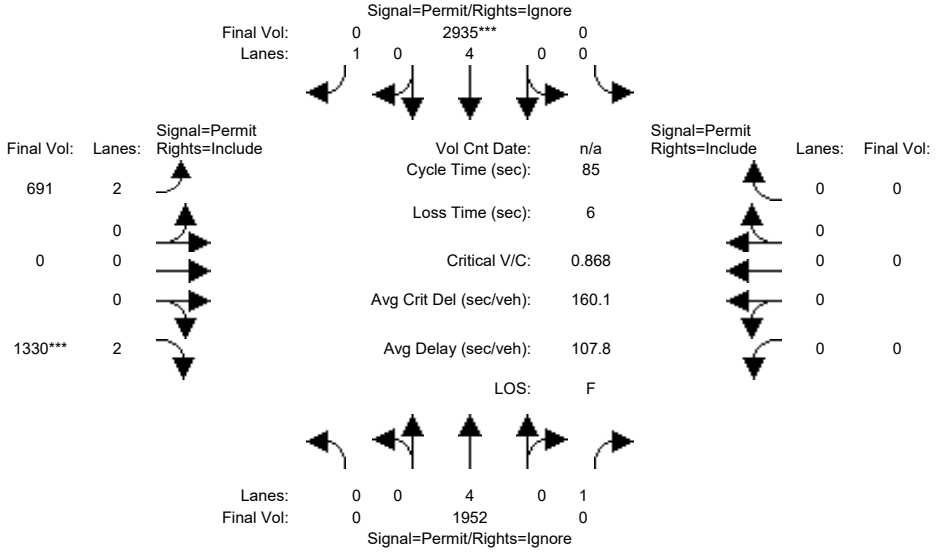
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #27: (4) 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 | 1952 | 501 | 0 | 2935 | 0 | 691 | 0 | 1330 | 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 | 1952 | 501 | 0 | 2935 | 0 | 691 | 0 | 1330 | 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 | 1952 | 501 | 0 | 2935 | 0 | 691 | 0 | 1330 | 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 | 1952 | 0 | 0 | 2935 | 0 | 691 | 0 | 1330 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1952 | 0 | 0 | 2935 | 0 | 691 | 0 | 1330 | 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 | 1952 | 0 | 0 | 2935 | 0 | 691 | 0 | 1330 | 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 | 0.26 | 0.00 | 0.00 | 0.39 | 0.00 | 0.22 | 0.00 | 0.42 | 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 | 0.34 | 0.00 | 0.00 | 0.51 | 0.00 | 1.07 | 0.00 | 2.05 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 89.0 | 0.0 | 513.1 | 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 | 89.0 | 0.0 | 513.1 | 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 | 33 | 0 | 110 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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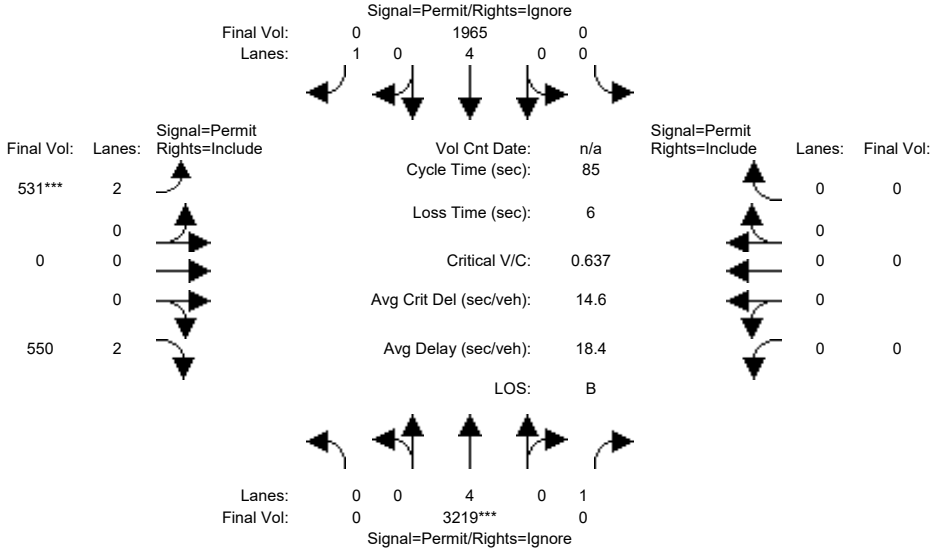
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #27: (4) 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 | 3219 | 869 | 0 | 1965 | 0 | 531 | 0 | 550 | 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 | 3219 | 869 | 0 | 1965 | 0 | 531 | 0 | 550 | 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 | 3219 | 869 | 0 | 1965 | 0 | 531 | 0 | 550 | 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 | 3219 | 0 | 0 | 1965 | 0 | 531 | 0 | 550 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3219 | 0 | 0 | 1965 | 0 | 531 | 0 | 550 | 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 | 3219 | 0 | 0 | 1965 | 0 | 531 | 0 | 550 | 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 | 0.42 | 0.00 | 0.00 | 0.26 | 0.00 | 0.17 | 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 | 13.5 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.60 | 0.00 | 0.00 | 0.37 | 0.00 | 1.06 | 0.00 | 1.10 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 1.6 | 0.0 | 0.0 | 1.3 | 0.0 | 93.3 | 0.0 | 105.9 | 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 | 1.6 | 0.0 | 0.0 | 1.3 | 0.0 | 93.3 | 0.0 | 105.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | F | A | F | A | A | A |
| HCM2k95thQ: | 0 | 7 | 0 | 0 | 3 | 0 | 27 | 0 | 29 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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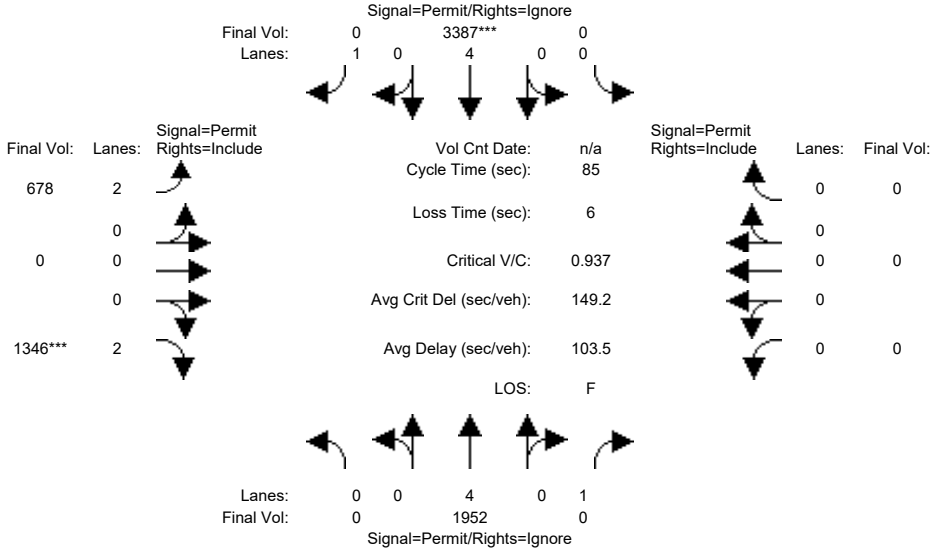
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #27: (4) 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 | 1952 | 467 | 0 | 3387 | 0 | 678 | 0 | 1346 | 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 | 1952 | 467 | 0 | 3387 | 0 | 678 | 0 | 1346 | 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 | 1952 | 467 | 0 | 3387 | 0 | 678 | 0 | 1346 | 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 | 1952 | 0 | 0 | 3387 | 0 | 678 | 0 | 1346 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1952 | 0 | 0 | 3387 | 0 | 678 | 0 | 1346 | 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 | 1952 | 0 | 0 | 3387 | 0 | 678 | 0 | 1346 | 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 | 0.26 | 0.00 | 0.00 | 0.45 | 0.00 | 0.22 | 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 | 0.34 | 0.00 | 0.00 | 0.59 | 0.00 | 1.05 | 0.00 | 2.08 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.1 | 0.0 | 0.0 | 0.2 | 0.0 | 82.7 | 0.0 | 524.1 | 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 | 0.2 | 0.0 | 82.7 | 0.0 | 524.1 | 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 | 31 | 0 | 112 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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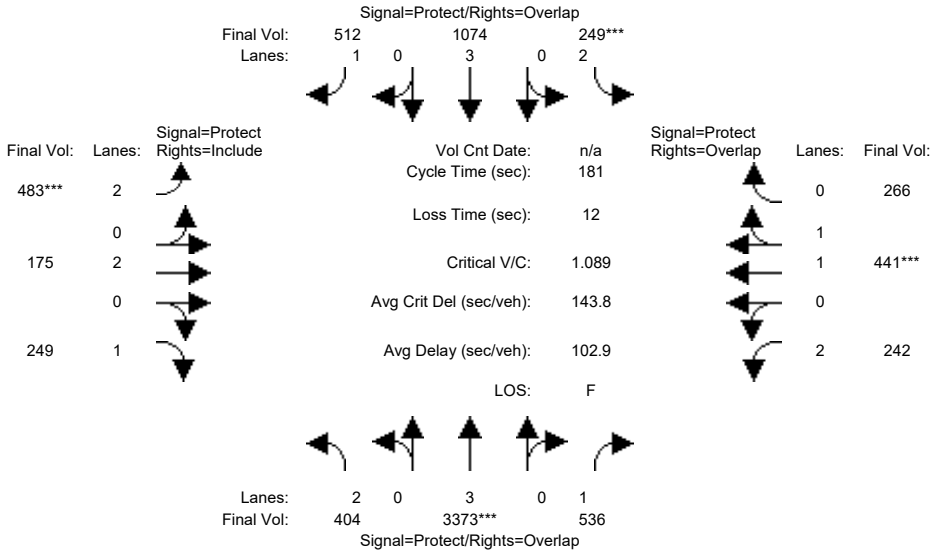
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #30: (51) 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: | 404 | 3877 | 536 | 249 | 1234 | 512 | 483 | 175 | 249 | 242 | 441 | 266 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 404 | 3877 | 536 | 249 | 1234 | 512 | 483 | 175 | 249 | 242 | 441 | 266 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 404 | 3877 | 536 | 249 | 1234 | 512 | 483 | 175 | 249 | 242 | 441 | 266 |
| 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: | 404 | 3373 | 536 | 249 | 1074 | 512 | 483 | 175 | 249 | 242 | 441 | 266 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 404 | 3373 | 536 | 249 | 1074 | 512 | 483 | 175 | 249 | 242 | 441 | 266 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 404 | 3373 | 536 | 249 | 1074 | 512 | 483 | 175 | 249 | 242 | 441 | 266 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 0.98 | 0.94 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.23 | 0.77 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 2291 | 1382 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.59 | 0.31 | 0.08 | 0.19 | 0.29 | 0.15 | 0.05 | 0.14 | 0.08 | 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: | 0.92 | 1.06 | 0.50 | 0.84 | 0.37 | 0.50 | 2.17 | 0.29 | 0.89 | 1.29 | 1.30 | 0.79 |
| Delay/Veh: | 101.7 | 61.6 | 10.5 | 98.9 | 19.6 | 13.8 | 624.6 | 67.3 | 103.1 | 248.2 | 223 | 69.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 101.7 | 61.6 | 10.5 | 98.9 | 19.6 | 13.8 | 624.6 | 67.3 | 103.1 | 248.2 | 223 | 69.1 |
| LOS by Move: | F | E | B | F | B | B | F | E | F | F | F | E |
| HCM2k95thQ: | 22 | 100 | 16 | 19 | 15 | 20 | 55 | 8 | 28 | 22 | 48 | 31 |

Note: Queue reported is the number of cars per lane.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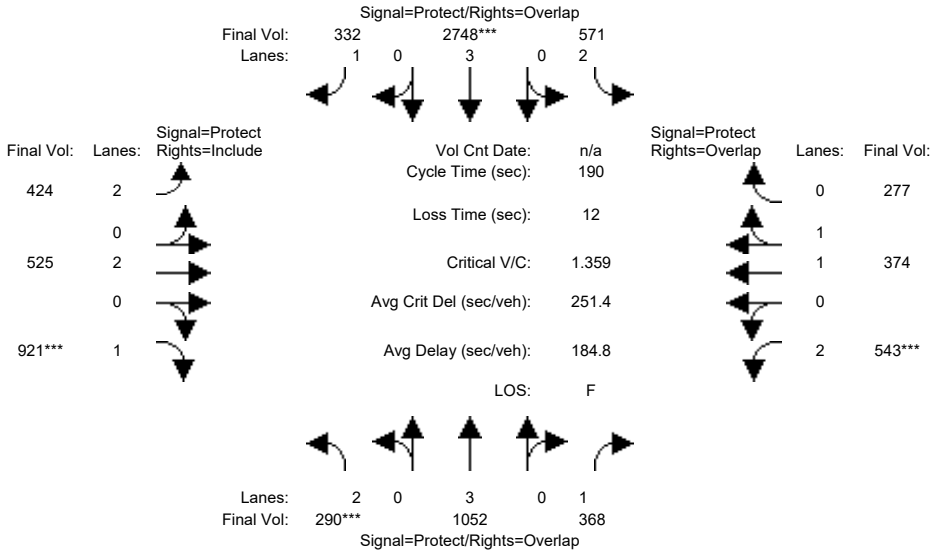
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #30: (51) 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: | 290 | 1315 | 368 | 571 | 3478 | 332 | 424 | 525 | 921 | 543 | 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: | 290 | 1315 | 368 | 571 | 3478 | 332 | 424 | 525 | 921 | 543 | 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: | 290 | 1315 | 368 | 571 | 3478 | 332 | 424 | 525 | 921 | 543 | 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: | 290 | 1052 | 368 | 571 | 2748 | 332 | 424 | 525 | 921 | 543 | 374 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 290 | 1052 | 368 | 571 | 2748 | 332 | 424 | 525 | 921 | 543 | 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: | 290 | 1052 | 368 | 571 | 2748 | 332 | 424 | 525 | 921 | 543 | 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 | 0.21 | 0.18 | 0.48 | 0.19 | 0.13 | 0.14 | 0.53 | 0.17 | 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: | 1.97 | 0.44 | 0.39 | 1.08 | 0.89 | 0.30 | 1.62 | 0.80 | 2.26 | 1.51 | 0.86 | 0.47 |
| Delay/Veh: | 552.3 | 58.2 | 46.3 | 152.0 | 72.3 | 34.9 | 382.1 | 81.9 | 646.0 | 327.4 | 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: | 552.3 | 58.2 | 46.3 | 152.0 | 72.3 | 34.9 | 382.1 | 81.9 | 646.0 | 327.4 | 82.7 | 45.6 |
| LOS by Move: | F | E | D | F | E | C | F | F | F | F | F | D |
| HCM2k95thQ: | 35 | 30 | 33 | 43 | 81 | 29 | 44 | 27 | 185 | 52 | 33 | 25 |

Note: Queue reported is the number of cars per lane.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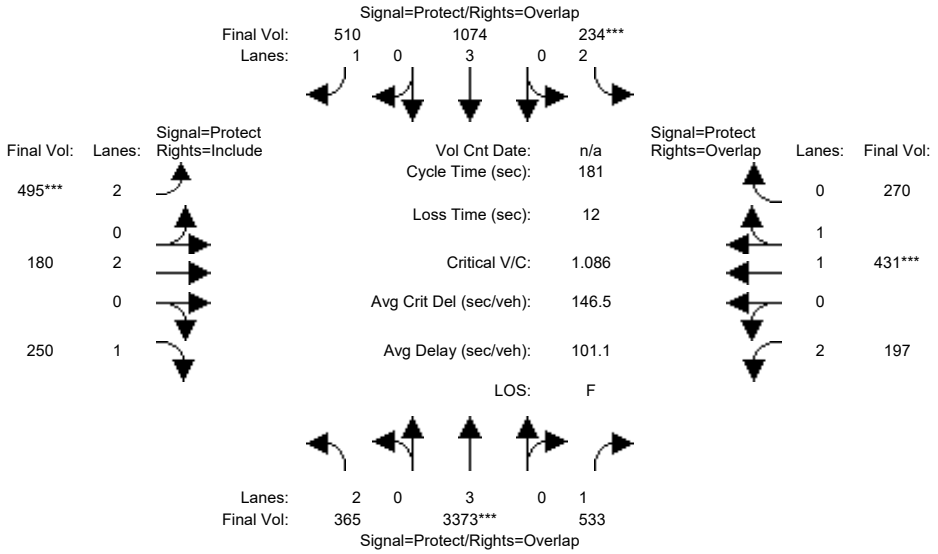
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #30: (51) 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: | 365 | 3877 | 533 | 234 | 1234 | 510 | 495 | 180 | 250 | 197 | 431 | 270 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 365 | 3877 | 533 | 234 | 1234 | 510 | 495 | 180 | 250 | 197 | 431 | 270 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 365 | 3877 | 533 | 234 | 1234 | 510 | 495 | 180 | 250 | 197 | 431 | 270 |
| 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: | 365 | 3373 | 533 | 234 | 1074 | 510 | 495 | 180 | 250 | 197 | 431 | 270 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 365 | 3373 | 533 | 234 | 1074 | 510 | 495 | 180 | 250 | 197 | 431 | 270 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 365 | 3373 | 533 | 234 | 1074 | 510 | 495 | 180 | 250 | 197 | 431 | 270 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.21 | 0.79 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 2258 | 1414 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.59 | 0.30 | 0.07 | 0.19 | 0.29 | 0.16 | 0.05 | 0.14 | 0.06 | 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: | 0.83 | 1.06 | 0.49 | 0.79 | 0.37 | 0.50 | 2.22 | 0.30 | 0.90 | 1.05 | 1.28 | 0.79 |
| Delay/Veh: | 88.6 | 61.6 | 10.4 | 93.1 | 19.6 | 13.8 | 648.6 | 67.5 | 103.8 | 163.8 | 219 | 68.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 88.6 | 61.6 | 10.4 | 93.1 | 19.6 | 13.8 | 648.6 | 67.5 | 103.8 | 163.8 | 219 | 68.7 |
| LOS by Move: | F | E | B | F | B | B | F | E | F | F | F | E |
| HCM2k95thQ: | 20 | 100 | 16 | 17 | 15 | 20 | 57 | 8 | 28 | 15 | 47 | 31 |

Note: Queue reported is the number of cars per lane.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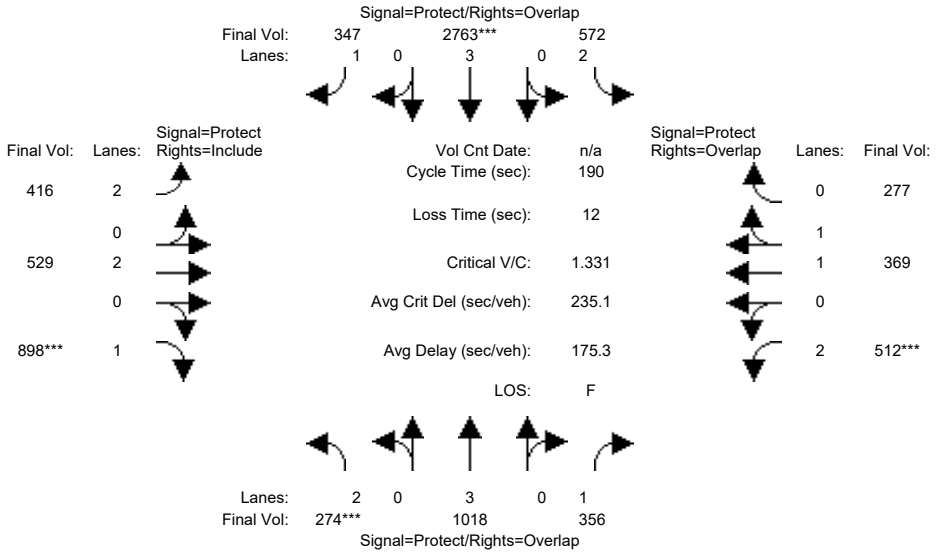
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #30: (51) 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: | 274 | 1272 | 356 | 572 | 3497 | 347 | 416 | 529 | 898 | 512 | 369 | 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: | 274 | 1272 | 356 | 572 | 3497 | 347 | 416 | 529 | 898 | 512 | 369 | 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: | 274 | 1272 | 356 | 572 | 3497 | 347 | 416 | 529 | 898 | 512 | 369 | 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: | 274 | 1018 | 356 | 572 | 2763 | 347 | 416 | 529 | 898 | 512 | 369 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 274 | 1018 | 356 | 572 | 2763 | 347 | 416 | 529 | 898 | 512 | 369 | 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: | 274 | 1018 | 356 | 572 | 2763 | 347 | 416 | 529 | 898 | 512 | 369 | 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 | 1.12 | 0.88 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 2112 | 1586 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.18 | 0.20 | 0.18 | 0.48 | 0.20 | 0.13 | 0.14 | 0.51 | 0.16 | 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: | 1.86 | 0.42 | 0.38 | 1.08 | 0.89 | 0.32 | 1.59 | 0.80 | 2.20 | 1.42 | 0.85 | 0.47 |
| Delay/Veh: | 504.7 | 57.7 | 45.9 | 152.7 | 72.8 | 35.3 | 368.8 | 82.3 | 620.8 | 290.2 | 82.1 | 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: | 504.7 | 57.7 | 45.9 | 152.7 | 72.8 | 35.3 | 368.8 | 82.3 | 620.8 | 290.2 | 82.1 | 45.6 |
| LOS by Move: | F | E | D | F | E | D | F | F | F | F | F | D |
| HCM2k95thQ: | 32 | 29 | 32 | 44 | 82 | 30 | 42 | 27 | 179 | 47 | 33 | 25 |

Note: Queue reported is the number of cars per lane.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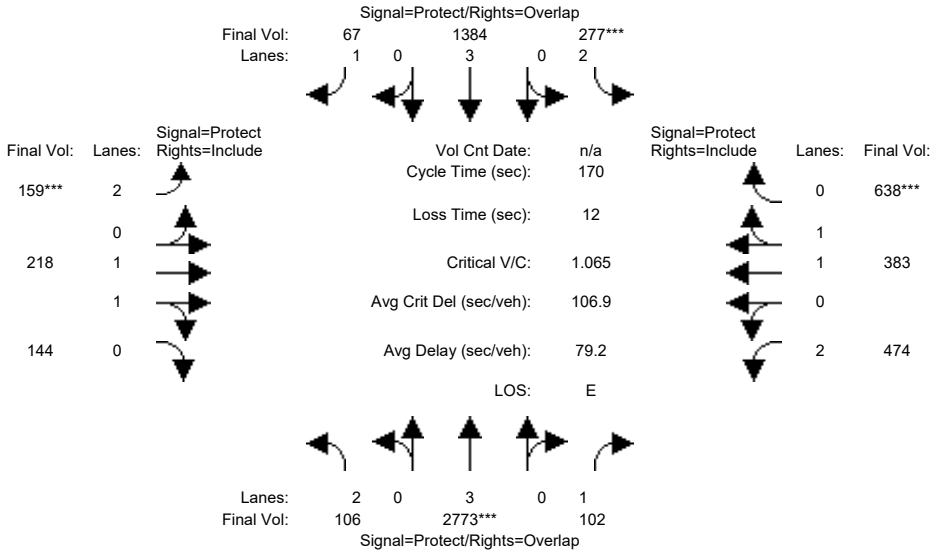
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #35: (54) Lawrence Expwy & Pruneridge Ave




| Street Name: | Lawrence Expwy | | | | | | Pruneridge Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 14 | 81 | 81 | 16 | 83 | 83 | 13 | 24 | 24 | 26 | 37 | 37 |
| Y+R: | 6.1 | 6.2 | 6.2 | 6.1 | 6.2 | 6.2 | 5.7 | 5.9 | 5.9 | 5.8 | 5.9 | 5.9 |
| Volume Module:7:30 AM - 8:30 AM | | | | | | | | | | | | |
| Base Vol: | 106 | 3187 | 102 | 277 | 1591 | 67 | 159 | 218 | 144 | 474 | 383 | 638 |
| Growth Adj: | 1.00 | 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 | 3187 | 102 | 277 | 1591 | 67 | 159 | 218 | 144 | 474 | 383 | 638 |
| Added Vol: | 0 | 0 | 0 | 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 | 3187 | 102 | 277 | 1591 | 67 | 159 | 218 | 144 | 474 | 383 | 638 |
| 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: | 106 | 2773 | 102 | 277 | 1384 | 67 | 159 | 218 | 144 | 474 | 383 | 638 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 106 | 2773 | 102 | 277 | 1384 | 67 | 159 | 218 | 144 | 474 | 383 | 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: | 106 | 2773 | 102 | 277 | 1384 | 67 | 159 | 218 | 144 | 474 | 383 | 638 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.18 | 0.82 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 2227 | 1471 | 3150 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.49 | 0.06 | 0.09 | 0.24 | 0.04 | 0.05 | 0.10 | 0.10 | 0.15 | 0.20 | 0.36 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green Time: | 13.9 | 81.4 | 106.9 | 15.5 | 83.0 | 95.4 | 12.4 | 23.6 | 23.6 | 25.5 | 36.8 | 48.7 |
| Volume/Cap: | 0.41 | 1.02 | 0.09 | 0.96 | 0.50 | 0.07 | 0.69 | 0.71 | 0.71 | 1.00 | 0.93 | 1.27 |
| Delay/Veh: | 75.2 | 75.1 | 18.1 | 120.2 | 23.2 | 11.3 | 85.7 | 74.3 | 74.3 | 114.4 | 79.0 | 193.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 75.2 | 75.1 | 18.1 | 120.2 | 23.2 | 11.3 | 85.7 | 74.3 | 74.3 | 114.4 | 79.0 | 193.0 |
| LOS by Move: | E | E | B | F | C | B | F | E | E | F | E | F |
| HCM2k95thQ: | 6 | 84 | 7 | 18 | 22 | 2 | 12 | 19 | 19 | 33 | 39 | 84 |

Note: Queue reported is the number of cars per lane.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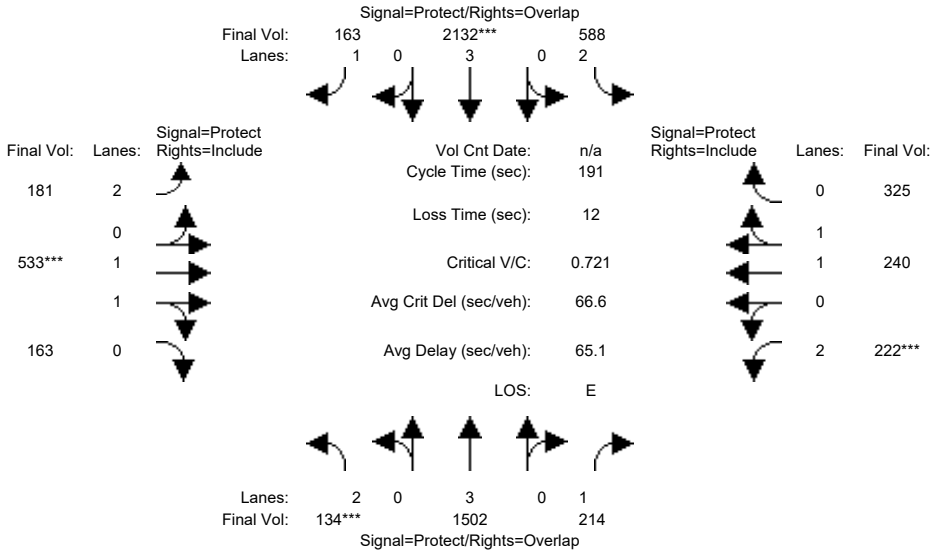
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #35: (54) Lawrence Expwy & Pruneridge Ave




| Street Name: | Lawrence Expwy | | | | | | Pruneridge Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 13 | 82 | 82 | 37 | 106 | 106 | 15 | 30 | 30 | 18 | 33 | 33 |
| Y+R: | 6.1 | 6.2 | 6.2 | 6.1 | 6.2 | 6.2 | 5.7 | 5.9 | 5.9 | 5.8 | 5.9 | 5.9 |
| Volume Module: | 4:30 PM - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 134 | 1877 | 214 | 588 | 2699 | 163 | 181 | 533 | 163 | 222 | 240 | 325 |
| Growth Adj: | 1.00 | 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 | 1877 | 214 | 588 | 2699 | 163 | 181 | 533 | 163 | 222 | 240 | 325 |
| Added Vol: | 0 | 0 | 0 | 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 | 1877 | 214 | 588 | 2699 | 163 | 181 | 533 | 163 | 222 | 240 | 325 |
| User Adj: | 1.00 | 0.80 | 1.00 | 1.00 | 0.79 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 134 | 1502 | 214 | 588 | 2132 | 163 | 181 | 533 | 163 | 222 | 240 | 325 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 1502 | 214 | 588 | 2132 | 163 | 181 | 533 | 163 | 222 | 240 | 325 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 1502 | 214 | 588 | 2132 | 163 | 181 | 533 | 163 | 222 | 240 | 325 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.92 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.52 | 0.48 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 2833 | 866 | 3150 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.26 | 0.12 | 0.19 | 0.37 | 0.09 | 0.06 | 0.19 | 0.19 | 0.07 | 0.13 | 0.19 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 13.0 | 81.5 | 99.8 | 37.1 | 106 | 120.8 | 15.2 | 29.6 | 29.6 | 18.3 | 32.8 | 32.8 |
| Volume/Cap: | 0.62 | 0.62 | 0.23 | 0.96 | 0.68 | 0.15 | 0.72 | 1.21 | 1.21 | 0.74 | 0.74 | 1.08 |
| Delay/Veh: | 92.3 | 37.3 | 18.3 | 103.1 | 21.2 | 7.0 | 95.7 | 192 | 192.3 | 93.1 | 78.7 | 142.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 92.3 | 37.3 | 18.3 | 103.1 | 21.2 | 7.0 | 95.7 | 192 | 192.3 | 93.1 | 78.7 | 142.3 |
| LOS by Move: | F | D | B | F | C | A | F | F | F | F | E | F |
| HCM2k95thQ: | 9 | 33 | 9 | 36 | 35 | 4 | 14 | 49 | 49 | 17 | 25 | 44 |

Note: Queue reported is the number of cars per lane.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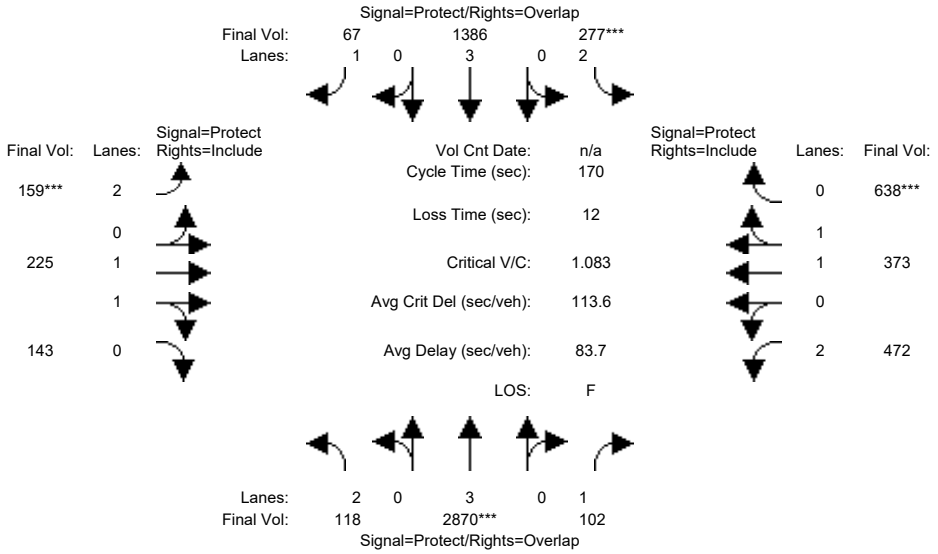
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #35: (54) Lawrence Expwy & Pruneridge Ave




| Street Name: | Lawrence Expwy | | | | | | Pruneridge Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 14 | 81 | 81 | 16 | 83 | 83 | 13 | 24 | 24 | 26 | 37 | 37 |
| Y+R: | 6.1 | 6.2 | 6.2 | 6.1 | 6.2 | 6.2 | 5.7 | 5.9 | 5.9 | 5.8 | 5.9 | 5.9 |
| Volume Module:7:30 AM - 8:30 AM | | | | | | | | | | | | |
| Base Vol: | 118 | 3299 | 102 | 277 | 1593 | 67 | 159 | 225 | 143 | 472 | 373 | 638 |
| Growth Adj: | 1.00 | 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 | 3299 | 102 | 277 | 1593 | 67 | 159 | 225 | 143 | 472 | 373 | 638 |
| Added Vol: | 0 | 0 | 0 | 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 | 3299 | 102 | 277 | 1593 | 67 | 159 | 225 | 143 | 472 | 373 | 638 |
| 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: | 118 | 2870 | 102 | 277 | 1386 | 67 | 159 | 225 | 143 | 472 | 373 | 638 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 2870 | 102 | 277 | 1386 | 67 | 159 | 225 | 143 | 472 | 373 | 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: | 118 | 2870 | 102 | 277 | 1386 | 67 | 159 | 225 | 143 | 472 | 373 | 638 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.20 | 0.80 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 2261 | 1437 | 3150 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.50 | 0.06 | 0.09 | 0.24 | 0.04 | 0.05 | 0.10 | 0.10 | 0.15 | 0.20 | 0.36 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green Time: | 13.9 | 81.4 | 106.9 | 15.5 | 83.0 | 95.4 | 12.4 | 23.6 | 23.6 | 25.5 | 36.8 | 48.7 |
| Volume/Cap: | 0.46 | 1.05 | 0.09 | 0.96 | 0.50 | 0.07 | 0.69 | 0.72 | 0.72 | 1.00 | 0.91 | 1.27 |
| Delay/Veh: | 75.7 | 86.6 | 18.1 | 120.2 | 23.2 | 11.3 | 85.7 | 74.8 | 74.8 | 113.3 | 75.6 | 193.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 75.7 | 86.6 | 18.1 | 120.2 | 23.2 | 11.3 | 85.7 | 74.8 | 74.8 | 113.3 | 75.6 | 193.0 |
| LOS by Move: | E | F | B | F | C | B | F | E | E | F | E | F |
| HCM2k95thQ: | 7 | 90 | 7 | 18 | 22 | 2 | 12 | 19 | 19 | 33 | 37 | 84 |

Note: Queue reported is the number of cars per lane.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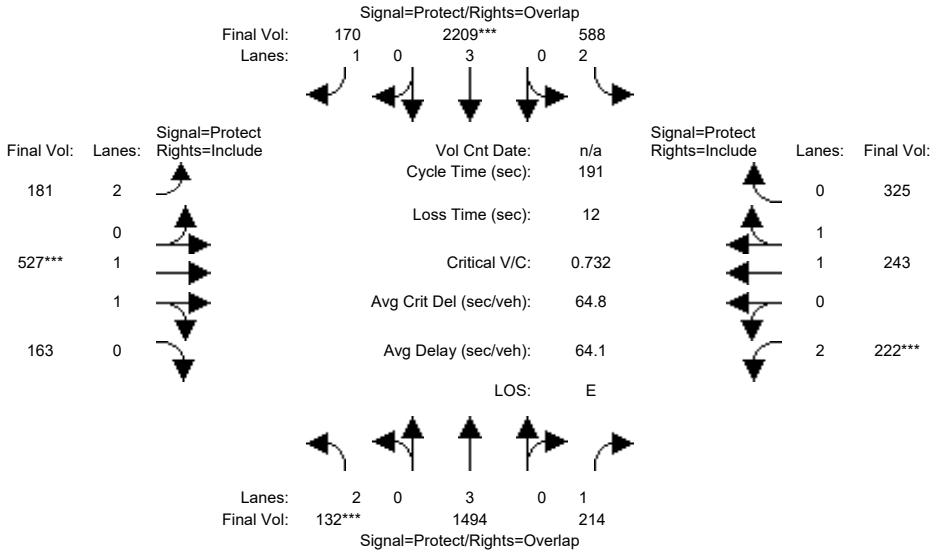
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #35: (54) Lawrence Expwy & Pruneridge Ave




| Street Name: | Lawrence Expwy | | | | | | Pruneridge Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 13 | 82 | 82 | 37 | 106 | 106 | 15 | 30 | 30 | 18 | 33 | 33 |
| Y+R: | 6.1 | 6.2 | 6.2 | 6.1 | 6.2 | 6.2 | 5.7 | 5.9 | 5.9 | 5.8 | 5.9 | 5.9 |
| Volume Module: | 4:30 PM - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 132 | 1868 | 214 | 588 | 2796 | 170 | 181 | 527 | 163 | 222 | 243 | 325 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 132 | 1868 | 214 | 588 | 2796 | 170 | 181 | 527 | 163 | 222 | 243 | 325 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 132 | 1868 | 214 | 588 | 2796 | 170 | 181 | 527 | 163 | 222 | 243 | 325 |
| 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: | 132 | 1494 | 214 | 588 | 2209 | 170 | 181 | 527 | 163 | 222 | 243 | 325 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 132 | 1494 | 214 | 588 | 2209 | 170 | 181 | 527 | 163 | 222 | 243 | 325 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 132 | 1494 | 214 | 588 | 2209 | 170 | 181 | 527 | 163 | 222 | 243 | 325 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.92 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.51 | 0.49 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 2825 | 874 | 3150 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.26 | 0.12 | 0.19 | 0.39 | 0.10 | 0.06 | 0.19 | 0.19 | 0.07 | 0.13 | 0.19 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 13.0 | 81.5 | 99.8 | 37.1 | 106 | 120.8 | 15.2 | 29.6 | 29.6 | 18.3 | 32.8 | 32.8 |
| Volume/Cap: | 0.62 | 0.61 | 0.23 | 0.96 | 0.70 | 0.15 | 0.72 | 1.20 | 1.20 | 0.74 | 0.74 | 1.08 |
| Delay/Veh: | 91.8 | 37.3 | 18.3 | 103.1 | 21.8 | 7.1 | 95.7 | 188 | 188.1 | 93.1 | 79.1 | 142.3 |
| 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: | 91.8 | 37.3 | 18.3 | 103.1 | 21.8 | 7.1 | 95.7 | 188 | 188.1 | 93.1 | 79.1 | 142.3 |
| LOS by Move: | F | D | B | F | C | A | F | F | F | F | E | F |
| HCM2k95thQ: | 9 | 32 | 9 | 35 | 37 | 4 | 14 | 49 | 49 | 17 | 26 | 44 |

Note: Queue reported is the number of cars per lane.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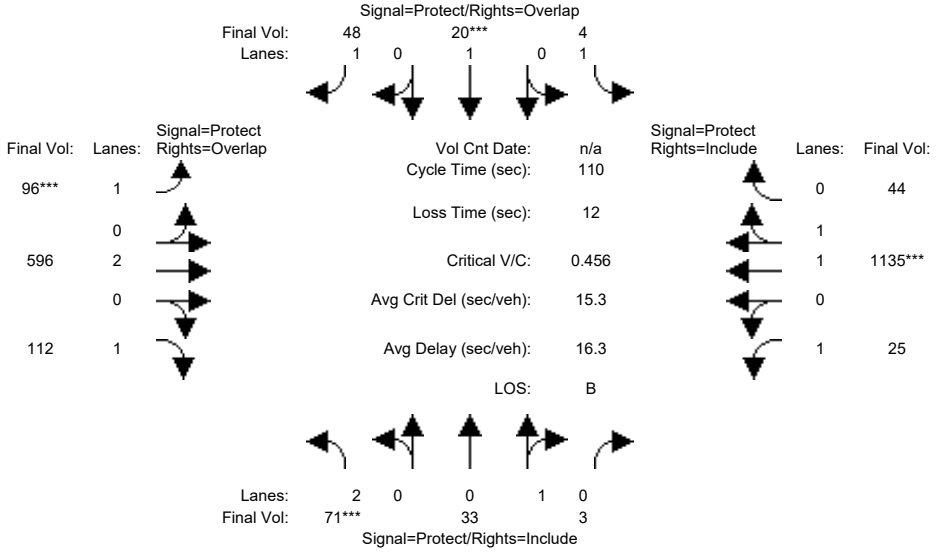
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #40: (6) 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: | 67 | 31 | 3 | 4 | 19 | 46 | 91 | 566 | 106 | 24 | 1078 | 42 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 67 | 31 | 3 | 4 | 19 | 46 | 91 | 566 | 106 | 24 | 1078 | 42 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 67 | 31 | 3 | 4 | 19 | 46 | 91 | 566 | 106 | 24 | 1078 | 42 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 71 | 33 | 3 | 4 | 20 | 48 | 96 | 596 | 112 | 25 | 1135 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 71 | 33 | 3 | 4 | 20 | 48 | 96 | 596 | 112 | 25 | 1135 | 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: | 71 | 33 | 3 | 4 | 20 | 48 | 96 | 596 | 112 | 25 | 1135 | 44 |
| 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 | 1.92 | 0.08 |
| Final Sat.: | 3150 | 1641 | 159 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3561 | 139 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.00 | 0.01 | 0.03 | 0.05 | 0.16 | 0.06 | 0.01 | 0.32 | 0.32 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 6.0 | 8.0 | 8.0 | 6.0 | 8.0 | 20.3 | 12.3 | 57.4 | 63.4 | 26.6 | 71.7 | 71.7 |
| Volume/Cap: | 0.41 | 0.27 | 0.27 | 0.04 | 0.14 | 0.15 | 0.49 | 0.30 | 0.11 | 0.06 | 0.49 | 0.49 |
| Delay/Veh: | 51.9 | 49.4 | 49.4 | 49.5 | 48.3 | 37.8 | 47.8 | 15.0 | 10.6 | 32.1 | 10.0 | 10.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.9 | 49.4 | 49.4 | 49.5 | 48.3 | 37.8 | 47.8 | 15.0 | 10.6 | 32.1 | 10.0 | 10.0 |
| LOS by Move: | D | D | D | D | D | D | D | B | B | C | A | A |
| HCM2k95thQ: | 4 | 3 | 3 | 0 | 2 | 3 | 7 | 11 | 4 | 1 | 19 | 19 |

Note: Queue reported is the number of cars per lane.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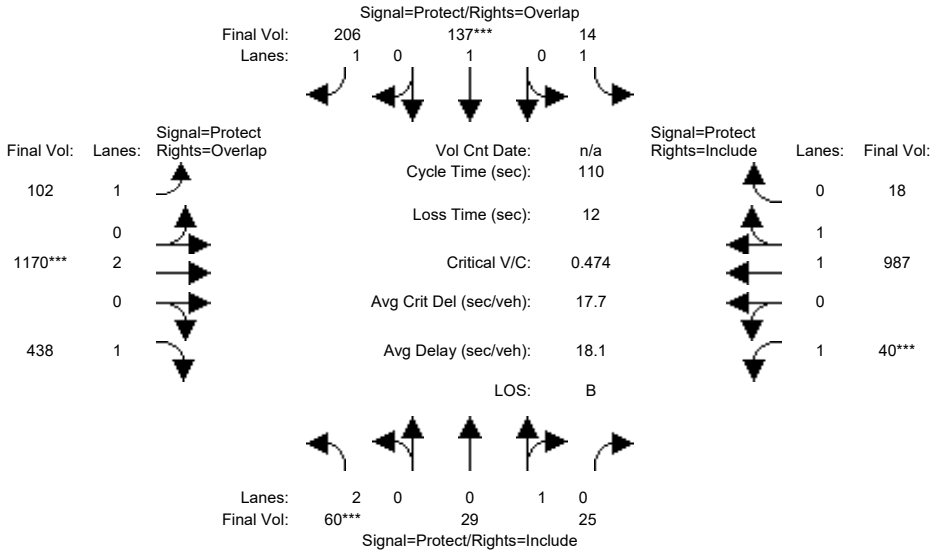
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #40: (6) 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: | 58 | 28 | 24 | 14 | 133 | 200 | 99 | 1135 | 425 | 39 | 957 | 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: | 58 | 28 | 24 | 14 | 133 | 200 | 99 | 1135 | 425 | 39 | 957 | 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: | 58 | 28 | 24 | 14 | 133 | 200 | 99 | 1135 | 425 | 39 | 957 | 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: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 60 | 29 | 25 | 14 | 137 | 206 | 102 | 1170 | 438 | 40 | 987 | 18 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 29 | 25 | 14 | 137 | 206 | 102 | 1170 | 438 | 40 | 987 | 18 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 60 | 29 | 25 | 14 | 137 | 206 | 102 | 1170 | 438 | 40 | 987 | 18 |
| 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 | 0.54 | 0.46 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.96 | 0.04 |
| Final Sat.: | 3150 | 969 | 831 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3635 | 65 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.03 | 0.03 | 0.01 | 0.07 | 0.12 | 0.06 | 0.31 | 0.25 | 0.02 | 0.27 | 0.27 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 6.0 | 12.5 | 12.5 | 9.4 | 15.9 | 32.0 | 16.1 | 68.1 | 74.1 | 8.0 | 60.0 | 60.0 |
| Volume/Cap: | 0.35 | 0.26 | 0.26 | 0.10 | 0.50 | 0.40 | 0.40 | 0.50 | 0.37 | 0.32 | 0.50 | 0.50 |
| Delay/Veh: | 51.3 | 45.2 | 45.2 | 46.7 | 44.8 | 31.9 | 43.6 | 11.7 | 8.0 | 49.8 | 15.8 | 15.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.3 | 45.2 | 45.2 | 46.7 | 44.8 | 31.9 | 43.6 | 11.7 | 8.0 | 49.8 | 15.8 | 15.8 |
| LOS by Move: | D | D | D | D | D | C | D | B | A | D | B | B |
| HCM2k95thQ: | 3 | 4 | 4 | 1 | 9 | 12 | 7 | 20 | 13 | 3 | 19 | 19 |

Note: Queue reported is the number of cars per lane.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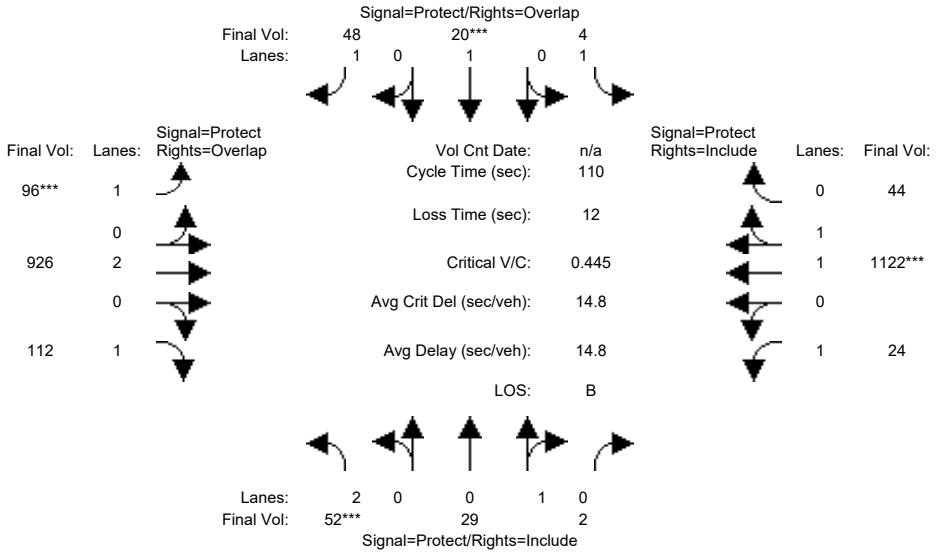
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #40: (6) 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: | 49 | 28 | 2 | 4 | 19 | 46 | 91 | 880 | 106 | 23 | 1066 | 42 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 28 | 2 | 4 | 19 | 46 | 91 | 880 | 106 | 23 | 1066 | 42 |
| Added Vol: | 0 | 0 | 0 | 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 | 28 | 2 | 4 | 19 | 46 | 91 | 880 | 106 | 23 | 1066 | 42 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 52 | 29 | 2 | 4 | 20 | 48 | 96 | 926 | 112 | 24 | 1122 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 52 | 29 | 2 | 4 | 20 | 48 | 96 | 926 | 112 | 24 | 1122 | 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: | 52 | 29 | 2 | 4 | 20 | 48 | 96 | 926 | 112 | 24 | 1122 | 44 |
| 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 | 0.93 | 0.07 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.92 | 0.08 |
| Final Sat.: | 3150 | 1680 | 120 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3560 | 140 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.00 | 0.01 | 0.03 | 0.05 | 0.24 | 0.06 | 0.01 | 0.32 | 0.32 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 6.0 | 8.0 | 8.0 | 6.0 | 8.0 | 20.4 | 12.4 | 64.7 | 70.7 | 19.3 | 71.6 | 71.6 |
| Volume/Cap: | 0.30 | 0.24 | 0.24 | 0.04 | 0.14 | 0.15 | 0.48 | 0.41 | 0.10 | 0.08 | 0.48 | 0.48 |
| Delay/Veh: | 51.0 | 49.1 | 49.1 | 49.5 | 48.3 | 37.7 | 47.6 | 12.5 | 7.5 | 38.0 | 10.0 | 10.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.0 | 49.1 | 49.1 | 49.5 | 48.3 | 37.7 | 47.6 | 12.5 | 7.5 | 38.0 | 10.0 | 10.0 |
| LOS by Move: | D | D | D | D | D | D | D | B | A | D | A | A |
| HCM2k95thQ: | 3 | 3 | 3 | 0 | 2 | 3 | 7 | 16 | 3 | 1 | 19 | 19 |

Note: Queue reported is the number of cars per lane.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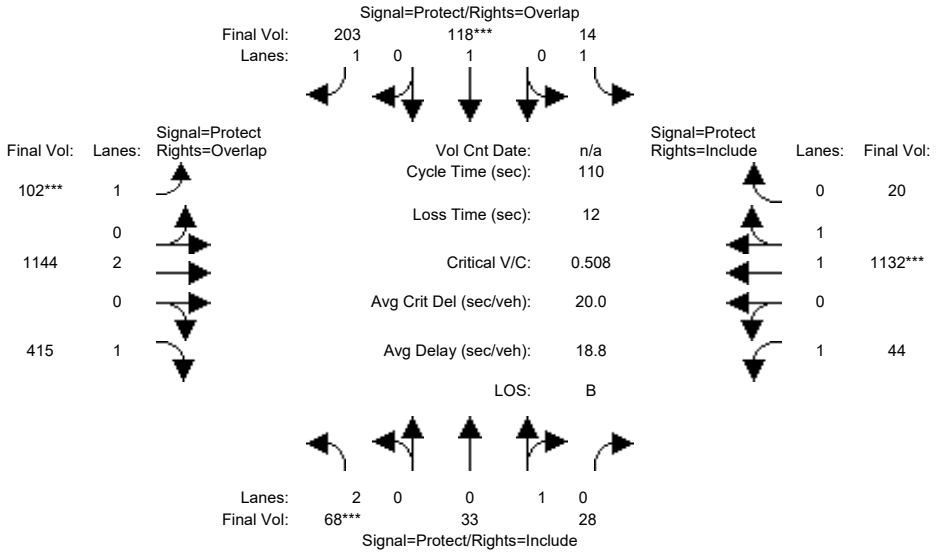
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #40: (6) 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: | 66 | 32 | 27 | 14 | 114 | 197 | 99 | 1110 | 403 | 43 | 1098 | 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: | 66 | 32 | 27 | 14 | 114 | 197 | 99 | 1110 | 403 | 43 | 1098 | 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: | 66 | 32 | 27 | 14 | 114 | 197 | 99 | 1110 | 403 | 43 | 1098 | 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: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 68 | 33 | 28 | 14 | 118 | 203 | 102 | 1144 | 415 | 44 | 1132 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 68 | 33 | 28 | 14 | 118 | 203 | 102 | 1144 | 415 | 44 | 1132 | 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: | 68 | 33 | 28 | 14 | 118 | 203 | 102 | 1144 | 415 | 44 | 1132 | 20 |
| 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 | 0.54 | 0.46 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 3150 | 976 | 824 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3637 | 63 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.03 | 0.03 | 0.01 | 0.06 | 0.12 | 0.06 | 0.30 | 0.24 | 0.03 | 0.31 | 0.31 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 6.0 | 11.0 | 11.0 | 8.2 | 13.2 | 25.6 | 12.4 | 63.5 | 69.5 | 15.3 | 66.4 | 66.4 |
| Volume/Cap: | 0.40 | 0.34 | 0.34 | 0.11 | 0.52 | 0.50 | 0.52 | 0.52 | 0.38 | 0.18 | 0.52 | 0.52 |
| Delay/Veh: | 51.8 | 47.3 | 47.3 | 47.8 | 47.5 | 37.6 | 48.3 | 14.3 | 10.0 | 42.2 | 12.8 | 12.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.8 | 47.3 | 47.3 | 47.8 | 47.5 | 37.6 | 48.3 | 14.3 | 10.0 | 42.2 | 12.8 | 12.8 |
| LOS by Move: | D | D | D | D | D | D | D | B | B | D | B | B |
| HCM2k95thQ: | 4 | 5 | 5 | 1 | 9 | 13 | 7 | 21 | 14 | 3 | 20 | 20 |

Note: Queue reported is the number of cars per lane.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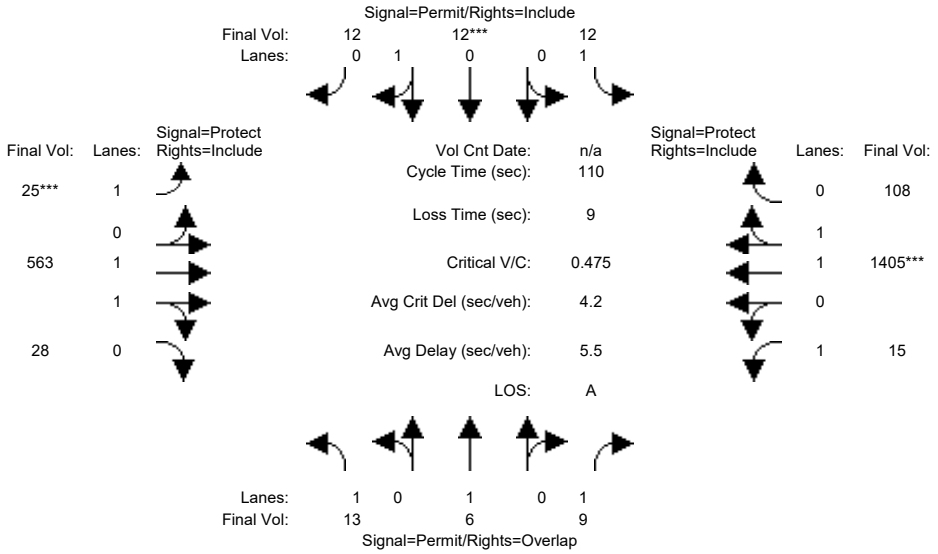
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #41: (7) 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: | 12 | 6 | 8 | 11 | 11 | 11 | 23 | 524 | 26 | 14 | 1307 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 12 | 6 | 8 | 11 | 11 | 11 | 23 | 524 | 26 | 14 | 1307 | 100 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 12 | 6 | 8 | 11 | 11 | 11 | 23 | 524 | 26 | 14 | 1307 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 13 | 6 | 9 | 12 | 12 | 12 | 25 | 563 | 28 | 15 | 1405 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 13 | 6 | 9 | 12 | 12 | 12 | 25 | 563 | 28 | 15 | 1405 | 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: | 13 | 6 | 9 | 12 | 12 | 12 | 25 | 563 | 28 | 15 | 1405 | 108 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.50 | 0.50 | 1.00 | 1.90 | 0.10 | 1.00 | 1.85 | 0.15 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 900 | 900 | 1750 | 3525 | 175 | 1750 | 3437 | 263 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.16 | 0.16 | 0.01 | 0.41 | 0.41 |
| Crit Moves: | | | | | **** | | **** | | | | **** | |
| Green Time: | 4.0 | 4.0 | 22.0 | 4.0 | 4.0 | 4.0 | 5.0 | 79.0 | 79.0 | 18.0 | 92.0 | 92.0 |
| Volume/Cap: | 0.20 | 0.09 | 0.02 | 0.18 | 0.36 | 0.36 | 0.31 | 0.22 | 0.22 | 0.05 | 0.49 | 0.49 |
| Delay/Veh: | 52.9 | 51.8 | 35.4 | 52.7 | 55.1 | 55.1 | 53.1 | 5.2 | 5.2 | 38.9 | 2.6 | 2.6 |
| 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: | 52.9 | 51.8 | 35.4 | 52.7 | 55.1 | 55.1 | 53.1 | 5.2 | 5.2 | 38.9 | 2.6 | 2.6 |
| LOS by Move: | D | D | D | D | E | E | D | A | A | D | A | A |
| HCM2k95thQ: | 1 | 1 | 1 | 1 | 3 | 3 | 2 | 7 | 7 | 1 | 14 | 14 |

Note: Queue reported is the number of cars per lane.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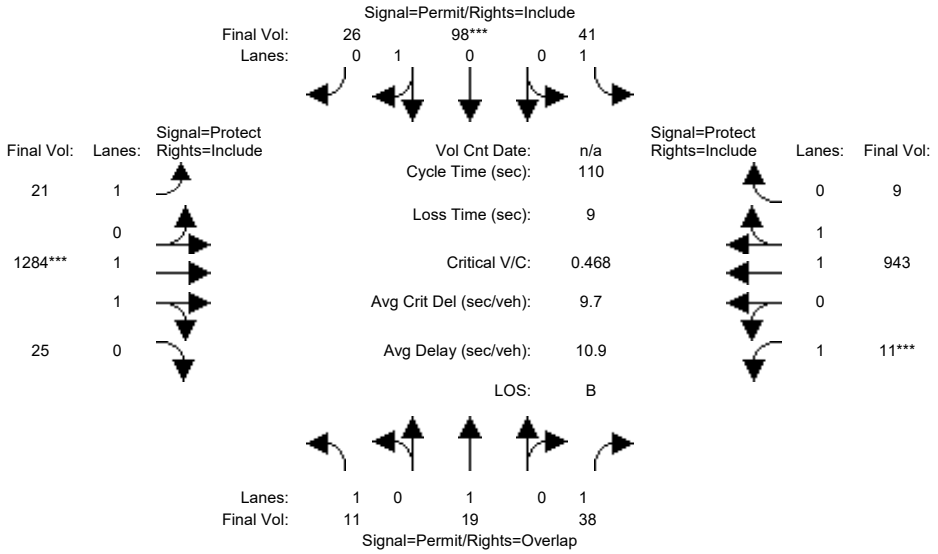
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #41: (7) 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: | 11 | 18 | 36 | 39 | 94 | 25 | 20 | 1233 | 24 | 11 | 905 | 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: | 11 | 18 | 36 | 39 | 94 | 25 | 20 | 1233 | 24 | 11 | 905 | 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: | 11 | 18 | 36 | 39 | 94 | 25 | 20 | 1233 | 24 | 11 | 905 | 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: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 11 | 19 | 38 | 41 | 98 | 26 | 21 | 1284 | 25 | 11 | 943 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 11 | 19 | 38 | 41 | 98 | 26 | 21 | 1284 | 25 | 11 | 943 | 9 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 11 | 19 | 38 | 41 | 98 | 26 | 21 | 1284 | 25 | 11 | 943 | 9 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 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 | 0.79 | 0.21 | 1.00 | 1.96 | 0.04 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1422 | 378 | 1750 | 3629 | 71 | 1750 | 3664 | 36 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.02 | 0.02 | 0.07 | 0.07 | 0.01 | 0.35 | 0.35 | 0.01 | 0.26 | 0.26 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 15.8 | 15.8 | 19.8 | 15.8 | 15.8 | 15.8 | 12.8 | 81.2 | 81.2 | 4.0 | 72.4 | 72.4 |
| Volume/Cap: | 0.05 | 0.07 | 0.12 | 0.16 | 0.48 | 0.48 | 0.10 | 0.48 | 0.48 | 0.18 | 0.39 | 0.39 |
| Delay/Veh: | 40.7 | 40.8 | 38.0 | 41.6 | 44.7 | 44.7 | 43.7 | 6.0 | 6.0 | 52.8 | 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: | 40.7 | 40.8 | 38.0 | 41.6 | 44.7 | 44.7 | 43.7 | 6.0 | 6.0 | 52.8 | 8.8 | 8.8 |
| LOS by Move: | D | D | D | D | D | D | D | A | A | D | A | A |
| HCM2k95thQ: | 1 | 1 | 2 | 3 | 9 | 9 | 1 | 17 | 17 | 1 | 14 | 14 |

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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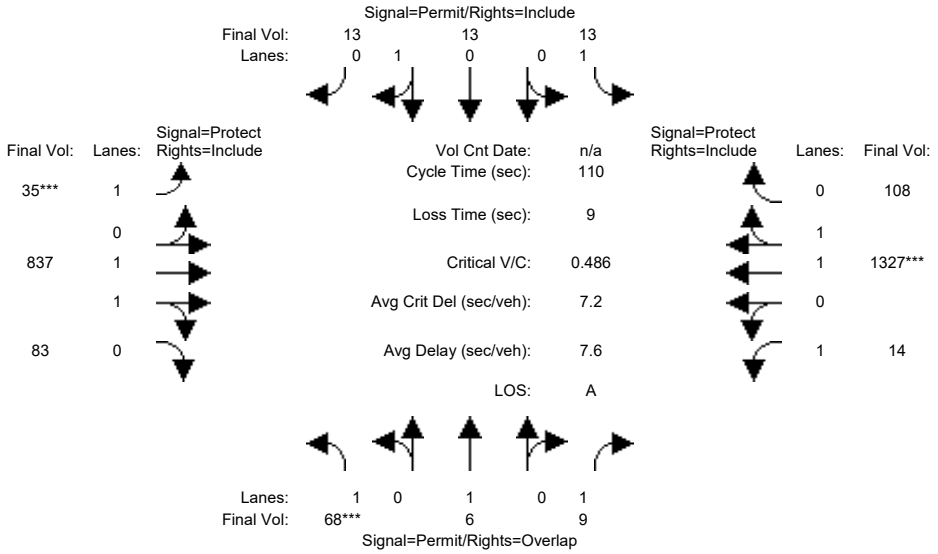
## Intersection #41: (7) Old Ironsides/Tasman




| 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: | 63 | 6 | 8 | 12 | 12 | 12 | 33 | 778 | 77 | 13 | 1234 | 100 |
| Growth Adj: | 1.00 | 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 | 6 | 8 | 12 | 12 | 12 | 33 | 778 | 77 | 13 | 1234 | 100 |
| Added Vol: | 0 | 0 | 0 | 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 | 6 | 8 | 12 | 12 | 12 | 33 | 778 | 77 | 13 | 1234 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 68 | 6 | 9 | 13 | 13 | 13 | 35 | 837 | 83 | 14 | 1327 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 68 | 6 | 9 | 13 | 13 | 13 | 35 | 837 | 83 | 14 | 1327 | 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: | 68 | 6 | 9 | 13 | 13 | 13 | 35 | 837 | 83 | 14 | 1327 | 108 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.50 | 0.50 | 1.00 | 1.81 | 0.19 | 1.00 | 1.85 | 0.15 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 900 | 900 | 1750 | 3367 | 333 | 1750 | 3422 | 277 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 | 0.02 | 0.25 | 0.25 | 0.01 | 0.39 | 0.39 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 8.7 | 8.7 | 20.5 | 8.7 | 8.7 | 8.7 | 5.0 | 80.5 | 80.5 | 11.8 | 87.3 | 87.3 |
| Volume/Cap: | 0.49 | 0.04 | 0.03 | 0.09 | 0.18 | 0.18 | 0.45 | 0.34 | 0.34 | 0.07 | 0.49 | 0.49 |
| Delay/Veh: | 51.2 | 46.9 | 36.6 | 47.3 | 47.9 | 47.9 | 55.1 | 5.3 | 5.3 | 44.4 | 4.0 | 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: | 51.2 | 46.9 | 36.6 | 47.3 | 47.9 | 47.9 | 55.1 | 5.3 | 5.3 | 44.4 | 4.0 | 4.0 |
| LOS by Move: | D | D | D | D | D | D | E | A | A | D | A | A |
| HCM2k95thQ: | 6 | 0 | 1 | 1 | 2 | 2 | 3 | 11 | 11 | 1 | 16 | 16 |

Note: Queue reported is the number of cars per lane.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Patrick Henry Specific Plan
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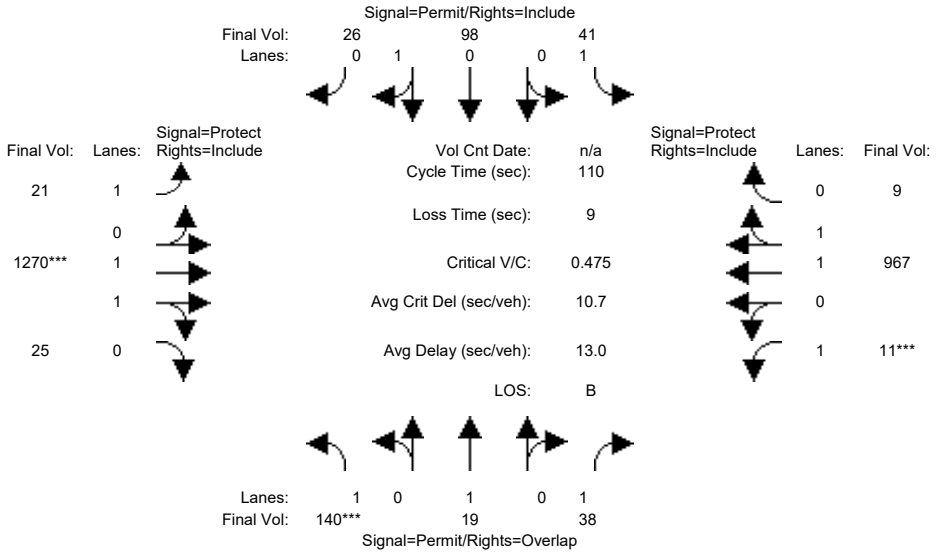
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #41: (7) 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: | 134 | 18 | 36 | 39 | 94 | 25 | 20 | 1219 | 24 | 11 | 928 | 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: | 134 | 18 | 36 | 39 | 94 | 25 | 20 | 1219 | 24 | 11 | 928 | 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: | 134 | 18 | 36 | 39 | 94 | 25 | 20 | 1219 | 24 | 11 | 928 | 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: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 140 | 19 | 38 | 41 | 98 | 26 | 21 | 1270 | 25 | 11 | 967 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 140 | 19 | 38 | 41 | 98 | 26 | 21 | 1270 | 25 | 11 | 967 | 9 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 140 | 19 | 38 | 41 | 98 | 26 | 21 | 1270 | 25 | 11 | 967 | 9 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 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 | 0.79 | 0.21 | 1.00 | 1.96 | 0.04 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1422 | 378 | 1750 | 3629 | 71 | 1750 | 3664 | 36 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.01 | 0.02 | 0.02 | 0.07 | 0.07 | 0.01 | 0.35 | 0.35 | 0.01 | 0.26 | 0.26 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 18.0 | 18.0 | 22.0 | 18.0 | 18.0 | 18.0 | 12.2 | 79.0 | 79.0 | 4.0 | 70.8 | 70.8 |
| Volume/Cap: | 0.49 | 0.06 | 0.11 | 0.14 | 0.42 | 0.42 | 0.11 | 0.49 | 0.49 | 0.18 | 0.41 | 0.41 |
| Delay/Veh: | 43.1 | 38.9 | 36.1 | 39.6 | 42.3 | 42.3 | 44.2 | 6.9 | 6.9 | 52.8 | 9.6 | 9.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.1 | 38.9 | 36.1 | 39.6 | 42.3 | 42.3 | 44.2 | 6.9 | 6.9 | 52.8 | 9.6 | 9.6 |
| LOS by Move: | D | D | D | D | D | D | D | A | A | D | A | A |
| HCM2k95thQ: | 10 | 1 | 2 | 3 | 8 | 8 | 1 | 18 | 18 | 1 | 14 | 14 |

Note: Queue reported is the number of cars per lane.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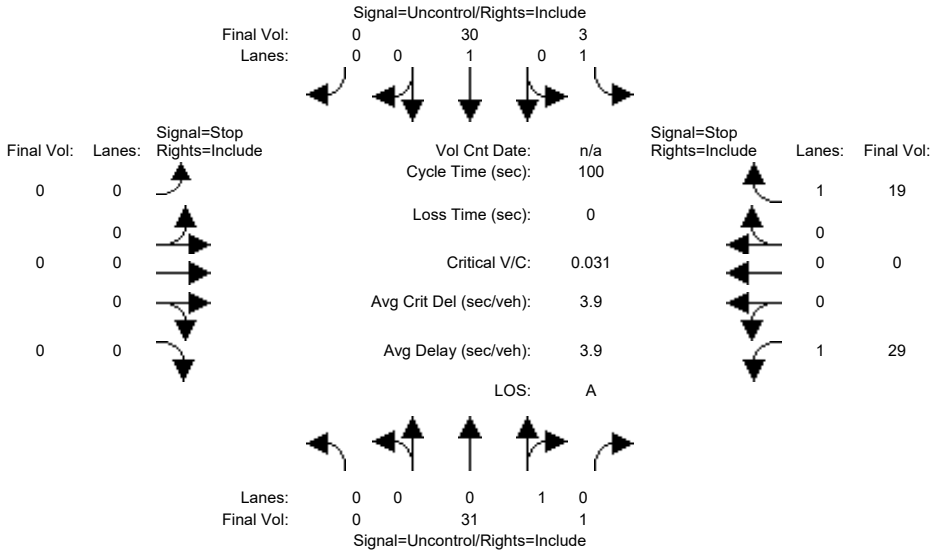
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Greystar - AM

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides 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
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   28     1     3   27     0     0    0     0    26    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   28     1     3   27     0     0    0     0    26    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   28     1     3   27     0     0    0     0    26    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   31     1     3   30     0     0    0     0    29    0    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   31     1     3   30     0     0    0     0    29    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    32 xxxx xxxxx  xxxx xxxx xxxxx    68 xxxx    32
Potent Cap.: xxxx xxxx xxxxx  1593 xxxx xxxxx  xxxx xxxx xxxxx   942 xxxx  1048
Move Cap.:   xxxx xxxx xxxxx  1593 xxxx xxxxx  xxxx xxxx xxxxx   940 xxxx  1048
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.03 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   9.0 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              8.8
ApproachLOS:         *                *                *                A
Note: Queue reported is the number of cars per lane.
```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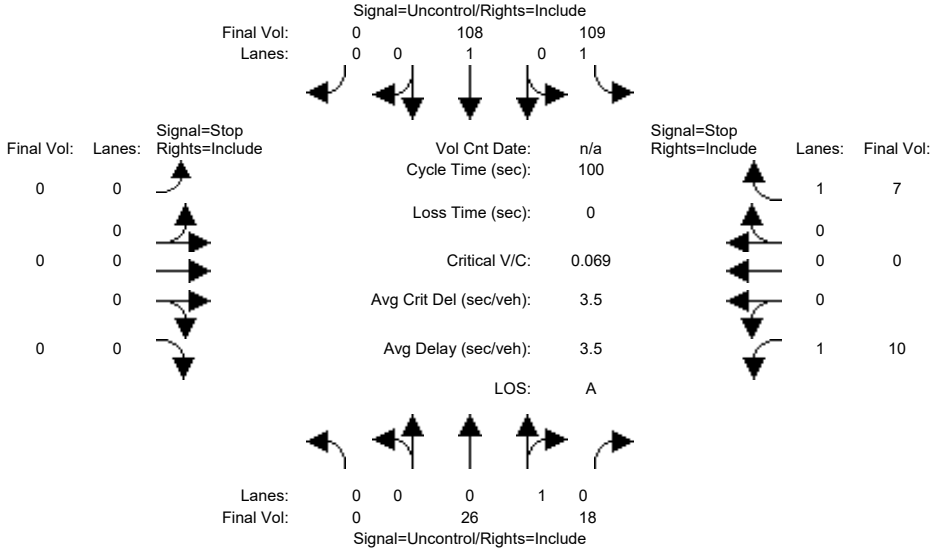
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Greystar - PM

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides 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
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   23    16    98   97     0     0    0     0     9    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   23    16    98   97     0     0    0     0     9    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   23    16    98   97     0     0    0     0     9    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   26    18   109  108     0     0    0     0    10    0     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   26    18   109  108     0     0    0     0    10    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    43 xxxx xxxxx  xxxx xxxx xxxxx   360 xxxx    34
Potent Cap.: xxxx xxxx xxxxx  1578 xxxx xxxxx  xxxx xxxx xxxxx   643 xxxx  1044
Move Cap.:   xxxx xxxx xxxxx  1578 xxxx xxxxx  xxxx xxxx xxxxx   609 xxxx  1044
Volume/Cap:  xxxx xxxx  xxxx  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.0
Control Del:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx  11.0 xxxx   8.5
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             10.0
ApproachLOS:         *                *                *                A
Note: Queue reported is the number of cars per lane.
```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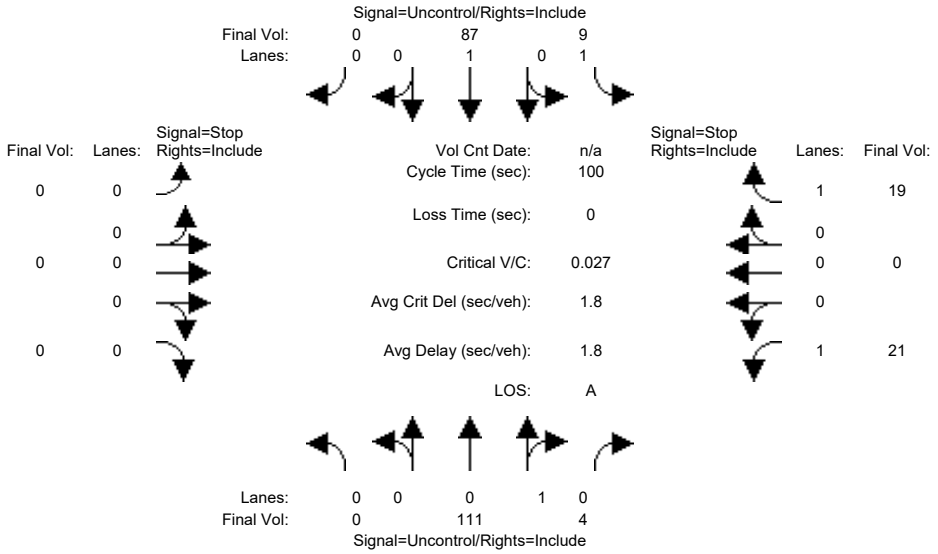
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 FC - AM

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides 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
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  100     4     8   78     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  100     4     8   78     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  100     4     8   78     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  111     4     9   87     0     0    0     0    21    0    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  111     4     9   87     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   116 xxxx xxxxx  xxxx xxxx xxxxx   218 xxxx   113
Potent Cap.: xxxx xxxx xxxxx  1486 xxxx xxxxx  xxxx xxxx xxxxx   775 xxxx   945
Move Cap.:   xxxx xxxx xxxxx  1486 xxxx xxxxx  xxxx xxxx xxxxx   771 xxxx   945
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 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   7.4 xxxx xxxxx xxxxx xxxx xxxxx   9.8 xxxx   8.9
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              9.4
ApproachLOS:         *                *                *                A
Note: Queue reported is the number of cars per lane.
```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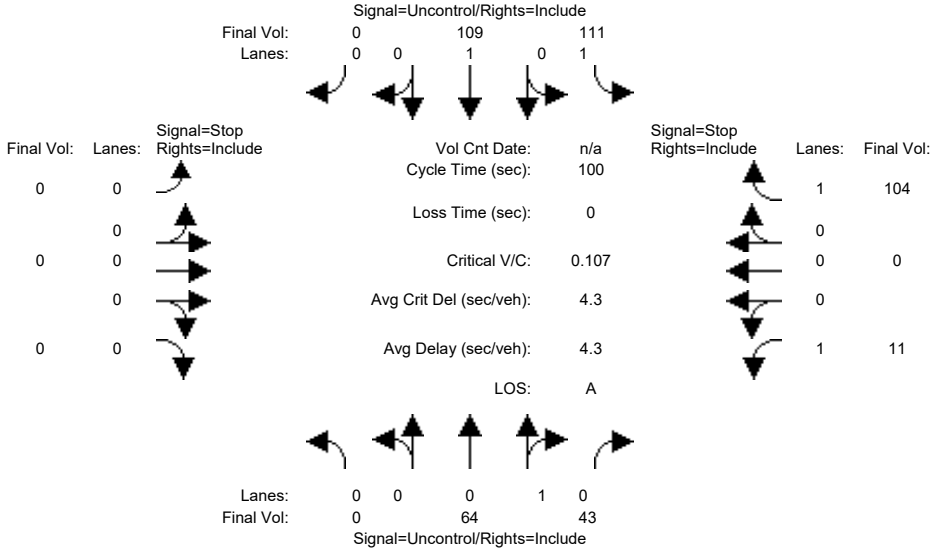
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 FC - PM

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides 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
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   58    39   100   98     0     0    0     0    10    0    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:    0   58    39   100   98     0     0    0     0    10    0    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:    0   58    39   100   98     0     0    0     0    10    0    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:     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   64    43   111  109     0     0    0     0    11    0   104
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   64    43   111  109     0     0    0     0    11    0   104
------------|---------------||---------------||---------------||---------------|
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   108 xxxx xxxxx  xxxx xxxx xxxxx   417 xxxx    86
Potent Cap.: xxxx xxxx xxxxx  1496 xxxx xxxxx  xxxx xxxx xxxxx   596 xxxx   978
Move Cap.:   xxxx xxxx xxxxx  1496 xxxx xxxxx  xxxx xxxx xxxxx   562 xxxx   978
Volume/Cap:  xxxx xxxx  xxxx  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  0.11
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.4
Control Del:xxxxx xxxx xxxxx   7.6 xxxx xxxxx xxxxx xxxx xxxxx  11.5 xxxx   9.1
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              9.4
ApproachLOS:         *                *                *                A
Note: Queue reported is the number of cars per lane.
```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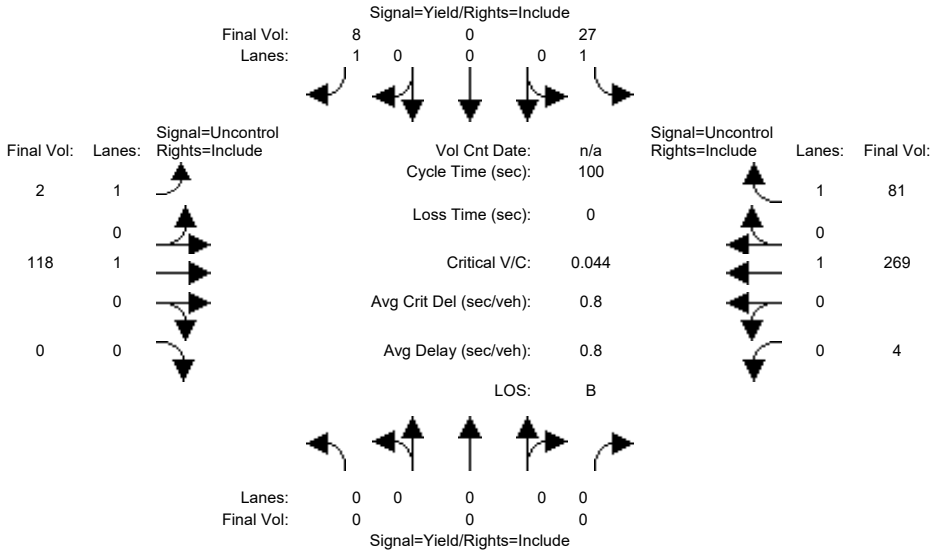
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Greystar - AM

## Intersection #43: (9) 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:
Base Vol:       0    0     0    24    0     7     2  106     0     4  242    73
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    24    0     7     2  106     0     4  242    73
Added Vol:      0    0     0     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    24    0     7     2  106     0     4  242    73
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     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    27    0     8     2  118     0     4  269    81
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    27    0     8     2  118     0     4  269    81
------------|---------------||---------------||---------------||---------------|
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   400 xxxx   269   350 xxxx xxxxx   118 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   610 xxxx   775  1220 xxxx xxxxx  1483 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   607 xxxx   775  1220 xxxx xxxxx  1483 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  11.2 xxxx   9.7   8.0 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   0.0 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     A    *     *
ApproachDel:    xxxxxx             10.9           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
Note: Queue reported is the number of cars per lane.
```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Patrick Henry Specific Plan
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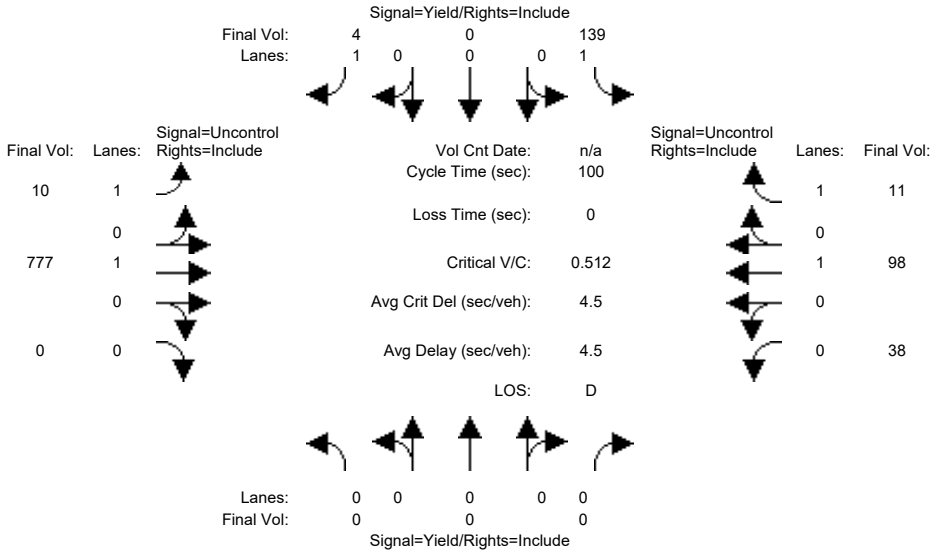
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Greystar - PM

## Intersection #43: (9) 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:
Base Vol:       0    0     0   128    0     4     9  715     0    35   90    10
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   128    0     4     9  715     0    35   90    10
Added Vol:      0    0     0     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   128    0     4     9  715     0    35   90    10
User Adj:    1.00 1.00  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   139    0     4    10  777     0    38   98    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0   139    0     4    10  777     0    38   98    11
------------|---------------||---------------||---------------||---------------|
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   971 xxxx    98   109 xxxx xxxxx   777 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   283 xxxx   964  1494 xxxx xxxxx   848 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   272 xxxx   964  1494 xxxx xxxxx   848 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.51 xxxx  0.00  0.01 xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   2.7 xxxx   0.0   0.0 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  31.4 xxxx   8.8   7.4 xxxx xxxxx   9.4 xxxx xxxxx
LOS by Move:    *    *     *     D    *     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   0.1 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.4 xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     A    *     *
ApproachDel:    xxxxxx             30.7           xxxxxx           xxxxxx
ApproachLOS:         *                D                *                *
Note: Queue reported is the number of cars per lane.
```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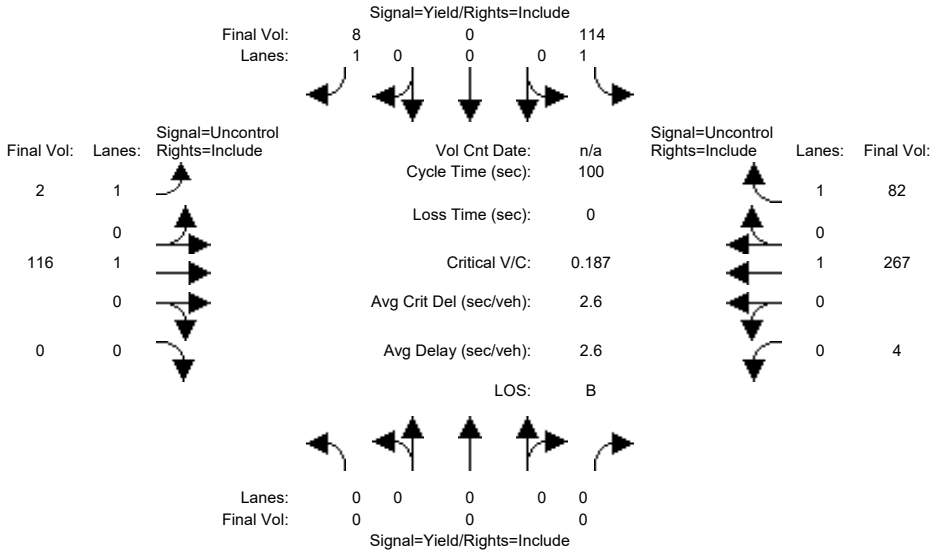
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 FC - AM

## Intersection #43: (9) 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:
Base Vol:       0    0     0   103    0     7     2  104     0     4  240    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    0     0   103    0     7     2  104     0     4  240    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    0     0   103    0     7     2  104     0     4  240    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:     0.90 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   114    0     8     2  116     0     4  267    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0   114    0     8     2  116     0     4  267    82
------------|---------------||---------------||---------------||---------------|
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   396 xxxx   267   349 xxxx xxxxx   116 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   613 xxxx   777  1221 xxxx xxxxx  1486 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   611 xxxx   777  1221 xxxx xxxxx  1486 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.19 xxxx  0.01  0.00 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.7 xxxx   0.0   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  12.2 xxxx   9.7   8.0 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   0.0 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     A    *     *
ApproachDel:    xxxxxx             12.1           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
Note: Queue reported is the number of cars per lane.
```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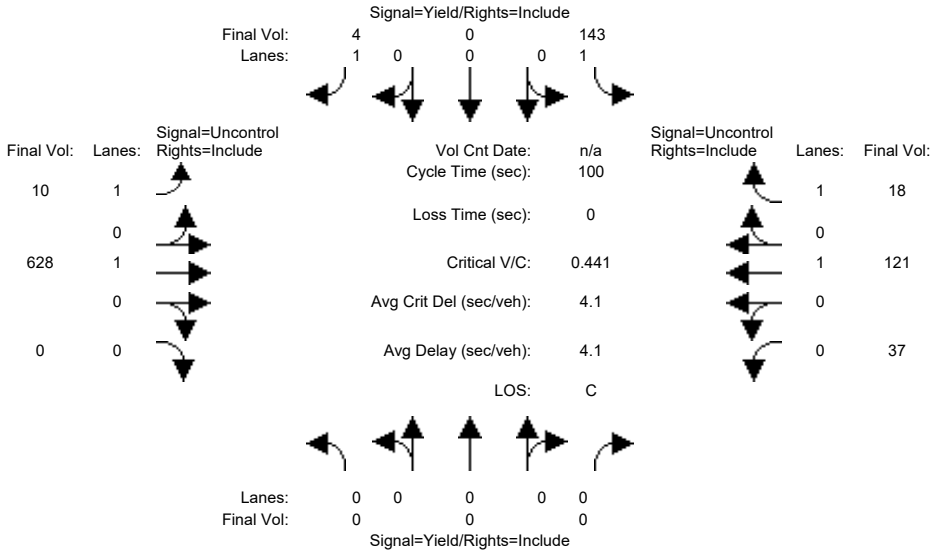
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 FC - PM

## Intersection #43: (9) 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:
Base Vol:       0    0     0   132    0     4     9  578     0    34  111    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    0     0   132    0     4     9  578     0    34  111    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    0     0   132    0     4     9  578     0    34  111    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:     0.92 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   143    0     4    10  628     0    37  121    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0   143    0     4    10  628     0    37  121    18
------------|---------------||---------------||---------------||---------------|
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   842 xxxx   121   139 xxxx xxxxx   628 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   337 xxxx   936  1457 xxxx xxxxx   963 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   325 xxxx   936  1457 xxxx xxxxx   963 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.44 xxxx  0.00  0.01 xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   2.2 xxxx   0.0   0.0 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  24.5 xxxx   8.9   7.5 xxxx xxxxx   8.9 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   0.1 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.9 xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     A    *     *
ApproachDel:    xxxxxx             24.1           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
```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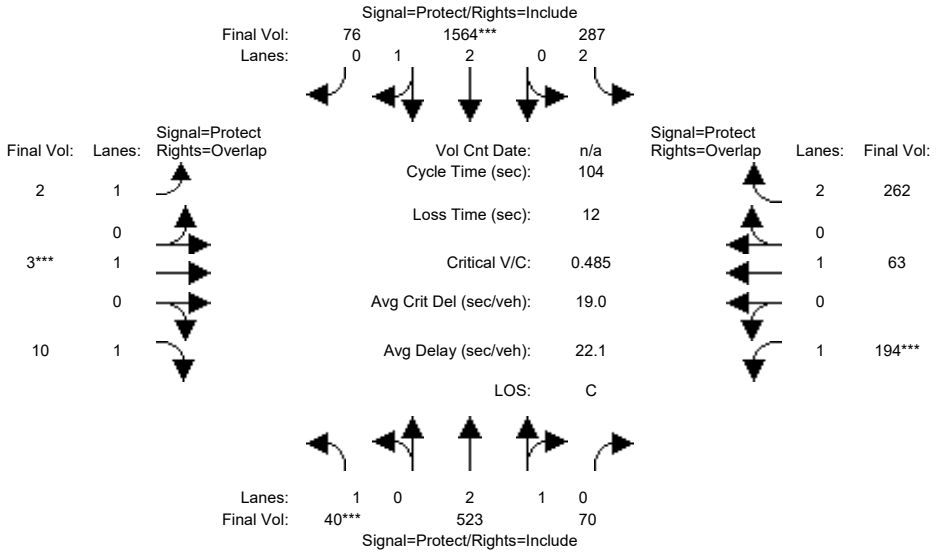
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #47: (12) 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 | 471 | 63 | 258 | 1408 | 68 | 2 | 3 | 9 | 175 | 57 | 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: | 36 | 471 | 63 | 258 | 1408 | 68 | 2 | 3 | 9 | 175 | 57 | 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: | 36 | 471 | 63 | 258 | 1408 | 68 | 2 | 3 | 9 | 175 | 57 | 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: | 0.90 | 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 | 523 | 70 | 287 | 1564 | 76 | 2 | 3 | 10 | 194 | 63 | 262 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 523 | 70 | 287 | 1564 | 76 | 2 | 3 | 10 | 194 | 63 | 262 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 40 | 523 | 70 | 287 | 1564 | 76 | 2 | 3 | 10 | 194 | 63 | 262 |
| 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 | 2.63 | 0.37 | 2.00 | 2.86 | 0.14 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 4938 | 661 | 3150 | 5342 | 258 | 1750 | 1900 | 1750 | 1750 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.11 | 0.11 | 0.09 | 0.29 | 0.29 | 0.00 | 0.00 | 0.01 | 0.11 | 0.03 | 0.08 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 4.4 | 32.6 | 32.6 | 28.0 | 56.3 | 56.3 | 13.9 | 10.0 | 14.4 | 21.3 | 17.4 | 45.4 |
| Volume/Cap: | 0.54 | 0.34 | 0.34 | 0.34 | 0.54 | 0.54 | 0.01 | 0.02 | 0.04 | 0.54 | 0.20 | 0.19 |
| Delay/Veh: | 56.7 | 27.5 | 27.5 | 30.8 | 15.7 | 15.7 | 39.1 | 42.6 | 38.9 | 38.6 | 37.6 | 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: | 56.7 | 27.5 | 27.5 | 30.8 | 15.7 | 15.7 | 39.1 | 42.6 | 38.9 | 38.6 | 37.6 | 18.1 |
| LOS by Move: | E | C | C | C | B | B | D | D | D | D | D | B |
| HCM2k95thQ: | 3 | 9 | 9 | 8 | 21 | 21 | 0 | 0 | 1 | 13 | 4 | 6 |

Note: Queue reported is the number of cars per lane.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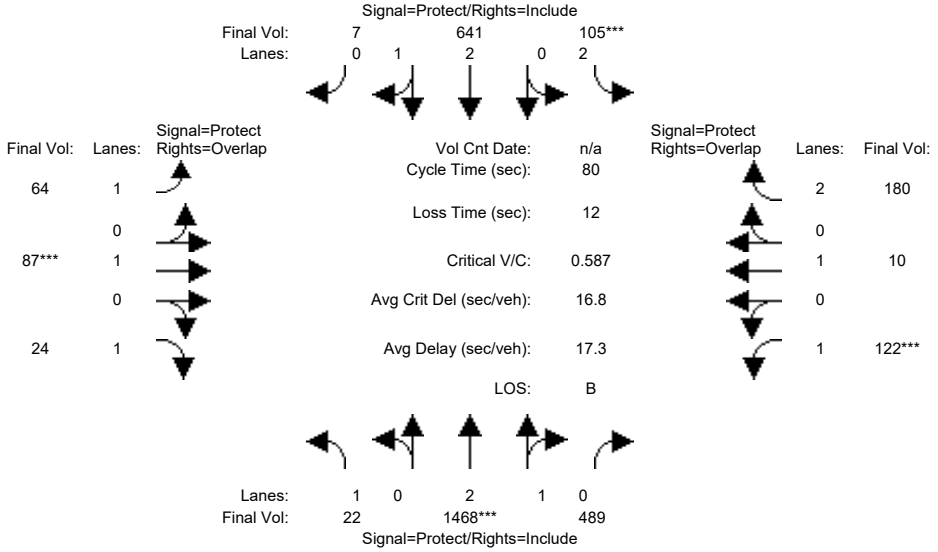
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #47: (12) 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 | 1380 | 460 | 99 | 603 | 7 | 60 | 82 | 23 | 115 | 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 | 1380 | 460 | 99 | 603 | 7 | 60 | 82 | 23 | 115 | 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 | 1380 | 460 | 99 | 603 | 7 | 60 | 82 | 23 | 115 | 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 | 1468 | 489 | 105 | 641 | 7 | 64 | 87 | 24 | 122 | 10 | 180 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 22 | 1468 | 489 | 105 | 641 | 7 | 64 | 87 | 24 | 122 | 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 | 1468 | 489 | 105 | 641 | 7 | 64 | 87 | 24 | 122 | 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 | 2.22 | 0.78 | 2.00 | 2.96 | 0.04 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 4198 | 1399 | 3150 | 5536 | 64 | 1750 | 1900 | 1750 | 1750 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.35 | 0.35 | 0.03 | 0.12 | 0.12 | 0.04 | 0.05 | 0.01 | 0.07 | 0.01 | 0.06 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 14.1 | 43.3 | 43.3 | 6.0 | 35.2 | 35.2 | 8.3 | 10.0 | 24.1 | 8.7 | 10.4 | 16.4 |
| Volume/Cap: | 0.07 | 0.65 | 0.65 | 0.45 | 0.26 | 0.26 | 0.35 | 0.37 | 0.05 | 0.65 | 0.04 | 0.28 |
| Delay/Veh: | 27.6 | 13.4 | 13.4 | 36.7 | 14.2 | 14.2 | 34.5 | 33.1 | 19.8 | 41.7 | 30.5 | 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: | 27.6 | 13.4 | 13.4 | 36.7 | 14.2 | 14.2 | 34.5 | 33.1 | 19.8 | 41.7 | 30.5 | 27.1 |
| LOS by Move: | C | B | B | D | B | B | C | C | B | D | C | C |
| HCM2k95thQ: | 1 | 21 | 21 | 3 | 7 | 7 | 4 | 5 | 1 | 9 | 0 | 5 |

Note: Queue reported is the number of cars per lane.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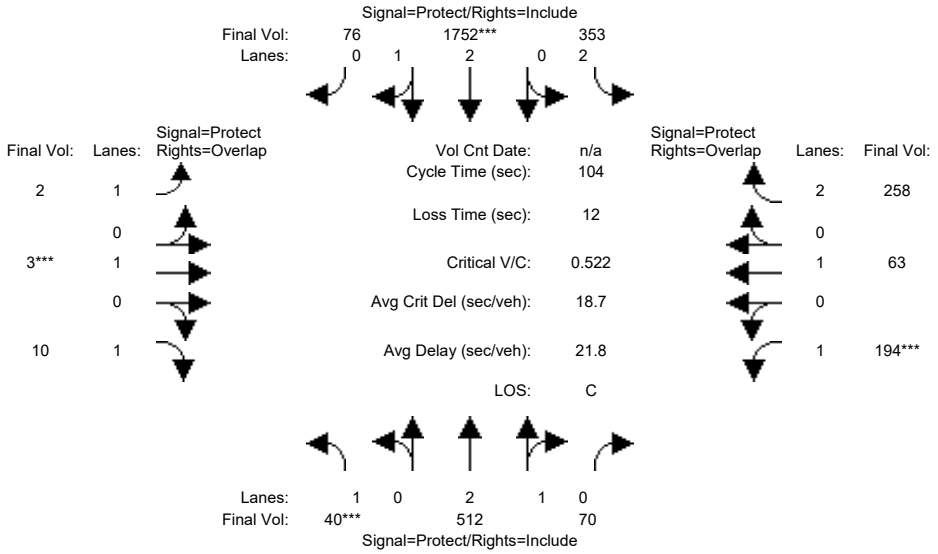
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #47: (12) 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 | 461 | 63 | 318 | 1577 | 68 | 2 | 3 | 9 | 175 | 57 | 232 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 36 | 461 | 63 | 318 | 1577 | 68 | 2 | 3 | 9 | 175 | 57 | 232 |
| Added Vol: | 0 | 0 | 0 | 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 | 461 | 63 | 318 | 1577 | 68 | 2 | 3 | 9 | 175 | 57 | 232 |
| User Adj: | 1.00 | 1.00 | 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 | 512 | 70 | 353 | 1752 | 76 | 2 | 3 | 10 | 194 | 63 | 258 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 512 | 70 | 353 | 1752 | 76 | 2 | 3 | 10 | 194 | 63 | 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: | 40 | 512 | 70 | 353 | 1752 | 76 | 2 | 3 | 10 | 194 | 63 | 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 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 |
| Lanes: | 1.00 | 2.63 | 0.37 | 2.00 | 2.87 | 0.13 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 4926 | 673 | 3150 | 5368 | 231 | 1750 | 1900 | 1750 | 1750 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.10 | 0.10 | 0.11 | 0.33 | 0.33 | 0.00 | 0.00 | 0.01 | 0.11 | 0.03 | 0.08 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 4.1 | 29.9 | 29.9 | 32.3 | 58.1 | 58.1 | 13.2 | 10.0 | 14.1 | 19.8 | 16.6 | 48.8 |
| Volume/Cap: | 0.58 | 0.36 | 0.36 | 0.36 | 0.58 | 0.58 | 0.01 | 0.02 | 0.04 | 0.58 | 0.21 | 0.17 |
| Delay/Veh: | 61.4 | 29.6 | 29.6 | 28.1 | 15.3 | 15.3 | 39.7 | 42.6 | 39.2 | 41.0 | 38.4 | 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: | 61.4 | 29.6 | 29.6 | 28.1 | 15.3 | 15.3 | 39.7 | 42.6 | 39.2 | 41.0 | 38.4 | 16.0 |
| LOS by Move: | E | C | C | C | B | B | D | D | D | D | D | B |
| HCM2k95thQ: | 3 | 9 | 9 | 10 | 23 | 23 | 0 | 0 | 1 | 13 | 4 | 6 |

Note: Queue reported is the number of cars per lane.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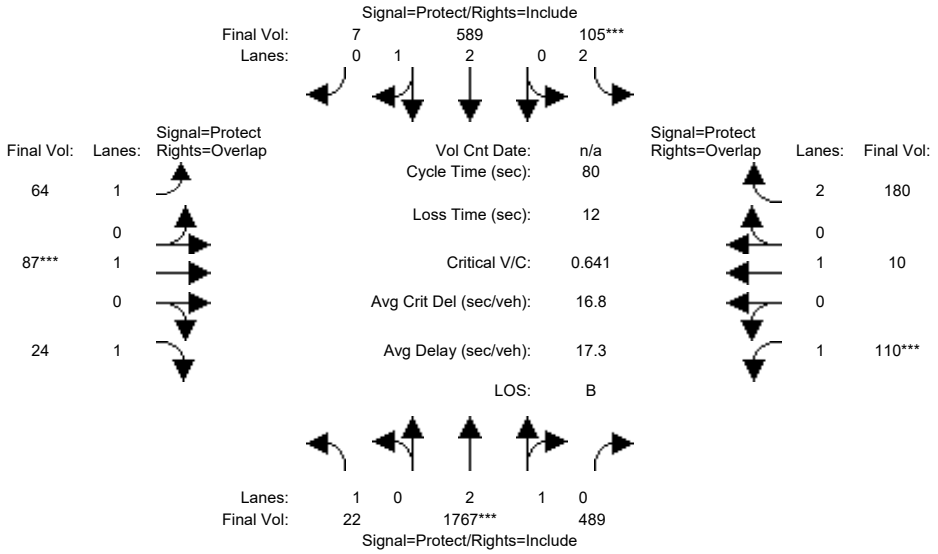
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #47: (12) 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 | 1661 | 460 | 99 | 554 | 7 | 60 | 82 | 23 | 103 | 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 | 1661 | 460 | 99 | 554 | 7 | 60 | 82 | 23 | 103 | 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 | 1661 | 460 | 99 | 554 | 7 | 60 | 82 | 23 | 103 | 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 | 1767 | 489 | 105 | 589 | 7 | 64 | 87 | 24 | 110 | 10 | 180 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 22 | 1767 | 489 | 105 | 589 | 7 | 64 | 87 | 24 | 110 | 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 | 1767 | 489 | 105 | 589 | 7 | 64 | 87 | 24 | 110 | 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 | 2.33 | 0.67 | 2.00 | 2.96 | 0.04 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 4384 | 1214 | 3150 | 5530 | 70 | 1750 | 1900 | 1750 | 1750 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.40 | 0.40 | 0.03 | 0.11 | 0.11 | 0.04 | 0.05 | 0.01 | 0.06 | 0.01 | 0.06 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 14.6 | 45.0 | 45.0 | 6.0 | 36.4 | 36.4 | 7.6 | 10.0 | 24.6 | 7.0 | 9.4 | 15.4 |
| Volume/Cap: | 0.07 | 0.72 | 0.72 | 0.45 | 0.23 | 0.23 | 0.39 | 0.37 | 0.05 | 0.72 | 0.04 | 0.30 |
| Delay/Veh: | 27.2 | 13.6 | 13.6 | 36.7 | 13.3 | 13.3 | 35.5 | 33.1 | 19.5 | 50.5 | 31.4 | 27.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.2 | 13.6 | 13.6 | 36.7 | 13.3 | 13.3 | 35.5 | 33.1 | 19.5 | 50.5 | 31.4 | 27.9 |
| LOS by Move: | C | B | B | D | B | B | D | C | B | D | C | C |
| HCM2k95thQ: | 1 | 24 | 24 | 3 | 6 | 6 | 4 | 5 | 1 | 9 | 0 | 5 |

Note: Queue reported is the number of cars per lane.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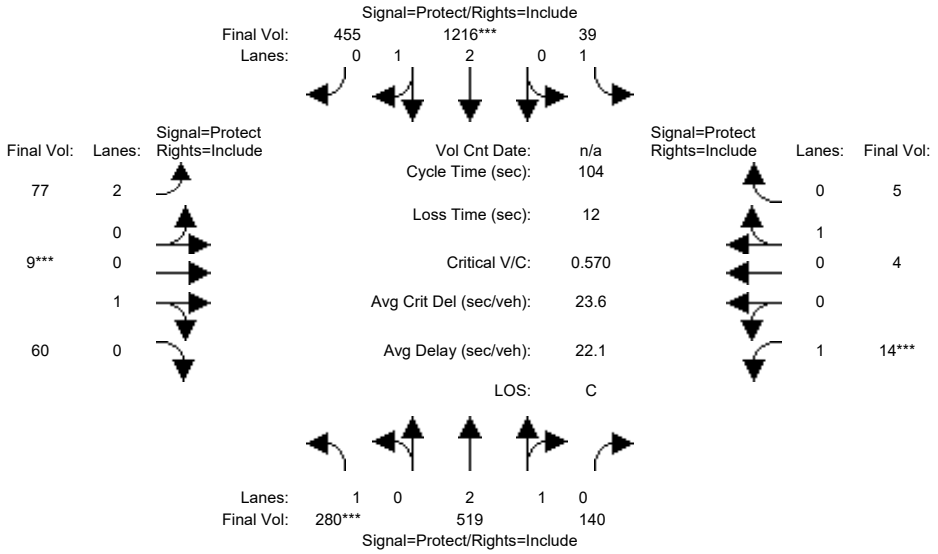
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #48: (13) GREAT AMERICA / 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: | 260 | 483 | 130 | 36 | 1131 | 423 | 72 | 8 | 56 | 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: | 260 | 483 | 130 | 36 | 1131 | 423 | 72 | 8 | 56 | 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: | 260 | 483 | 130 | 36 | 1131 | 423 | 72 | 8 | 56 | 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: | 280 | 519 | 140 | 39 | 1216 | 455 | 77 | 9 | 60 | 14 | 4 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 280 | 519 | 140 | 39 | 1216 | 455 | 77 | 9 | 60 | 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: | 280 | 519 | 140 | 39 | 1216 | 455 | 77 | 9 | 60 | 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 | 2.15 | 0.85 | 2.00 | 0.13 | 0.87 | 1.00 | 0.44 | 0.56 |
| Final Sat.: | 1750 | 4411 | 1187 | 1750 | 4074 | 1524 | 3150 | 225 | 1575 | 1750 | 800 | 1000 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.12 | 0.12 | 0.02 | 0.30 | 0.30 | 0.02 | 0.04 | 0.04 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 26.8 | 54.7 | 54.7 | 22.3 | 50.2 | 50.2 | 5.4 | 10.0 | 10.0 | 5.0 | 9.6 | 9.6 |
| Volume/Cap: | 0.62 | 0.22 | 0.22 | 0.10 | 0.62 | 0.62 | 0.48 | 0.40 | 0.40 | 0.17 | 0.06 | 0.06 |
| Delay/Veh: | 36.7 | 13.3 | 13.3 | 32.9 | 20.3 | 20.3 | 50.2 | 45.7 | 45.7 | 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: | 36.7 | 13.3 | 13.3 | 32.9 | 20.3 | 20.3 | 50.2 | 45.7 | 45.7 | 48.4 | 43.2 | 43.2 |
| LOS by Move: | D | B | B | C | C | C | D | D | D | D | D | D |
| HCM2k95thQ: | 16 | 7 | 7 | 2 | 23 | 23 | 4 | 5 | 5 | 1 | 1 | 1 |

Note: Queue reported is the number of cars per lane.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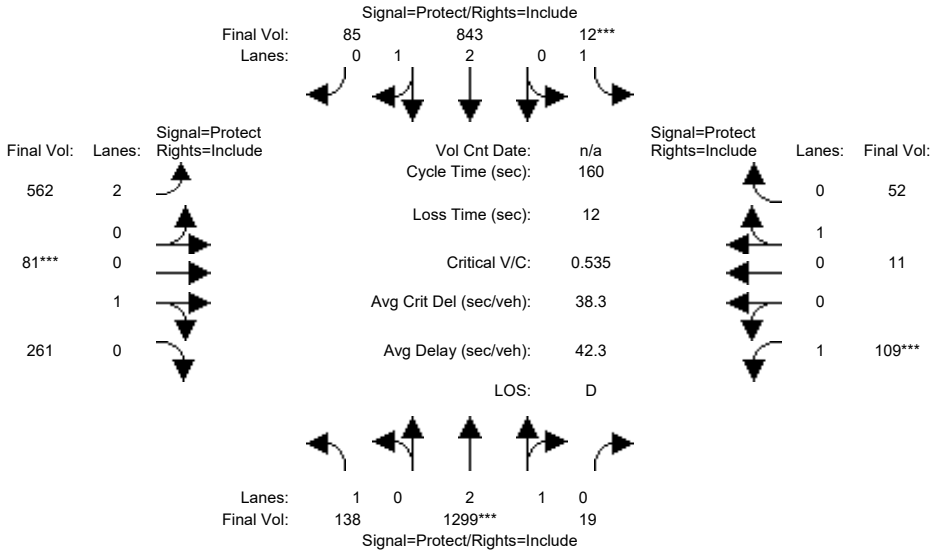
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #48: (13) GREAT AMERICA / 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: | 131 | 1234 | 18 | 11 | 801 | 81 | 534 | 77 | 248 | 104 | 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: | 131 | 1234 | 18 | 11 | 801 | 81 | 534 | 77 | 248 | 104 | 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: | 131 | 1234 | 18 | 11 | 801 | 81 | 534 | 77 | 248 | 104 | 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: | 138 | 1299 | 19 | 12 | 843 | 85 | 562 | 81 | 261 | 109 | 11 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 138 | 1299 | 19 | 12 | 843 | 85 | 562 | 81 | 261 | 109 | 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: | 138 | 1299 | 19 | 12 | 843 | 85 | 562 | 81 | 261 | 109 | 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 | 2.71 | 0.29 | 2.00 | 0.24 | 0.76 | 1.00 | 0.17 | 0.83 |
| Final Sat.: | 1750 | 5519 | 81 | 1750 | 5085 | 514 | 3150 | 426 | 1374 | 1750 | 305 | 1495 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.24 | 0.24 | 0.01 | 0.17 | 0.17 | 0.18 | 0.19 | 0.19 | 0.06 | 0.03 | 0.03 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 23.8 | 69.0 | 69.0 | 5.0 | 50.1 | 50.1 | 56.3 | 55.7 | 55.7 | 18.3 | 17.7 | 17.7 |
| Volume/Cap: | 0.53 | 0.55 | 0.55 | 0.21 | 0.53 | 0.53 | 0.51 | 0.55 | 0.55 | 0.55 | 0.31 | 0.31 |
| Delay/Veh: | 65.0 | 34.1 | 34.1 | 77.5 | 45.5 | 45.5 | 41.3 | 43.0 | 43.0 | 70.0 | 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: | 65.0 | 34.1 | 34.1 | 77.5 | 45.5 | 45.5 | 41.3 | 43.0 | 43.0 | 70.0 | 66.4 | 66.4 |
| LOS by Move: | E | C | C | E | D | D | D | D | D | E | E | E |
| HCM2k95thQ: | 13 | 28 | 28 | 1 | 22 | 22 | 23 | 25 | 25 | 12 | 6 | 6 |

Note: Queue reported is the number of cars per lane.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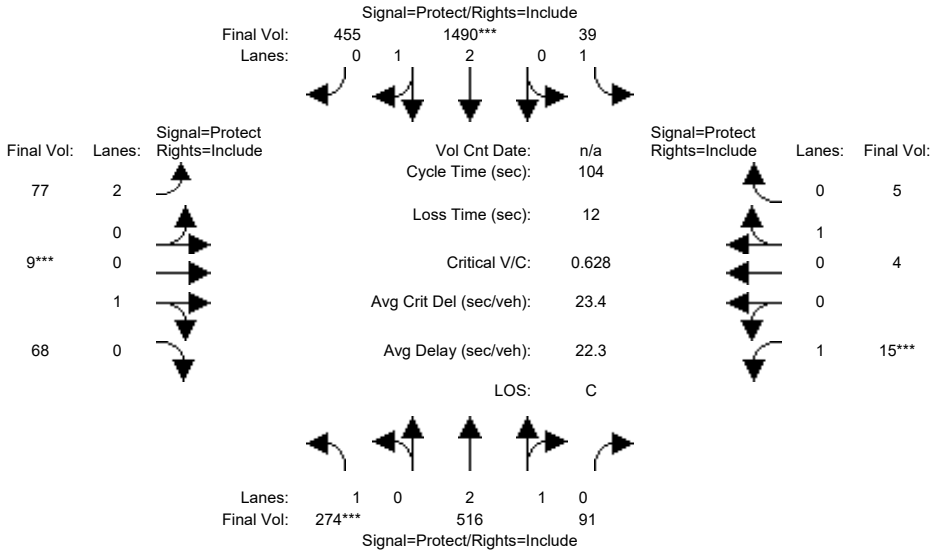
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #48: (13) GREAT AMERICA / 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: | 255 | 480 | 85 | 36 | 1386 | 423 | 72 | 8 | 63 | 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: | 255 | 480 | 85 | 36 | 1386 | 423 | 72 | 8 | 63 | 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: | 255 | 480 | 85 | 36 | 1386 | 423 | 72 | 8 | 63 | 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: | 274 | 516 | 91 | 39 | 1490 | 455 | 77 | 9 | 68 | 15 | 4 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 274 | 516 | 91 | 39 | 1490 | 455 | 77 | 9 | 68 | 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: | 274 | 516 | 91 | 39 | 1490 | 455 | 77 | 9 | 68 | 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 | 2.53 | 0.47 | 1.00 | 2.27 | 0.73 | 2.00 | 0.11 | 0.89 | 1.00 | 0.44 | 0.56 |
| Final Sat.: | 1750 | 4756 | 842 | 1750 | 4289 | 1309 | 3150 | 203 | 1597 | 1750 | 800 | 1000 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.11 | 0.11 | 0.02 | 0.35 | 0.35 | 0.02 | 0.04 | 0.04 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 23.9 | 53.4 | 53.4 | 23.6 | 53.1 | 53.1 | 5.4 | 10.0 | 10.0 | 5.0 | 9.6 | 9.6 |
| Volume/Cap: | 0.68 | 0.21 | 0.21 | 0.10 | 0.68 | 0.68 | 0.48 | 0.44 | 0.44 | 0.18 | 0.06 | 0.06 |
| Delay/Veh: | 41.3 | 13.9 | 13.9 | 31.9 | 19.8 | 19.8 | 50.2 | 46.2 | 46.2 | 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: | 41.3 | 13.9 | 13.9 | 31.9 | 19.8 | 19.8 | 50.2 | 46.2 | 46.2 | 48.6 | 43.2 | 43.2 |
| LOS by Move: | D | B | B | C | B | B | D | D | D | D | D | D |
| HCM2k95thQ: | 16 | 7 | 7 | 2 | 27 | 27 | 4 | 6 | 6 | 1 | 1 | 1 |

Note: Queue reported is the number of cars per lane.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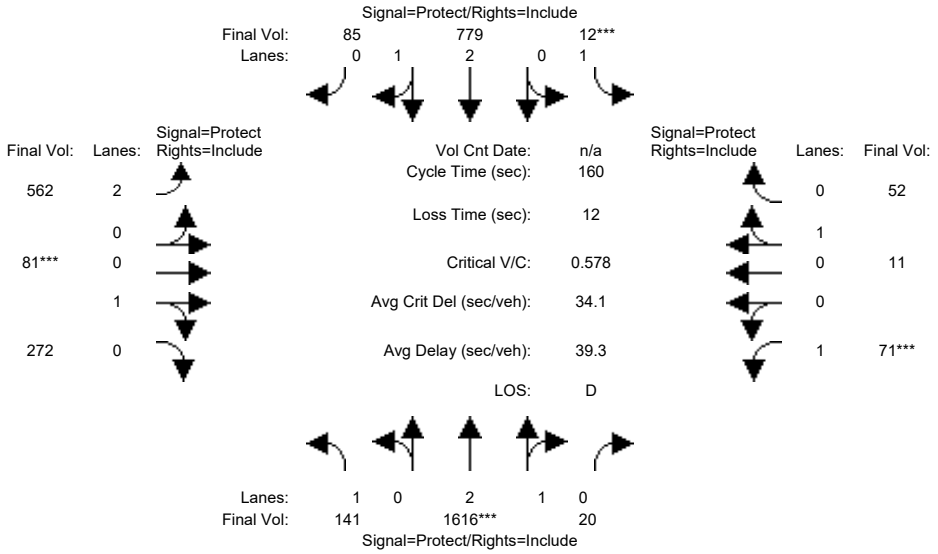
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #48: (13) GREAT AMERICA / 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: | 134 | 1535 | 19 | 11 | 740 | 81 | 534 | 77 | 258 | 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: | 134 | 1535 | 19 | 11 | 740 | 81 | 534 | 77 | 258 | 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: | 134 | 1535 | 19 | 11 | 740 | 81 | 534 | 77 | 258 | 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: | 141 | 1616 | 20 | 12 | 779 | 85 | 562 | 81 | 272 | 71 | 11 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 1616 | 20 | 12 | 779 | 85 | 562 | 81 | 272 | 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: | 141 | 1616 | 20 | 12 | 779 | 85 | 562 | 81 | 272 | 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 | 2.69 | 0.31 | 2.00 | 0.23 | 0.77 | 1.00 | 0.17 | 0.83 |
| Final Sat.: | 1750 | 5531 | 68 | 1750 | 5047 | 552 | 3150 | 414 | 1386 | 1750 | 305 | 1495 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.29 | 0.29 | 0.01 | 0.15 | 0.15 | 0.18 | 0.20 | 0.20 | 0.04 | 0.03 | 0.03 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 28.8 | 79.1 | 79.1 | 5.0 | 55.2 | 55.2 | 48.6 | 53.0 | 53.0 | 10.9 | 15.3 | 15.3 |
| Volume/Cap: | 0.45 | 0.59 | 0.59 | 0.21 | 0.45 | 0.45 | 0.59 | 0.59 | 0.59 | 0.59 | 0.36 | 0.36 |
| Delay/Veh: | 59.5 | 29.3 | 29.3 | 77.5 | 40.7 | 40.7 | 48.2 | 46.1 | 46.1 | 80.0 | 69.0 | 69.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.5 | 29.3 | 29.3 | 77.5 | 40.7 | 40.7 | 48.2 | 46.1 | 46.1 | 80.0 | 69.0 | 69.0 |
| LOS by Move: | E | C | C | E | D | D | D | D | D | F | E | E |
| HCM2k95thQ: | 12 | 32 | 32 | 1 | 20 | 20 | 25 | 27 | 27 | 9 | 7 | 7 |

Note: Queue reported is the number of cars per lane.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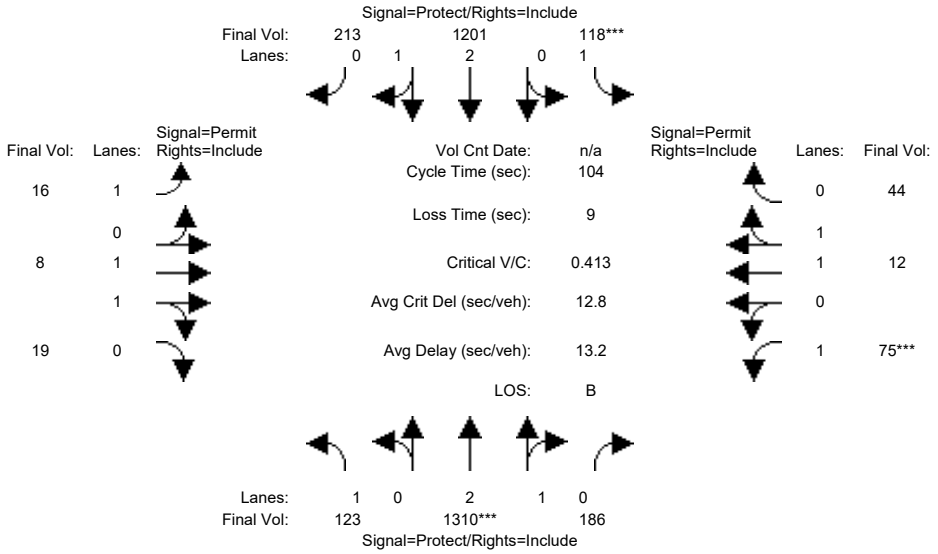
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #51: (14) GREAT AMERICA / 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 | 1192 | 169 | 107 | 1093 | 194 | 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 | 1192 | 169 | 107 | 1093 | 194 | 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 | 1192 | 169 | 107 | 1093 | 194 | 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 | 1310 | 186 | 118 | 1201 | 213 | 16 | 8 | 19 | 75 | 12 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 123 | 1310 | 186 | 118 | 1201 | 213 | 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 | 1310 | 186 | 118 | 1201 | 213 | 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 | 2.61 | 0.39 | 1.00 | 2.53 | 0.47 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 4904 | 695 | 1750 | 4755 | 844 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.27 | 0.27 | 0.07 | 0.25 | 0.25 | 0.01 | 0.00 | 0.01 | 0.04 | 0.01 | 0.03 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green Time: | 18.3 | 67.1 | 67.1 | 16.9 | 65.7 | 65.7 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Volume/Cap: | 0.40 | 0.41 | 0.41 | 0.41 | 0.40 | 0.40 | 0.09 | 0.04 | 0.10 | 0.40 | 0.06 | 0.24 |
| Delay/Veh: | 38.8 | 9.0 | 9.0 | 40.1 | 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 | 9.0 | 9.0 | 40.1 | 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 | 14 | 14 | 7 | 14 | 14 | 1 | 1 | 1 | 6 | 1 | 3 |

Note: Queue reported is the number of cars per lane.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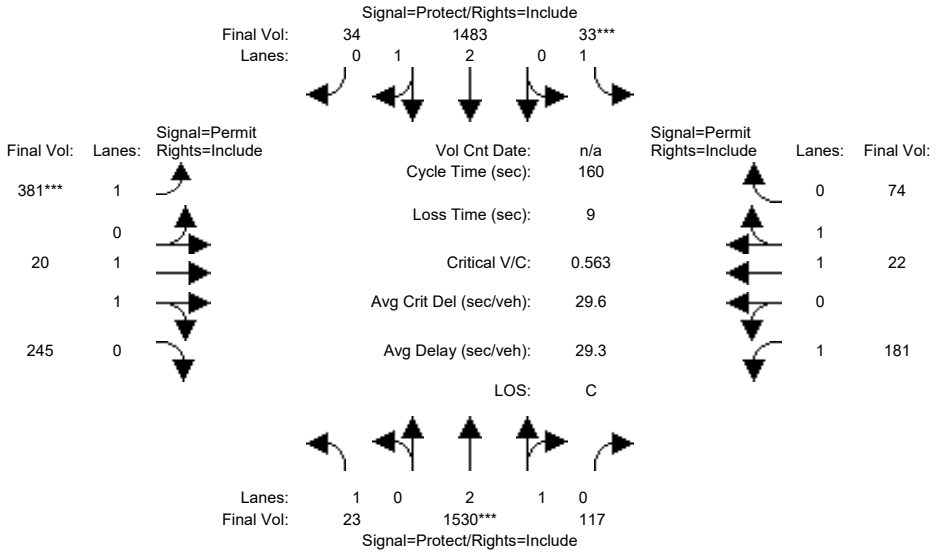
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #51: (14) GREAT AMERICA / 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 | 1469 | 112 | 32 | 1424 | 33 | 366 | 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 | 1469 | 112 | 32 | 1424 | 33 | 366 | 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 | 1469 | 112 | 32 | 1424 | 33 | 366 | 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 | 1530 | 117 | 33 | 1483 | 34 | 381 | 20 | 245 | 181 | 22 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 1530 | 117 | 33 | 1483 | 34 | 381 | 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 | 1530 | 117 | 33 | 1483 | 34 | 381 | 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 | 2.78 | 0.22 | 1.00 | 2.93 | 0.07 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 5203 | 397 | 1750 | 5473 | 127 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.29 | 0.29 | 0.02 | 0.27 | 0.27 | 0.22 | 0.01 | 0.14 | 0.10 | 0.01 | 0.04 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |
| Green Time: | 7.5 | 83.6 | 83.6 | 5.4 | 81.5 | 81.5 | 61.9 | 61.9 | 61.9 | 61.9 | 61.9 | 61.9 |
| Volume/Cap: | 0.28 | 0.56 | 0.56 | 0.56 | 0.53 | 0.53 | 0.56 | 0.03 | 0.36 | 0.27 | 0.03 | 0.11 |
| Delay/Veh: | 75.5 | 26.1 | 26.1 | 87.9 | 26.6 | 26.6 | 39.5 | 30.4 | 35.2 | 33.7 | 30.4 | 31.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 75.5 | 26.1 | 26.1 | 87.9 | 26.6 | 26.6 | 39.5 | 30.4 | 35.2 | 33.7 | 30.4 | 31.4 |
| LOS by Move: | E | C | C | F | C | C | D | C | D | C | C | C |
| HCM2k95thQ: | 2 | 31 | 31 | 4 | 29 | 29 | 27 | 1 | 17 | 12 | 1 | 5 |

Note: Queue reported is the number of cars per lane.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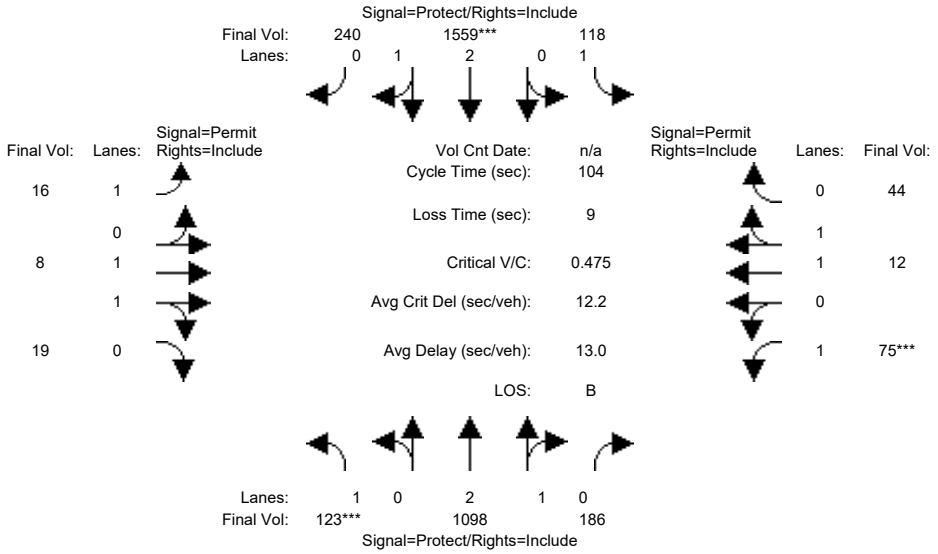
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #51: (14) GREAT AMERICA / 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 | 999 | 169 | 107 | 1419 | 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 | 999 | 169 | 107 | 1419 | 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 | 999 | 169 | 107 | 1419 | 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 | 1098 | 186 | 118 | 1559 | 240 | 16 | 8 | 19 | 75 | 12 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 123 | 1098 | 186 | 118 | 1559 | 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 | 1098 | 186 | 118 | 1559 | 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 | 2.55 | 0.45 | 1.00 | 2.59 | 0.41 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 4789 | 810 | 1750 | 4853 | 746 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.23 | 0.23 | 0.07 | 0.32 | 0.32 | 0.01 | 0.00 | 0.01 | 0.04 | 0.01 | 0.03 |
| Crit Moves: | **** | | | | **** | | | | | **** | | |
| Green Time: | 15.1 | 65.0 | 65.0 | 19.0 | 68.9 | 68.9 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Volume/Cap: | 0.48 | 0.37 | 0.37 | 0.37 | 0.48 | 0.48 | 0.09 | 0.04 | 0.10 | 0.40 | 0.06 | 0.24 |
| Delay/Veh: | 42.3 | 9.6 | 9.6 | 37.9 | 8.8 | 8.8 | 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: | 42.3 | 9.6 | 9.6 | 37.9 | 8.8 | 8.8 | 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 | 13 | 13 | 7 | 18 | 18 | 1 | 1 | 1 | 6 | 1 | 3 |

Note: Queue reported is the number of cars per lane.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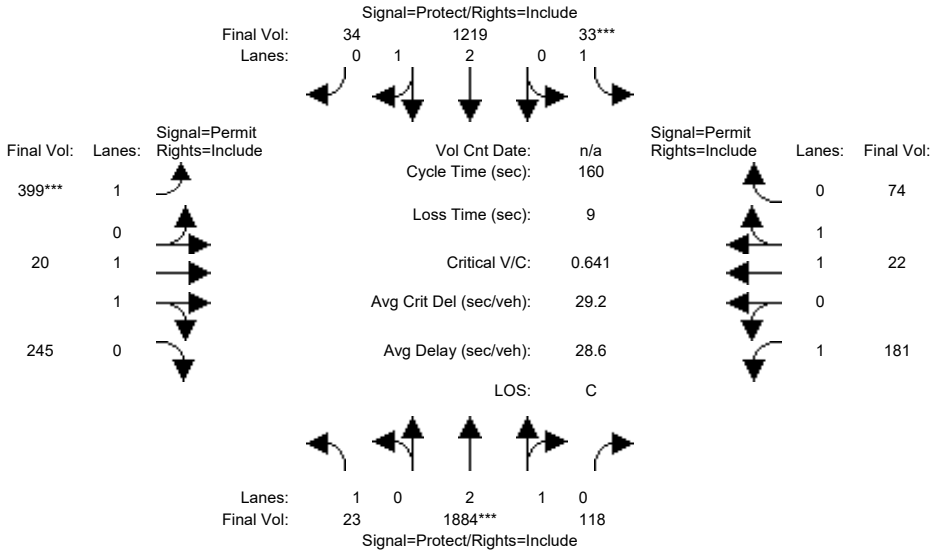
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #51: (14) GREAT AMERICA / 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 | 1809 | 113 | 32 | 1170 | 33 | 383 | 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 | 1809 | 113 | 32 | 1170 | 33 | 383 | 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 | 1809 | 113 | 32 | 1170 | 33 | 383 | 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 | 1884 | 118 | 33 | 1219 | 34 | 399 | 20 | 245 | 181 | 22 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 1884 | 118 | 33 | 1219 | 34 | 399 | 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 | 1884 | 118 | 33 | 1219 | 34 | 399 | 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 | 2.91 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 5270 | 329 | 1750 | 5446 | 154 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.36 | 0.36 | 0.02 | 0.22 | 0.22 | 0.23 | 0.01 | 0.14 | 0.10 | 0.01 | 0.04 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |
| Green Time: | 9.5 | 89.3 | 89.3 | 4.8 | 84.6 | 84.6 | 56.9 | 56.9 | 56.9 | 56.9 | 56.9 | 56.9 |
| Volume/Cap: | 0.22 | 0.64 | 0.64 | 0.64 | 0.42 | 0.42 | 0.64 | 0.03 | 0.39 | 0.29 | 0.03 | 0.12 |
| Delay/Veh: | 72.9 | 24.8 | 24.8 | 100.7 | 23.0 | 23.0 | 45.3 | 33.5 | 39.0 | 37.3 | 33.6 | 34.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 72.9 | 24.8 | 24.8 | 100.7 | 23.0 | 23.0 | 45.3 | 33.5 | 39.0 | 37.3 | 33.6 | 34.7 |
| LOS by Move: | E | C | C | F | C | C | D | C | D | D | C | C |
| HCM2k95thQ: | 2 | 37 | 37 | 4 | 22 | 22 | 31 | 1 | 18 | 13 | 1 | 5 |

Note: Queue reported is the number of cars per lane.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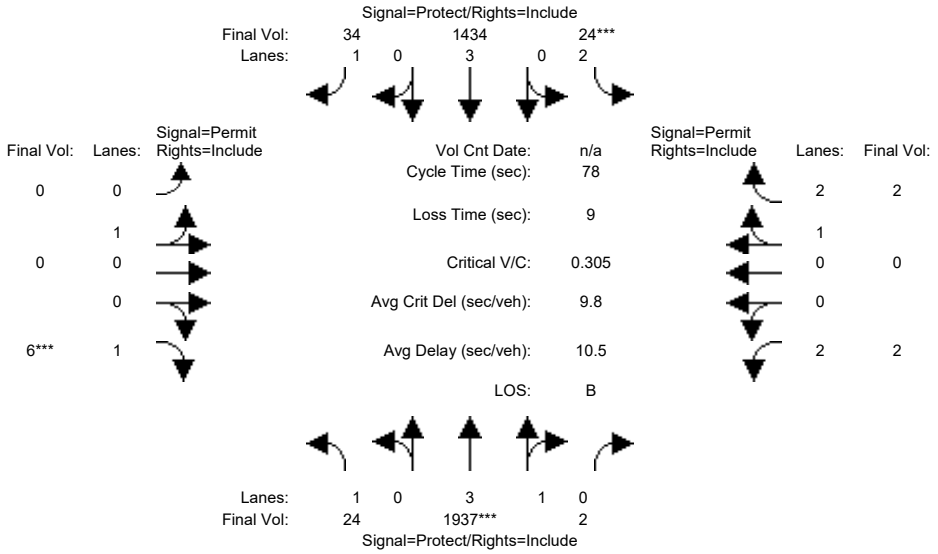
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #53: (16) 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 | 1743 | 2 | 22 | 1291 | 31 | 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 | 1743 | 2 | 22 | 1291 | 31 | 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 | 1743 | 2 | 22 | 1291 | 31 | 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 | 1937 | 2 | 24 | 1434 | 34 | 0 | 0 | 6 | 2 | 0 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 1937 | 2 | 24 | 1434 | 34 | 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 | 1937 | 2 | 24 | 1434 | 34 | 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 | 7491 | 9 | 3150 | 5700 | 1750 | 0 | 1800 | 1750 | 3150 | 0 | 5400 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.26 | 0.26 | 0.01 | 0.25 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green Time: | 12.9 | 45.0 | 45.0 | 10.0 | 42.1 | 42.1 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 |
| Volume/Cap: | 0.08 | 0.45 | 0.45 | 0.06 | 0.47 | 0.04 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 27.7 | 9.5 | 9.5 | 29.9 | 11.1 | 8.4 | 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: | 27.7 | 9.5 | 9.5 | 29.9 | 11.1 | 8.4 | 0.0 | 0.0 | 26.4 | 26.3 | 0.0 | 26.3 |
| LOS by Move: | C | A | A | C | B | A | A | A | C | C | A | C |
| HCM2k95thQ: | 1 | 13 | 13 | 1 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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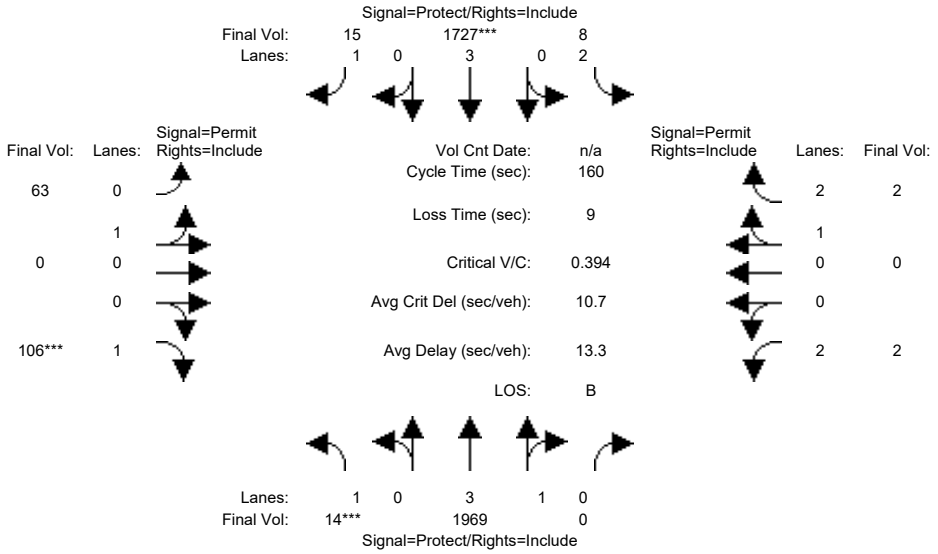
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #53: (16) 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: | 13 | 1871 | 0 | 8 | 1641 | 14 | 60 | 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 | 1871 | 0 | 8 | 1641 | 14 | 60 | 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 | 1871 | 0 | 8 | 1641 | 14 | 60 | 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 | 1969 | 0 | 8 | 1727 | 15 | 63 | 0 | 106 | 2 | 0 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 1969 | 0 | 8 | 1727 | 15 | 63 | 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 | 1969 | 0 | 8 | 1727 | 15 | 63 | 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 | 0.26 | 0.00 | 0.00 | 0.30 | 0.01 | 0.04 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green Time: | 6.0 | 102 | 0.0 | 24.4 | 121 | 120.8 | 24.2 | 0.0 | 24.2 | 24.2 | 0.0 | 24.2 |
| Volume/Cap: | 0.21 | 0.41 | 0.00 | 0.02 | 0.40 | 0.01 | 0.23 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 76.3 | 14.1 | 0.0 | 57.7 | 7.0 | 4.8 | 60.2 | 0.0 | 62.3 | 57.7 | 0.0 | 57.6 |
| 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: | 76.3 | 14.1 | 0.0 | 57.7 | 7.0 | 4.8 | 60.2 | 0.0 | 62.3 | 57.7 | 0.0 | 57.6 |
| LOS by Move: | E | B | A | E | A | A | E | A | E | E | A | E |
| HCM2k95thQ: | 1 | 21 | 0 | 0 | 18 | 0 | 6 | 0 | 10 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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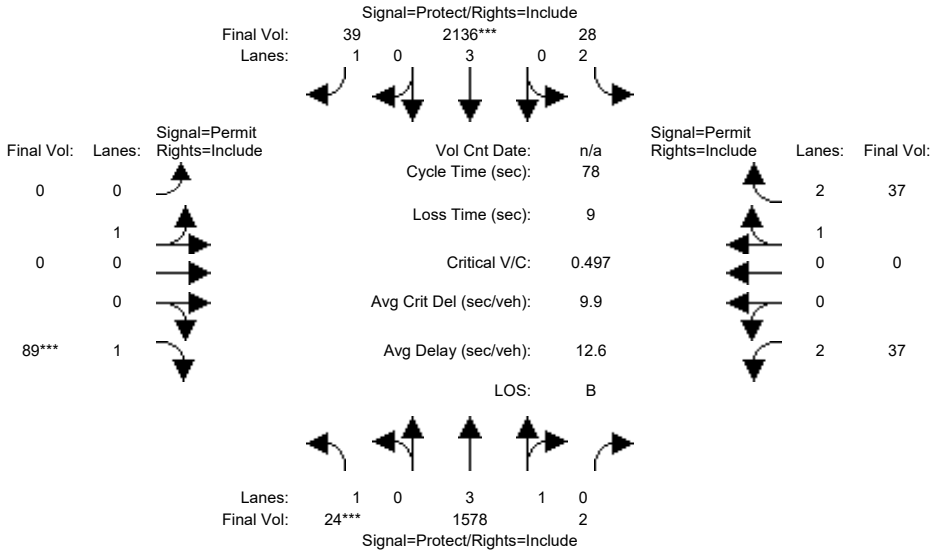
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #53: (16) 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 | 1420 | 2 | 25 | 1922 | 35 | 0 | 0 | 80 | 33 | 0 | 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: | 22 | 1420 | 2 | 25 | 1922 | 35 | 0 | 0 | 80 | 33 | 0 | 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: | 22 | 1420 | 2 | 25 | 1922 | 35 | 0 | 0 | 80 | 33 | 0 | 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: | 24 | 1578 | 2 | 28 | 2136 | 39 | 0 | 0 | 89 | 37 | 0 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 1578 | 2 | 28 | 2136 | 39 | 0 | 0 | 89 | 37 | 0 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 24 | 1578 | 2 | 28 | 2136 | 39 | 0 | 0 | 89 | 37 | 0 | 37 |
| 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 | 7489 | 11 | 3150 | 5700 | 1750 | 0 | 1800 | 1750 | 3150 | 0 | 5400 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.21 | 0.21 | 0.01 | 0.37 | 0.02 | 0.00 | 0.00 | 0.05 | 0.01 | 0.00 | 0.01 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green Time: | 6.0 | 34.2 | 34.2 | 20.8 | 49.0 | 49.0 | 0.0 | 0.0 | 14.0 | 14.0 | 0.0 | 14.0 |
| Volume/Cap: | 0.18 | 0.48 | 0.48 | 0.03 | 0.60 | 0.04 | 0.00 | 0.00 | 0.28 | 0.06 | 0.00 | 0.04 |
| Delay/Veh: | 34.4 | 15.7 | 15.7 | 21.2 | 8.9 | 5.5 | 0.0 | 0.0 | 28.2 | 26.6 | 0.0 | 26.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.4 | 15.7 | 15.7 | 21.2 | 8.9 | 5.5 | 0.0 | 0.0 | 28.2 | 26.6 | 0.0 | 26.5 |
| LOS by Move: | C | B | B | C | A | A | A | A | C | C | A | C |
| HCM2k95thQ: | 1 | 13 | 13 | 1 | 19 | 1 | 0 | 0 | 4 | 1 | 0 | 1 |

Note: Queue reported is the number of cars per lane.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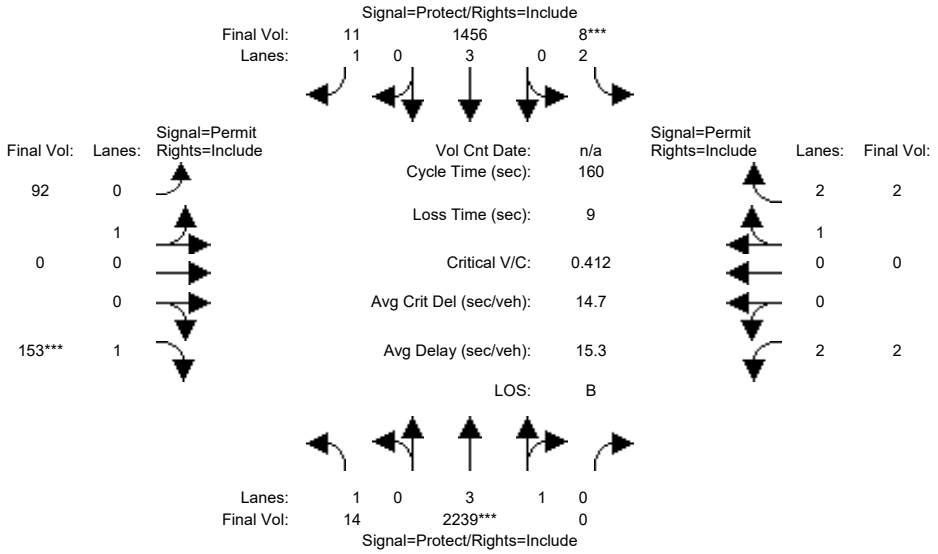
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #53: (16) 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: | 13 | 2127 | 0 | 8 | 1383 | 10 | 87 | 0 | 145 | 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 | 2127 | 0 | 8 | 1383 | 10 | 87 | 0 | 145 | 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 | 2127 | 0 | 8 | 1383 | 10 | 87 | 0 | 145 | 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 | 2239 | 0 | 8 | 1456 | 11 | 92 | 0 | 153 | 2 | 0 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 2239 | 0 | 8 | 1456 | 11 | 92 | 0 | 153 | 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 | 2239 | 0 | 8 | 1456 | 11 | 92 | 0 | 153 | 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 | 0.30 | 0.00 | 0.00 | 0.26 | 0.01 | 0.05 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | |
| Green Time: | 15.3 | 109 | 0.0 | 10.0 | 104 | 103.9 | 31.9 | 0.0 | 31.9 | 31.9 | 0.0 | 31.9 |
| Volume/Cap: | 0.08 | 0.44 | 0.00 | 0.04 | 0.39 | 0.01 | 0.26 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 66.2 | 11.6 | 0.0 | 70.6 | 13.3 | 9.9 | 54.4 | 0.0 | 57.1 | 51.3 | 0.0 | 51.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 66.2 | 11.6 | 0.0 | 70.6 | 13.3 | 9.9 | 54.4 | 0.0 | 57.1 | 51.3 | 0.0 | 51.3 |
| LOS by Move: | E | B | A | E | B | A | D | A | E | D | A | D |
| HCM2k95thQ: | 1 | 22 | 0 | 0 | 20 | 0 | 8 | 0 | 14 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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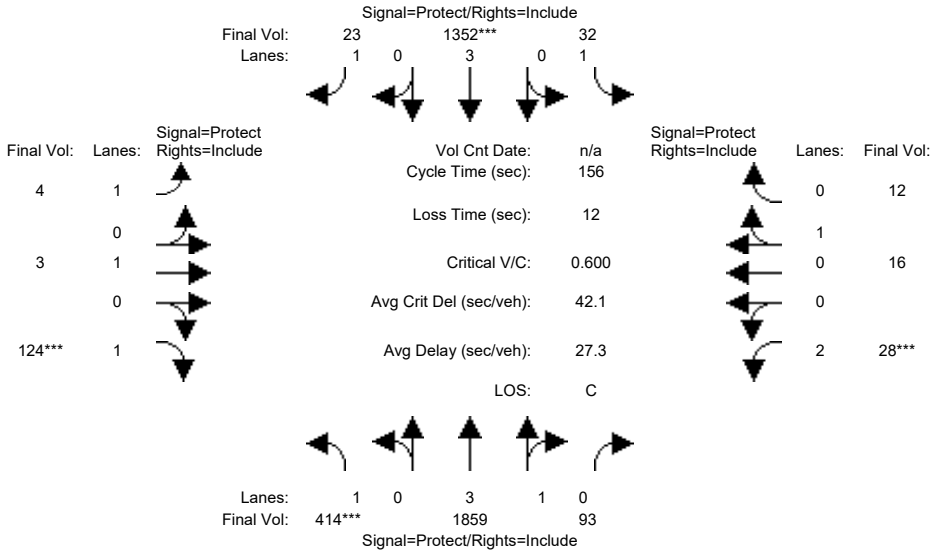
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #54: (17) GREAT AMERICA / 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: | 373 | 1673 | 84 | 29 | 1217 | 21 | 4 | 3 | 112 | 25 | 14 | 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 | 1673 | 84 | 29 | 1217 | 21 | 4 | 3 | 112 | 25 | 14 | 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 | 1673 | 84 | 29 | 1217 | 21 | 4 | 3 | 112 | 25 | 14 | 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 | 1859 | 93 | 32 | 1352 | 23 | 4 | 3 | 124 | 28 | 16 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 414 | 1859 | 93 | 32 | 1352 | 23 | 4 | 3 | 124 | 28 | 16 | 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 | 1859 | 93 | 32 | 1352 | 23 | 4 | 3 | 124 | 28 | 16 | 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 | 3.80 | 0.20 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.56 | 0.44 |
| Final Sat.: | 1750 | 7141 | 359 | 1750 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 1008 | 792 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.24 | 0.26 | 0.26 | 0.02 | 0.24 | 0.01 | 0.00 | 0.00 | 0.07 | 0.01 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 59.9 | 105 | 104.6 | 15.4 | 60.1 | 60.1 | 8.0 | 18.0 | 18.0 | 6.0 | 16.0 | 16.0 |
| Volume/Cap: | 0.62 | 0.39 | 0.39 | 0.19 | 0.62 | 0.03 | 0.05 | 0.02 | 0.62 | 0.23 | 0.15 | 0.15 |
| Delay/Veh: | 40.5 | 11.5 | 11.5 | 65.0 | 39.2 | 29.9 | 70.6 | 61.2 | 71.3 | 73.7 | 64.2 | 64.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.5 | 11.5 | 11.5 | 65.0 | 39.2 | 29.9 | 70.6 | 61.2 | 71.3 | 73.7 | 64.2 | 64.2 |
| LOS by Move: | D | B | B | E | D | C | E | E | E | E | E | E |
| HCM2k95thQ: | 29 | 19 | 19 | 3 | 29 | 1 | 1 | 0 | 13 | 2 | 3 | 3 |

Note: Queue reported is the number of cars per lane.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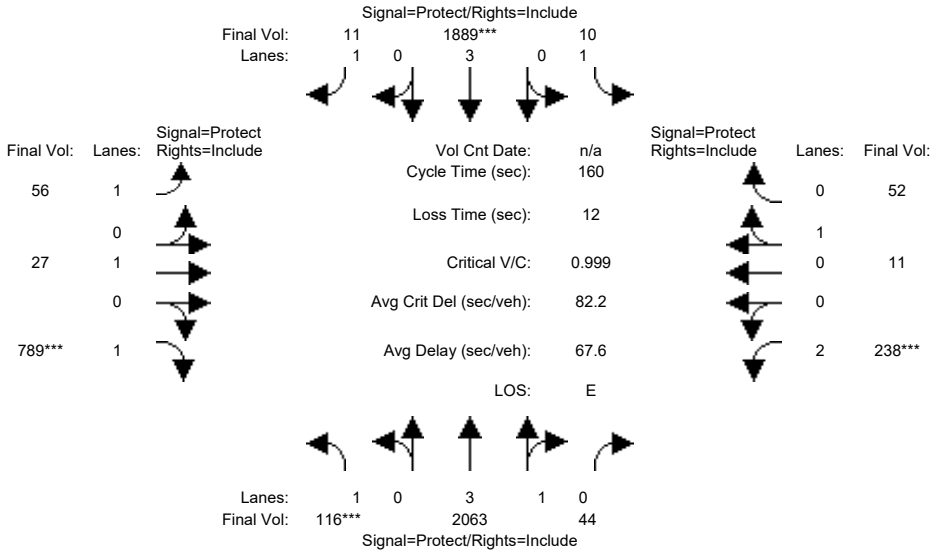
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #54: (17) GREAT AMERICA / 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: | 108 | 1919 | 41 | 9 | 1757 | 10 | 52 | 25 | 734 | 221 | 10 | 48 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 108 | 1919 | 41 | 9 | 1757 | 10 | 52 | 25 | 734 | 221 | 10 | 48 |
| Added Vol: | 0 | 0 | 0 | 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 | 1919 | 41 | 9 | 1757 | 10 | 52 | 25 | 734 | 221 | 10 | 48 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 116 | 2063 | 44 | 10 | 1889 | 11 | 56 | 27 | 789 | 238 | 11 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 116 | 2063 | 44 | 10 | 1889 | 11 | 56 | 27 | 789 | 238 | 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: | 116 | 2063 | 44 | 10 | 1889 | 11 | 56 | 27 | 789 | 238 | 11 | 52 |
| 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 | 3.91 | 0.09 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.17 | 0.83 |
| Final Sat.: | 1750 | 7343 | 157 | 1750 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 310 | 1490 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.28 | 0.28 | 0.01 | 0.33 | 0.01 | 0.03 | 0.01 | 0.45 | 0.08 | 0.03 | 0.03 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 10.6 | 56.2 | 56.2 | 7.5 | 53.1 | 53.1 | 28.1 | 72.2 | 72.2 | 12.1 | 56.2 | 56.2 |
| Volume/Cap: | 1.00 | 0.80 | 0.80 | 0.12 | 1.00 | 0.02 | 0.18 | 0.03 | 1.00 | 1.00 | 0.10 | 0.10 |
| Delay/Veh: | 157.9 | 48.7 | 48.7 | 73.7 | 73.9 | 36.0 | 56.4 | 24.4 | 75.7 | 132.1 | 34.9 | 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: | 157.9 | 48.7 | 48.7 | 73.7 | 73.9 | 36.0 | 56.4 | 24.4 | 75.7 | 132.1 | 34.9 | 34.9 |
| LOS by Move: | F | D | D | E | E | D | E | C | E | F | C | C |
| HCM2k95thQ: | 14 | 39 | 39 | 1 | 56 | 1 | 5 | 1 | 75 | 19 | 4 | 4 |

Note: Queue reported is the number of cars per lane.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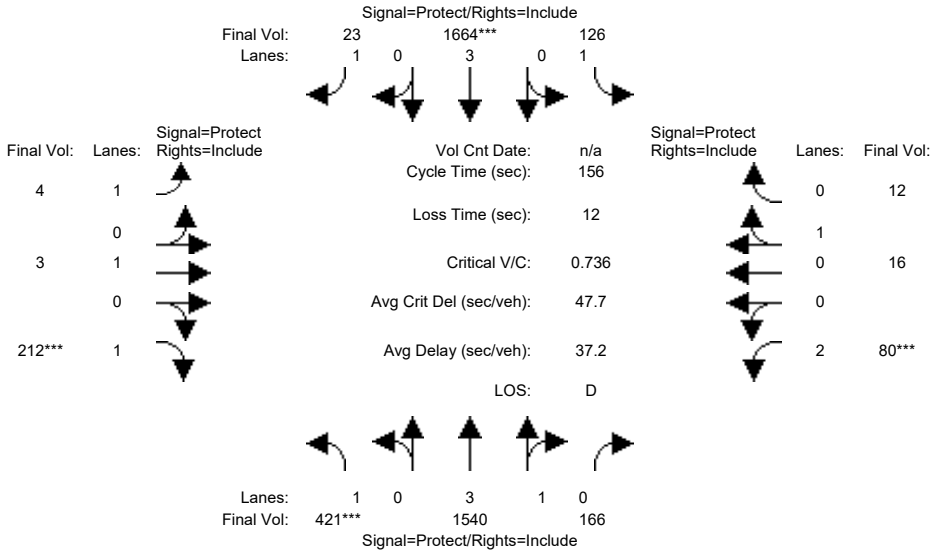
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #54: (17) GREAT AMERICA / 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: | 379 | 1386 | 149 | 113 | 1498 | 21 | 4 | 3 | 191 | 72 | 14 | 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: | 379 | 1386 | 149 | 113 | 1498 | 21 | 4 | 3 | 191 | 72 | 14 | 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: | 379 | 1386 | 149 | 113 | 1498 | 21 | 4 | 3 | 191 | 72 | 14 | 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: | 421 | 1540 | 166 | 126 | 1664 | 23 | 4 | 3 | 212 | 80 | 16 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 421 | 1540 | 166 | 126 | 1664 | 23 | 4 | 3 | 212 | 80 | 16 | 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: | 421 | 1540 | 166 | 126 | 1664 | 23 | 4 | 3 | 212 | 80 | 16 | 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 | 3.60 | 0.40 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.56 | 0.44 |
| Final Sat.: | 1750 | 6771 | 728 | 1750 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 1008 | 792 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.24 | 0.23 | 0.23 | 0.07 | 0.29 | 0.01 | 0.00 | 0.00 | 0.12 | 0.03 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 50.8 | 85.5 | 85.5 | 27.0 | 61.6 | 61.6 | 10.5 | 25.6 | 25.6 | 6.0 | 21.1 | 21.1 |
| Volume/Cap: | 0.74 | 0.42 | 0.42 | 0.42 | 0.74 | 0.03 | 0.04 | 0.01 | 0.74 | 0.66 | 0.11 | 0.11 |
| Delay/Veh: | 51.8 | 20.7 | 20.7 | 58.4 | 41.7 | 29.0 | 68.1 | 54.6 | 71.8 | 86.7 | 59.5 | 59.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.8 | 20.7 | 20.7 | 58.4 | 41.7 | 29.0 | 68.1 | 54.6 | 71.8 | 86.7 | 59.5 | 59.5 |
| LOS by Move: | D | C | C | E | D | C | E | D | E | F | E | E |
| HCM2k95thQ: | 31 | 20 | 20 | 11 | 38 | 1 | 0 | 0 | 21 | 7 | 3 | 3 |

Note: Queue reported is the number of cars per lane.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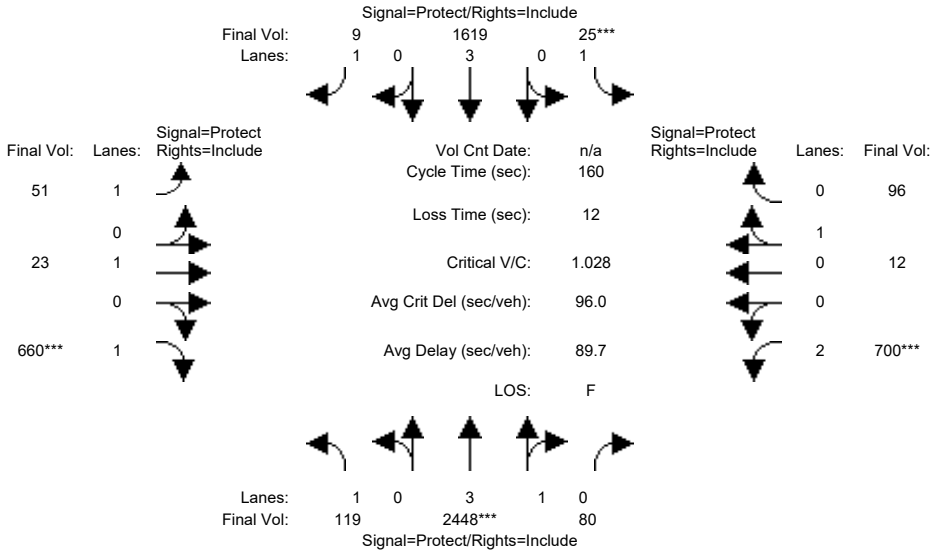
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #54: (17) GREAT AMERICA / 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: | 111 | 2277 | 74 | 23 | 1506 | 8 | 47 | 21 | 614 | 651 | 11 | 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: | 111 | 2277 | 74 | 23 | 1506 | 8 | 47 | 21 | 614 | 651 | 11 | 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: | 111 | 2277 | 74 | 23 | 1506 | 8 | 47 | 21 | 614 | 651 | 11 | 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: | 0.93 | 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 | 2448 | 80 | 25 | 1619 | 9 | 51 | 23 | 660 | 700 | 12 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 119 | 2448 | 80 | 25 | 1619 | 9 | 51 | 23 | 660 | 700 | 12 | 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: | 119 | 2448 | 80 | 25 | 1619 | 9 | 51 | 23 | 660 | 700 | 12 | 96 |
| 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 | 3.87 | 0.13 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.11 | 0.89 |
| Final Sat.: | 1750 | 7264 | 236 | 1750 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 198 | 1602 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.34 | 0.34 | 0.01 | 0.28 | 0.00 | 0.03 | 0.01 | 0.38 | 0.22 | 0.06 | 0.06 |
| Crit Moves: | | **** | | **** | | | | | **** | **** | | |
| Green Time: | 11.1 | 51.1 | 51.1 | 6.0 | 46.1 | 46.1 | 30.3 | 57.2 | 57.2 | 33.7 | 60.6 | 60.6 |
| Volume/Cap: | 0.99 | 1.06 | 1.06 | 0.38 | 0.99 | 0.02 | 0.15 | 0.03 | 1.06 | 1.06 | 0.16 | 0.16 |
| Delay/Veh: | 152.0 | 89.5 | 89.5 | 78.8 | 75.8 | 40.8 | 54.3 | 33.4 | 102.8 | 113.6 | 32.9 | 32.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 152.0 | 89.5 | 89.5 | 78.8 | 75.8 | 40.8 | 54.3 | 33.4 | 102.8 | 113.6 | 32.9 | 32.9 |
| LOS by Move: | F | F | F | E | E | D | D | C | F | F | C | C |
| HCM2k95thQ: | 14 | 58 | 58 | 3 | 49 | 1 | 4 | 1 | 68 | 45 | 7 | 7 |

Note: Queue reported is the number of cars per lane.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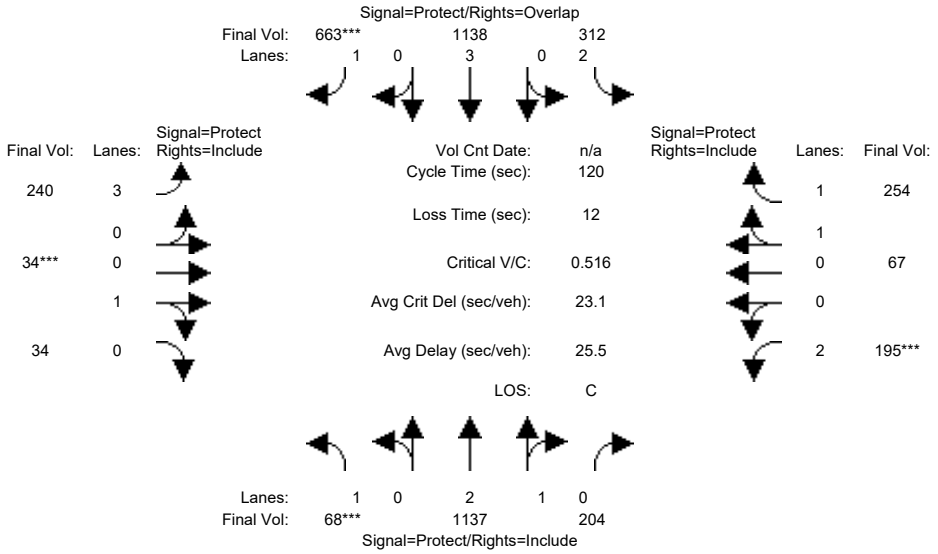
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #58: (21) 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 | 1035 | 186 | 284 | 1036 | 603 | 218 | 31 | 31 | 177 | 61 | 231 |
| Growth Adj: | 1.00 | 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 | 1035 | 186 | 284 | 1036 | 603 | 218 | 31 | 31 | 177 | 61 | 231 |
| Added Vol: | 0 | 0 | 0 | 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 | 1035 | 186 | 284 | 1036 | 603 | 218 | 31 | 31 | 177 | 61 | 231 |
| User Adj: | 1.00 | 1.00 | 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 | 1137 | 204 | 312 | 1138 | 663 | 240 | 34 | 34 | 195 | 67 | 254 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 68 | 1137 | 204 | 312 | 1138 | 663 | 240 | 34 | 34 | 195 | 67 | 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: | 68 | 1137 | 204 | 312 | 1138 | 663 | 240 | 34 | 34 | 195 | 67 | 254 |
| 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 | 2.53 | 0.47 | 2.00 | 3.00 | 1.00 | 3.00 | 0.50 | 0.50 | 2.00 | 0.42 | 1.58 |
| Final Sat.: | 1750 | 4746 | 853 | 3150 | 5700 | 1750 | 4551 | 900 | 900 | 3150 | 752 | 2848 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.24 | 0.24 | 0.10 | 0.20 | 0.38 | 0.05 | 0.04 | 0.04 | 0.06 | 0.09 | 0.09 |
| Crit Moves: | **** | | | | | **** | | **** | | **** | | |
| Green Time: | 9.4 | 57.3 | 57.3 | 23.7 | 71.6 | 84.6 | 13.0 | 12.0 | 12.0 | 15.0 | 13.9 | 13.9 |
| Volume/Cap: | 0.49 | 0.50 | 0.50 | 0.50 | 0.33 | 0.54 | 0.48 | 0.38 | 0.38 | 0.49 | 0.77 | 0.77 |
| Delay/Veh: | 55.8 | 21.7 | 21.7 | 43.5 | 12.3 | 8.9 | 51.1 | 51.8 | 51.8 | 50.0 | 59.8 | 59.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 55.8 | 21.7 | 21.7 | 43.5 | 12.3 | 8.9 | 51.1 | 51.8 | 51.8 | 50.0 | 59.8 | 59.8 |
| LOS by Move: | E | C | C | D | B | A | D | D | D | D | E | E |
| HCM2k95thQ: | 5 | 20 | 20 | 12 | 13 | 22 | 8 | 6 | 6 | 9 | 15 | 15 |

Note: Queue reported is the number of cars per lane.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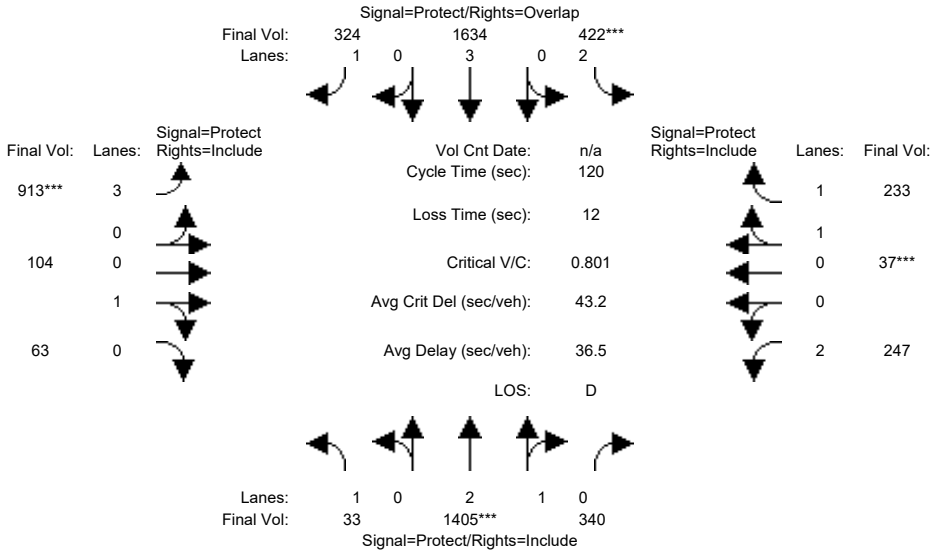
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #58: (21) 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 | 1335 | 323 | 401 | 1552 | 308 | 867 | 99 | 60 | 235 | 35 | 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 | 1335 | 323 | 401 | 1552 | 308 | 867 | 99 | 60 | 235 | 35 | 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 | 1335 | 323 | 401 | 1552 | 308 | 867 | 99 | 60 | 235 | 35 | 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 | 1405 | 340 | 422 | 1634 | 324 | 913 | 104 | 63 | 247 | 37 | 233 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 33 | 1405 | 340 | 422 | 1634 | 324 | 913 | 104 | 63 | 247 | 37 | 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 | 1405 | 340 | 422 | 1634 | 324 | 913 | 104 | 63 | 247 | 37 | 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 | 2.39 | 0.61 | 2.00 | 3.00 | 1.00 | 3.00 | 0.62 | 0.38 | 2.00 | 0.27 | 1.73 |
| Final Sat.: | 1750 | 4508 | 1091 | 3150 | 5700 | 1750 | 4551 | 1121 | 679 | 3150 | 492 | 3108 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.31 | 0.31 | 0.13 | 0.29 | 0.19 | 0.20 | 0.09 | 0.09 | 0.08 | 0.07 | 0.07 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 12.6 | 46.7 | 46.7 | 20.1 | 54.2 | 84.2 | 30.0 | 22.5 | 22.5 | 18.7 | 11.2 | 11.2 |
| Volume/Cap: | 0.18 | 0.80 | 0.80 | 0.80 | 0.64 | 0.26 | 0.80 | 0.50 | 0.50 | 0.50 | 0.80 | 0.80 |
| Delay/Veh: | 49.4 | 34.8 | 34.8 | 56.6 | 25.8 | 6.7 | 46.3 | 44.8 | 44.8 | 47.2 | 66.2 | 66.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.4 | 34.8 | 34.8 | 56.6 | 25.8 | 6.7 | 46.3 | 44.8 | 44.8 | 47.2 | 66.2 | 66.2 |
| LOS by Move: | D | C | C | E | C | A | D | D | D | D | E | E |
| HCM2k95thQ: | 2 | 33 | 33 | 17 | 26 | 9 | 27 | 12 | 12 | 11 | 14 | 14 |

Note: Queue reported is the number of cars per lane.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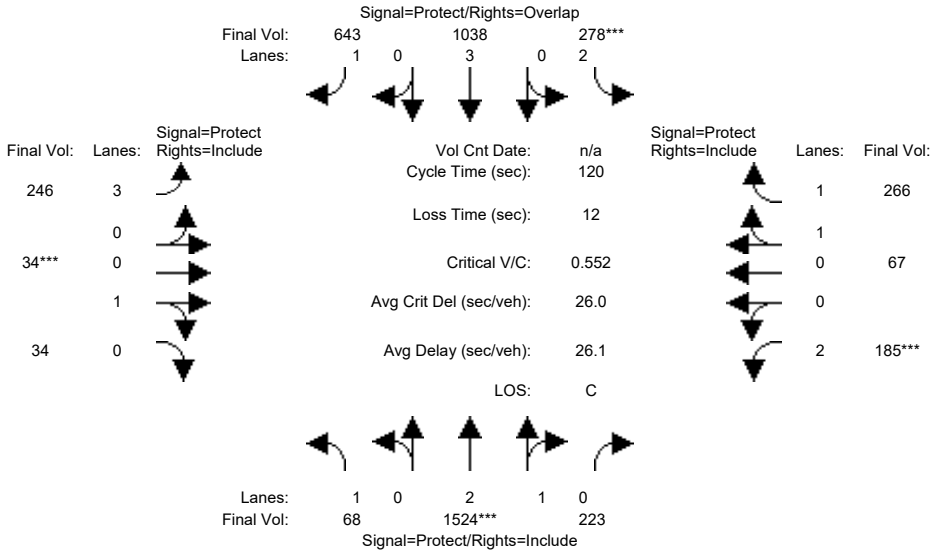
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #58: (21) 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 | 1387 | 203 | | 253 | 945 | 585 | | 224 | 31 | 31 | | 168 | 61 | 242 | |
| Growth Adj: | 1.00 | 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 | 1387 | 203 | | 253 | 945 | 585 | | 224 | 31 | 31 | | 168 | 61 | 242 | |
| Added Vol: | 0 | 0 | 0 | | 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 | 1387 | 203 | | 253 | 945 | 585 | | 224 | 31 | 31 | | 168 | 61 | 242 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 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 | 1524 | 223 | | 278 | 1038 | 643 | | 246 | 34 | 34 | | 185 | 67 | 266 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 68 | 1524 | 223 | | 278 | 1038 | 643 | | 246 | 34 | 34 | | 185 | 67 | 266 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 68 | 1524 | 223 | | 278 | 1038 | 643 | | 246 | 34 | 34 | | 185 | 67 | 266 | |
| 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 | 0.50 | 0.50 | | 2.00 | 0.40 | 1.60 | |
| Final Sat.: | 1750 | 4884 | 715 | | 3150 | 5700 | 1750 | | 4551 | 900 | 900 | | 3150 | 725 | 2875 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.31 | 0.31 | | 0.09 | 0.18 | 0.37 | | 0.05 | 0.04 | 0.04 | | 0.06 | 0.09 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green Time: | 14.7 | 65.3 | 65.3 | | 18.5 | 69.0 | 80.5 | | 11.5 | 12.0 | 12.0 | | 12.3 | 12.8 | 12.8 | |
| Volume/Cap: | 0.32 | 0.57 | 0.57 | | 0.57 | 0.32 | 0.55 | | 0.56 | 0.38 | 0.38 | | 0.57 | 0.87 | 0.87 | |
| Delay/Veh: | 48.9 | 18.4 | 18.4 | | 48.8 | 13.3 | 10.8 | | 53.6 | 51.8 | 51.8 | | 53.9 | 71.6 | 71.6 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.9 | 18.4 | 18.4 | | 48.8 | 13.3 | 10.8 | | 53.6 | 51.8 | 51.8 | | 53.9 | 71.6 | 71.6 | |
| LOS by Move: | D | B | B | | D | B | B | | D | D | D | | D | E | E | |
| HCM2k95thQ: | 5 | 24 | 24 | | 11 | 12 | 23 | | 9 | 6 | 6 | | 9 | 17 | 17 | |

Note: Queue reported is the number of cars per lane.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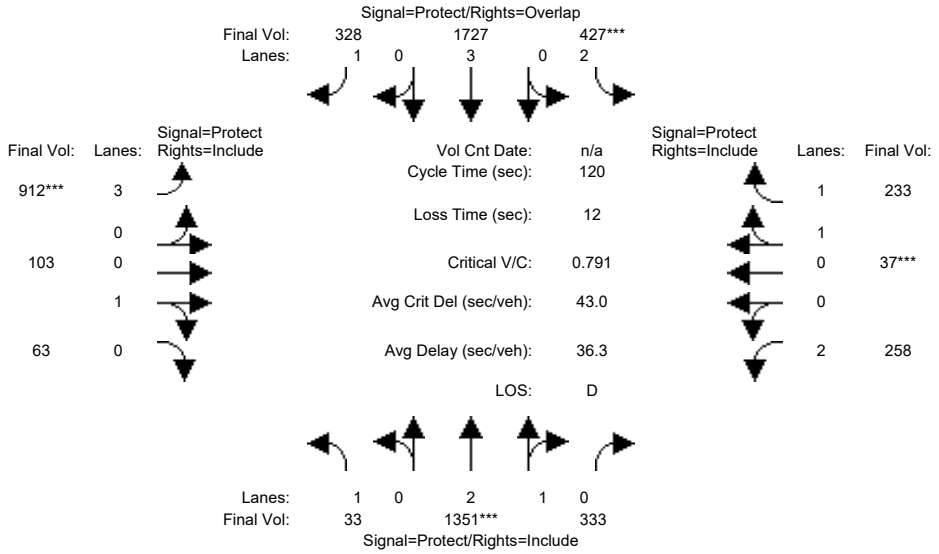
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #58: (21) 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 | 1283 | 316 | 406 | 1641 | 312 | 866 | 98 | 60 | 245 | 35 | 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 | 1283 | 316 | 406 | 1641 | 312 | 866 | 98 | 60 | 245 | 35 | 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 | 1283 | 316 | 406 | 1641 | 312 | 866 | 98 | 60 | 245 | 35 | 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 | 1351 | 333 | 427 | 1727 | 328 | 912 | 103 | 63 | 258 | 37 | 233 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 33 | 1351 | 333 | 427 | 1727 | 328 | 912 | 103 | 63 | 258 | 37 | 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 | 1351 | 333 | 427 | 1727 | 328 | 912 | 103 | 63 | 258 | 37 | 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 | 2.39 | 0.61 | 2.00 | 3.00 | 1.00 | 3.00 | 0.62 | 0.38 | 2.00 | 0.27 | 1.73 |
| Final Sat.: | 1750 | 4492 | 1106 | 3150 | 5700 | 1750 | 4551 | 1116 | 684 | 3150 | 492 | 3108 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.30 | 0.30 | 0.14 | 0.30 | 0.19 | 0.20 | 0.09 | 0.09 | 0.08 | 0.07 | 0.07 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 11.9 | 45.6 | 45.6 | 20.6 | 54.3 | 84.7 | 30.4 | 22.8 | 22.8 | 19.0 | 11.4 | 11.4 |
| Volume/Cap: | 0.19 | 0.79 | 0.79 | 0.79 | 0.67 | 0.27 | 0.79 | 0.49 | 0.49 | 0.52 | 0.79 | 0.79 |
| Delay/Veh: | 50.1 | 35.0 | 35.0 | 55.4 | 26.5 | 6.5 | 45.6 | 44.5 | 44.5 | 47.3 | 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: | 50.1 | 35.0 | 35.0 | 55.4 | 26.5 | 6.5 | 45.6 | 44.5 | 44.5 | 47.3 | 65.0 | 65.0 |
| LOS by Move: | D | D | D | E | C | A | D | D | D | D | E | E |
| HCM2k95thQ: | 2 | 31 | 31 | 17 | 28 | 9 | 26 | 12 | 12 | 11 | 14 | 14 |

Note: Queue reported is the number of cars per lane.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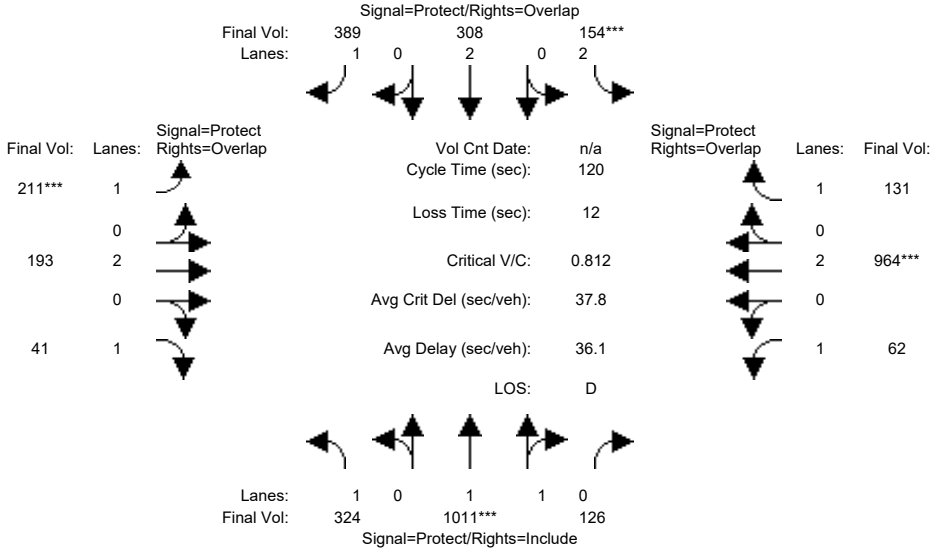
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #61: (24) 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 | 139 | 277 | 350 | 190 | 174 | 37 | 56 | 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 | 139 | 277 | 350 | 190 | 174 | 37 | 56 | 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 | 139 | 277 | 350 | 190 | 174 | 37 | 56 | 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 | 154 | 308 | 389 | 211 | 193 | 41 | 62 | 964 | 131 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 324 | 1011 | 126 | 154 | 308 | 389 | 211 | 193 | 41 | 62 | 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 | 154 | 308 | 389 | 211 | 193 | 41 | 62 | 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 | 0.04 | 0.25 | 0.07 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 34.3 | 45.1 | 45.1 | 8.0 | 18.8 | 36.5 | 17.7 | 30.2 | 64.5 | 24.7 | 37.2 | 45.2 |
| Volume/Cap: | 0.65 | 0.82 | 0.82 | 0.74 | 0.52 | 0.73 | 0.82 | 0.20 | 0.04 | 0.17 | 0.82 | 0.20 |
| Delay/Veh: | 30.6 | 24.2 | 24.2 | 65.0 | 41.5 | 31.6 | 67.8 | 35.5 | 13.2 | 39.4 | 42.9 | 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: | 30.6 | 24.2 | 24.2 | 65.0 | 41.5 | 31.6 | 67.8 | 35.5 | 13.2 | 39.4 | 42.9 | 25.3 |
| LOS by Move: | C | C | C | E | D | C | E | D | B | D | D | C |
| HCM2k95thQ: | 18 | 29 | 29 | 7 | 9 | 22 | 16 | 5 | 2 | 4 | 32 | 7 |

Note: Queue reported is the number of cars per lane.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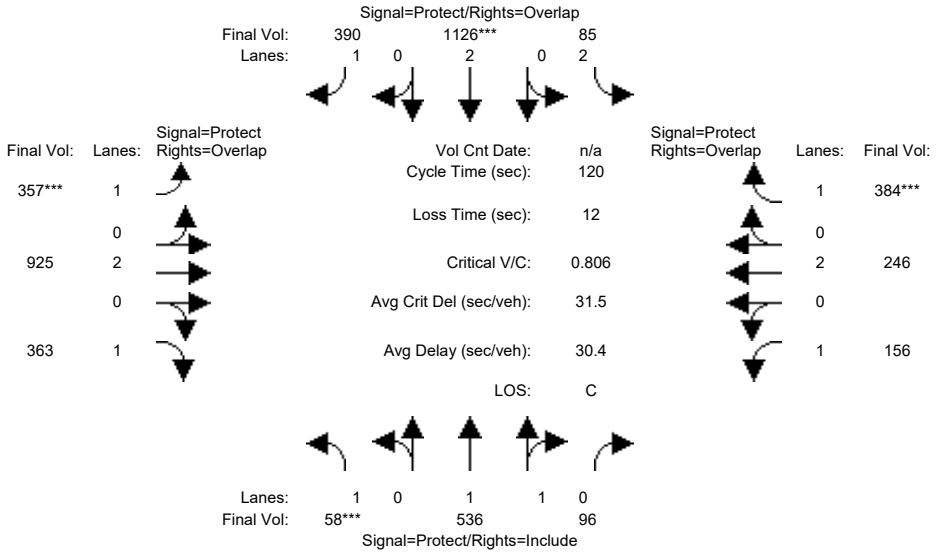
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #61: (24) 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: | 57 | 531 | 95 | 84 | 1115 | 386 | 353 | 916 | 359 | 154 | 244 | 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: | 57 | 531 | 95 | 84 | 1115 | 386 | 353 | 916 | 359 | 154 | 244 | 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: | 57 | 531 | 95 | 84 | 1115 | 386 | 353 | 916 | 359 | 154 | 244 | 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: | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| PHF Volume: | 58 | 536 | 96 | 85 | 1126 | 390 | 357 | 925 | 363 | 156 | 246 | 384 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 58 | 536 | 96 | 85 | 1126 | 390 | 357 | 925 | 363 | 156 | 246 | 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: | 58 | 536 | 96 | 85 | 1126 | 390 | 357 | 925 | 363 | 156 | 246 | 384 |
| Saturation 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 | 1.69 | 0.31 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3138 | 561 | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.17 | 0.17 | 0.03 | 0.30 | 0.22 | 0.20 | 0.24 | 0.21 | 0.09 | 0.06 | 0.22 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green Time: | 5.0 | 37.2 | 37.2 | 14.5 | 46.8 | 78.9 | 32.1 | 41.2 | 46.2 | 15.0 | 24.1 | 38.6 |
| Volume/Cap: | 0.79 | 0.55 | 0.55 | 0.22 | 0.76 | 0.34 | 0.76 | 0.71 | 0.54 | 0.71 | 0.32 | 0.68 |
| Delay/Veh: | 97.9 | 24.7 | 24.7 | 43.6 | 20.6 | 0.2 | 47.5 | 36.0 | 29.5 | 60.6 | 41.2 | 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: | 97.9 | 24.7 | 24.7 | 43.6 | 20.6 | 0.2 | 47.5 | 36.0 | 29.5 | 60.6 | 41.2 | 38.8 |
| LOS by Move: | F | C | C | D | C | A | D | D | C | E | D | D |
| HCM2k95thQ: | 5 | 14 | 14 | 3 | 25 | 1 | 23 | 25 | 19 | 14 | 8 | 25 |

Note: Queue reported is the number of cars per lane.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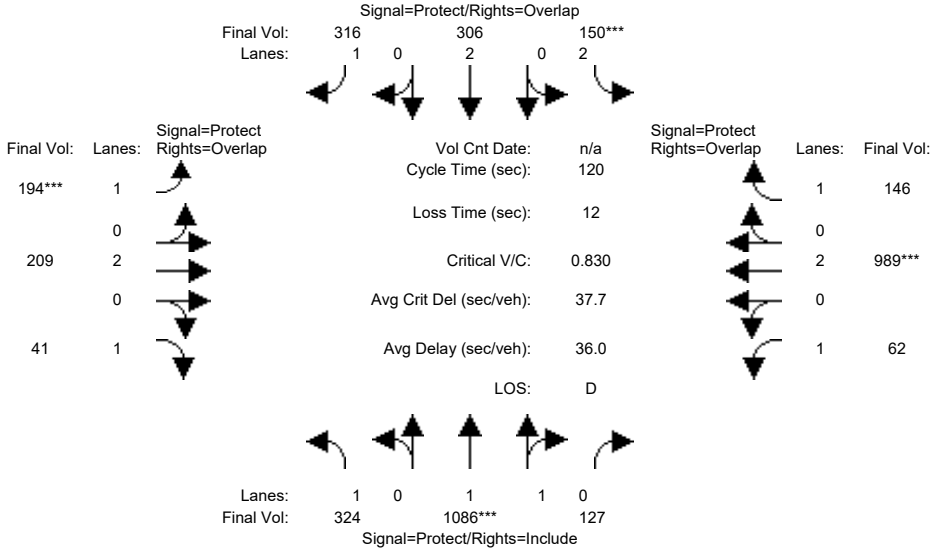
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #61: (24) 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 | 977 | 114 | 135 | 275 | 284 | 175 | 188 | 37 | 56 | 890 | 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: | 292 | 977 | 114 | 135 | 275 | 284 | 175 | 188 | 37 | 56 | 890 | 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: | 292 | 977 | 114 | 135 | 275 | 284 | 175 | 188 | 37 | 56 | 890 | 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: | 324 | 1086 | 127 | 150 | 306 | 316 | 194 | 209 | 41 | 62 | 989 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 324 | 1086 | 127 | 150 | 306 | 316 | 194 | 209 | 41 | 62 | 989 | 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: | 324 | 1086 | 127 | 150 | 306 | 316 | 194 | 209 | 41 | 62 | 989 | 146 |
| Saturation 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 | 3313 | 387 | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.33 | 0.33 | 0.05 | 0.08 | 0.18 | 0.11 | 0.05 | 0.02 | 0.04 | 0.26 | 0.08 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 37.9 | 46.9 | 46.9 | 8.0 | 17.0 | 32.9 | 15.9 | 30.2 | 68.1 | 22.9 | 37.2 | 45.2 |
| Volume/Cap: | 0.59 | 0.84 | 0.84 | 0.71 | 0.57 | 0.66 | 0.84 | 0.22 | 0.04 | 0.19 | 0.84 | 0.22 |
| Delay/Veh: | 25.6 | 23.5 | 23.5 | 63.3 | 44.2 | 32.2 | 73.6 | 35.7 | 11.5 | 41.0 | 44.1 | 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: | 25.6 | 23.5 | 23.5 | 63.3 | 44.2 | 32.2 | 73.6 | 35.7 | 11.5 | 41.0 | 44.1 | 25.6 |
| LOS by Move: | C | C | C | E | D | C | E | D | B | D | D | C |
| HCM2k95thQ: | 16 | 31 | 31 | 7 | 10 | 18 | 16 | 6 | 1 | 4 | 33 | 8 |

Note: Queue reported is the number of cars per lane.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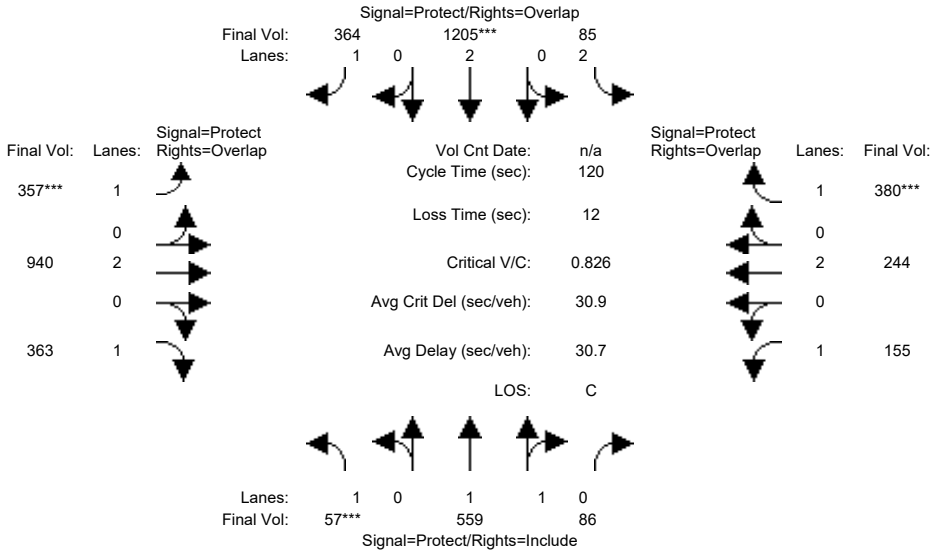
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #61: (24) 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 | 553 | 85 | 84 | 1193 | 360 | 353 | 931 | 359 | 153 | 242 | 376 |
| Growth Adj: | 1.00 | 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 | 553 | 85 | 84 | 1193 | 360 | 353 | 931 | 359 | 153 | 242 | 376 |
| Added Vol: | 0 | 0 | 0 | 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 | 553 | 85 | 84 | 1193 | 360 | 353 | 931 | 359 | 153 | 242 | 376 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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 | 559 | 86 | 85 | 1205 | 364 | 357 | 940 | 363 | 155 | 244 | 380 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 559 | 86 | 85 | 1205 | 364 | 357 | 940 | 363 | 155 | 244 | 380 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 57 | 559 | 86 | 85 | 1205 | 364 | 357 | 940 | 363 | 155 | 244 | 380 |
| Saturation 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 | 1.73 | 0.27 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 3207 | 493 | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.17 | 0.17 | 0.03 | 0.32 | 0.21 | 0.20 | 0.25 | 0.21 | 0.09 | 0.06 | 0.22 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green Time: | 5.0 | 38.8 | 38.8 | 14.9 | 48.7 | 79.9 | 31.3 | 40.0 | 45.0 | 14.3 | 23.1 | 37.9 |
| Volume/Cap: | 0.78 | 0.54 | 0.54 | 0.22 | 0.78 | 0.31 | 0.78 | 0.74 | 0.55 | 0.74 | 0.33 | 0.69 |
| Delay/Veh: | 94.9 | 23.2 | 23.2 | 43.2 | 19.6 | 0.2 | 49.7 | 37.8 | 30.5 | 64.4 | 42.1 | 39.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 94.9 | 23.2 | 23.2 | 43.2 | 19.6 | 0.2 | 49.7 | 37.8 | 30.5 | 64.4 | 42.1 | 39.5 |
| LOS by Move: | F | C | C | D | B | A | D | D | C | E | D | D |
| HCM2k95thQ: | 4 | 14 | 14 | 3 | 27 | 1 | 23 | 26 | 20 | 14 | 8 | 25 |

Note: Queue reported is the number of cars per lane.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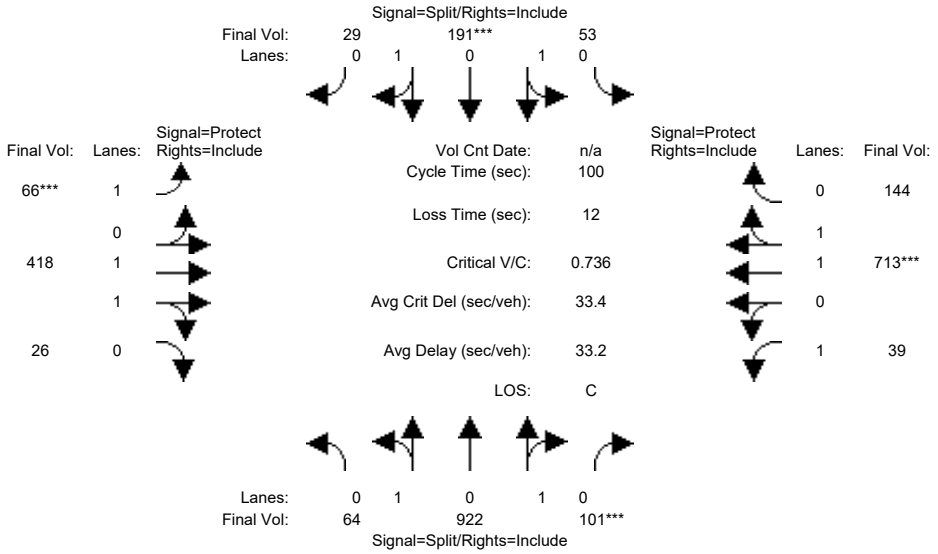
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #62: (55) 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 | 48 | 172 | 26 | 59 | 376 | 23 | 35 | 642 | 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 | 48 | 172 | 26 | 59 | 376 | 23 | 35 | 642 | 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 | 48 | 172 | 26 | 59 | 376 | 23 | 35 | 642 | 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 | 53 | 191 | 29 | 66 | 418 | 26 | 39 | 713 | 144 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 922 | 101 | 53 | 191 | 29 | 66 | 418 | 26 | 39 | 713 | 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 | 53 | 191 | 29 | 66 | 418 | 26 | 39 | 713 | 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 | 1.40 | 0.21 | 1.00 | 1.88 | 0.12 | 1.00 | 1.65 | 0.35 |
| Final Sat.: | 213 | 3052 | 335 | 702 | 2517 | 380 | 1750 | 3487 | 213 | 1750 | 3076 | 623 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.30 | 0.30 | 0.08 | 0.08 | 0.08 | 0.04 | 0.12 | 0.12 | 0.02 | 0.23 | 0.23 |
| Crit Moves: | | | **** | | **** | | **** | | | | **** | |
| Green Time: | 41.1 | 41.1 | 41.1 | 10.3 | 10.3 | 10.3 | 5.1 | 25.8 | 25.8 | 10.8 | 31.5 | 31.5 |
| Volume/Cap: | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.46 | 0.46 | 0.21 | 0.74 | 0.74 |
| Delay/Veh: | 26.8 | 26.8 | 26.8 | 51.0 | 51.0 | 51.0 | 73.8 | 31.6 | 31.6 | 41.3 | 33.0 | 33.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.8 | 26.8 | 26.8 | 51.0 | 51.0 | 51.0 | 73.8 | 31.6 | 31.6 | 41.3 | 33.0 | 33.0 |
| 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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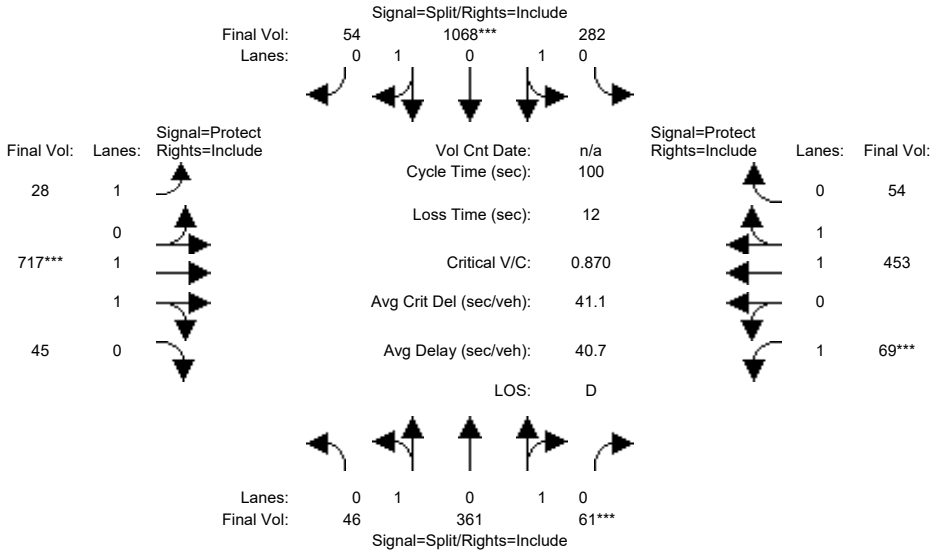
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #62: (55) 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 | 347 | 59 | 271 | 1025 | 52 | 27 | 688 | 43 | 66 | 435 | 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: | 44 | 347 | 59 | 271 | 1025 | 52 | 27 | 688 | 43 | 66 | 435 | 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: | 44 | 347 | 59 | 271 | 1025 | 52 | 27 | 688 | 43 | 66 | 435 | 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: | 46 | 361 | 61 | 282 | 1068 | 54 | 28 | 717 | 45 | 69 | 453 | 54 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 46 | 361 | 61 | 282 | 1068 | 54 | 28 | 717 | 45 | 69 | 453 | 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: | 46 | 361 | 61 | 282 | 1068 | 54 | 28 | 717 | 45 | 69 | 453 | 54 |
| 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: | 0.20 | 1.54 | 0.26 | 0.40 | 1.52 | 0.08 | 1.00 | 1.88 | 0.12 | 1.00 | 1.78 | 0.22 |
| Final Sat.: | 352 | 2776 | 472 | 724 | 2737 | 139 | 1750 | 3482 | 218 | 1750 | 3305 | 395 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.13 | 0.13 | 0.39 | 0.39 | 0.39 | 0.02 | 0.21 | 0.21 | 0.04 | 0.14 | 0.14 |
| Crit Moves: | | | **** | | **** | | | **** | | **** | | |
| Green Time: | 14.9 | 14.9 | 14.9 | 44.6 | 44.6 | 44.6 | 7.6 | 23.5 | 23.5 | 5.0 | 20.9 | 20.9 |
| Volume/Cap: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.21 | 0.87 | 0.87 | 0.79 | 0.66 | 0.66 |
| Delay/Veh: | 56.5 | 56.5 | 56.5 | 30.9 | 30.9 | 30.9 | 44.2 | 46.7 | 46.7 | 83.2 | 38.3 | 38.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 56.5 | 56.5 | 56.5 | 30.9 | 30.9 | 30.9 | 44.2 | 46.7 | 46.7 | 83.2 | 38.3 | 38.3 |
| 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 |

Note: Queue reported is the number of cars per lane.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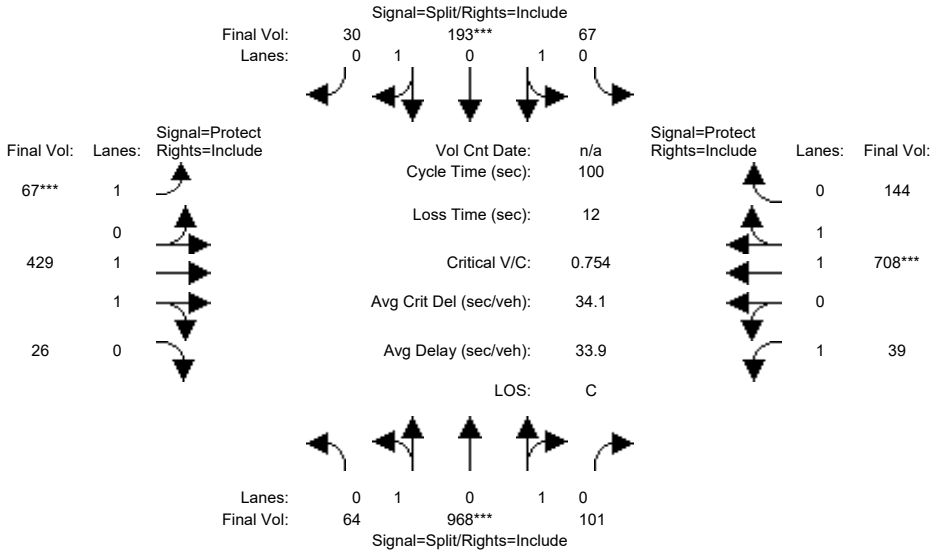
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #62: (55) 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 | 871 | 91 | 60 | 174 | 27 | 60 | 386 | 23 | 35 | 637 | 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 | 871 | 91 | 60 | 174 | 27 | 60 | 386 | 23 | 35 | 637 | 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 | 871 | 91 | 60 | 174 | 27 | 60 | 386 | 23 | 35 | 637 | 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 | 968 | 101 | 67 | 193 | 30 | 67 | 429 | 26 | 39 | 708 | 144 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 968 | 101 | 67 | 193 | 30 | 67 | 429 | 26 | 39 | 708 | 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 | 968 | 101 | 67 | 193 | 30 | 67 | 429 | 26 | 39 | 708 | 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: | 0.11 | 1.71 | 0.18 | 0.46 | 1.33 | 0.21 | 1.00 | 1.88 | 0.12 | 1.00 | 1.65 | 0.35 |
| Final Sat.: | 205 | 3074 | 321 | 828 | 2400 | 372 | 1750 | 3492 | 208 | 1750 | 3072 | 627 |
| 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: | 41.7 | 41.7 | 41.7 | 10.7 | 10.7 | 10.7 | 5.1 | 25.3 | 25.3 | 10.3 | 30.5 | 30.5 |
| Volume/Cap: | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.49 | 0.49 | 0.22 | 0.75 | 0.75 |
| Delay/Veh: | 27.0 | 27.0 | 27.0 | 51.6 | 51.6 | 51.6 | 77.1 | 32.2 | 32.2 | 41.8 | 34.3 | 34.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.0 | 27.0 | 27.0 | 51.6 | 51.6 | 51.6 | 77.1 | 32.2 | 32.2 | 41.8 | 34.3 | 34.3 |
| 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 | 24 | 24 |

Note: Queue reported is the number of cars per lane.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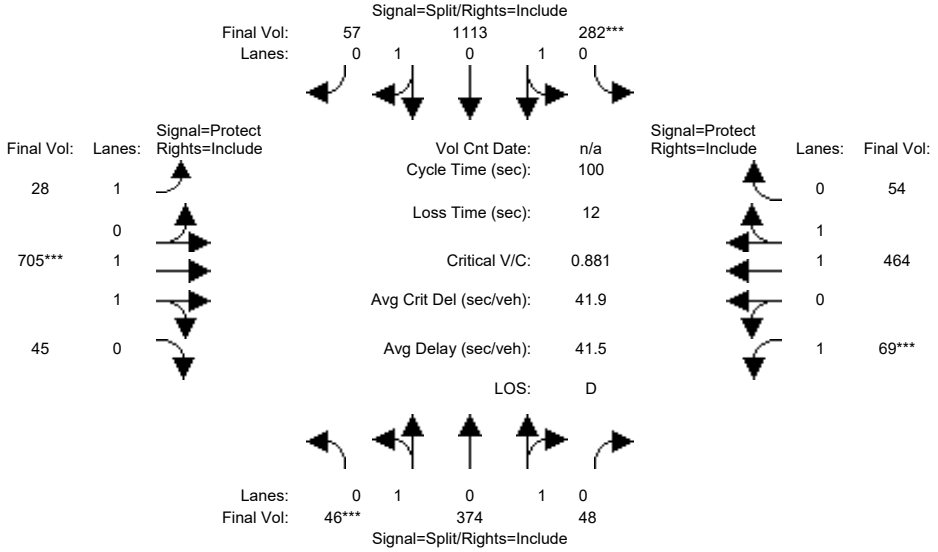
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #62: (55) 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 | 359 | 46 | 271 | 1068 | 55 | 27 | 677 | 43 | 66 | 445 | 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: | 44 | 359 | 46 | 271 | 1068 | 55 | 27 | 677 | 43 | 66 | 445 | 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: | 44 | 359 | 46 | 271 | 1068 | 55 | 27 | 677 | 43 | 66 | 445 | 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: | 46 | 374 | 48 | 282 | 1113 | 57 | 28 | 705 | 45 | 69 | 464 | 54 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 46 | 374 | 48 | 282 | 1113 | 57 | 28 | 705 | 45 | 69 | 464 | 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: | 46 | 374 | 48 | 282 | 1113 | 57 | 28 | 705 | 45 | 69 | 464 | 54 |
| 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: | 0.20 | 1.60 | 0.20 | 0.39 | 1.53 | 0.08 | 1.00 | 1.88 | 0.12 | 1.00 | 1.78 | 0.22 |
| Final Sat.: | 353 | 2878 | 369 | 700 | 2758 | 142 | 1750 | 3479 | 221 | 1750 | 3313 | 387 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.13 | 0.13 | 0.40 | 0.40 | 0.40 | 0.02 | 0.20 | 0.20 | 0.04 | 0.14 | 0.14 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 14.7 | 14.7 | 14.7 | 45.5 | 45.5 | 45.5 | 7.3 | 22.9 | 22.9 | 5.0 | 20.5 | 20.5 |
| Volume/Cap: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.22 | 0.89 | 0.89 | 0.79 | 0.68 | 0.68 |
| Delay/Veh: | 58.4 | 58.4 | 58.4 | 31.2 | 31.2 | 31.2 | 44.5 | 48.5 | 48.5 | 83.2 | 39.3 | 39.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 58.4 | 58.4 | 58.4 | 31.2 | 31.2 | 31.2 | 44.5 | 48.5 | 48.5 | 83.2 | 39.3 | 39.3 |
| LOS by Move: | E | E | E | C | C | C | D | D | D | F | D | D |
| HCM2k95thQ: | 16 | 16 | 16 | 37 | 37 | 37 | 2 | 26 | 26 | 8 | 16 | 16 |

Note: Queue reported is the number of cars per lane.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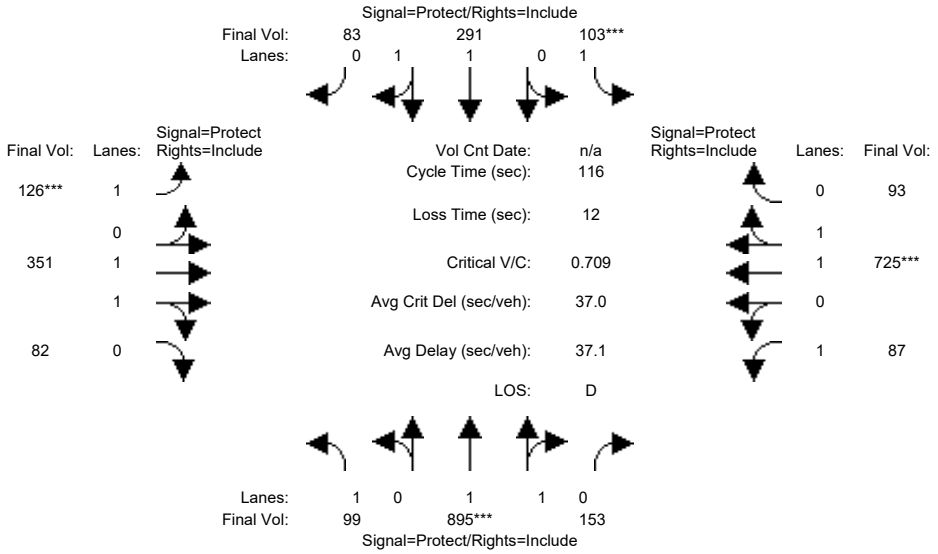
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #64: (57) Kiely Blvd & Benton St




| Street Name: | Kiely Blvd | | | | | | Benton 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: | 4 | 4 | 4 | 4 | 4 | 4 | 11 | 11 | 11 | 12 | 12 | 12 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 94 | 850 | 145 | 98 | 276 | 79 | 120 | 333 | 78 | 83 | 689 | 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: | 94 | 850 | 145 | 98 | 276 | 79 | 120 | 333 | 78 | 83 | 689 | 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: | 94 | 850 | 145 | 98 | 276 | 79 | 120 | 333 | 78 | 83 | 689 | 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: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 99 | 895 | 153 | 103 | 291 | 83 | 126 | 351 | 82 | 87 | 725 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 99 | 895 | 153 | 103 | 291 | 83 | 126 | 351 | 82 | 87 | 725 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 99 | 895 | 153 | 103 | 291 | 83 | 126 | 351 | 82 | 87 | 725 | 93 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.70 | 0.30 | 1.00 | 1.54 | 0.46 | 1.00 | 1.61 | 0.39 | 1.00 | 1.77 | 0.23 |
| Final Sat.: | 1750 | 3160 | 539 | 1750 | 2876 | 823 | 1750 | 2997 | 702 | 1750 | 3281 | 419 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.28 | 0.28 | 0.06 | 0.10 | 0.10 | 0.07 | 0.12 | 0.12 | 0.05 | 0.22 | 0.22 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 20.1 | 46.3 | 46.3 | 9.6 | 35.9 | 35.9 | 11.8 | 25.5 | 25.5 | 22.5 | 36.2 | 36.2 |
| Volume/Cap: | 0.33 | 0.71 | 0.71 | 0.71 | 0.33 | 0.33 | 0.71 | 0.53 | 0.53 | 0.26 | 0.71 | 0.71 |
| Delay/Veh: | 42.7 | 30.8 | 30.8 | 66.7 | 30.9 | 30.9 | 62.8 | 40.7 | 40.7 | 40.0 | 37.3 | 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: | 42.7 | 30.8 | 30.8 | 66.7 | 30.9 | 30.9 | 62.8 | 40.7 | 40.7 | 40.0 | 37.3 | 37.3 |
| LOS by Move: | D | C | C | E | C | C | E | D | D | D | D | D |
| HCM2k95thQ: | 6 | 27 | 27 | 8 | 10 | 10 | 12 | 14 | 14 | 6 | 25 | 25 |

Note: Queue reported is the number of cars per lane.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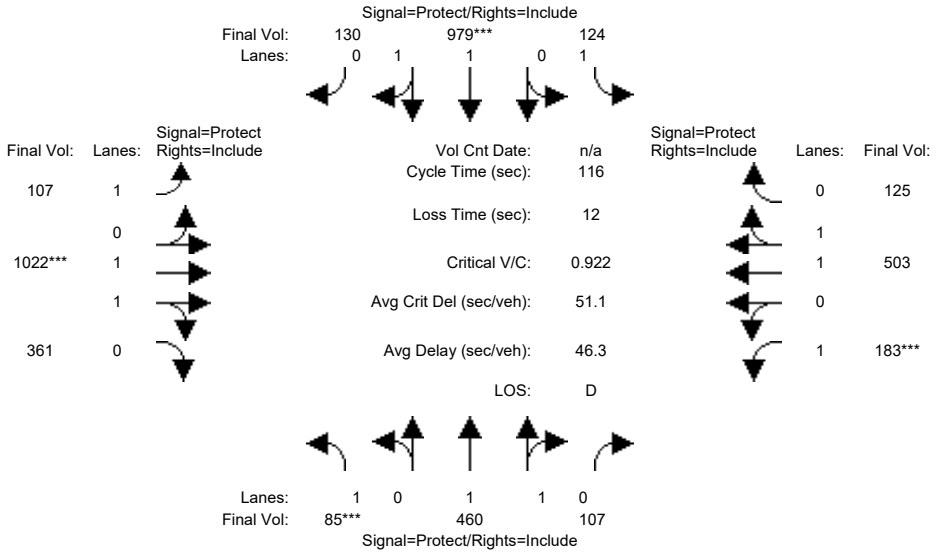
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #64: (57) Kiely Blvd & Benton St




| Street Name: | Kiely Blvd | | | | | | Benton 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: | 4 | 4 | 4 | 4 | 4 | 4 | 11 | 11 | 11 | 12 | 12 | 12 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 78 | 423 | 98 | 114 | 901 | 120 | 98 | 940 | 332 | 168 | 463 | 115 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 78 | 423 | 98 | 114 | 901 | 120 | 98 | 940 | 332 | 168 | 463 | 115 |
| Added Vol: | 0 | 0 | 0 | 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 | 423 | 98 | 114 | 901 | 120 | 98 | 940 | 332 | 168 | 463 | 115 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 85 | 460 | 107 | 124 | 979 | 130 | 107 | 1022 | 361 | 183 | 503 | 125 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 460 | 107 | 124 | 979 | 130 | 107 | 1022 | 361 | 183 | 503 | 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: | 85 | 460 | 107 | 124 | 979 | 130 | 107 | 1022 | 361 | 183 | 503 | 125 |
| Saturation 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 | 1.61 | 0.39 | 1.00 | 1.76 | 0.24 | 1.00 | 1.46 | 0.54 | 1.00 | 1.59 | 0.41 |
| Final Sat.: | 1750 | 3004 | 696 | 1750 | 3265 | 435 | 1750 | 2734 | 965 | 1750 | 2963 | 736 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.15 | 0.15 | 0.07 | 0.30 | 0.30 | 0.06 | 0.37 | 0.37 | 0.10 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 6.1 | 30.0 | 30.0 | 13.9 | 37.7 | 37.7 | 21.6 | 47.0 | 47.0 | 13.1 | 38.6 | 38.6 |
| Volume/Cap: | 0.92 | 0.59 | 0.59 | 0.59 | 0.92 | 0.92 | 0.33 | 0.92 | 0.92 | 0.92 | 0.51 | 0.51 |
| Delay/Veh: | 123.3 | 38.7 | 38.7 | 52.9 | 49.3 | 49.3 | 41.5 | 42.5 | 42.5 | 93.4 | 31.5 | 31.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 123.3 | 38.7 | 38.7 | 52.9 | 49.3 | 49.3 | 41.5 | 42.5 | 42.5 | 93.4 | 31.5 | 31.5 |
| LOS by Move: | F | D | D | D | D | D | D | D | D | F | C | C |
| HCM2k95thQ: | 8 | 17 | 17 | 9 | 35 | 35 | 7 | 46 | 46 | 19 | 17 | 17 |

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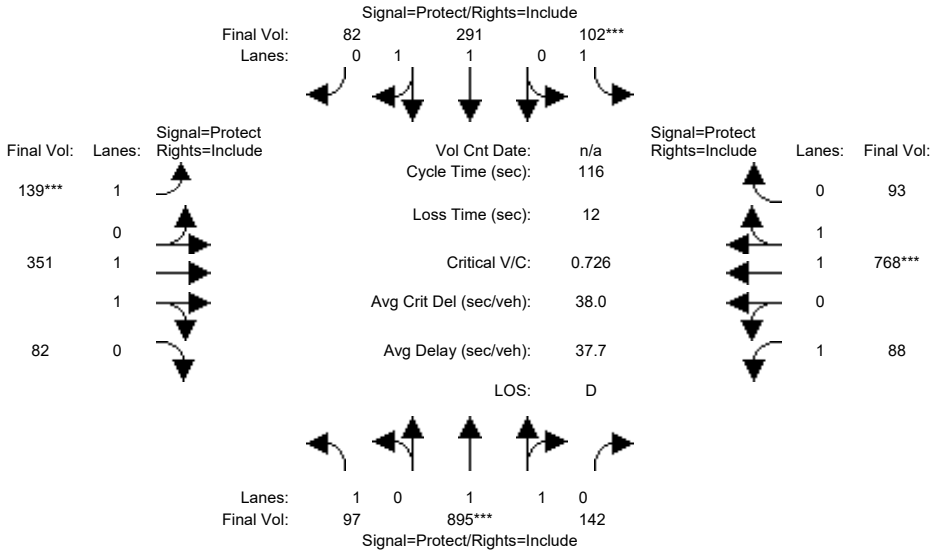
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #64: (57) Kiely Blvd & Benton St




| Street Name: | Kiely Blvd | | | | | | Benton 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: | 4 | 4 | 4 | 4 | 4 | 4 | 11 | 11 | 11 | 12 | 12 | 12 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 92 | 850 | 135 | 97 | 276 | 78 | 132 | 333 | 78 | 84 | 730 | 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: | 92 | 850 | 135 | 97 | 276 | 78 | 132 | 333 | 78 | 84 | 730 | 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: | 92 | 850 | 135 | 97 | 276 | 78 | 132 | 333 | 78 | 84 | 730 | 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: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 97 | 895 | 142 | 102 | 291 | 82 | 139 | 351 | 82 | 88 | 768 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 97 | 895 | 142 | 102 | 291 | 82 | 139 | 351 | 82 | 88 | 768 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 97 | 895 | 142 | 102 | 291 | 82 | 139 | 351 | 82 | 88 | 768 | 93 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.72 | 0.28 | 1.00 | 1.55 | 0.45 | 1.00 | 1.61 | 0.39 | 1.00 | 1.78 | 0.22 |
| Final Sat.: | 1750 | 3193 | 507 | 1750 | 2884 | 815 | 1750 | 2997 | 702 | 1750 | 3302 | 398 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.28 | 0.28 | 0.06 | 0.10 | 0.10 | 0.08 | 0.12 | 0.12 | 0.05 | 0.23 | 0.23 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 19.2 | 44.8 | 44.8 | 9.3 | 34.9 | 34.9 | 12.7 | 26.5 | 26.5 | 23.4 | 37.2 | 37.2 |
| Volume/Cap: | 0.33 | 0.73 | 0.73 | 0.73 | 0.33 | 0.33 | 0.73 | 0.51 | 0.51 | 0.25 | 0.73 | 0.73 |
| Delay/Veh: | 43.5 | 32.3 | 32.3 | 69.2 | 31.7 | 31.7 | 62.9 | 39.7 | 39.7 | 39.3 | 37.2 | 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: | 43.5 | 32.3 | 32.3 | 69.2 | 31.7 | 31.7 | 62.9 | 39.7 | 39.7 | 39.3 | 37.2 | 37.2 |
| LOS by Move: | D | C | C | E | C | C | E | D | D | D | D | D |
| HCM2k95thQ: | 6 | 27 | 27 | 8 | 10 | 10 | 13 | 14 | 14 | 6 | 26 | 26 |

Note: Queue reported is the number of cars per lane.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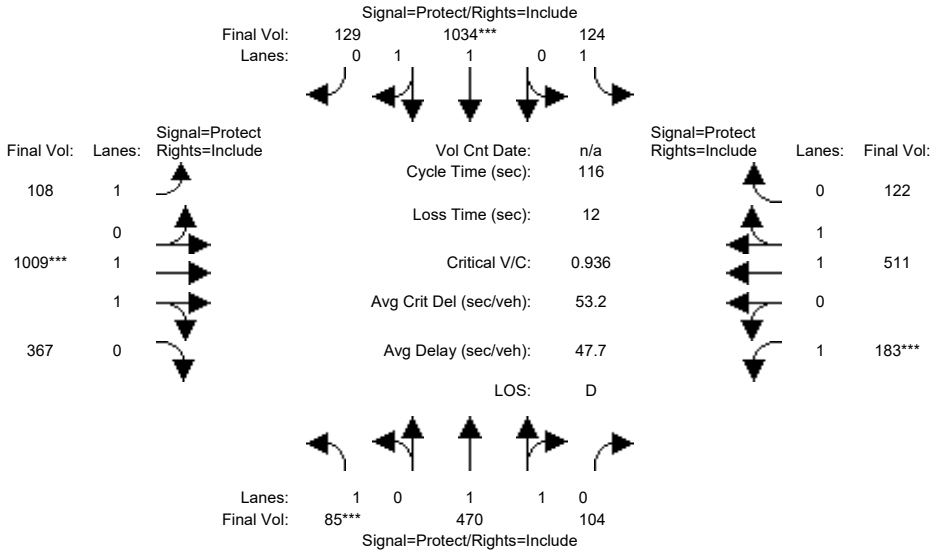
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #64: (57) Kiely Blvd & Benton St




| Street Name: | Kiely Blvd | | | | | | Benton 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: | 4 | 4 | 4 | 4 | 4 | 4 | 11 | 11 | 11 | 12 | 12 | 12 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 78 | 432 | 96 | 114 | 951 | 119 | 99 | 928 | 338 | 168 | 470 | 112 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 78 | 432 | 96 | 114 | 951 | 119 | 99 | 928 | 338 | 168 | 470 | 112 |
| Added Vol: | 0 | 0 | 0 | 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 | 432 | 96 | 114 | 951 | 119 | 99 | 928 | 338 | 168 | 470 | 112 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 85 | 470 | 104 | 124 | 1034 | 129 | 108 | 1009 | 367 | 183 | 511 | 122 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 470 | 104 | 124 | 1034 | 129 | 108 | 1009 | 367 | 183 | 511 | 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: | 85 | 470 | 104 | 124 | 1034 | 129 | 108 | 1009 | 367 | 183 | 511 | 122 |
| Saturation 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 | 1.63 | 0.37 | 1.00 | 1.77 | 0.23 | 1.00 | 1.45 | 0.55 | 1.00 | 1.60 | 0.40 |
| Final Sat.: | 1750 | 3027 | 673 | 1750 | 3288 | 411 | 1750 | 2711 | 988 | 1750 | 2987 | 712 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.16 | 0.16 | 0.07 | 0.31 | 0.31 | 0.06 | 0.37 | 0.37 | 0.10 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 6.0 | 30.9 | 30.9 | 14.1 | 39.0 | 39.0 | 21.1 | 46.1 | 46.1 | 12.9 | 38.0 | 38.0 |
| Volume/Cap: | 0.94 | 0.58 | 0.58 | 0.58 | 0.94 | 0.94 | 0.34 | 0.94 | 0.94 | 0.94 | 0.52 | 0.52 |
| Delay/Veh: | 128.3 | 37.9 | 37.9 | 52.3 | 50.4 | 50.4 | 42.0 | 45.0 | 45.0 | 97.5 | 32.1 | 32.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 128.3 | 37.9 | 37.9 | 52.3 | 50.4 | 50.4 | 42.0 | 45.0 | 45.0 | 97.5 | 32.1 | 32.1 |
| LOS by Move: | F | D | D | D | D | D | D | D | D | F | C | C |
| HCM2k95thQ: | 8 | 17 | 17 | 9 | 36 | 36 | 8 | 47 | 47 | 19 | 18 | 18 |

Note: Queue reported is the number of cars per lane.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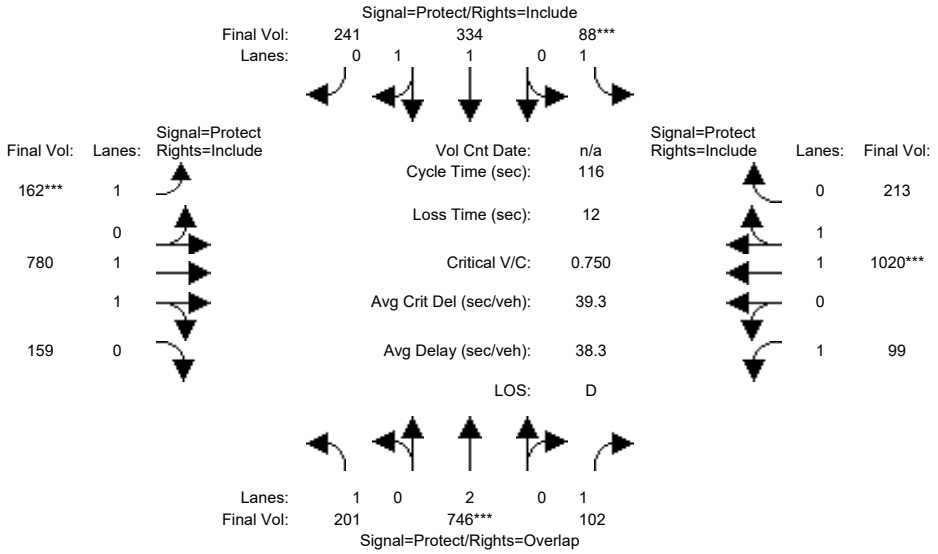
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #65: (58) Kiely Blvd & Homestead Rd




| Street Name: | Kiely Blvd | | | | | | Homestead 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: | 4 | 6 | 6 | 12 | 12 | 12 | 4 | 4 | 4 | 4 | 6 | 6 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 181 | 671 | 92 | 79 | 301 | 217 | 146 | 702 | 143 | 89 | 918 | 192 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 181 | 671 | 92 | 79 | 301 | 217 | 146 | 702 | 143 | 89 | 918 | 192 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 181 | 671 | 92 | 79 | 301 | 217 | 146 | 702 | 143 | 89 | 918 | 192 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 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: | 201 | 746 | 102 | 88 | 334 | 241 | 162 | 780 | 159 | 99 | 1020 | 213 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 201 | 746 | 102 | 88 | 334 | 241 | 162 | 780 | 159 | 99 | 1020 | 213 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 201 | 746 | 102 | 88 | 334 | 241 | 162 | 780 | 159 | 99 | 1020 | 213 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.14 | 0.86 | 1.00 | 1.65 | 0.35 | 1.00 | 1.64 | 0.36 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 2149 | 1549 | 1750 | 3073 | 626 | 1750 | 3060 | 640 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.20 | 0.06 | 0.05 | 0.16 | 0.16 | 0.09 | 0.25 | 0.25 | 0.06 | 0.33 | 0.33 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 17.4 | 29.0 | 40.5 | 12.0 | 23.6 | 23.6 | 13.7 | 51.5 | 51.5 | 11.5 | 49.3 | 49.3 |
| Volume/Cap: | 0.77 | 0.78 | 0.17 | 0.48 | 0.77 | 0.77 | 0.78 | 0.57 | 0.57 | 0.57 | 0.78 | 0.78 |
| Delay/Veh: | 59.9 | 44.9 | 26.2 | 51.1 | 48.3 | 48.3 | 67.4 | 24.5 | 24.5 | 54.4 | 31.4 | 31.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.9 | 44.9 | 26.2 | 51.1 | 48.3 | 48.3 | 67.4 | 24.5 | 24.5 | 54.4 | 31.4 | 31.4 |
| LOS by Move: | E | D | C | D | D | D | E | C | C | D | C | C |
| HCM2k95thQ: | 15 | 23 | 5 | 6 | 19 | 19 | 15 | 23 | 23 | 9 | 35 | 35 |

Note: Queue reported is the number of cars per lane.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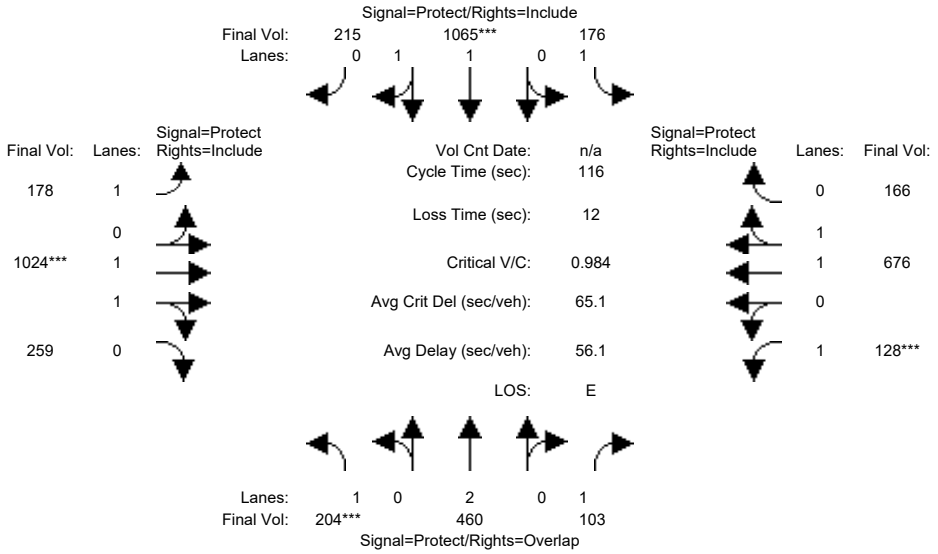
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #65: (58) Kiely Blvd & Homestead Rd




| Street Name: | Kiely Blvd | | | | | | Homestead 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: | 4 | 6 | 6 | 12 | 12 | 12 | 4 | 4 | 4 | 4 | 6 | 6 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 196 | 442 | 99 | 169 | 1022 | 206 | 171 | 983 | 249 | 123 | 649 | 159 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 196 | 442 | 99 | 169 | 1022 | 206 | 171 | 983 | 249 | 123 | 649 | 159 |
| Added Vol: | 0 | 0 | 0 | 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 | 442 | 99 | 169 | 1022 | 206 | 171 | 983 | 249 | 123 | 649 | 159 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 204 | 460 | 103 | 176 | 1065 | 215 | 178 | 1024 | 259 | 128 | 676 | 166 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 204 | 460 | 103 | 176 | 1065 | 215 | 178 | 1024 | 259 | 128 | 676 | 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: | 204 | 460 | 103 | 176 | 1065 | 215 | 178 | 1024 | 259 | 128 | 676 | 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 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.66 | 0.34 | 1.00 | 1.58 | 0.42 | 1.00 | 1.60 | 0.40 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3079 | 621 | 1750 | 2952 | 748 | 1750 | 2971 | 728 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.12 | 0.06 | 0.10 | 0.35 | 0.35 | 0.10 | 0.35 | 0.35 | 0.07 | 0.23 | 0.23 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 13.7 | 29.4 | 38.0 | 25.1 | 40.7 | 40.7 | 15.3 | 40.9 | 40.9 | 8.6 | 34.2 | 34.2 |
| Volume/Cap: | 0.98 | 0.48 | 0.18 | 0.46 | 0.98 | 0.98 | 0.77 | 0.98 | 0.98 | 0.98 | 0.77 | 0.77 |
| Delay/Veh: | 108.8 | 37.2 | 28.0 | 40.5 | 58.5 | 58.5 | 63.4 | 58.4 | 58.4 | 127.5 | 40.8 | 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: | 108.8 | 37.2 | 28.0 | 40.5 | 58.5 | 58.5 | 63.4 | 58.4 | 58.4 | 127.5 | 40.8 | 40.8 |
| LOS by Move: | F | D | C | D | E | E | E | E | E | F | D | D |
| HCM2k95thQ: | 18 | 13 | 5 | 11 | 40 | 40 | 16 | 48 | 48 | 16 | 27 | 27 |

Note: Queue reported is the number of cars per lane.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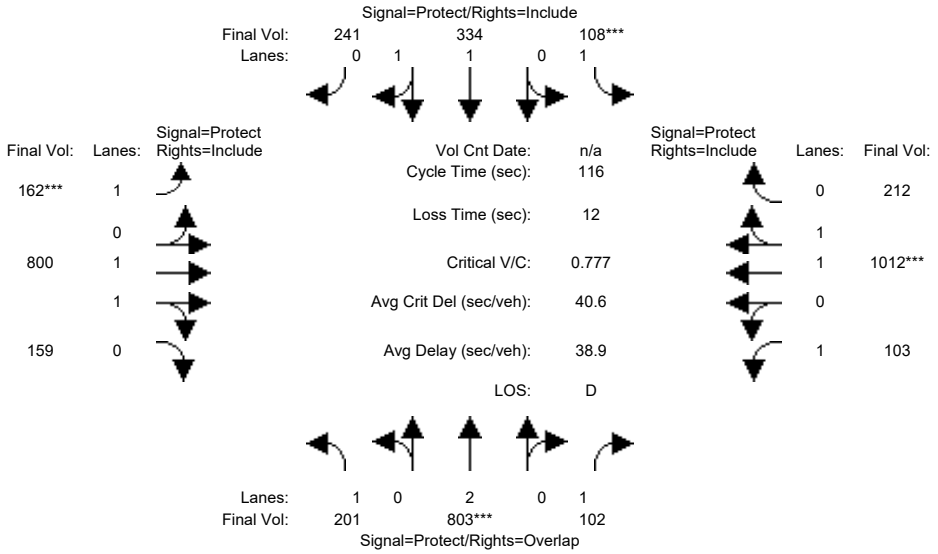
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #65: (58) Kiely Blvd & Homestead Rd




| Street Name: | Kiely Blvd | | | | | | Homestead 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: | 4 | 6 | 6 | 12 | 12 | 12 | 4 | 4 | 4 | 4 | 6 | 6 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 181 | 723 | 92 | 97 | 301 | 217 | 146 | 720 | 143 | 93 | 911 | 191 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 181 | 723 | 92 | 97 | 301 | 217 | 146 | 720 | 143 | 93 | 911 | 191 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 181 | 723 | 92 | 97 | 301 | 217 | 146 | 720 | 143 | 93 | 911 | 191 |
| User Adj: | 1.00 | 1.00 | 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: | 201 | 803 | 102 | 108 | 334 | 241 | 162 | 800 | 159 | 103 | 1012 | 212 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 201 | 803 | 102 | 108 | 334 | 241 | 162 | 800 | 159 | 103 | 1012 | 212 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 201 | 803 | 102 | 108 | 334 | 241 | 162 | 800 | 159 | 103 | 1012 | 212 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.14 | 0.86 | 1.00 | 1.66 | 0.34 | 1.00 | 1.64 | 0.36 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 2149 | 1549 | 1750 | 3086 | 613 | 1750 | 3058 | 641 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.21 | 0.06 | 0.06 | 0.16 | 0.16 | 0.09 | 0.26 | 0.26 | 0.06 | 0.33 | 0.33 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 18.1 | 30.6 | 42.0 | 12.0 | 24.5 | 24.5 | 13.4 | 50.0 | 50.0 | 11.4 | 47.9 | 47.9 |
| Volume/Cap: | 0.74 | 0.80 | 0.16 | 0.60 | 0.74 | 0.74 | 0.80 | 0.60 | 0.60 | 0.60 | 0.80 | 0.80 |
| Delay/Veh: | 56.7 | 44.5 | 25.2 | 55.0 | 46.4 | 46.4 | 69.9 | 26.0 | 26.0 | 56.0 | 33.0 | 33.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 56.7 | 44.5 | 25.2 | 55.0 | 46.4 | 46.4 | 69.9 | 26.0 | 26.0 | 56.0 | 33.0 | 33.0 |
| LOS by Move: | E | D | C | D | D | D | E | C | C | E | C | C |
| HCM2k95thQ: | 15 | 25 | 5 | 8 | 19 | 19 | 15 | 24 | 24 | 9 | 36 | 36 |

Note: Queue reported is the number of cars per lane.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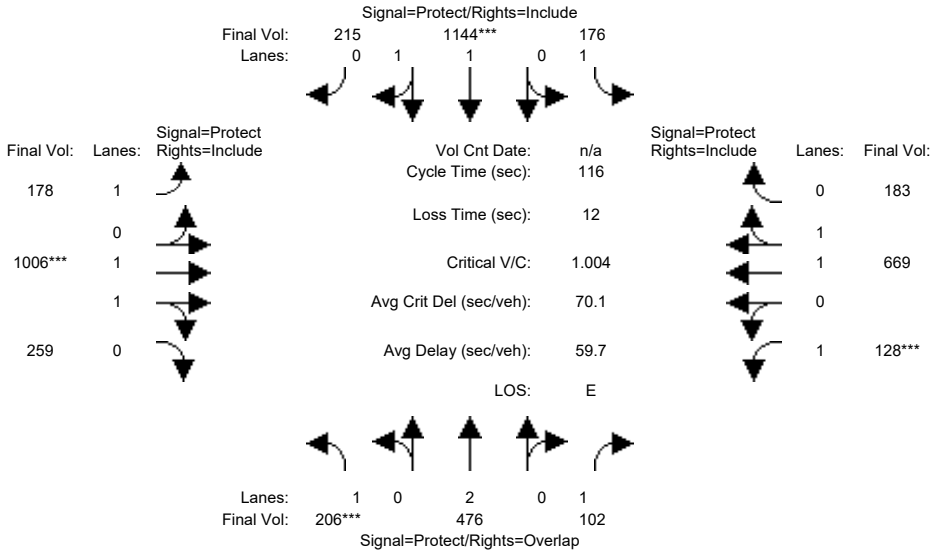
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #65: (58) Kiely Blvd & Homestead Rd




| Street Name: | Kiely Blvd | | | | | | Homestead 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: | 4 | 6 | 6 | 12 | 12 | 12 | 4 | 4 | 4 | 4 | 6 | 6 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 198 | 457 | 98 | 169 | 1098 | 206 | 171 | 966 | 249 | 123 | 642 | 176 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 198 | 457 | 98 | 169 | 1098 | 206 | 171 | 966 | 249 | 123 | 642 | 176 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 198 | 457 | 98 | 169 | 1098 | 206 | 171 | 966 | 249 | 123 | 642 | 176 |
| User Adj: | 1.00 | 1.00 | 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: | 206 | 476 | 102 | 176 | 1144 | 215 | 178 | 1006 | 259 | 128 | 669 | 183 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 206 | 476 | 102 | 176 | 1144 | 215 | 178 | 1006 | 259 | 128 | 669 | 183 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 206 | 476 | 102 | 176 | 1144 | 215 | 178 | 1006 | 259 | 128 | 669 | 183 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.68 | 0.32 | 1.00 | 1.58 | 0.42 | 1.00 | 1.56 | 0.44 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3115 | 584 | 1750 | 2941 | 758 | 1750 | 2903 | 796 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.13 | 0.06 | 0.10 | 0.37 | 0.37 | 0.10 | 0.34 | 0.34 | 0.07 | 0.23 | 0.23 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 13.6 | 30.7 | 39.1 | 25.3 | 42.4 | 42.4 | 14.7 | 39.5 | 39.5 | 8.5 | 33.3 | 33.3 |
| Volume/Cap: | 1.00 | 0.47 | 0.17 | 0.46 | 1.00 | 1.00 | 0.80 | 1.00 | 1.00 | 1.00 | 0.80 | 0.80 |
| Delay/Veh: | 115.1 | 36.2 | 27.2 | 40.3 | 62.3 | 62.3 | 68.0 | 64.6 | 64.6 | 134.6 | 42.8 | 42.8 |
| 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: | 115.1 | 36.2 | 27.2 | 40.3 | 62.3 | 62.3 | 68.0 | 64.6 | 64.6 | 134.6 | 42.8 | 42.8 |
| LOS by Move: | F | D | C | D | E | E | E | E | E | F | D | D |
| HCM2k95thQ: | 19 | 13 | 5 | 11 | 43 | 43 | 16 | 49 | 49 | 16 | 28 | 28 |

Note: Queue reported is the number of cars per lane.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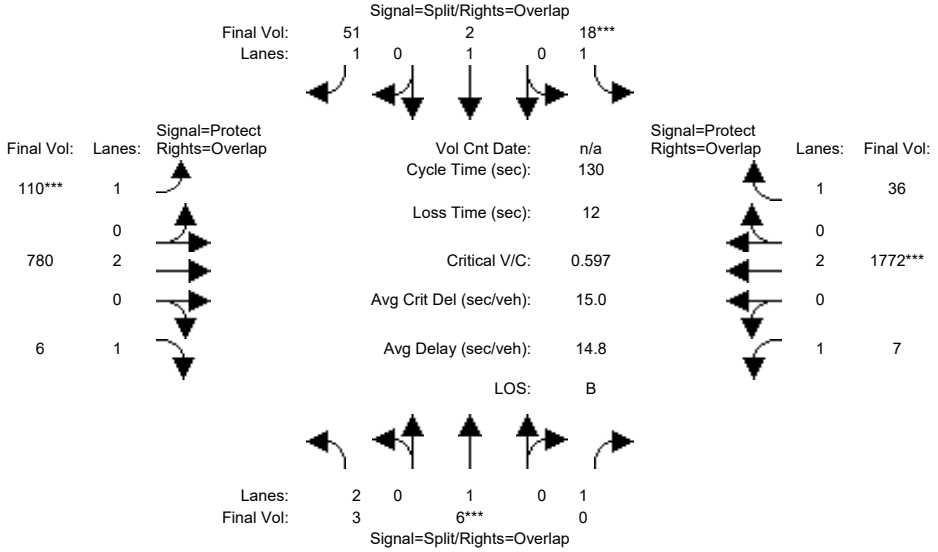
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #69: (36) CONVENTION CENTER / Tasman Dr




| Street Name: | CONVENTION CENTER | | | | | | 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 | 7 | 7 | 7 | 7 | 7 | 6 | 15 | 15 | 8 | 10 | 10 |
| Y+R: | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 3 | 5 | 0 | 16 | 2 | 46 | 99 | 702 | 5 | 6 | 1595 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 3 | 5 | 0 | 16 | 2 | 46 | 99 | 702 | 5 | 6 | 1595 | 32 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 3 | 5 | 0 | 16 | 2 | 46 | 99 | 702 | 5 | 6 | 1595 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 3 | 6 | 0 | 18 | 2 | 51 | 110 | 780 | 6 | 7 | 1772 | 36 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 3 | 6 | 0 | 18 | 2 | 51 | 110 | 780 | 6 | 7 | 1772 | 36 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 3 | 6 | 0 | 18 | 2 | 51 | 110 | 780 | 6 | 7 | 1772 | 36 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.03 | 0.06 | 0.21 | 0.00 | 0.00 | 0.47 | 0.02 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 7.0 | 7.0 | 0.0 | 7.0 | 7.0 | 19.4 | 12.4 | 80.0 | 87.0 | 24.0 | 91.6 | 98.6 |
| Volume/Cap: | 0.02 | 0.05 | 0.00 | 0.19 | 0.02 | 0.20 | 0.66 | 0.33 | 0.00 | 0.02 | 0.66 | 0.03 |
| Delay/Veh: | 58.3 | 58.6 | 0.0 | 59.8 | 58.3 | 48.9 | 66.3 | 12.2 | 7.1 | 43.4 | 11.2 | 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: | 58.3 | 58.6 | 0.0 | 59.8 | 58.3 | 48.9 | 66.3 | 12.2 | 7.1 | 43.4 | 11.2 | 3.9 |
| LOS by Move: | E | E | A | E | E | D | E | B | A | D | B | A |
| HCM2k95thQ: | 0 | 1 | 0 | 2 | 0 | 4 | 9 | 14 | 0 | 0 | 33 | 1 |

Note: Queue reported is the number of cars per lane.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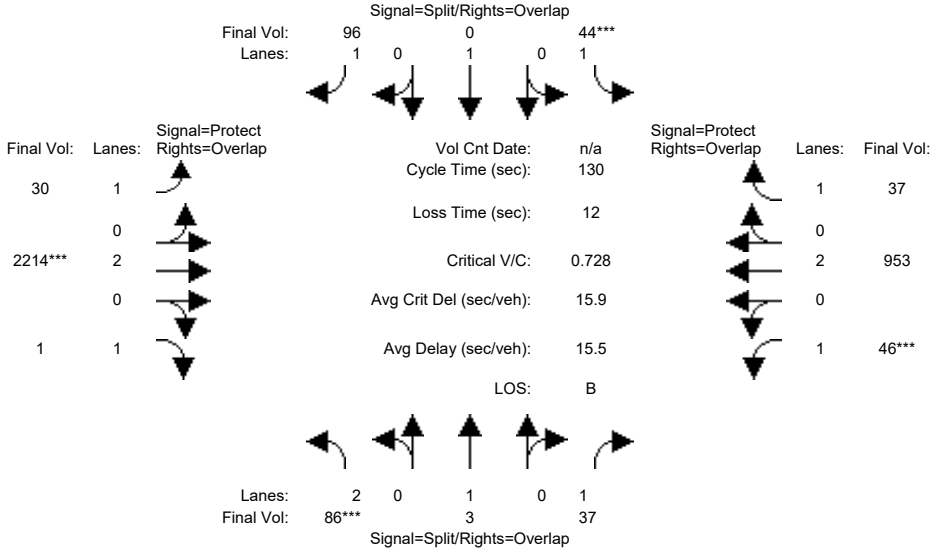
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #69: (36) CONVENTION CENTER / Tasman Dr




| Street Name: | CONVENTION CENTER | | | | | | 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 | 7 | 7 | 7 | 7 | 7 | 6 | 15 | 15 | 8 | 10 | 10 |
| Y+R: | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 81 | 3 | 35 | 41 | 0 | 90 | 28 | 2081 | 1 | 43 | 896 | 35 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 81 | 3 | 35 | 41 | 0 | 90 | 28 | 2081 | 1 | 43 | 896 | 35 |
| Added Vol: | 0 | 0 | 0 | 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 | 3 | 35 | 41 | 0 | 90 | 28 | 2081 | 1 | 43 | 896 | 35 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 86 | 3 | 37 | 44 | 0 | 96 | 30 | 2214 | 1 | 46 | 953 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 3 | 37 | 44 | 0 | 96 | 30 | 2214 | 1 | 46 | 953 | 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: | 86 | 3 | 37 | 44 | 0 | 96 | 30 | 2214 | 1 | 46 | 953 | 37 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.02 | 0.02 | 0.00 | 0.05 | 0.02 | 0.58 | 0.00 | 0.03 | 0.25 | 0.02 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 7.0 | 7.0 | 15.0 | 7.0 | 0.0 | 23.2 | 16.2 | 96.0 | 103.0 | 8.0 | 87.8 | 94.8 |
| Volume/Cap: | 0.51 | 0.03 | 0.18 | 0.46 | 0.00 | 0.31 | 0.14 | 0.79 | 0.00 | 0.42 | 0.37 | 0.03 |
| Delay/Veh: | 62.3 | 58.4 | 52.4 | 63.2 | 0.0 | 47.0 | 51.0 | 12.2 | 2.8 | 61.5 | 9.2 | 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: | 62.3 | 58.4 | 52.4 | 63.2 | 0.0 | 47.0 | 51.0 | 12.2 | 2.8 | 61.5 | 9.2 | 4.9 |
| LOS by Move: | E | E | D | E | A | D | D | B | A | E | A | A |
| HCM2k95thQ: | 6 | 0 | 3 | 5 | 0 | 7 | 2 | 43 | 0 | 4 | 15 | 1 |

Note: Queue reported is the number of cars per lane.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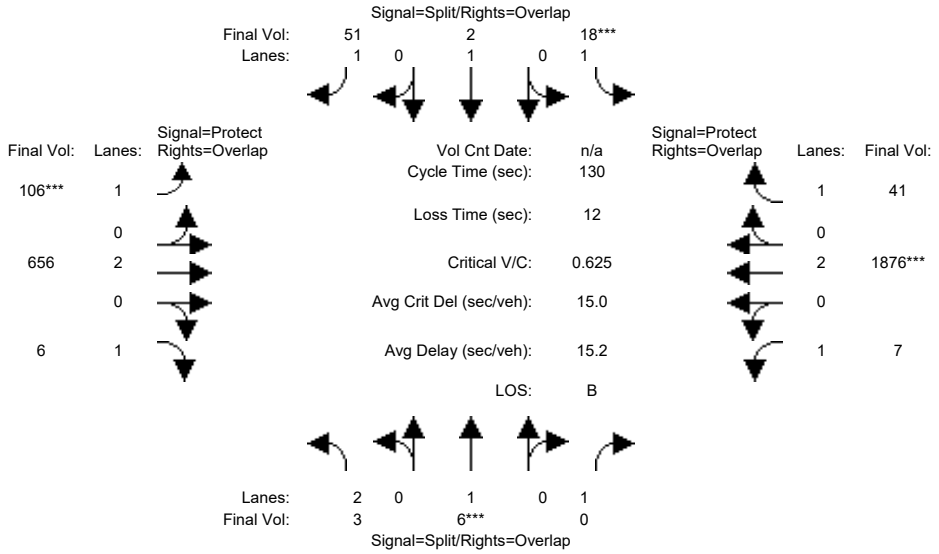
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #69: (36) CONVENTION CENTER / Tasman Dr




| Street Name: | CONVENTION CENTER | | | | | | 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 | 7 | 7 | 7 | 7 | 7 | 6 | 15 | 15 | 8 | 10 | 10 |
| Y+R: | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 3 | 5 | 0 | 16 | 2 | 46 | 95 | 590 | 5 | 6 | 1688 | 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: | 3 | 5 | 0 | 16 | 2 | 46 | 95 | 590 | 5 | 6 | 1688 | 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: | 3 | 5 | 0 | 16 | 2 | 46 | 95 | 590 | 5 | 6 | 1688 | 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: | 3 | 6 | 0 | 18 | 2 | 51 | 106 | 656 | 6 | 7 | 1876 | 41 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 3 | 6 | 0 | 18 | 2 | 51 | 106 | 656 | 6 | 7 | 1876 | 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: | 3 | 6 | 0 | 18 | 2 | 51 | 106 | 656 | 6 | 7 | 1876 | 41 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.03 | 0.06 | 0.17 | 0.00 | 0.00 | 0.49 | 0.02 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 7.0 | 7.0 | 0.0 | 7.0 | 7.0 | 18.3 | 11.3 | 76.7 | 83.7 | 27.3 | 92.7 | 99.7 |
| Volume/Cap: | 0.02 | 0.05 | 0.00 | 0.19 | 0.02 | 0.21 | 0.69 | 0.29 | 0.00 | 0.02 | 0.69 | 0.03 |
| Delay/Veh: | 58.3 | 58.6 | 0.0 | 59.8 | 58.3 | 49.8 | 70.5 | 13.3 | 8.3 | 40.7 | 11.4 | 3.6 |
| 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: | 58.3 | 58.6 | 0.0 | 59.8 | 58.3 | 49.8 | 70.5 | 13.3 | 8.3 | 40.7 | 11.4 | 3.6 |
| LOS by Move: | E | E | A | E | E | D | E | B | A | D | B | A |
| HCM2k95thQ: | 0 | 1 | 0 | 2 | 0 | 4 | 9 | 12 | 0 | 0 | 36 | 1 |

Note: Queue reported is the number of cars per lane.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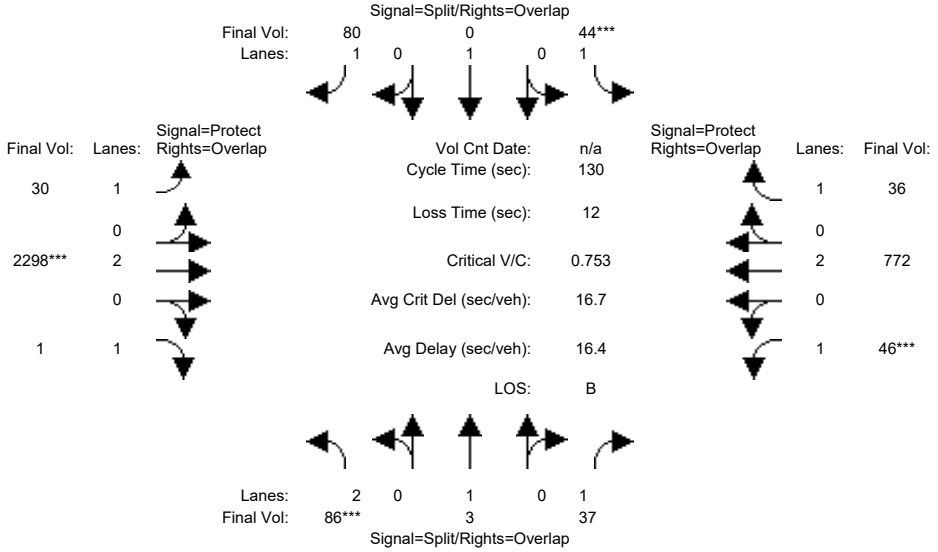
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #69: (36) CONVENTION CENTER / Tasman Dr




| Street Name: | CONVENTION CENTER | | | | | | 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 | 7 | 7 | 7 | 7 | 7 | 6 | 15 | 15 | 8 | 10 | 10 |
| Y+R: | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 81 | 3 | 35 | 41 | 0 | 75 | 28 | 2160 | 1 | 43 | 726 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 81 | 3 | 35 | 41 | 0 | 75 | 28 | 2160 | 1 | 43 | 726 | 34 |
| Added Vol: | 0 | 0 | 0 | 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 | 3 | 35 | 41 | 0 | 75 | 28 | 2160 | 1 | 43 | 726 | 34 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 86 | 3 | 37 | 44 | 0 | 80 | 30 | 2298 | 1 | 46 | 772 | 36 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 3 | 37 | 44 | 0 | 80 | 30 | 2298 | 1 | 46 | 772 | 36 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 86 | 3 | 37 | 44 | 0 | 80 | 30 | 2298 | 1 | 46 | 772 | 36 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.02 | 0.02 | 0.00 | 0.05 | 0.02 | 0.60 | 0.00 | 0.03 | 0.20 | 0.02 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 7.0 | 7.0 | 15.0 | 7.0 | 0.0 | 26.2 | 19.2 | 96.0 | 103.0 | 8.0 | 84.8 | 91.8 |
| Volume/Cap: | 0.51 | 0.03 | 0.18 | 0.46 | 0.00 | 0.23 | 0.11 | 0.82 | 0.00 | 0.42 | 0.31 | 0.03 |
| Delay/Veh: | 62.3 | 58.4 | 52.4 | 63.2 | 0.0 | 43.7 | 48.2 | 13.3 | 2.8 | 61.5 | 10.0 | 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: | 62.3 | 58.4 | 52.4 | 63.2 | 0.0 | 43.7 | 48.2 | 13.3 | 2.8 | 61.5 | 10.0 | 5.8 |
| LOS by Move: | E | E | D | E | A | D | D | B | A | E | A | A |
| HCM2k95thQ: | 6 | 0 | 3 | 5 | 0 | 6 | 2 | 46 | 0 | 4 | 13 | 1 |

Note: Queue reported is the number of cars per lane.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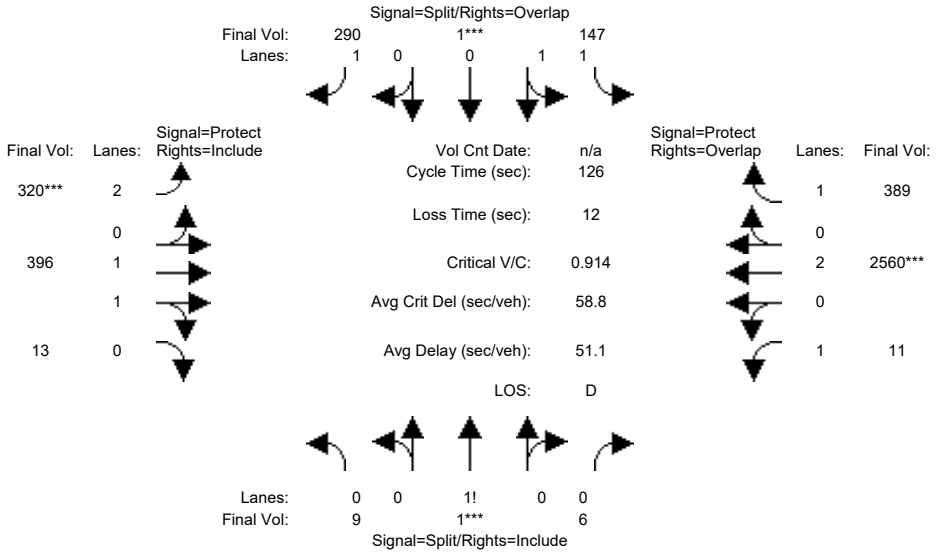
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #71: (37) 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: | 9 | 1 | 6 | 141 | 1 | 278 | 307 | 380 | 12 | 11 | 2458 | 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: | 9 | 1 | 6 | 141 | 1 | 278 | 307 | 380 | 12 | 11 | 2458 | 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: | 9 | 1 | 6 | 141 | 1 | 278 | 307 | 380 | 12 | 11 | 2458 | 373 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 9 | 1 | 6 | 147 | 1 | 290 | 320 | 396 | 13 | 11 | 2560 | 389 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 9 | 1 | 6 | 147 | 1 | 290 | 320 | 396 | 13 | 11 | 2560 | 389 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 9 | 1 | 6 | 147 | 1 | 290 | 320 | 396 | 13 | 11 | 2560 | 389 |
| 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: | 0.57 | 0.06 | 0.37 | 1.99 | 0.01 | 1.00 | 2.00 | 1.94 | 0.06 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 984 | 109 | 656 | 3525 | 25 | 1750 | 3150 | 3587 | 113 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.04 | 0.04 | 0.17 | 0.10 | 0.11 | 0.11 | 0.01 | 0.67 | 0.22 |
| Crit Moves: | | **** | | | **** | | **** | | | | **** | |
| Green Time: | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 22.3 | 12.3 | 75.2 | 75.2 | 18.8 | 81.7 | 91.7 |
| Volume/Cap: | 0.12 | 0.12 | 0.12 | 0.53 | 0.53 | 0.93 | 1.04 | 0.18 | 0.18 | 0.04 | 1.04 | 0.31 |
| Delay/Veh: | 54.3 | 54.3 | 54.3 | 57.5 | 57.5 | 85.4 | 118.7 | 11.6 | 11.6 | 46.0 | 51.5 | 6.1 |
| 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: | 54.3 | 54.3 | 54.3 | 57.5 | 57.5 | 85.4 | 118.7 | 11.6 | 11.6 | 46.0 | 51.5 | 6.1 |
| LOS by Move: | D | D | D | E | E | F | F | B | B | D | D | A |
| HCM2k95thQ: | 2 | 2 | 2 | 7 | 7 | 28 | 18 | 7 | 7 | 1 | 92 | 11 |

Note: Queue reported is the number of cars per lane.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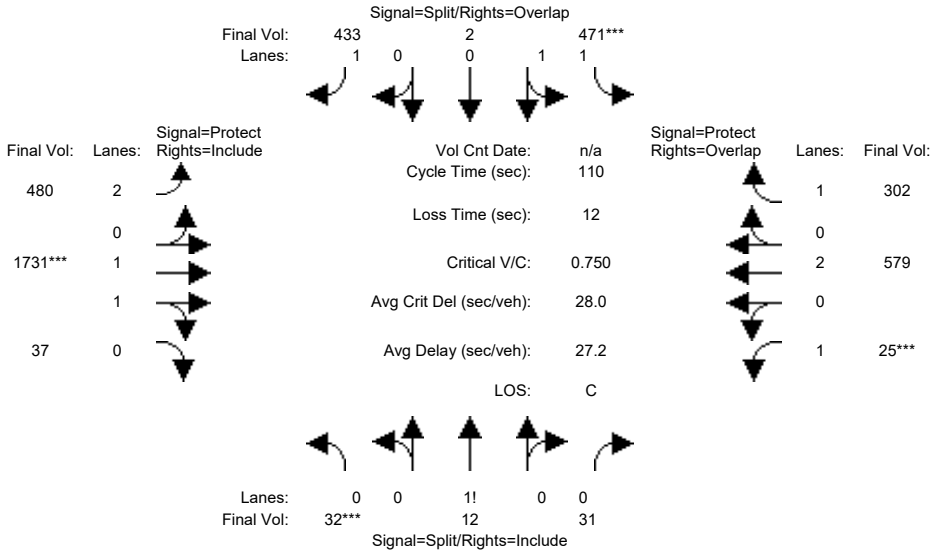
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #71: (37) 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: | 29 | 11 | 28 | 429 | 2 | 394 | 437 | 1575 | 34 | 23 | 527 | 275 |
| Growth Adj: | 1.00 | 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 | 11 | 28 | 429 | 2 | 394 | 437 | 1575 | 34 | 23 | 527 | 275 |
| Added Vol: | 0 | 0 | 0 | 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 | 11 | 28 | 429 | 2 | 394 | 437 | 1575 | 34 | 23 | 527 | 275 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 32 | 12 | 31 | 471 | 2 | 433 | 480 | 1731 | 37 | 25 | 579 | 302 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 32 | 12 | 31 | 471 | 2 | 433 | 480 | 1731 | 37 | 25 | 579 | 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: | 32 | 12 | 31 | 471 | 2 | 433 | 480 | 1731 | 37 | 25 | 579 | 302 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.93 | 0.95 | 0.92 | 0.83 | 0.97 | 0.95 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.43 | 0.16 | 0.41 | 1.99 | 0.01 | 1.00 | 2.00 | 1.96 | 0.04 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 746 | 283 | 721 | 3534 | 16 | 1750 | 3150 | 3622 | 78 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.13 | 0.13 | 0.25 | 0.15 | 0.48 | 0.48 | 0.01 | 0.15 | 0.17 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 10.0 | 10.0 | 10.0 | 18.1 | 18.1 | 50.0 | 31.9 | 64.9 | 64.9 | 5.0 | 38.0 | 56.1 |
| Volume/Cap: | 0.47 | 0.47 | 0.47 | 0.81 | 0.81 | 0.54 | 0.53 | 0.81 | 0.81 | 0.32 | 0.44 | 0.34 |
| Delay/Veh: | 49.7 | 49.7 | 49.7 | 52.6 | 52.6 | 22.5 | 33.3 | 20.1 | 20.1 | 53.1 | 28.0 | 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: | 49.7 | 49.7 | 49.7 | 52.6 | 52.6 | 22.5 | 33.3 | 20.1 | 20.1 | 53.1 | 28.0 | 16.2 |
| LOS by Move: | D | D | D | D | D | C | C | C | C | D | C | B |
| HCM2k95thQ: | 6 | 6 | 6 | 19 | 19 | 21 | 15 | 41 | 41 | 2 | 14 | 12 |

Note: Queue reported is the number of cars per lane.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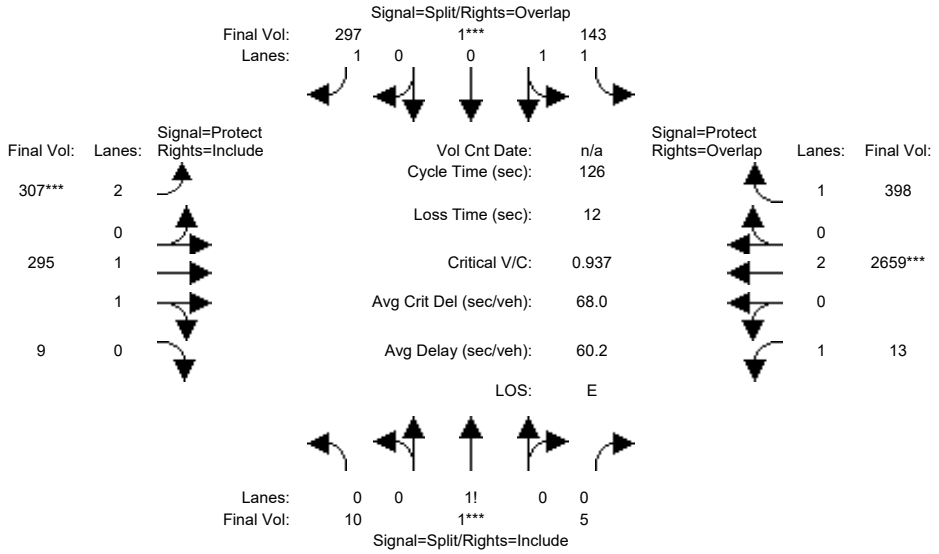
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #71: (37) 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: | 10 | 1 | 5 | 137 | 1 | 285 | 295 | 283 | 9 | 12 | 2553 | 382 |
| Growth Adj: | 1.00 | 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 | 1 | 5 | 137 | 1 | 285 | 295 | 283 | 9 | 12 | 2553 | 382 |
| Added Vol: | 0 | 0 | 0 | 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 | 1 | 5 | 137 | 1 | 285 | 295 | 283 | 9 | 12 | 2553 | 382 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 10 | 1 | 5 | 143 | 1 | 297 | 307 | 295 | 9 | 13 | 2659 | 398 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 1 | 5 | 143 | 1 | 297 | 307 | 295 | 9 | 13 | 2659 | 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: | 10 | 1 | 5 | 143 | 1 | 297 | 307 | 295 | 9 | 13 | 2659 | 398 |
| 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: | 0.63 | 0.06 | 0.31 | 1.99 | 0.01 | 1.00 | 2.00 | 1.94 | 0.06 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1094 | 109 | 547 | 3524 | 26 | 1750 | 3150 | 3586 | 114 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.04 | 0.04 | 0.17 | 0.10 | 0.08 | 0.08 | 0.01 | 0.70 | 0.23 |
| Crit Moves: | | **** | | | **** | | **** | | | | **** | |
| Green Time: | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 21.5 | 11.5 | 75.2 | 75.2 | 18.8 | 82.5 | 92.5 |
| Volume/Cap: | 0.12 | 0.12 | 0.12 | 0.51 | 0.51 | 0.99 | 1.07 | 0.14 | 0.14 | 0.05 | 1.07 | 0.31 |
| Delay/Veh: | 54.3 | 54.3 | 54.3 | 57.2 | 57.2 | 102.6 | 129.8 | 11.2 | 11.2 | 46.0 | 61.5 | 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: | 54.3 | 54.3 | 54.3 | 57.2 | 57.2 | 102.6 | 129.8 | 11.2 | 11.2 | 46.0 | 61.5 | 5.9 |
| LOS by Move: | D | D | D | E | E | F | F | B | B | D | E | A |
| HCM2k95thQ: | 2 | 2 | 2 | 7 | 7 | 30 | 18 | 5 | 5 | 1 | 99 | 11 |

Note: Queue reported is the number of cars per lane.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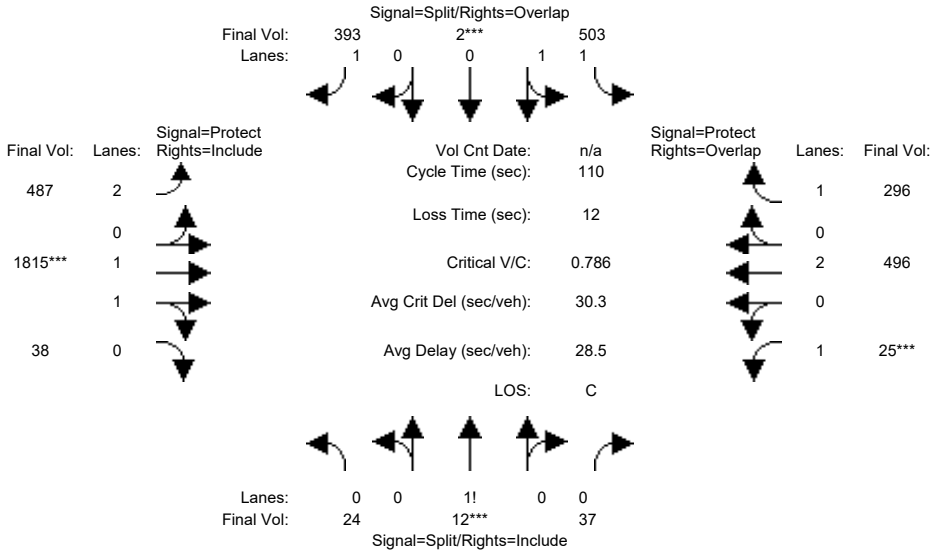
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #71: (37) 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: | 22 | 11 | 34 | 458 | 2 | 358 | 443 | 1652 | 35 | 23 | 451 | 269 |
| Growth Adj: | 1.00 | 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 | 11 | 34 | 458 | 2 | 358 | 443 | 1652 | 35 | 23 | 451 | 269 |
| Added Vol: | 0 | 0 | 0 | 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 | 11 | 34 | 458 | 2 | 358 | 443 | 1652 | 35 | 23 | 451 | 269 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 24 | 12 | 37 | 503 | 2 | 393 | 487 | 1815 | 38 | 25 | 496 | 296 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 12 | 37 | 503 | 2 | 393 | 487 | 1815 | 38 | 25 | 496 | 296 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 24 | 12 | 37 | 503 | 2 | 393 | 487 | 1815 | 38 | 25 | 496 | 296 |
| 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: | 0.33 | 0.16 | 0.51 | 1.99 | 0.01 | 1.00 | 2.00 | 1.96 | 0.04 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 575 | 287 | 888 | 3535 | 15 | 1750 | 3150 | 3623 | 77 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.14 | 0.14 | 0.22 | 0.15 | 0.50 | 0.50 | 0.01 | 0.13 | 0.17 |
| Crit Moves: | | **** | | | **** | | | **** | | **** | | |
| Green Time: | 10.0 | 10.0 | 10.0 | 18.4 | 18.4 | 50.4 | 32.0 | 64.6 | 64.6 | 5.0 | 37.6 | 56.0 |
| Volume/Cap: | 0.46 | 0.46 | 0.46 | 0.85 | 0.85 | 0.49 | 0.53 | 0.85 | 0.85 | 0.32 | 0.38 | 0.33 |
| Delay/Veh: | 49.6 | 49.6 | 49.6 | 56.0 | 56.0 | 21.3 | 33.3 | 22.2 | 22.2 | 53.1 | 27.6 | 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: | 49.6 | 49.6 | 49.6 | 56.0 | 56.0 | 21.3 | 33.3 | 22.2 | 22.2 | 53.1 | 27.6 | 16.2 |
| LOS by Move: | D | D | D | E | E | C | C | C | C | D | C | B |
| HCM2k95thQ: | 6 | 6 | 6 | 21 | 21 | 19 | 15 | 46 | 46 | 2 | 12 | 12 |

Note: Queue reported is the number of cars per lane.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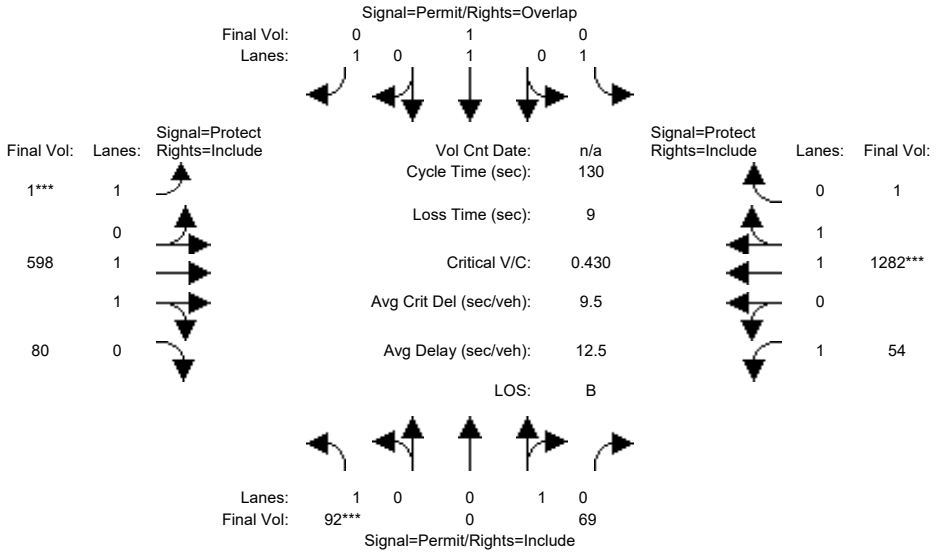
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #73: (27) 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: | 83 | 0 | 62 | 0 | 1 | 0 | 1 | 538 | 72 | 49 | 1154 | 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: | 83 | 0 | 62 | 0 | 1 | 0 | 1 | 538 | 72 | 49 | 1154 | 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: | 83 | 0 | 62 | 0 | 1 | 0 | 1 | 538 | 72 | 49 | 1154 | 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: | 92 | 0 | 69 | 0 | 1 | 0 | 1 | 598 | 80 | 54 | 1282 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 92 | 0 | 69 | 0 | 1 | 0 | 1 | 598 | 80 | 54 | 1282 | 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: | 92 | 0 | 69 | 0 | 1 | 0 | 1 | 598 | 80 | 54 | 1282 | 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 | 1.76 | 0.24 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 1750 | 0 | 1800 | 1750 | 1900 | 1750 | 1750 | 3263 | 437 | 1750 | 3697 | 3 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.18 | 0.03 | 0.35 | 0.35 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 14.9 | 0.0 | 14.9 | 0.0 | 14.9 | 0.0 | 8.0 | 79.4 | 79.4 | 26.7 | 98.1 | 98.1 |
| Volume/Cap: | 0.46 | 0.00 | 0.33 | 0.00 | 0.01 | 0.00 | 0.01 | 0.30 | 0.30 | 0.15 | 0.46 | 0.46 |
| Delay/Veh: | 55.5 | 0.0 | 53.9 | 0.0 | 51.0 | 0.0 | 57.3 | 12.1 | 12.1 | 42.6 | 6.1 | 6.1 |
| 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: | 55.5 | 0.0 | 53.9 | 0.0 | 51.0 | 0.0 | 57.3 | 12.1 | 12.1 | 42.6 | 6.1 | 6.1 |
| LOS by Move: | E | A | D | A | D | A | E | B | B | D | A | A |
| HCM2k95thQ: | 8 | 0 | 6 | 0 | 0 | 0 | 0 | 12 | 12 | 4 | 18 | 18 |

Note: Queue reported is the number of cars per lane.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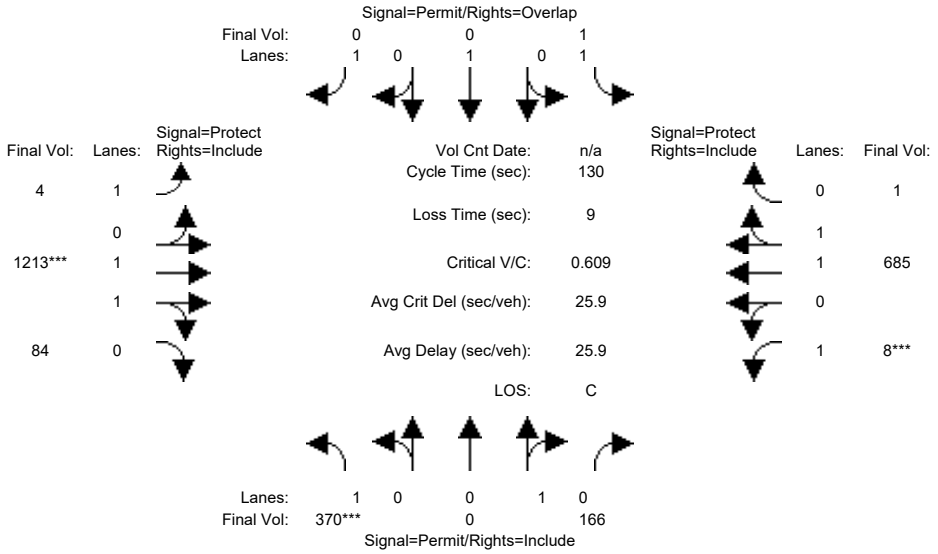
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #73: (27) 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: | 359 | 0 | 161 | 1 | 0 | 0 | 4 | 1177 | 81 | 8 | 664 | 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: | 359 | 0 | 161 | 1 | 0 | 0 | 4 | 1177 | 81 | 8 | 664 | 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: | 359 | 0 | 161 | 1 | 0 | 0 | 4 | 1177 | 81 | 8 | 664 | 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: | 370 | 0 | 166 | 1 | 0 | 0 | 4 | 1213 | 84 | 8 | 685 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 370 | 0 | 166 | 1 | 0 | 0 | 4 | 1213 | 84 | 8 | 685 | 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: | 370 | 0 | 166 | 1 | 0 | 0 | 4 | 1213 | 84 | 8 | 685 | 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 | 1.87 | 0.13 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 1750 | 0 | 1800 | 1750 | 1900 | 1750 | 1750 | 3462 | 238 | 1750 | 3694 | 6 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.35 | 0.00 | 0.19 | 0.19 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 42.5 | 0.0 | 42.5 | 42.5 | 0.0 | 0.0 | 19.6 | 70.5 | 70.5 | 8.0 | 58.9 | 58.9 |
| Volume/Cap: | 0.65 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.02 | 0.65 | 0.65 | 0.08 | 0.41 | 0.41 |
| Delay/Veh: | 39.9 | 0.0 | 32.7 | 29.5 | 0.0 | 0.0 | 47.0 | 21.7 | 21.7 | 57.8 | 24.0 | 24.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.9 | 0.0 | 32.7 | 29.5 | 0.0 | 0.0 | 47.0 | 21.7 | 21.7 | 57.8 | 24.0 | 24.0 |
| LOS by Move: | D | A | C | C | A | A | D | C | C | E | C | C |
| HCM2k95thQ: | 25 | 0 | 10 | 0 | 0 | 0 | 0 | 31 | 31 | 1 | 17 | 17 |

Note: Queue reported is the number of cars per lane.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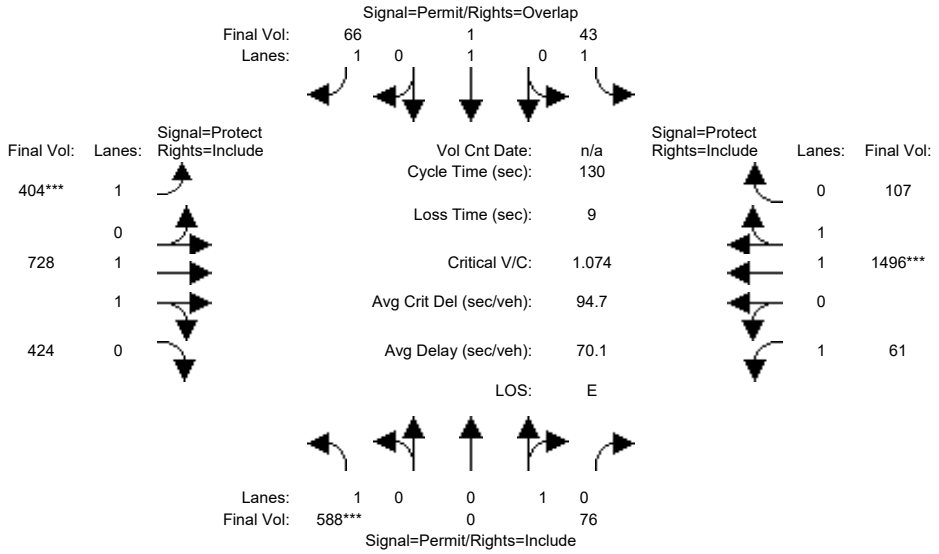
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #73: (27) 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 | 29 | 29 | 29 | 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: | 529 | 0 | 68 | 39 | 1 | 59 | 364 | 655 | 382 | 55 | 1346 | 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: | 529 | 0 | 68 | 39 | 1 | 59 | 364 | 655 | 382 | 55 | 1346 | 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: | 529 | 0 | 68 | 39 | 1 | 59 | 364 | 655 | 382 | 55 | 1346 | 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: | 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: | 588 | 0 | 76 | 43 | 1 | 66 | 404 | 728 | 424 | 61 | 1496 | 107 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 588 | 0 | 76 | 43 | 1 | 66 | 404 | 728 | 424 | 61 | 1496 | 107 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 588 | 0 | 76 | 43 | 1 | 66 | 404 | 728 | 424 | 61 | 1496 | 107 |
| 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 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.24 | 0.76 | 1.00 | 1.86 | 0.14 |
| Final Sat.: | 1750 | 0 | 1800 | 1750 | 1900 | 1750 | 1750 | 2336 | 1362 | 1750 | 3453 | 246 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.00 | 0.04 | 0.02 | 0.00 | 0.04 | 0.23 | 0.31 | 0.31 | 0.03 | 0.43 | 0.43 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 40.6 | 0.0 | 40.6 | 40.6 | 40.6 | 68.6 | 28.0 | 67.1 | 67.1 | 13.3 | 52.4 | 52.4 |
| Volume/Cap: | 1.07 | 0.00 | 0.13 | 0.08 | 0.00 | 0.07 | 1.07 | 0.60 | 0.60 | 0.34 | 1.07 | 1.07 |
| Delay/Veh: | 104.7 | 0.0 | 32.2 | 31.6 | 30.7 | 15.1 | 118.7 | 22.7 | 22.7 | 55.5 | 84.9 | 84.9 |
| 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: | 104.7 | 0.0 | 32.2 | 31.6 | 30.7 | 15.1 | 118.7 | 22.7 | 22.7 | 55.5 | 84.9 | 84.9 |
| LOS by Move: | F | A | C | C | C | B | F | C | C | E | F | F |
| HCM2k95thQ: | 56 | 0 | 5 | 3 | 0 | 3 | 38 | 28 | 28 | 5 | 66 | 66 |

Note: Queue reported is the number of cars per lane.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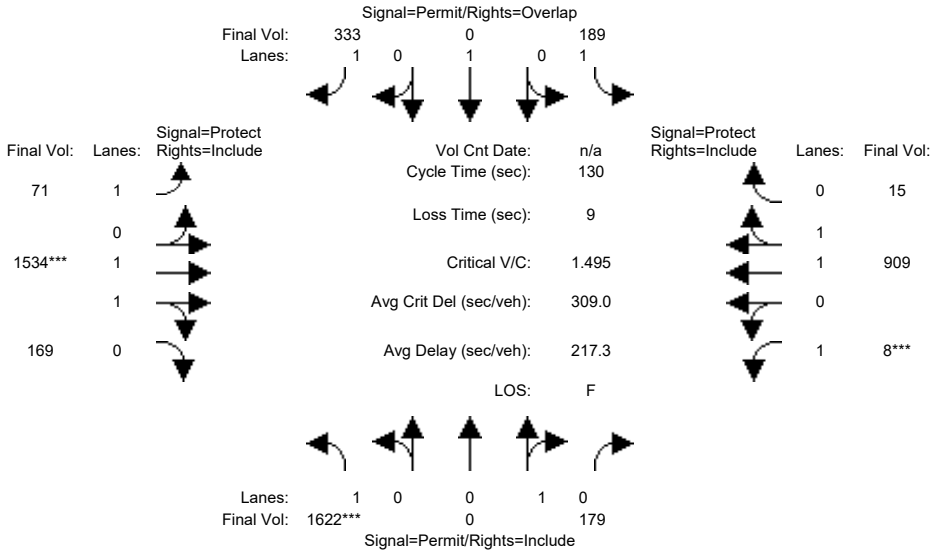
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #73: (27) 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 | | 29 | 29 | 29 | | 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: | 1573 | 0 | 174 | | 183 | 0 | 323 | | 69 | 1488 | 164 | | 8 | 882 | 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: | 1573 | 0 | 174 | | 183 | 0 | 323 | | 69 | 1488 | 164 | | 8 | 882 | 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: | 1573 | 0 | 174 | | 183 | 0 | 323 | | 69 | 1488 | 164 | | 8 | 882 | 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: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 1622 | 0 | 179 | | 189 | 0 | 333 | | 71 | 1534 | 169 | | 8 | 909 | 15 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1622 | 0 | 179 | | 189 | 0 | 333 | | 71 | 1534 | 169 | | 8 | 909 | 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: | 1622 | 0 | 179 | | 189 | 0 | 333 | | 71 | 1534 | 169 | | 8 | 909 | 15 | |
| 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 | 1.80 | 0.20 | | 1.00 | 1.97 | 0.03 | |
| Final Sat.: | 1750 | 0 | 1800 | | 1750 | 1900 | 1750 | | 1750 | 3332 | 367 | | 1750 | 3638 | 62 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.93 | 0.00 | 0.10 | | 0.11 | 0.00 | 0.19 | | 0.04 | 0.46 | 0.46 | | 0.00 | 0.25 | 0.25 | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |
| Green Time: | 75.5 | 0.0 | 75.5 | | 75.5 | 0.0 | 84.5 | | 9.0 | 37.5 | 37.5 | | 8.0 | 36.5 | 36.5 | |
| Volume/Cap: | 1.60 | 0.00 | 0.17 | | 0.19 | 0.00 | 0.29 | | 0.59 | 1.60 | 1.60 | | 0.08 | 0.89 | 0.89 | |
| Delay/Veh: | 300.0 | 0.0 | 12.8 | | 12.9 | 0.0 | 10.0 | | 66.1 | 319 | 318.7 | | 57.8 | 54.5 | 54.5 | |
| 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: | 300.0 | 0.0 | 12.8 | | 12.9 | 0.0 | 10.0 | | 66.1 | 319 | 318.7 | | 57.8 | 54.5 | 54.5 | |
| LOS by Move: | F | A | B | | B | A | A | | E | F | F | | E | D | D | |
| HCM2k95thQ: | 223 | 0 | 7 | | 7 | 0 | 12 | | 6 | 111 | 111 | | 1 | 34 | 34 | |

Note: Queue reported is the number of cars per lane.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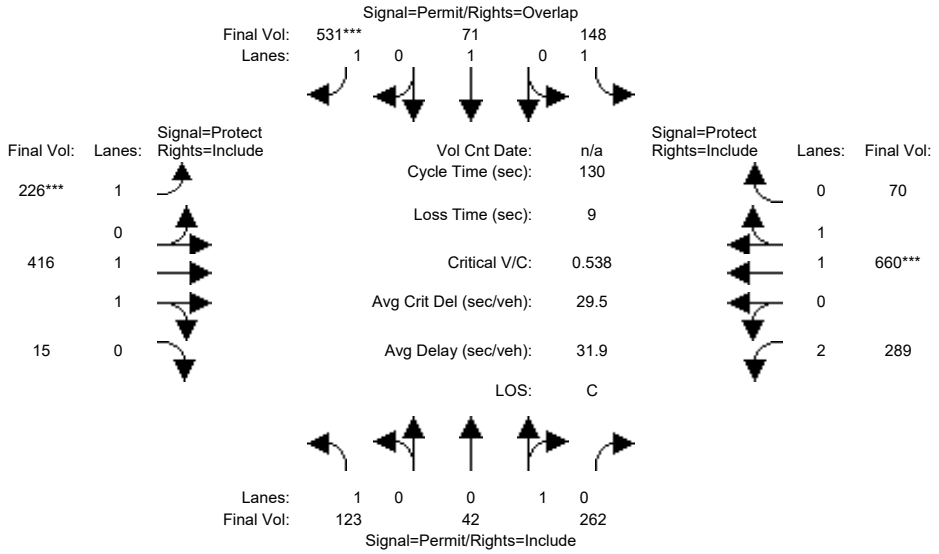
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #74: (28) 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: | 112 | 38 | 238 | 135 | 65 | 483 | 206 | 379 | 14 | 263 | 601 | 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: | 112 | 38 | 238 | 135 | 65 | 483 | 206 | 379 | 14 | 263 | 601 | 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: | 112 | 38 | 238 | 135 | 65 | 483 | 206 | 379 | 14 | 263 | 601 | 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: | 123 | 42 | 262 | 148 | 71 | 531 | 226 | 416 | 15 | 289 | 660 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 123 | 42 | 262 | 148 | 71 | 531 | 226 | 416 | 15 | 289 | 660 | 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: | 123 | 42 | 262 | 148 | 71 | 531 | 226 | 416 | 15 | 289 | 660 | 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 | 0.14 | 0.86 | 1.00 | 1.00 | 1.00 | 1.00 | 1.93 | 0.07 | 2.00 | 1.80 | 0.20 |
| Final Sat.: | 1750 | 248 | 1552 | 1750 | 1900 | 1750 | 1750 | 3568 | 132 | 3150 | 3344 | 356 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.17 | 0.17 | 0.08 | 0.04 | 0.30 | 0.13 | 0.12 | 0.12 | 0.09 | 0.20 | 0.20 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | 73.3 | 31.3 | 44.2 | 44.2 | 34.8 | 47.7 | 47.7 |
| Volume/Cap: | 0.22 | 0.52 | 0.52 | 0.26 | 0.12 | 0.54 | 0.54 | 0.34 | 0.34 | 0.34 | 0.54 | 0.54 |
| Delay/Veh: | 32.2 | 36.7 | 36.7 | 32.8 | 31.0 | 18.4 | 44.5 | 32.2 | 32.2 | 38.7 | 32.9 | 32.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 32.2 | 36.7 | 36.7 | 32.8 | 31.0 | 18.4 | 44.5 | 32.2 | 32.2 | 38.7 | 32.9 | 32.9 |
| LOS by Move: | C | D | D | C | C | B | D | C | C | D | C | C |
| HCM2k95thQ: | 8 | 19 | 19 | 9 | 4 | 25 | 16 | 12 | 12 | 10 | 21 | 21 |

Note: Queue reported is the number of cars per lane.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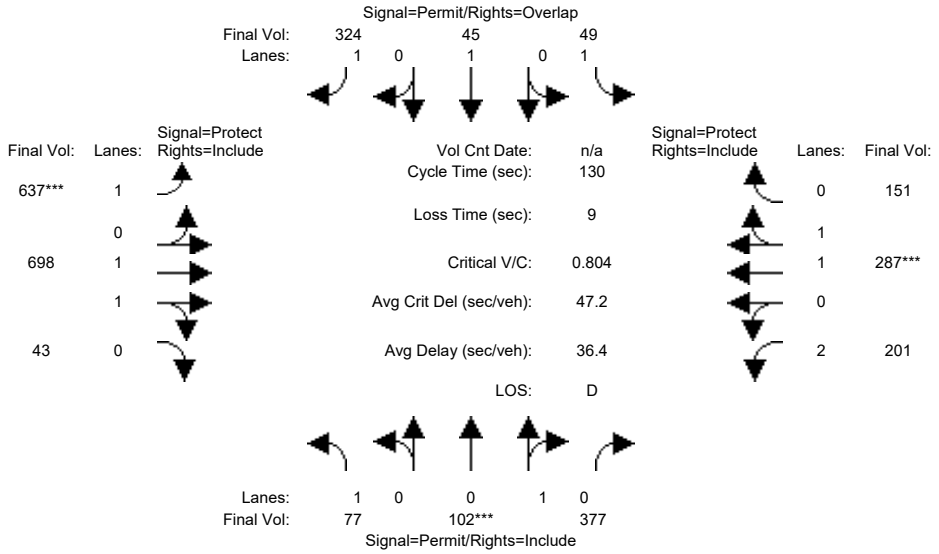
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #74: (28) 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 | 99 | 366 | 48 | 44 | 314 | 618 | 677 | 42 | 195 | 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: | 75 | 99 | 366 | 48 | 44 | 314 | 618 | 677 | 42 | 195 | 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: | 75 | 99 | 366 | 48 | 44 | 314 | 618 | 677 | 42 | 195 | 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: | 77 | 102 | 377 | 49 | 45 | 324 | 637 | 698 | 43 | 201 | 287 | 151 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 77 | 102 | 377 | 49 | 45 | 324 | 637 | 698 | 43 | 201 | 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: | 77 | 102 | 377 | 49 | 45 | 324 | 637 | 698 | 43 | 201 | 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 | 0.98 | 0.95 | 0.83 | 0.99 | 0.95 |
| Lanes: | 1.00 | 0.21 | 0.79 | 1.00 | 1.00 | 1.00 | 1.00 | 1.88 | 0.12 | 2.00 | 1.29 | 0.71 |
| Final Sat.: | 1750 | 383 | 1417 | 1750 | 1900 | 1750 | 1750 | 3484 | 216 | 3150 | 2425 | 1274 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.27 | 0.27 | 0.03 | 0.02 | 0.18 | 0.36 | 0.20 | 0.20 | 0.06 | 0.12 | 0.12 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green Time: | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | 101.9 | 58.8 | 56.3 | 56.3 | 21.6 | 19.1 | 19.1 |
| Volume/Cap: | 0.13 | 0.80 | 0.80 | 0.09 | 0.07 | 0.24 | 0.80 | 0.46 | 0.46 | 0.38 | 0.80 | 0.80 |
| Delay/Veh: | 30.5 | 47.5 | 47.5 | 30.0 | 29.8 | 3.8 | 36.6 | 26.3 | 26.3 | 48.7 | 62.2 | 62.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 30.5 | 47.5 | 47.5 | 30.0 | 29.8 | 3.8 | 36.6 | 26.3 | 26.3 | 48.7 | 62.2 | 62.2 |
| LOS by Move: | C | D | D | C | C | A | D | C | C | D | E | E |
| HCM2k95thQ: | 5 | 34 | 34 | 3 | 2 | 7 | 40 | 19 | 19 | 8 | 17 | 17 |

Note: Queue reported is the number of cars per lane.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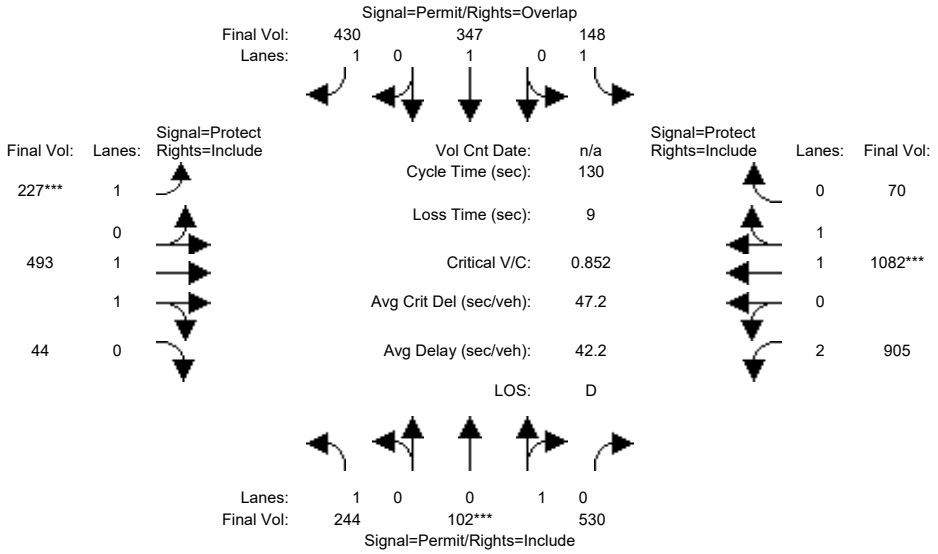
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #74: (28) 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: | 222 | 93 | 482 | 135 | 316 | 391 | 207 | 449 | 40 | 824 | 985 | 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: | 222 | 93 | 482 | 135 | 316 | 391 | 207 | 449 | 40 | 824 | 985 | 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: | 222 | 93 | 482 | 135 | 316 | 391 | 207 | 449 | 40 | 824 | 985 | 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: | 244 | 102 | 530 | 148 | 347 | 430 | 227 | 493 | 44 | 905 | 1082 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 244 | 102 | 530 | 148 | 347 | 430 | 227 | 493 | 44 | 905 | 1082 | 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: | 244 | 102 | 530 | 148 | 347 | 430 | 227 | 493 | 44 | 905 | 1082 | 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 | 1.87 | 0.13 |
| Final Sat.: | 1750 | 291 | 1509 | 1750 | 1900 | 1750 | 1750 | 3397 | 303 | 3150 | 3474 | 226 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.35 | 0.35 | 0.08 | 0.18 | 0.25 | 0.13 | 0.15 | 0.15 | 0.29 | 0.31 | 0.31 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green Time: | 53.6 | 53.6 | 53.6 | 53.6 | 53.6 | 73.4 | 19.8 | 22.6 | 22.6 | 44.8 | 47.6 | 47.6 |
| Volume/Cap: | 0.34 | 0.85 | 0.85 | 0.21 | 0.44 | 0.43 | 0.85 | 0.83 | 0.83 | 0.83 | 0.85 | 0.85 |
| Delay/Veh: | 26.4 | 43.9 | 43.9 | 24.7 | 27.9 | 16.6 | 75.8 | 61.1 | 61.1 | 44.9 | 43.3 | 43.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.4 | 43.9 | 43.9 | 24.7 | 27.9 | 16.6 | 75.8 | 61.1 | 61.1 | 44.9 | 43.3 | 43.3 |
| LOS by Move: | C | D | D | C | C | B | E | E | E | D | D | D |
| HCM2k95thQ: | 13 | 43 | 43 | 8 | 18 | 19 | 19 | 21 | 21 | 35 | 37 | 37 |

Note: Queue reported is the number of cars per lane.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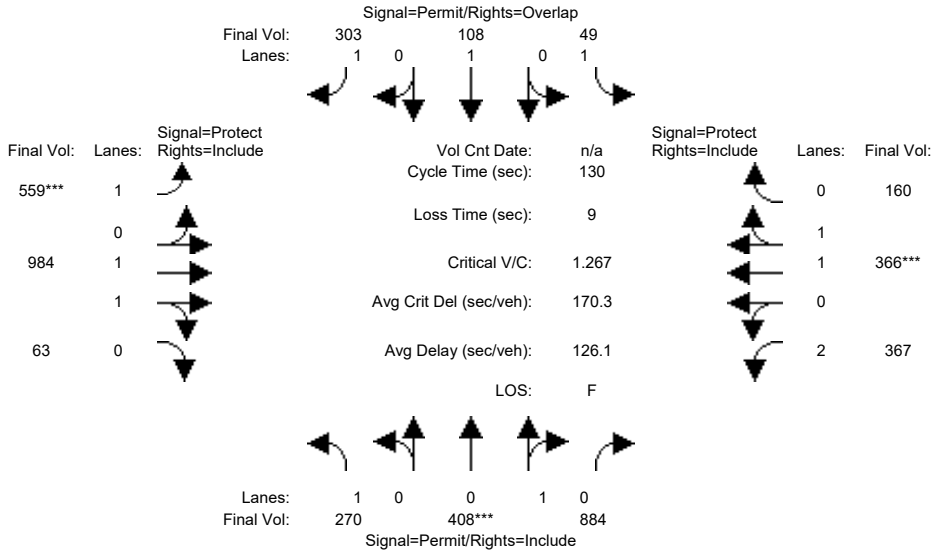
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #74: (28) 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: | 262 | 396 | 857 | 48 | 105 | 294 | 542 | 954 | 61 | 356 | 355 | 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: | 262 | 396 | 857 | 48 | 105 | 294 | 542 | 954 | 61 | 356 | 355 | 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: | 262 | 396 | 857 | 48 | 105 | 294 | 542 | 954 | 61 | 356 | 355 | 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: | 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: | 270 | 408 | 884 | 49 | 108 | 303 | 559 | 984 | 63 | 367 | 366 | 160 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 270 | 408 | 884 | 49 | 108 | 303 | 559 | 984 | 63 | 367 | 366 | 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: | 270 | 408 | 884 | 49 | 108 | 303 | 559 | 984 | 63 | 367 | 366 | 160 |
| 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 | 0.32 | 0.68 | 1.00 | 1.00 | 1.00 | 1.00 | 1.88 | 0.12 | 2.00 | 1.38 | 0.62 |
| Final Sat.: | 1750 | 569 | 1231 | 1750 | 1900 | 1750 | 1750 | 3477 | 222 | 3150 | 2575 | 1124 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.72 | 0.72 | 0.03 | 0.06 | 0.17 | 0.32 | 0.28 | 0.28 | 0.12 | 0.14 | 0.14 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green Time: | 73.4 | 73.4 | 73.4 | 73.4 | 73.4 | 106.0 | 32.6 | 33.7 | 33.7 | 13.9 | 15.0 | 15.0 |
| Volume/Cap: | 0.27 | 1.27 | 1.27 | 0.05 | 0.10 | 0.21 | 1.27 | 1.09 | 1.09 | 1.09 | 1.23 | 1.23 |
| Delay/Veh: | 14.7 | 158 | 158.4 | 12.7 | 13.1 | 2.8 | 187.8 | 105 | 104.7 | 133.3 | 181 | 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: | 14.7 | 158 | 158.4 | 12.7 | 13.1 | 2.8 | 187.8 | 105 | 104.7 | 133.3 | 181 | 180.8 |
| LOS by Move: | B | F | F | B | B | A | F | F | F | F | F | F |
| HCM2k95thQ: | 11 | 135 | 135 | 2 | 4 | 6 | 63 | 47 | 47 | 22 | 30 | 30 |

Note: Queue reported is the number of cars per lane.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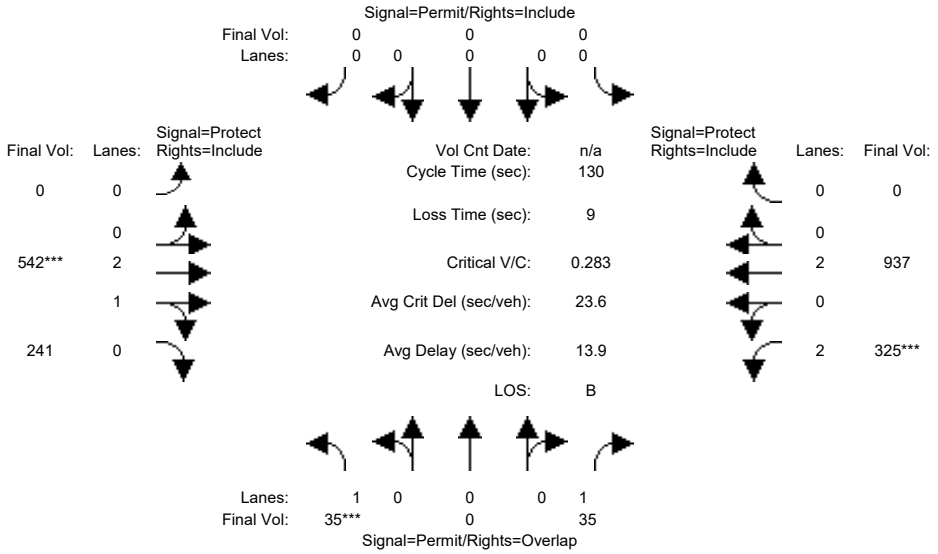
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #75: (30) 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: | 32 | 0 | 32 | 0 | 0 | 0 | 0 | 499 | 222 | 299 | 862 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 0 | 32 | 0 | 0 | 0 | 0 | 499 | 222 | 299 | 862 | 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: | 32 | 0 | 32 | 0 | 0 | 0 | 0 | 499 | 222 | 299 | 862 | 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: | 35 | 0 | 35 | 0 | 0 | 0 | 0 | 542 | 241 | 325 | 937 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 35 | 0 | 35 | 0 | 0 | 0 | 0 | 542 | 241 | 325 | 937 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 35 | 0 | 35 | 0 | 0 | 0 | 0 | 542 | 241 | 325 | 937 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.04 | 0.96 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 3873 | 1723 | 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 | 0.25 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 10.0 | 0.0 | 57.1 | 0.0 | 0.0 | 0.0 | 0.0 | 63.9 | 63.9 | 47.1 | 111 | 0.0 |
| Volume/Cap: | 0.26 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.28 | 0.28 | 0.29 | 0.00 |
| Delay/Veh: | 57.5 | 0.0 | 20.9 | 0.0 | 0.0 | 0.0 | 0.0 | 19.6 | 19.6 | 29.6 | 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 | 20.9 | 0.0 | 0.0 | 0.0 | 0.0 | 19.6 | 19.6 | 29.6 | 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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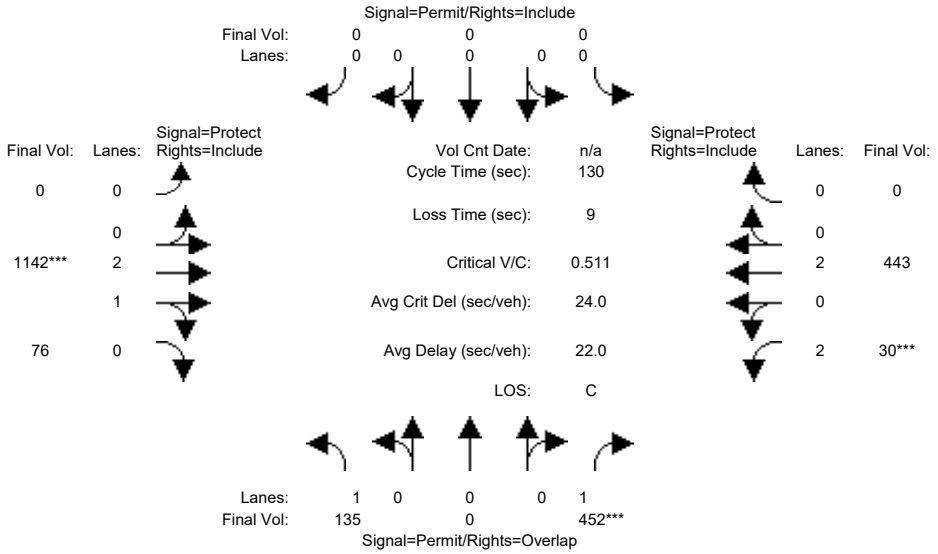
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #75: (30) 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: | 131 | 0 | 438 | 0 | 0 | 0 | 0 | 1108 | 74 | 29 | 430 | 0 |
| Growth Adj: | 1.00 | 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 | 0 | 438 | 0 | 0 | 0 | 0 | 1108 | 74 | 29 | 430 | 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: | 131 | 0 | 438 | 0 | 0 | 0 | 0 | 1108 | 74 | 29 | 430 | 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: | 135 | 0 | 452 | 0 | 0 | 0 | 0 | 1142 | 76 | 30 | 443 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 135 | 0 | 452 | 0 | 0 | 0 | 0 | 1142 | 76 | 30 | 443 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 135 | 0 | 452 | 0 | 0 | 0 | 0 | 1142 | 76 | 30 | 443 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 5249 | 351 | 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: | 42.0 | 0.0 | 57.0 | 0.0 | 0.0 | 0.0 | 0.0 | 64.0 | 64.0 | 15.0 | 79.0 | 0.0 |
| Volume/Cap: | 0.24 | 0.00 | 0.59 | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.44 | 0.08 | 0.19 | 0.00 |
| Delay/Veh: | 32.5 | 0.0 | 28.9 | 0.0 | 0.0 | 0.0 | 0.0 | 21.5 | 21.5 | 51.5 | 11.4 | 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: | 32.5 | 0.0 | 28.9 | 0.0 | 0.0 | 0.0 | 0.0 | 21.5 | 21.5 | 51.5 | 11.4 | 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 | 7 | 0 |

Note: Queue reported is the number of cars per lane.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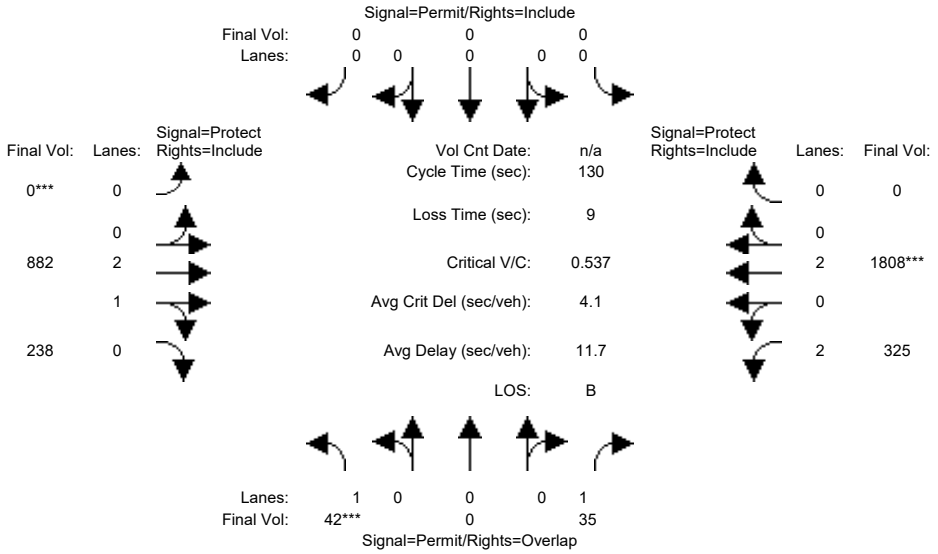
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #75: (30) 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: | 39 | 0 | 32 | 0 | 0 | 0 | 0 | 811 | 219 | 299 | 1663 | 0 |
| Growth Adj: | 1.00 | 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 | 0 | 32 | 0 | 0 | 0 | 0 | 811 | 219 | 299 | 1663 | 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: | 39 | 0 | 32 | 0 | 0 | 0 | 0 | 811 | 219 | 299 | 1663 | 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: | 42 | 0 | 35 | 0 | 0 | 0 | 0 | 882 | 238 | 325 | 1808 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 42 | 0 | 35 | 0 | 0 | 0 | 0 | 882 | 238 | 325 | 1808 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 42 | 0 | 35 | 0 | 0 | 0 | 0 | 882 | 238 | 325 | 1808 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.34 | 0.66 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 4408 | 1190 | 3150 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.20 | 0.10 | 0.48 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 10.0 | 0.0 | 50.6 | 0.0 | 0.0 | 0.0 | 0.0 | 70.4 | 70.4 | 40.6 | 111 | 0.0 |
| Volume/Cap: | 0.31 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.37 | 0.33 | 0.56 | 0.00 |
| Delay/Veh: | 58.1 | 0.0 | 24.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17.2 | 17.2 | 34.5 | 2.9 | 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: | 58.1 | 0.0 | 24.8 | 0.0 | 0.0 | 0.0 | 0.0 | 17.2 | 17.2 | 34.5 | 2.9 | 0.0 |
| LOS by Move: | E | A | C | A | A | A | A | B | B | C | A | A |
| HCM2k95thQ: | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 15 | 15 | 11 | 17 | 0 |

Note: Queue reported is the number of cars per lane.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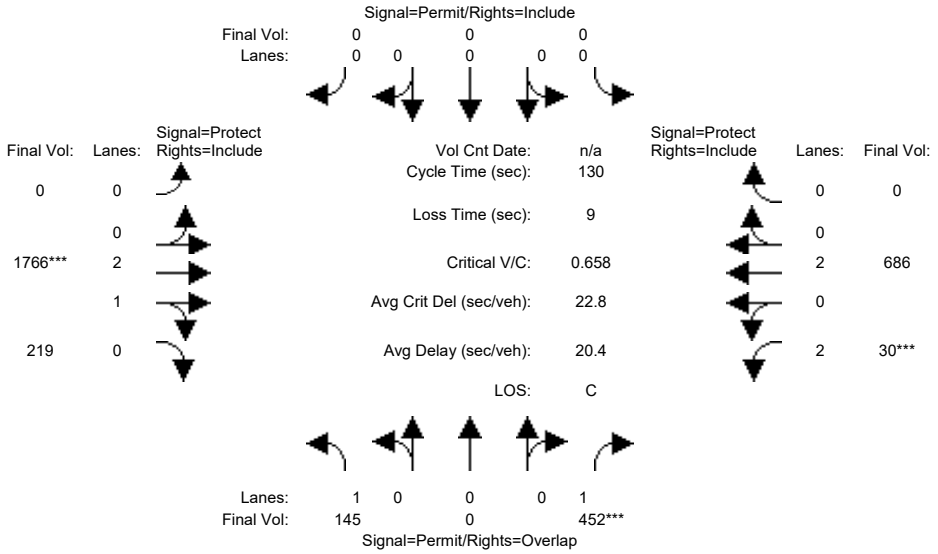
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #75: (30) 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 | 4.1 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 | 4.0 | 4.9 | 0.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 141 | 0 | 438 | 0 | 0 | 0 | 0 | 1713 | 212 | 29 | 665 | 0 |
| Growth Adj: | 1.00 | 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 | 0 | 438 | 0 | 0 | 0 | 0 | 1713 | 212 | 29 | 665 | 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: | 141 | 0 | 438 | 0 | 0 | 0 | 0 | 1713 | 212 | 29 | 665 | 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: | 145 | 0 | 452 | 0 | 0 | 0 | 0 | 1766 | 219 | 30 | 686 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 145 | 0 | 452 | 0 | 0 | 0 | 0 | 1766 | 219 | 30 | 686 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 145 | 0 | 452 | 0 | 0 | 0 | 0 | 1766 | 219 | 30 | 686 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.66 | 0.34 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 4982 | 617 | 3150 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.35 | 0.01 | 0.18 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |
| Green Time: | 30.4 | 0.0 | 45.4 | 0.0 | 0.0 | 0.0 | 0.0 | 75.6 | 75.6 | 15.0 | 90.6 | 0.0 |
| Volume/Cap: | 0.35 | 0.00 | 0.74 | 0.00 | 0.00 | 0.00 | 0.00 | 0.61 | 0.61 | 0.08 | 0.26 | 0.00 |
| Delay/Veh: | 42.1 | 0.0 | 41.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18.0 | 18.0 | 51.5 | 7.3 | 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: | 42.1 | 0.0 | 41.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18.0 | 18.0 | 51.5 | 7.3 | 0.0 |
| LOS by Move: | D | A | D | A | A | A | A | B | B | D | A | A |
| HCM2k95thQ: | 10 | 0 | 31 | 0 | 0 | 0 | 0 | 28 | 28 | 1 | 10 | 0 |

Note: Queue reported is the number of cars per lane.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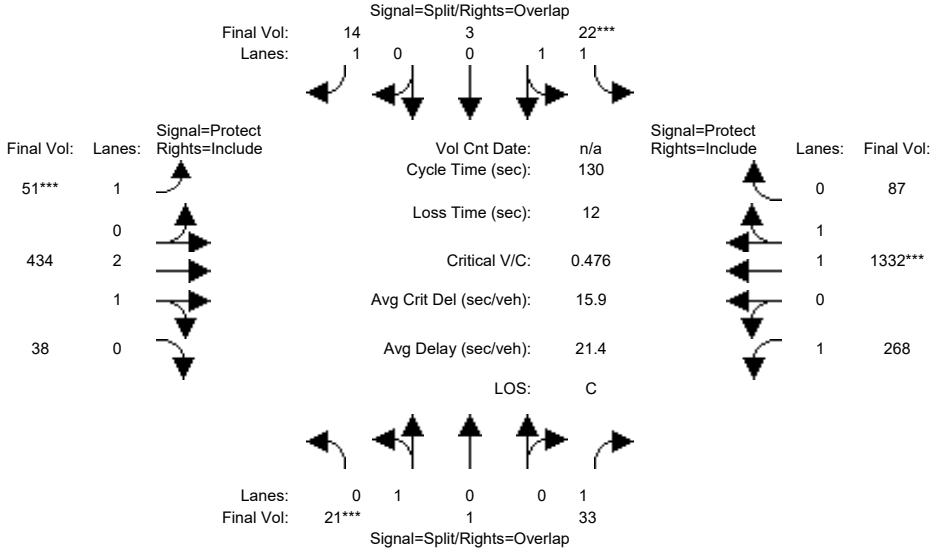
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #76: (31) 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 | 391 | 34 | 241 | 1199 | 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 | 391 | 34 | 241 | 1199 | 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 | 391 | 34 | 241 | 1199 | 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 | 434 | 38 | 268 | 1332 | 87 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 1 | 33 | 22 | 3 | 14 | 51 | 434 | 38 | 268 | 1332 | 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 | 434 | 38 | 268 | 1332 | 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 | 2.75 | 0.25 | 1.00 | 1.87 | 0.13 |
| Final Sat.: | 1710 | 90 | 1750 | 3087 | 463 | 1750 | 1750 | 5151 | 448 | 1750 | 3474 | 226 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.03 | 0.08 | 0.08 | 0.15 | 0.38 | 0.38 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 12.0 | 12.0 | 73.2 | 11.0 | 11.0 | 21.0 | 10.0 | 33.8 | 33.8 | 61.2 | 85.0 | 85.0 |
| Volume/Cap: | 0.13 | 0.13 | 0.03 | 0.09 | 0.09 | 0.05 | 0.38 | 0.32 | 0.32 | 0.32 | 0.59 | 0.59 |
| Delay/Veh: | 54.6 | 54.6 | 12.6 | 55.0 | 55.0 | 46.2 | 58.8 | 39.0 | 39.0 | 21.7 | 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: | 54.6 | 54.6 | 12.6 | 55.0 | 55.0 | 46.2 | 58.8 | 39.0 | 39.0 | 21.7 | 13.0 | 13.0 |
| 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 | 13 | 28 | 28 |

Note: Queue reported is the number of cars per lane.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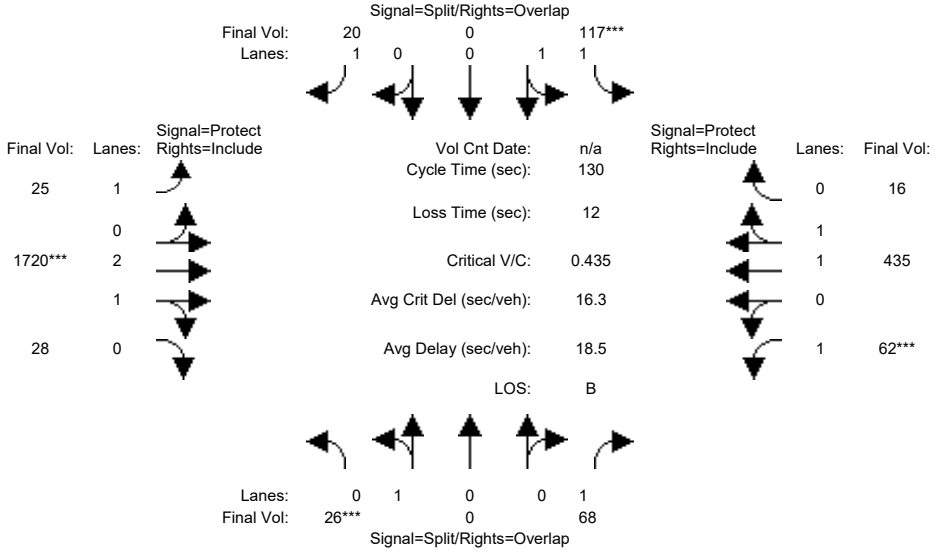
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #76: (31) 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 | 1634 | 27 | 59 | 413 | 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 | 1634 | 27 | 59 | 413 | 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 | 1634 | 27 | 59 | 413 | 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 | 1720 | 28 | 62 | 435 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 0 | 68 | 117 | 0 | 20 | 25 | 1720 | 28 | 62 | 435 | 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 | 1720 | 28 | 62 | 435 | 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 | 5509 | 91 | 1750 | 3570 | 130 |
| 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 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 12.0 | 0.0 | 22.0 | 11.0 | 0.0 | 47.8 | 36.8 | 85.0 | 85.0 | 10.0 | 58.2 | 58.2 |
| Volume/Cap: | 0.16 | 0.00 | 0.23 | 0.39 | 0.00 | 0.03 | 0.05 | 0.48 | 0.48 | 0.46 | 0.27 | 0.27 |
| Delay/Veh: | 54.8 | 0.0 | 47.1 | 57.2 | 0.0 | 26.3 | 34.0 | 11.4 | 11.4 | 59.9 | 22.7 | 22.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.8 | 0.0 | 47.1 | 57.2 | 0.0 | 26.3 | 34.0 | 11.4 | 11.4 | 59.9 | 22.7 | 22.7 |
| 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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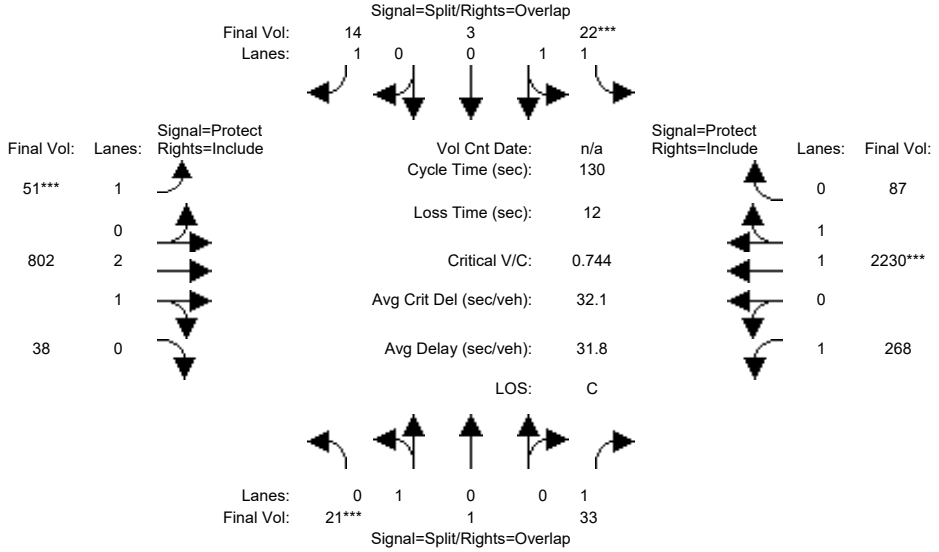
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #76: (31) 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 | 722 | 34 | 241 | 2007 | 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 | 722 | 34 | 241 | 2007 | 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 | 722 | 34 | 241 | 2007 | 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 | 802 | 38 | 268 | 2230 | 87 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 1 | 33 | 22 | 3 | 14 | 51 | 802 | 38 | 268 | 2230 | 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 | 802 | 38 | 268 | 2230 | 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 | 2.86 | 0.14 | 1.00 | 1.92 | 0.08 |
| Final Sat.: | 1710 | 90 | 1750 | 3087 | 463 | 1750 | 1750 | 5348 | 252 | 1750 | 3561 | 138 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.03 | 0.15 | 0.15 | 0.15 | 0.63 | 0.63 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 12.0 | 12.0 | 60.0 | 11.0 | 11.0 | 21.0 | 10.0 | 47.0 | 47.0 | 48.0 | 85.0 | 85.0 |
| Volume/Cap: | 0.13 | 0.13 | 0.04 | 0.09 | 0.09 | 0.05 | 0.38 | 0.41 | 0.41 | 0.41 | 0.96 | 0.96 |
| Delay/Veh: | 54.6 | 54.6 | 19.2 | 55.0 | 55.0 | 46.2 | 58.8 | 31.3 | 31.3 | 31.0 | 31.0 | 31.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.6 | 54.6 | 19.2 | 55.0 | 55.0 | 46.2 | 58.8 | 31.3 | 31.3 | 31.0 | 31.0 | 31.0 |
| LOS by Move: | D | D | B | D | D | D | E | C | C | C | C | C |
| HCM2k95thQ: | 2 | 2 | 2 | 1 | 1 | 1 | 4 | 15 | 15 | 16 | 76 | 76 |

Note: Queue reported is the number of cars per lane.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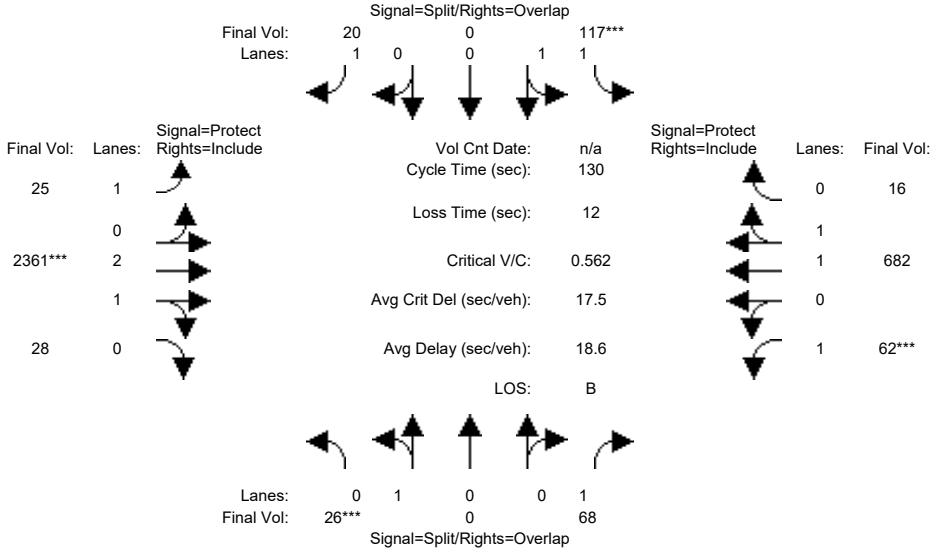
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #76: (31) 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 | 2243 | 27 | 59 | 648 | 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 | 2243 | 27 | 59 | 648 | 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 | 2243 | 27 | 59 | 648 | 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 | 2361 | 28 | 62 | 682 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 0 | 68 | 117 | 0 | 20 | 25 | 2361 | 28 | 62 | 682 | 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 | 2361 | 28 | 62 | 682 | 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 | 5533 | 67 | 1750 | 3616 | 84 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.04 | 0.03 | 0.00 | 0.01 | 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 | 38.5 | 27.5 | 85.0 | 85.0 | 10.0 | 67.5 | 67.5 |
| Volume/Cap: | 0.16 | 0.00 | 0.23 | 0.39 | 0.00 | 0.04 | 0.07 | 0.65 | 0.65 | 0.46 | 0.36 | 0.36 |
| Delay/Veh: | 54.8 | 0.0 | 47.1 | 57.2 | 0.0 | 32.6 | 41.1 | 14.0 | 14.0 | 59.9 | 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: | 54.8 | 0.0 | 47.1 | 57.2 | 0.0 | 32.6 | 41.1 | 14.0 | 14.0 | 59.9 | 18.6 | 18.6 |
| LOS by Move: | D | A | D | E | A | C | D | B | B | E | B | B |
| HCM2k95thQ: | 2 | 0 | 5 | 6 | 0 | 1 | 2 | 33 | 33 | 6 | 15 | 15 |

Note: Queue reported is the number of cars per lane.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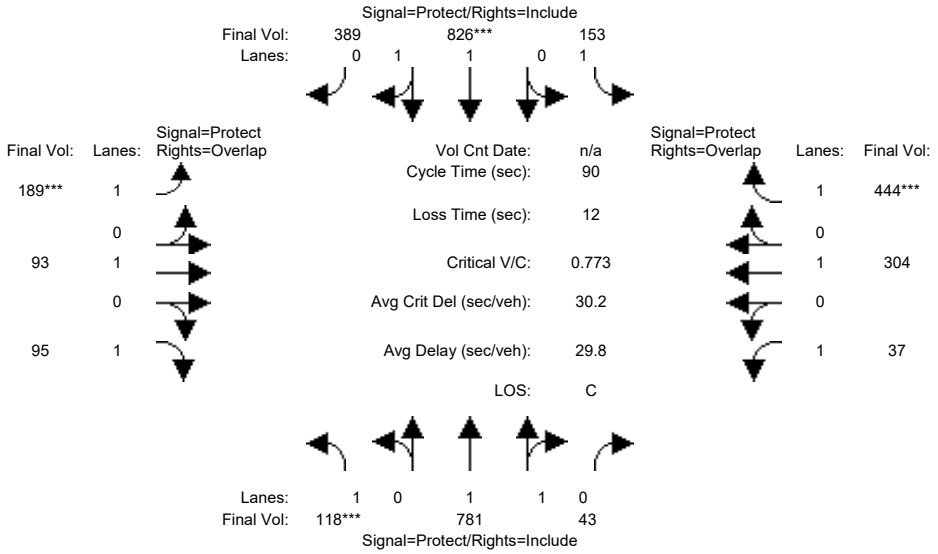
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #106: (41) 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 | 711 | 39 | 139 | 752 | 354 | 172 | 85 | 86 | 34 | 277 | 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: | 107 | 711 | 39 | 139 | 752 | 354 | 172 | 85 | 86 | 34 | 277 | 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: | 107 | 711 | 39 | 139 | 752 | 354 | 172 | 85 | 86 | 34 | 277 | 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: | 0.91 | 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 | 781 | 43 | 153 | 826 | 389 | 189 | 93 | 95 | 37 | 304 | 444 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 781 | 43 | 153 | 826 | 389 | 189 | 93 | 95 | 37 | 304 | 444 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 118 | 781 | 43 | 153 | 826 | 389 | 189 | 93 | 95 | 37 | 304 | 444 |
| Saturation 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 | 1.34 | 0.66 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3507 | 192 | 1750 | 2515 | 1184 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.22 | 0.22 | 0.09 | 0.33 | 0.33 | 0.11 | 0.05 | 0.05 | 0.02 | 0.16 | 0.25 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green Time: | 8.0 | 33.2 | 33.2 | 13.0 | 38.1 | 38.1 | 12.5 | 21.2 | 29.2 | 10.6 | 19.3 | 32.3 |
| Volume/Cap: | 0.76 | 0.60 | 0.60 | 0.60 | 0.78 | 0.78 | 0.78 | 0.21 | 0.17 | 0.18 | 0.75 | 0.71 |
| Delay/Veh: | 58.9 | 23.9 | 23.9 | 40.2 | 24.7 | 24.7 | 51.8 | 27.9 | 21.8 | 36.2 | 40.4 | 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: | 58.9 | 23.9 | 23.9 | 40.2 | 24.7 | 24.7 | 51.8 | 27.9 | 21.8 | 36.2 | 40.4 | 28.5 |
| LOS by Move: | E | C | C | D | C | C | D | C | C | D | D | C |
| HCM2k95thQ: | 7 | 17 | 17 | 9 | 27 | 27 | 11 | 4 | 4 | 2 | 18 | 23 |

Note: Queue reported is the number of cars per lane.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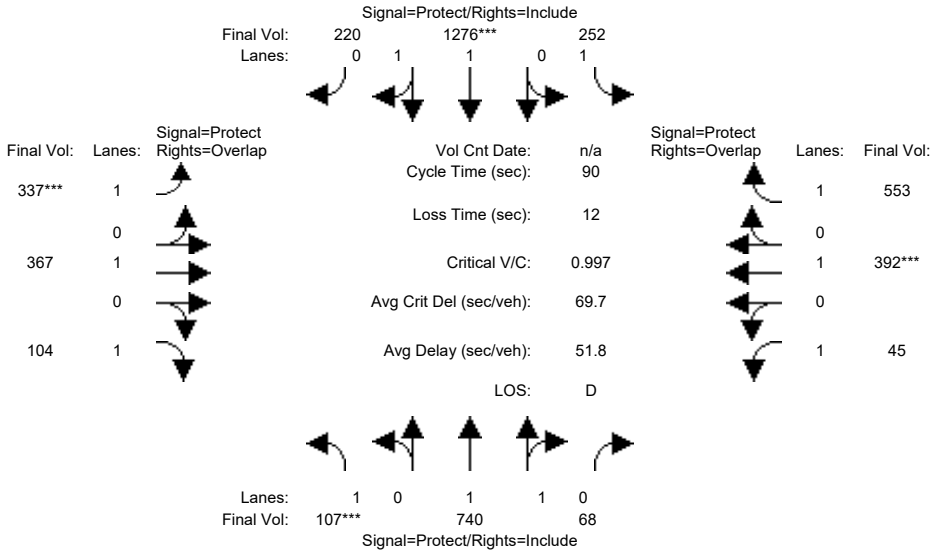
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #106: (41) 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 | 725 | 67 | 247 | 1250 | 216 | 330 | 360 | 102 | 44 | 384 | 542 |
| Growth Adj: | 1.00 | 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 | 725 | 67 | 247 | 1250 | 216 | 330 | 360 | 102 | 44 | 384 | 542 |
| Added Vol: | 0 | 0 | 0 | 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 | 725 | 67 | 247 | 1250 | 216 | 330 | 360 | 102 | 44 | 384 | 542 |
| User Adj: | 1.00 | 1.00 | 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 | 740 | 68 | 252 | 1276 | 220 | 337 | 367 | 104 | 45 | 392 | 553 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 740 | 68 | 252 | 1276 | 220 | 337 | 367 | 104 | 45 | 392 | 553 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 107 | 740 | 68 | 252 | 1276 | 220 | 337 | 367 | 104 | 45 | 392 | 553 |
| Saturation 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 | 3154 | 545 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.22 | 0.22 | 0.14 | 0.40 | 0.40 | 0.19 | 0.19 | 0.06 | 0.03 | 0.21 | 0.32 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 8.0 | 26.2 | 26.2 | 17.0 | 35.2 | 35.2 | 16.8 | 28.3 | 36.3 | 6.5 | 18.0 | 35.0 |
| Volume/Cap: | 0.69 | 0.75 | 0.75 | 0.76 | 1.03 | 1.03 | 1.03 | 0.62 | 0.15 | 0.36 | 1.03 | 0.81 |
| Delay/Veh: | 52.1 | 31.9 | 31.9 | 44.6 | 59.8 | 59.8 | 95.1 | 28.2 | 17.2 | 41.5 | 90.8 | 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: | 52.1 | 31.9 | 31.9 | 44.6 | 59.8 | 59.8 | 95.1 | 28.2 | 17.2 | 41.5 | 90.8 | 32.0 |
| LOS by Move: | D | C | C | D | E | E | F | C | B | D | F | C |
| HCM2k95thQ: | 7 | 20 | 20 | 14 | 46 | 46 | 24 | 16 | 4 | 3 | 30 | 29 |

Note: Queue reported is the number of cars per lane.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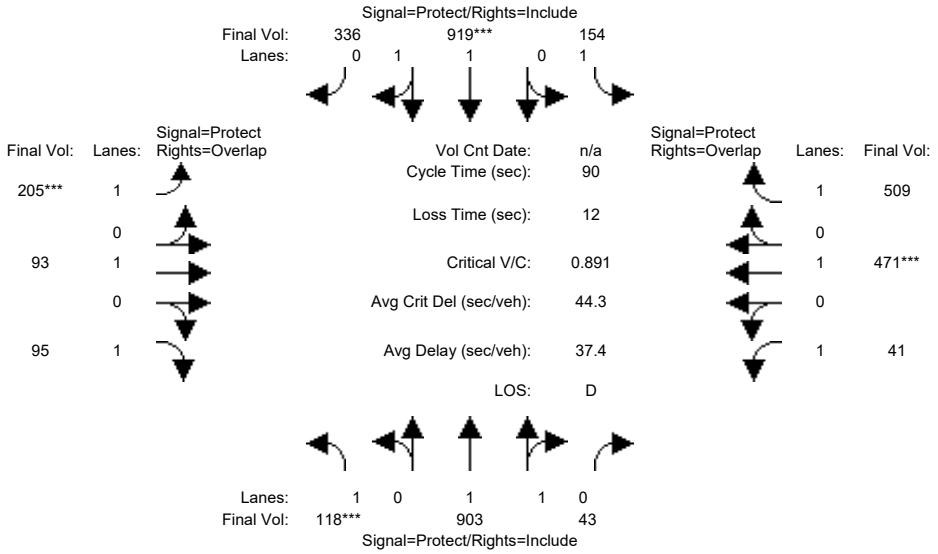
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #106: (41) 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 | 822 | 39 | 140 | 836 | 306 | 187 | 85 | 86 | 37 | 429 | 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: | 107 | 822 | 39 | 140 | 836 | 306 | 187 | 85 | 86 | 37 | 429 | 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: | 107 | 822 | 39 | 140 | 836 | 306 | 187 | 85 | 86 | 37 | 429 | 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: | 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 | 903 | 43 | 154 | 919 | 336 | 205 | 93 | 95 | 41 | 471 | 509 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 903 | 43 | 154 | 919 | 336 | 205 | 93 | 95 | 41 | 471 | 509 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 118 | 903 | 43 | 154 | 919 | 336 | 205 | 93 | 95 | 41 | 471 | 509 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.91 | 0.09 | 1.00 | 1.45 | 0.55 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3532 | 168 | 1750 | 2708 | 991 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.26 | 0.26 | 0.09 | 0.34 | 0.34 | 0.12 | 0.05 | 0.05 | 0.02 | 0.25 | 0.29 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 8.0 | 31.0 | 31.0 | 10.7 | 33.7 | 33.7 | 11.7 | 24.2 | 32.2 | 12.1 | 24.6 | 35.3 |
| Volume/Cap: | 0.76 | 0.74 | 0.74 | 0.74 | 0.91 | 0.91 | 0.91 | 0.18 | 0.15 | 0.17 | 0.91 | 0.74 |
| Delay/Veh: | 58.9 | 28.3 | 28.3 | 51.7 | 35.5 | 35.5 | 74.1 | 25.5 | 19.7 | 34.9 | 51.0 | 27.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 58.9 | 28.3 | 28.3 | 51.7 | 35.5 | 35.5 | 74.1 | 25.5 | 19.7 | 34.9 | 51.0 | 27.8 |
| LOS by Move: | E | C | C | D | D | D | E | C | B | C | D | C |
| HCM2k95thQ: | 7 | 22 | 22 | 9 | 32 | 32 | 14 | 4 | 4 | 2 | 29 | 26 |

Note: Queue reported is the number of cars per lane.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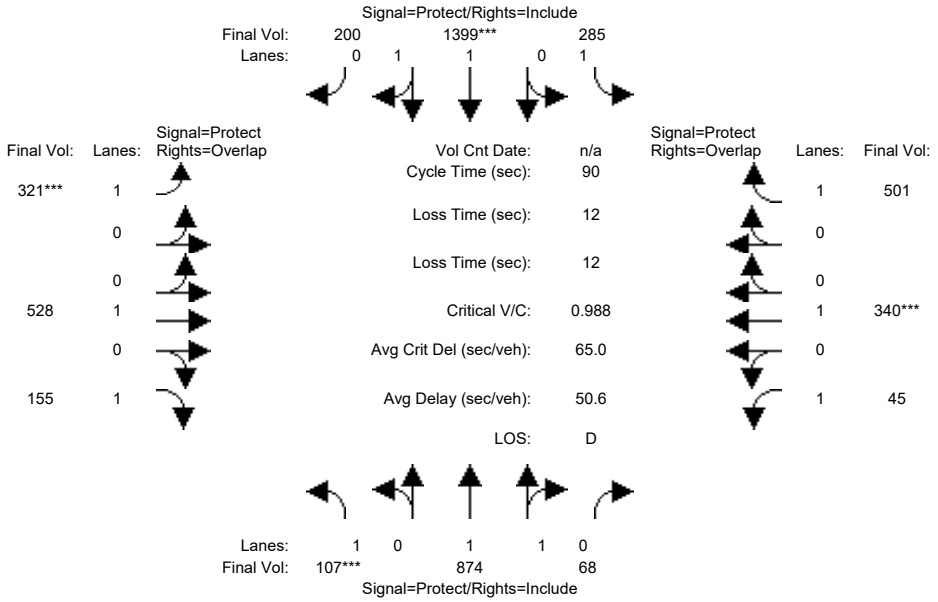
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #106: (41) 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 | 857 | 67 | 279 | 1371 | 196 | 315 | 517 | 152 | 44 | 333 | 491 |
| Growth Adj: | 1.00 | 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 | 857 | 67 | 279 | 1371 | 196 | 315 | 517 | 152 | 44 | 333 | 491 |
| Added Vol: | 0 | 0 | 0 | 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 | 857 | 67 | 279 | 1371 | 196 | 315 | 517 | 152 | 44 | 333 | 491 |
| User Adj: | 1.00 | 1.00 | 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 | 874 | 68 | 285 | 1399 | 200 | 321 | 528 | 155 | 45 | 340 | 501 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 874 | 68 | 285 | 1399 | 200 | 321 | 528 | 155 | 45 | 340 | 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: | 107 | 874 | 68 | 285 | 1399 | 200 | 321 | 528 | 155 | 45 | 340 | 501 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.85 | 0.15 | 1.00 | 1.74 | 0.26 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3432 | 268 | 1750 | 3237 | 463 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.25 | 0.25 | 0.16 | 0.43 | 0.43 | 0.18 | 0.28 | 0.09 | 0.03 | 0.18 | 0.29 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 8.0 | 28.1 | 28.1 | 18.0 | 38.1 | 38.1 | 16.2 | 27.5 | 35.5 | 4.4 | 15.8 | 33.7 |
| Volume/Cap: | 0.69 | 0.82 | 0.82 | 0.82 | 1.02 | 1.02 | 1.02 | 0.91 | 0.22 | 0.52 | 1.02 | 0.76 |
| Delay/Veh: | 52.1 | 33.2 | 33.2 | 48.2 | 54.4 | 54.4 | 93.3 | 48.1 | 18.3 | 47.6 | 92.2 | 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: | 52.1 | 33.2 | 33.2 | 48.2 | 54.4 | 54.4 | 93.3 | 48.1 | 18.3 | 47.6 | 92.2 | 30.0 |
| LOS by Move: | D | C | C | D | D | D | F | D | B | D | F | C |
| HCM2k95thQ: | 7 | 23 | 23 | 17 | 48 | 48 | 22 | 26 | 6 | 4 | 27 | 26 |

Note: Queue reported is the number of cars per lane.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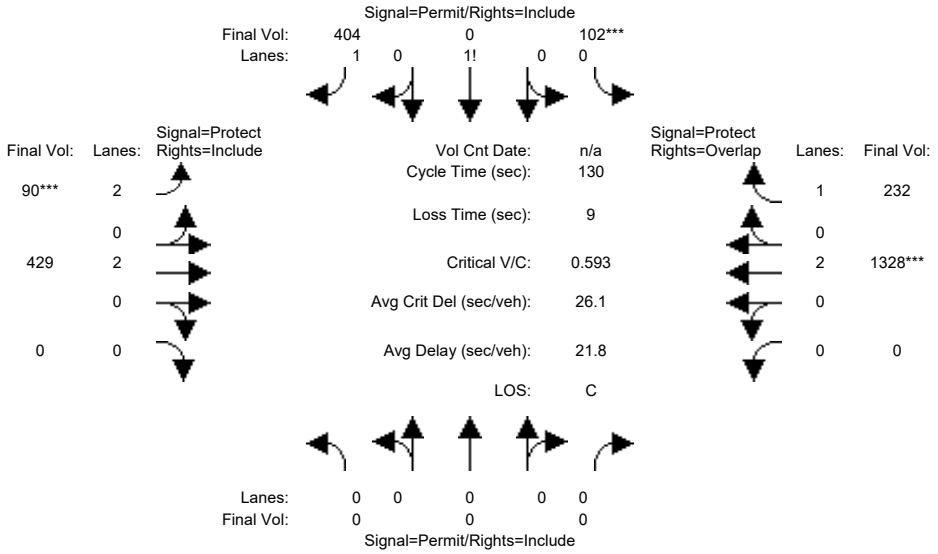
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #115: (38) TASMAN / CALLE DEL SOL




| 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 | 8 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 99 | 0 | 392 | 87 | 416 | 0 | 0 | 1288 | 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: | 0 | 0 | 0 | 99 | 0 | 392 | 87 | 416 | 0 | 0 | 1288 | 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: | 0 | 0 | 0 | 99 | 0 | 392 | 87 | 416 | 0 | 0 | 1288 | 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: | 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: | 0 | 0 | 0 | 102 | 0 | 404 | 90 | 429 | 0 | 0 | 1328 | 232 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 102 | 0 | 404 | 90 | 429 | 0 | 0 | 1328 | 232 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 102 | 0 | 404 | 90 | 429 | 0 | 0 | 1328 | 232 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 0.00 | 0.00 | 0.34 | 0.00 | 1.66 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 587 | 0 | 2913 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.14 | 0.03 | 0.11 | 0.00 | 0.00 | 0.35 | 0.13 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 37.5 | 0.0 | 37.5 | 8.0 | 83.5 | 0.0 | 0.0 | 75.5 | 75.5 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.60 | 0.00 | 0.48 | 0.46 | 0.18 | 0.00 | 0.00 | 0.60 | 0.23 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 41.0 | 0.0 | 38.5 | 60.7 | 9.4 | 0.0 | 0.0 | 18.1 | 13.3 |
| 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 | 41.0 | 0.0 | 38.5 | 60.7 | 9.4 | 0.0 | 0.0 | 18.1 | 13.3 |
| LOS by Move: | A | A | A | D | A | D | E | A | A | A | B | B |
| HCM2k95thQ: | 0 | 0 | 0 | 21 | 0 | 16 | 4 | 7 | 0 | 0 | 28 | 9 |

Note: Queue reported is the number of cars per lane.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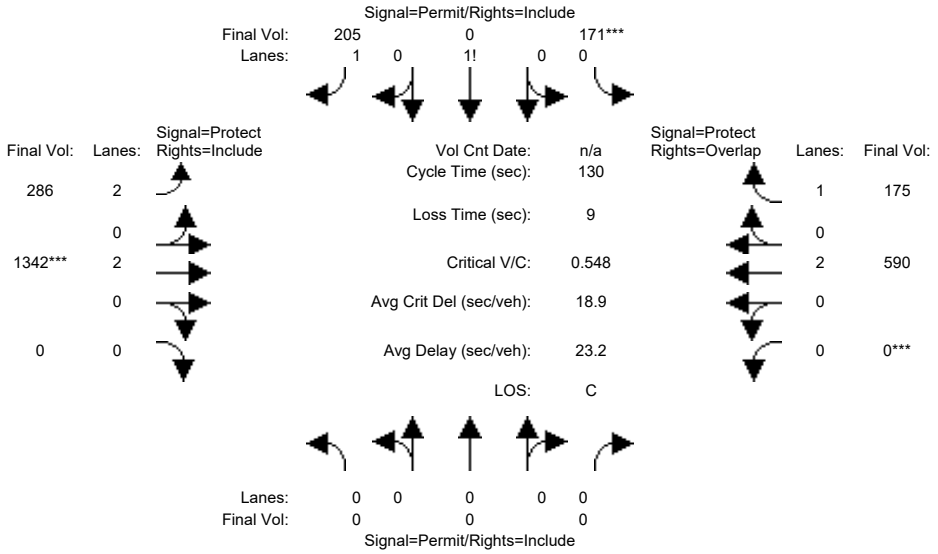
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #115: (38) TASMAN / CALLE DEL SOL




| 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 | 8 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 166 | 0 | 199 | 277 | 1302 | 0 | 0 | 572 | 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: | 0 | 0 | 0 | 166 | 0 | 199 | 277 | 1302 | 0 | 0 | 572 | 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: | 0 | 0 | 0 | 166 | 0 | 199 | 277 | 1302 | 0 | 0 | 572 | 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: | 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: | 0 | 0 | 0 | 171 | 0 | 205 | 286 | 1342 | 0 | 0 | 590 | 175 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 171 | 0 | 205 | 286 | 1342 | 0 | 0 | 590 | 175 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 171 | 0 | 205 | 286 | 1342 | 0 | 0 | 590 | 175 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.63 | 0.00 | 1.37 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1094 | 0 | 2406 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.09 | 0.09 | 0.35 | 0.00 | 0.00 | 0.16 | 0.10 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 37.1 | 0.0 | 37.1 | 30.9 | 83.9 | 0.0 | 0.0 | 52.9 | 52.9 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.55 | 0.00 | 0.30 | 0.38 | 0.55 | 0.00 | 0.00 | 0.38 | 0.25 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 40.3 | 0.0 | 36.4 | 41.8 | 12.9 | 0.0 | 0.0 | 27.2 | 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: | 0.0 | 0.0 | 0.0 | 40.3 | 0.0 | 36.4 | 41.8 | 12.9 | 0.0 | 0.0 | 27.2 | 25.6 |
| LOS by Move: | A | A | A | D | A | D | D | B | A | A | C | C |
| HCM2k95thQ: | 0 | 0 | 0 | 19 | 0 | 10 | 11 | 26 | 0 | 0 | 15 | 9 |

Note: Queue reported is the number of cars per lane.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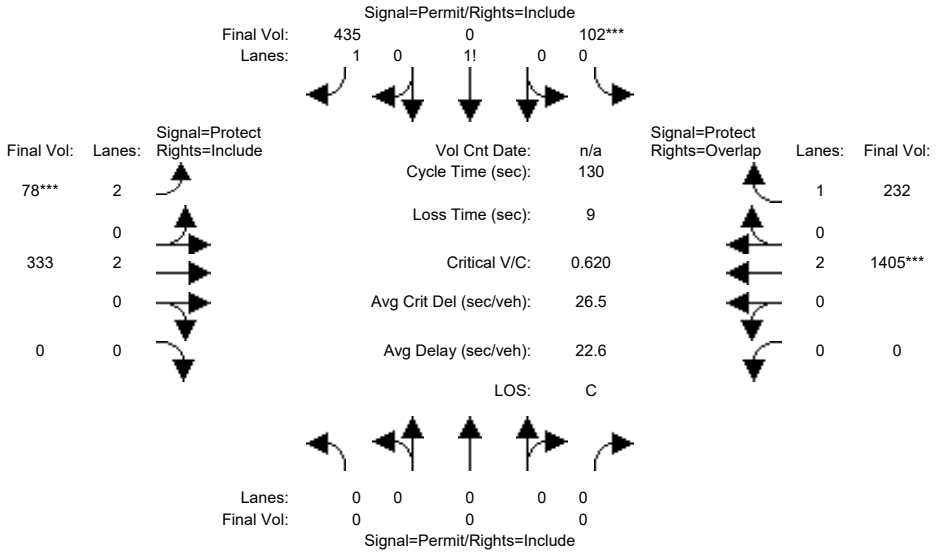
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #115: (38) TASMAN / CALLE DEL SOL




| 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 | 8 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 99 | 0 | 422 | 76 | 323 | 0 | 0 | 1363 | 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: | 0 | 0 | 0 | 99 | 0 | 422 | 76 | 323 | 0 | 0 | 1363 | 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: | 0 | 0 | 0 | 99 | 0 | 422 | 76 | 323 | 0 | 0 | 1363 | 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: | 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: | 0 | 0 | 0 | 102 | 0 | 435 | 78 | 333 | 0 | 0 | 1405 | 232 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 102 | 0 | 435 | 78 | 333 | 0 | 0 | 1405 | 232 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 102 | 0 | 435 | 78 | 333 | 0 | 0 | 1405 | 232 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 0.00 | 0.00 | 0.32 | 0.00 | 1.68 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 559 | 0 | 2941 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.15 | 0.02 | 0.09 | 0.00 | 0.00 | 0.37 | 0.13 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 37.4 | 0.0 | 37.4 | 8.0 | 83.6 | 0.0 | 0.0 | 75.6 | 75.6 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.64 | 0.00 | 0.51 | 0.40 | 0.14 | 0.00 | 0.00 | 0.64 | 0.23 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 42.0 | 0.0 | 39.2 | 60.1 | 9.1 | 0.0 | 0.0 | 18.6 | 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: | 0.0 | 0.0 | 0.0 | 42.0 | 0.0 | 39.2 | 60.1 | 9.1 | 0.0 | 0.0 | 18.6 | 13.2 |
| LOS by Move: | A | A | A | D | A | D | E | A | A | A | B | B |
| HCM2k95thQ: | 0 | 0 | 0 | 23 | 0 | 18 | 4 | 5 | 0 | 0 | 31 | 9 |

Note: Queue reported is the number of cars per lane.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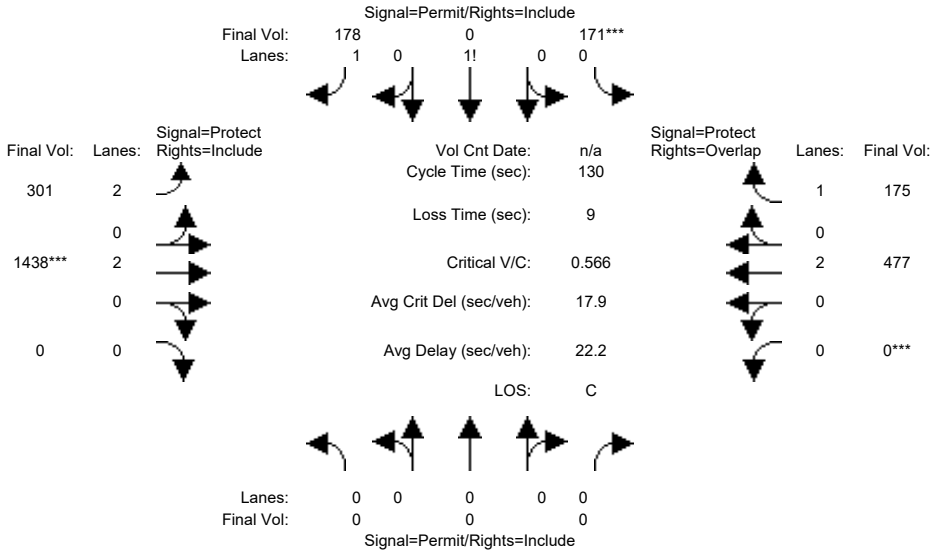
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #115: (38) TASMAN / CALLE DEL SOL




| 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 | 8 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 166 | 0 | 173 | 292 | 1395 | 0 | 0 | 463 | 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: | 0 | 0 | 0 | 166 | 0 | 173 | 292 | 1395 | 0 | 0 | 463 | 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: | 0 | 0 | 0 | 166 | 0 | 173 | 292 | 1395 | 0 | 0 | 463 | 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: | 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: | 0 | 0 | 0 | 171 | 0 | 178 | 301 | 1438 | 0 | 0 | 477 | 175 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 171 | 0 | 178 | 301 | 1438 | 0 | 0 | 477 | 175 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 171 | 0 | 178 | 301 | 1438 | 0 | 0 | 477 | 175 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.66 | 0.00 | 1.34 | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1150 | 0 | 2350 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.08 | 0.10 | 0.38 | 0.00 | 0.00 | 0.13 | 0.10 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 34.1 | 0.0 | 34.1 | 37.5 | 86.9 | 0.0 | 0.0 | 49.3 | 49.3 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.57 | 0.00 | 0.29 | 0.33 | 0.57 | 0.00 | 0.00 | 0.33 | 0.26 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 42.8 | 0.0 | 38.4 | 36.6 | 11.8 | 0.0 | 0.0 | 28.8 | 28.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 42.8 | 0.0 | 38.4 | 36.6 | 11.8 | 0.0 | 0.0 | 28.8 | 28.0 |
| LOS by Move: | A | A | A | D | A | D | D | B | A | A | C | C |
| HCM2k95thQ: | 0 | 0 | 0 | 19 | 0 | 9 | 11 | 27 | 0 | 0 | 12 | 10 |

Note: Queue reported is the number of cars per lane.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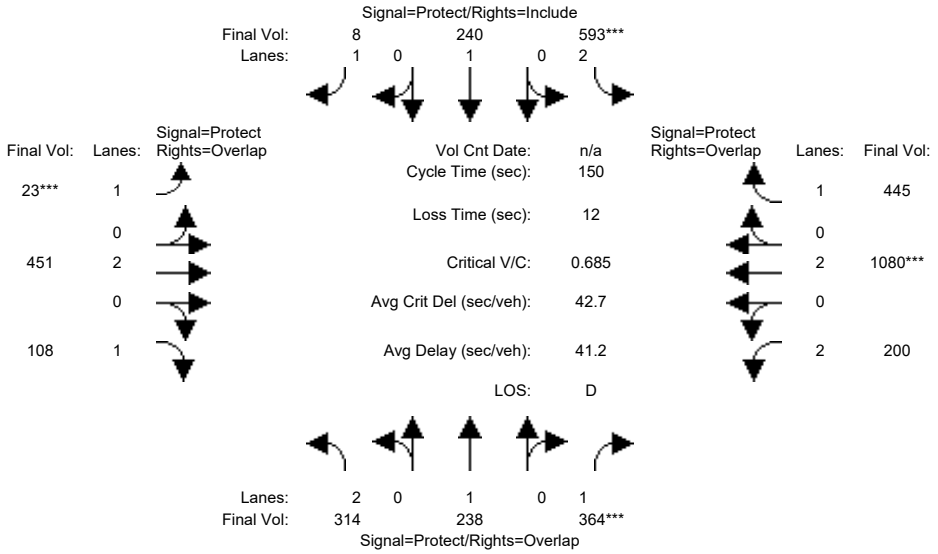
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #123: (39) 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: | 289 | 219 | 335 | 546 | 221 | 7 | 21 | 415 | 99 | 184 | 994 | 409 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 289 | 219 | 335 | 546 | 221 | 7 | 21 | 415 | 99 | 184 | 994 | 409 |
| Added Vol: | 0 | 0 | 0 | 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 | 219 | 335 | 546 | 221 | 7 | 21 | 415 | 99 | 184 | 994 | 409 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 314 | 238 | 364 | 593 | 240 | 8 | 23 | 451 | 108 | 200 | 1080 | 445 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 314 | 238 | 364 | 593 | 240 | 8 | 23 | 451 | 108 | 200 | 1080 | 445 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 314 | 238 | 364 | 593 | 240 | 8 | 23 | 451 | 108 | 200 | 1080 | 445 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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: | 0.10 | 0.13 | 0.21 | 0.19 | 0.13 | 0.00 | 0.01 | 0.12 | 0.06 | 0.06 | 0.28 | 0.25 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 31.6 | 31.2 | 54.2 | 40.6 | 40.1 | 40.1 | 5.0 | 43.2 | 74.8 | 23.1 | 61.3 | 101.8 |
| Volume/Cap: | 0.47 | 0.60 | 0.58 | 0.70 | 0.47 | 0.02 | 0.39 | 0.41 | 0.12 | 0.41 | 0.70 | 0.37 |
| Delay/Veh: | 52.4 | 56.5 | 39.9 | 51.7 | 46.8 | 40.4 | 75.3 | 43.4 | 20.1 | 57.9 | 38.1 | 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: | 52.4 | 56.5 | 39.9 | 51.7 | 46.8 | 40.4 | 75.3 | 43.4 | 20.1 | 57.9 | 38.1 | 10.6 |
| LOS by Move: | D | E | D | D | D | D | E | D | C | E | D | B |
| HCM2k95thQ: | 14 | 18 | 25 | 27 | 17 | 1 | 2 | 15 | 5 | 9 | 34 | 17 |

Note: Queue reported is the number of cars per lane.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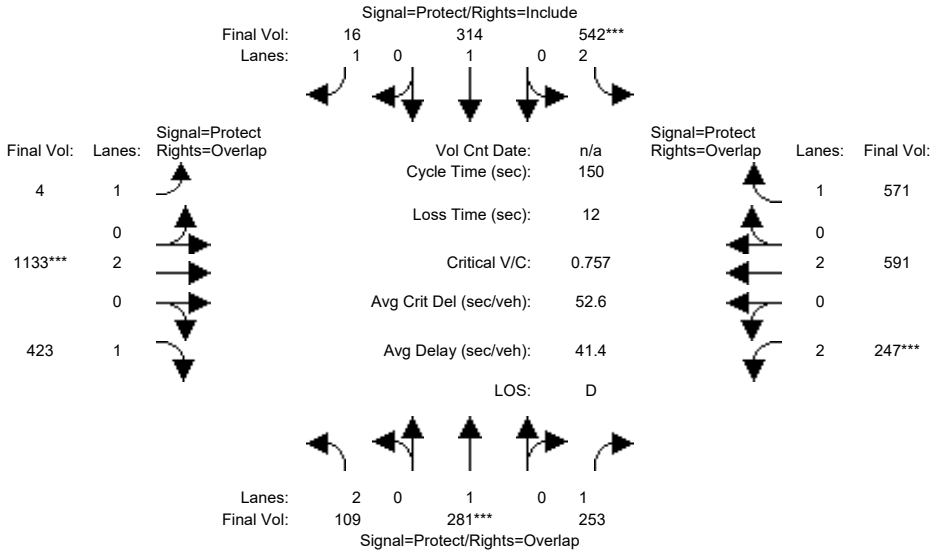
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #123: (39) 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: | 105 | 270 | 243 | 520 | 301 | 15 | 4 | 1088 | 406 | 237 | 567 | 548 |
| Growth Adj: | 1.00 | 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 | 270 | 243 | 520 | 301 | 15 | 4 | 1088 | 406 | 237 | 567 | 548 |
| Added Vol: | 0 | 0 | 0 | 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 | 270 | 243 | 520 | 301 | 15 | 4 | 1088 | 406 | 237 | 567 | 548 |
| User Adj: | 1.00 | 1.00 | 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: | 109 | 281 | 253 | 542 | 314 | 16 | 4 | 1133 | 423 | 247 | 591 | 571 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 109 | 281 | 253 | 542 | 314 | 16 | 4 | 1133 | 423 | 247 | 591 | 571 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 109 | 281 | 253 | 542 | 314 | 16 | 4 | 1133 | 423 | 247 | 591 | 571 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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: | 0.03 | 0.15 | 0.14 | 0.17 | 0.17 | 0.01 | 0.00 | 0.30 | 0.24 | 0.08 | 0.16 | 0.33 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 18.2 | 29.3 | 44.9 | 34.1 | 45.2 | 45.2 | 13.2 | 59.1 | 77.3 | 15.5 | 61.4 | 95.5 |
| Volume/Cap: | 0.29 | 0.76 | 0.48 | 0.76 | 0.55 | 0.03 | 0.03 | 0.76 | 0.47 | 0.76 | 0.38 | 0.51 |
| Delay/Veh: | 60.4 | 65.7 | 43.8 | 58.8 | 45.0 | 37.0 | 62.6 | 41.5 | 23.6 | 75.2 | 31.1 | 15.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.4 | 65.7 | 43.8 | 58.8 | 45.0 | 37.0 | 62.6 | 41.5 | 23.6 | 75.2 | 31.1 | 15.1 |
| LOS by Move: | E | E | D | E | D | D | E | D | C | E | C | B |
| HCM2k95thQ: | 5 | 22 | 18 | 27 | 22 | 1 | 0 | 37 | 23 | 13 | 17 | 26 |

Note: Queue reported is the number of cars per lane.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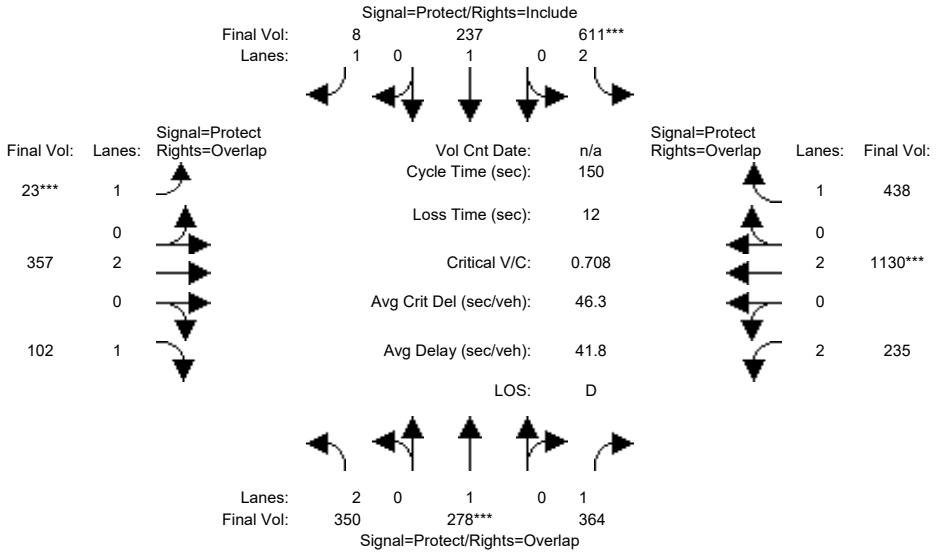
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #123: (39) 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: | 322 | 256 | 335 | 562 | 218 | 7 | 21 | 328 | 94 | 216 | 1040 | 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: | 322 | 256 | 335 | 562 | 218 | 7 | 21 | 328 | 94 | 216 | 1040 | 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: | 322 | 256 | 335 | 562 | 218 | 7 | 21 | 328 | 94 | 216 | 1040 | 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: | 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: | 350 | 278 | 364 | 611 | 237 | 8 | 23 | 357 | 102 | 235 | 1130 | 438 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 350 | 278 | 364 | 611 | 237 | 8 | 23 | 357 | 102 | 235 | 1130 | 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: | 350 | 278 | 364 | 611 | 237 | 8 | 23 | 357 | 102 | 235 | 1130 | 438 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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: | 0.11 | 0.15 | 0.21 | 0.19 | 0.12 | 0.00 | 0.01 | 0.09 | 0.06 | 0.07 | 0.30 | 0.25 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 33.4 | 30.5 | 60.2 | 40.4 | 37.5 | 37.5 | 5.0 | 37.4 | 70.8 | 29.7 | 62.0 | 102.5 |
| Volume/Cap: | 0.50 | 0.72 | 0.52 | 0.72 | 0.50 | 0.02 | 0.39 | 0.38 | 0.12 | 0.38 | 0.72 | 0.37 |
| Delay/Veh: | 51.5 | 62.2 | 34.6 | 52.7 | 49.0 | 42.4 | 75.3 | 46.9 | 22.3 | 52.5 | 38.4 | 10.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.5 | 62.2 | 34.6 | 52.7 | 49.0 | 42.4 | 75.3 | 46.9 | 22.3 | 52.5 | 38.4 | 10.2 |
| LOS by Move: | D | E | C | D | D | D | E | D | C | D | D | B |
| HCM2k95thQ: | 15 | 22 | 24 | 28 | 17 | 1 | 2 | 12 | 5 | 10 | 36 | 17 |

Note: Queue reported is the number of cars per lane.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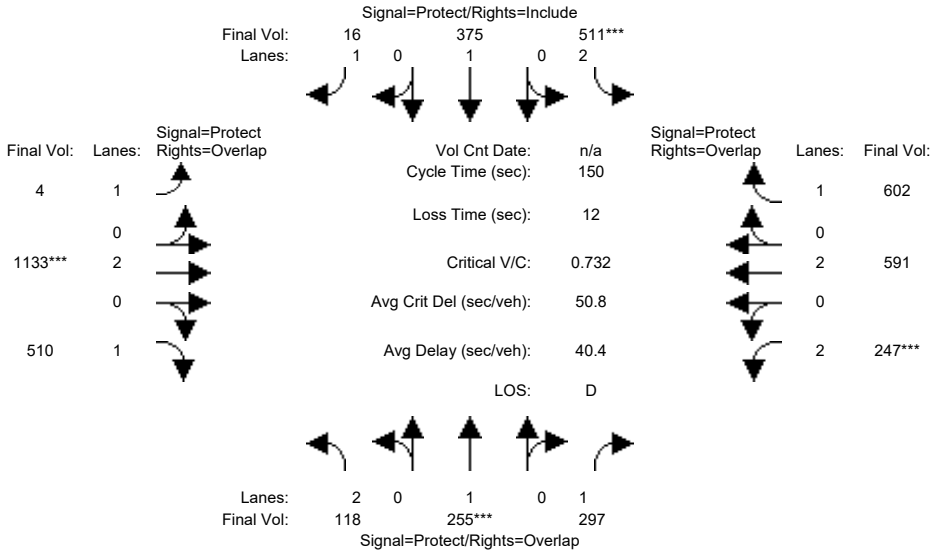
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #123: (39) 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: | 113 | 245 | 285 | 491 | 360 | 15 | 4 | 1088 | 490 | 237 | 567 | 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: | 113 | 245 | 285 | 491 | 360 | 15 | 4 | 1088 | 490 | 237 | 567 | 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: | 113 | 245 | 285 | 491 | 360 | 15 | 4 | 1088 | 490 | 237 | 567 | 578 |
| User Adj: | 1.00 | 1.00 | 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: | 118 | 255 | 297 | 511 | 375 | 16 | 4 | 1133 | 510 | 247 | 591 | 602 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 255 | 297 | 511 | 375 | 16 | 4 | 1133 | 510 | 247 | 591 | 602 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 118 | 255 | 297 | 511 | 375 | 16 | 4 | 1133 | 510 | 247 | 591 | 602 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 0.13 | 0.17 | 0.16 | 0.20 | 0.01 | 0.00 | 0.30 | 0.29 | 0.08 | 0.16 | 0.34 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 15.4 | 27.5 | 43.6 | 33.3 | 45.5 | 45.5 | 12.0 | 61.1 | 76.5 | 16.1 | 65.2 | 98.5 |
| Volume/Cap: | 0.37 | 0.73 | 0.58 | 0.73 | 0.65 | 0.03 | 0.03 | 0.73 | 0.57 | 0.73 | 0.36 | 0.52 |
| Delay/Veh: | 63.5 | 65.5 | 47.2 | 58.2 | 48.0 | 36.8 | 63.7 | 39.3 | 26.3 | 72.9 | 28.5 | 13.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 63.5 | 65.5 | 47.2 | 58.2 | 48.0 | 36.8 | 63.7 | 39.3 | 26.3 | 72.9 | 28.5 | 13.9 |
| LOS by Move: | E | E | D | E | D | D | E | D | C | E | C | B |
| HCM2k95thQ: | 6 | 21 | 22 | 25 | 27 | 1 | 0 | 36 | 29 | 13 | 16 | 27 |

Note: Queue reported is the number of cars per lane.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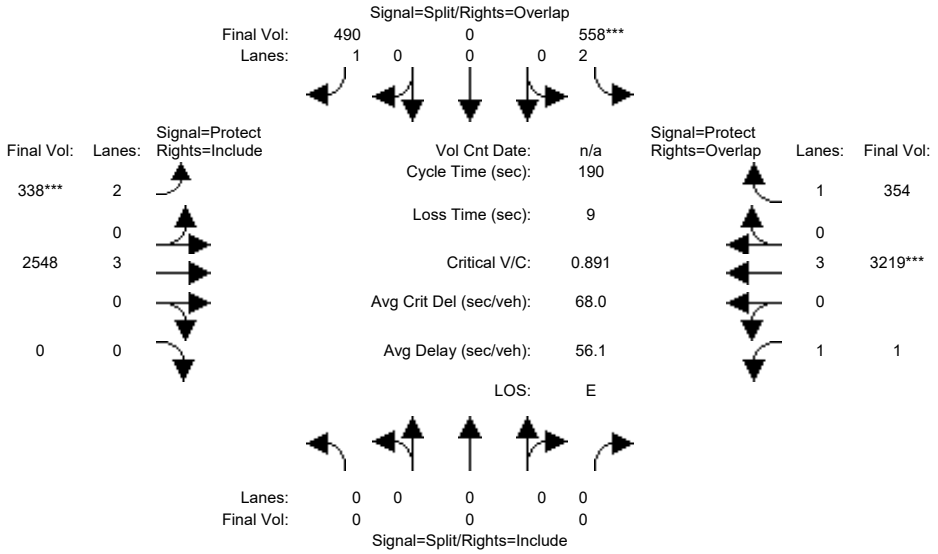
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #125: (46) 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 | 558 | 0 | 490 | 338 | 2929 | 0 | 1 | 3700 | 354 |
| Growth Adj: | 1.00 | 1.00 | 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 | 558 | 0 | 490 | 338 | 2929 | 0 | 1 | 3700 | 354 |
| Added Vol: | 0 | 0 | 0 | 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 | 558 | 0 | 490 | 338 | 2929 | 0 | 1 | 3700 | 354 |
| 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 | 558 | 0 | 490 | 338 | 2548 | 0 | 1 | 3219 | 354 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 558 | 0 | 490 | 338 | 2548 | 0 | 1 | 3219 | 354 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 558 | 0 | 490 | 338 | 2548 | 0 | 1 | 3219 | 354 |
| Saturation 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 | 0.18 | 0.00 | 0.28 | 0.11 | 0.45 | 0.00 | 0.00 | 0.56 | 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 | 1.32 | 0.00 | 1.26 | 1.21 | 0.63 | 0.00 | 0.01 | 0.82 | 0.25 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 244.3 | 0.0 | 209.2 | 208.4 | 14.6 | 0.0 | 84.8 | 22.7 | 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 | 244.3 | 0.0 | 209.2 | 208.4 | 14.6 | 0.0 | 84.8 | 22.7 | 3.9 |
| LOS by Move: | A | A | A | F | A | F | F | B | A | F | C | A |
| HCM2k95thQ: | 0 | 0 | 0 | 50 | 0 | 70 | 32 | 41 | 0 | 0 | 64 | 9 |

Note: Queue reported is the number of cars per lane.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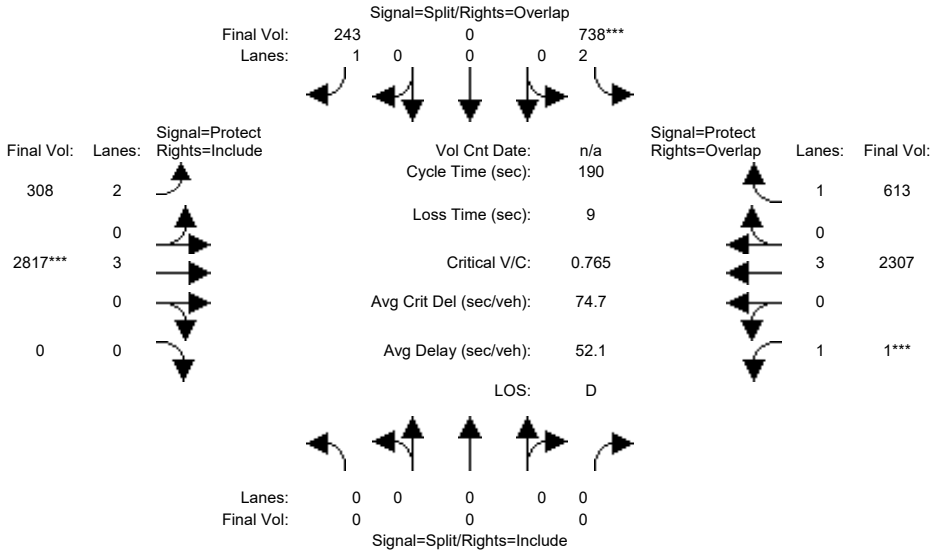
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #125: (46) 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 | 738 | 0 | 243 | 308 | 3521 | 0 | 1 | 3393 | 613 |
| Growth Adj: | 1.00 | 1.00 | 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 | 738 | 0 | 243 | 308 | 3521 | 0 | 1 | 3393 | 613 |
| Added Vol: | 0 | 0 | 0 | 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 | 738 | 0 | 243 | 308 | 3521 | 0 | 1 | 3393 | 613 |
| 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 | 738 | 0 | 243 | 308 | 2817 | 0 | 1 | 2307 | 613 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 738 | 0 | 243 | 308 | 2817 | 0 | 1 | 2307 | 613 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 738 | 0 | 243 | 308 | 2817 | 0 | 1 | 2307 | 613 |
| Saturation 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 | 0.23 | 0.00 | 0.14 | 0.10 | 0.49 | 0.00 | 0.00 | 0.40 | 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 | 1.44 | 0.00 | 0.51 | 0.88 | 0.72 | 0.00 | 0.01 | 0.64 | 0.44 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 288.8 | 0.0 | 59.1 | 104.9 | 18.6 | 0.0 | 84.8 | 21.5 | 6.1 |
| 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 | 288.8 | 0.0 | 59.1 | 104.9 | 18.6 | 0.0 | 84.8 | 21.5 | 6.1 |
| LOS by Move: | A | A | A | F | A | E | F | B | A | F | C | A |
| HCM2k95thQ: | 0 | 0 | 0 | 67 | 0 | 23 | 24 | 52 | 0 | 0 | 41 | 20 |

Note: Queue reported is the number of cars per lane.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Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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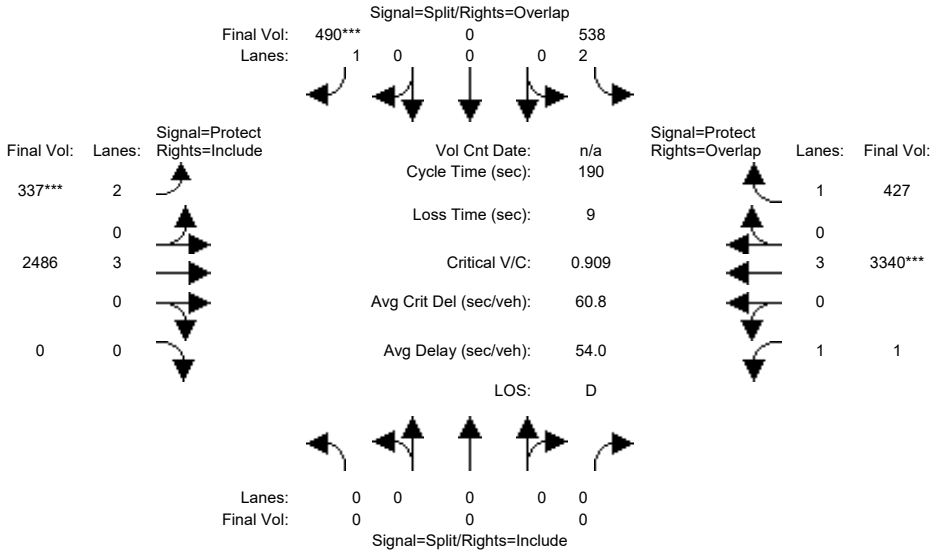
## Intersection #125: (46) LICK MILL/MONTAGUE




| 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 | 538 | 0 | 490 | 337 | 2857 | 0 | 1 | 3839 | 427 |
| Growth Adj: | 1.00 | 1.00 | 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 | 538 | 0 | 490 | 337 | 2857 | 0 | 1 | 3839 | 427 |
| Added Vol: | 0 | 0 | 0 | 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 | 538 | 0 | 490 | 337 | 2857 | 0 | 1 | 3839 | 427 |
| 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 | 538 | 0 | 490 | 337 | 2486 | 0 | 1 | 3340 | 427 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 538 | 0 | 490 | 337 | 2486 | 0 | 1 | 3340 | 427 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 538 | 0 | 490 | 337 | 2486 | 0 | 1 | 3340 | 427 |
| Saturation 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 | 0.44 | 0.00 | 0.00 | 0.59 | 0.24 |
| 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 | 1.20 | 0.61 | 0.00 | 0.01 | 0.85 | 0.30 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 224.4 | 0.0 | 209.2 | 207.0 | 14.3 | 0.0 | 84.8 | 24.3 | 4.1 |
| 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 | 224.4 | 0.0 | 209.2 | 207.0 | 14.3 | 0.0 | 84.8 | 24.3 | 4.1 |
| LOS by Move: | A | A | A | F | A | F | F | B | A | F | C | A |
| HCM2k95thQ: | 0 | 0 | 0 | 47 | 0 | 70 | 32 | 40 | 0 | 0 | 70 | 11 |

Note: Queue reported is the number of cars per lane.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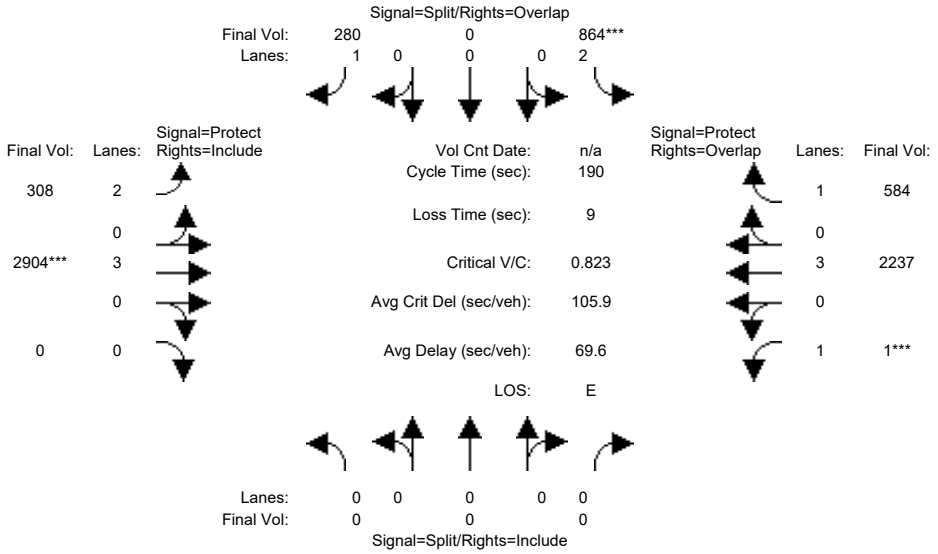
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #125: (46) 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 | 864 | 0 | 280 | 308 | 3630 | 0 | 1 | 3290 | 584 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 864 | 0 | 280 | 308 | 3630 | 0 | 1 | 3290 | 584 |
| Added Vol: | 0 | 0 | 0 | 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 | 864 | 0 | 280 | 308 | 3630 | 0 | 1 | 3290 | 584 |
| 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 | 864 | 0 | 280 | 308 | 2904 | 0 | 1 | 2237 | 584 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 864 | 0 | 280 | 308 | 2904 | 0 | 1 | 2237 | 584 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 864 | 0 | 280 | 308 | 2904 | 0 | 1 | 2237 | 584 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 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 | 0.16 | 0.10 | 0.51 | 0.00 | 0.00 | 0.39 | 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 | 1.69 | 0.00 | 0.58 | 0.88 | 0.74 | 0.00 | 0.01 | 0.62 | 0.42 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 397.0 | 0.0 | 61.5 | 104.9 | 19.3 | 0.0 | 84.8 | 21.0 | 6.0 |
| User DelAdj: | 1.00 | 1.00 | 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 | 397.0 | 0.0 | 61.5 | 104.9 | 19.3 | 0.0 | 84.8 | 21.0 | 6.0 |
| LOS by Move: | A | A | A | F | A | E | F | B | A | F | C | A |
| HCM2k95thQ: | 0 | 0 | 0 | 86 | 0 | 27 | 24 | 55 | 0 | 0 | 39 | 19 |

Note: Queue reported is the number of cars per lane.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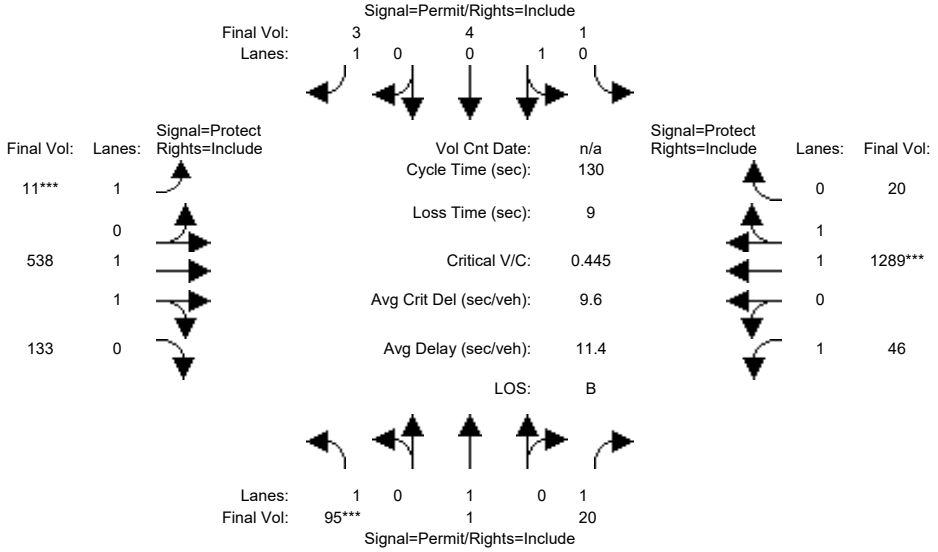
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #139: (26) 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 | 506 | 125 | 43 | 1212 | 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 | 506 | 125 | 43 | 1212 | 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 | 506 | 125 | 43 | 1212 | 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 | 538 | 133 | 46 | 1289 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 95 | 1 | 20 | 1 | 4 | 3 | 11 | 538 | 133 | 46 | 1289 | 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 | 538 | 133 | 46 | 1289 | 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 | 1.59 | 0.41 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 1750 | 1900 | 1750 | 360 | 1440 | 1750 | 1750 | 2966 | 733 | 1750 | 3643 | 57 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.18 | 0.18 | 0.03 | 0.35 | 0.35 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 15.1 | 15.1 | 15.1 | 15.1 | 15.1 | 15.1 | 7.0 | 81.7 | 81.7 | 24.2 | 98.9 | 98.9 |
| Volume/Cap: | 0.47 | 0.00 | 0.10 | 0.03 | 0.03 | 0.02 | 0.11 | 0.29 | 0.29 | 0.14 | 0.47 | 0.47 |
| Delay/Veh: | 55.3 | 50.8 | 51.6 | 51.0 | 51.0 | 50.9 | 59.1 | 11.1 | 11.1 | 44.4 | 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: | 55.3 | 50.8 | 51.6 | 51.0 | 51.0 | 50.9 | 59.1 | 11.1 | 11.1 | 44.4 | 5.9 | 5.9 |
| LOS by Move: | E | D | D | D | D | D | E | B | B | D | A | A |
| HCM2k95thQ: | 8 | 0 | 2 | 0 | 0 | 0 | 1 | 12 | 12 | 3 | 18 | 18 |

Note: Queue reported is the number of cars per lane.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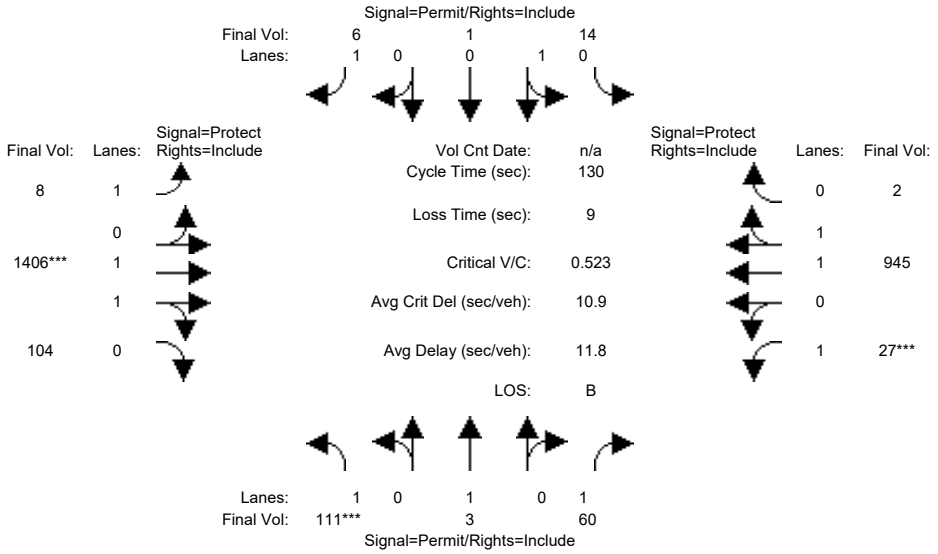
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #139: (26) 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 | 1364 | 101 | 26 | 917 | 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 | 1364 | 101 | 26 | 917 | 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 | 1364 | 101 | 26 | 917 | 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 | 1406 | 104 | 27 | 945 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 111 | 3 | 60 | 14 | 1 | 6 | 8 | 1406 | 104 | 27 | 945 | 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 | 1406 | 104 | 27 | 945 | 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 | 1.86 | 0.14 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 1750 | 1900 | 1750 | 1680 | 120 | 1750 | 1750 | 3445 | 255 | 1750 | 3692 | 8 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.00 | 0.03 | 0.01 | 0.01 | 0.00 | 0.00 | 0.41 | 0.41 | 0.02 | 0.26 | 0.26 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 15.4 | 15.4 | 15.4 | 15.4 | 15.4 | 15.4 | 18.4 | 98.6 | 98.6 | 7.0 | 87.3 | 87.3 |
| Volume/Cap: | 0.54 | 0.01 | 0.29 | 0.07 | 0.07 | 0.03 | 0.03 | 0.54 | 0.54 | 0.28 | 0.38 | 0.38 |
| Delay/Veh: | 56.8 | 50.6 | 53.1 | 51.1 | 51.1 | 50.8 | 48.2 | 6.6 | 6.6 | 60.8 | 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: | 56.8 | 50.6 | 53.1 | 51.1 | 51.1 | 50.8 | 48.2 | 6.6 | 6.6 | 60.8 | 9.5 | 9.5 |
| LOS by Move: | E | D | D | D | D | D | D | A | A | E | A | A |
| HCM2k95thQ: | 10 | 0 | 5 | 1 | 1 | 1 | 1 | 22 | 22 | 2 | 16 | 16 |

Note: Queue reported is the number of cars per lane.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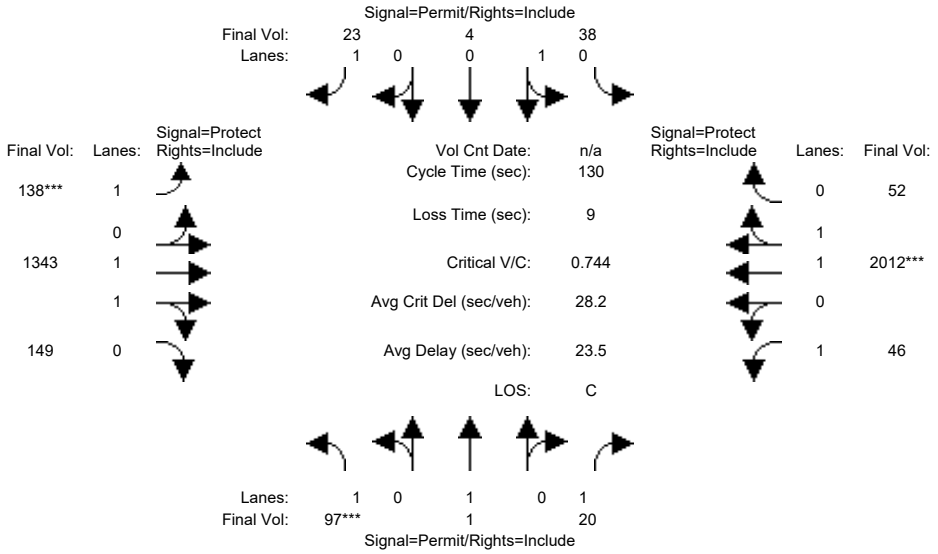
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #139: (26) 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: | 26 | 26 | 26 | 26 | 26 | 26 | 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: | 91 | 1 | 19 | 36 | 4 | 22 | 130 | 1262 | 140 | 43 | 1891 | 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: | 91 | 1 | 19 | 36 | 4 | 22 | 130 | 1262 | 140 | 43 | 1891 | 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: | 91 | 1 | 19 | 36 | 4 | 22 | 130 | 1262 | 140 | 43 | 1891 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 97 | 1 | 20 | 38 | 4 | 23 | 138 | 1343 | 149 | 46 | 2012 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 97 | 1 | 20 | 38 | 4 | 23 | 138 | 1343 | 149 | 46 | 2012 | 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: | 97 | 1 | 20 | 38 | 4 | 23 | 138 | 1343 | 149 | 46 | 2012 | 52 |
| Saturation 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 | 0.90 | 0.10 | 1.00 | 1.00 | 1.79 | 0.21 | 1.00 | 1.95 | 0.05 |
| Final Sat.: | 1750 | 1900 | 1750 | 1620 | 180 | 1750 | 1750 | 3330 | 369 | 1750 | 3606 | 93 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.00 | 0.01 | 0.02 | 0.02 | 0.01 | 0.08 | 0.40 | 0.40 | 0.03 | 0.56 | 0.56 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 11.8 | 83.8 | 83.8 | 11.2 | 83.2 | 83.2 |
| Volume/Cap: | 0.28 | 0.00 | 0.06 | 0.12 | 0.12 | 0.07 | 0.87 | 0.63 | 0.63 | 0.30 | 0.87 | 0.87 |
| Delay/Veh: | 44.5 | 41.6 | 42.2 | 42.8 | 42.8 | 42.2 | 95.5 | 14.3 | 14.3 | 56.9 | 22.9 | 22.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.5 | 41.6 | 42.2 | 42.8 | 42.8 | 42.2 | 95.5 | 14.3 | 14.3 | 56.9 | 22.9 | 22.9 |
| LOS by Move: | D | D | D | D | D | D | F | B | B | E | C | C |
| HCM2k95thQ: | 7 | 0 | 1 | 3 | 3 | 2 | 13 | 31 | 31 | 3 | 51 | 51 |

Note: Queue reported is the number of cars per lane.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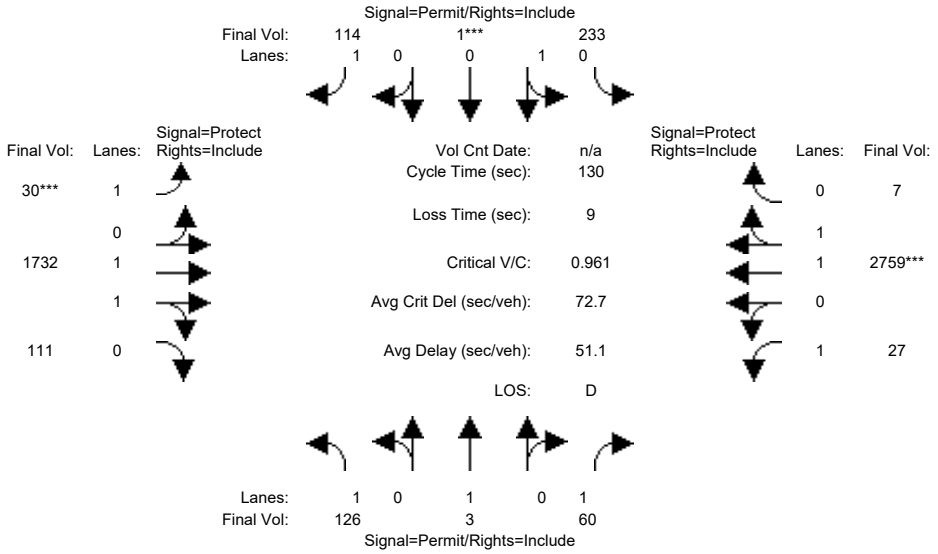
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #139: (26) 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: | 26 | 26 | 26 | 26 | 26 | 26 | 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: | 122 | 3 | 58 | 226 | 1 | 111 | 29 | 1680 | 108 | 26 | 2676 | 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: | 122 | 3 | 58 | 226 | 1 | 111 | 29 | 1680 | 108 | 26 | 2676 | 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: | 122 | 3 | 58 | 226 | 1 | 111 | 29 | 1680 | 108 | 26 | 2676 | 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: | 126 | 3 | 60 | 233 | 1 | 114 | 30 | 1732 | 111 | 27 | 2759 | 7 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 126 | 3 | 60 | 233 | 1 | 114 | 30 | 1732 | 111 | 27 | 2759 | 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: | 126 | 3 | 60 | 233 | 1 | 114 | 30 | 1732 | 111 | 27 | 2759 | 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 | 1.88 | 0.12 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 1750 | 1900 | 1750 | 1792 | 8 | 1750 | 1750 | 3476 | 223 | 1750 | 3690 | 10 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.00 | 0.03 | 0.13 | 0.13 | 0.07 | 0.02 | 0.50 | 0.50 | 0.02 | 0.75 | 0.75 |
| Crit Moves: | | | | | **** | | **** | | | | **** | |
| Green Time: | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 7.0 | 85.7 | 85.7 | 9.3 | 88.0 | 88.0 |
| Volume/Cap: | 0.36 | 0.01 | 0.17 | 0.65 | 0.65 | 0.33 | 0.32 | 0.76 | 0.76 | 0.21 | 1.10 | 1.10 |
| Delay/Veh: | 45.5 | 41.7 | 43.3 | 52.0 | 52.0 | 45.1 | 61.1 | 16.4 | 16.4 | 57.8 | 74.6 | 74.6 |
| 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 | 41.7 | 43.3 | 52.0 | 52.0 | 45.1 | 61.1 | 16.4 | 16.4 | 57.8 | 74.6 | 74.6 |
| LOS by Move: | D | D | D | D | D | D | E | B | B | E | E | E |
| HCM2k95thQ: | 9 | 0 | 4 | 18 | 18 | 9 | 3 | 42 | 42 | 2 | 107 | 107 |

Note: Queue reported is the number of cars per lane.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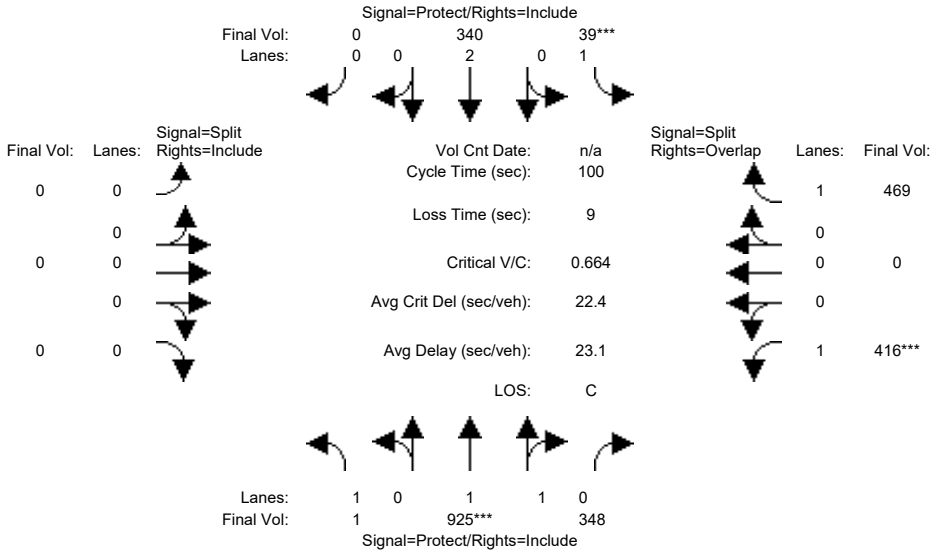
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #530: (40) LAFAYETTE / CALLE DE LUNA




| 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 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| Y+R: | 0.0 | 5.0 | 6.4 | 5.4 | 6.4 | 0.0 | 4.0 | 4.0 | 4.0 | 5.1 | 0.0 | 5.1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1 | 925 | 348 | 39 | 340 | 0 | 0 | 0 | 0 | 416 | 0 | 469 |
| Growth Adj: | 1.00 | 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 | 925 | 348 | 39 | 340 | 0 | 0 | 0 | 0 | 416 | 0 | 469 |
| Added Vol: | 0 | 0 | 0 | 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 | 925 | 348 | 39 | 340 | 0 | 0 | 0 | 0 | 416 | 0 | 469 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 925 | 348 | 39 | 340 | 0 | 0 | 0 | 0 | 416 | 0 | 469 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 925 | 348 | 39 | 340 | 0 | 0 | 0 | 0 | 416 | 0 | 469 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 925 | 348 | 39 | 340 | 0 | 0 | 0 | 0 | 416 | 0 | 469 |
| Saturation 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 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.44 | 0.56 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 1750 | 2688 | 1011 | 1750 | 3800 | 0 | 0 | 0 | 0 | 1750 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.34 | 0.02 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.27 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green Time: | 15.8 | 51.5 | 51.5 | 4.0 | 39.6 | 0.0 | 0.0 | 0.0 | 0.0 | 35.5 | 0.0 | 39.5 |
| Volume/Cap: | 0.00 | 0.67 | 0.67 | 0.56 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.67 | 0.00 | 0.68 |
| Delay/Veh: | 35.4 | 18.9 | 18.9 | 56.7 | 20.1 | 0.0 | 0.0 | 0.0 | 0.0 | 30.1 | 0.0 | 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: | 35.4 | 18.9 | 18.9 | 56.7 | 20.1 | 0.0 | 0.0 | 0.0 | 0.0 | 30.1 | 0.0 | 27.7 |
| LOS by Move: | D | B | B | E | C | A | A | A | A | C | A | C |
| HCM2k95thQ: | 0 | 26 | 26 | 4 | 7 | 0 | 0 | 0 | 0 | 22 | 0 | 24 |

Note: Queue reported is the number of cars per lane.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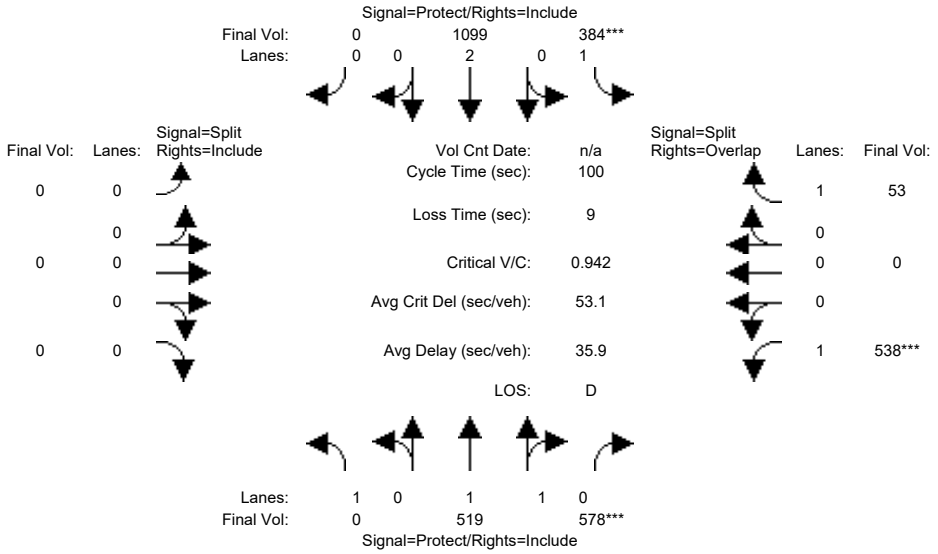
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #530: (40) LAFAYETTE / CALLE DE LUNA




| 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 | 0 | 0 | | 0 | 0 | 8 | | 0 | 8 |
| Y+R: | 0.0 | | 5.0 | 6.4 | 5.4 | | 6.4 | 0.0 | 4.0 | | 4.0 | 4.0 | 5.1 | | 0.0 | 5.1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 519 | 578 | 384 | | 1099 | 0 | 0 | | 0 | 0 | 538 | | 0 | 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: | 0 | | 519 | 578 | 384 | | 1099 | 0 | 0 | | 0 | 0 | 538 | | 0 | 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: | 0 | | 519 | 578 | 384 | | 1099 | 0 | 0 | | 0 | 0 | 538 | | 0 | 53 |
| User Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 0 | | 519 | 578 | 384 | | 1099 | 0 | 0 | | 0 | 0 | 538 | | 0 | 53 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | | 519 | 578 | 384 | | 1099 | 0 | 0 | | 0 | 0 | 538 | | 0 | 53 |
| PCE Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| FinalVolume: | 0 | | 519 | 578 | 384 | | 1099 | 0 | 0 | | 0 | 0 | 538 | | 0 | 53 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 |
| Adjustment: | 0.92 | | 1.00 | 0.92 | 0.92 | | 1.00 | 0.92 | 0.92 | | 1.00 | 0.92 | 0.92 | | 1.00 | 0.92 |
| Lanes: | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 1.00 | | 0.00 | 1.00 |
| Final Sat.: | 1750 | | 1900 | 1750 | 1750 | | 3800 | 0 | 0 | | 0 | 0 | 1750 | | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.27 | 0.33 | 0.22 | | 0.29 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.31 | | 0.00 | 0.03 |
| Crit Moves: | | | | **** | **** | | | | | | | | **** | | | |
| Green Time: | 0.0 | | 35.1 | 35.1 | 23.3 | | 58.4 | 0.0 | 0.0 | | 0.0 | 0.0 | 32.6 | | 0.0 | 55.9 |
| Volume/Cap: | 0.00 | | 0.78 | 0.94 | 0.94 | | 0.50 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.94 | | 0.00 | 0.05 |
| Delay/Veh: | 0.0 | | 31.9 | 46.1 | 67.8 | | 12.4 | 0.0 | 0.0 | | 0.0 | 0.0 | 56.9 | | 0.0 | 10.0 |
| User DelAdj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | | 31.9 | 46.1 | 67.8 | | 12.4 | 0.0 | 0.0 | | 0.0 | 0.0 | 56.9 | | 0.0 | 10.0 |
| LOS by Move: | A | | C | D | E | | B | A | A | | A | A | E | | A | B |
| HCM2k95thQ: | 0 | | 26 | 36 | 30 | | 18 | 0 | 0 | | 0 | 0 | 37 | | 0 | 2 |

Note: Queue reported is the number of cars per lane.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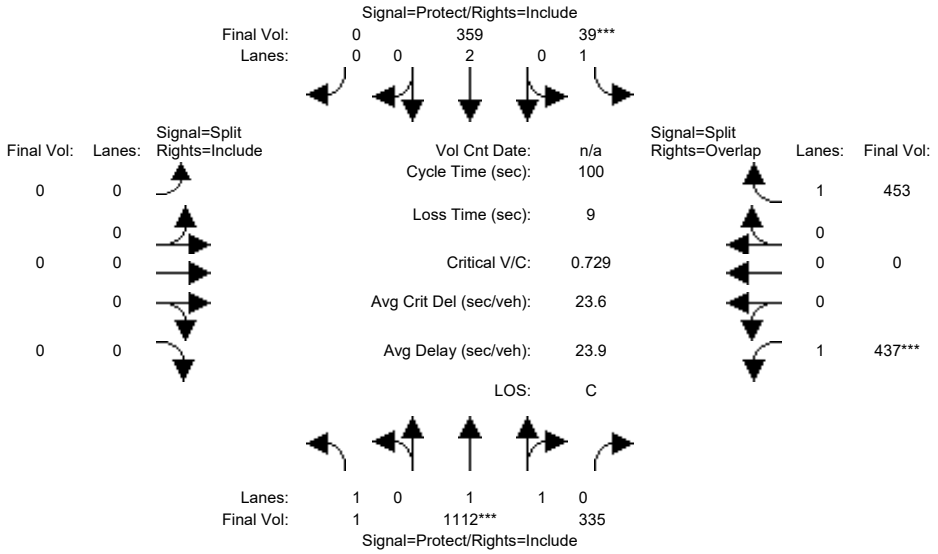
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #530: (40) LAFAYETTE / CALLE DE LUNA




| 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 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| Y+R: | 0.0 | 5.0 | 6.4 | 5.4 | 6.4 | 0.0 | 4.0 | 4.0 | 4.0 | 5.1 | 0.0 | 5.1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1 | 1112 | 335 | 39 | 359 | 0 | 0 | 0 | 0 | 437 | 0 | 453 |
| Growth Adj: | 1.00 | 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 | 1112 | 335 | 39 | 359 | 0 | 0 | 0 | 0 | 437 | 0 | 453 |
| Added Vol: | 0 | 0 | 0 | 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 | 1112 | 335 | 39 | 359 | 0 | 0 | 0 | 0 | 437 | 0 | 453 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 1112 | 335 | 39 | 359 | 0 | 0 | 0 | 0 | 437 | 0 | 453 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 1112 | 335 | 39 | 359 | 0 | 0 | 0 | 0 | 437 | 0 | 453 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 1112 | 335 | 39 | 359 | 0 | 0 | 0 | 0 | 437 | 0 | 453 |
| Saturation 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 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.52 | 0.48 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 1750 | 2843 | 856 | 1750 | 3800 | 0 | 0 | 0 | 0 | 1750 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.39 | 0.02 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.26 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green Time: | 16.3 | 53.1 | 53.1 | 4.0 | 40.8 | 0.0 | 0.0 | 0.0 | 0.0 | 33.9 | 0.0 | 37.9 |
| Volume/Cap: | 0.00 | 0.74 | 0.74 | 0.56 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.74 | 0.00 | 0.68 |
| Delay/Veh: | 35.0 | 19.6 | 19.6 | 56.7 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 33.9 | 0.0 | 29.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.0 | 19.6 | 19.6 | 56.7 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 33.9 | 0.0 | 29.0 |
| LOS by Move: | D | B | B | E | B | A | A | A | A | C | A | C |
| HCM2k95thQ: | 0 | 31 | 31 | 4 | 7 | 0 | 0 | 0 | 0 | 25 | 0 | 24 |

Note: Queue reported is the number of cars per lane.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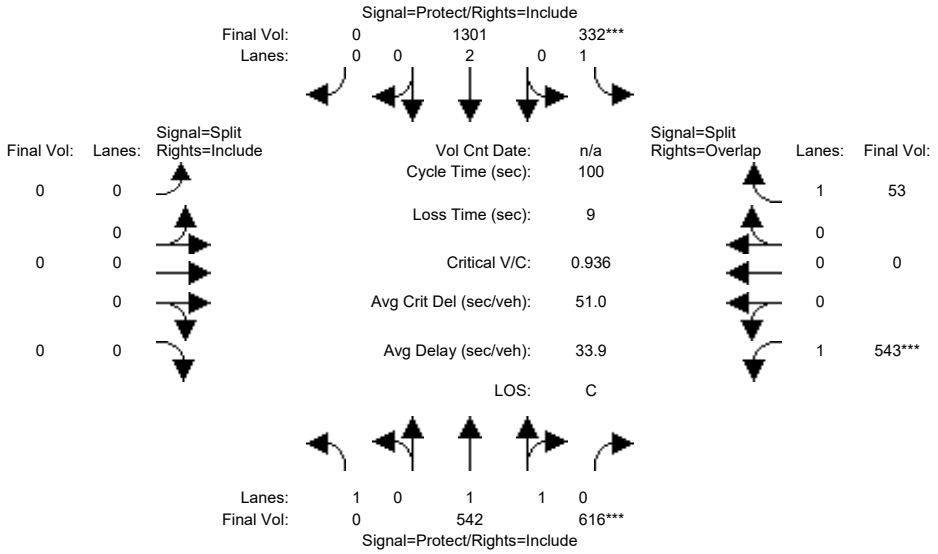
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #530: (40) LAFAYETTE / CALLE DE LUNA




| 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 | | 0 | | 0 | | 0 | | 0 | | 8 | | 0 | | 8 | |
| Y+R: | 0.0 | | 5.0 | | 6.4 | | 5.4 | | 6.4 | | 0.0 | | 4.0 | | 4.0 | | 4.0 | | 5.1 | | 0.0 | | 5.1 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 542 | | 616 | | 332 | | 1301 | | 0 | | 0 | | 0 | | 0 | | 543 | | 0 | | 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: | 0 | | 542 | | 616 | | 332 | | 1301 | | 0 | | 0 | | 0 | | 0 | | 543 | | 0 | | 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: | 0 | | 542 | | 616 | | 332 | | 1301 | | 0 | | 0 | | 0 | | 0 | | 543 | | 0 | | 53 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 0 | | 542 | | 616 | | 332 | | 1301 | | 0 | | 0 | | 0 | | 0 | | 543 | | 0 | | 53 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 542 | | 616 | | 332 | | 1301 | | 0 | | 0 | | 0 | | 0 | | 543 | | 0 | | 53 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 0 | | 542 | | 616 | | 332 | | 1301 | | 0 | | 0 | | 0 | | 0 | | 543 | | 0 | | 53 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | |
| Adjustment: | 0.92 | | 1.00 | | 0.92 | | 0.92 | | 1.00 | | 0.92 | | 0.92 | | 1.00 | | 0.92 | | 0.92 | | 1.00 | | 0.92 | |
| Lanes: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 2.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 1.00 | | 0.00 | | 1.00 | |
| Final Sat.: | 1750 | | 1900 | | 1750 | | 1750 | | 3800 | | 0 | | 0 | | 0 | | 0 | | 1750 | | 0 | | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.29 | | 0.35 | | 0.19 | | 0.34 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.31 | | 0.00 | | 0.03 | |
| Crit Moves: | | | | | **** | | **** | | | | | | | | | | | | **** | | | | | |
| Green Time: | 0.0 | | 37.6 | | 37.6 | | 20.3 | | 57.9 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 33.1 | | 0.0 | | 53.4 | |
| Volume/Cap: | 0.00 | | 0.76 | | 0.94 | | 0.94 | | 0.59 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.94 | | 0.00 | | 0.06 | |
| Delay/Veh: | 0.0 | | 29.5 | | 43.2 | | 71.0 | | 13.9 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 55.2 | | 0.0 | | 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 | | 29.5 | | 43.2 | | 71.0 | | 13.9 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 55.2 | | 0.0 | | 11.2 | |
| LOS by Move: | A | | C | | D | | E | | B | | A | | A | | A | | A | | E | | A | | B | |
| HCM2k95thQ: | 0 | | 26 | | 38 | | 27 | | 23 | | 0 | | 0 | | 0 | | 0 | | 37 | | 0 | | 2 | |

Note: Queue reported is the number of cars per lane.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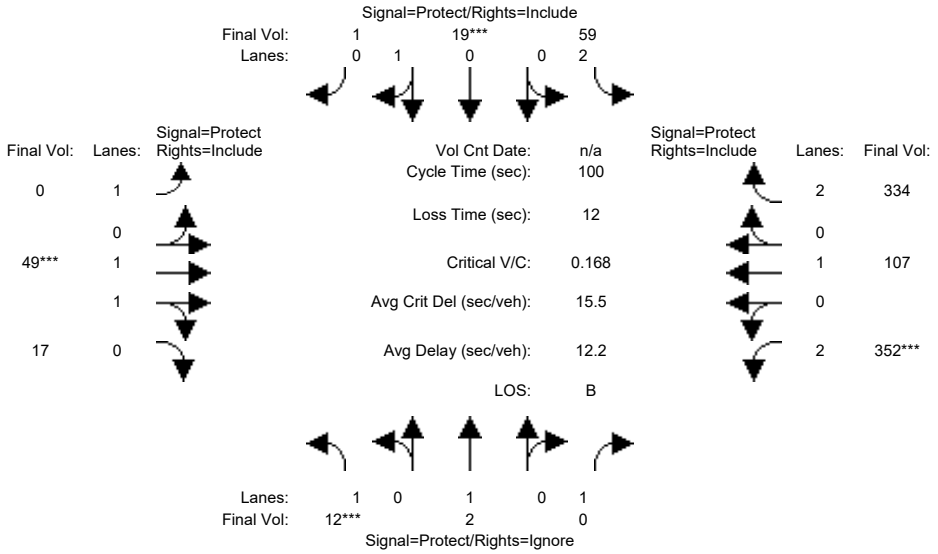
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd




| Street Name: | Mission College Blvd Loop | | | | | | 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: | 8 | 8 | 8 | 8 | 8 | 8 | 10 | 10 | 10 | 15 | 10 | 10 |
| Y+R: | 4.6 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 5.6 | 5.6 | 5.6 | 5.5 | 5.5 | 5.5 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 11 | 2 | 116 | 53 | 17 | 1 | 0 | 44 | 15 | 317 | 96 | 301 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 11 | 2 | 116 | 53 | 17 | 1 | 0 | 44 | 15 | 317 | 96 | 301 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 11 | 2 | 116 | 53 | 17 | 1 | 0 | 44 | 15 | 317 | 96 | 301 |
| 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: | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 12 | 2 | 0 | 59 | 19 | 1 | 0 | 49 | 17 | 352 | 107 | 334 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 2 | 0 | 59 | 19 | 1 | 0 | 49 | 17 | 352 | 107 | 334 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 12 | 2 | 0 | 59 | 19 | 1 | 0 | 49 | 17 | 352 | 107 | 334 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 1.00 | 0.83 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.94 | 0.06 | 1.00 | 1.48 | 0.52 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1700 | 100 | 1750 | 2759 | 940 | 3150 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.00 | 0.02 | 0.01 | 0.01 | 0.00 | 0.02 | 0.02 | 0.11 | 0.06 | 0.11 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.0 | 8.0 | 0.0 | 8.0 | 8.0 | 8.0 | 0.0 | 10.0 | 10.0 | 62.0 | 72.0 | 72.0 |
| Volume/Cap: | 0.09 | 0.01 | 0.00 | 0.23 | 0.14 | 0.14 | 0.00 | 0.18 | 0.18 | 0.18 | 0.08 | 0.15 |
| Delay/Veh: | 42.9 | 42.4 | 0.0 | 43.6 | 43.2 | 43.2 | 0.0 | 41.5 | 41.5 | 8.2 | 4.2 | 4.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.9 | 42.4 | 0.0 | 43.6 | 43.2 | 43.2 | 0.0 | 41.5 | 41.5 | 8.2 | 4.2 | 4.4 |
| LOS by Move: | D | D | A | D | D | D | A | D | D | A | A | A |
| HCM2k95thQ: | 1 | 0 | 0 | 3 | 1 | 1 | 0 | 2 | 2 | 5 | 2 | 4 |

Note: Queue reported is the number of cars per lane.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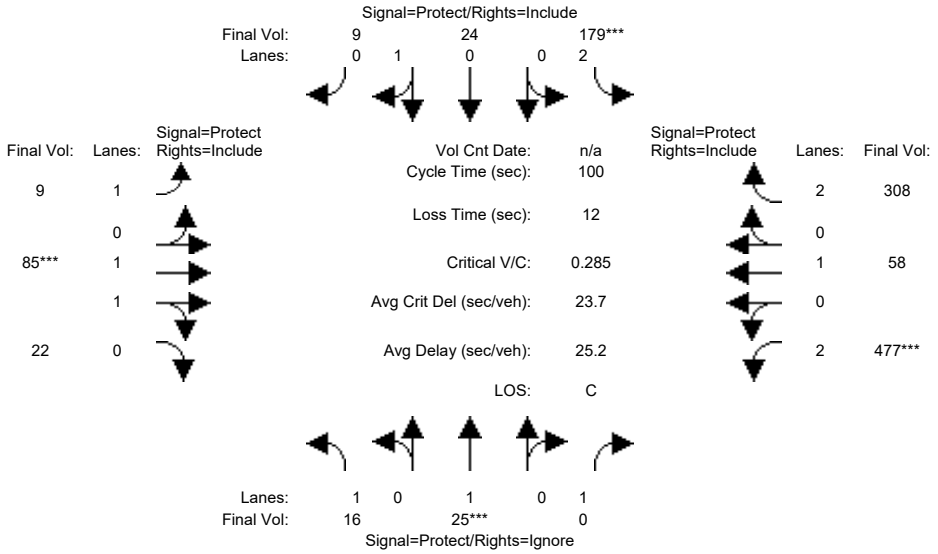
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd




| Street Name: | Mission College Blvd Loop | | | | | | 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: | 8 | 8 | 8 | 8 | 8 | 8 | 10 | 10 | 10 | 15 | 10 | 10 |
| Y+R: | 4.6 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 5.6 | 5.6 | 5.6 | 5.5 | 5.5 | 5.5 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 15 | 24 | 607 | 170 | 23 | 9 | 9 | 81 | 21 | 453 | 55 | 293 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 15 | 24 | 607 | 170 | 23 | 9 | 9 | 81 | 21 | 453 | 55 | 293 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 15 | 24 | 607 | 170 | 23 | 9 | 9 | 81 | 21 | 453 | 55 | 293 |
| 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: | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 16 | 25 | 0 | 179 | 24 | 9 | 9 | 85 | 22 | 477 | 58 | 308 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 16 | 25 | 0 | 179 | 24 | 9 | 9 | 85 | 22 | 477 | 58 | 308 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 16 | 25 | 0 | 179 | 24 | 9 | 9 | 85 | 22 | 477 | 58 | 308 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 1.00 | 0.83 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.72 | 0.28 | 1.00 | 1.58 | 0.42 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1294 | 506 | 1750 | 2938 | 762 | 3150 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.06 | 0.02 | 0.02 | 0.01 | 0.03 | 0.03 | 0.15 | 0.03 | 0.10 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 13.6 | 8.0 | 0.0 | 19.1 | 13.6 | 13.6 | 30.4 | 10.0 | 10.0 | 50.9 | 30.4 | 30.4 |
| Volume/Cap: | 0.07 | 0.17 | 0.00 | 0.30 | 0.14 | 0.14 | 0.02 | 0.29 | 0.29 | 0.30 | 0.10 | 0.32 |
| Delay/Veh: | 37.8 | 43.4 | 0.0 | 35.0 | 38.3 | 38.3 | 24.3 | 42.1 | 42.1 | 14.3 | 25.0 | 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: | 37.8 | 43.4 | 0.0 | 35.0 | 38.3 | 38.3 | 24.3 | 42.1 | 42.1 | 14.3 | 25.0 | 27.0 |
| LOS by Move: | D | D | A | C | D | D | C | D | D | B | C | C |
| HCM2k95thQ: | 1 | 2 | 0 | 6 | 2 | 2 | 0 | 4 | 4 | 10 | 2 | 8 |

Note: Queue reported is the number of cars per lane.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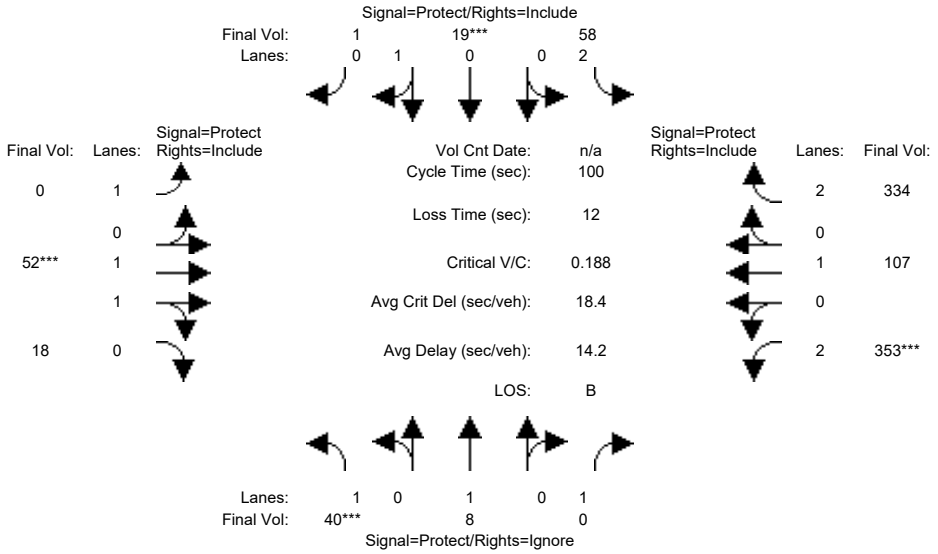
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd




| Street Name: | Mission College Blvd Loop | | | | | | 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: | 8 | 8 | 8 | 8 | 8 | 8 | 10 | 10 | 10 | 15 | 10 | 10 |
| Y+R: | 4.6 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 5.6 | 5.6 | 5.6 | 5.5 | 5.5 | 5.5 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 36 | 7 | 423 | 52 | 17 | 1 | 0 | 47 | 16 | 318 | 96 | 301 |
| Growth Adj: | 1.00 | 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 | 7 | 423 | 52 | 17 | 1 | 0 | 47 | 16 | 318 | 96 | 301 |
| Added Vol: | 0 | 0 | 0 | 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 | 7 | 423 | 52 | 17 | 1 | 0 | 47 | 16 | 318 | 96 | 301 |
| 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: | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 40 | 8 | 0 | 58 | 19 | 1 | 0 | 52 | 18 | 353 | 107 | 334 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 8 | 0 | 58 | 19 | 1 | 0 | 52 | 18 | 353 | 107 | 334 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 40 | 8 | 0 | 58 | 19 | 1 | 0 | 52 | 18 | 353 | 107 | 334 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 1.00 | 0.83 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.94 | 0.06 | 1.00 | 1.48 | 0.52 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1700 | 100 | 1750 | 2760 | 939 | 3150 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.00 | 0.02 | 0.01 | 0.01 | 0.00 | 0.02 | 0.02 | 0.11 | 0.06 | 0.11 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 11.8 | 9.9 | 0.0 | 9.9 | 8.0 | 8.0 | 0.0 | 10.0 | 10.0 | 58.2 | 68.2 | 68.2 |
| Volume/Cap: | 0.19 | 0.04 | 0.00 | 0.18 | 0.14 | 0.14 | 0.00 | 0.19 | 0.19 | 0.19 | 0.08 | 0.16 |
| Delay/Veh: | 40.2 | 40.8 | 0.0 | 41.6 | 43.2 | 43.2 | 0.0 | 41.5 | 41.5 | 9.9 | 5.4 | 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: | 40.2 | 40.8 | 0.0 | 41.6 | 43.2 | 43.2 | 0.0 | 41.5 | 41.5 | 9.9 | 5.4 | 5.7 |
| LOS by Move: | D | D | A | D | D | D | A | D | D | A | A | A |
| HCM2k95thQ: | 3 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 2 | 6 | 2 | 4 |

Note: Queue reported is the number of cars per lane.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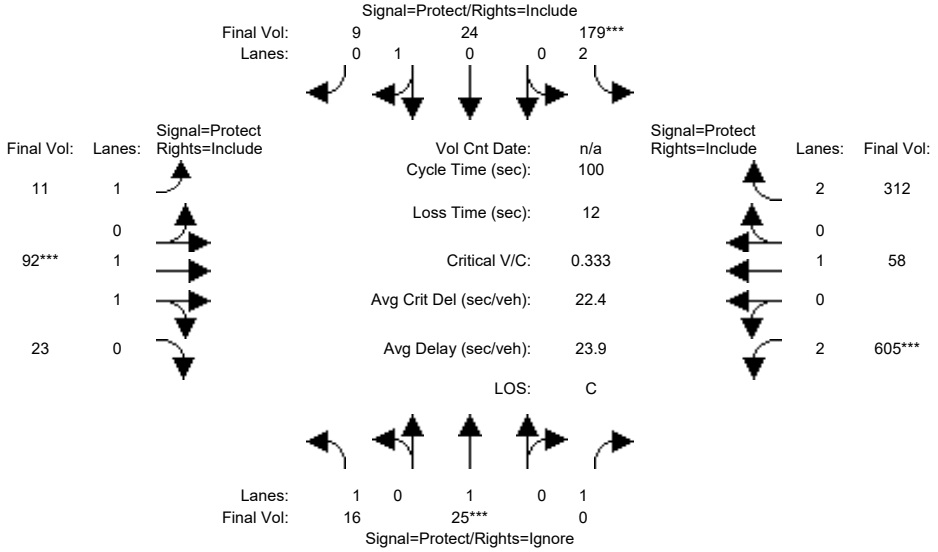
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd




| Street Name: | Mission College Blvd Loop | | | | | | 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: | 8 | 8 | 8 | 8 | 8 | 8 | 10 | 10 | 10 | 15 | 10 | 10 |
| Y+R: | 4.6 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 5.6 | 5.6 | 5.6 | 5.5 | 5.5 | 5.5 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 15 | 24 | 578 | 170 | 23 | 9 | 10 | 87 | 22 | 575 | 55 | 296 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 15 | 24 | 578 | 170 | 23 | 9 | 10 | 87 | 22 | 575 | 55 | 296 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 15 | 24 | 578 | 170 | 23 | 9 | 10 | 87 | 22 | 575 | 55 | 296 |
| 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: | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 16 | 25 | 0 | 179 | 24 | 9 | 11 | 92 | 23 | 605 | 58 | 312 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 16 | 25 | 0 | 179 | 24 | 9 | 11 | 92 | 23 | 605 | 58 | 312 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 16 | 25 | 0 | 179 | 24 | 9 | 11 | 92 | 23 | 605 | 58 | 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 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 1.00 | 0.83 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.72 | 0.28 | 1.00 | 1.59 | 0.41 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1294 | 506 | 1750 | 2953 | 747 | 3150 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.06 | 0.02 | 0.02 | 0.01 | 0.03 | 0.03 | 0.19 | 0.03 | 0.10 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 12.0 | 8.0 | 0.0 | 16.0 | 12.0 | 12.0 | 32.0 | 10.0 | 10.0 | 54.0 | 32.0 | 32.0 |
| Volume/Cap: | 0.08 | 0.17 | 0.00 | 0.36 | 0.16 | 0.16 | 0.02 | 0.31 | 0.31 | 0.36 | 0.10 | 0.31 |
| Delay/Veh: | 39.2 | 43.4 | 0.0 | 37.9 | 39.8 | 39.8 | 23.3 | 42.3 | 42.3 | 13.2 | 23.9 | 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: | 39.2 | 43.4 | 0.0 | 37.9 | 39.8 | 39.8 | 23.3 | 42.3 | 42.3 | 13.2 | 23.9 | 25.8 |
| LOS by Move: | D | D | A | D | D | D | C | D | D | B | C | C |
| HCM2k95thQ: | 1 | 2 | 0 | 6 | 2 | 2 | 0 | 4 | 4 | 12 | 2 | 8 |

Note: Queue reported is the number of cars per lane.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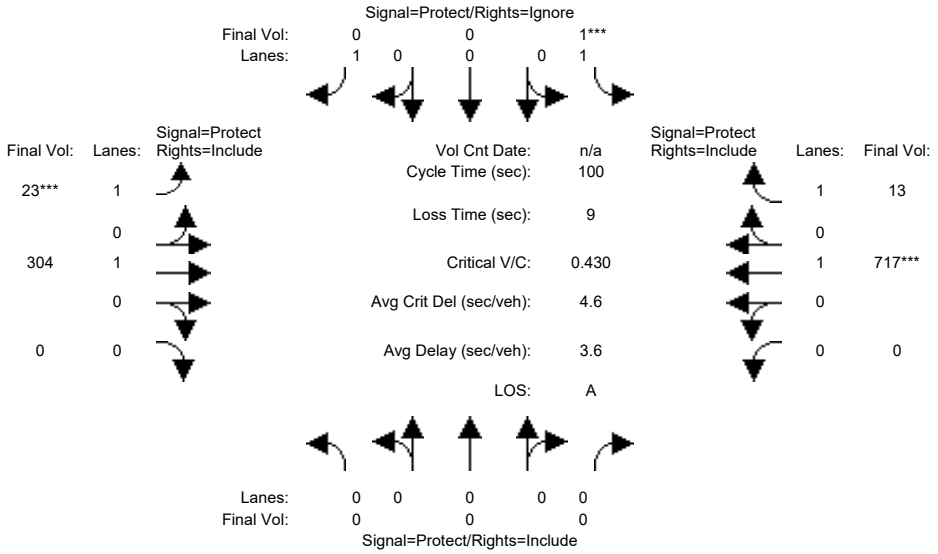
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #580: (29) Great America Emp Entr and Agnew Rd




| Street Name: | Great America Emp Entr | | | | | | Agnew 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: | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 15 | 0 | 0 | 5 | 5 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.5 | 0.0 | 0.0 | 4.5 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 1 | 0 | 9 | 22 | 286 | 0 | 0 | 674 | 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: | 0 | 0 | 0 | 1 | 0 | 9 | 22 | 286 | 0 | 0 | 674 | 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: | 0 | 0 | 0 | 1 | 0 | 9 | 22 | 286 | 0 | 0 | 674 | 12 |
| 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 1 | 0 | 0 | 23 | 304 | 0 | 0 | 717 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 1 | 0 | 0 | 23 | 304 | 0 | 0 | 717 | 13 |
| 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: | 0 | 0 | 0 | 1 | 0 | 0 | 23 | 304 | 0 | 0 | 717 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.16 | 0.00 | 0.00 | 0.38 | 0.01 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 5.0 | 86.0 | 0.0 | 0.0 | 81.0 | 81.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.27 | 0.19 | 0.00 | 0.00 | 0.47 | 0.01 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 45.2 | 0.0 | 0.0 | 47.4 | 1.2 | 0.0 | 0.0 | 3.1 | 1.8 |
| 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 | 45.2 | 0.0 | 0.0 | 47.4 | 1.2 | 0.0 | 0.0 | 3.1 | 1.8 |
| LOS by Move: | A | A | A | D | A | A | D | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 13 | 0 |

Note: Queue reported is the number of cars per lane.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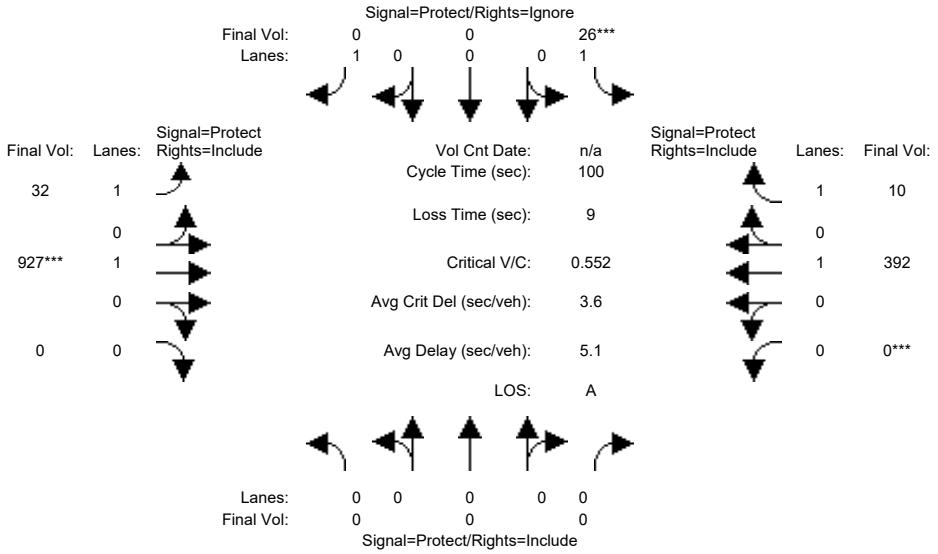
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #580: (29) Great America Emp Entr and Agnew Rd




| Street Name: | Great America Emp Entr | | | | | | Agnew 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: | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 15 | 0 | 0 | 5 | 5 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.5 | 0.0 | 0.0 | 4.5 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 23 | 0 | 53 | 29 | 834 | 0 | 0 | 353 | 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 | 23 | 0 | 53 | 29 | 834 | 0 | 0 | 353 | 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 | 23 | 0 | 53 | 29 | 834 | 0 | 0 | 353 | 9 |
| 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 0 | 0 | 26 | 0 | 0 | 32 | 927 | 0 | 0 | 392 | 10 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 26 | 0 | 0 | 32 | 927 | 0 | 0 | 392 | 10 |
| 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: | 0 | 0 | 0 | 26 | 0 | 0 | 32 | 927 | 0 | 0 | 392 | 10 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.02 | 0.49 | 0.00 | 0.00 | 0.21 | 0.01 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 16.8 | 86.0 | 0.0 | 0.0 | 69.2 | 69.2 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 | 0.11 | 0.57 | 0.00 | 0.00 | 0.30 | 0.01 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 47.7 | 0.0 | 0.0 | 35.5 | 2.4 | 0.0 | 0.0 | 6.1 | 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 | 47.7 | 0.0 | 0.0 | 35.5 | 2.4 | 0.0 | 0.0 | 6.1 | 4.8 |
| LOS by Move: | A | A | A | D | A | A | D | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 15 | 0 | 0 | 8 | 0 |

Note: Queue reported is the number of cars per lane.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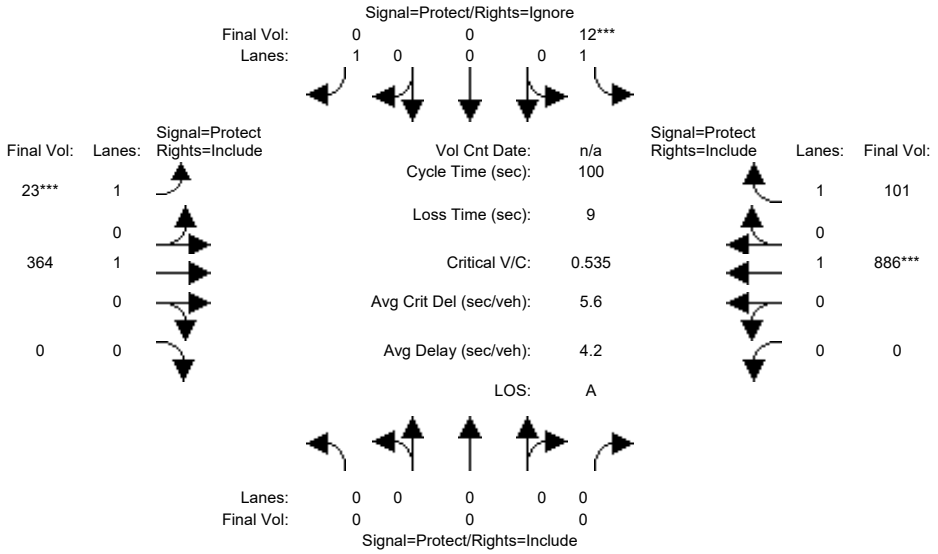
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #580: (29) Great America Emp Entr and Agnew Rd




| Street Name: | Great America Emp Entr | | | | | | Agnew 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: | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 15 | 0 | 0 | 5 | 5 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.5 | 0.0 | 0.0 | 4.5 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 11 | 0 | 9 | 22 | 342 | 0 | 0 | 833 | 95 |
| Growth Adj: | 1.00 | 1.00 | 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 | 11 | 0 | 9 | 22 | 342 | 0 | 0 | 833 | 95 |
| Added Vol: | 0 | 0 | 0 | 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 | 11 | 0 | 9 | 22 | 342 | 0 | 0 | 833 | 95 |
| 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 12 | 0 | 0 | 23 | 364 | 0 | 0 | 886 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 12 | 0 | 0 | 23 | 364 | 0 | 0 | 886 | 101 |
| 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: | 0 | 0 | 0 | 12 | 0 | 0 | 23 | 364 | 0 | 0 | 886 | 101 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.19 | 0.00 | 0.00 | 0.47 | 0.06 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 5.0 | 86.0 | 0.0 | 0.0 | 81.0 | 81.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.27 | 0.22 | 0.00 | 0.00 | 0.58 | 0.07 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 46.1 | 0.0 | 0.0 | 47.4 | 1.3 | 0.0 | 0.0 | 3.9 | 1.9 |
| 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 | 46.1 | 0.0 | 0.0 | 47.4 | 1.3 | 0.0 | 0.0 | 3.9 | 1.9 |
| LOS by Move: | A | A | A | D | A | A | D | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 17 | 1 |

Note: Queue reported is the number of cars per lane.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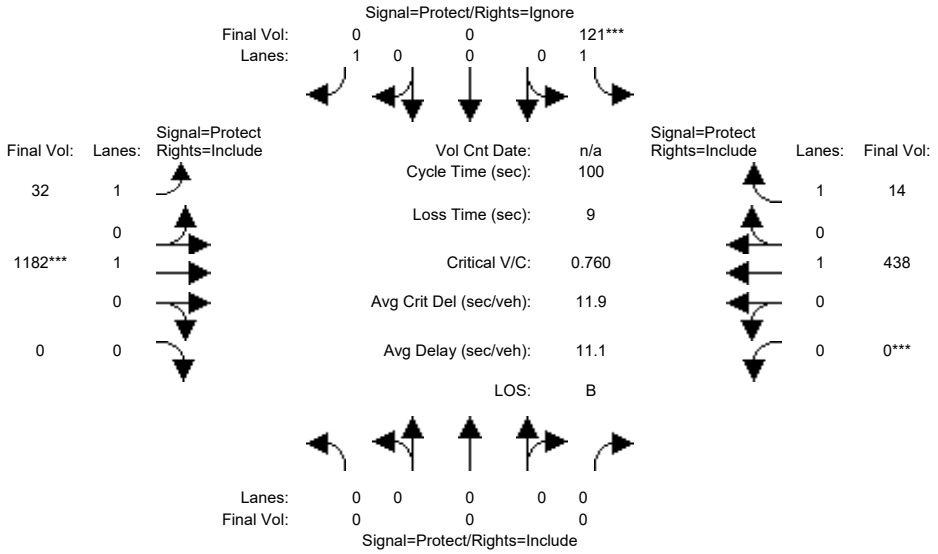
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #580: (29) Great America Emp Entr and Agnew Rd




| Street Name: | Great America Emp Entr | | | | | | Agnew 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: | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 15 | 0 | 0 | 5 | 5 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.5 | 0.0 | 0.0 | 4.5 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 109 | 0 | 53 | 29 | 1064 | 0 | 0 | 394 | 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: | 0 | 0 | 0 | 109 | 0 | 53 | 29 | 1064 | 0 | 0 | 394 | 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: | 0 | 0 | 0 | 109 | 0 | 53 | 29 | 1064 | 0 | 0 | 394 | 13 |
| 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 0 | 0 | 121 | 0 | 0 | 32 | 1182 | 0 | 0 | 438 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 121 | 0 | 0 | 32 | 1182 | 0 | 0 | 438 | 14 |
| 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: | 0 | 0 | 0 | 121 | 0 | 0 | 32 | 1182 | 0 | 0 | 438 | 14 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | 0.02 | 0.62 | 0.00 | 0.00 | 0.23 | 0.01 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 14.6 | 81.9 | 0.0 | 0.0 | 67.3 | 67.3 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.76 | 0.00 | 0.00 | 0.13 | 0.76 | 0.00 | 0.00 | 0.34 | 0.01 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 63.3 | 0.0 | 0.0 | 37.4 | 6.6 | 0.0 | 0.0 | 7.1 | 5.4 |
| 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 | 63.3 | 0.0 | 0.0 | 37.4 | 6.6 | 0.0 | 0.0 | 7.1 | 5.4 |
| LOS by Move: | A | A | A | E | A | A | D | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 11 | 0 | 0 | 2 | 28 | 0 | 0 | 10 | 0 |

Note: Queue reported is the number of cars per lane.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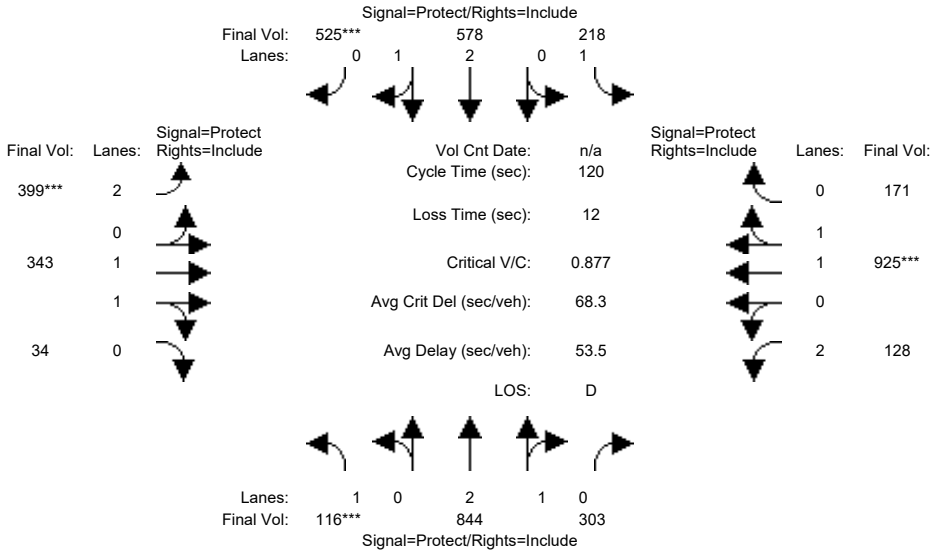
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #1200: (22) 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: | 116 | 844 | 303 | 218 | 578 | 525 | 399 | 343 | 34 | 128 | 925 | 171 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 116 | 844 | 303 | 218 | 578 | 525 | 399 | 343 | 34 | 128 | 925 | 171 |
| Added Vol: | 0 | 0 | 0 | 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 | 844 | 303 | 218 | 578 | 525 | 399 | 343 | 34 | 128 | 925 | 171 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 116 | 844 | 303 | 218 | 578 | 525 | 399 | 343 | 34 | 128 | 925 | 171 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 116 | 844 | 303 | 218 | 578 | 525 | 399 | 343 | 34 | 128 | 925 | 171 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 116 | 844 | 303 | 218 | 578 | 525 | 399 | 343 | 34 | 128 | 925 | 171 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.95 | 0.92 | 1.00 | 0.92 | 0.83 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.18 | 0.82 | 1.00 | 2.00 | 1.00 | 2.00 | 1.81 | 0.19 | 2.00 | 1.68 | 0.32 |
| Final Sat.: | 1750 | 4119 | 1479 | 1750 | 3800 | 1750 | 3150 | 3366 | 334 | 3150 | 3122 | 577 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.20 | 0.20 | 0.12 | 0.15 | 0.30 | 0.13 | 0.10 | 0.10 | 0.04 | 0.30 | 0.30 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green Time: | 20.0 | 33.9 | 33.9 | 22.6 | 36.5 | 36.5 | 15.4 | 29.4 | 29.4 | 22.1 | 36.1 | 36.1 |
| Volume/Cap: | 0.40 | 0.73 | 0.73 | 0.66 | 0.50 | 0.99 | 0.99 | 0.42 | 0.42 | 0.22 | 0.99 | 0.99 |
| Delay/Veh: | 45.5 | 40.5 | 40.5 | 50.1 | 34.4 | 64.9 | 93.0 | 38.4 | 38.4 | 41.9 | 65.2 | 65.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.5 | 40.5 | 40.5 | 50.1 | 34.4 | 64.9 | 93.0 | 38.4 | 38.4 | 41.9 | 65.2 | 65.2 |
| LOS by Move: | D | D | D | D | C | E | F | D | D | D | E | E |
| HCM2k95thQ: | 8 | 23 | 23 | 15 | 16 | 41 | 20 | 11 | 11 | 5 | 39 | 39 |

Note: Queue reported is the number of cars per lane.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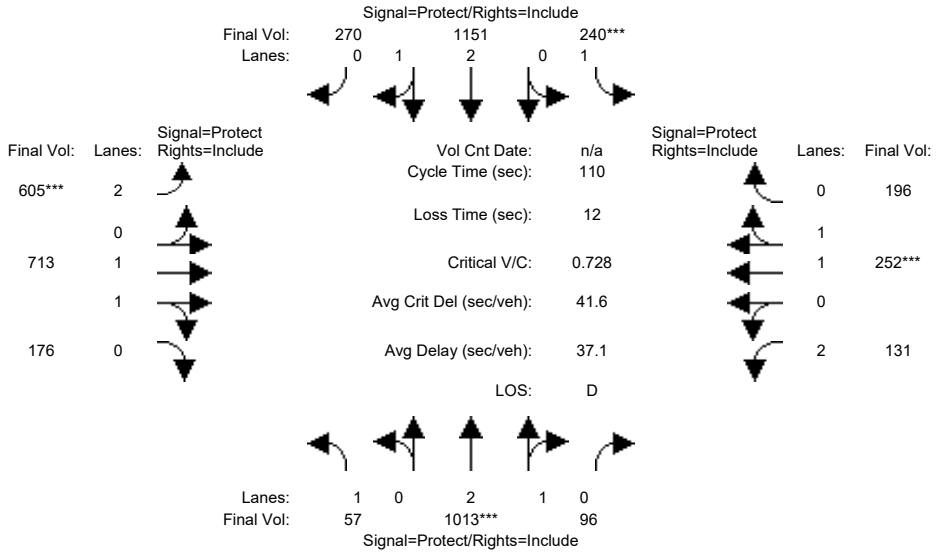
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #1200: (22) 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 | 1013 | 96 | 240 | 1151 | 270 | 605 | 713 | 176 | 131 | 252 | 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: | 57 | 1013 | 96 | 240 | 1151 | 270 | 605 | 713 | 176 | 131 | 252 | 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: | 57 | 1013 | 96 | 240 | 1151 | 270 | 605 | 713 | 176 | 131 | 252 | 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: | 57 | 1013 | 96 | 240 | 1151 | 270 | 605 | 713 | 176 | 131 | 252 | 196 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 1013 | 96 | 240 | 1151 | 270 | 605 | 713 | 176 | 131 | 252 | 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: | 57 | 1013 | 96 | 240 | 1151 | 270 | 605 | 713 | 176 | 131 | 252 | 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 | 0.99 | 0.95 |
| Lanes: | 1.00 | 2.73 | 0.27 | 1.00 | 2.41 | 0.59 | 2.00 | 1.59 | 0.41 | 2.00 | 1.10 | 0.90 |
| Final Sat.: | 1750 | 5115 | 485 | 1750 | 4535 | 1064 | 3150 | 2967 | 732 | 3150 | 2080 | 1618 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.20 | 0.20 | 0.14 | 0.25 | 0.25 | 0.19 | 0.24 | 0.24 | 0.04 | 0.12 | 0.12 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 10.2 | 29.9 | 29.9 | 20.7 | 40.5 | 40.5 | 29.0 | 37.4 | 37.4 | 9.9 | 18.3 | 18.3 |
| Volume/Cap: | 0.35 | 0.73 | 0.73 | 0.73 | 0.69 | 0.69 | 0.73 | 0.71 | 0.71 | 0.46 | 0.73 | 0.73 |
| Delay/Veh: | 48.2 | 38.1 | 38.1 | 49.9 | 30.4 | 30.4 | 40.2 | 33.4 | 33.4 | 48.7 | 47.9 | 47.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.2 | 38.1 | 38.1 | 49.9 | 30.4 | 30.4 | 40.2 | 33.4 | 33.4 | 48.7 | 47.9 | 47.9 |
| LOS by Move: | D | D | D | D | C | C | D | C | C | D | D | D |
| HCM2k95thQ: | 4 | 21 | 21 | 16 | 24 | 24 | 20 | 23 | 23 | 5 | 14 | 14 |

Note: Queue reported is the number of cars per lane.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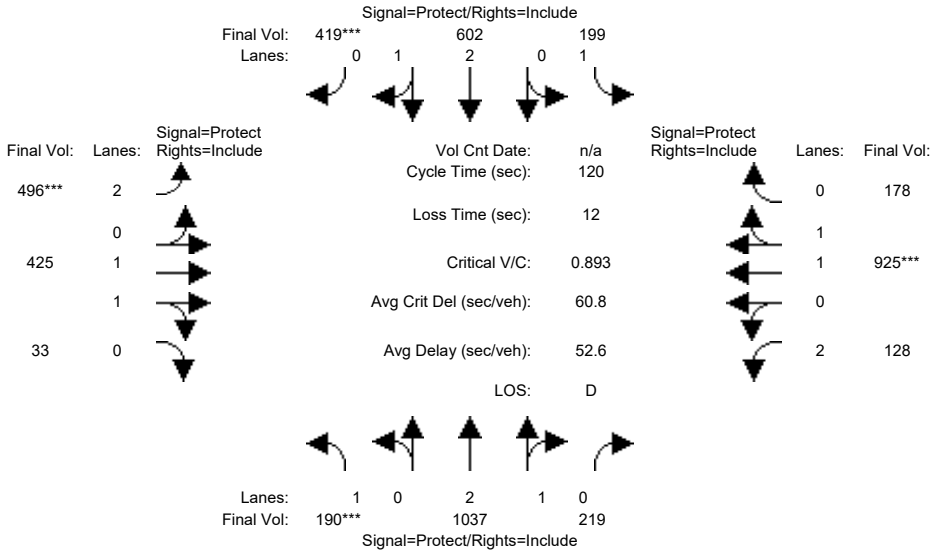
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #1200: (22) 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: | 190 | 1037 | 219 | 199 | 602 | 419 | 496 | 425 | 33 | 128 | 925 | 178 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 190 | 1037 | 219 | 199 | 602 | 419 | 496 | 425 | 33 | 128 | 925 | 178 |
| Added Vol: | 0 | 0 | 0 | 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 | 1037 | 219 | 199 | 602 | 419 | 496 | 425 | 33 | 128 | 925 | 178 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 190 | 1037 | 219 | 199 | 602 | 419 | 496 | 425 | 33 | 128 | 925 | 178 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 190 | 1037 | 219 | 199 | 602 | 419 | 496 | 425 | 33 | 128 | 925 | 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: | 190 | 1037 | 219 | 199 | 602 | 419 | 496 | 425 | 33 | 128 | 925 | 178 |
| 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 | 2.46 | 0.54 | 1.00 | 2.00 | 1.00 | 2.00 | 1.85 | 0.15 | 2.00 | 1.67 | 0.33 |
| Final Sat.: | 1750 | 4622 | 976 | 1750 | 3800 | 1750 | 3150 | 3433 | 267 | 3150 | 3102 | 597 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.22 | 0.22 | 0.11 | 0.16 | 0.24 | 0.16 | 0.12 | 0.12 | 0.04 | 0.30 | 0.30 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green Time: | 20.0 | 30.2 | 30.2 | 20.1 | 30.3 | 30.3 | 19.9 | 33.0 | 33.0 | 24.7 | 37.7 | 37.7 |
| Volume/Cap: | 0.65 | 0.89 | 0.89 | 0.68 | 0.63 | 0.95 | 0.95 | 0.45 | 0.45 | 0.20 | 0.95 | 0.95 |
| Delay/Veh: | 51.9 | 50.9 | 50.9 | 53.1 | 40.6 | 60.4 | 76.3 | 36.3 | 36.3 | 39.6 | 55.7 | 55.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.9 | 50.9 | 50.9 | 53.1 | 40.6 | 60.4 | 76.3 | 36.3 | 36.3 | 39.6 | 55.7 | 55.7 |
| LOS by Move: | D | D | D | D | D | E | E | D | D | D | E | E |
| HCM2k95thQ: | 13 | 28 | 28 | 14 | 18 | 32 | 22 | 13 | 13 | 4 | 38 | 38 |

Note: Queue reported is the number of cars per lane.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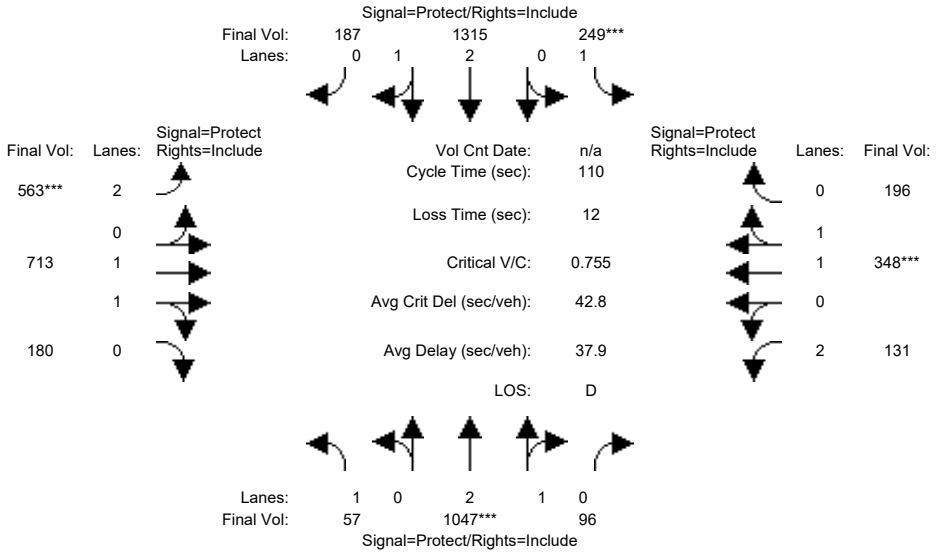
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #1200: (22) 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 | 1047 | 96 | 249 | 1315 | 187 | 563 | 713 | 180 | 131 | 348 | 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: | 57 | 1047 | 96 | 249 | 1315 | 187 | 563 | 713 | 180 | 131 | 348 | 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: | 57 | 1047 | 96 | 249 | 1315 | 187 | 563 | 713 | 180 | 131 | 348 | 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: | 57 | 1047 | 96 | 249 | 1315 | 187 | 563 | 713 | 180 | 131 | 348 | 196 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 1047 | 96 | 249 | 1315 | 187 | 563 | 713 | 180 | 131 | 348 | 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: | 57 | 1047 | 96 | 249 | 1315 | 187 | 563 | 713 | 180 | 131 | 348 | 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 | 0.99 | 0.95 |
| Lanes: | 1.00 | 2.74 | 0.26 | 1.00 | 2.61 | 0.39 | 2.00 | 1.59 | 0.41 | 2.00 | 1.26 | 0.74 |
| Final Sat.: | 1750 | 5129 | 470 | 1750 | 4902 | 697 | 3150 | 2954 | 746 | 3150 | 2366 | 1333 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.20 | 0.20 | 0.14 | 0.27 | 0.27 | 0.18 | 0.24 | 0.24 | 0.04 | 0.15 | 0.15 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 9.7 | 29.8 | 29.8 | 20.7 | 40.8 | 40.8 | 26.1 | 37.6 | 37.6 | 9.9 | 21.4 | 21.4 |
| Volume/Cap: | 0.37 | 0.75 | 0.75 | 0.75 | 0.72 | 0.72 | 0.75 | 0.71 | 0.71 | 0.46 | 0.75 | 0.75 |
| Delay/Veh: | 48.8 | 39.0 | 39.0 | 51.7 | 31.0 | 31.0 | 43.4 | 33.3 | 33.3 | 48.7 | 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: | 48.8 | 39.0 | 39.0 | 51.7 | 31.0 | 31.0 | 43.4 | 33.3 | 33.3 | 48.7 | 46.3 | 46.3 |
| LOS by Move: | D | D | D | D | C | C | D | C | C | D | D | D |
| HCM2k95thQ: | 4 | 22 | 22 | 16 | 26 | 26 | 20 | 24 | 24 | 5 | 17 | 17 |

Note: Queue reported is the number of cars per lane.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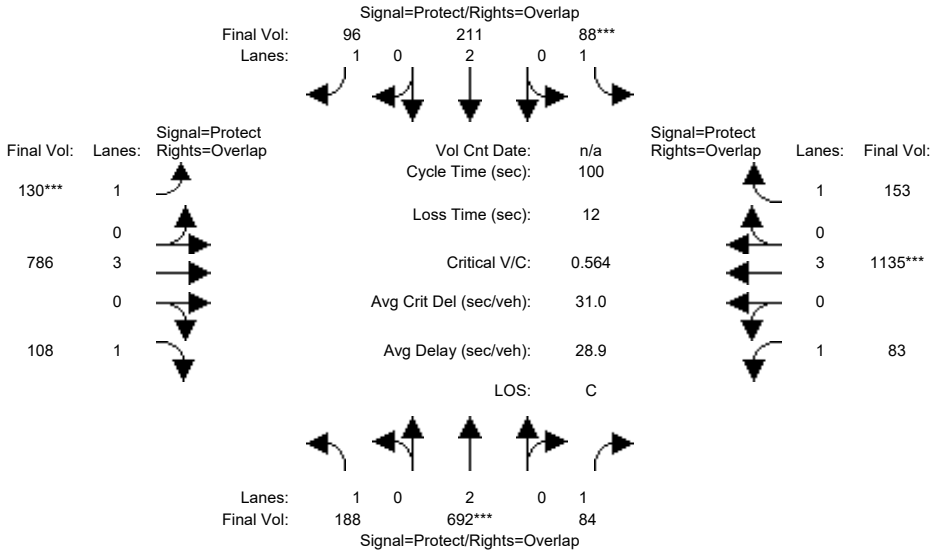
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #1201: (56) 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 | 88 | 211 | 96 | 130 | 786 | 108 | 83 | 1135 | 153 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 188 | 692 | 84 | 88 | 211 | 96 | 130 | 786 | 108 | 83 | 1135 | 153 |
| Added Vol: | 0 | 0 | 0 | 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 | 88 | 211 | 96 | 130 | 786 | 108 | 83 | 1135 | 153 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 188 | 692 | 84 | 88 | 211 | 96 | 130 | 786 | 108 | 83 | 1135 | 153 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 692 | 84 | 88 | 211 | 96 | 130 | 786 | 108 | 83 | 1135 | 153 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 188 | 692 | 84 | 88 | 211 | 96 | 130 | 786 | 108 | 83 | 1135 | 153 |
| 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 | 0.20 | 0.08 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 26.0 | 32.3 | 43.0 | 8.2 | 14.6 | 26.7 | 12.1 | 36.8 | 62.7 | 10.7 | 35.3 | 43.5 |
| Volume/Cap: | 0.38 | 0.56 | 0.10 | 0.56 | 0.38 | 0.19 | 0.56 | 0.38 | 0.09 | 0.41 | 0.56 | 0.18 |
| Delay/Veh: | 32.6 | 29.9 | 17.2 | 58.1 | 40.6 | 29.1 | 51.0 | 23.7 | 7.5 | 47.7 | 27.3 | 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: | 32.6 | 29.9 | 17.2 | 58.1 | 40.6 | 29.1 | 51.0 | 23.7 | 7.5 | 47.7 | 27.3 | 17.8 |
| LOS by Move: | C | C | B | E | D | C | D | C | A | D | C | B |
| HCM2k95thQ: | 9 | 15 | 3 | 6 | 6 | 5 | 9 | 11 | 3 | 5 | 16 | 6 |

Note: Queue reported is the number of cars per lane.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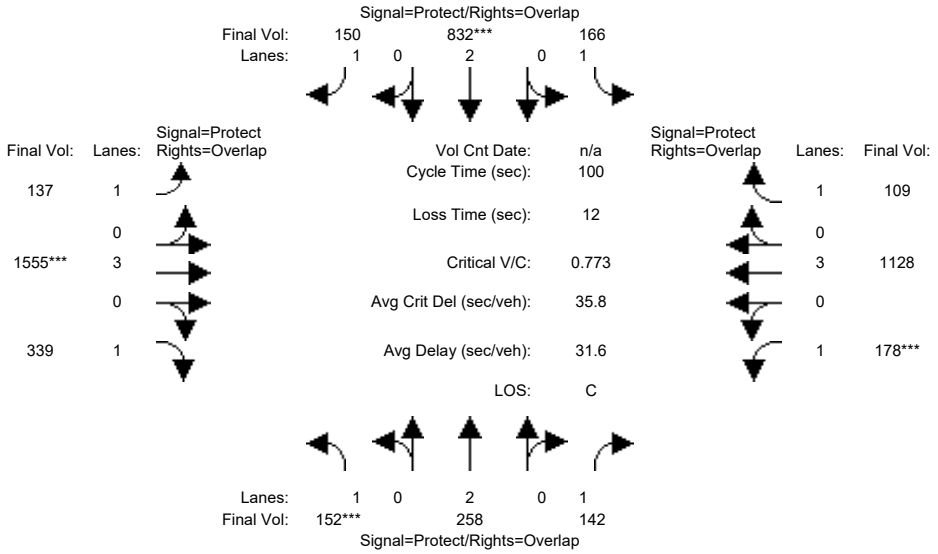
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #1201: (56) 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: | 152 | 258 | 142 | 166 | 832 | 150 | 137 | 1555 | 339 | 178 | 1128 | 109 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 152 | 258 | 142 | 166 | 832 | 150 | 137 | 1555 | 339 | 178 | 1128 | 109 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 152 | 258 | 142 | 166 | 832 | 150 | 137 | 1555 | 339 | 178 | 1128 | 109 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 152 | 258 | 142 | 166 | 832 | 150 | 137 | 1555 | 339 | 178 | 1128 | 109 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 152 | 258 | 142 | 166 | 832 | 150 | 137 | 1555 | 339 | 178 | 1128 | 109 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 152 | 258 | 142 | 166 | 832 | 150 | 137 | 1555 | 339 | 178 | 1128 | 109 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 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 | 0.27 | 0.19 | 0.10 | 0.20 | 0.06 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 11.2 | 20.3 | 33.5 | 19.3 | 28.3 | 42.1 | 13.7 | 35.3 | 46.5 | 13.2 | 34.7 | 54.0 |
| Volume/Cap: | 0.77 | 0.33 | 0.24 | 0.49 | 0.77 | 0.20 | 0.57 | 0.77 | 0.42 | 0.77 | 0.57 | 0.12 |
| Delay/Veh: | 60.3 | 34.3 | 24.3 | 37.1 | 36.4 | 18.5 | 43.6 | 30.7 | 18.1 | 56.9 | 27.0 | 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: | 60.3 | 34.3 | 24.3 | 37.1 | 36.4 | 18.5 | 43.6 | 30.7 | 18.1 | 56.9 | 27.0 | 11.4 |
| LOS by Move: | E | C | C | D | D | B | D | C | B | E | C | B |
| HCM2k95thQ: | 10 | 6 | 6 | 9 | 20 | 6 | 10 | 28 | 14 | 11 | 17 | 3 |

Note: Queue reported is the number of cars per lane.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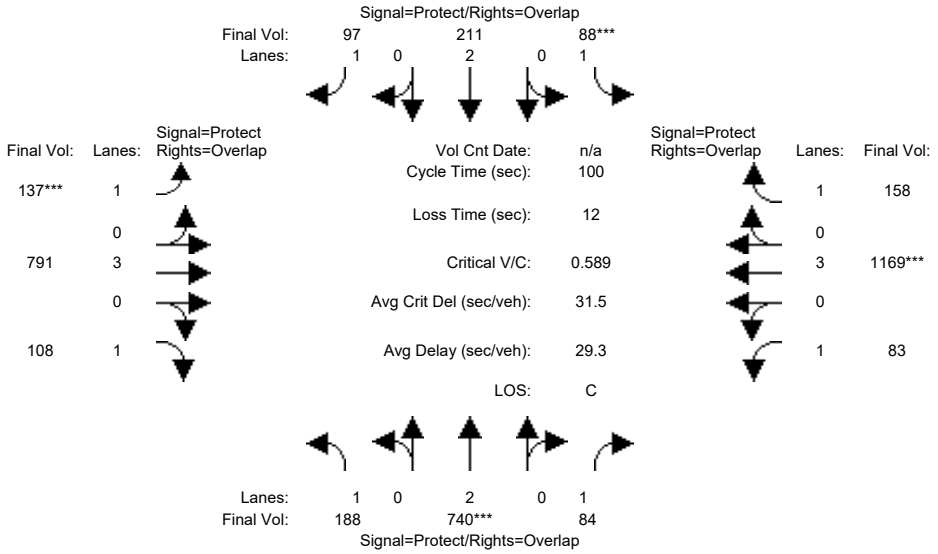
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #1201: (56) 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 | 740 | 84 | 88 | 211 | 97 | 137 | 791 | 108 | 83 | 1169 | 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: | 188 | 740 | 84 | 88 | 211 | 97 | 137 | 791 | 108 | 83 | 1169 | 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: | 188 | 740 | 84 | 88 | 211 | 97 | 137 | 791 | 108 | 83 | 1169 | 158 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 188 | 740 | 84 | 88 | 211 | 97 | 137 | 791 | 108 | 83 | 1169 | 158 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 740 | 84 | 88 | 211 | 97 | 137 | 791 | 108 | 83 | 1169 | 158 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 188 | 740 | 84 | 88 | 211 | 97 | 137 | 791 | 108 | 83 | 1169 | 158 |
| 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 | 0.19 | 0.04 | 0.05 | 0.06 | 0.05 | 0.07 | 0.14 | 0.06 | 0.04 | 0.21 | 0.08 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 26.2 | 33.1 | 43.7 | 7.9 | 14.7 | 27.0 | 12.2 | 36.5 | 62.7 | 10.6 | 34.8 | 42.7 |
| Volume/Cap: | 0.38 | 0.59 | 0.10 | 0.59 | 0.38 | 0.19 | 0.59 | 0.38 | 0.09 | 0.41 | 0.59 | 0.19 |
| Delay/Veh: | 32.4 | 29.8 | 16.8 | 60.4 | 40.4 | 28.9 | 52.0 | 24.0 | 7.5 | 47.9 | 28.0 | 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: | 32.4 | 29.8 | 16.8 | 60.4 | 40.4 | 28.9 | 52.0 | 24.0 | 7.5 | 47.9 | 28.0 | 18.4 |
| LOS by Move: | C | C | B | E | D | C | D | C | A | D | C | B |
| HCM2k95thQ: | 9 | 16 | 3 | 6 | 6 | 5 | 10 | 11 | 3 | 5 | 16 | 6 |

Note: Queue reported is the number of cars per lane.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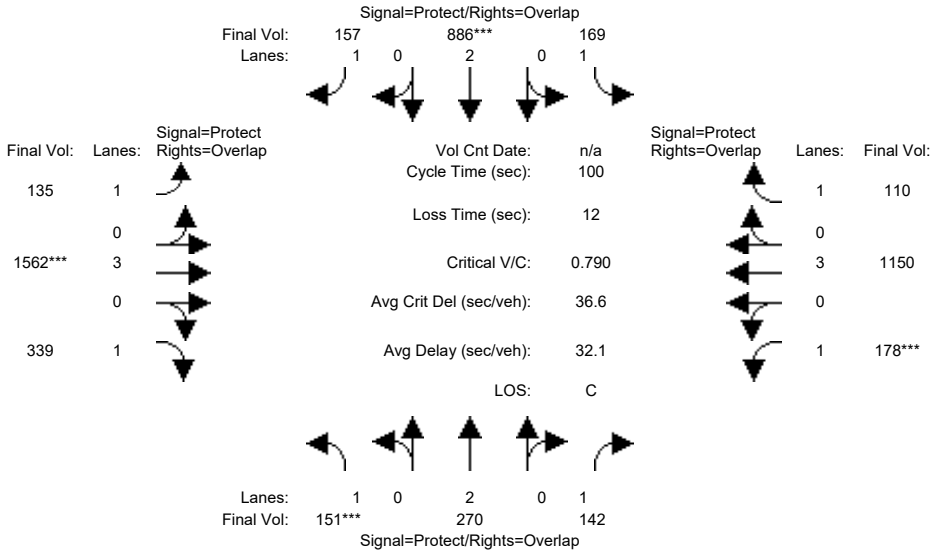
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #1201: (56) 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 | 270 | 142 | 169 | 886 | 157 | 135 | 1562 | 339 | 178 | 1150 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 151 | 270 | 142 | 169 | 886 | 157 | 135 | 1562 | 339 | 178 | 1150 | 110 |
| Added Vol: | 0 | 0 | 0 | 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 | 270 | 142 | 169 | 886 | 157 | 135 | 1562 | 339 | 178 | 1150 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 151 | 270 | 142 | 169 | 886 | 157 | 135 | 1562 | 339 | 178 | 1150 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 151 | 270 | 142 | 169 | 886 | 157 | 135 | 1562 | 339 | 178 | 1150 | 110 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 151 | 270 | 142 | 169 | 886 | 157 | 135 | 1562 | 339 | 178 | 1150 | 110 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 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 | 0.10 | 0.23 | 0.09 | 0.08 | 0.27 | 0.19 | 0.10 | 0.20 | 0.06 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 10.9 | 20.6 | 33.4 | 19.9 | 29.5 | 42.7 | 13.2 | 34.7 | 45.6 | 12.9 | 34.4 | 54.3 |
| Volume/Cap: | 0.79 | 0.35 | 0.24 | 0.49 | 0.79 | 0.21 | 0.59 | 0.79 | 0.42 | 0.79 | 0.59 | 0.12 |
| Delay/Veh: | 63.0 | 34.2 | 24.3 | 36.6 | 36.3 | 18.2 | 44.8 | 31.6 | 18.7 | 59.2 | 27.4 | 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: | 63.0 | 34.2 | 24.3 | 36.6 | 36.3 | 18.2 | 44.8 | 31.6 | 18.7 | 59.2 | 27.4 | 11.2 |
| LOS by Move: | E | C | C | D | D | B | D | C | B | E | C | B |
| HCM2k95thQ: | 10 | 7 | 6 | 9 | 22 | 6 | 10 | 28 | 14 | 11 | 17 | 3 |

Note: Queue reported is the number of cars per lane.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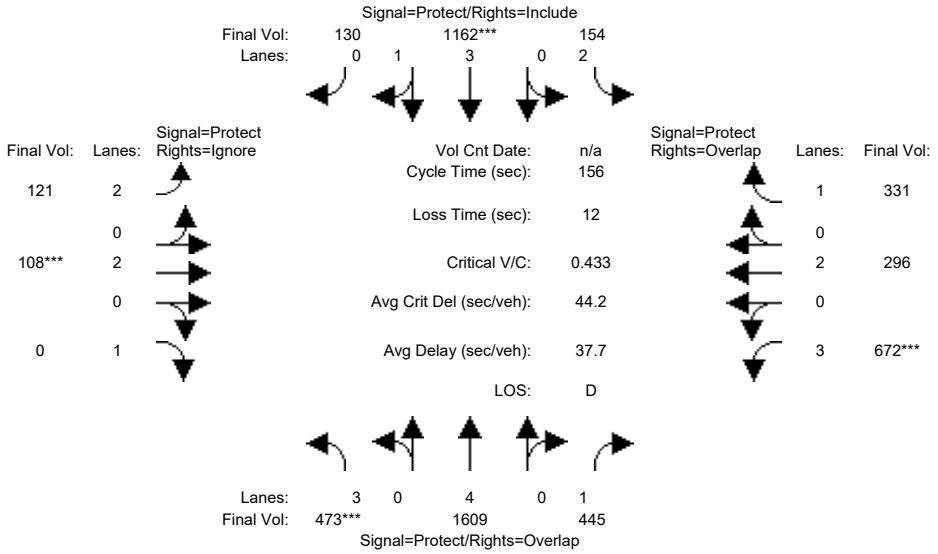
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #1206: (18) 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: | 473 | 1609 | 445 | 154 | 1162 | 130 | 121 | 108 | 106 | 672 | 296 | 331 |
| Growth Adj: | 1.00 | 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 | 1609 | 445 | 154 | 1162 | 130 | 121 | 108 | 106 | 672 | 296 | 331 |
| Added Vol: | 0 | 0 | 0 | 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 | 1609 | 445 | 154 | 1162 | 130 | 121 | 108 | 106 | 672 | 296 | 331 |
| 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: | 473 | 1609 | 445 | 154 | 1162 | 130 | 121 | 108 | 0 | 672 | 296 | 331 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 473 | 1609 | 445 | 154 | 1162 | 130 | 121 | 108 | 0 | 672 | 296 | 331 |
| 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: | 473 | 1609 | 445 | 154 | 1162 | 130 | 121 | 108 | 0 | 672 | 296 | 331 |
| 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 | 3.60 | 0.40 | 2.00 | 2.00 | 1.00 | 3.00 | 2.00 | 1.00 |
| Final Sat.: | 5700 | 7600 | 1900 | 3800 | 6835 | 765 | 3800 | 3800 | 1900 | 5700 | 3800 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.21 | 0.23 | 0.04 | 0.17 | 0.17 | 0.03 | 0.03 | 0.00 | 0.12 | 0.08 | 0.17 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 29.9 | 71.8 | 114.3 | 19.4 | 61.3 | 61.3 | 10.2 | 10.2 | 0.0 | 42.5 | 42.6 | 62.0 |
| Volume/Cap: | 0.43 | 0.46 | 0.32 | 0.33 | 0.43 | 0.43 | 0.49 | 0.43 | 0.00 | 0.43 | 0.29 | 0.44 |
| Delay/Veh: | 56.8 | 29.2 | 7.9 | 64.1 | 35.1 | 35.1 | 77.2 | 75.5 | 0.0 | 47.7 | 45.4 | 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: | 56.8 | 29.2 | 7.9 | 64.1 | 35.1 | 35.1 | 77.2 | 75.5 | 0.0 | 47.7 | 45.4 | 36.1 |
| LOS by Move: | E | C | A | E | D | D | E | E | A | D | D | D |
| HCM2k95thQ: | 12 | 22 | 14 | 7 | 19 | 19 | 6 | 6 | 0 | 15 | 11 | 19 |

Note: Queue reported is the number of cars per lane.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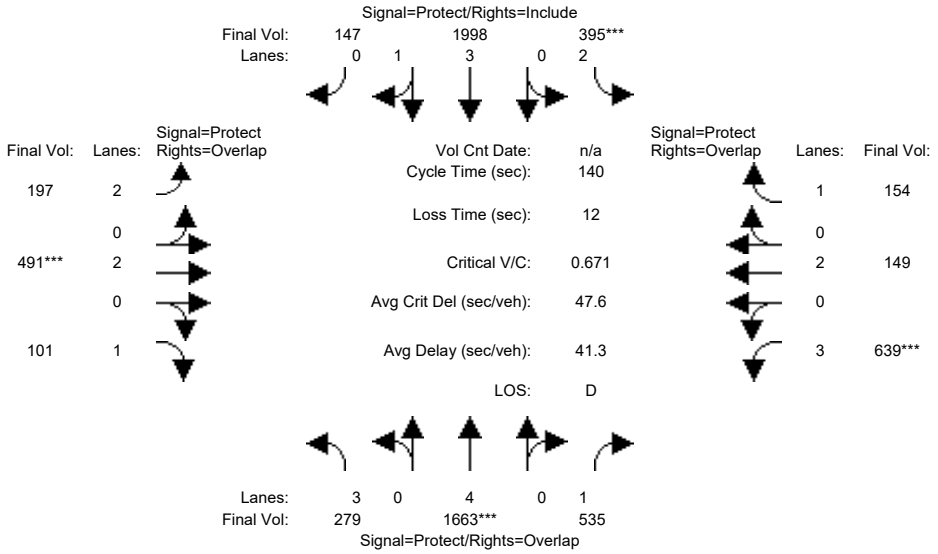
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #1206: (18) 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: | 279 | 1663 | 535 | 395 | 1998 | 147 | 197 | 491 | 101 | 639 | 149 | 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: | 279 | 1663 | 535 | 395 | 1998 | 147 | 197 | 491 | 101 | 639 | 149 | 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: | 279 | 1663 | 535 | 395 | 1998 | 147 | 197 | 491 | 101 | 639 | 149 | 154 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 279 | 1663 | 535 | 395 | 1998 | 147 | 197 | 491 | 101 | 639 | 149 | 154 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 279 | 1663 | 535 | 395 | 1998 | 147 | 197 | 491 | 101 | 639 | 149 | 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: | 279 | 1663 | 535 | 395 | 1998 | 147 | 197 | 491 | 101 | 639 | 149 | 154 |
| 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 | 6985 | 514 | 3150 | 3800 | 1750 | 4551 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.22 | 0.31 | 0.13 | 0.29 | 0.29 | 0.06 | 0.13 | 0.06 | 0.14 | 0.04 | 0.09 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 12.7 | 45.6 | 74.9 | 26.1 | 59.1 | 59.1 | 26.2 | 26.9 | 39.6 | 29.3 | 30.0 | 56.1 |
| Volume/Cap: | 0.68 | 0.67 | 0.57 | 0.67 | 0.68 | 0.68 | 0.33 | 0.67 | 0.20 | 0.67 | 0.18 | 0.22 |
| Delay/Veh: | 66.2 | 41.4 | 22.6 | 56.0 | 33.3 | 33.3 | 49.6 | 54.9 | 38.4 | 52.8 | 45.1 | 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: | 66.2 | 41.4 | 22.6 | 56.0 | 33.3 | 33.3 | 49.6 | 54.9 | 38.4 | 52.8 | 45.1 | 27.7 |
| LOS by Move: | E | D | C | E | C | C | D | D | D | D | D | C |
| HCM2k95thQ: | 10 | 27 | 28 | 16 | 30 | 30 | 8 | 18 | 7 | 19 | 5 | 9 |

Note: Queue reported is the number of cars per lane.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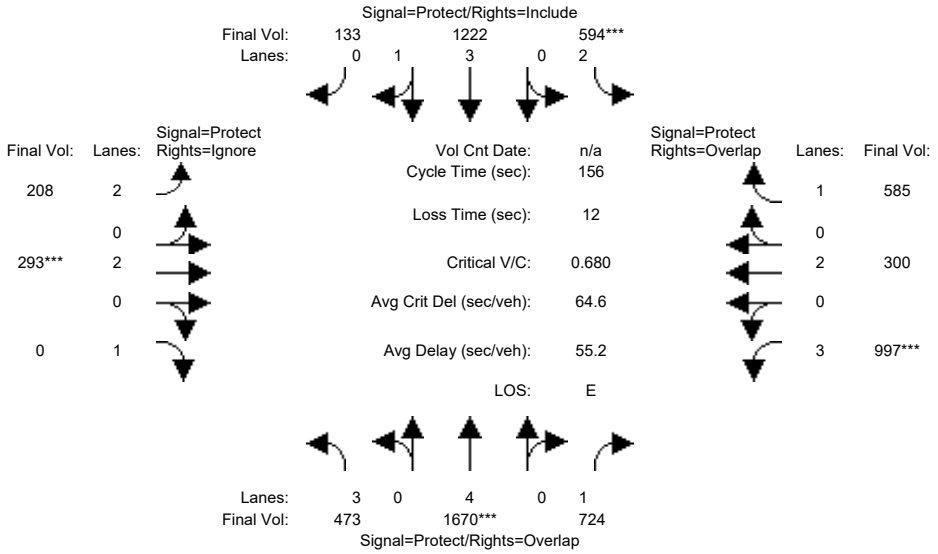
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #1206: (18) 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 | 45 | 45 | 5 | 42 | 42 |
| 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: | 473 | 1670 | 724 | 594 | 1222 | 133 | 208 | 293 | 143 | 997 | 300 | 585 |
| Growth Adj: | 1.00 | 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 | 1670 | 724 | 594 | 1222 | 133 | 208 | 293 | 143 | 997 | 300 | 585 |
| Added Vol: | 0 | 0 | 0 | 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 | 1670 | 724 | 594 | 1222 | 133 | 208 | 293 | 143 | 997 | 300 | 585 |
| 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: | 473 | 1670 | 724 | 594 | 1222 | 133 | 208 | 293 | 0 | 997 | 300 | 585 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 473 | 1670 | 724 | 594 | 1222 | 133 | 208 | 293 | 0 | 997 | 300 | 585 |
| 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: | 473 | 1670 | 724 | 594 | 1222 | 133 | 208 | 293 | 0 | 997 | 300 | 585 |
| 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 | 3.61 | 0.39 | 2.00 | 2.00 | 1.00 | 3.00 | 2.00 | 1.00 |
| Final Sat.: | 5700 | 7600 | 1900 | 3800 | 6854 | 746 | 3800 | 3800 | 1900 | 5700 | 3800 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.22 | 0.38 | 0.16 | 0.18 | 0.18 | 0.05 | 0.08 | 0.00 | 0.17 | 0.08 | 0.31 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 17.5 | 39.5 | 70.9 | 28.1 | 50.1 | 50.1 | 12.9 | 45.0 | 0.0 | 31.4 | 63.5 | 91.6 |
| Volume/Cap: | 0.74 | 0.87 | 0.84 | 0.87 | 0.56 | 0.56 | 0.66 | 0.27 | 0.00 | 0.87 | 0.19 | 0.52 |
| Delay/Veh: | 74.5 | 61.4 | 47.0 | 76.2 | 44.7 | 44.7 | 79.9 | 43.4 | 0.0 | 69.2 | 30.0 | 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: | 74.5 | 61.4 | 47.0 | 76.2 | 44.7 | 44.7 | 79.9 | 43.4 | 0.0 | 69.2 | 30.0 | 21.0 |
| LOS by Move: | E | E | D | E | D | D | E | D | A | E | C | C |
| HCM2k95thQ: | 14 | 35 | 54 | 24 | 22 | 22 | 10 | 10 | 0 | 26 | 9 | 26 |

Note: Queue reported is the number of cars per lane.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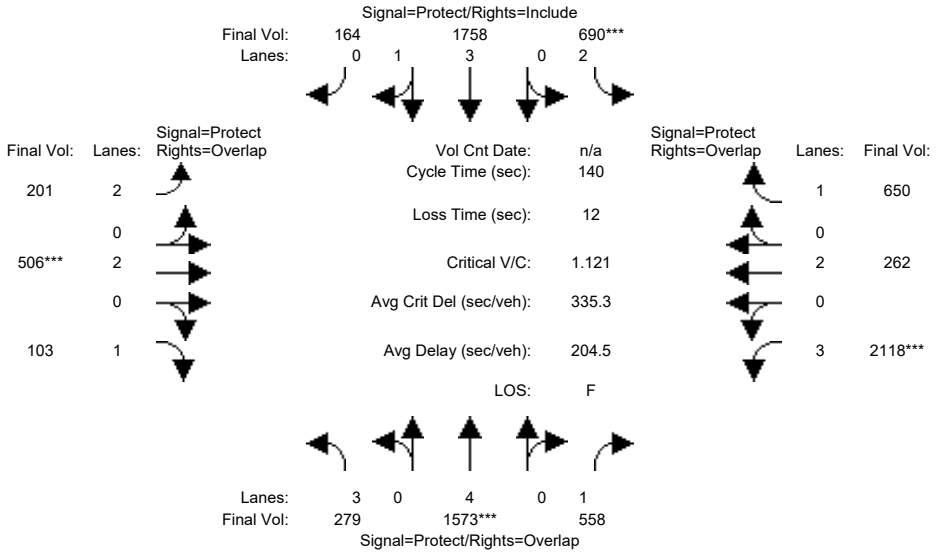
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #1206: (18) 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 | 45 | 45 | 7 | 42 | 42 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 279 | 1573 | 558 | 690 | 1758 | 164 | 201 | 506 | 103 | 2118 | 262 | 650 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 279 | 1573 | 558 | 690 | 1758 | 164 | 201 | 506 | 103 | 2118 | 262 | 650 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 279 | 1573 | 558 | 690 | 1758 | 164 | 201 | 506 | 103 | 2118 | 262 | 650 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 279 | 1573 | 558 | 690 | 1758 | 164 | 201 | 506 | 103 | 2118 | 262 | 650 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 279 | 1573 | 558 | 690 | 1758 | 164 | 201 | 506 | 103 | 2118 | 262 | 650 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 279 | 1573 | 558 | 690 | 1758 | 164 | 201 | 506 | 103 | 2118 | 262 | 650 |
| 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 | 3.64 | 0.36 | 2.00 | 2.00 | 1.00 | 3.00 | 2.00 | 1.00 |
| Final Sat.: | 4551 | 7600 | 1750 | 3150 | 6859 | 640 | 3150 | 3800 | 1750 | 4551 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.21 | 0.32 | 0.22 | 0.26 | 0.26 | 0.06 | 0.13 | 0.06 | 0.47 | 0.07 | 0.37 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 9.7 | 37.0 | 68.3 | 14.7 | 42.0 | 42.0 | 13.4 | 45.0 | 54.7 | 31.3 | 62.9 | 77.6 |
| Volume/Cap: | 0.88 | 0.78 | 0.65 | 2.08 | 0.85 | 0.85 | 0.67 | 0.41 | 0.15 | 2.08 | 0.15 | 0.67 |
| Delay/Veh: | 88.2 | 49.9 | 28.8 | 560.3 | 49.6 | 49.6 | 66.8 | 37.4 | 27.7 | 545.1 | 22.8 | 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: | 88.2 | 49.9 | 28.8 | 560.3 | 49.6 | 49.6 | 66.8 | 37.4 | 27.7 | 545.1 | 22.8 | 23.9 |
| LOS by Move: | F | D | C | F | D | D | E | D | C | F | C | C |
| HCM2k95thQ: | 11 | 28 | 33 | 67 | 31 | 31 | 10 | 15 | 6 | 138 | 6 | 33 |

Note: Queue reported is the number of cars per lane.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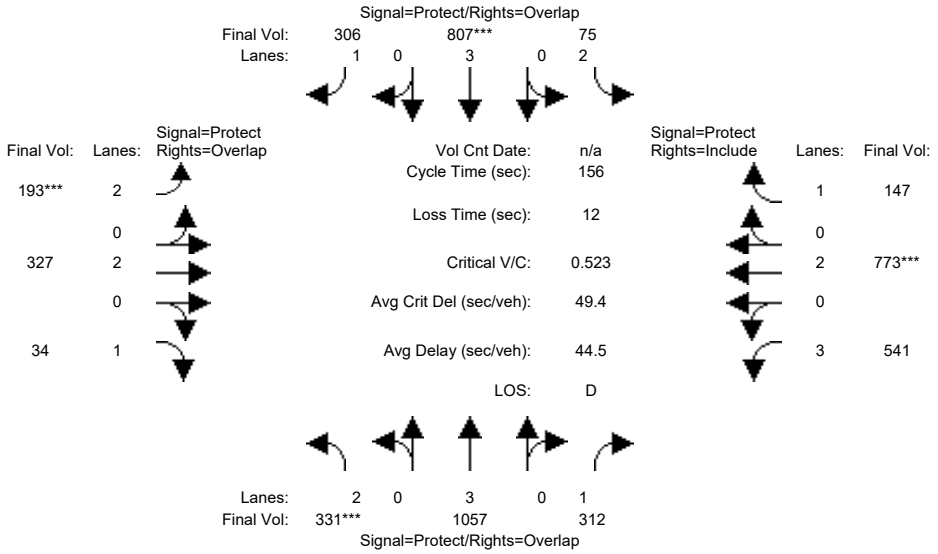
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #1207: (15) 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: | 331 | 1057 | 312 | 75 | 807 | 306 | 193 | 327 | 34 | 541 | 773 | 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: | 331 | 1057 | 312 | 75 | 807 | 306 | 193 | 327 | 34 | 541 | 773 | 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: | 331 | 1057 | 312 | 75 | 807 | 306 | 193 | 327 | 34 | 541 | 773 | 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: | 331 | 1057 | 312 | 75 | 807 | 306 | 193 | 327 | 34 | 541 | 773 | 147 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 331 | 1057 | 312 | 75 | 807 | 306 | 193 | 327 | 34 | 541 | 773 | 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: | 331 | 1057 | 312 | 75 | 807 | 306 | 193 | 327 | 34 | 541 | 773 | 147 |
| 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: | 0.09 | 0.19 | 0.16 | 0.02 | 0.14 | 0.16 | 0.05 | 0.09 | 0.02 | 0.09 | 0.20 | 0.08 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 26.0 | 54.9 | 94.7 | 13.3 | 42.2 | 57.4 | 15.1 | 36.0 | 62.0 | 39.8 | 60.7 | 60.7 |
| Volume/Cap: | 0.52 | 0.53 | 0.27 | 0.23 | 0.52 | 0.44 | 0.52 | 0.37 | 0.05 | 0.37 | 0.52 | 0.20 |
| Delay/Veh: | 62.4 | 41.2 | 15.0 | 68.3 | 49.6 | 39.2 | 72.2 | 51.7 | 28.9 | 48.6 | 37.9 | 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: | 62.4 | 41.2 | 15.0 | 68.3 | 49.6 | 39.2 | 72.2 | 51.7 | 28.9 | 48.6 | 37.9 | 32.2 |
| LOS by Move: | E | D | B | E | D | D | E | D | C | D | D | C |
| HCM2k95thQ: | 13 | 23 | 13 | 4 | 19 | 19 | 9 | 12 | 2 | 13 | 23 | 9 |

Note: Queue reported is the number of cars per lane.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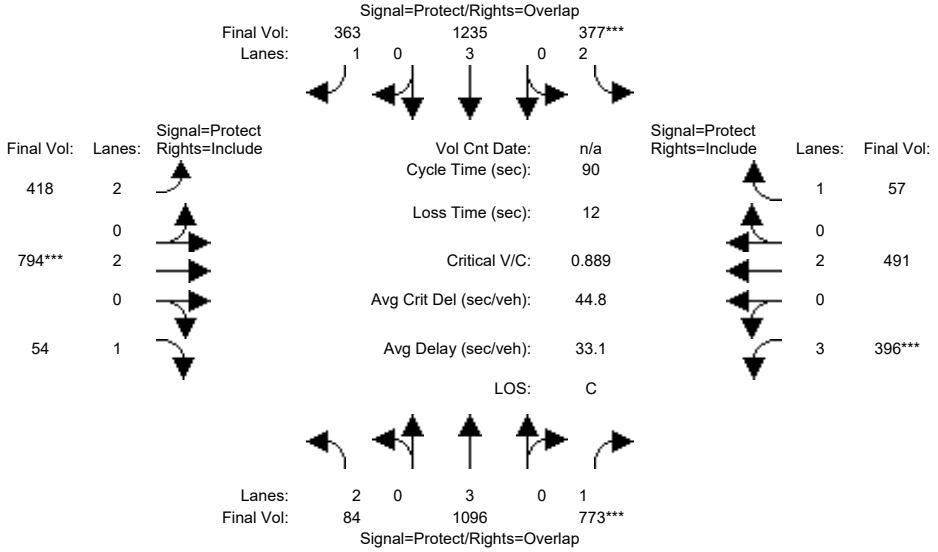
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #1207: (15) 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 | 1096 | 773 | 377 | 1235 | 363 | 418 | 794 | 54 | 396 | 491 | 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 | 1096 | 773 | 377 | 1235 | 363 | 418 | 794 | 54 | 396 | 491 | 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 | 1096 | 773 | 377 | 1235 | 363 | 418 | 794 | 54 | 396 | 491 | 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 | 1096 | 773 | 377 | 1235 | 363 | 418 | 794 | 54 | 396 | 491 | 57 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 84 | 1096 | 773 | 377 | 1235 | 363 | 418 | 794 | 54 | 396 | 491 | 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 | 1096 | 773 | 377 | 1235 | 363 | 418 | 794 | 54 | 396 | 491 | 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 | 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 | 0.19 | 0.44 | 0.12 | 0.22 | 0.21 | 0.13 | 0.21 | 0.03 | 0.09 | 0.13 | 0.03 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green Time: | 12.7 | 35.9 | 44.7 | 12.1 | 35.3 | 50.5 | 15.2 | 21.2 | 21.2 | 8.8 | 14.8 | 14.8 |
| Volume/Cap: | 0.19 | 0.48 | 0.89 | 0.89 | 0.55 | 0.37 | 0.79 | 0.89 | 0.13 | 0.89 | 0.79 | 0.20 |
| Delay/Veh: | 34.3 | 20.3 | 31.5 | 58.2 | 21.5 | 11.2 | 43.5 | 44.2 | 27.3 | 59.3 | 42.7 | 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: | 34.3 | 20.3 | 31.5 | 58.2 | 21.5 | 11.2 | 43.5 | 44.2 | 27.3 | 59.3 | 42.7 | 32.8 |
| LOS by Move: | C | C | C | E | C | B | D | D | C | E | D | C |
| HCM2k95thQ: | 2 | 14 | 38 | 13 | 16 | 11 | 13 | 21 | 2 | 10 | 13 | 3 |

Note: Queue reported is the number of cars per lane.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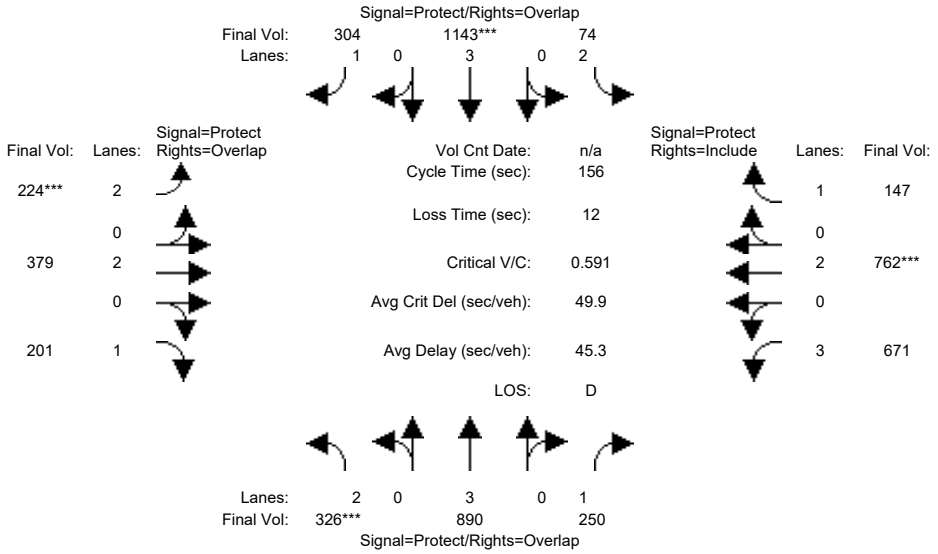
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #1207: (15) 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: | 326 | 890 | 250 | 74 | 1143 | 304 | 224 | 379 | 201 | 671 | 762 | 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: | 326 | 890 | 250 | 74 | 1143 | 304 | 224 | 379 | 201 | 671 | 762 | 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: | 326 | 890 | 250 | 74 | 1143 | 304 | 224 | 379 | 201 | 671 | 762 | 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: | 326 | 890 | 250 | 74 | 1143 | 304 | 224 | 379 | 201 | 671 | 762 | 147 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 326 | 890 | 250 | 74 | 1143 | 304 | 224 | 379 | 201 | 671 | 762 | 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: | 326 | 890 | 250 | 74 | 1143 | 304 | 224 | 379 | 201 | 671 | 762 | 147 |
| 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: | 0.09 | 0.16 | 0.13 | 0.02 | 0.20 | 0.16 | 0.06 | 0.10 | 0.11 | 0.12 | 0.20 | 0.08 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 22.6 | 58.7 | 95.7 | 16.9 | 52.9 | 68.5 | 15.6 | 31.4 | 54.0 | 37.1 | 52.9 | 52.9 |
| Volume/Cap: | 0.59 | 0.42 | 0.21 | 0.18 | 0.59 | 0.36 | 0.59 | 0.50 | 0.31 | 0.50 | 0.59 | 0.23 |
| Delay/Veh: | 67.0 | 36.6 | 13.8 | 64.2 | 43.9 | 30.5 | 73.8 | 57.6 | 38.5 | 52.7 | 44.6 | 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: | 67.0 | 36.6 | 13.8 | 64.2 | 43.9 | 30.5 | 73.8 | 57.6 | 38.5 | 52.7 | 44.6 | 37.7 |
| LOS by Move: | E | D | B | E | D | C | E | E | D | D | D | D |
| HCM2k95thQ: | 14 | 18 | 10 | 4 | 25 | 17 | 10 | 15 | 13 | 16 | 24 | 10 |

Note: Queue reported is the number of cars per lane.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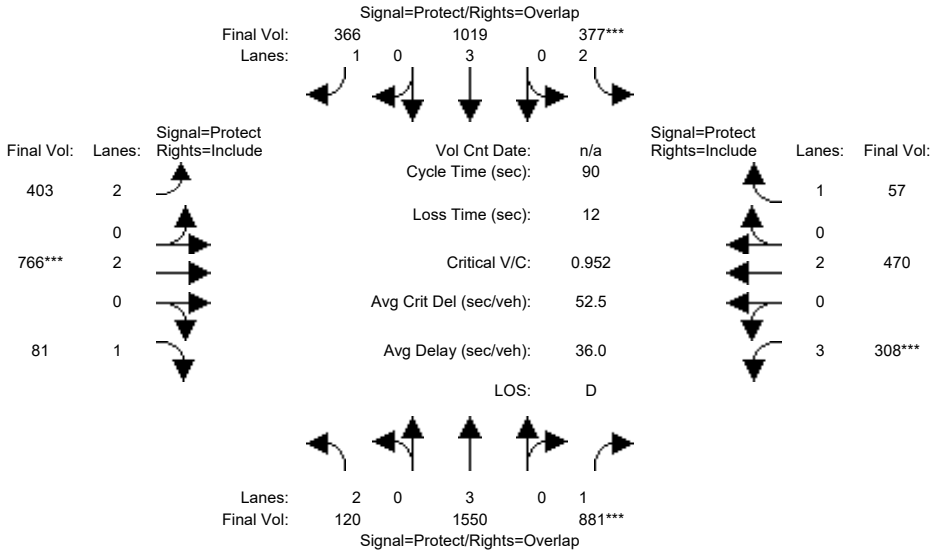
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #1207: (15) 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: | 120 | 1550 | | 881 | | 377 | 1019 | | 366 | | 403 | 766 | | 81 | | 308 | 470 | | 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: | 120 | 1550 | | 881 | | 377 | 1019 | | 366 | | 403 | 766 | | 81 | | 308 | 470 | | 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: | 120 | 1550 | | 881 | | 377 | 1019 | | 366 | | 403 | 766 | | 81 | | 308 | 470 | | 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: | 120 | 1550 | | 881 | | 377 | 1019 | | 366 | | 403 | 766 | | 81 | | 308 | 470 | | 57 | | | | | |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | | | | |
| Reduced Vol: | 120 | 1550 | | 881 | | 377 | 1019 | | 366 | | 403 | 766 | | 81 | | 308 | 470 | | 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: | 120 | 1550 | | 881 | | 377 | 1019 | | 366 | | 403 | 766 | | 81 | | 308 | 470 | | 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 | 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 | 0.27 | | 0.50 | | 0.12 | 0.18 | | 0.21 | | 0.13 | 0.20 | | 0.05 | | 0.07 | 0.12 | | 0.03 | | | | | |
| Crit Moves: | | | | **** | | **** | | | | | | **** | | | | **** | | | | | | | | |
| Green Time: | 15.7 | 40.5 | | 47.5 | | 11.4 | 36.1 | | 49.4 | | 13.3 | 19.2 | | 19.2 | | 7.0 | 12.9 | | 12.9 | | | | | |
| Volume/Cap: | 0.22 | 0.60 | | 0.95 | | 0.95 | 0.45 | | 0.38 | | 0.87 | 0.95 | | 0.22 | | 0.87 | 0.87 | | 0.23 | | | | | |
| Delay/Veh: | 32.1 | 19.1 | | 39.7 | | 70.7 | 19.8 | | 11.8 | | 53.0 | 54.7 | | 29.5 | | 61.1 | 51.4 | | 34.6 | | | | | |
| User DelAdj: | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | | |
| AdjDel/Veh: | 32.1 | 19.1 | | 39.7 | | 70.7 | 19.8 | | 11.8 | | 53.0 | 54.7 | | 29.5 | | 61.1 | 51.4 | | 34.6 | | | | | |
| LOS by Move: | C | B | | D | | E | B | | B | | D | D | | C | | E | D | | C | | | | | |
| HCM2k95thQ: | 3 | 20 | | 48 | | 15 | 13 | | 12 | | 14 | 22 | | 4 | | 8 | 14 | | 3 | | | | | |

Note: Queue reported is the number of cars per lane.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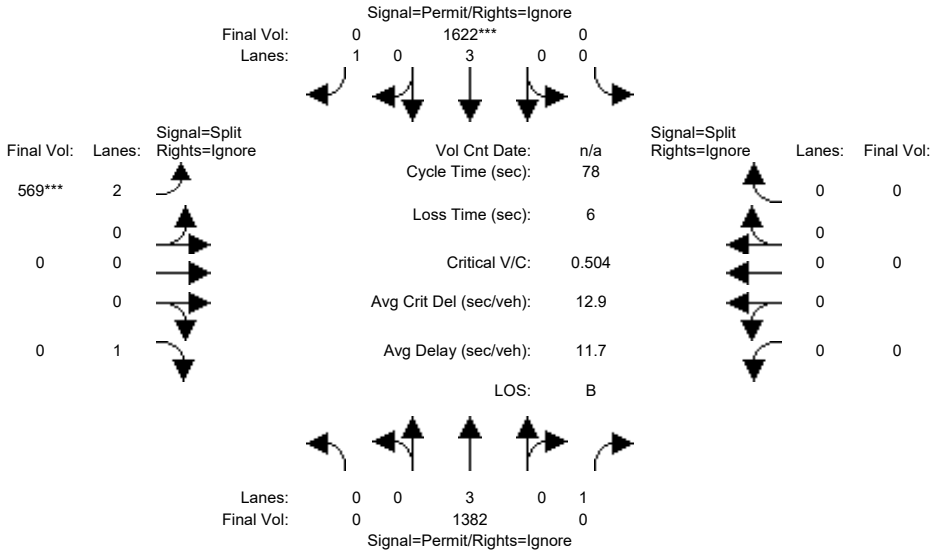
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #1208: (20) 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 | 1382 | 257 | 0 | 1622 | 323 | 569 | 0 | 540 | 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 | 1382 | 257 | 0 | 1622 | 323 | 569 | 0 | 540 | 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 | 1382 | 257 | 0 | 1622 | 323 | 569 | 0 | 540 | 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 | 1382 | 0 | 0 | 1622 | 0 | 569 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1382 | 0 | 0 | 1622 | 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 | 1382 | 0 | 0 | 1622 | 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 | 0.24 | 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 | 44.0 | 0.0 | 0.0 | 44.0 | 0.0 | 28.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.43 | 0.00 | 0.00 | 0.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 9.9 | 0.0 | 0.0 | 10.5 | 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 | 9.9 | 0.0 | 0.0 | 10.5 | 0.0 | 20.0 | 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 | 15 | 0 | 13 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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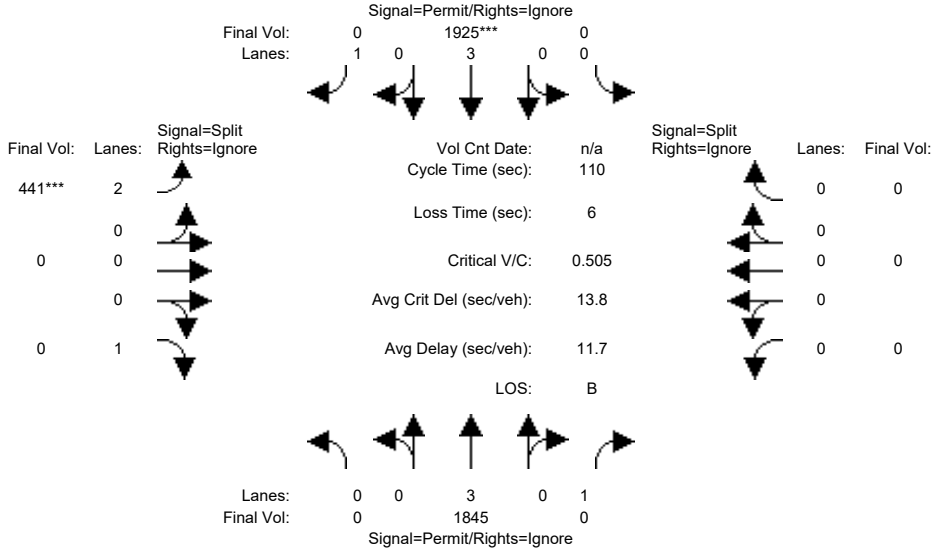
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #1208: (20) 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 | 1845 | 789 | 0 | 1925 | 721 | 441 | 0 | 276 | 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 | 1845 | 789 | 0 | 1925 | 721 | 441 | 0 | 276 | 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 | 1845 | 789 | 0 | 1925 | 721 | 441 | 0 | 276 | 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 | 1845 | 0 | 0 | 1925 | 0 | 441 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1845 | 0 | 0 | 1925 | 0 | 441 | 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 | 1845 | 0 | 0 | 1925 | 0 | 441 | 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 | 0.32 | 0.00 | 0.00 | 0.34 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green Time: | 0.0 | 73.5 | 0.0 | 0.0 | 73.5 | 0.0 | 30.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.48 | 0.00 | 0.00 | 0.51 | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 9.0 | 0.0 | 0.0 | 9.2 | 0.0 | 33.9 | 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 | 9.0 | 0.0 | 0.0 | 9.2 | 0.0 | 33.9 | 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: | 0 | 18 | 0 | 0 | 19 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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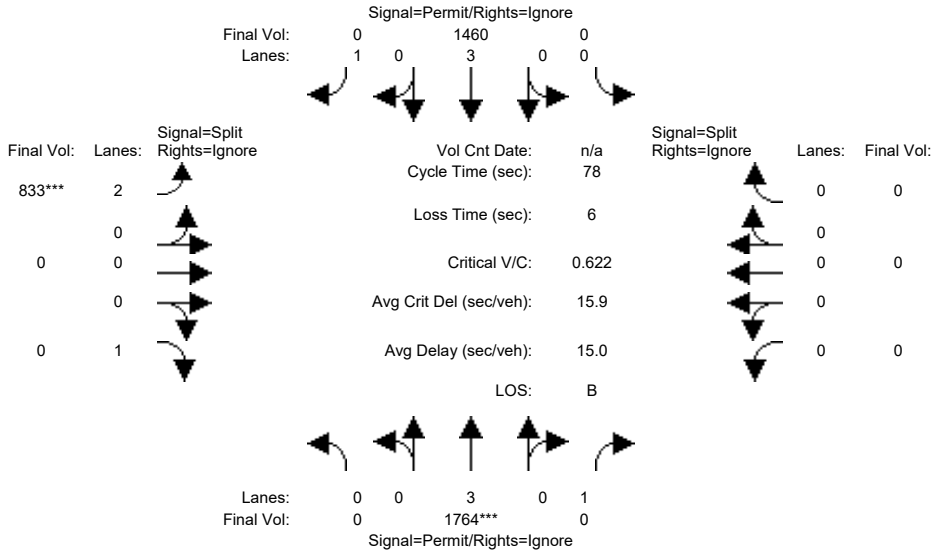
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #1208: (20) 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 | 1764 | 248 | 0 | 1460 | 458 | 833 | 0 | 505 | 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 | 1764 | 248 | 0 | 1460 | 458 | 833 | 0 | 505 | 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 | 1764 | 248 | 0 | 1460 | 458 | 833 | 0 | 505 | 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 | 1764 | 0 | 0 | 1460 | 0 | 833 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1764 | 0 | 0 | 1460 | 0 | 833 | 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 | 1764 | 0 | 0 | 1460 | 0 | 833 | 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 | 0.31 | 0.00 | 0.00 | 0.26 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green Time: | 0.0 | 38.8 | 0.0 | 0.0 | 38.8 | 0.0 | 33.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.62 | 0.00 | 0.00 | 0.51 | 0.00 | 0.62 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 14.7 | 0.0 | 0.0 | 13.4 | 0.0 | 18.4 | 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 | 14.7 | 0.0 | 0.0 | 13.4 | 0.0 | 18.4 | 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 | 19 | 0 | 0 | 15 | 0 | 19 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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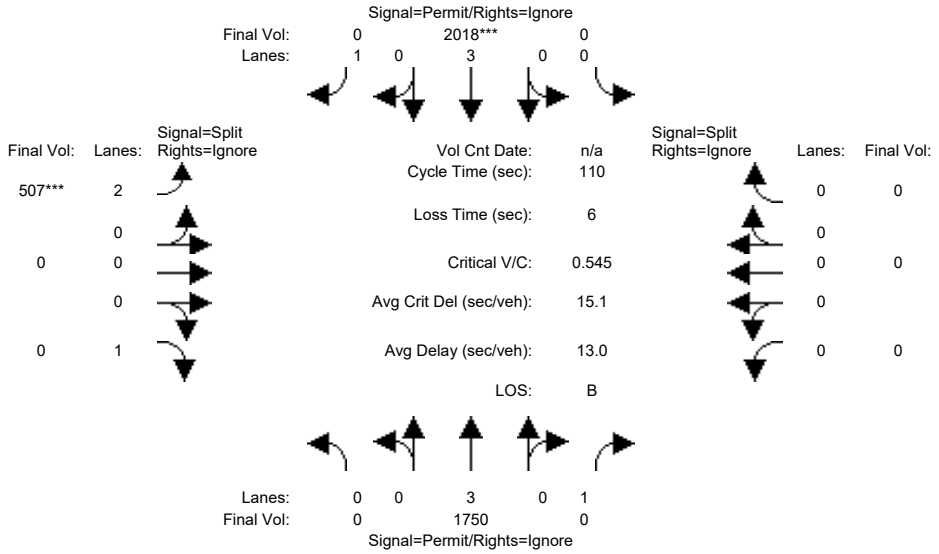
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #1208: (20) 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 | 1750 | 789 | 0 | 2018 | 1000 | 507 | 0 | 281 | 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 | 1750 | 789 | 0 | 2018 | 1000 | 507 | 0 | 281 | 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 | 1750 | 789 | 0 | 2018 | 1000 | 507 | 0 | 281 | 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 | 1750 | 0 | 0 | 2018 | 0 | 507 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1750 | 0 | 0 | 2018 | 0 | 507 | 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 | 1750 | 0 | 0 | 2018 | 0 | 507 | 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 | 0.31 | 0.00 | 0.00 | 0.35 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green Time: | 0.0 | 71.5 | 0.0 | 0.0 | 71.5 | 0.0 | 32.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.47 | 0.00 | 0.00 | 0.54 | 0.00 | 0.54 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 9.8 | 0.0 | 0.0 | 10.6 | 0.0 | 33.2 | 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 | 9.8 | 0.0 | 0.0 | 10.6 | 0.0 | 33.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | B | A | C | A | A | A | A | A |
| HCM2k95thQ: | 0 | 17 | 0 | 0 | 22 | 0 | 17 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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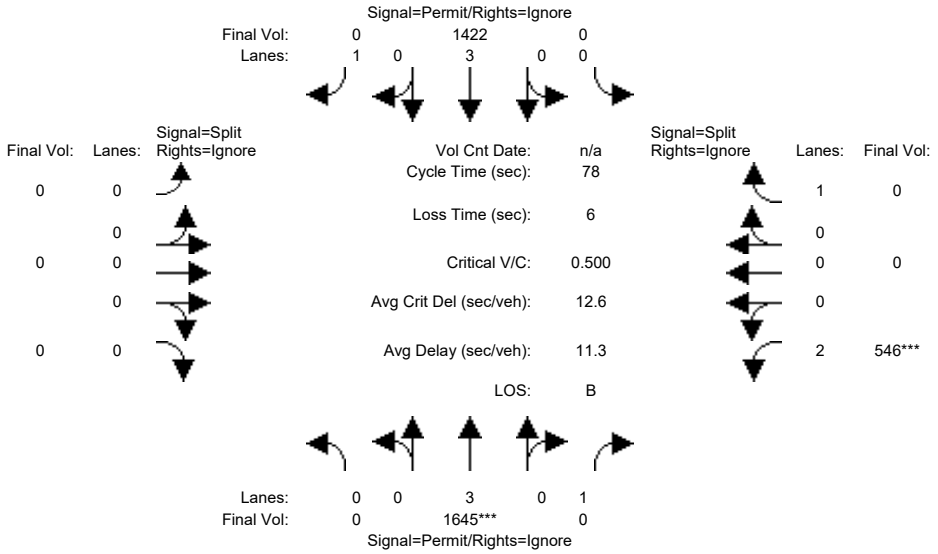
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #1209: (19) 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 | 1645 | 238 | 0 | 1422 | 488 | 0 | 0 | 0 | 546 | 0 | 1131 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1645 | 238 | 0 | 1422 | 488 | 0 | 0 | 0 | 546 | 0 | 1131 |
| Added Vol: | 0 | 0 | 0 | 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 | 1645 | 238 | 0 | 1422 | 488 | 0 | 0 | 0 | 546 | 0 | 1131 |
| 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 | 1645 | 0 | 0 | 1422 | 0 | 0 | 0 | 0 | 546 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1645 | 0 | 0 | 1422 | 0 | 0 | 0 | 0 | 546 | 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 | 1645 | 0 | 0 | 1422 | 0 | 0 | 0 | 0 | 546 | 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 | 0.29 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | | **** | | |
| Green Time: | 0.0 | 45.0 | 0.0 | 0.0 | 45.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.50 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 9.9 | 0.0 | 0.0 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20.5 | 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 | 9.9 | 0.0 | 0.0 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20.5 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | A |
| HCM2k95thQ: | 0 | 15 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 13 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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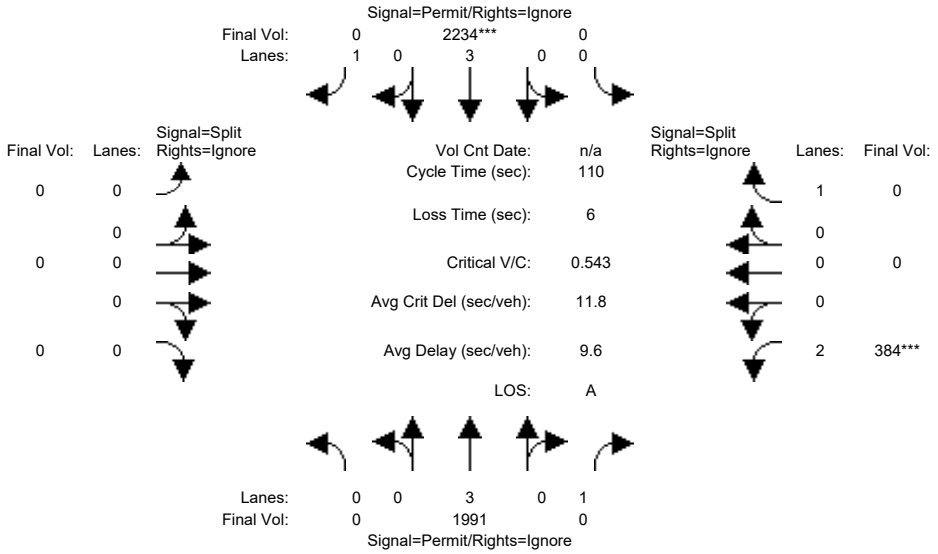
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #1209: (19) 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 | 1991 | 335 | | 0 | 2234 | 709 | | 0 | 0 | 0 | | 384 | 0 | 636 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1991 | 335 | | 0 | 2234 | 709 | | 0 | 0 | 0 | | 384 | 0 | 636 | |
| Added Vol: | 0 | 0 | 0 | | 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 | 1991 | 335 | | 0 | 2234 | 709 | | 0 | 0 | 0 | | 384 | 0 | 636 | |
| 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 | 1991 | 0 | | 0 | 2234 | 0 | | 0 | 0 | 0 | | 384 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1991 | 0 | | 0 | 2234 | 0 | | 0 | 0 | 0 | | 384 | 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 | 1991 | 0 | | 0 | 2234 | 0 | | 0 | 0 | 0 | | 384 | 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 | 0.35 | 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 | 79.3 | 0.0 | | 0.0 | 79.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 24.7 | 0.0 | 0.0 | |
| Volume/Cap: | 0.00 | 0.48 | 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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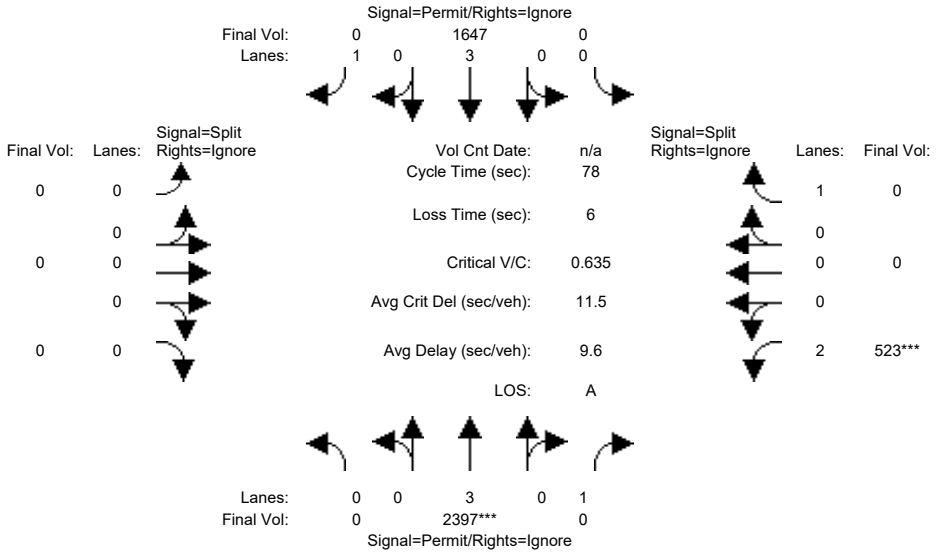
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #1209: (19) 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 | 2397 | 196 | 0 | 1647 | 592 | 0 | 0 | 0 | 523 | 0 | 1619 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2397 | 196 | 0 | 1647 | 592 | 0 | 0 | 0 | 523 | 0 | 1619 |
| Added Vol: | 0 | 0 | 0 | 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 | 2397 | 196 | 0 | 1647 | 592 | 0 | 0 | 0 | 523 | 0 | 1619 |
| 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 | 2397 | 0 | 0 | 1647 | 0 | 0 | 0 | 0 | 523 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2397 | 0 | 0 | 1647 | 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 | 2397 | 0 | 0 | 1647 | 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 | 0.42 | 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 | 51.6 | 0.0 | 0.0 | 51.6 | 0.0 | 0.0 | 0.0 | 0.0 | 20.4 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.64 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.64 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 8.1 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 27.2 | 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 | 8.1 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 27.2 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | A |
| HCM2k95thQ: | 0 | 20 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 15 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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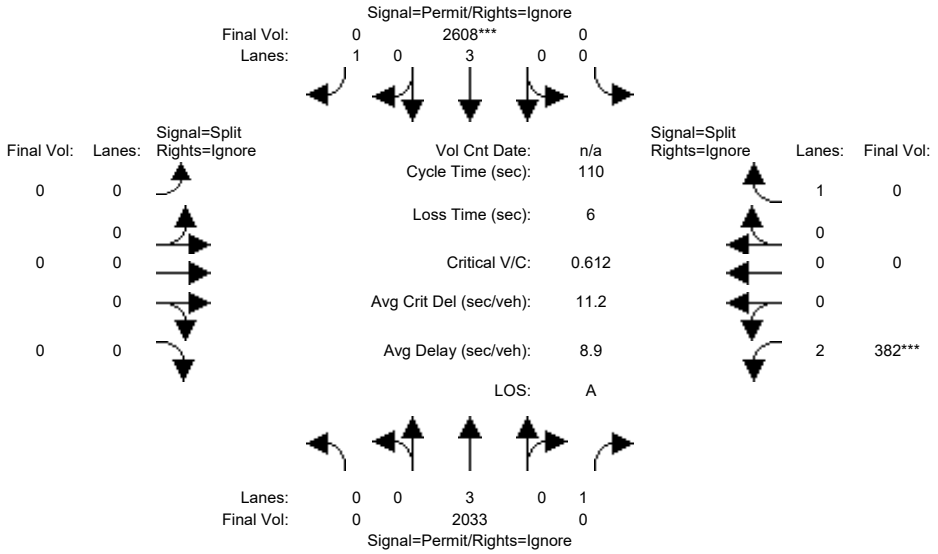
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #1209: (19) 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 | 2033 | | 298 | | | 0 | 2608 | | 1144 | | | 0 | | 0 | | 0 | | 382 | | 0 | | 882 | |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 0 | 2033 | | 298 | | | 0 | 2608 | | 1144 | | | 0 | | 0 | | 0 | | 382 | | 0 | | 882 | |
| Added Vol: | 0 | 0 | | 0 | | | 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 | 2033 | | 298 | | | 0 | 2608 | | 1144 | | | 0 | | 0 | | 0 | | 382 | | 0 | | 882 | |
| 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 | 2033 | | 0 | | | 0 | 2608 | | 0 | | | 0 | | 0 | | 0 | | 382 | | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | | 0 | 0 | | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | 2033 | | 0 | | | 0 | 2608 | | 0 | | | 0 | | 0 | | 0 | | 382 | | 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 | 2033 | | 0 | | | 0 | 2608 | | 0 | | | 0 | | 0 | | 0 | | 382 | | 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 | 0.46 | | 0.00 | | | 0.00 | | 0.00 | | 0.00 | | 0.12 | | 0.00 | | 0.00 | |
| Crit Moves: | | | | | | | | **** | | | | | | | | | | | **** | | | | | |
| Green Time: | 0.0 | 82.2 | | 0.0 | | | 0.0 | 82.2 | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | 21.8 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | 0.48 | | 0.00 | | | 0.00 | 0.61 | | 0.00 | | | 0.00 | | 0.00 | | 0.00 | | 0.61 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | 5.5 | | 0.0 | | | 0.0 | 6.7 | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | 42.1 | | 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 | 5.5 | | 0.0 | | | 0.0 | 6.7 | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | 42.1 | | 0.0 | | 0.0 | |
| LOS by Move: | A | A | | A | | | A | A | | A | | | A | | A | | A | | D | | A | | A | |
| HCM2k95thQ: | 0 | 17 | | 0 | | | 0 | 25 | | 0 | | | 0 | | 0 | | 0 | | 15 | | 0 | | 0 | |

Note: Queue reported is the number of cars per lane.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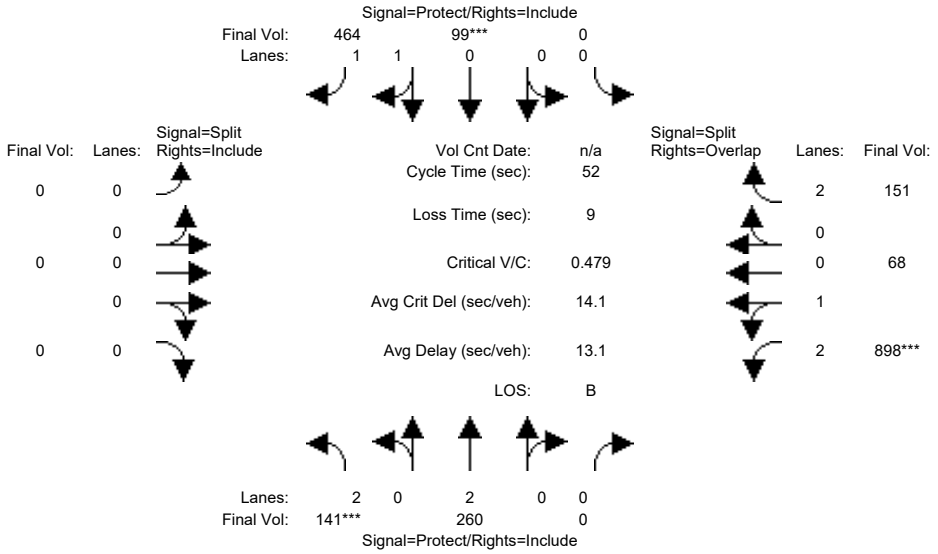
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #3028: (10) 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 | | 260 | | 0 | | 0 | | 99 | | 464 | | 0 | | 0 | | 0 | | 898 | | 68 | | 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: | 141 | | 260 | | 0 | | 0 | | 99 | | 464 | | 0 | | 0 | | 0 | | 898 | | 68 | | 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: | 141 | | 260 | | 0 | | 0 | | 99 | | 464 | | 0 | | 0 | | 0 | | 898 | | 68 | | 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: | 141 | | 260 | | 0 | | 0 | | 99 | | 464 | | 0 | | 0 | | 0 | | 898 | | 68 | | 151 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 141 | | 260 | | 0 | | 0 | | 99 | | 464 | | 0 | | 0 | | 0 | | 898 | | 68 | | 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: | 141 | | 260 | | 0 | | 0 | | 99 | | 464 | | 0 | | 0 | | 0 | | 898 | | 68 | | 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 | | 0.92 | | 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 | | 0.35 | | 1.65 | | 0.00 | | 0.00 | | 0.00 | | 2.81 | | 0.19 | | 2.00 | |
| Final Sat.: | 3150 | | 3800 | | 0 | | 0 | | 633 | | 2967 | | 0 | | 0 | | 0 | | 4599 | | 348 | | 3150 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | | 0.07 | | 0.00 | | 0.00 | | 0.16 | | 0.16 | | 0.00 | | 0.00 | | 0.00 | | 0.20 | | 0.20 | | 0.05 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | | | **** | | | | | |
| Green Time: | 7.0 | | 23.0 | | 0.0 | | 0.0 | | 16.0 | | 16.0 | | 0.0 | | 0.0 | | 0.0 | | 20.0 | | 20.0 | | 20.0 | |
| Volume/Cap: | 0.33 | | 0.15 | | 0.00 | | 0.00 | | 0.51 | | 0.51 | | 0.00 | | 0.00 | | 0.00 | | 0.51 | | 0.51 | | 0.12 | |
| Delay/Veh: | 20.8 | | 8.7 | | 0.0 | | 0.0 | | 15.2 | | 15.2 | | 0.0 | | 0.0 | | 0.0 | | 12.5 | | 12.5 | | 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: | 20.8 | | 8.7 | | 0.0 | | 0.0 | | 15.2 | | 15.2 | | 0.0 | | 0.0 | | 0.0 | | 12.5 | | 12.5 | | 10.4 | |
| LOS by Move: | C | | A | | A | | A | | B | | B | | A | | A | | A | | B | | B | | B | |
| HCM2k95thQ: | 3 | | 2 | | 0 | | 0 | | 8 | | 8 | | 0 | | 0 | | 0 | | 10 | | 10 | | 2 | |

Note: Queue reported is the number of cars per lane.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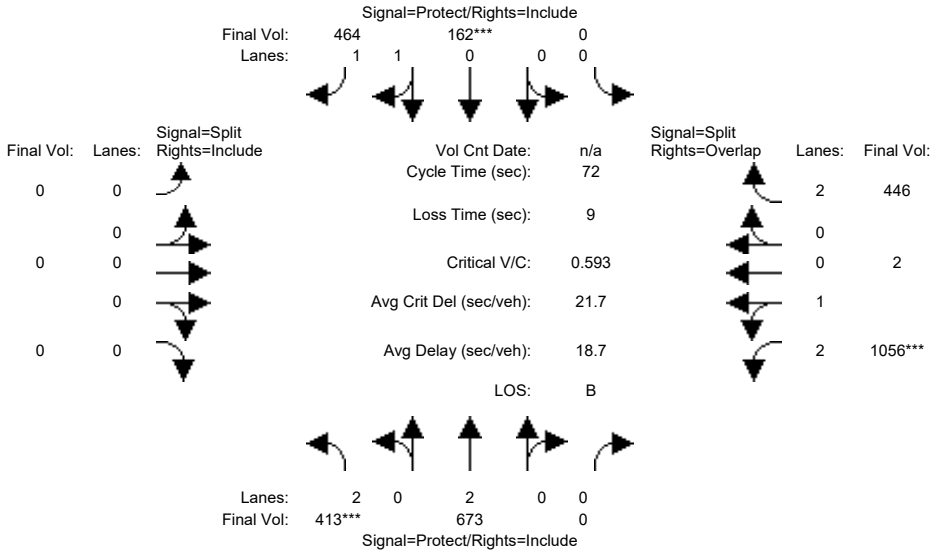
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #3028: (10) 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: | 413 | | 673 | | 0 | | 0 | | 162 | | 464 | | 0 | | 0 | | 0 | | 1056 | | 2 | | 446 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 413 | | 673 | | 0 | | 0 | | 162 | | 464 | | 0 | | 0 | | 0 | | 1056 | | 2 | | 446 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| ATI: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 413 | | 673 | | 0 | | 0 | | 162 | | 464 | | 0 | | 0 | | 0 | | 1056 | | 2 | | 446 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 413 | | 673 | | 0 | | 0 | | 162 | | 464 | | 0 | | 0 | | 0 | | 1056 | | 2 | | 446 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 413 | | 673 | | 0 | | 0 | | 162 | | 464 | | 0 | | 0 | | 0 | | 1056 | | 2 | | 446 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 413 | | 673 | | 0 | | 0 | | 162 | | 464 | | 0 | | 0 | | 0 | | 1056 | | 2 | | 446 | |
| Saturation 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 | | 0.52 | | 1.48 | | 0.00 | | 0.00 | | 0.00 | | 2.99 | | 0.01 | | 2.00 | |
| Final Sat.: | 3150 | | 3800 | | 0 | | 0 | | 932 | | 2668 | | 0 | | 0 | | 0 | | 4941 | | 9 | | 3150 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | | 0.18 | | 0.00 | | 0.00 | | 0.17 | | 0.17 | | 0.00 | | 0.00 | | 0.00 | | 0.21 | | 0.21 | | 0.14 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | | | **** | | | | | |
| Green Time: | 15.9 | | 37.0 | | 0.0 | | 0.0 | | 21.1 | | 21.1 | | 0.0 | | 0.0 | | 0.0 | | 26.0 | | 26.0 | | 26.0 | |
| Volume/Cap: | 0.59 | | 0.34 | | 0.00 | | 0.00 | | 0.59 | | 0.59 | | 0.00 | | 0.00 | | 0.00 | | 0.59 | | 0.59 | | 0.39 | |
| Delay/Veh: | 26.5 | | 10.4 | | 0.0 | | 0.0 | | 22.7 | | 22.7 | | 0.0 | | 0.0 | | 0.0 | | 19.3 | | 19.3 | | 17.4 | |
| User DelAdj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 26.5 | | 10.4 | | 0.0 | | 0.0 | | 22.7 | | 22.7 | | 0.0 | | 0.0 | | 0.0 | | 19.3 | | 19.3 | | 17.4 | |
| LOS by Move: | C | | B | | A | | A | | C | | C | | A | | A | | A | | B | | B | | B | |
| HCM2k95thQ: | 10 | | 8 | | 0 | | 0 | | 12 | | 12 | | 0 | | 0 | | 0 | | 15 | | 15 | | 9 | |

Note: Queue reported is the number of cars per lane.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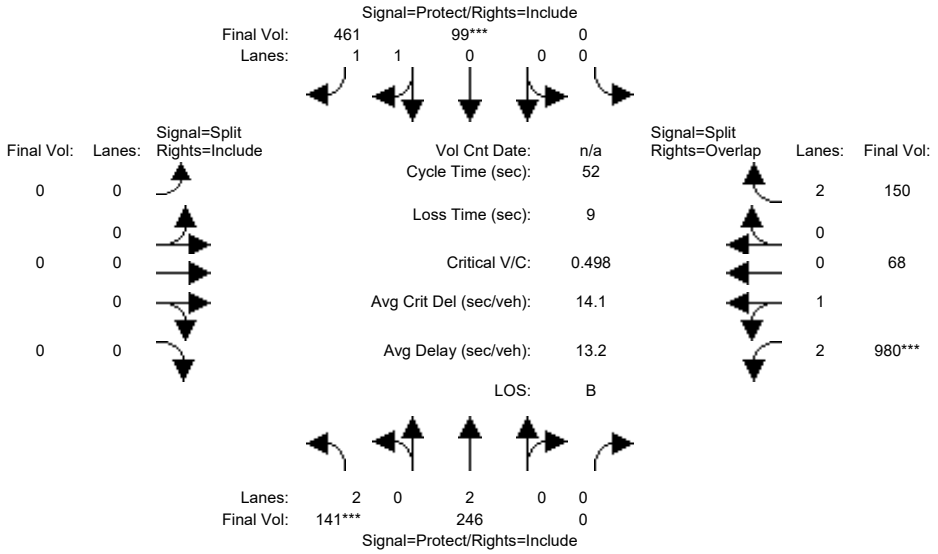
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #3028: (10) 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 | | 246 | | 0 | | 0 | | 99 | | 461 | | 0 | | 0 | | 0 | | 980 | | 68 | | 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: | 141 | | 246 | | 0 | | 0 | | 99 | | 461 | | 0 | | 0 | | 0 | | 980 | | 68 | | 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: | 141 | | 246 | | 0 | | 0 | | 99 | | 461 | | 0 | | 0 | | 0 | | 980 | | 68 | | 150 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 141 | | 246 | | 0 | | 0 | | 99 | | 461 | | 0 | | 0 | | 0 | | 980 | | 68 | | 150 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 141 | | 246 | | 0 | | 0 | | 99 | | 461 | | 0 | | 0 | | 0 | | 980 | | 68 | | 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: | 141 | | 246 | | 0 | | 0 | | 99 | | 461 | | 0 | | 0 | | 0 | | 980 | | 68 | | 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 | | 0.92 | | 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 | | 0.35 | | 1.65 | | 0.00 | | 0.00 | | 0.00 | | 2.82 | | 0.18 | | 2.00 | |
| Final Sat.: | 3150 | | 3800 | | 0 | | 0 | | 636 | | 2964 | | 0 | | 0 | | 0 | | 4626 | | 321 | | 3150 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | | 0.06 | | 0.00 | | 0.00 | | 0.16 | | 0.16 | | 0.00 | | 0.00 | | 0.00 | | 0.21 | | 0.21 | | 0.05 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | | | **** | | | | | |
| Green Time: | 7.0 | | 22.2 | | 0.0 | | 0.0 | | 15.2 | | 15.2 | | 0.0 | | 0.0 | | 0.0 | | 20.8 | | 20.8 | | 20.8 | |
| Volume/Cap: | 0.33 | | 0.15 | | 0.00 | | 0.00 | | 0.53 | | 0.53 | | 0.00 | | 0.00 | | 0.00 | | 0.53 | | 0.53 | | 0.12 | |
| Delay/Veh: | 20.8 | | 9.1 | | 0.0 | | 0.0 | | 15.9 | | 15.9 | | 0.0 | | 0.0 | | 0.0 | | 12.2 | | 12.2 | | 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: | 20.8 | | 9.1 | | 0.0 | | 0.0 | | 15.9 | | 15.9 | | 0.0 | | 0.0 | | 0.0 | | 12.2 | | 12.2 | | 9.9 | |
| LOS by Move: | C | | A | | A | | A | | B | | B | | A | | A | | A | | B | | B | | A | |
| HCM2k95thQ: | 3 | | 2 | | 0 | | 0 | | 8 | | 8 | | 0 | | 0 | | 0 | | 11 | | 11 | | 2 | |

Note: Queue reported is the number of cars per lane.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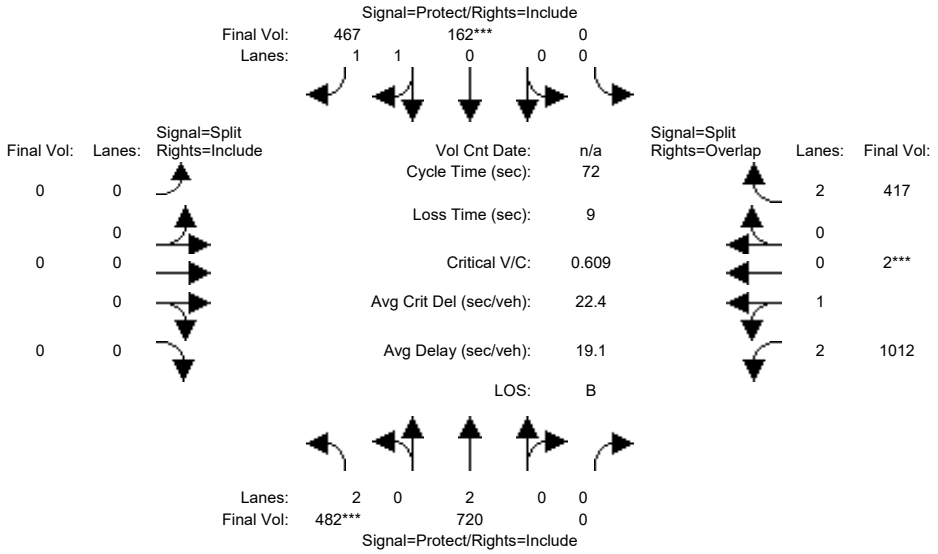
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #3028: (10) 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: | 482 | 720 | 0 | | 0 | 162 | 467 | | 0 | 0 | 0 | | 1012 | 2 | 417 | |
| Growth Adj: | 1.00 | 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 | 720 | 0 | | 0 | 162 | 467 | | 0 | 0 | 0 | | 1012 | 2 | 417 | |
| Added Vol: | 0 | 0 | 0 | | 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 | 720 | 0 | | 0 | 162 | 467 | | 0 | 0 | 0 | | 1012 | 2 | 417 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 482 | 720 | 0 | | 0 | 162 | 467 | | 0 | 0 | 0 | | 1012 | 2 | 417 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 482 | 720 | 0 | | 0 | 162 | 467 | | 0 | 0 | 0 | | 1012 | 2 | 417 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 482 | 720 | 0 | | 0 | 162 | 467 | | 0 | 0 | 0 | | 1012 | 2 | 417 | |
| Saturation 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 | 0.52 | 1.48 | | 0.00 | 0.00 | 0.00 | | 2.99 | 0.01 | 2.00 | |
| Final Sat.: | 3150 | 3800 | 0 | | 0 | 927 | 2673 | | 0 | 0 | 0 | | 4940 | 10 | 3150 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.19 | 0.00 | | 0.00 | 0.17 | 0.17 | | 0.00 | 0.00 | 0.00 | | 0.20 | 0.20 | 0.13 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green Time: | 18.1 | 38.8 | 0.0 | | 0.0 | 20.7 | 20.7 | | 0.0 | 0.0 | 0.0 | | 24.2 | 24.2 | 24.2 | |
| Volume/Cap: | 0.61 | 0.35 | 0.00 | | 0.00 | 0.61 | 0.61 | | 0.00 | 0.00 | 0.00 | | 0.61 | 0.61 | 0.39 | |
| Delay/Veh: | 25.2 | 9.6 | 0.0 | | 0.0 | 23.2 | 23.2 | | 0.0 | 0.0 | 0.0 | | 20.6 | 20.6 | 18.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 25.2 | 9.6 | 0.0 | | 0.0 | 23.2 | 23.2 | | 0.0 | 0.0 | 0.0 | | 20.6 | 20.6 | 18.5 | |
| LOS by Move: | C | A | A | | A | C | C | | A | A | A | | C | C | B | |
| HCM2k95thQ: | 11 | 9 | 0 | | 0 | 12 | 12 | | 0 | 0 | 0 | | 15 | 15 | 9 | |

Note: Queue reported is the number of cars per lane.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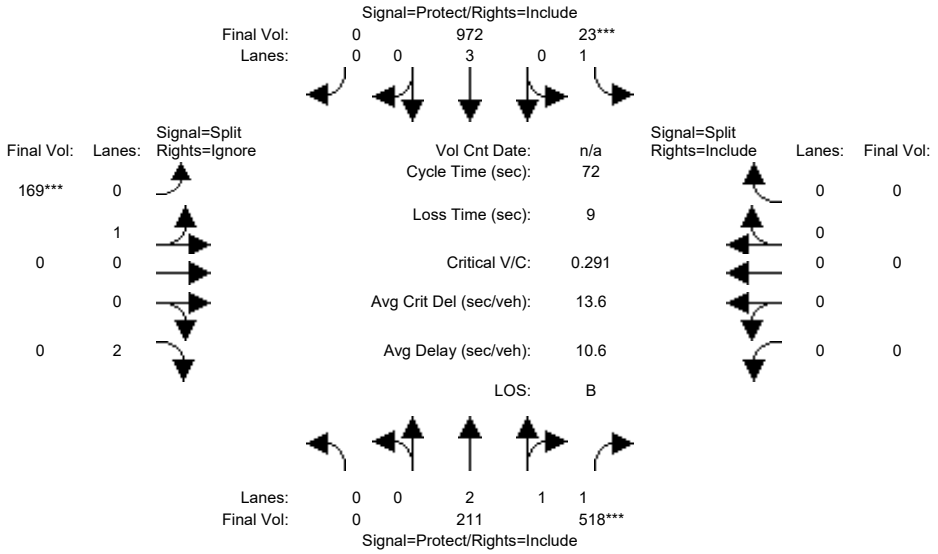
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #3029: (11) 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 | 518 | | 23 | 972 | 0 | | 169 | 0 | 794 | | 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 | 518 | | 23 | 972 | 0 | | 169 | 0 | 794 | | 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 | 518 | | 23 | 972 | 0 | | 169 | 0 | 794 | | 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 | 518 | | 23 | 972 | 0 | | 169 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 211 | 518 | | 23 | 972 | 0 | | 169 | 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 | 518 | | 23 | 972 | 0 | | 169 | 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 | 0.17 | 0.00 | | 0.09 | 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 | 0.31 | | 0.14 | 0.30 | 0.00 | | 0.31 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 10.5 | 11.7 | | 30.1 | 8.0 | 0.0 | | 19.7 | 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 | 11.7 | | 30.1 | 8.0 | 0.0 | | 19.7 | 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 | 7 | | 1 | 7 | 0 | | 6 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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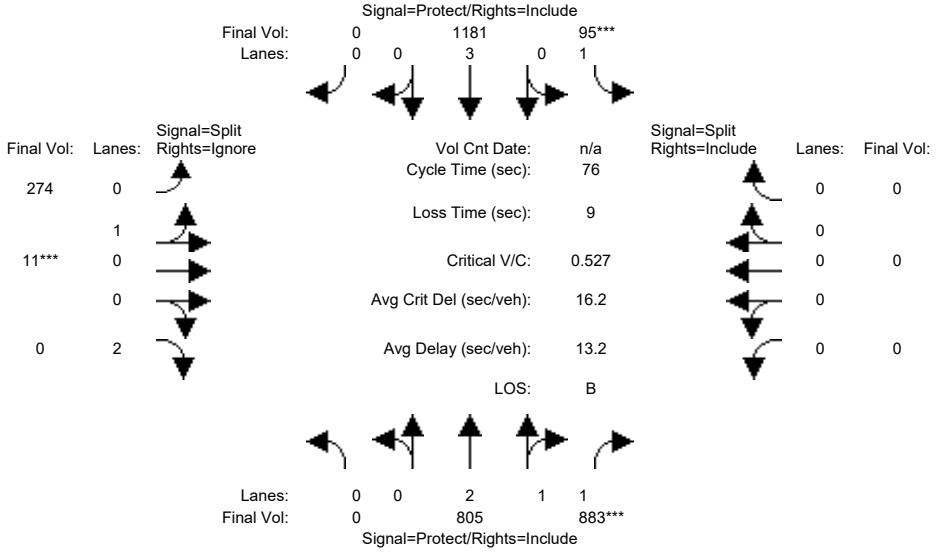
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #3029: (11) 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 | 805 | 883 | 95 | 1181 | 0 | 274 | 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 | 805 | 883 | 95 | 1181 | 0 | 274 | 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 | 805 | 883 | 95 | 1181 | 0 | 274 | 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 | 805 | 883 | 95 | 1181 | 0 | 274 | 11 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 805 | 883 | 95 | 1181 | 0 | 274 | 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 | 805 | 883 | 95 | 1181 | 0 | 274 | 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 | 0.21 | 0.25 | 0.05 | 0.21 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | **** | **** | | | | **** | | | | |
| Green Time: | 0.0 | 36.4 | 36.4 | 7.8 | 44.2 | 0.0 | 22.8 | 22.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.44 | 0.53 | 0.53 | 0.36 | 0.00 | 0.53 | 0.53 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 13.2 | 14.0 | 35.2 | 8.5 | 0.0 | 23.1 | 23.1 | 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 | 13.2 | 14.0 | 35.2 | 8.5 | 0.0 | 23.1 | 23.1 | 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 | 14 | 5 | 9 | 0 | 12 | 12 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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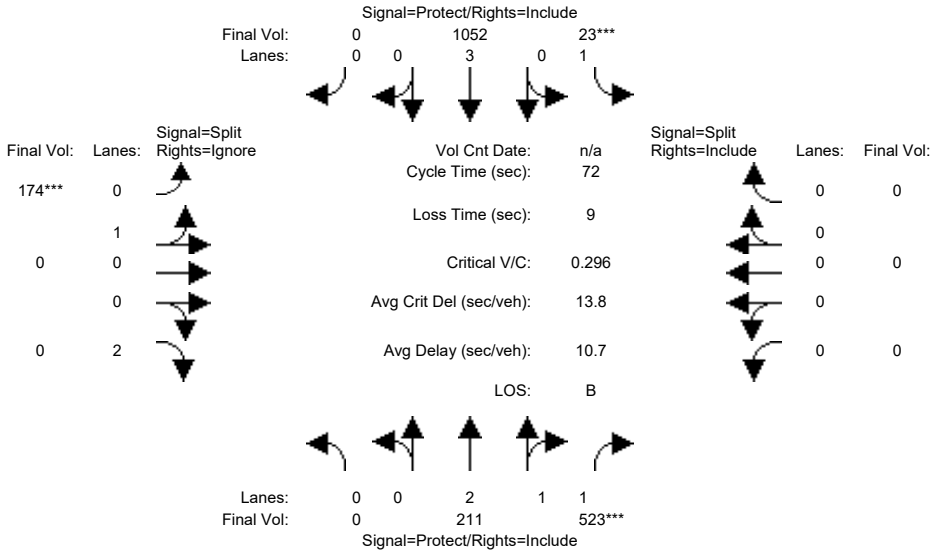
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #3029: (11) 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 | | 523 | | 23 | | 1052 | | 0 | | 174 | | 0 | | 942 | | 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 | | 523 | | 23 | | 1052 | | 0 | | 174 | | 0 | | 942 | | 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 | | 523 | | 23 | | 1052 | | 0 | | 174 | | 0 | | 942 | | 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 | | 523 | | 23 | | 1052 | | 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 | | 523 | | 23 | | 1052 | | 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 | | 523 | | 23 | | 1052 | | 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 | | 34.0 | | 34.0 | | 7.0 | | 41.0 | | 0.0 | | 22.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | | 0.12 | | 0.32 | | 0.14 | | 0.32 | | 0.00 | | 0.32 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 10.6 | | 11.9 | | 30.1 | | 8.2 | | 0.0 | | 19.6 | | 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 | | 10.6 | | 11.9 | | 30.1 | | 8.2 | | 0.0 | | 19.6 | | 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 | | 7 | | 1 | | 8 | | 0 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 | |

Note: Queue reported is the number of cars per lane.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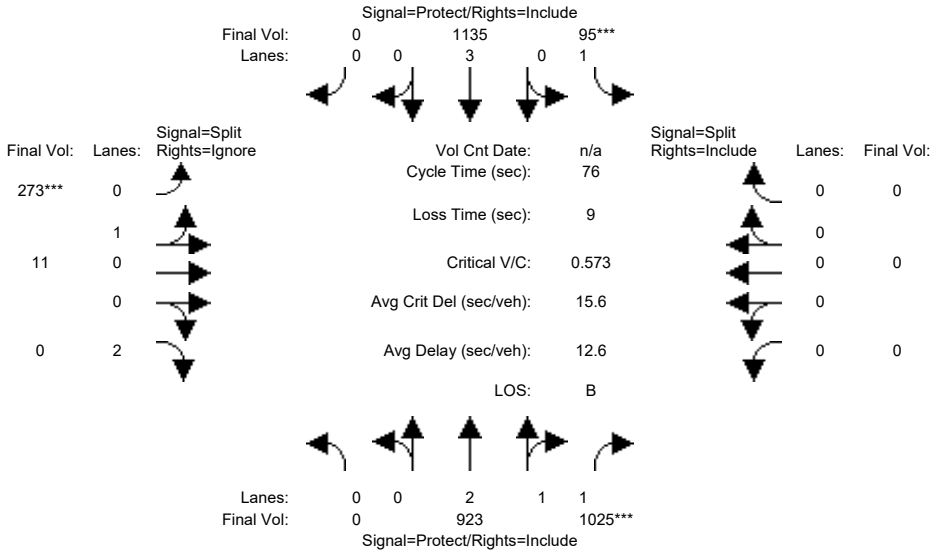
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #3029: (11) 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 | | 923 | | 1025 | | 95 | | 1135 | | 0 | | 273 | | 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 | | 923 | | 1025 | | 95 | | 1135 | | 0 | | 273 | | 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 | | 923 | | 1025 | | 95 | | 1135 | | 0 | | 273 | | 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 | | 923 | | 1025 | | 95 | | 1135 | | 0 | | 273 | | 11 | | 0 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 923 | | 1025 | | 95 | | 1135 | | 0 | | 273 | | 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 | | 923 | | 1025 | | 95 | | 1135 | | 0 | | 273 | | 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 | | 1730 | | 70 | | 3150 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.24 | | 0.29 | | 0.05 | | 0.20 | | 0.00 | | 0.16 | | 0.16 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | | | | | **** | | **** | | | | | | **** | | | | | | | | | | | |
| Green Time: | 0.0 | | 38.9 | | 38.9 | | 7.2 | | 46.1 | | 0.0 | | 20.9 | | 20.9 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | | 0.48 | | 0.57 | | 0.57 | | 0.33 | | 0.00 | | 0.57 | | 0.57 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 12.1 | | 13.1 | | 37.7 | | 7.4 | | 0.0 | | 25.3 | | 25.3 | | 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 | | 12.1 | | 13.1 | | 37.7 | | 7.4 | | 0.0 | | 25.3 | | 25.3 | | 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 | | 13 | | 16 | | 5 | | 8 | | 0 | | 13 | | 13 | | 0 | | 0 | | 0 | | 0 | |

Note: Queue reported is the number of cars per lane.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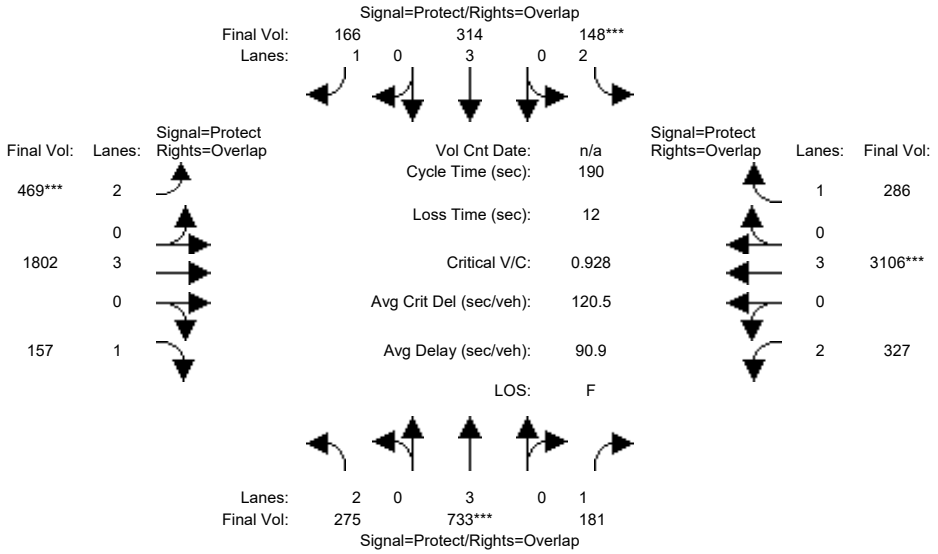
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5329: (23) 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: | 275 | 733 | 181 | 148 | 314 | 166 | 469 | 1802 | 157 | 327 | 3106 | 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: | 275 | 733 | 181 | 148 | 314 | 166 | 469 | 1802 | 157 | 327 | 3106 | 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: | 275 | 733 | 181 | 148 | 314 | 166 | 469 | 1802 | 157 | 327 | 3106 | 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: | 275 | 733 | 181 | 148 | 314 | 166 | 469 | 1802 | 157 | 327 | 3106 | 286 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 275 | 733 | 181 | 148 | 314 | 166 | 469 | 1802 | 157 | 327 | 3106 | 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: | 275 | 733 | 181 | 148 | 314 | 166 | 469 | 1802 | 157 | 327 | 3106 | 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: | 0.09 | 0.13 | 0.10 | 0.05 | 0.06 | 0.09 | 0.15 | 0.32 | 0.09 | 0.10 | 0.54 | 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: | 0.75 | 0.58 | 0.32 | 0.60 | 0.30 | 0.27 | 0.88 | 0.59 | 0.14 | 0.99 | 1.16 | 0.30 |
| Delay/Veh: | 90.0 | 66.8 | 48.4 | 88.4 | 67.1 | 44.2 | 93.3 | 39.4 | 19.5 | 130.4 | 139 | 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: | 90.0 | 66.8 | 48.4 | 88.4 | 67.1 | 44.2 | 93.3 | 39.4 | 19.5 | 130.4 | 139 | 30.5 |
| LOS by Move: | F | E | D | F | E | D | F | D | B | F | F | C |
| HCM2k95thQ: | 17 | 22 | 15 | 10 | 10 | 13 | 32 | 45 | 11 | 27 | 118 | 22 |

Note: Queue reported is the number of cars per lane.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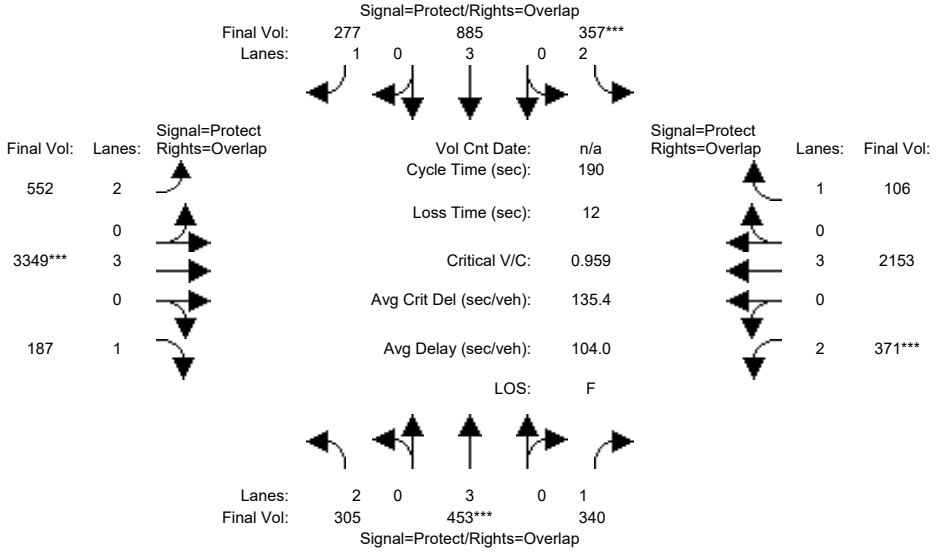
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5329: (23) 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: | 305 | 453 | 340 | 357 | 885 | 277 | 552 | 3349 | 187 | 371 | 2153 | 106 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 305 | 453 | 340 | 357 | 885 | 277 | 552 | 3349 | 187 | 371 | 2153 | 106 |
| Added Vol: | 0 | 0 | 0 | 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 | 453 | 340 | 357 | 885 | 277 | 552 | 3349 | 187 | 371 | 2153 | 106 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 305 | 453 | 340 | 357 | 885 | 277 | 552 | 3349 | 187 | 371 | 2153 | 106 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 305 | 453 | 340 | 357 | 885 | 277 | 552 | 3349 | 187 | 371 | 2153 | 106 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 305 | 453 | 340 | 357 | 885 | 277 | 552 | 3349 | 187 | 371 | 2153 | 106 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 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 | 0.11 | 0.16 | 0.16 | 0.18 | 0.59 | 0.11 | 0.12 | 0.38 | 0.06 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 18.2 | 39.0 | 59.0 | 19.2 | 40.0 | 64.8 | 24.8 | 99.8 | 118.0 | 20.0 | 95.0 | 114.2 |
| Volume/Cap: | 1.01 | 0.39 | 0.63 | 1.12 | 0.74 | 0.46 | 1.34 | 1.12 | 0.17 | 1.12 | 0.76 | 0.10 |
| Delay/Veh: | 139.8 | 65.4 | 58.4 | 171.8 | 72.5 | 49.6 | 261.6 | 137 | 32.0 | 170.5 | 30.5 | 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: | 139.8 | 65.4 | 58.4 | 171.8 | 72.5 | 49.6 | 261.6 | 137 | 32.0 | 170.5 | 30.5 | 9.2 |
| LOS by Move: | F | E | E | F | E | D | F | F | C | F | C | A |
| HCM2k95thQ: | 23 | 14 | 31 | 28 | 27 | 23 | 50 | 121 | 17 | 32 | 46 | 3 |

Note: Queue reported is the number of cars per lane.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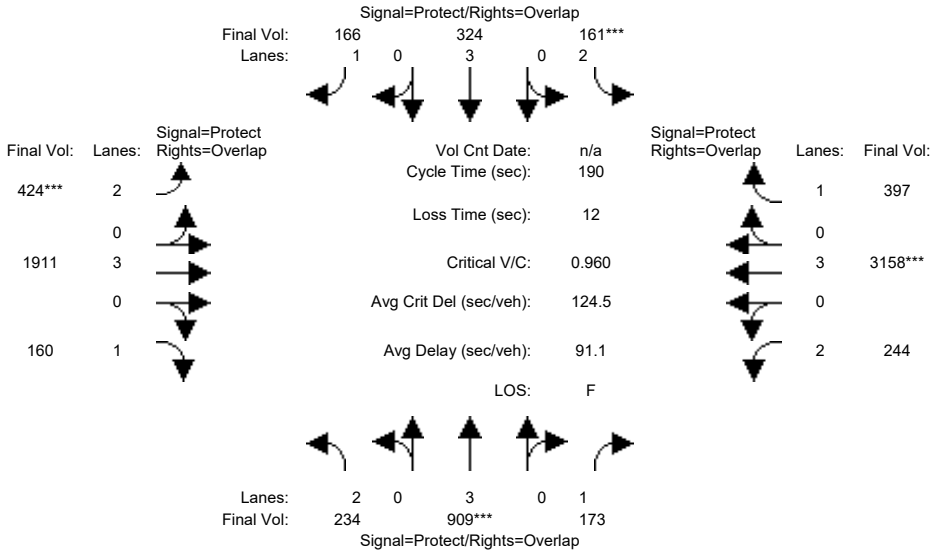
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5329: (23) 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 | 909 | 173 | 161 | 324 | 166 | 424 | 1911 | 160 | 244 | 3158 | 397 |
| Growth Adj: | 1.00 | 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 | 909 | 173 | 161 | 324 | 166 | 424 | 1911 | 160 | 244 | 3158 | 397 |
| Added Vol: | 0 | 0 | 0 | 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 | 909 | 173 | 161 | 324 | 166 | 424 | 1911 | 160 | 244 | 3158 | 397 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 909 | 173 | 161 | 324 | 166 | 424 | 1911 | 160 | 244 | 3158 | 397 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 234 | 909 | 173 | 161 | 324 | 166 | 424 | 1911 | 160 | 244 | 3158 | 397 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 234 | 909 | 173 | 161 | 324 | 166 | 424 | 1911 | 160 | 244 | 3158 | 397 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.16 | 0.10 | 0.05 | 0.06 | 0.09 | 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 | 0.72 | 0.30 | 0.65 | 0.31 | 0.27 | 0.80 | 0.63 | 0.14 | 0.74 | 1.18 | 0.41 |
| Delay/Veh: | 84.1 | 70.7 | 48.1 | 90.8 | 67.2 | 44.2 | 84.3 | 40.6 | 19.5 | 90.8 | 147 | 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: | 84.1 | 70.7 | 48.1 | 90.8 | 67.2 | 44.2 | 84.3 | 40.6 | 19.5 | 90.8 | 147 | 33.1 |
| LOS by Move: | F | E | D | F | E | D | F | D | B | F | F | C |
| HCM2k95thQ: | 14 | 27 | 14 | 11 | 10 | 13 | 28 | 48 | 11 | 18 | 122 | 31 |

Note: Queue reported is the number of cars per lane.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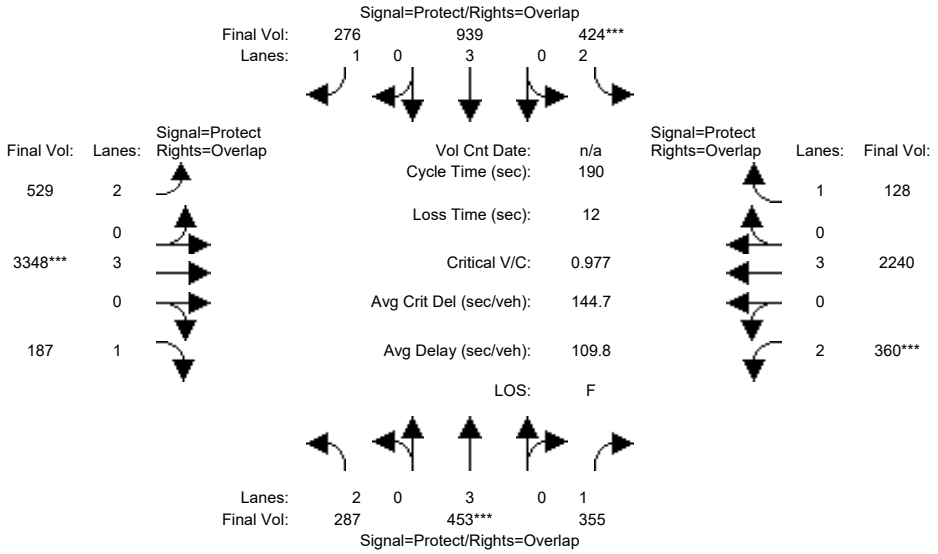
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5329: (23) 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: | 287 | 453 | 355 | 424 | 939 | 276 | 529 | 3348 | 187 | 360 | 2240 | 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: | 287 | 453 | 355 | 424 | 939 | 276 | 529 | 3348 | 187 | 360 | 2240 | 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: | 287 | 453 | 355 | 424 | 939 | 276 | 529 | 3348 | 187 | 360 | 2240 | 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: | 287 | 453 | 355 | 424 | 939 | 276 | 529 | 3348 | 187 | 360 | 2240 | 128 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 287 | 453 | 355 | 424 | 939 | 276 | 529 | 3348 | 187 | 360 | 2240 | 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: | 287 | 453 | 355 | 424 | 939 | 276 | 529 | 3348 | 187 | 360 | 2240 | 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 | 0.83 | 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 | 0.08 | 0.20 | 0.13 | 0.16 | 0.16 | 0.17 | 0.59 | 0.11 | 0.11 | 0.39 | 0.07 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 18.5 | 39.0 | 58.0 | 22.4 | 42.8 | 64.5 | 21.6 | 97.6 | 116.2 | 19.0 | 95.0 | 117.4 |
| Volume/Cap: | 0.93 | 0.39 | 0.66 | 1.14 | 0.73 | 0.46 | 1.48 | 1.14 | 0.17 | 1.14 | 0.79 | 0.12 |
| Delay/Veh: | 119.4 | 65.4 | 60.7 | 175.4 | 70.4 | 49.8 | 319.9 | 148 | 33.0 | 180.8 | 31.5 | 8.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 119.4 | 65.4 | 60.7 | 175.4 | 70.4 | 49.8 | 319.9 | 148 | 33.0 | 180.8 | 31.5 | 8.0 |
| LOS by Move: | F | E | E | F | E | D | F | F | C | F | C | A |
| HCM2k95thQ: | 20 | 14 | 32 | 33 | 28 | 23 | 52 | 124 | 17 | 32 | 50 | 3 |

Note: Queue reported is the number of cars per lane.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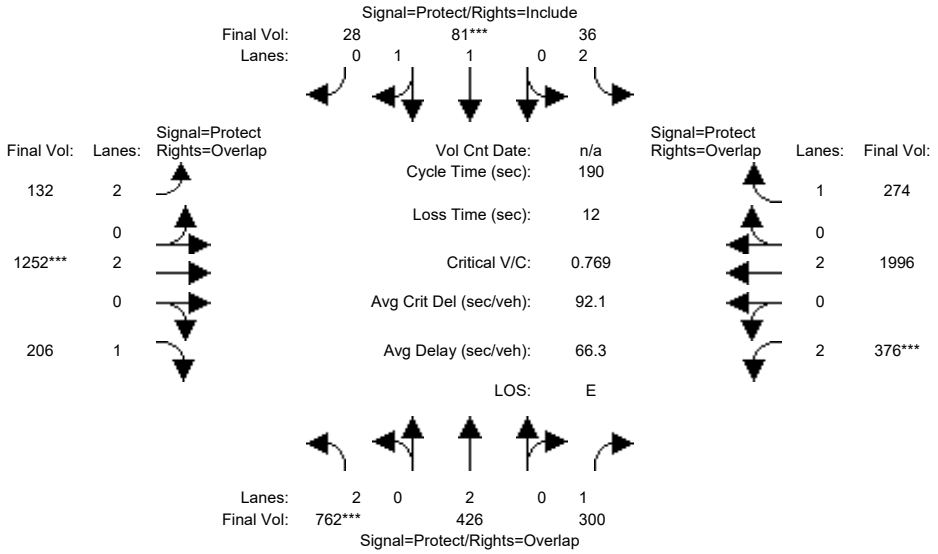
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5332: (42) 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: | 762 | 426 | 300 | 36 | 81 | 28 | 132 | 1456 | 206 | 376 | 2321 | 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: | 762 | 426 | 300 | 36 | 81 | 28 | 132 | 1456 | 206 | 376 | 2321 | 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: | 762 | 426 | 300 | 36 | 81 | 28 | 132 | 1456 | 206 | 376 | 2321 | 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: | 762 | 426 | 300 | 36 | 81 | 28 | 132 | 1252 | 206 | 376 | 1996 | 274 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 762 | 426 | 300 | 36 | 81 | 28 | 132 | 1252 | 206 | 376 | 1996 | 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: | 762 | 426 | 300 | 36 | 81 | 28 | 132 | 1252 | 206 | 376 | 1996 | 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: | 0.24 | 0.11 | 0.17 | 0.01 | 0.03 | 0.03 | 0.04 | 0.33 | 0.12 | 0.12 | 0.53 | 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: | 1.21 | 0.41 | 0.43 | 0.22 | 0.23 | 0.23 | 0.50 | 0.68 | 0.17 | 0.94 | 1.00 | 0.27 |
| Delay/Veh: | 184.6 | 56.7 | 41.7 | 86.9 | 75.0 | 75.0 | 84.6 | 30.8 | 3.5 | 113.6 | 52.1 | 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: | 184.6 | 56.7 | 41.7 | 86.9 | 75.0 | 75.0 | 84.6 | 30.8 | 3.5 | 113.6 | 52.1 | 12.6 |
| LOS by Move: | F | E | D | F | E | E | F | C | A | F | D | B |
| HCM2k95thQ: | 58 | 18 | 23 | 2 | 6 | 6 | 10 | 38 | 3 | 22 | 85 | 9 |

Note: Queue reported is the number of cars per lane.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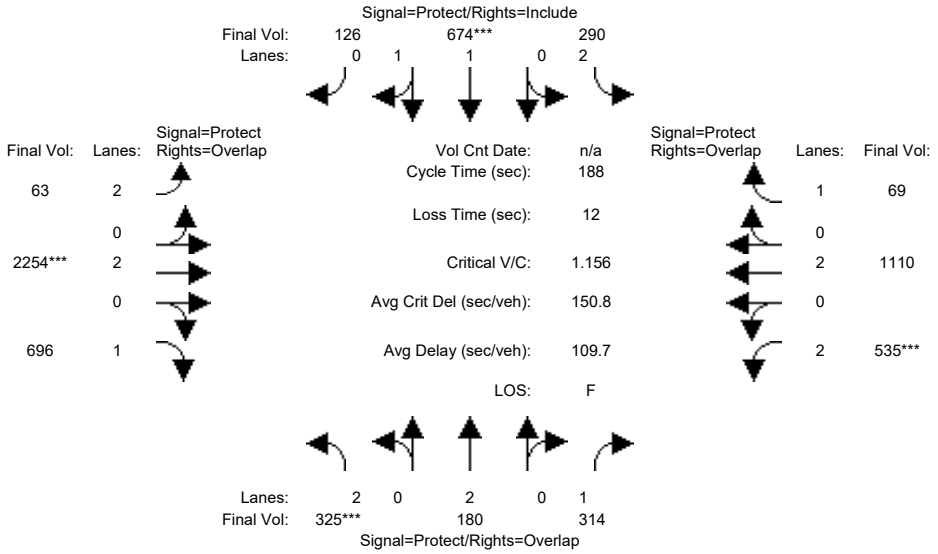
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5332: (42) 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: | 325 | 180 | 314 | 290 | 674 | 126 | 63 | 2890 | 696 | 535 | 1206 | 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: | 325 | 180 | 314 | 290 | 674 | 126 | 63 | 2890 | 696 | 535 | 1206 | 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: | 325 | 180 | 314 | 290 | 674 | 126 | 63 | 2890 | 696 | 535 | 1206 | 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: | 325 | 180 | 314 | 290 | 674 | 126 | 63 | 2254 | 696 | 535 | 1110 | 69 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 325 | 180 | 314 | 290 | 674 | 126 | 63 | 2254 | 696 | 535 | 1110 | 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: | 325 | 180 | 314 | 290 | 674 | 126 | 63 | 2254 | 696 | 535 | 1110 | 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 | 0.18 | 0.09 | 0.22 | 0.22 | 0.02 | 0.59 | 0.40 | 0.17 | 0.29 | 0.04 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 18.0 | 39.0 | 66.4 | 14.0 | 35.0 | 35.0 | 13.2 | 95.6 | 113.6 | 27.4 | 110 | 123.8 |
| Volume/Cap: | 1.08 | 0.23 | 0.51 | 1.24 | 1.16 | 1.16 | 0.29 | 1.17 | 0.66 | 1.17 | 0.50 | 0.06 |
| Delay/Veh: | 159.0 | 62.1 | 48.6 | 224.4 | 165 | 164.7 | 83.7 | 139 | 35.8 | 176.5 | 14.2 | 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: | 159.0 | 62.1 | 48.6 | 224.4 | 165 | 164.7 | 83.7 | 139 | 35.8 | 176.5 | 14.2 | 4.7 |
| LOS by Move: | F | E | D | F | F | F | F | F | D | F | B | A |
| HCM2k95thQ: | 25 | 8 | 26 | 25 | 48 | 48 | 5 | 127 | 54 | 41 | 21 | 1 |

Note: Queue reported is the number of cars per lane.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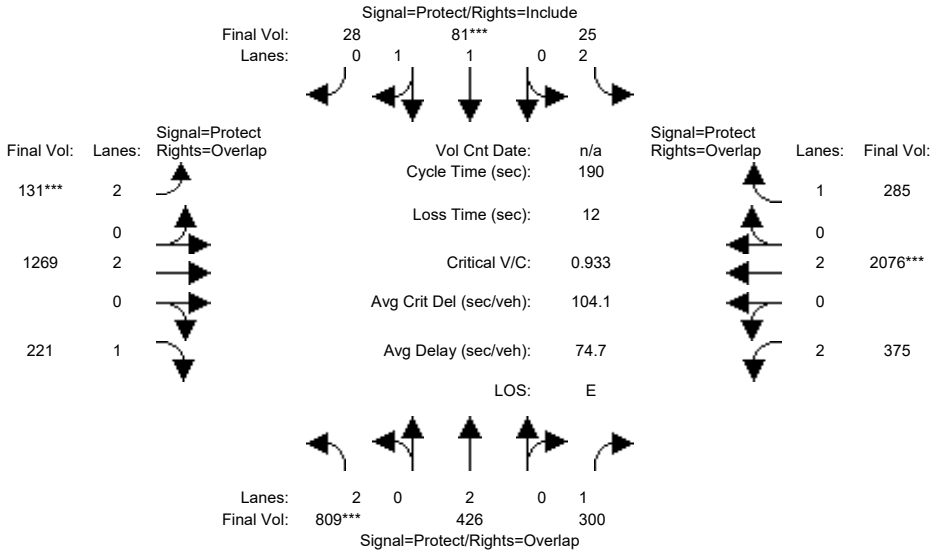
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5332: (42) 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: | 809 | 426 | 300 | 25 | 81 | 28 | 131 | 1475 | 221 | 375 | 2414 | 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: | 809 | 426 | 300 | 25 | 81 | 28 | 131 | 1475 | 221 | 375 | 2414 | 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: | 809 | 426 | 300 | 25 | 81 | 28 | 131 | 1475 | 221 | 375 | 2414 | 285 |
| 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: | 809 | 426 | 300 | 25 | 81 | 28 | 131 | 1269 | 221 | 375 | 2076 | 285 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 809 | 426 | 300 | 25 | 81 | 28 | 131 | 1269 | 221 | 375 | 2076 | 285 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 809 | 426 | 300 | 25 | 81 | 28 | 131 | 1269 | 221 | 375 | 2076 | 285 |
| Saturation Flow 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 | 0.33 | 0.13 | 0.12 | 0.55 | 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: | 1.28 | 0.41 | 0.43 | 0.15 | 0.23 | 0.23 | 0.49 | 0.69 | 0.18 | 0.94 | 1.04 | 0.28 |
| Delay/Veh: | 215.7 | 56.7 | 41.7 | 86.4 | 75.0 | 75.0 | 84.6 | 31.1 | 3.5 | 113.1 | 63.4 | 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: | 215.7 | 56.7 | 41.7 | 86.4 | 75.0 | 75.0 | 84.6 | 31.1 | 3.5 | 113.1 | 63.4 | 12.7 |
| LOS by Move: | F | E | D | F | E | E | F | C | A | F | E | B |
| HCM2k95thQ: | 65 | 18 | 23 | 2 | 6 | 6 | 9 | 39 | 3 | 22 | 93 | 9 |

Note: Queue reported is the number of cars per lane.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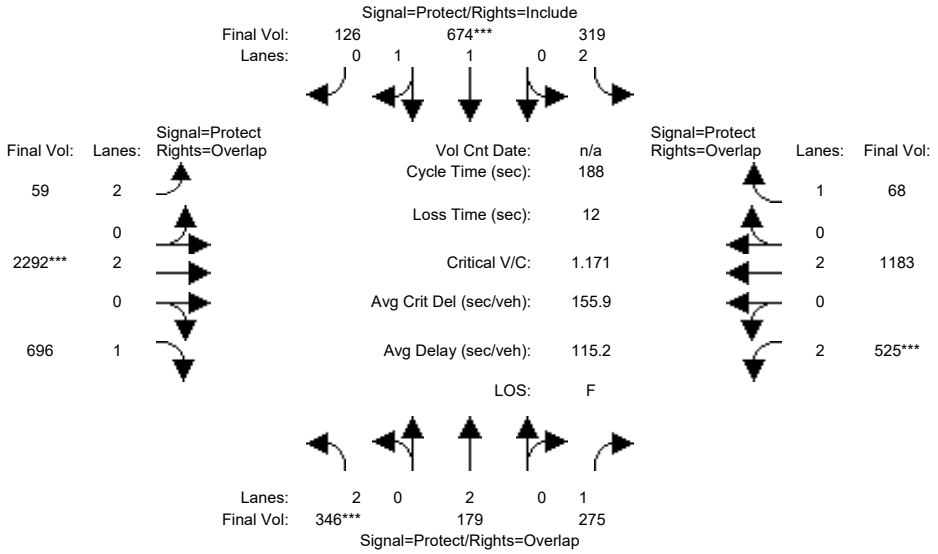
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5332: (42) 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: | 346 | 179 | 275 | 319 | 674 | 126 | 59 | 2939 | 696 | 525 | 1286 | 68 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 346 | 179 | 275 | 319 | 674 | 126 | 59 | 2939 | 696 | 525 | 1286 | 68 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 346 | 179 | 275 | 319 | 674 | 126 | 59 | 2939 | 696 | 525 | 1286 | 68 |
| 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: | 346 | 179 | 275 | 319 | 674 | 126 | 59 | 2292 | 696 | 525 | 1183 | 68 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 346 | 179 | 275 | 319 | 674 | 126 | 59 | 2292 | 696 | 525 | 1183 | 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: | 346 | 179 | 275 | 319 | 674 | 126 | 59 | 2292 | 696 | 525 | 1183 | 68 |
| Saturation Flow 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: | 0.11 | 0.05 | 0.16 | 0.10 | 0.22 | 0.22 | 0.02 | 0.60 | 0.40 | 0.17 | 0.31 | 0.04 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 18.0 | 39.0 | 65.6 | 14.0 | 35.0 | 35.0 | 13.2 | 96.4 | 114.4 | 26.6 | 110 | 123.8 |
| Volume/Cap: | 1.15 | 0.23 | 0.45 | 1.36 | 1.16 | 1.16 | 0.27 | 1.18 | 0.65 | 1.18 | 0.53 | 0.06 |
| Delay/Veh: | 182.8 | 62.1 | 47.8 | 274.1 | 165 | 164.7 | 83.5 | 143 | 35.3 | 181.5 | 14.7 | 4.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 182.8 | 62.1 | 47.8 | 274.1 | 165 | 164.7 | 83.5 | 143 | 35.3 | 181.5 | 14.7 | 4.7 |
| LOS by Move: | F | E | D | F | F | F | F | F | D | F | B | A |
| HCM2k95thQ: | 28 | 8 | 23 | 29 | 48 | 48 | 4 | 130 | 54 | 40 | 23 | 1 |

Note: Queue reported is the number of cars per lane.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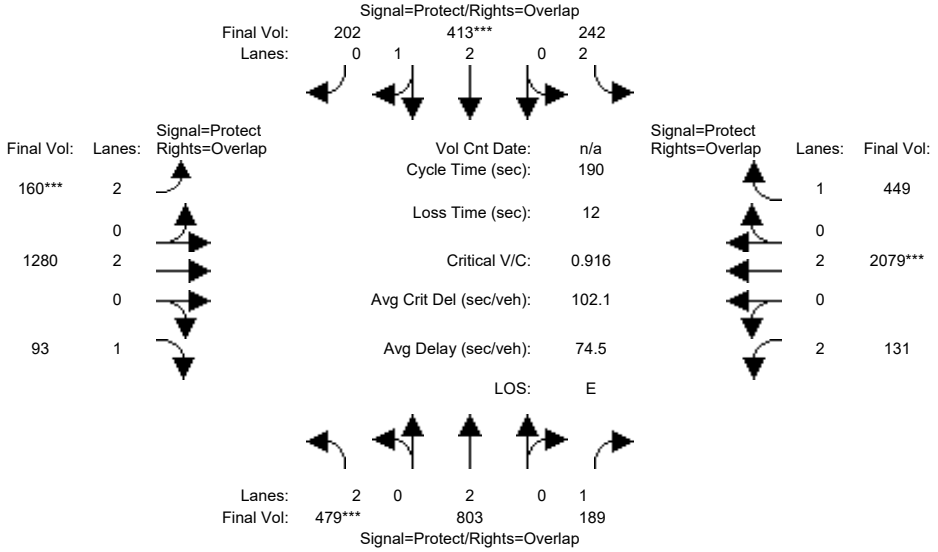
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5334: (43) 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: | 479 | 803 | 189 | 242 | 413 | 202 | 160 | 1488 | 93 | 131 | 2417 | 449 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 479 | 803 | 189 | 242 | 413 | 202 | 160 | 1488 | 93 | 131 | 2417 | 449 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 479 | 803 | 189 | 242 | 413 | 202 | 160 | 1488 | 93 | 131 | 2417 | 449 |
| 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: | 479 | 803 | 189 | 242 | 413 | 202 | 160 | 1280 | 93 | 131 | 2079 | 449 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 479 | 803 | 189 | 242 | 413 | 202 | 160 | 1280 | 93 | 131 | 2079 | 449 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 479 | 803 | 189 | 242 | 413 | 202 | 160 | 1280 | 93 | 131 | 2079 | 449 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 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: | 0.15 | 0.21 | 0.11 | 0.08 | 0.11 | 0.11 | 0.05 | 0.34 | 0.05 | 0.04 | 0.55 | 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: | 1.07 | 0.79 | 0.29 | 0.86 | 0.50 | 0.36 | 0.54 | 0.70 | 0.09 | 0.42 | 1.13 | 0.45 |
| Delay/Veh: | 144.0 | 68.6 | 42.7 | 107.6 | 65.9 | 51.0 | 83.9 | 32.3 | 7.6 | 81.2 | 105 | 15.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 144.0 | 68.6 | 42.7 | 107.6 | 65.9 | 51.0 | 83.9 | 32.3 | 7.6 | 81.2 | 105 | 15.0 |
| LOS by Move: | F | E | D | F | E | D | F | C | A | F | F | B |
| HCM2k95thQ: | 35 | 37 | 15 | 17 | 19 | 17 | 10 | 39 | 2 | 8 | 115 | 19 |

Note: Queue reported is the number of cars per lane.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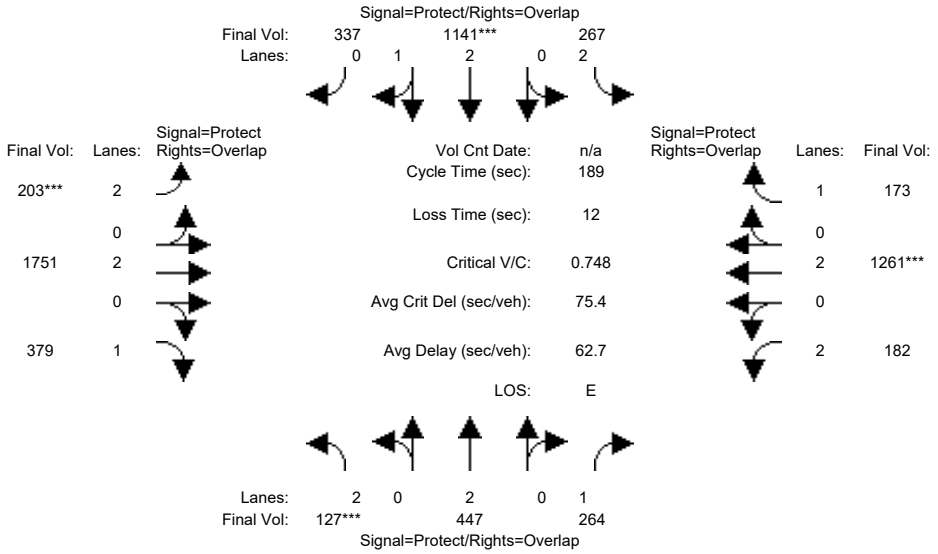
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5334: (43) 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 | 447 | 264 | 267 | 1141 | 337 | 203 | 2824 | 379 | 182 | 1371 | 173 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 127 | 447 | 264 | 267 | 1141 | 337 | 203 | 2824 | 379 | 182 | 1371 | 173 |
| Added Vol: | 0 | 0 | 0 | 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 | 447 | 264 | 267 | 1141 | 337 | 203 | 2824 | 379 | 182 | 1371 | 173 |
| 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 | 447 | 264 | 267 | 1141 | 337 | 203 | 1751 | 379 | 182 | 1261 | 173 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 447 | 264 | 267 | 1141 | 337 | 203 | 1751 | 379 | 182 | 1261 | 173 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 127 | 447 | 264 | 267 | 1141 | 337 | 203 | 1751 | 379 | 182 | 1261 | 173 |
| Saturation Flow 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 | 2.29 | 0.71 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 4321 | 1276 | 3150 | 3800 | 1750 | 3150 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.12 | 0.15 | 0.08 | 0.26 | 0.26 | 0.06 | 0.46 | 0.22 | 0.06 | 0.33 | 0.10 |
| 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 | 0.61 | 0.54 | 0.66 | 1.04 | 0.82 | 0.94 | 0.87 | 0.36 | 0.68 | 0.61 | 0.15 |
| Delay/Veh: | 89.5 | 71.1 | 59.2 | 82.2 | 105 | 62.0 | 131.3 | 54.1 | 27.3 | 91.1 | 29.8 | 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: | 89.5 | 71.1 | 59.2 | 82.2 | 105 | 62.0 | 131.3 | 54.1 | 27.3 | 91.1 | 29.8 | 11.2 |
| LOS by Move: | F | E | E | F | F | E | F | D | C | F | C | B |
| HCM2k95thQ: | 9 | 21 | 24 | 17 | 54 | 44 | 13 | 68 | 27 | 12 | 40 | 8 |

Note: Queue reported is the number of cars per lane.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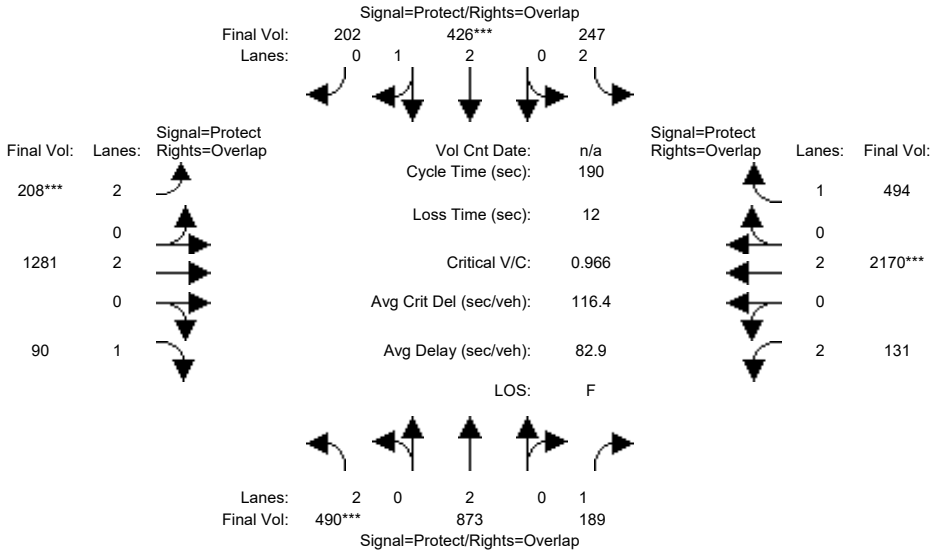
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5334: (43) 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: | 490 | 873 | 189 | 247 | 426 | 202 | 208 | 1489 | 90 | 131 | 2523 | 494 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 490 | 873 | 189 | 247 | 426 | 202 | 208 | 1489 | 90 | 131 | 2523 | 494 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 490 | 873 | 189 | 247 | 426 | 202 | 208 | 1489 | 90 | 131 | 2523 | 494 |
| 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: | 490 | 873 | 189 | 247 | 426 | 202 | 208 | 1281 | 90 | 131 | 2170 | 494 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 490 | 873 | 189 | 247 | 426 | 202 | 208 | 1281 | 90 | 131 | 2170 | 494 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 490 | 873 | 189 | 247 | 426 | 202 | 208 | 1281 | 90 | 131 | 2170 | 494 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 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 | 3797 | 1800 | 3150 | 3800 | 1750 | 3150 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.23 | 0.11 | 0.08 | 0.11 | 0.11 | 0.07 | 0.34 | 0.05 | 0.04 | 0.57 | 0.28 |
| 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: | 1.09 | 0.86 | 0.29 | 0.88 | 0.52 | 0.36 | 0.70 | 0.70 | 0.08 | 0.42 | 1.18 | 0.49 |
| Delay/Veh: | 152.1 | 73.3 | 42.7 | 110.5 | 66.2 | 51.0 | 90.4 | 32.3 | 7.5 | 81.2 | 125 | 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: | 152.1 | 73.3 | 42.7 | 110.5 | 66.2 | 51.0 | 90.4 | 32.3 | 7.5 | 81.2 | 125 | 15.6 |
| LOS by Move: | F | E | D | F | E | D | F | C | A | F | F | B |
| HCM2k95thQ: | 37 | 41 | 15 | 17 | 19 | 17 | 13 | 39 | 2 | 8 | 125 | 21 |

Note: Queue reported is the number of cars per lane.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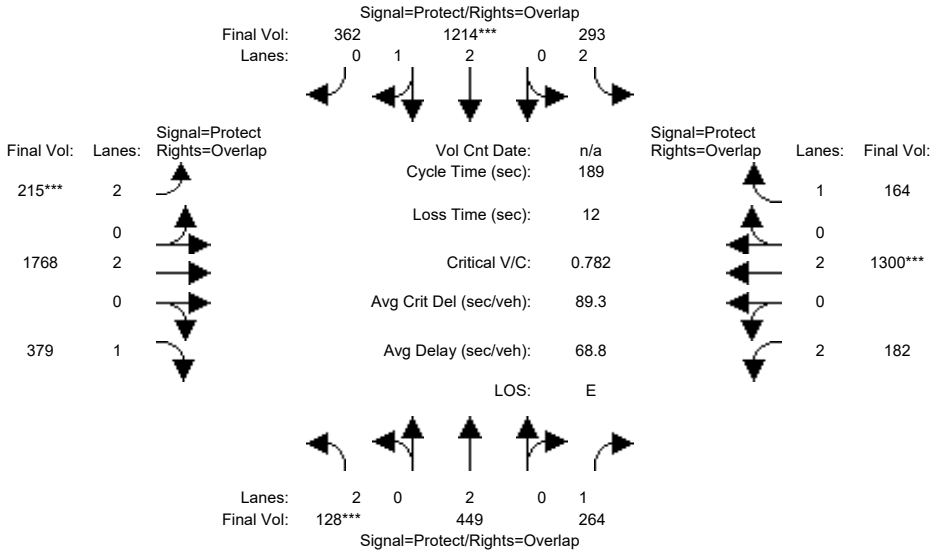
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5334: (43) 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: | 128 | 449 | 264 | 293 | 1214 | 362 | 215 | 2851 | 379 | 182 | 1413 | 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: | 128 | 449 | 264 | 293 | 1214 | 362 | 215 | 2851 | 379 | 182 | 1413 | 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: | 128 | 449 | 264 | 293 | 1214 | 362 | 215 | 2851 | 379 | 182 | 1413 | 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: | 128 | 449 | 264 | 293 | 1214 | 362 | 215 | 1768 | 379 | 182 | 1300 | 164 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 128 | 449 | 264 | 293 | 1214 | 362 | 215 | 1768 | 379 | 182 | 1300 | 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: | 128 | 449 | 264 | 293 | 1214 | 362 | 215 | 1768 | 379 | 182 | 1300 | 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 | 2.29 | 0.71 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 4312 | 1286 | 3150 | 3800 | 1750 | 3150 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.12 | 0.15 | 0.09 | 0.28 | 0.28 | 0.07 | 0.47 | 0.22 | 0.06 | 0.34 | 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: | 0.59 | 0.61 | 0.54 | 0.72 | 1.11 | 0.87 | 0.99 | 0.88 | 0.36 | 0.68 | 0.63 | 0.14 |
| Delay/Veh: | 89.7 | 71.2 | 59.2 | 85.2 | 130 | 65.3 | 146.8 | 54.9 | 27.3 | 91.1 | 30.4 | 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: | 89.7 | 71.2 | 59.2 | 85.2 | 130 | 65.3 | 146.8 | 54.9 | 27.3 | 91.1 | 30.4 | 11.1 |
| LOS by Move: | F | E | E | F | F | E | F | D | C | F | C | B |
| HCM2k95thQ: | 9 | 21 | 24 | 18 | 61 | 49 | 14 | 69 | 27 | 12 | 42 | 7 |

Note: Queue reported is the number of cars per lane.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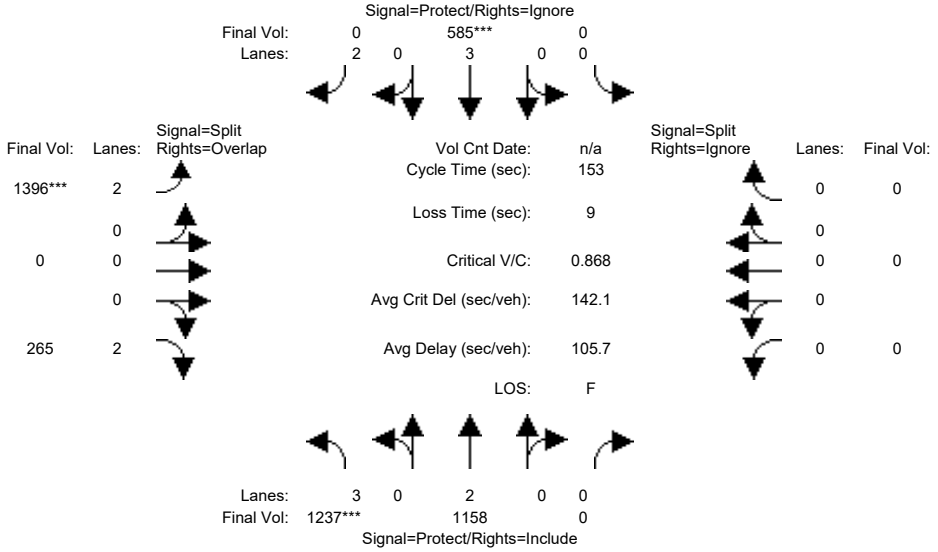
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5335: (44) 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: | 1237 | | 1158 | 0 | 0 | | 585 | 1866 | 1623 | | 0 | 265 | 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: | 1237 | | 1158 | 0 | 0 | | 585 | 1866 | 1623 | | 0 | 265 | 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: | 1237 | | 1158 | 0 | 0 | | 585 | 1866 | 1623 | | 0 | 265 | 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: | 1237 | | 1158 | 0 | 0 | | 585 | 0 | 1396 | | 0 | 265 | 0 | | 0 | 0 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 1237 | | 1158 | 0 | 0 | | 585 | 0 | 1396 | | 0 | 265 | 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: | 1237 | | 1158 | 0 | 0 | | 585 | 0 | 1396 | | 0 | 265 | 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: | 0.27 | | 0.30 | 0.00 | 0.00 | | 0.10 | 0.00 | 0.44 | | 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: | 1.45 | | 0.60 | 0.00 | 0.00 | | 0.32 | 0.00 | 1.03 | | 0.00 | 0.14 | 0.00 | | 0.00 | 0.00 |
| Delay/Veh: | 273.3 | | 27.3 | 0.0 | 0.0 | | 39.7 | 0.0 | 68.7 | | 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: | 273.3 | | 27.3 | 0.0 | 0.0 | | 39.7 | 0.0 | 68.7 | | 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: | 70 | | 33 | 0 | 0 | | 13 | 0 | 70 | | 0 | 3 | 0 | | 0 | 0 |

Note: Queue reported is the number of cars per lane.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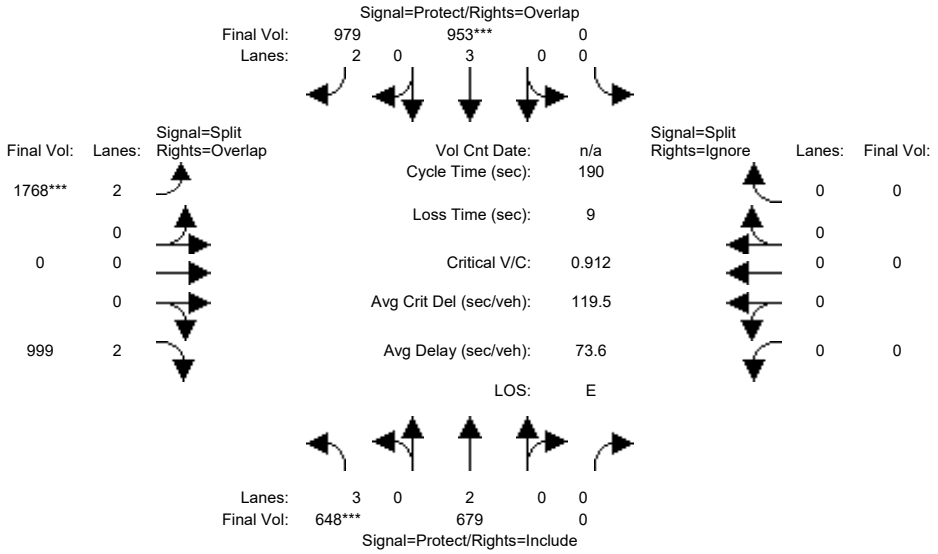
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5335: (44) 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: | 648 | 679 | 0 | | 0 | 953 | 979 | | 2525 | 0 | 999 | | 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: | 648 | 679 | 0 | | 0 | 953 | 979 | | 2525 | 0 | 999 | | 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: | 648 | 679 | 0 | | 0 | 953 | 979 | | 2525 | 0 | 999 | | 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: | 648 | 679 | 0 | | 0 | 953 | 979 | | 1768 | 0 | 999 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 648 | 679 | 0 | | 0 | 953 | 979 | | 1768 | 0 | 999 | | 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: | 648 | 679 | 0 | | 0 | 953 | 979 | | 1768 | 0 | 999 | | 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 | 0.31 | | 0.56 | 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: | 1.67 | 0.46 | 0.00 | | 0.00 | 0.55 | 0.36 | | 1.00 | 0.00 | 0.49 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 402.2 | 45.0 | 0.0 | | 0.0 | 57.8 | 2.5 | | 49.1 | 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: | 402.2 | 45.0 | 0.0 | | 0.0 | 57.8 | 2.5 | | 49.1 | 0.0 | 8.2 | | 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 | 13 | | 100 | 0 | 16 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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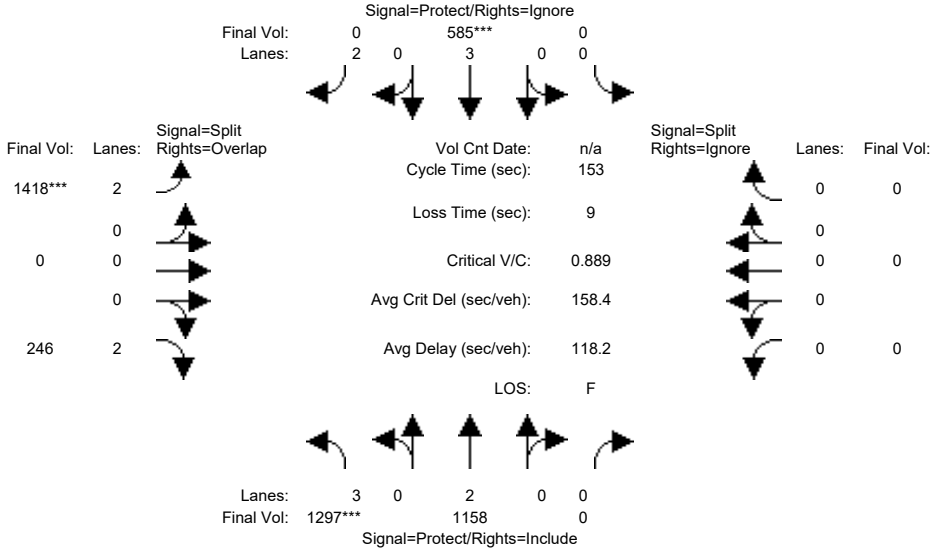
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5335: (44) 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: | 1297 | 1158 | 0 | | 0 | 585 | 1947 | | 1649 | 0 | 246 | | 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: | 1297 | 1158 | 0 | | 0 | 585 | 1947 | | 1649 | 0 | 246 | | 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: | 1297 | 1158 | 0 | | 0 | 585 | 1947 | | 1649 | 0 | 246 | | 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: | 1297 | 1158 | 0 | | 0 | 585 | 0 | | 1418 | 0 | 246 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1297 | 1158 | 0 | | 0 | 585 | 0 | | 1418 | 0 | 246 | | 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: | 1297 | 1158 | 0 | | 0 | 585 | 0 | | 1418 | 0 | 246 | | 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: | 1.52 | 0.60 | 0.00 | | 0.00 | 0.32 | 0.00 | | 1.04 | 0.00 | 0.13 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 304.5 | 27.3 | 0.0 | | 0.0 | 39.7 | 0.0 | | 73.7 | 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: | 304.5 | 27.3 | 0.0 | | 0.0 | 39.7 | 0.0 | | 73.7 | 0.0 | 6.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | C | A | | A | D | A | | E | A | A | | A | A | A | |
| HCM2k95thQ: | 76 | 33 | 0 | | 0 | 13 | 0 | | 72 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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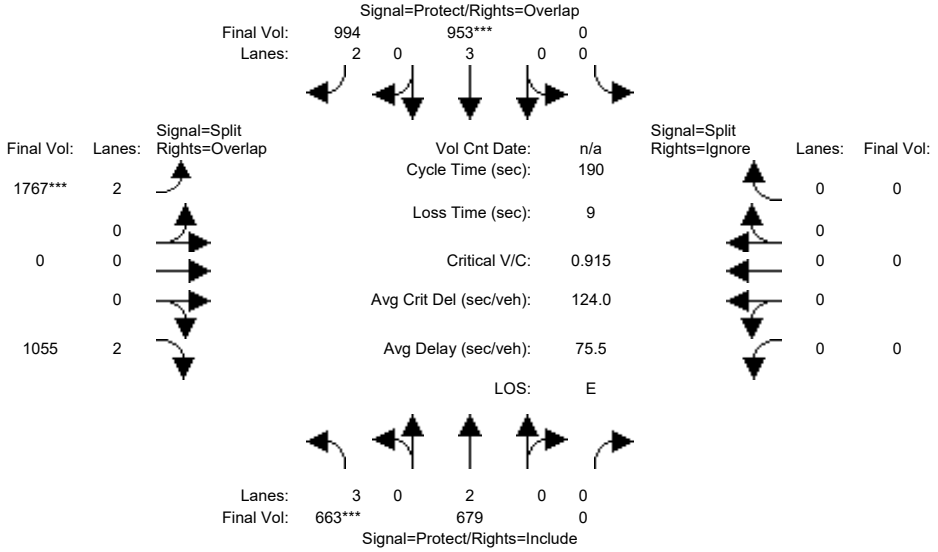
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5335: (44) 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: | 663 | | 679 | 0 | 0 | | 953 | 994 | 2524 | | 0 | 1055 | 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: | 663 | | 679 | 0 | 0 | | 953 | 994 | 2524 | | 0 | 1055 | 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: | 663 | | 679 | 0 | 0 | | 953 | 994 | 2524 | | 0 | 1055 | 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: | 663 | | 679 | 0 | 0 | | 953 | 994 | 1767 | | 0 | 1055 | 0 | | 0 | 0 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 663 | | 679 | 0 | 0 | | 953 | 994 | 1767 | | 0 | 1055 | 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: | 663 | | 679 | 0 | 0 | | 953 | 994 | 1767 | | 0 | 1055 | 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: | 0.15 | | 0.18 | 0.00 | 0.00 | | 0.17 | 0.32 | 0.56 | | 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: | 1.71 | | 0.46 | 0.00 | 0.00 | | 0.55 | 0.36 | 1.00 | | 0.00 | 0.52 | 0.00 | | 0.00 | 0.00 |
| Delay/Veh: | 419.2 | | 45.0 | 0.0 | 0.0 | | 57.8 | 2.6 | 49.0 | | 0.0 | 8.4 | 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: | 419.2 | | 45.0 | 0.0 | 0.0 | | 57.8 | 2.6 | 49.0 | | 0.0 | 8.4 | 0.0 | | 0.0 | 0.0 |
| LOS by Move: | F | | D | A | A | | E | A | D | | A | A | A | | A | A |
| HCM2k95thQ: | 51 | | 26 | 0 | 0 | | 27 | 14 | 99 | | 0 | 17 | 0 | | 0 | 0 |

Note: Queue reported is the number of cars per lane.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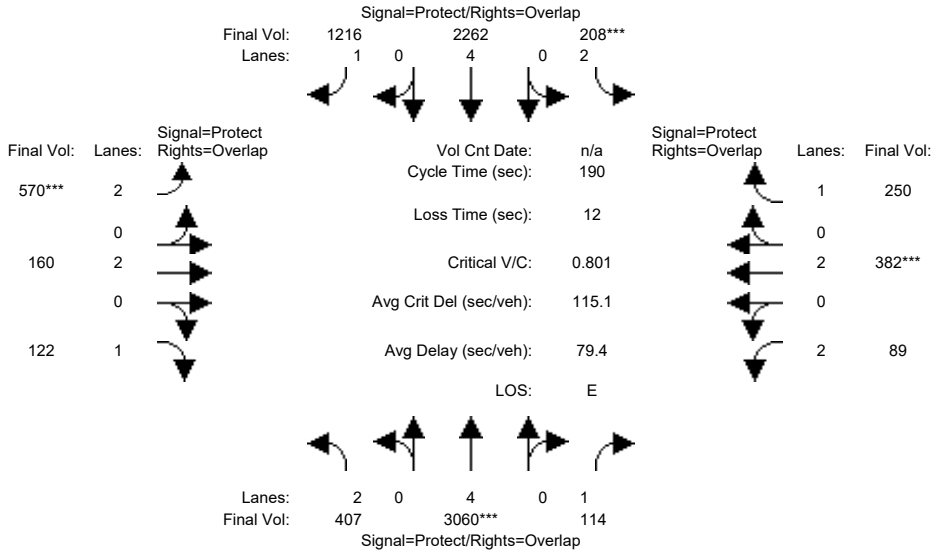
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5408: (33) 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 | 2262 | 1216 | 570 | 160 | 122 | 89 | 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 | 2262 | 1216 | 570 | 160 | 122 | 89 | 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 | 2262 | 1216 | 570 | 160 | 122 | 89 | 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 | 2262 | 1216 | 570 | 160 | 122 | 89 | 382 | 250 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 407 | 3060 | 114 | 208 | 2262 | 1216 | 570 | 160 | 122 | 89 | 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 | 2262 | 1216 | 570 | 160 | 122 | 89 | 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 | 0.69 | 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 | 1.10 | 2.29 | 0.24 | 0.22 | 0.41 | 0.62 | 0.53 |
| Delay/Veh: | 102.6 | 16.5 | 4.9 | 85.2 | 18.5 | 76.0 | 681.5 | 67.9 | 48.0 | 86.1 | 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 | 18.5 | 76.0 | 681.5 | 67.9 | 48.0 | 86.1 | 75.8 | 60.5 |
| LOS by Move: | F | B | A | F | B | E | F | E | D | F | E | E |
| HCM2k95thQ: | 29 | 35 | 2 | 15 | 25 | 138 | 67 | 8 | 10 | 6 | 18 | 22 |

Note: Queue reported is the number of cars per lane.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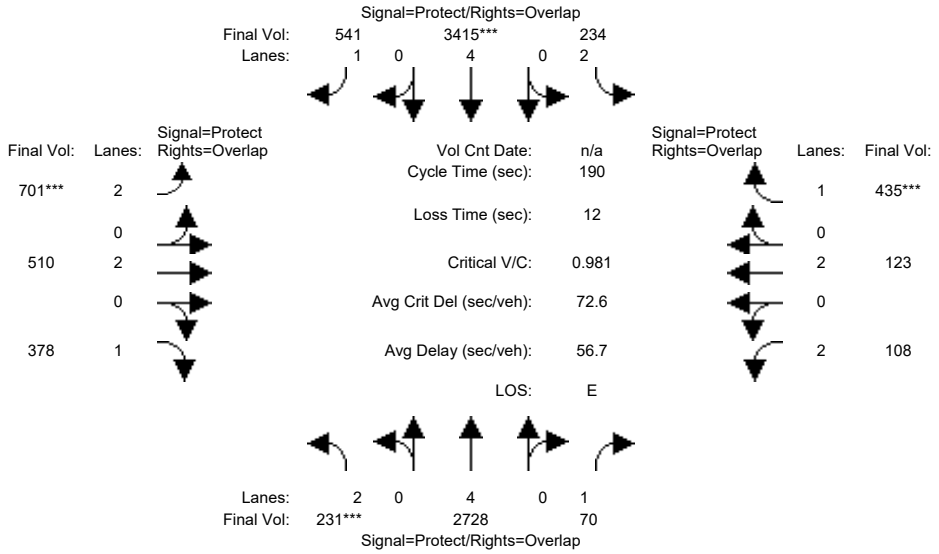
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5408: (33) 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: | 231 | 2728 | 70 | 234 | 3415 | 541 | 701 | 510 | 378 | 108 | 123 | 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: | 231 | 2728 | 70 | 234 | 3415 | 541 | 701 | 510 | 378 | 108 | 123 | 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: | 231 | 2728 | 70 | 234 | 3415 | 541 | 701 | 510 | 378 | 108 | 123 | 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: | 231 | 2728 | 70 | 234 | 3415 | 541 | 701 | 510 | 378 | 108 | 123 | 435 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 231 | 2728 | 70 | 234 | 3415 | 541 | 701 | 510 | 378 | 108 | 123 | 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: | 231 | 2728 | 70 | 234 | 3415 | 541 | 701 | 510 | 378 | 108 | 123 | 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 | 0.36 | 0.04 | 0.07 | 0.45 | 0.31 | 0.22 | 0.13 | 0.22 | 0.03 | 0.03 | 0.25 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green Time: | 13.5 | 90.2 | 103.3 | 21.3 | 98.0 | 139.0 | 41.0 | 53.4 | 66.9 | 13.1 | 27.0 | 48.3 |
| Volume/Cap: | 1.03 | 0.76 | 0.07 | 0.66 | 0.87 | 0.42 | 1.03 | 0.48 | 0.61 | 0.50 | 0.23 | 0.98 |
| Delay/Veh: | 156.5 | 33.8 | 14.3 | 85.6 | 53.3 | 17.8 | 117.1 | 57.0 | 52.7 | 87.1 | 72.5 | 107.1 |
| 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: | 156.5 | 33.8 | 14.3 | 85.6 | 53.3 | 17.8 | 117.1 | 57.0 | 52.7 | 87.1 | 72.5 | 107.1 |
| LOS by Move: | F | C | B | F | D | B | F | E | D | F | E | F |
| HCM2k95thQ: | 21 | 46 | 3 | 17 | 73 | 35 | 45 | 21 | 32 | 7 | 6 | 48 |

Note: Queue reported is the number of cars per lane.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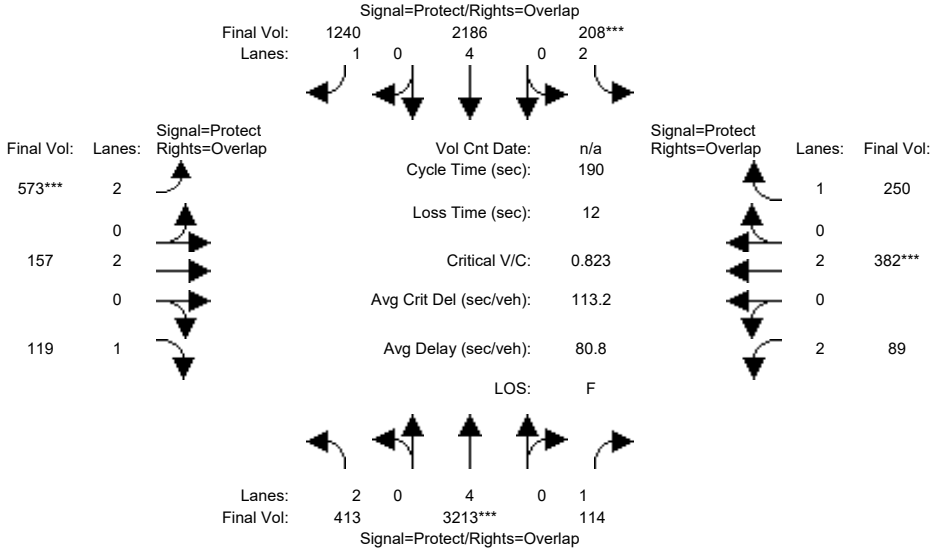
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5408: (33) 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: | 413 | 3213 | 114 | 208 | 2186 | 1240 | 573 | 157 | 119 | 89 | 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: | 413 | 3213 | 114 | 208 | 2186 | 1240 | 573 | 157 | 119 | 89 | 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: | 413 | 3213 | 114 | 208 | 2186 | 1240 | 573 | 157 | 119 | 89 | 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: | 413 | 3213 | 114 | 208 | 2186 | 1240 | 573 | 157 | 119 | 89 | 382 | 250 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 413 | 3213 | 114 | 208 | 2186 | 1240 | 573 | 157 | 119 | 89 | 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: | 413 | 3213 | 114 | 208 | 2186 | 1240 | 573 | 157 | 119 | 89 | 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 | 0.42 | 0.07 | 0.07 | 0.29 | 0.71 | 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: | 0.92 | 0.72 | 0.10 | 0.63 | 0.52 | 1.12 | 2.30 | 0.24 | 0.22 | 0.41 | 0.62 | 0.53 |
| Delay/Veh: | 105.1 | 17.2 | 4.9 | 85.2 | 18.2 | 84.4 | 686.9 | 67.8 | 47.9 | 86.1 | 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: | 105.1 | 17.2 | 4.9 | 85.2 | 18.2 | 84.4 | 686.9 | 67.8 | 47.9 | 86.1 | 75.8 | 60.5 |
| LOS by Move: | F | B | A | F | B | F | F | E | D | F | E | E |
| HCM2k95thQ: | 30 | 39 | 2 | 15 | 24 | 144 | 67 | 7 | 10 | 6 | 18 | 22 |

Note: Queue reported is the number of cars per lane.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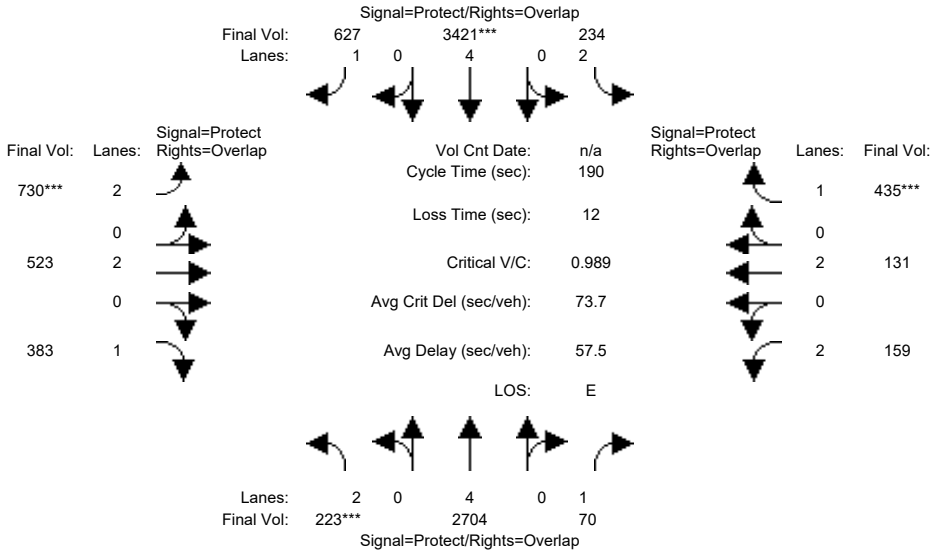
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5408: (33) 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: | 223 | 2704 | 70 | 234 | 3421 | 627 | 730 | 523 | 383 | 159 | 131 | 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: | 223 | 2704 | 70 | 234 | 3421 | 627 | 730 | 523 | 383 | 159 | 131 | 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: | 223 | 2704 | 70 | 234 | 3421 | 627 | 730 | 523 | 383 | 159 | 131 | 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: | 223 | 2704 | 70 | 234 | 3421 | 627 | 730 | 523 | 383 | 159 | 131 | 435 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 223 | 2704 | 70 | 234 | 3421 | 627 | 730 | 523 | 383 | 159 | 131 | 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: | 223 | 2704 | 70 | 234 | 3421 | 627 | 730 | 523 | 383 | 159 | 131 | 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 | 0.36 | 0.04 | 0.07 | 0.45 | 0.36 | 0.23 | 0.14 | 0.22 | 0.05 | 0.03 | 0.25 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green Time: | 12.9 | 89.7 | 102.9 | 21.2 | 98.0 | 140.1 | 42.1 | 54.0 | 66.8 | 13.2 | 27.0 | 48.2 |
| Volume/Cap: | 1.05 | 0.75 | 0.07 | 0.67 | 0.87 | 0.49 | 1.05 | 0.48 | 0.62 | 0.73 | 0.24 | 0.98 |
| Delay/Veh: | 162.9 | 34.1 | 14.5 | 85.9 | 53.5 | 18.7 | 120.8 | 56.8 | 53.1 | 98.2 | 72.6 | 108.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 162.9 | 34.1 | 14.5 | 85.9 | 53.5 | 18.7 | 120.8 | 56.8 | 53.1 | 98.2 | 72.6 | 108.0 |
| LOS by Move: | F | C | B | F | D | B | F | E | D | F | E | F |
| HCM2k95thQ: | 21 | 45 | 3 | 17 | 73 | 41 | 48 | 22 | 33 | 11 | 6 | 48 |

Note: Queue reported is the number of cars per lane.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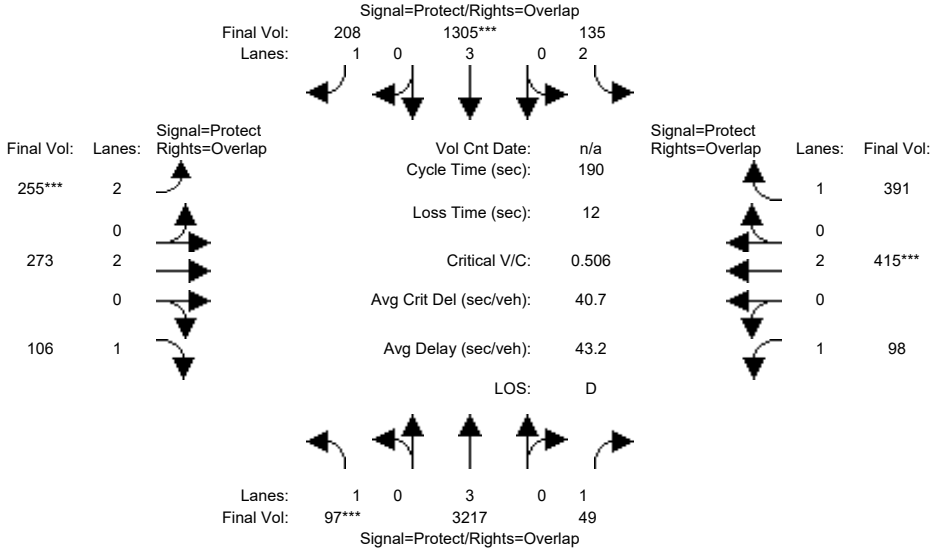
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5414: (34) 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: | 97 | 3785 | 49 | 135 | 1535 | 208 | 255 | 273 | 106 | 98 | 415 | 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: | 97 | 3785 | 49 | 135 | 1535 | 208 | 255 | 273 | 106 | 98 | 415 | 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: | 97 | 3785 | 49 | 135 | 1535 | 208 | 255 | 273 | 106 | 98 | 415 | 391 |
| 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 | 3217 | 49 | 135 | 1305 | 208 | 255 | 273 | 106 | 98 | 415 | 391 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 97 | 3217 | 49 | 135 | 1305 | 208 | 255 | 273 | 106 | 98 | 415 | 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: | 97 | 3217 | 49 | 135 | 1305 | 208 | 255 | 273 | 106 | 98 | 415 | 391 |
| Saturation 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 | 0.56 | 0.03 | 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: | 0.62 | 0.98 | 0.04 | 0.68 | 0.42 | 0.18 | 0.77 | 0.35 | 0.21 | 0.59 | 0.56 | 0.87 |
| Delay/Veh: | 90.8 | 37.3 | 4.1 | 96.2 | 17.4 | 5.7 | 93.2 | 64.9 | 50.5 | 88.0 | 70.1 | 83.4 |
| 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: | 90.8 | 37.3 | 4.1 | 96.2 | 17.4 | 5.7 | 93.2 | 64.9 | 50.5 | 88.0 | 70.1 | 83.4 |
| LOS by Move: | F | D | A | F | B | A | F | E | D | F | E | F |
| HCM2k95thQ: | 10 | 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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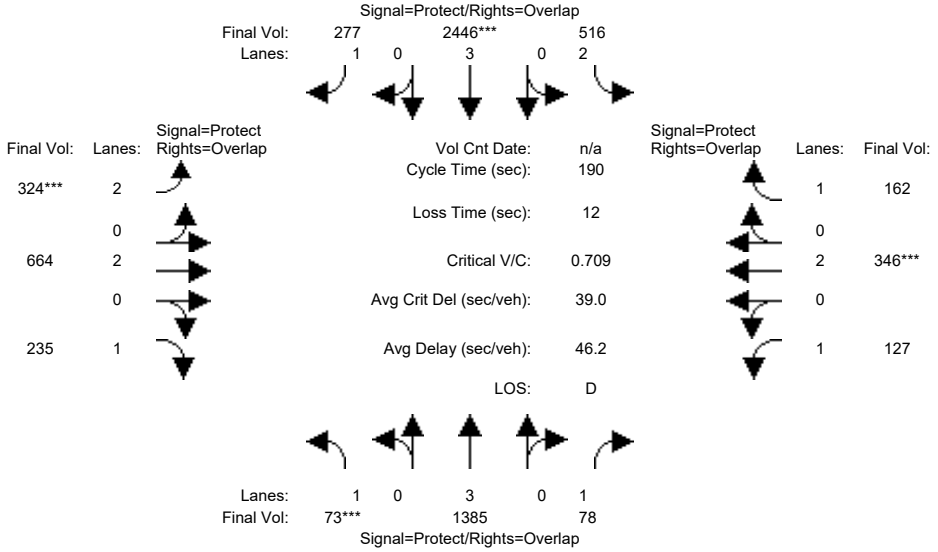
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5414: (34) 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 | 1924 | 78 | 516 | 3350 | 277 | 324 | 664 | 235 | 127 | 346 | 162 |
| Growth Adj: | 1.00 | 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 | 1924 | 78 | 516 | 3350 | 277 | 324 | 664 | 235 | 127 | 346 | 162 |
| Added Vol: | 0 | 0 | 0 | 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 | 1924 | 78 | 516 | 3350 | 277 | 324 | 664 | 235 | 127 | 346 | 162 |
| 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 | 1385 | 78 | 516 | 2446 | 277 | 324 | 664 | 235 | 127 | 346 | 162 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 73 | 1385 | 78 | 516 | 2446 | 277 | 324 | 664 | 235 | 127 | 346 | 162 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 73 | 1385 | 78 | 516 | 2446 | 277 | 324 | 664 | 235 | 127 | 346 | 162 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 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 | 0.16 | 0.43 | 0.16 | 0.10 | 0.17 | 0.13 | 0.07 | 0.09 | 0.09 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 11.0 | 79.0 | 95.0 | 34.4 | 102 | 127.0 | 24.6 | 48.6 | 59.6 | 16.0 | 40.0 | 74.4 |
| Volume/Cap: | 0.72 | 0.58 | 0.09 | 0.90 | 0.80 | 0.24 | 0.80 | 0.68 | 0.43 | 0.86 | 0.43 | 0.24 |
| Delay/Veh: | 110.1 | 37.9 | 19.1 | 93.9 | 26.3 | 4.8 | 90.7 | 65.8 | 52.2 | 123.7 | 65.5 | 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 | 37.9 | 19.1 | 93.9 | 26.3 | 4.8 | 90.7 | 65.8 | 52.2 | 123.7 | 65.5 | 38.9 |
| LOS by Move: | F | D | B | F | C | A | F | E | D | F | E | D |
| HCM2k95thQ: | 9 | 30 | 3 | 32 | 51 | 5 | 23 | 31 | 21 | 19 | 16 | 13 |

Note: Queue reported is the number of cars per lane.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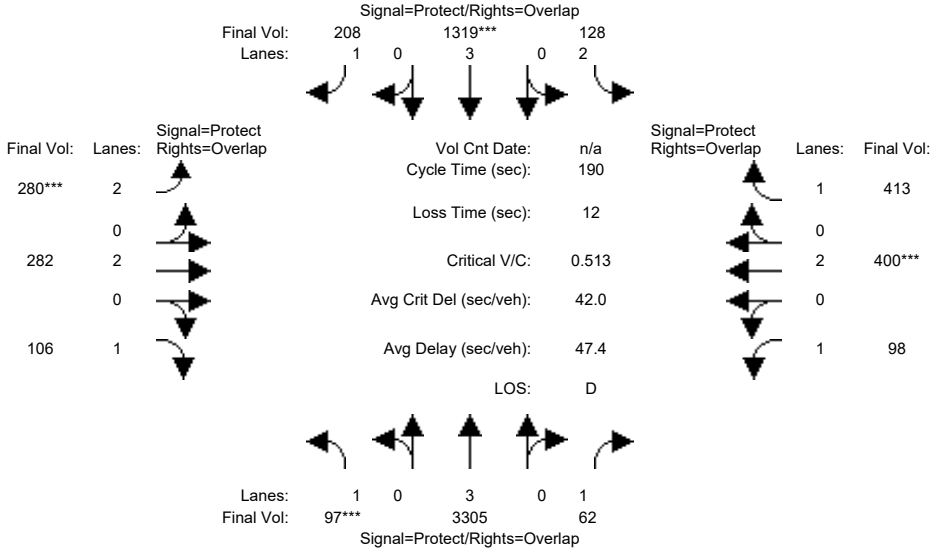
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5414: (34) 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: | 97 | 3888 | 62 | 128 | 1552 | 208 | 280 | 282 | 106 | 98 | 400 | 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: | 97 | 3888 | 62 | 128 | 1552 | 208 | 280 | 282 | 106 | 98 | 400 | 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: | 97 | 3888 | 62 | 128 | 1552 | 208 | 280 | 282 | 106 | 98 | 400 | 413 |
| 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 | 3305 | 62 | 128 | 1319 | 208 | 280 | 282 | 106 | 98 | 400 | 413 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 97 | 3305 | 62 | 128 | 1319 | 208 | 280 | 282 | 106 | 98 | 400 | 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: | 97 | 3305 | 62 | 128 | 1319 | 208 | 280 | 282 | 106 | 98 | 400 | 413 |
| Saturation 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 | 0.58 | 0.04 | 0.04 | 0.23 | 0.12 | 0.09 | 0.07 | 0.06 | 0.06 | 0.11 | 0.24 |
| 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 | 1.01 | 0.05 | 0.64 | 0.42 | 0.18 | 0.84 | 0.36 | 0.21 | 0.59 | 0.54 | 0.92 |
| Delay/Veh: | 90.8 | 44.1 | 4.1 | 93.9 | 17.5 | 5.7 | 101.1 | 65.1 | 50.5 | 88.0 | 69.7 | 91.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 90.8 | 44.1 | 4.1 | 93.9 | 17.5 | 5.7 | 101.1 | 65.1 | 50.5 | 88.0 | 69.7 | 91.6 |
| LOS by Move: | F | D | A | F | B | A | F | E | D | F | E | F |
| HCM2k95thQ: | 10 | 95 | 1 | 9 | 18 | 4 | 21 | 13 | 9 | 13 | 19 | 46 |

Note: Queue reported is the number of cars per lane.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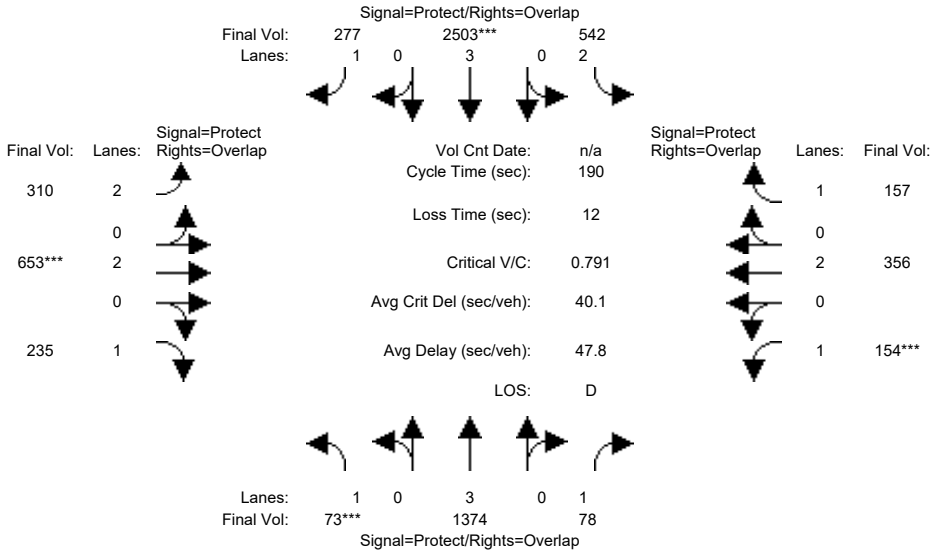
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5414: (34) 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 | 1908 | 78 | 542 | 3429 | 277 | 310 | 653 | 235 | 154 | 356 | 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 | 1908 | 78 | 542 | 3429 | 277 | 310 | 653 | 235 | 154 | 356 | 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 | 1908 | 78 | 542 | 3429 | 277 | 310 | 653 | 235 | 154 | 356 | 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 | 1374 | 78 | 542 | 2503 | 277 | 310 | 653 | 235 | 154 | 356 | 157 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 73 | 1374 | 78 | 542 | 2503 | 277 | 310 | 653 | 235 | 154 | 356 | 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 | 1374 | 78 | 542 | 2503 | 277 | 310 | 653 | 235 | 154 | 356 | 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 | 0.17 | 0.44 | 0.16 | 0.10 | 0.17 | 0.13 | 0.09 | 0.09 | 0.09 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 11.0 | 80.2 | 101.0 | 35.0 | 104 | 124.2 | 20.0 | 42.0 | 53.0 | 20.9 | 42.8 | 77.8 |
| Volume/Cap: | 0.72 | 0.57 | 0.08 | 0.94 | 0.80 | 0.24 | 0.93 | 0.78 | 0.48 | 0.80 | 0.42 | 0.22 |
| Delay/Veh: | 110.1 | 36.7 | 15.6 | 99.1 | 25.3 | 5.9 | 116.9 | 74.2 | 57.8 | 103.4 | 63.2 | 36.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 110.1 | 36.7 | 15.6 | 99.1 | 25.3 | 5.9 | 116.9 | 74.2 | 57.8 | 103.4 | 63.2 | 36.6 |
| LOS by Move: | F | D | B | F | C | A | F | E | E | F | E | D |
| HCM2k95thQ: | 9 | 29 | 3 | 35 | 52 | 6 | 25 | 33 | 22 | 21 | 16 | 12 |

Note: Queue reported is the number of cars per lane.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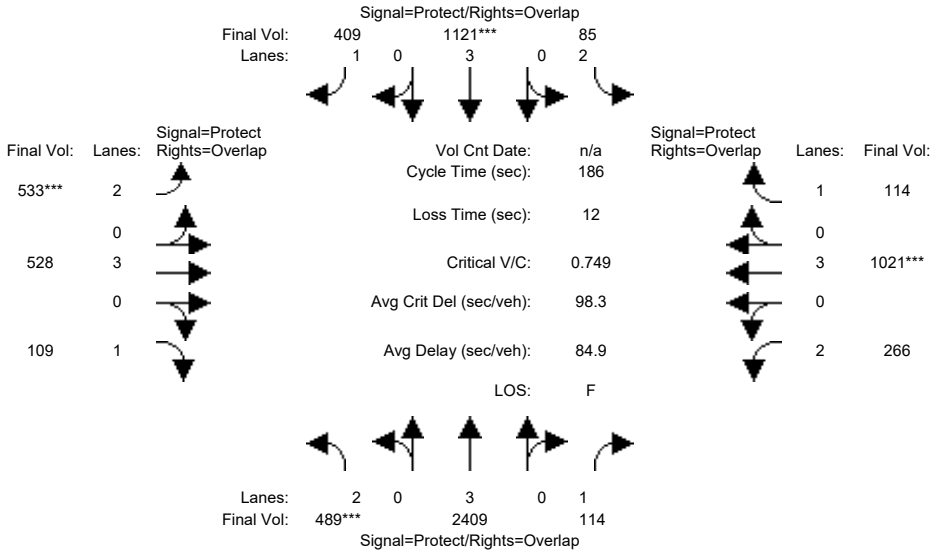
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5416: (35) 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: | 489 | 2834 | 114 | 85 | 1319 | 409 | 533 | 528 | 109 | 266 | 1021 | 114 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 489 | 2834 | 114 | 85 | 1319 | 409 | 533 | 528 | 109 | 266 | 1021 | 114 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 489 | 2834 | 114 | 85 | 1319 | 409 | 533 | 528 | 109 | 266 | 1021 | 114 |
| 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: | 489 | 2409 | 114 | 85 | 1121 | 409 | 533 | 528 | 109 | 266 | 1021 | 114 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 489 | 2409 | 114 | 85 | 1121 | 409 | 533 | 528 | 109 | 266 | 1021 | 114 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 489 | 2409 | 114 | 85 | 1121 | 409 | 533 | 528 | 109 | 266 | 1021 | 114 |
| 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: | 0.16 | 0.51 | 0.07 | 0.03 | 0.20 | 0.23 | 0.17 | 0.09 | 0.06 | 0.08 | 0.18 | 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: | 1.07 | 0.98 | 0.10 | 0.33 | 0.43 | 0.39 | 1.21 | 0.48 | 0.18 | 0.60 | 0.93 | 0.24 |
| Delay/Veh: | 150.4 | 87.9 | 26.3 | 81.6 | 40.8 | 27.6 | 194.2 | 67.0 | 43.5 | 77.5 | 86.6 | 52.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 150.4 | 87.9 | 26.3 | 81.6 | 40.8 | 27.6 | 194.2 | 67.0 | 43.5 | 77.5 | 86.6 | 52.7 |
| LOS by Move: | F | F | C | F | D | C | F | E | D | E | F | D |
| HCM2k95thQ: | 35 | 77 | 10 | 5 | 28 | 30 | 42 | 16 | 9 | 16 | 35 | 10 |

Note: Queue reported is the number of cars per lane.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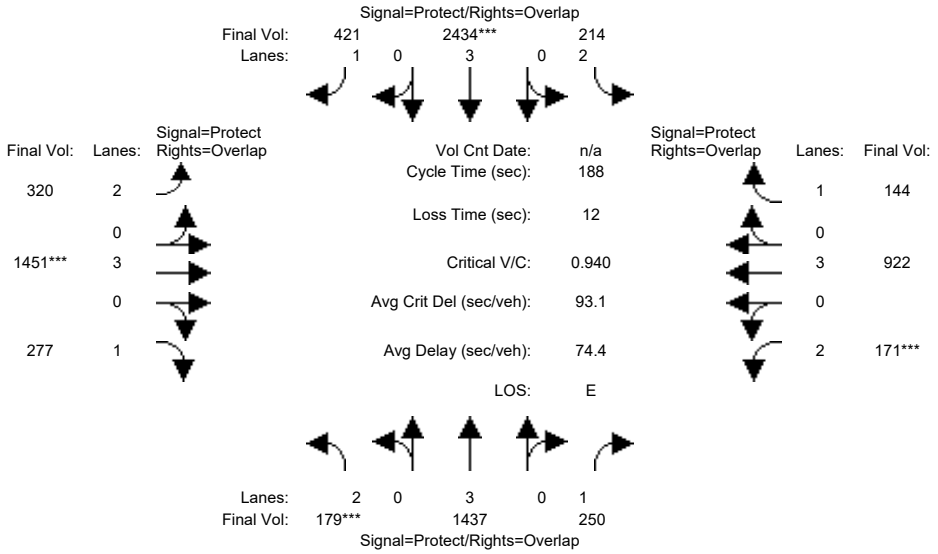
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5416: (35) 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: | 179 | 1711 | 250 | 214 | 2968 | 421 | 320 | 1451 | 277 | 171 | 922 | 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: | 179 | 1711 | 250 | 214 | 2968 | 421 | 320 | 1451 | 277 | 171 | 922 | 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: | 179 | 1711 | 250 | 214 | 2968 | 421 | 320 | 1451 | 277 | 171 | 922 | 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: | 179 | 1437 | 250 | 214 | 2434 | 421 | 320 | 1451 | 277 | 171 | 922 | 144 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 179 | 1437 | 250 | 214 | 2434 | 421 | 320 | 1451 | 277 | 171 | 922 | 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: | 179 | 1437 | 250 | 214 | 2434 | 421 | 320 | 1451 | 277 | 171 | 922 | 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 | 0.10 | 0.25 | 0.16 | 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: | 0.82 | 0.56 | 0.27 | 0.57 | 1.03 | 0.39 | 0.83 | 0.90 | 0.45 | 0.64 | 0.66 | 0.23 |
| Delay/Veh: | 107.8 | 45.4 | 30.7 | 87.2 | 105 | 37.3 | 94.7 | 72.5 | 47.6 | 88.3 | 65.2 | 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: | 107.8 | 45.4 | 30.7 | 87.2 | 105 | 37.3 | 94.7 | 72.5 | 47.6 | 88.3 | 65.2 | 41.5 |
| LOS by Move: | F | D | C | F | F | D | F | E | D | F | E | D |
| HCM2k95thQ: | 13 | 37 | 19 | 13 | 78 | 35 | 20 | 44 | 22 | 11 | 27 | 11 |

Note: Queue reported is the number of cars per lane.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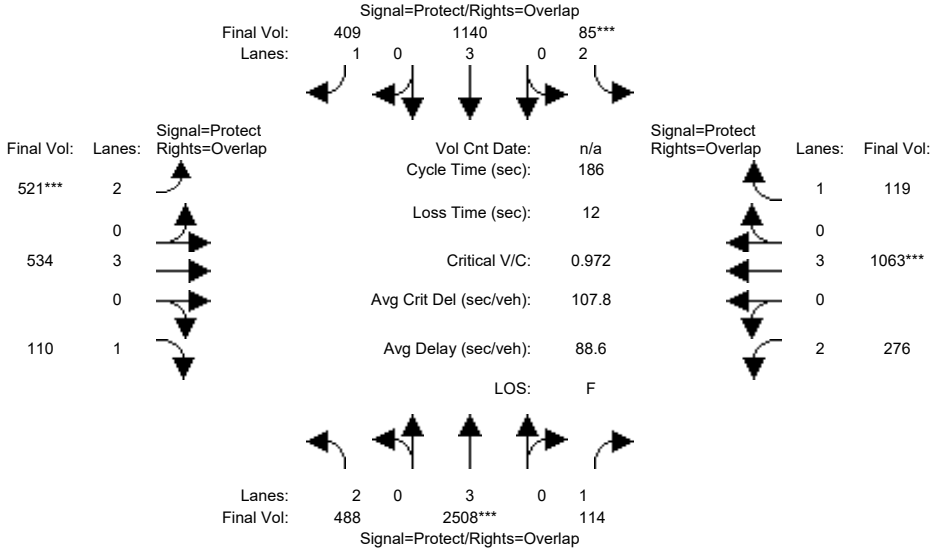
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5416: (35) 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: | 488 | 2950 | 114 | 85 | 1341 | 409 | 521 | 534 | 110 | 276 | 1063 | 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: | 488 | 2950 | 114 | 85 | 1341 | 409 | 521 | 534 | 110 | 276 | 1063 | 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: | 488 | 2950 | 114 | 85 | 1341 | 409 | 521 | 534 | 110 | 276 | 1063 | 119 |
| 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: | 488 | 2508 | 114 | 85 | 1140 | 409 | 521 | 534 | 110 | 276 | 1063 | 119 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 488 | 2508 | 114 | 85 | 1140 | 409 | 521 | 534 | 110 | 276 | 1063 | 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: | 488 | 2508 | 114 | 85 | 1140 | 409 | 521 | 534 | 110 | 276 | 1063 | 119 |
| 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 | 0.53 | 0.07 | 0.03 | 0.20 | 0.23 | 0.17 | 0.09 | 0.06 | 0.09 | 0.19 | 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: | 1.07 | 1.02 | 0.10 | 0.33 | 0.44 | 0.39 | 1.18 | 0.48 | 0.19 | 0.63 | 0.96 | 0.25 |
| Delay/Veh: | 149.7 | 99.1 | 26.3 | 81.6 | 40.9 | 27.6 | 183.5 | 67.1 | 43.5 | 78.3 | 93.2 | 52.8 |
| 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: | 149.7 | 99.1 | 26.3 | 81.6 | 40.9 | 27.6 | 183.5 | 67.1 | 43.5 | 78.3 | 93.2 | 52.8 |
| LOS by Move: | F | F | C | F | D | C | F | E | D | E | F | D |
| HCM2k95thQ: | 35 | 83 | 10 | 5 | 29 | 30 | 40 | 16 | 9 | 17 | 38 | 11 |

Note: Queue reported is the number of cars per lane.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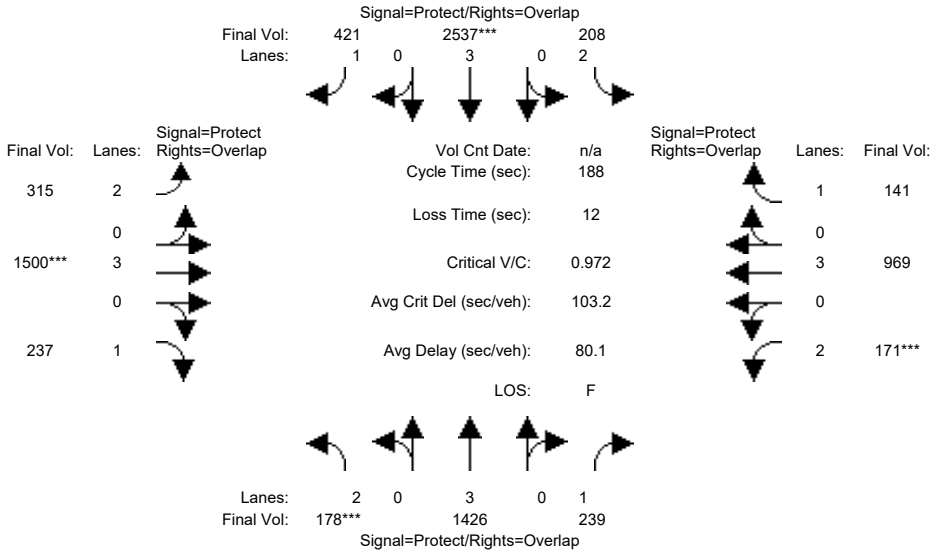
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5416: (35) 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: | 178 | 1698 | 239 | 208 | 3094 | 421 | 315 | 1500 | 237 | 171 | 969 | 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: | 178 | 1698 | 239 | 208 | 3094 | 421 | 315 | 1500 | 237 | 171 | 969 | 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: | 178 | 1698 | 239 | 208 | 3094 | 421 | 315 | 1500 | 237 | 171 | 969 | 141 |
| 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: | 178 | 1426 | 239 | 208 | 2537 | 421 | 315 | 1500 | 237 | 171 | 969 | 141 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 178 | 1426 | 239 | 208 | 2537 | 421 | 315 | 1500 | 237 | 171 | 969 | 141 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 178 | 1426 | 239 | 208 | 2537 | 421 | 315 | 1500 | 237 | 171 | 969 | 141 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 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 | 0.54 | 0.24 | 0.10 | 0.26 | 0.14 | 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: | 0.82 | 0.56 | 0.26 | 0.55 | 1.07 | 0.39 | 0.82 | 0.93 | 0.39 | 0.64 | 0.69 | 0.22 |
| Delay/Veh: | 107.2 | 45.2 | 30.5 | 86.8 | 120 | 37.3 | 93.3 | 76.2 | 46.2 | 88.3 | 66.2 | 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: | 107.2 | 45.2 | 30.5 | 86.8 | 120 | 37.3 | 93.3 | 76.2 | 46.2 | 88.3 | 66.2 | 41.5 |
| LOS by Move: | F | D | C | F | F | D | F | E | D | F | E | D |
| HCM2k95thQ: | 13 | 37 | 18 | 13 | 85 | 35 | 19 | 46 | 19 | 11 | 29 | 11 |

Note: Queue reported is the number of cars per lane.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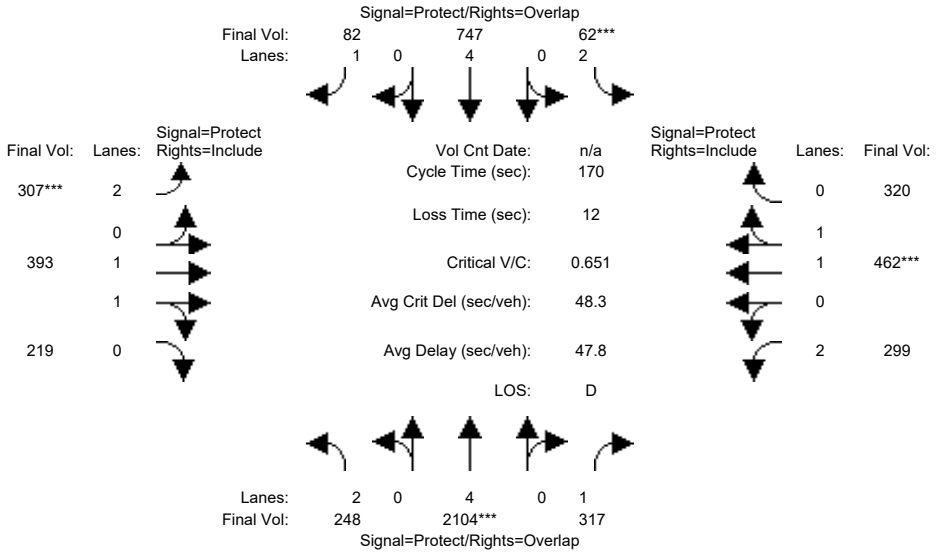
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5603: (1) 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: | 248 | 2104 | 317 | 62 | 747 | 82 | 307 | 393 | 219 | 299 | 462 | 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: | 248 | 2104 | 317 | 62 | 747 | 82 | 307 | 393 | 219 | 299 | 462 | 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: | 248 | 2104 | 317 | 62 | 747 | 82 | 307 | 393 | 219 | 299 | 462 | 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: | 1.00 | 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 | 2104 | 317 | 62 | 747 | 82 | 307 | 393 | 219 | 299 | 462 | 320 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 248 | 2104 | 317 | 62 | 747 | 82 | 307 | 393 | 219 | 299 | 462 | 320 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 248 | 2104 | 317 | 62 | 747 | 82 | 307 | 393 | 219 | 299 | 462 | 320 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.26 | 0.74 | 2.00 | 1.16 | 0.84 |
| Final Sat.: | 3150 | 7600 | 1750 | 3150 | 7600 | 1750 | 3150 | 2375 | 1323 | 3150 | 2185 | 1513 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.28 | 0.18 | 0.02 | 0.10 | 0.05 | 0.10 | 0.17 | 0.17 | 0.09 | 0.21 | 0.21 |
| 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: | 0.73 | 0.64 | 0.31 | 0.21 | 0.24 | 0.09 | 0.72 | 0.65 | 0.65 | 0.62 | 0.78 | 0.78 |
| Delay/Veh: | 81.0 | 38.7 | 18.3 | 71.5 | 32.3 | 18.1 | 76.3 | 58.5 | 58.5 | 69.8 | 61.4 | 61.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 81.0 | 38.7 | 18.3 | 71.5 | 32.3 | 18.1 | 76.3 | 58.5 | 58.5 | 69.8 | 61.4 | 61.4 |
| LOS by Move: | F | D | B | E | C | B | E | E | E | E | E | E |
| HCM2k95thQ: | 14 | 38 | 21 | 4 | 14 | 6 | 17 | 26 | 26 | 16 | 33 | 33 |

Note: Queue reported is the number of cars per lane.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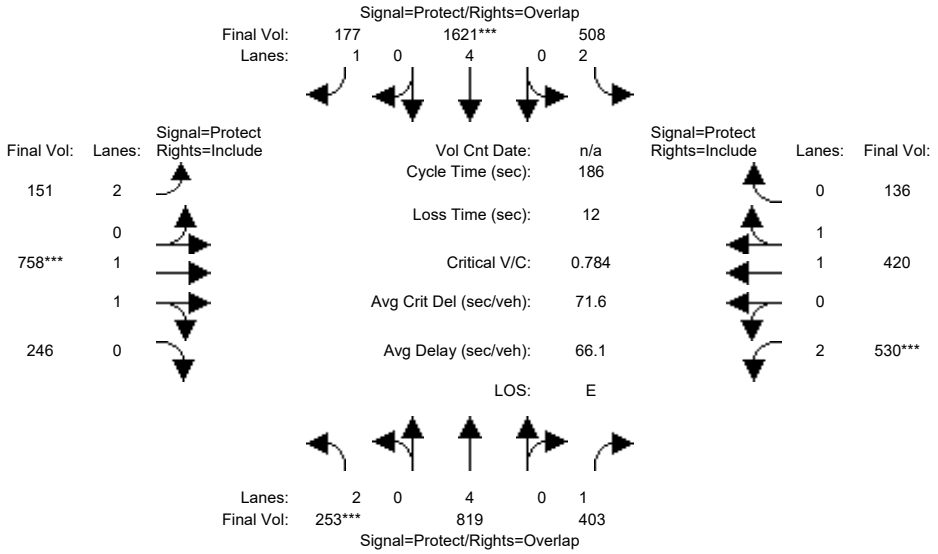
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5603: (1) 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: | 253 | 819 | 403 | 508 | 1621 | 177 | 151 | 758 | 246 | 530 | 420 | 136 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 253 | 819 | 403 | 508 | 1621 | 177 | 151 | 758 | 246 | 530 | 420 | 136 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 253 | 819 | 403 | 508 | 1621 | 177 | 151 | 758 | 246 | 530 | 420 | 136 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 253 | 819 | 403 | 508 | 1621 | 177 | 151 | 758 | 246 | 530 | 420 | 136 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 253 | 819 | 403 | 508 | 1621 | 177 | 151 | 758 | 246 | 530 | 420 | 136 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 253 | 819 | 403 | 508 | 1621 | 177 | 151 | 758 | 246 | 530 | 420 | 136 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.50 | 0.50 | 2.00 | 1.50 | 0.50 |
| Final Sat.: | 3150 | 7600 | 1750 | 3150 | 7600 | 1750 | 3150 | 2793 | 906 | 3150 | 2794 | 905 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.11 | 0.23 | 0.16 | 0.21 | 0.10 | 0.05 | 0.27 | 0.27 | 0.17 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 19.0 | 55.2 | 92.2 | 31.8 | 68.0 | 108.9 | 40.9 | 50.0 | 50.0 | 37.0 | 46.1 | 46.1 |
| Volume/Cap: | 0.79 | 0.36 | 0.46 | 0.94 | 0.58 | 0.17 | 0.22 | 1.01 | 1.01 | 0.85 | 0.61 | 0.61 |
| Delay/Veh: | 93.6 | 51.7 | 31.1 | 101.4 | 47.9 | 17.9 | 59.6 | 98.9 | 98.9 | 82.1 | 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: | 93.6 | 51.7 | 31.1 | 101.4 | 47.9 | 17.9 | 59.6 | 98.9 | 98.9 | 82.1 | 63.1 | 63.1 |
| LOS by Move: | F | D | C | F | D | B | E | F | F | F | E | E |
| HCM2k95thQ: | 16 | 18 | 32 | 33 | 33 | 13 | 8 | 54 | 54 | 31 | 25 | 25 |

Note: Queue reported is the number of cars per lane.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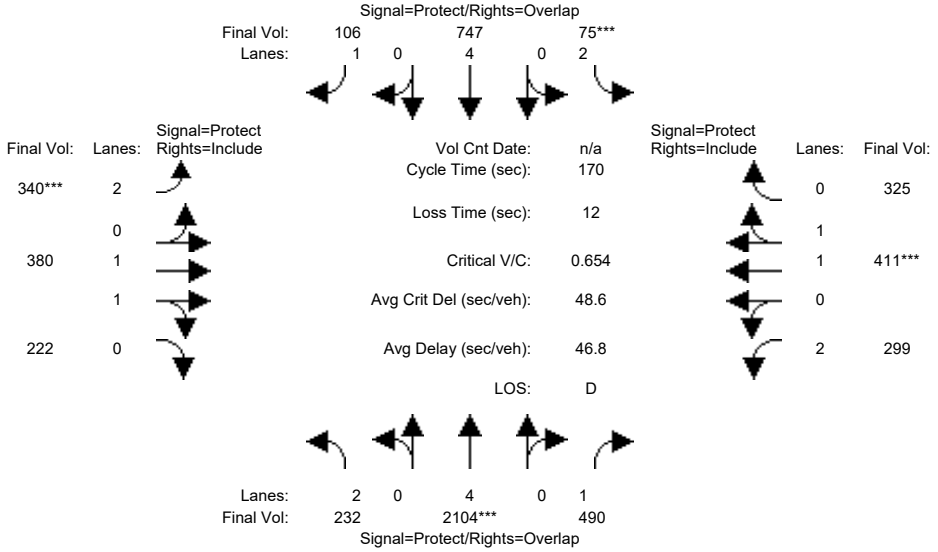
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5603: (1) 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: | 232 | 2104 | 490 | 75 | 747 | 106 | 340 | 380 | 222 | 299 | 411 | 325 |
| Growth Adj: | 1.00 | 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 | 2104 | 490 | 75 | 747 | 106 | 340 | 380 | 222 | 299 | 411 | 325 |
| Added Vol: | 0 | 0 | 0 | 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 | 2104 | 490 | 75 | 747 | 106 | 340 | 380 | 222 | 299 | 411 | 325 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 2104 | 490 | 75 | 747 | 106 | 340 | 380 | 222 | 299 | 411 | 325 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 232 | 2104 | 490 | 75 | 747 | 106 | 340 | 380 | 222 | 299 | 411 | 325 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 232 | 2104 | 490 | 75 | 747 | 106 | 340 | 380 | 222 | 299 | 411 | 325 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.24 | 0.76 | 2.00 | 1.09 | 0.91 |
| Final Sat.: | 3150 | 7600 | 1750 | 3150 | 7600 | 1750 | 3150 | 2335 | 1364 | 3150 | 2065 | 1633 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.28 | 0.28 | 0.02 | 0.10 | 0.06 | 0.11 | 0.16 | 0.16 | 0.09 | 0.20 | 0.20 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 18.4 | 73.0 | 99.0 | 16.0 | 70.6 | 94.8 | 24.3 | 43.0 | 43.0 | 26.0 | 44.7 | 44.7 |
| Volume/Cap: | 0.68 | 0.64 | 0.48 | 0.25 | 0.24 | 0.11 | 0.76 | 0.64 | 0.64 | 0.62 | 0.76 | 0.76 |
| Delay/Veh: | 78.4 | 38.7 | 20.9 | 71.9 | 32.3 | 17.7 | 77.2 | 58.2 | 58.2 | 69.8 | 61.1 | 61.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 78.4 | 38.7 | 20.9 | 71.9 | 32.3 | 17.7 | 77.2 | 58.2 | 58.2 | 69.8 | 61.1 | 61.1 |
| LOS by Move: | E | D | C | E | C | B | E | E | E | E | E | E |
| HCM2k95thQ: | 13 | 37 | 33 | 4 | 14 | 7 | 19 | 25 | 25 | 16 | 31 | 31 |

Note: Queue reported is the number of cars per lane.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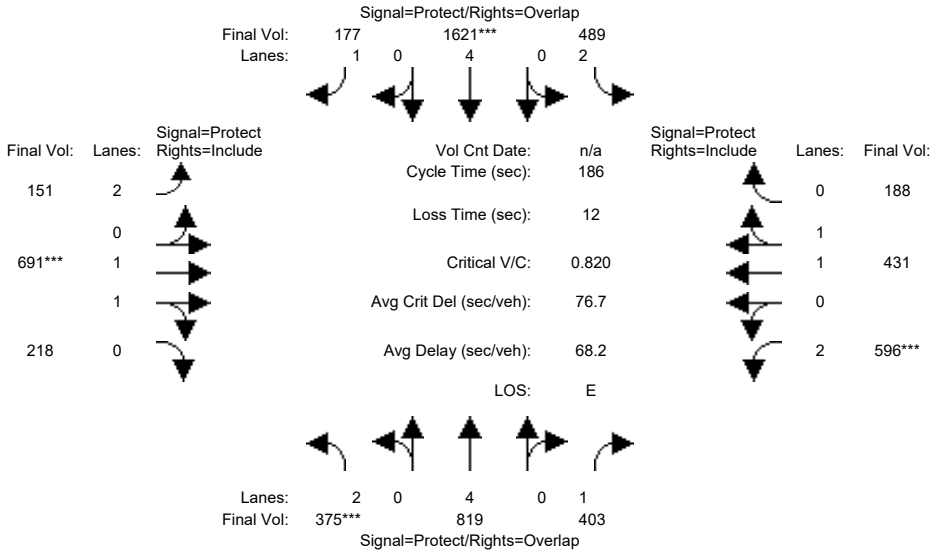
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5603: (1) 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: | 375 | 819 | 403 | 489 | 1621 | 177 | 151 | 691 | 218 | 596 | 431 | 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: | 375 | 819 | 403 | 489 | 1621 | 177 | 151 | 691 | 218 | 596 | 431 | 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: | 375 | 819 | 403 | 489 | 1621 | 177 | 151 | 691 | 218 | 596 | 431 | 188 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 375 | 819 | 403 | 489 | 1621 | 177 | 151 | 691 | 218 | 596 | 431 | 188 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 375 | 819 | 403 | 489 | 1621 | 177 | 151 | 691 | 218 | 596 | 431 | 188 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 375 | 819 | 403 | 489 | 1621 | 177 | 151 | 691 | 218 | 596 | 431 | 188 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 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 | 1.51 | 0.49 | 2.00 | 1.38 | 0.62 |
| Final Sat.: | 3150 | 7600 | 1750 | 3150 | 7600 | 1750 | 3150 | 2812 | 887 | 3150 | 2575 | 1123 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.11 | 0.23 | 0.16 | 0.21 | 0.10 | 0.05 | 0.25 | 0.25 | 0.19 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 22.5 | 58.2 | 95.2 | 32.3 | 68.0 | 107.2 | 39.2 | 46.5 | 46.5 | 37.0 | 44.3 | 44.3 |
| Volume/Cap: | 0.98 | 0.34 | 0.45 | 0.89 | 0.58 | 0.18 | 0.23 | 0.98 | 0.98 | 0.95 | 0.70 | 0.70 |
| Delay/Veh: | 123.0 | 49.3 | 29.2 | 92.1 | 47.9 | 18.6 | 61.0 | 94.8 | 94.8 | 98.0 | 67.5 | 67.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 123.0 | 49.3 | 29.2 | 92.1 | 47.9 | 18.6 | 61.0 | 94.8 | 94.8 | 98.0 | 67.5 | 67.5 |
| LOS by Move: | F | D | C | F | D | B | E | F | F | F | E | E |
| HCM2k95thQ: | 26 | 17 | 31 | 31 | 33 | 13 | 8 | 48 | 48 | 38 | 29 | 29 |

Note: Queue reported is the number of cars per lane.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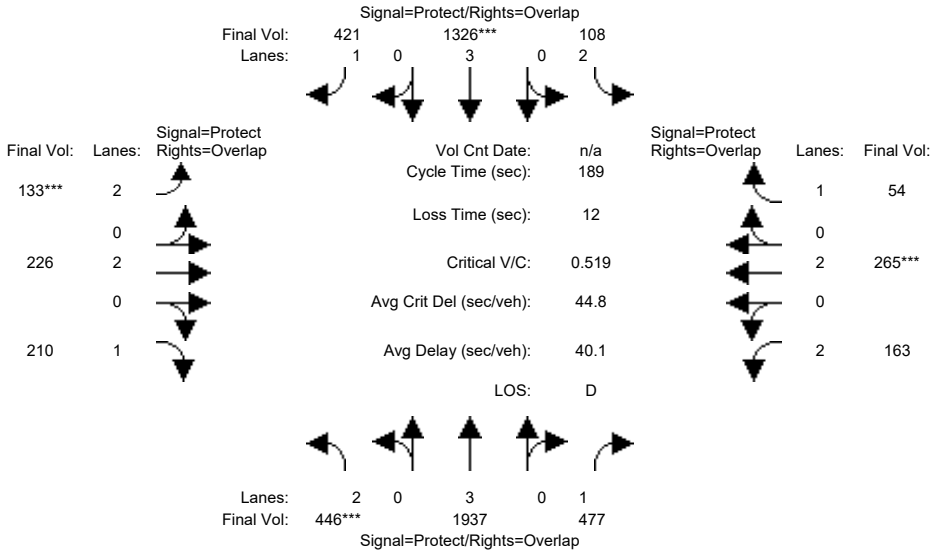
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5611: (5) 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: | 446 | 2226 | 477 | 108 | 1524 | 421 | 133 | 226 | 210 | 163 | 265 | 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: | 446 | 2226 | 477 | 108 | 1524 | 421 | 133 | 226 | 210 | 163 | 265 | 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: | 446 | 2226 | 477 | 108 | 1524 | 421 | 133 | 226 | 210 | 163 | 265 | 54 |
| 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: | 446 | 1937 | 477 | 108 | 1326 | 421 | 133 | 226 | 210 | 163 | 265 | 54 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 446 | 1937 | 477 | 108 | 1326 | 421 | 133 | 226 | 210 | 163 | 265 | 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: | 446 | 1937 | 477 | 108 | 1326 | 421 | 133 | 226 | 210 | 163 | 265 | 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 | 0.83 | 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 | 0.34 | 0.27 | 0.03 | 0.23 | 0.24 | 0.04 | 0.06 | 0.13 | 0.05 | 0.07 | 0.03 |
| 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: | 0.70 | 0.58 | 0.41 | 0.34 | 0.48 | 0.42 | 0.53 | 0.34 | 0.35 | 0.71 | 0.41 | 0.11 |
| Delay/Veh: | 74.4 | 33.6 | 23.2 | 79.9 | 25.6 | 15.5 | 85.8 | 68.5 | 42.5 | 95.9 | 70.5 | 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: | 74.4 | 33.6 | 23.2 | 79.9 | 25.6 | 15.5 | 85.8 | 68.5 | 42.5 | 95.9 | 70.5 | 52.2 |
| LOS by Move: | E | C | C | E | C | B | F | E | D | F | E | D |
| HCM2k95thQ: | 27 | 46 | 33 | 7 | 23 | 18 | 10 | 11 | 17 | 10 | 12 | 5 |

Note: Queue reported is the number of cars per lane.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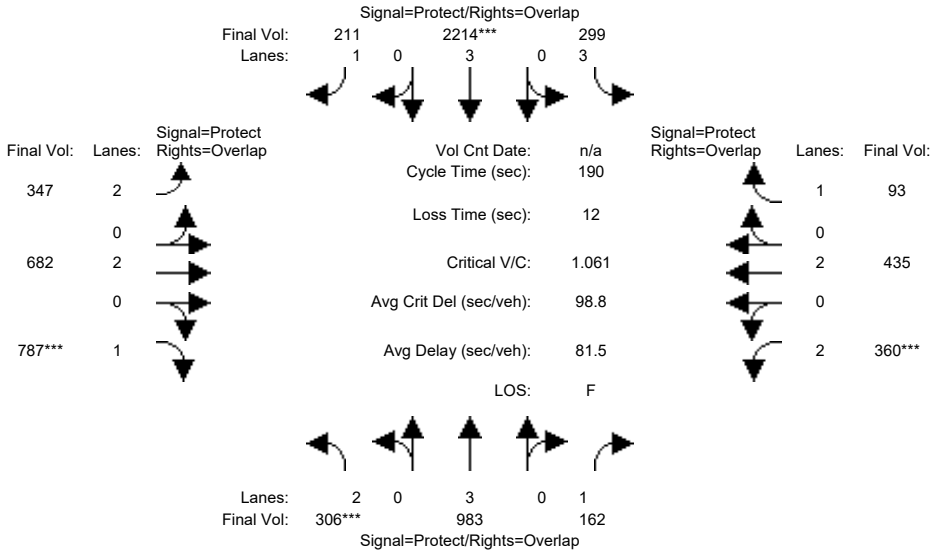
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5611: (5) 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: | 306 | 1467 | 162 | 299 | 2768 | 211 | 347 | 682 | 787 | 360 | 435 | 93 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 306 | 1467 | 162 | 299 | 2768 | 211 | 347 | 682 | 787 | 360 | 435 | 93 |
| Added Vol: | 0 | 0 | 0 | 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 | 1467 | 162 | 299 | 2768 | 211 | 347 | 682 | 787 | 360 | 435 | 93 |
| 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: | 306 | 983 | 162 | 299 | 2214 | 211 | 347 | 682 | 787 | 360 | 435 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 306 | 983 | 162 | 299 | 2214 | 211 | 347 | 682 | 787 | 360 | 435 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 306 | 983 | 162 | 299 | 2214 | 211 | 347 | 682 | 787 | 360 | 435 | 93 |
| Saturation 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 | 0.09 | 0.39 | 0.12 | 0.11 | 0.18 | 0.49 | 0.11 | 0.11 | 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: | 0.84 | 0.38 | 0.16 | 1.19 | 0.93 | 0.21 | 0.74 | 0.64 | 1.25 | 0.90 | 0.45 | 0.16 |
| Delay/Veh: | 98.0 | 28.7 | 11.6 | 205.1 | 68.7 | 27.3 | 83.2 | 61.6 | 180.7 | 105.4 | 59.8 | 44.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 98.0 | 28.7 | 11.6 | 205.1 | 68.7 | 27.3 | 83.2 | 61.6 | 180.7 | 105.4 | 59.8 | 44.6 |
| LOS by Move: | F | C | B | F | E | C | F | E | F | F | E | D |
| HCM2k95thQ: | 23 | 18 | 5 | 19 | 69 | 16 | 23 | 30 | 106 | 23 | 18 | 8 |

Note: Queue reported is the number of cars per lane.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Patrick Henry Specific Plan
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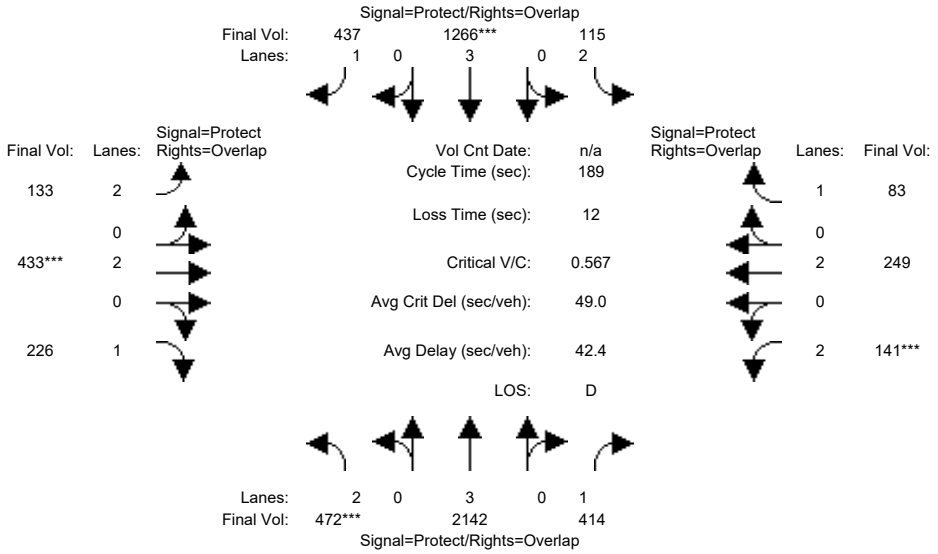
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5611: (5) 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: | 472 | 2462 | 414 | 115 | 1455 | 437 | 133 | 433 | 226 | 141 | 249 | 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: | 472 | 2462 | 414 | 115 | 1455 | 437 | 133 | 433 | 226 | 141 | 249 | 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: | 472 | 2462 | 414 | 115 | 1455 | 437 | 133 | 433 | 226 | 141 | 249 | 83 |
| 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: | 472 | 2142 | 414 | 115 | 1266 | 437 | 133 | 433 | 226 | 141 | 249 | 83 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 472 | 2142 | 414 | 115 | 1266 | 437 | 133 | 433 | 226 | 141 | 249 | 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: | 472 | 2142 | 414 | 115 | 1266 | 437 | 133 | 433 | 226 | 141 | 249 | 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 | 0.84 | 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: | 0.15 | 0.38 | 0.24 | 0.04 | 0.22 | 0.25 | 0.04 | 0.11 | 0.14 | 0.04 | 0.07 | 0.05 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 37.0 | 110 | 124.3 | 18.7 | 92.0 | 107.3 | 15.3 | 34.0 | 71.0 | 14.0 | 32.7 | 51.4 |
| Volume/Cap: | 0.77 | 0.64 | 0.36 | 0.37 | 0.46 | 0.44 | 0.52 | 0.63 | 0.38 | 0.60 | 0.38 | 0.17 |
| Delay/Veh: | 78.0 | 36.3 | 22.3 | 80.3 | 25.3 | 15.5 | 85.2 | 73.7 | 43.3 | 89.3 | 69.5 | 52.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 78.0 | 36.3 | 22.3 | 80.3 | 25.3 | 15.5 | 85.2 | 73.7 | 43.3 | 89.3 | 69.5 | 52.7 |
| LOS by Move: | E | D | C | F | C | B | F | E | D | F | E | D |
| HCM2k95thQ: | 30 | 52 | 28 | 7 | 22 | 18 | 10 | 22 | 18 | 9 | 11 | 7 |

Note: Queue reported is the number of cars per lane.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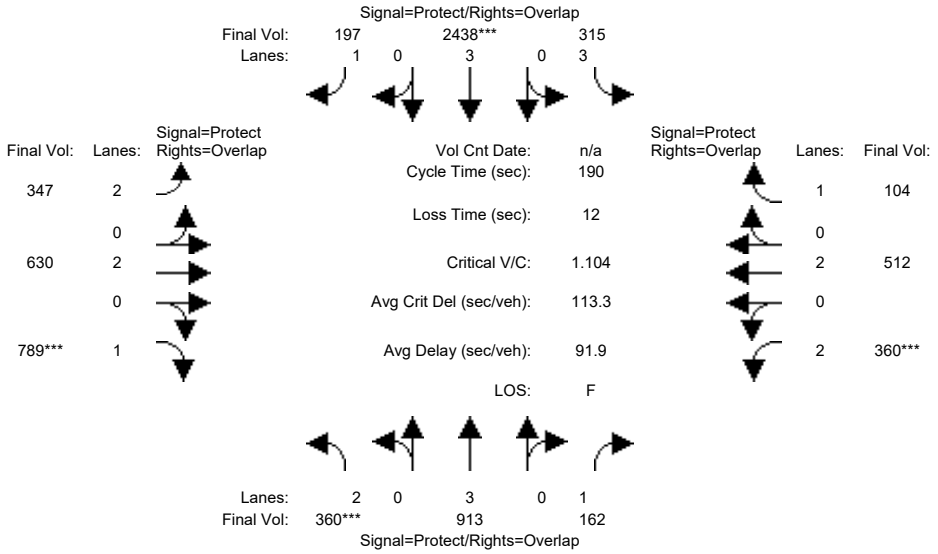
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5611: (5) 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: | 360 | 1362 | 162 | 315 | 3047 | 197 | 347 | 630 | 789 | 360 | 512 | 104 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 360 | 1362 | 162 | 315 | 3047 | 197 | 347 | 630 | 789 | 360 | 512 | 104 |
| Added Vol: | 0 | 0 | 0 | 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 | 1362 | 162 | 315 | 3047 | 197 | 347 | 630 | 789 | 360 | 512 | 104 |
| 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: | 360 | 913 | 162 | 315 | 2438 | 197 | 347 | 630 | 789 | 360 | 512 | 104 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 360 | 913 | 162 | 315 | 2438 | 197 | 347 | 630 | 789 | 360 | 512 | 104 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 360 | 913 | 162 | 315 | 2438 | 197 | 347 | 630 | 789 | 360 | 512 | 104 |
| Saturation 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 | 0.16 | 0.09 | 0.10 | 0.43 | 0.11 | 0.11 | 0.17 | 0.49 | 0.11 | 0.13 | 0.06 |
| 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: | 0.99 | 0.35 | 0.16 | 1.25 | 1.03 | 0.20 | 0.74 | 0.59 | 1.25 | 0.90 | 0.53 | 0.18 |
| Delay/Veh: | 127.4 | 28.3 | 11.6 | 229.5 | 90.1 | 27.1 | 83.2 | 60.1 | 182.1 | 105.4 | 61.4 | 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: | 127.4 | 28.3 | 11.6 | 229.5 | 90.1 | 27.1 | 83.2 | 60.1 | 182.1 | 105.4 | 61.4 | 44.9 |
| LOS by Move: | F | C | B | F | F | C | F | E | F | F | E | D |
| HCM2k95thQ: | 29 | 16 | 5 | 21 | 83 | 15 | 23 | 28 | 107 | 23 | 22 | 9 |

Note: Queue reported is the number of cars per lane.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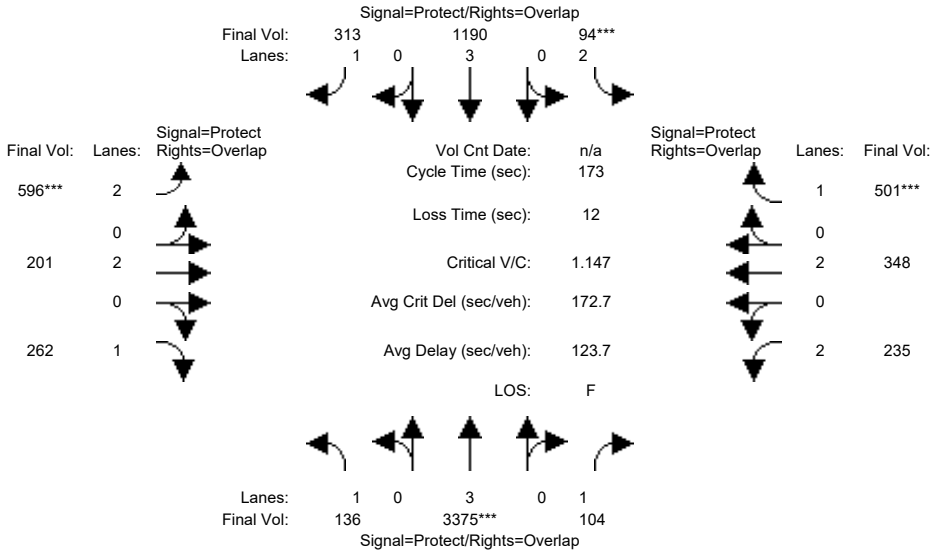
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5613: (52) 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: | 136 | 3879 | 104 | 94 | 1368 | 313 | 596 | 201 | 262 | 235 | 348 | 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: | 136 | 3879 | 104 | 94 | 1368 | 313 | 596 | 201 | 262 | 235 | 348 | 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: | 136 | 3879 | 104 | 94 | 1368 | 313 | 596 | 201 | 262 | 235 | 348 | 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: | 136 | 3375 | 104 | 94 | 1190 | 313 | 596 | 201 | 262 | 235 | 348 | 501 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 136 | 3375 | 104 | 94 | 1190 | 313 | 596 | 201 | 262 | 235 | 348 | 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: | 136 | 3375 | 104 | 94 | 1190 | 313 | 596 | 201 | 262 | 235 | 348 | 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: | 0.08 | 0.59 | 0.06 | 0.03 | 0.21 | 0.18 | 0.19 | 0.05 | 0.15 | 0.07 | 0.09 | 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: | 0.95 | 1.27 | 0.11 | 0.39 | 0.45 | 0.30 | 1.42 | 0.24 | 0.49 | 0.75 | 0.49 | 1.08 |
| Delay/Veh: | 140.2 | 163 | 11.4 | 77.1 | 26.3 | 10.4 | 276.3 | 55.4 | 50.0 | 85.1 | 63.3 | 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: | 140.2 | 163 | 11.4 | 77.1 | 26.3 | 10.4 | 276.3 | 55.4 | 50.0 | 85.1 | 63.3 | 129.9 |
| LOS by Move: | F | F | B | E | C | B | F | E | D | F | E | F |
| HCM2k95thQ: | 17 | 133 | 3 | 6 | 20 | 10 | 53 | 8 | 22 | 16 | 16 | 59 |

Note: Queue reported is the number of cars per lane.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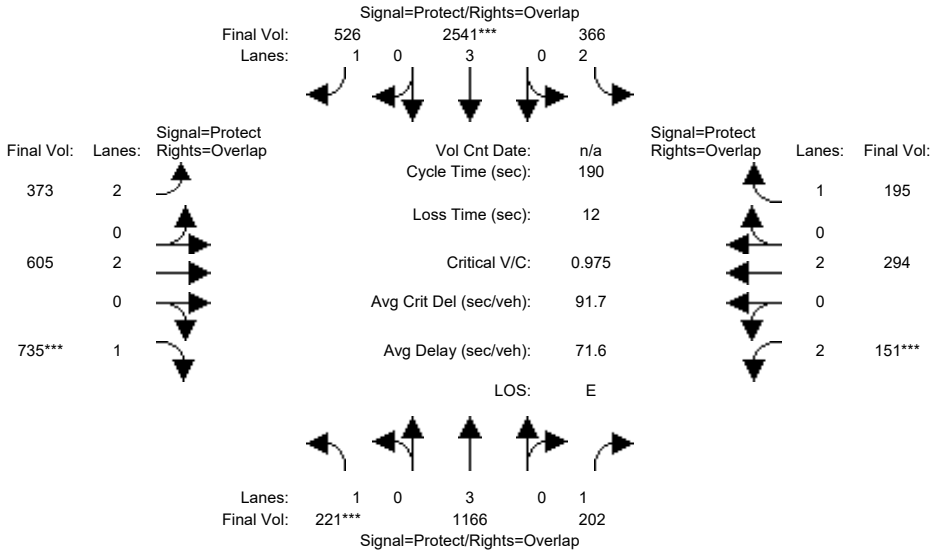
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5613: (52) 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 | 1458 | 202 | 366 | 3216 | 526 | 373 | 605 | 735 | 151 | 294 | 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 | 1458 | 202 | 366 | 3216 | 526 | 373 | 605 | 735 | 151 | 294 | 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 | 1458 | 202 | 366 | 3216 | 526 | 373 | 605 | 735 | 151 | 294 | 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 | 1166 | 202 | 366 | 2541 | 526 | 373 | 605 | 735 | 151 | 294 | 195 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 221 | 1166 | 202 | 366 | 2541 | 526 | 373 | 605 | 735 | 151 | 294 | 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 | 1166 | 202 | 366 | 2541 | 526 | 373 | 605 | 735 | 151 | 294 | 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 | 0.30 | 0.12 | 0.16 | 0.42 | 0.05 | 0.08 | 0.11 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 19.2 | 91.7 | 105.7 | 27.5 | 100 | 123.4 | 23.4 | 44.8 | 64.0 | 14.0 | 35.4 | 62.9 |
| Volume/Cap: | 1.25 | 0.42 | 0.21 | 0.80 | 0.85 | 0.46 | 0.96 | 0.68 | 1.25 | 0.65 | 0.42 | 0.34 |
| Delay/Veh: | 234.6 | 25.4 | 14.2 | 88.5 | 51.4 | 25.4 | 118.5 | 68.1 | 187.8 | 92.0 | 68.6 | 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: | 234.6 | 25.4 | 14.2 | 88.5 | 51.4 | 25.4 | 118.5 | 68.1 | 187.8 | 92.0 | 68.6 | 48.2 |
| LOS by Move: | F | C | B | F | D | C | F | E | F | F | E | D |
| HCM2k95thQ: | 34 | 20 | 8 | 22 | 67 | 36 | 29 | 29 | 100 | 12 | 14 | 17 |

Note: Queue reported is the number of cars per lane.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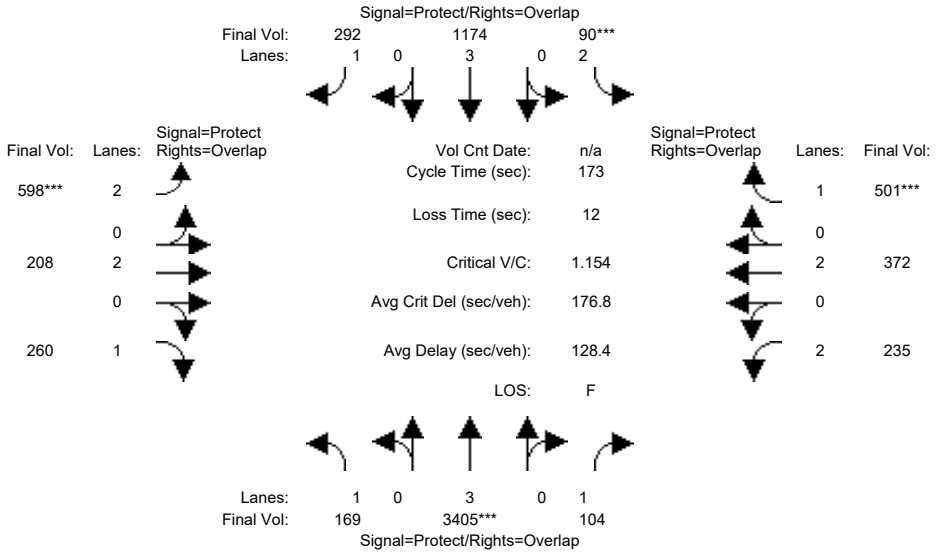
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5613: (52) 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: | 169 | 3914 | 104 | 90 | 1349 | 292 | 598 | 208 | 260 | 235 | 372 | 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: | 169 | 3914 | 104 | 90 | 1349 | 292 | 598 | 208 | 260 | 235 | 372 | 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: | 169 | 3914 | 104 | 90 | 1349 | 292 | 598 | 208 | 260 | 235 | 372 | 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: | 169 | 3405 | 104 | 90 | 1174 | 292 | 598 | 208 | 260 | 235 | 372 | 501 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 169 | 3405 | 104 | 90 | 1174 | 292 | 598 | 208 | 260 | 235 | 372 | 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: | 169 | 3405 | 104 | 90 | 1174 | 292 | 598 | 208 | 260 | 235 | 372 | 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 | 0.60 | 0.06 | 0.03 | 0.21 | 0.17 | 0.19 | 0.05 | 0.15 | 0.07 | 0.10 | 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: | 1.18 | 1.28 | 0.11 | 0.37 | 0.45 | 0.28 | 1.42 | 0.25 | 0.49 | 0.75 | 0.52 | 1.08 |
| Delay/Veh: | 213.0 | 169 | 11.4 | 77.0 | 26.2 | 10.2 | 278.3 | 55.5 | 49.9 | 85.1 | 63.9 | 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: | 213.0 | 169 | 11.4 | 77.0 | 26.2 | 10.2 | 278.3 | 55.5 | 49.9 | 85.1 | 63.9 | 129.9 |
| LOS by Move: | F | F | B | E | C | B | F | E | D | F | E | F |
| HCM2k95thQ: | 25 | 135 | 3 | 5 | 20 | 9 | 53 | 9 | 22 | 16 | 17 | 59 |

Note: Queue reported is the number of cars per lane.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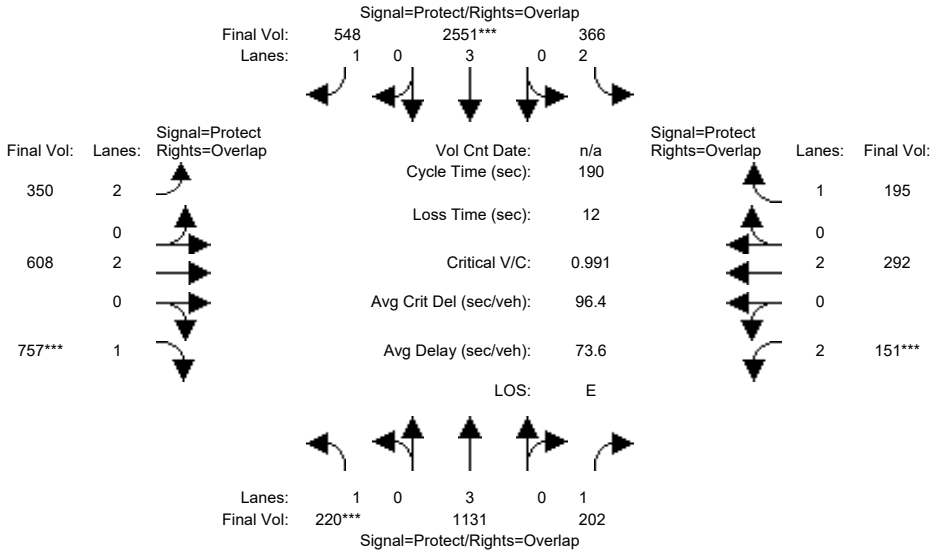
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5613: (52) 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 | 1414 | 202 | 366 | 3229 | 548 | 350 | 608 | 757 | 151 | 292 | 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 | 1414 | 202 | 366 | 3229 | 548 | 350 | 608 | 757 | 151 | 292 | 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 | 1414 | 202 | 366 | 3229 | 548 | 350 | 608 | 757 | 151 | 292 | 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 | 1131 | 202 | 366 | 2551 | 548 | 350 | 608 | 757 | 151 | 292 | 195 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 220 | 1131 | 202 | 366 | 2551 | 548 | 350 | 608 | 757 | 151 | 292 | 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 | 1131 | 202 | 366 | 2551 | 548 | 350 | 608 | 757 | 151 | 292 | 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 | 0.31 | 0.11 | 0.16 | 0.43 | 0.05 | 0.08 | 0.11 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 18.6 | 91.2 | 105.2 | 27.4 | 100 | 122.8 | 22.8 | 45.4 | 64.0 | 14.0 | 36.6 | 64.0 |
| Volume/Cap: | 1.28 | 0.41 | 0.21 | 0.81 | 0.85 | 0.48 | 0.93 | 0.67 | 1.28 | 0.65 | 0.40 | 0.33 |
| Delay/Veh: | 250.4 | 25.6 | 14.5 | 89.0 | 51.7 | 26.2 | 111.6 | 67.5 | 203.5 | 92.0 | 67.4 | 47.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 250.4 | 25.6 | 14.5 | 89.0 | 51.7 | 26.2 | 111.6 | 67.5 | 203.5 | 92.0 | 67.4 | 47.3 |
| LOS by Move: | F | C | B | F | D | C | F | E | F | F | E | D |
| HCM2k95thQ: | 35 | 19 | 8 | 22 | 67 | 38 | 27 | 29 | 106 | 12 | 14 | 16 |

Note: Queue reported is the number of cars per lane.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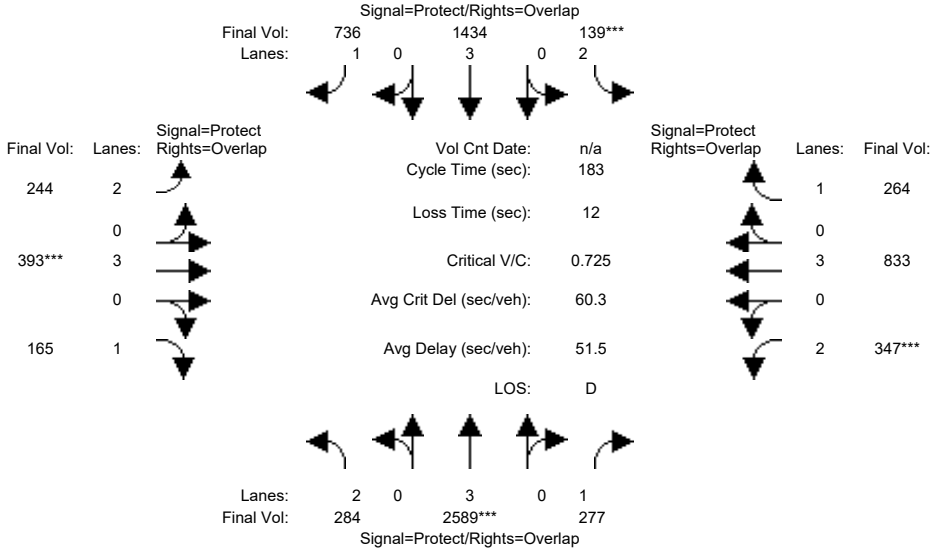
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5625: (53) Lawrence Expwy & Homestead Rd




| Street Name: | Lawrence Expwy | | | | | | Homestead 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: | 18 | 85 | 85 | 13 | 75 | 75 | 15 | 40 | 40 | 21 | 46 | 46 |
| Y+R: | 6.4 | 6.2 | 6.2 | 5.9 | 6.2 | 6.2 | 6.1 | 6.0 | 6.0 | 5.8 | 5.9 | 5.9 |
| Volume Module: | 8:00 AM - 9:00 AM | | | | | | | | | | | |
| Base Vol: | 284 | 2976 | 277 | 139 | 1648 | 736 | 244 | 393 | 165 | 347 | 833 | 264 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 284 | 2976 | 277 | 139 | 1648 | 736 | 244 | 393 | 165 | 347 | 833 | 264 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 284 | 2976 | 277 | 139 | 1648 | 736 | 244 | 393 | 165 | 347 | 833 | 264 |
| 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: | 284 | 2589 | 277 | 139 | 1434 | 736 | 244 | 393 | 165 | 347 | 833 | 264 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 284 | 2589 | 277 | 139 | 1434 | 736 | 244 | 393 | 165 | 347 | 833 | 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: | 284 | 2589 | 277 | 139 | 1434 | 736 | 244 | 393 | 165 | 347 | 833 | 264 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 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 | 0.45 | 0.16 | 0.04 | 0.25 | 0.42 | 0.08 | 0.07 | 0.09 | 0.11 | 0.15 | 0.15 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 21.2 | 96.6 | 117.2 | 13.0 | 88.4 | 103.2 | 14.8 | 40.4 | 61.6 | 20.6 | 46.1 | 59.1 |
| Volume/Cap: | 0.78 | 0.86 | 0.25 | 0.62 | 0.52 | 0.75 | 0.96 | 0.31 | 0.28 | 0.98 | 0.58 | 0.47 |
| Delay/Veh: | 88.8 | 50.5 | 20.9 | 87.9 | 26.1 | 22.8 | 128.3 | 59.8 | 44.7 | 122.8 | 60.6 | 50.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 88.8 | 50.5 | 20.9 | 87.9 | 26.1 | 22.8 | 128.3 | 59.8 | 44.7 | 122.8 | 60.6 | 50.0 |
| LOS by Move: | F | D | C | F | C | C | F | E | D | F | E | D |
| HCM2k95thQ: | 16 | 65 | 18 | 9 | 25 | 43 | 21 | 12 | 13 | 27 | 24 | 22 |

Note: Queue reported is the number of cars per lane.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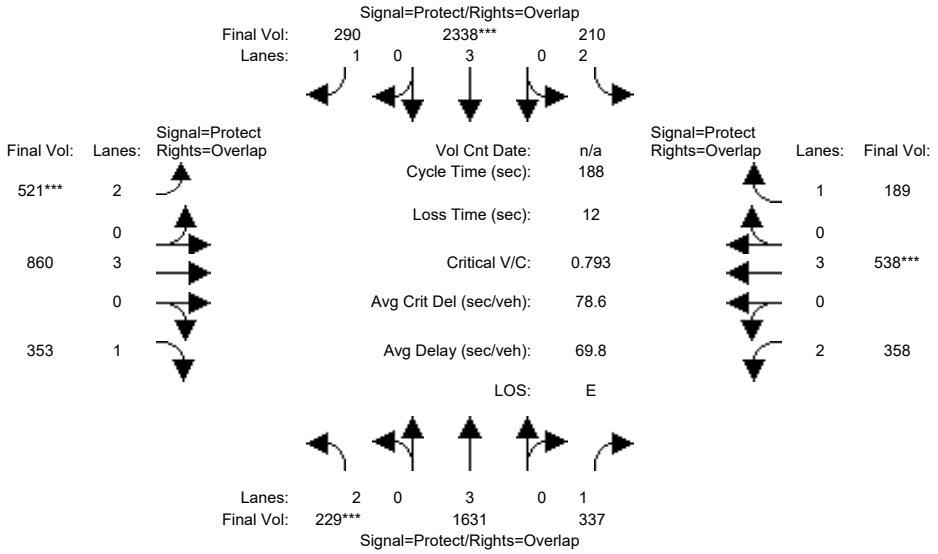
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5625: (53) Lawrence Expwy & Homestead Rd




| Street Name: | Lawrence Expwy | | | | | | Homestead 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: | 14 | 80 | 80 | 20 | 91 | 91 | 22 | 42 | 42 | 17 | 37 | 37 |
| Y+R: | 6.4 | 6.2 | 6.2 | 5.9 | 6.2 | 6.2 | 6.1 | 6.0 | 6.0 | 5.8 | 5.9 | 5.9 |
| Volume Module: | 5:15 PM - 6:15 PM | | | | | | | | | | | |
| Base Vol: | 229 | 2039 | 337 | 210 | 2960 | 290 | 521 | 860 | 353 | 358 | 538 | 189 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 229 | 2039 | 337 | 210 | 2960 | 290 | 521 | 860 | 353 | 358 | 538 | 189 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 229 | 2039 | 337 | 210 | 2960 | 290 | 521 | 860 | 353 | 358 | 538 | 189 |
| 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: | 229 | 1631 | 337 | 210 | 2338 | 290 | 521 | 860 | 353 | 358 | 538 | 189 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 229 | 1631 | 337 | 210 | 2338 | 290 | 521 | 860 | 353 | 358 | 538 | 189 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 229 | 1631 | 337 | 210 | 2338 | 290 | 521 | 860 | 353 | 358 | 538 | 189 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.29 | 0.19 | 0.07 | 0.41 | 0.17 | 0.17 | 0.15 | 0.20 | 0.11 | 0.09 | 0.11 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 14.7 | 84.5 | 108.2 | 21.1 | 91.0 | 124.3 | 33.3 | 46.6 | 61.3 | 23.7 | 37.0 | 58.1 |
| Volume/Cap: | 0.93 | 0.64 | 0.33 | 0.59 | 0.85 | 0.25 | 0.93 | 0.61 | 0.62 | 0.90 | 0.48 | 0.35 |
| Delay/Veh: | 130.4 | 62.2 | 40.1 | 88.7 | 71.6 | 29.9 | 98.9 | 63.4 | 55.6 | 103.9 | 67.3 | 50.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 130.4 | 62.2 | 40.1 | 88.7 | 71.6 | 29.9 | 98.9 | 63.4 | 55.6 | 103.9 | 67.3 | 50.7 |
| LOS by Move: | F | E | D | F | E | C | F | E | E | F | E | D |
| HCM2k95thQ: | 16 | 45 | 29 | 14 | 68 | 25 | 36 | 26 | 32 | 26 | 17 | 16 |

Note: Queue reported is the number of cars per lane.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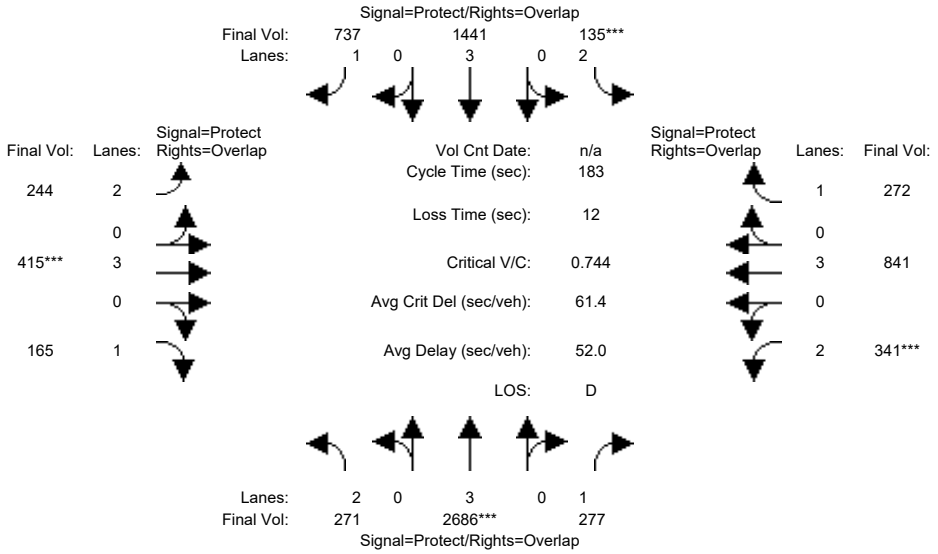
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5625: (53) Lawrence Expwy & Homestead Rd




| Street Name: | Lawrence Expwy | | | | | | Homestead 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: | 18 | 85 | 85 | 13 | 75 | 75 | 15 | 40 | 40 | 21 | 46 | 46 |
| Y+R: | 6.4 | 6.2 | 6.2 | 5.9 | 6.2 | 6.2 | 6.1 | 6.0 | 6.0 | 5.8 | 5.9 | 5.9 |
| Volume Module: | 8:00 AM - 9:00 AM | | | | | | | | | | | |
| Base Vol: | 271 | 3087 | 277 | 135 | 1656 | 737 | 244 | 415 | 165 | 341 | 841 | 272 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 271 | 3087 | 277 | 135 | 1656 | 737 | 244 | 415 | 165 | 341 | 841 | 272 |
| Added Vol: | 0 | 0 | 0 | 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 | 3087 | 277 | 135 | 1656 | 737 | 244 | 415 | 165 | 341 | 841 | 272 |
| 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: | 271 | 2686 | 277 | 135 | 1441 | 737 | 244 | 415 | 165 | 341 | 841 | 272 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 271 | 2686 | 277 | 135 | 1441 | 737 | 244 | 415 | 165 | 341 | 841 | 272 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 271 | 2686 | 277 | 135 | 1441 | 737 | 244 | 415 | 165 | 341 | 841 | 272 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.47 | 0.16 | 0.04 | 0.25 | 0.42 | 0.08 | 0.07 | 0.09 | 0.11 | 0.15 | 0.16 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 21.2 | 96.6 | 117.2 | 13.0 | 88.4 | 103.2 | 14.8 | 40.4 | 61.6 | 20.6 | 46.1 | 59.1 |
| Volume/Cap: | 0.74 | 0.89 | 0.25 | 0.60 | 0.52 | 0.75 | 0.96 | 0.33 | 0.28 | 0.96 | 0.59 | 0.48 |
| Delay/Veh: | 86.2 | 53.1 | 20.9 | 87.1 | 26.1 | 22.8 | 128.3 | 60.1 | 44.7 | 118.3 | 60.7 | 50.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 86.2 | 53.1 | 20.9 | 87.1 | 26.1 | 22.8 | 128.3 | 60.1 | 44.7 | 118.3 | 60.7 | 50.3 |
| LOS by Move: | F | D | C | F | C | C | F | E | D | F | E | D |
| HCM2k95thQ: | 15 | 68 | 18 | 9 | 25 | 43 | 21 | 12 | 13 | 26 | 25 | 23 |

Note: Queue reported is the number of cars per lane.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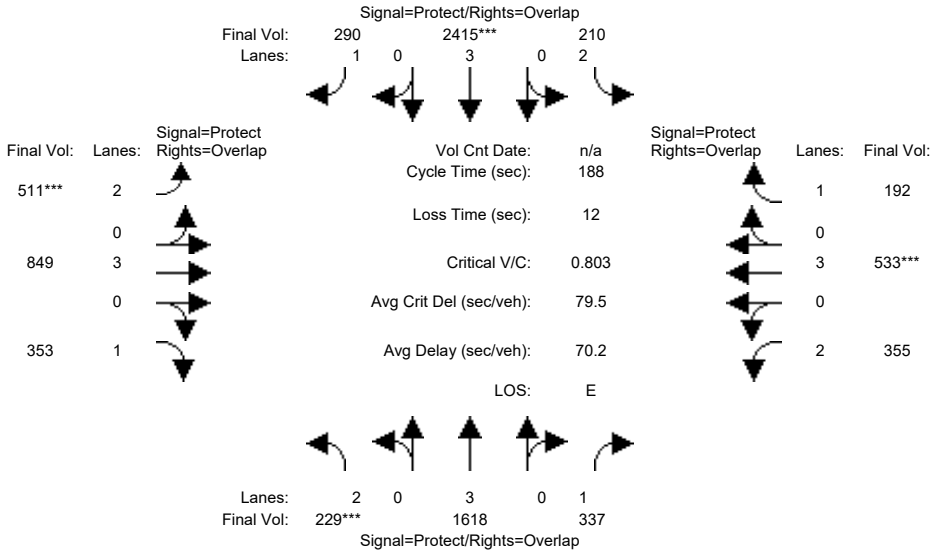
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5625: (53) Lawrence Expwy & Homestead Rd




| Street Name: | Lawrence Expwy | | | | | | Homestead 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: | 14 | 80 | 80 | 20 | 91 | 91 | 22 | 42 | 42 | 17 | 37 | 37 |
| Y+R: | 6.4 | 6.2 | 6.2 | 5.9 | 6.2 | 6.2 | 6.1 | 6.0 | 6.0 | 5.8 | 5.9 | 5.9 |
| Volume Module: | 5:15 PM - 6:15 PM | | | | | | | | | | | |
| Base Vol: | 229 | 2022 | 337 | 210 | 3057 | 290 | 511 | 849 | 353 | 355 | 533 | 192 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 229 | 2022 | 337 | 210 | 3057 | 290 | 511 | 849 | 353 | 355 | 533 | 192 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 229 | 2022 | 337 | 210 | 3057 | 290 | 511 | 849 | 353 | 355 | 533 | 192 |
| 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: | 229 | 1618 | 337 | 210 | 2415 | 290 | 511 | 849 | 353 | 355 | 533 | 192 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 229 | 1618 | 337 | 210 | 2415 | 290 | 511 | 849 | 353 | 355 | 533 | 192 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 229 | 1618 | 337 | 210 | 2415 | 290 | 511 | 849 | 353 | 355 | 533 | 192 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.28 | 0.19 | 0.07 | 0.42 | 0.17 | 0.16 | 0.15 | 0.20 | 0.11 | 0.09 | 0.11 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 14.9 | 84.7 | 108.2 | 21.2 | 91.0 | 124.1 | 33.1 | 46.6 | 61.5 | 23.5 | 37.0 | 58.2 |
| Volume/Cap: | 0.92 | 0.63 | 0.33 | 0.59 | 0.88 | 0.25 | 0.92 | 0.60 | 0.62 | 0.90 | 0.48 | 0.35 |
| Delay/Veh: | 127.1 | 61.8 | 40.1 | 88.7 | 74.0 | 30.0 | 96.8 | 63.2 | 55.4 | 104.1 | 67.2 | 50.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 127.1 | 61.8 | 40.1 | 88.7 | 74.0 | 30.0 | 96.8 | 63.2 | 55.4 | 104.1 | 67.2 | 50.8 |
| LOS by Move: | F | E | D | F | E | C | F | E | E | F | E | D |
| HCM2k95thQ: | 16 | 45 | 29 | 14 | 72 | 25 | 35 | 26 | 32 | 26 | 17 | 17 |

Note: Queue reported is the number of cars per lane.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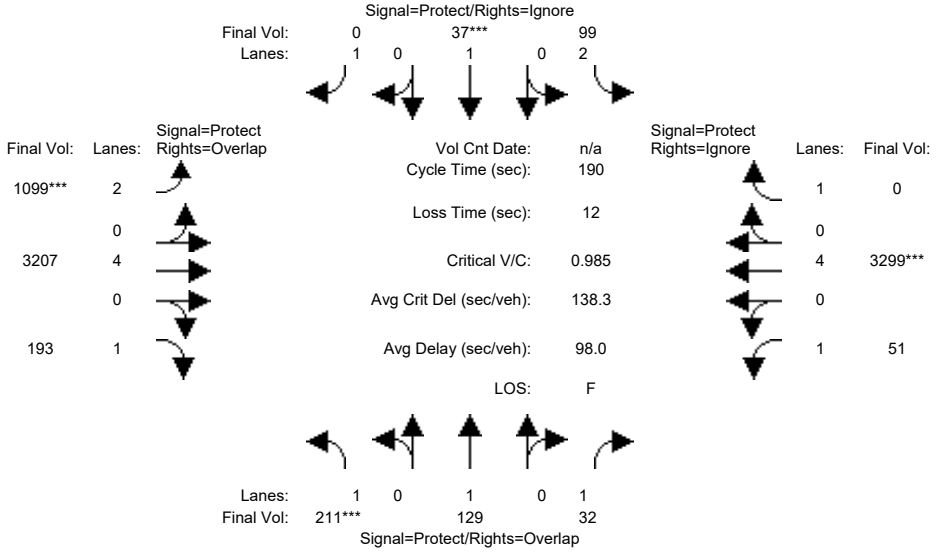
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5805: (32) 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: | 211 | 129 | 32 | 99 | 37 | 377 | 1099 | 3207 | 193 | 51 | 3299 | 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: | 211 | 129 | 32 | 99 | 37 | 377 | 1099 | 3207 | 193 | 51 | 3299 | 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: | 211 | 129 | 32 | 99 | 37 | 377 | 1099 | 3207 | 193 | 51 | 3299 | 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: | 211 | 129 | 32 | 99 | 37 | 0 | 1099 | 3207 | 193 | 51 | 3299 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 211 | 129 | 32 | 99 | 37 | 0 | 1099 | 3207 | 193 | 51 | 3299 | 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: | 211 | 129 | 32 | 99 | 37 | 0 | 1099 | 3207 | 193 | 51 | 3299 | 0 |
| Saturation 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 | 0.07 | 0.02 | 0.03 | 0.02 | 0.00 | 0.35 | 0.42 | 0.11 | 0.03 | 0.43 | 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: | 0.72 | 0.40 | 0.08 | 0.50 | 0.31 | 0.00 | 1.10 | 0.66 | 0.14 | 0.46 | 1.11 | 0.00 |
| Delay/Veh: | 82.8 | 71.3 | 57.2 | 88.0 | 86.5 | 0.0 | 146.7 | 46.6 | 14.8 | 92.8 | 140 | 0.0 |
| User DelAdj: | 1.00 | 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 | 71.3 | 57.2 | 88.0 | 86.5 | 0.0 | 146.7 | 46.6 | 14.8 | 92.8 | 140 | 0.0 |
| LOS by Move: | F | E | E | F | F | A | F | D | B | F | F | A |
| HCM2k95thQ: | 24 | 13 | 3 | 8 | 5 | 0 | 75 | 63 | 16 | 7 | 92 | 0 |

Note: Queue reported is the number of cars per lane.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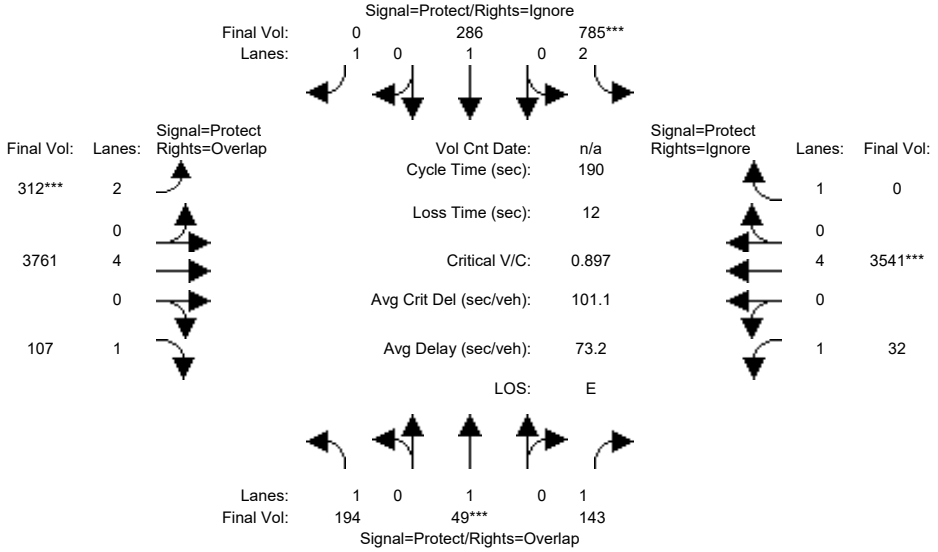
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5805: (32) 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 | 49 | 143 | 785 | 286 | 855 | 312 | 3761 | 107 | 32 | 3541 | 184 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 194 | 49 | 143 | 785 | 286 | 855 | 312 | 3761 | 107 | 32 | 3541 | 184 |
| Added Vol: | 0 | 0 | 0 | 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 | 49 | 143 | 785 | 286 | 855 | 312 | 3761 | 107 | 32 | 3541 | 184 |
| 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 | 49 | 143 | 785 | 286 | 0 | 312 | 3761 | 107 | 32 | 3541 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 194 | 49 | 143 | 785 | 286 | 0 | 312 | 3761 | 107 | 32 | 3541 | 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 | 49 | 143 | 785 | 286 | 0 | 312 | 3761 | 107 | 32 | 3541 | 0 |
| Saturation 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 | 0.25 | 0.15 | 0.00 | 0.10 | 0.49 | 0.06 | 0.02 | 0.47 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 28.2 | 26.0 | 35.3 | 44.6 | 42.4 | 0.0 | 24.0 | 98.1 | 126.3 | 9.3 | 83.4 | 0.0 |
| Volume/Cap: | 0.75 | 0.19 | 0.44 | 1.06 | 0.68 | 0.00 | 0.78 | 0.96 | 0.09 | 0.37 | 1.06 | 0.00 |
| Delay/Veh: | 88.6 | 73.0 | 69.5 | 123.3 | 71.8 | 0.0 | 90.3 | 39.7 | 4.5 | 90.3 | 97.5 | 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: | 88.6 | 73.0 | 69.5 | 123.3 | 71.8 | 0.0 | 90.3 | 39.7 | 4.5 | 90.3 | 97.5 | 0.0 |
| LOS by Move: | F | E | E | F | E | A | F | D | A | F | F | A |
| HCM2k95thQ: | 23 | 5 | 15 | 55 | 27 | 0 | 22 | 83 | 2 | 5 | 93 | 0 |

Note: Queue reported is the number of cars per lane.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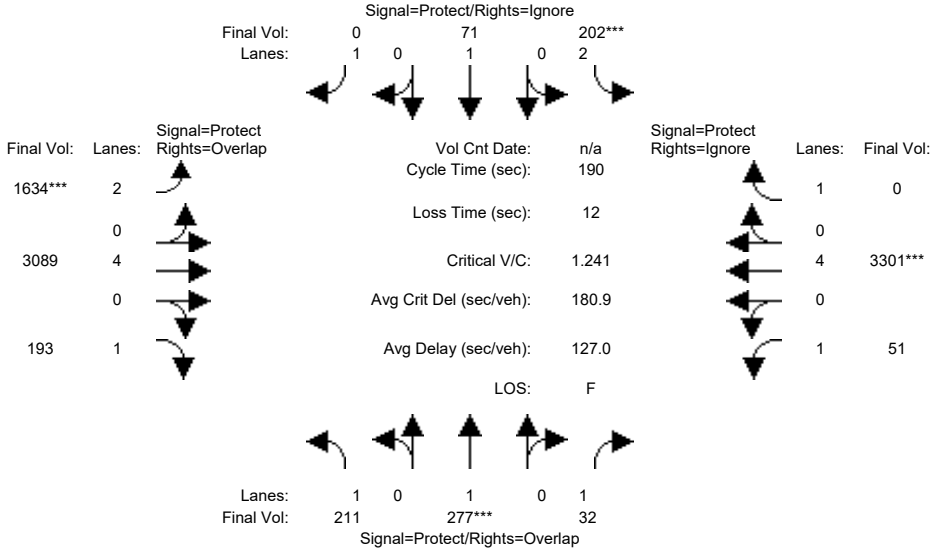
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5805: (32) 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: | 211 | 277 | 32 | 202 | 71 | 579 | 1634 | 3089 | 193 | 51 | 3301 | 754 |
| Growth Adj: | 1.00 | 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 | 277 | 32 | 202 | 71 | 579 | 1634 | 3089 | 193 | 51 | 3301 | 754 |
| Added Vol: | 0 | 0 | 0 | 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 | 277 | 32 | 202 | 71 | 579 | 1634 | 3089 | 193 | 51 | 3301 | 754 |
| 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: | 211 | 277 | 32 | 202 | 71 | 0 | 1634 | 3089 | 193 | 51 | 3301 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 211 | 277 | 32 | 202 | 71 | 0 | 1634 | 3089 | 193 | 51 | 3301 | 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: | 211 | 277 | 32 | 202 | 71 | 0 | 1634 | 3089 | 193 | 51 | 3301 | 0 |
| Saturation 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 | 0.15 | 0.02 | 0.06 | 0.04 | 0.00 | 0.52 | 0.41 | 0.11 | 0.03 | 0.43 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 19.6 | 20.6 | 33.8 | 10.0 | 11.0 | 0.0 | 73.4 | 134 | 153.8 | 13.2 | 74.0 | 0.0 |
| Volume/Cap: | 1.17 | 1.34 | 0.10 | 1.22 | 0.65 | 0.00 | 1.34 | 0.58 | 0.14 | 0.42 | 1.12 | 0.00 |
| Delay/Veh: | 204.4 | 268 | 65.5 | 230.6 | 100 | 0.0 | 242.8 | 36.1 | 14.9 | 91.3 | 140 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 204.4 | 268 | 65.5 | 230.6 | 100 | 0.0 | 242.8 | 36.1 | 14.9 | 91.3 | 140 | 0.0 |
| LOS by Move: | F | F | E | F | F | A | F | D | B | F | F | A |
| HCM2k95thQ: | 34 | 43 | 3 | 22 | 10 | 0 | 131 | 59 | 16 | 7 | 92 | 0 |

Note: Queue reported is the number of cars per lane.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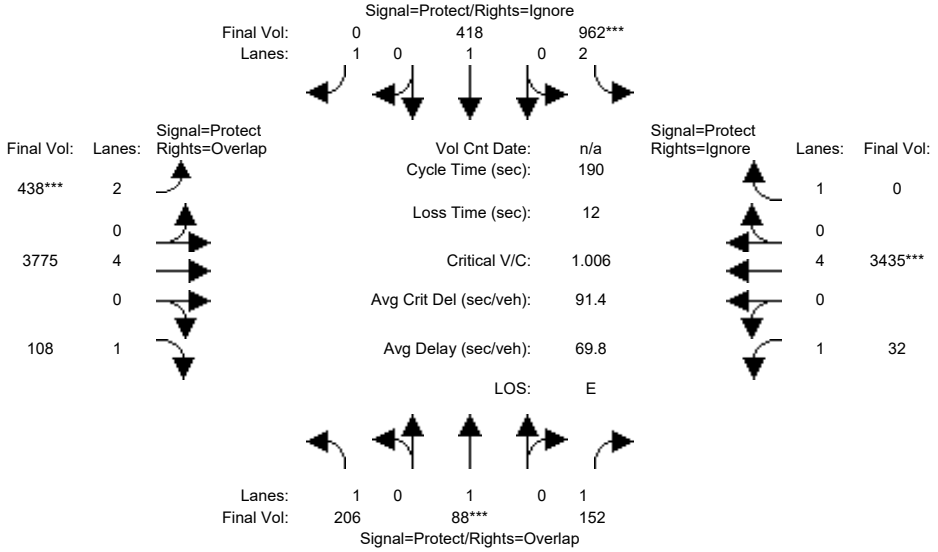
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5805: (32) 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: | 206 | 88 | 152 | 962 | 418 | 1166 | 438 | 3775 | 108 | 32 | 3435 | 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: | 206 | 88 | 152 | 962 | 418 | 1166 | 438 | 3775 | 108 | 32 | 3435 | 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: | 206 | 88 | 152 | 962 | 418 | 1166 | 438 | 3775 | 108 | 32 | 3435 | 254 |
| 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: | 206 | 88 | 152 | 962 | 418 | 0 | 438 | 3775 | 108 | 32 | 3435 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 206 | 88 | 152 | 962 | 418 | 0 | 438 | 3775 | 108 | 32 | 3435 | 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: | 206 | 88 | 152 | 962 | 418 | 0 | 438 | 3775 | 108 | 32 | 3435 | 0 |
| Saturation 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 | 0.05 | 0.09 | 0.31 | 0.22 | 0.00 | 0.14 | 0.50 | 0.06 | 0.02 | 0.45 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 23.7 | 11.0 | 20.5 | 56.9 | 44.2 | 0.0 | 25.9 | 101 | 124.2 | 9.5 | 84.2 | 0.0 |
| Volume/Cap: | 0.95 | 0.80 | 0.80 | 1.02 | 0.95 | 0.00 | 1.02 | 0.94 | 0.09 | 0.36 | 1.02 | 0.00 |
| Delay/Veh: | 128.1 | 121 | 104.3 | 101.0 | 101 | 0.0 | 130.6 | 35.2 | 5.2 | 89.9 | 83.0 | 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: | 128.1 | 121 | 104.3 | 101.0 | 101 | 0.0 | 130.6 | 35.2 | 5.2 | 89.9 | 83.0 | 0.0 |
| LOS by Move: | F | F | F | F | F | A | F | D | A | F | F | A |
| HCM2k95thQ: | 28 | 13 | 20 | 62 | 45 | 0 | 34 | 78 | 2 | 5 | 87 | 0 |

Note: Queue reported is the number of cars per lane.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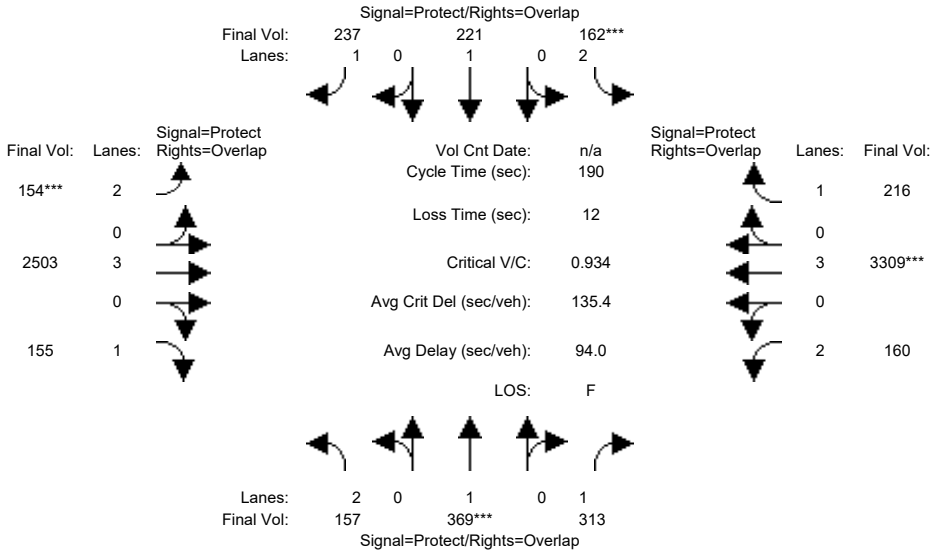
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5806: (45) 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 | 369 | 313 | 162 | 221 | 237 | 154 | 2877 | 155 | 160 | 3803 | 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 | 369 | 313 | 162 | 221 | 237 | 154 | 2877 | 155 | 160 | 3803 | 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 | 369 | 313 | 162 | 221 | 237 | 154 | 2877 | 155 | 160 | 3803 | 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 | 369 | 313 | 162 | 221 | 237 | 154 | 2503 | 155 | 160 | 3309 | 216 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 157 | 369 | 313 | 162 | 221 | 237 | 154 | 2503 | 155 | 160 | 3309 | 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 | 369 | 313 | 162 | 221 | 237 | 154 | 2503 | 155 | 160 | 3309 | 216 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.19 | 0.18 | 0.05 | 0.12 | 0.14 | 0.05 | 0.44 | 0.09 | 0.05 | 0.58 | 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: | 0.39 | 0.75 | 0.53 | 0.75 | 0.59 | 0.48 | 0.58 | 0.92 | 0.15 | 0.65 | 1.23 | 0.23 |
| Delay/Veh: | 76.5 | 71.1 | 51.8 | 100.1 | 71.9 | 57.6 | 87.0 | 51.5 | 16.1 | 91.2 | 147 | 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: | 76.5 | 71.1 | 51.8 | 100.1 | 71.9 | 57.6 | 87.0 | 51.5 | 16.1 | 91.2 | 147 | 16.0 |
| LOS by Move: | E | E | D | F | E | E | F | D | B | F | F | B |
| HCM2k95thQ: | 10 | 35 | 31 | 14 | 23 | 25 | 11 | 73 | 8 | 12 | 133 | 9 |

Note: Queue reported is the number of cars per lane.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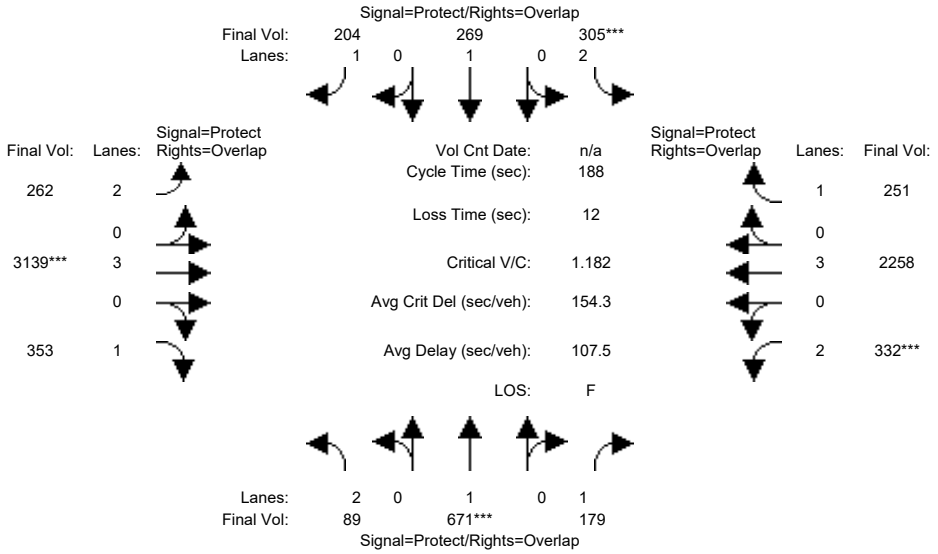
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5806: (45) 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 | 671 | 179 | 305 | 269 | 204 | 262 | 3924 | 353 | 332 | 3320 | 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: | 89 | 671 | 179 | 305 | 269 | 204 | 262 | 3924 | 353 | 332 | 3320 | 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: | 89 | 671 | 179 | 305 | 269 | 204 | 262 | 3924 | 353 | 332 | 3320 | 251 |
| 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 | 671 | 179 | 305 | 269 | 204 | 262 | 3139 | 353 | 332 | 2258 | 251 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 671 | 179 | 305 | 269 | 204 | 262 | 3139 | 353 | 332 | 2258 | 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: | 89 | 671 | 179 | 305 | 269 | 204 | 262 | 3139 | 353 | 332 | 2258 | 251 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.35 | 0.10 | 0.10 | 0.14 | 0.12 | 0.08 | 0.55 | 0.20 | 0.11 | 0.40 | 0.14 |
| 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 | 1.35 | 0.27 | 0.91 | 0.49 | 0.29 | 0.71 | 1.22 | 0.38 | 0.90 | 0.88 | 0.26 |
| Delay/Veh: | 83.6 | 242 | 40.8 | 110.8 | 55.7 | 37.5 | 86.3 | 145 | 19.2 | 106.1 | 59.1 | 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: | 83.6 | 242 | 40.8 | 110.8 | 55.7 | 37.5 | 86.3 | 145 | 19.2 | 106.1 | 59.1 | 28.4 |
| LOS by Move: | F | F | D | F | E | D | F | F | B | F | E | C |
| HCM2k95thQ: | 6 | 90 | 14 | 24 | 23 | 15 | 18 | 125 | 16 | 25 | 66 | 19 |

Note: Queue reported is the number of cars per lane.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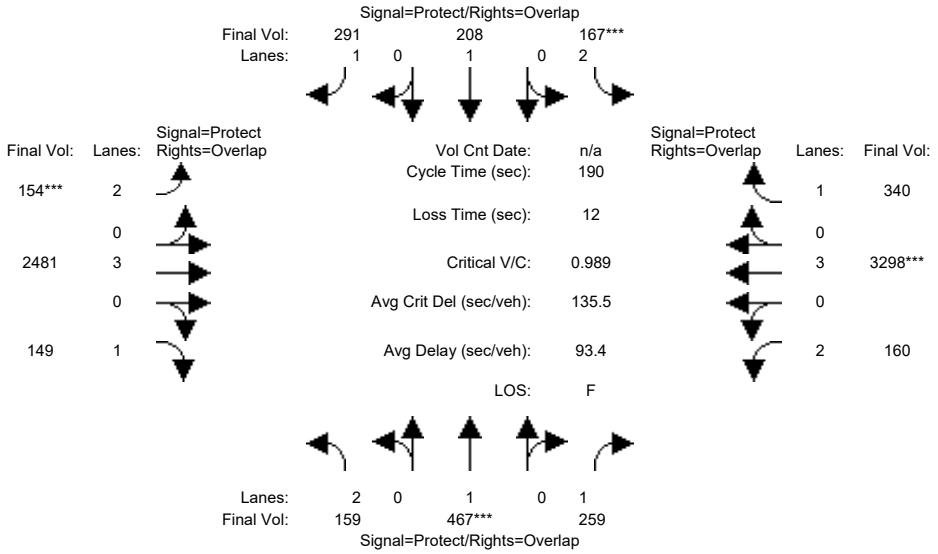
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5806: (45) 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 | 467 | 259 | 167 | 208 | 291 | 154 | 2852 | 149 | 160 | 3791 | 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: | 159 | 467 | 259 | 167 | 208 | 291 | 154 | 2852 | 149 | 160 | 3791 | 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: | 159 | 467 | 259 | 167 | 208 | 291 | 154 | 2852 | 149 | 160 | 3791 | 340 |
| 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 | 467 | 259 | 167 | 208 | 291 | 154 | 2481 | 149 | 160 | 3298 | 340 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 159 | 467 | 259 | 167 | 208 | 291 | 154 | 2481 | 149 | 160 | 3298 | 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: | 159 | 467 | 259 | 167 | 208 | 291 | 154 | 2481 | 149 | 160 | 3298 | 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 | 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 | 0.25 | 0.15 | 0.05 | 0.11 | 0.17 | 0.05 | 0.44 | 0.09 | 0.05 | 0.58 | 0.19 |
| 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 | 0.95 | 0.44 | 0.77 | 0.56 | 0.59 | 0.58 | 0.91 | 0.14 | 0.65 | 1.22 | 0.36 |
| Delay/Veh: | 76.5 | 97.4 | 49.6 | 102.3 | 70.7 | 60.8 | 87.0 | 50.7 | 16.0 | 91.2 | 145 | 17.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 76.5 | 97.4 | 49.6 | 102.3 | 70.7 | 60.8 | 87.0 | 50.7 | 16.0 | 91.2 | 145 | 17.5 |
| LOS by Move: | E | F | D | F | E | E | F | D | B | F | F | B |
| HCM2k95thQ: | 10 | 48 | 26 | 14 | 21 | 30 | 11 | 72 | 8 | 12 | 132 | 15 |

Note: Queue reported is the number of cars per lane.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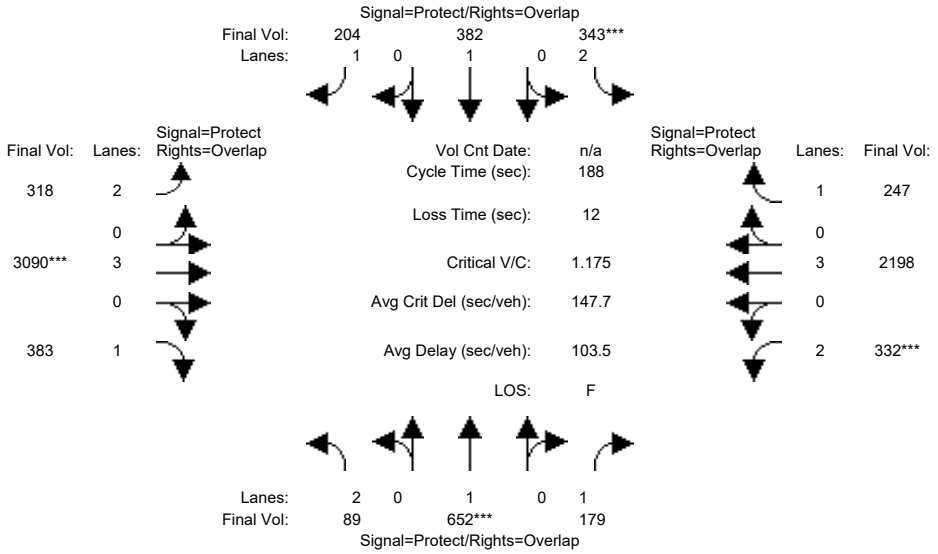
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5806: (45) 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 | 652 | 179 | 343 | 382 | 204 | 318 | 3863 | 383 | 332 | 3233 | 247 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 89 | 652 | 179 | 343 | 382 | 204 | 318 | 3863 | 383 | 332 | 3233 | 247 |
| Added Vol: | 0 | 0 | 0 | 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 | 652 | 179 | 343 | 382 | 204 | 318 | 3863 | 383 | 332 | 3233 | 247 |
| 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 | 652 | 179 | 343 | 382 | 204 | 318 | 3090 | 383 | 332 | 2198 | 247 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 652 | 179 | 343 | 382 | 204 | 318 | 3090 | 383 | 332 | 2198 | 247 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 89 | 652 | 179 | 343 | 382 | 204 | 318 | 3090 | 383 | 332 | 2198 | 247 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.34 | 0.10 | 0.11 | 0.20 | 0.12 | 0.10 | 0.54 | 0.22 | 0.11 | 0.39 | 0.14 |
| 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 | 1.32 | 0.27 | 1.02 | 0.69 | 0.29 | 0.86 | 1.20 | 0.41 | 0.90 | 0.85 | 0.25 |
| Delay/Veh: | 83.6 | 226 | 40.8 | 139.3 | 62.8 | 37.5 | 100.0 | 137 | 19.6 | 106.1 | 57.4 | 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: | 83.6 | 226 | 40.8 | 139.3 | 62.8 | 37.5 | 100.0 | 137 | 19.6 | 106.1 | 57.4 | 28.3 |
| LOS by Move: | F | F | D | F | E | D | F | F | B | F | E | C |
| HCM2k95thQ: | 6 | 86 | 14 | 28 | 34 | 15 | 23 | 121 | 18 | 25 | 63 | 19 |

Note: Queue reported is the number of cars per lane.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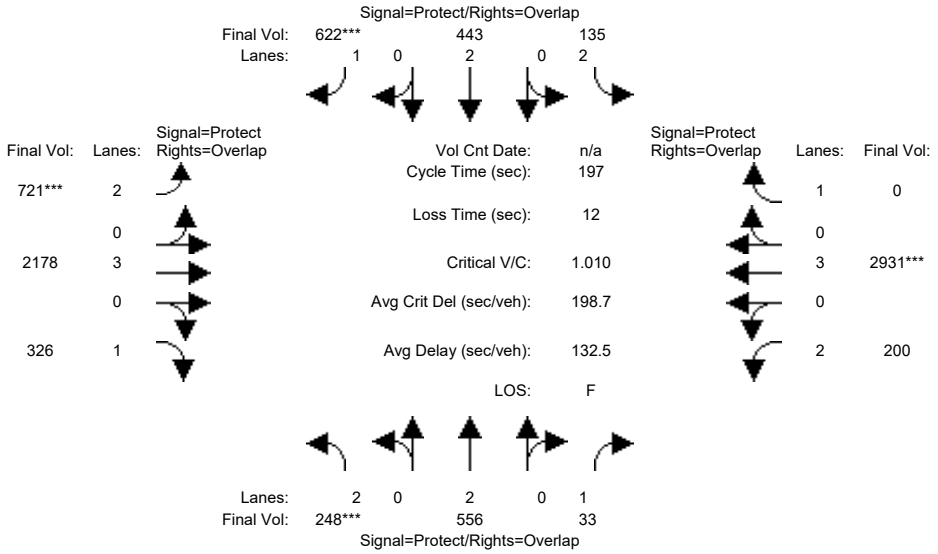
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5807: (47) 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 | 33 | 135 | 443 | 622 | 721 | 2504 | 326 | 200 | 3369 | 0 |
| Growth Adj: | 1.00 | 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 | 33 | 135 | 443 | 622 | 721 | 2504 | 326 | 200 | 3369 | 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 | 33 | 135 | 443 | 622 | 721 | 2504 | 326 | 200 | 3369 | 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 | 33 | 135 | 443 | 622 | 721 | 2178 | 326 | 200 | 2931 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 248 | 556 | 33 | 135 | 443 | 622 | 721 | 2178 | 326 | 200 | 2931 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 33 | 135 | 443 | 622 | 721 | 2178 | 326 | 200 | 2931 | 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 | 0.38 | 0.19 | 0.06 | 0.51 | 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 | 0.85 | 1.33 | 0.78 | 0.33 | 0.98 | 1.35 | 0.00 |
| Delay/Veh: | 136.1 | 73.8 | 52.4 | 81.5 | 63.9 | 61.2 | 240.7 | 43.3 | 22.6 | 150.5 | 223 | 0.0 |
| User DelAdj: | 1.00 | 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 | 63.9 | 61.2 | 240.7 | 43.3 | 22.6 | 150.5 | 223 | 0.0 |
| LOS by Move: | F | E | D | F | E | E | F | D | C | F | F | A |
| HCM2k95thQ: | 19 | 27 | 3 | 9 | 20 | 59 | 61 | 56 | 20 | 14 | 129 | 0 |

Note: Queue reported is the number of cars per lane.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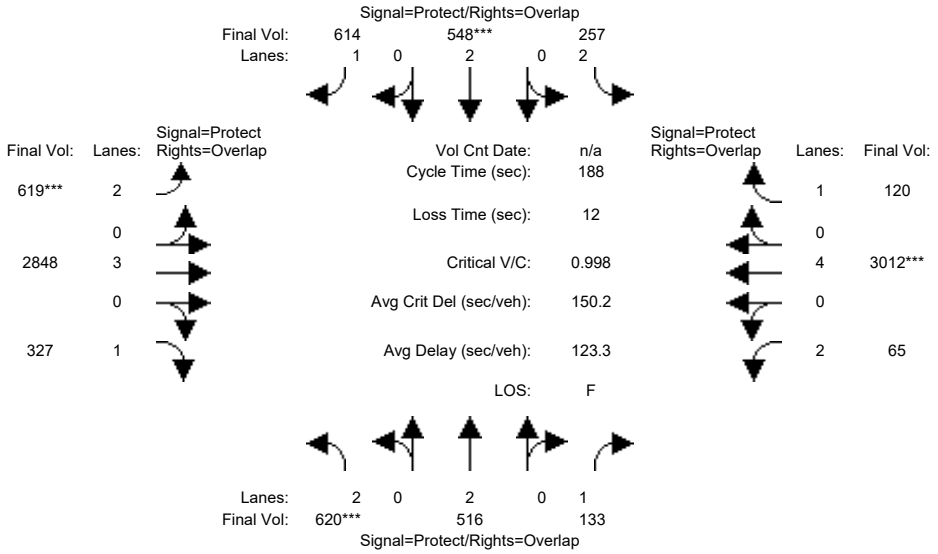
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5807: (47) 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: | 620 | 516 | 133 | 257 | 548 | 614 | 619 | 3699 | 327 | 65 | 3012 | 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: | 620 | 516 | 133 | 257 | 548 | 614 | 619 | 3699 | 327 | 65 | 3012 | 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: | 620 | 516 | 133 | 257 | 548 | 614 | 619 | 3699 | 327 | 65 | 3012 | 120 |
| 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: | 620 | 516 | 133 | 257 | 548 | 614 | 619 | 2848 | 327 | 65 | 3012 | 120 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 620 | 516 | 133 | 257 | 548 | 614 | 619 | 2848 | 327 | 65 | 3012 | 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: | 620 | 516 | 133 | 257 | 548 | 614 | 619 | 2848 | 327 | 65 | 3012 | 120 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.50 | 0.19 | 0.02 | 0.40 | 0.07 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 31.5 | 43.2 | 53.2 | 36.4 | 48.0 | 79.5 | 31.5 | 86.5 | 118.0 | 10.0 | 65.0 | 101.4 |
| Volume/Cap: | 1.17 | 0.59 | 0.27 | 0.42 | 0.56 | 0.83 | 1.17 | 1.09 | 0.30 | 0.39 | 1.15 | 0.13 |
| Delay/Veh: | 175.0 | 65.6 | 52.6 | 67.1 | 61.7 | 56.1 | 185.6 | 126 | 34.2 | 90.8 | 154 | 38.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 175.0 | 65.6 | 52.6 | 67.1 | 61.7 | 56.1 | 185.6 | 126 | 34.2 | 90.8 | 154 | 38.2 |
| LOS by Move: | F | E | D | E | E | E | F | F | C | F | F | D |
| HCM2k95thQ: | 47 | 23 | 12 | 15 | 24 | 55 | 46 | 97 | 28 | 4 | 83 | 11 |

Note: Queue reported is the number of cars per lane.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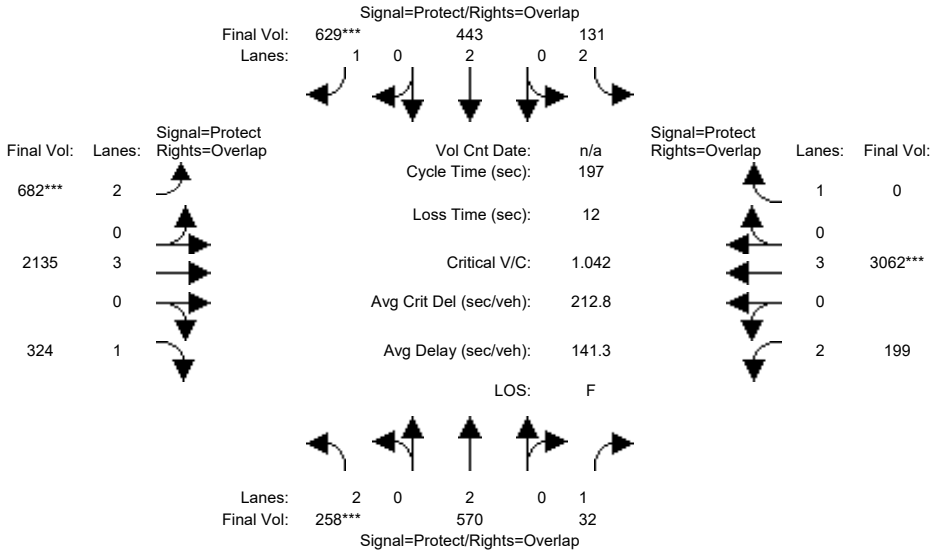
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5807: (47) 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: | 258 | 570 | 32 | 131 | 443 | 629 | 682 | 2454 | 324 | 199 | 3520 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 258 | 570 | 32 | 131 | 443 | 629 | 682 | 2454 | 324 | 199 | 3520 | 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: | 258 | 570 | 32 | 131 | 443 | 629 | 682 | 2454 | 324 | 199 | 3520 | 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: | 258 | 570 | 32 | 131 | 443 | 629 | 682 | 2135 | 324 | 199 | 3062 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 258 | 570 | 32 | 131 | 443 | 629 | 682 | 2135 | 324 | 199 | 3062 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 258 | 570 | 32 | 131 | 443 | 629 | 682 | 2135 | 324 | 199 | 3062 | 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 | 0.22 | 0.37 | 0.19 | 0.06 | 0.54 | 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: | 1.00 | 0.70 | 0.07 | 0.37 | 0.48 | 0.86 | 1.25 | 0.77 | 0.32 | 0.98 | 1.41 | 0.00 |
| Delay/Veh: | 147.2 | 74.4 | 52.3 | 81.4 | 63.9 | 62.3 | 210.5 | 42.6 | 22.5 | 149.0 | 250 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 147.2 | 74.4 | 52.3 | 81.4 | 63.9 | 62.3 | 210.5 | 42.6 | 22.5 | 149.0 | 250 | 0.0 |
| LOS by Move: | F | E | D | F | E | E | F | D | C | F | F | A |
| HCM2k95thQ: | 20 | 28 | 3 | 9 | 20 | 61 | 55 | 54 | 19 | 14 | 141 | 0 |

Note: Queue reported is the number of cars per lane.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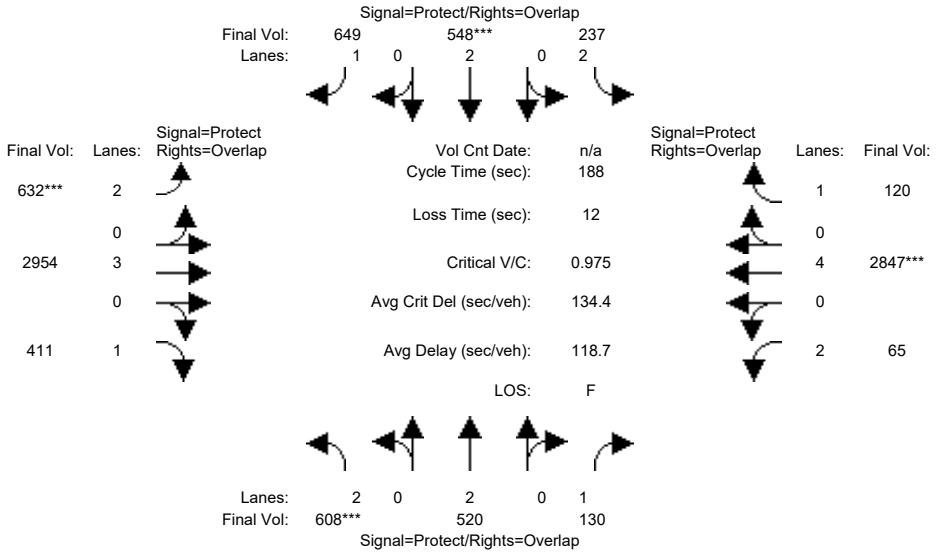
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5807: (47) 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: | 608 | 520 | 130 | 237 | 548 | 649 | 632 | 3837 | 411 | 65 | 2847 | 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: | 608 | 520 | 130 | 237 | 548 | 649 | 632 | 3837 | 411 | 65 | 2847 | 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: | 608 | 520 | 130 | 237 | 548 | 649 | 632 | 3837 | 411 | 65 | 2847 | 120 |
| 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: | 608 | 520 | 130 | 237 | 548 | 649 | 632 | 2954 | 411 | 65 | 2847 | 120 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 608 | 520 | 130 | 237 | 548 | 649 | 632 | 2954 | 411 | 65 | 2847 | 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: | 608 | 520 | 130 | 237 | 548 | 649 | 632 | 2954 | 411 | 65 | 2847 | 120 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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: | 0.19 | 0.14 | 0.07 | 0.08 | 0.14 | 0.37 | 0.20 | 0.52 | 0.23 | 0.02 | 0.37 | 0.07 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 30.9 | 42.8 | 52.8 | 36.1 | 48.0 | 80.1 | 32.1 | 87.1 | 118.0 | 10.0 | 65.0 | 101.1 |
| Volume/Cap: | 1.17 | 0.60 | 0.26 | 0.39 | 0.56 | 0.87 | 1.17 | 1.12 | 0.37 | 0.39 | 1.08 | 0.13 |
| Delay/Veh: | 176.0 | 66.1 | 52.8 | 66.8 | 61.7 | 60.0 | 185.5 | 139 | 36.4 | 90.8 | 128 | 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: | 176.0 | 66.1 | 52.8 | 66.8 | 61.7 | 60.0 | 185.5 | 139 | 36.4 | 90.8 | 128 | 38.4 |
| LOS by Move: | F | E | D | E | E | E | F | F | D | F | F | D |
| HCM2k95thQ: | 46 | 23 | 12 | 14 | 24 | 60 | 47 | 104 | 35 | 4 | 74 | 11 |

Note: Queue reported is the number of cars per lane.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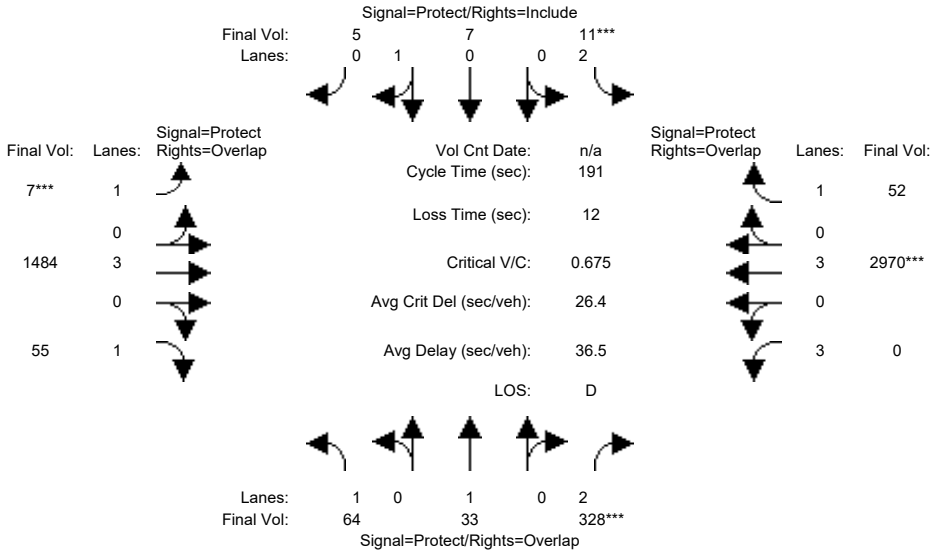
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5808: (49) 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: | | | | | | | | | | | | |
| Base Vol: | 64 | 33 | 377 | 11 | 7 | 5 | 7 | 1706 | 55 | 0 | 3414 | 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 | 1706 | 55 | 0 | 3414 | 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 | 1706 | 55 | 0 | 3414 | 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 | 1484 | 55 | 0 | 2970 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 33 | 328 | 11 | 7 | 5 | 7 | 1484 | 55 | 0 | 2970 | 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 | 1484 | 55 | 0 | 2970 | 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 | 0.26 | 0.03 | 0.00 | 0.52 | 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 | 0.75 | 0.07 | 0.00 | 0.80 | 0.04 |
| Delay/Veh: | 83.9 | 76.6 | 29.6 | 90.3 | 82.4 | 82.4 | 86.4 | 56.7 | 31.3 | 0.0 | 25.7 | 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 | 56.7 | 31.3 | 0.0 | 25.7 | 10.0 |
| LOS by Move: | F | E | C | F | F | F | F | E | C | A | C | A |
| HCM2k95thQ: | 7 | 3 | 12 | 1 | 1 | 1 | 1 | 42 | 4 | 0 | 61 | 2 |

Note: Queue reported is the number of cars per lane.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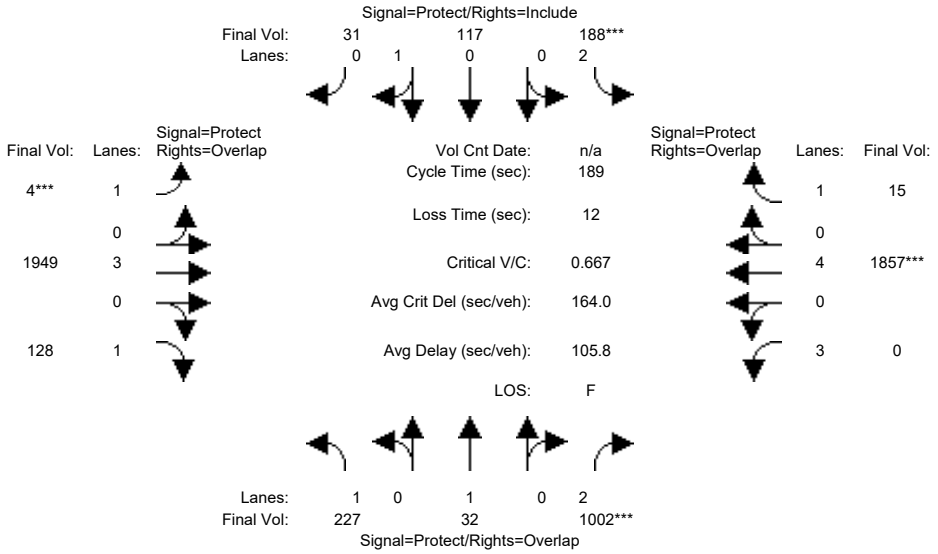
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5808: (49) 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: | | | | | | | | | | | | |
| Base Vol: | 227 | 32 | 1222 | 188 | 117 | 31 | 4 | 2467 | 128 | 0 | 1857 | 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: | 227 | 32 | 1222 | 188 | 117 | 31 | 4 | 2467 | 128 | 0 | 1857 | 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: | 227 | 32 | 1222 | 188 | 117 | 31 | 4 | 2467 | 128 | 0 | 1857 | 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: | 227 | 32 | 1002 | 188 | 117 | 31 | 4 | 1949 | 128 | 0 | 1857 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 227 | 32 | 1002 | 188 | 117 | 31 | 4 | 1949 | 128 | 0 | 1857 | 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: | 227 | 32 | 1002 | 188 | 117 | 31 | 4 | 1949 | 128 | 0 | 1857 | 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: | 0.13 | 0.02 | 0.32 | 0.06 | 0.08 | 0.08 | 0.00 | 0.34 | 0.07 | 0.00 | 0.24 | 0.01 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 24.0 | 34.0 | 34.0 | 25.0 | 35.0 | 35.0 | 7.0 | 118 | 142.0 | 0.0 | 111 | 136.0 |
| Volume/Cap: | 1.02 | 0.09 | 1.77 | 0.45 | 0.44 | 0.44 | 0.06 | 0.55 | 0.10 | 0.00 | 0.42 | 0.01 |
| Delay/Veh: | 148.5 | 64.8 | 430.4 | 76.4 | 69.3 | 69.3 | 88.2 | 20.4 | 6.3 | 0.0 | 29.3 | 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: | 148.5 | 64.8 | 430.4 | 76.4 | 69.3 | 69.3 | 88.2 | 20.4 | 6.3 | 0.0 | 29.3 | 12.9 |
| LOS by Move: | F | E | F | E | E | E | F | C | A | A | C | B |
| HCM2k95thQ: | 30 | 3 | 100 | 12 | 15 | 15 | 0 | 34 | 4 | 0 | 32 | 1 |

Note: Queue reported is the number of cars per lane.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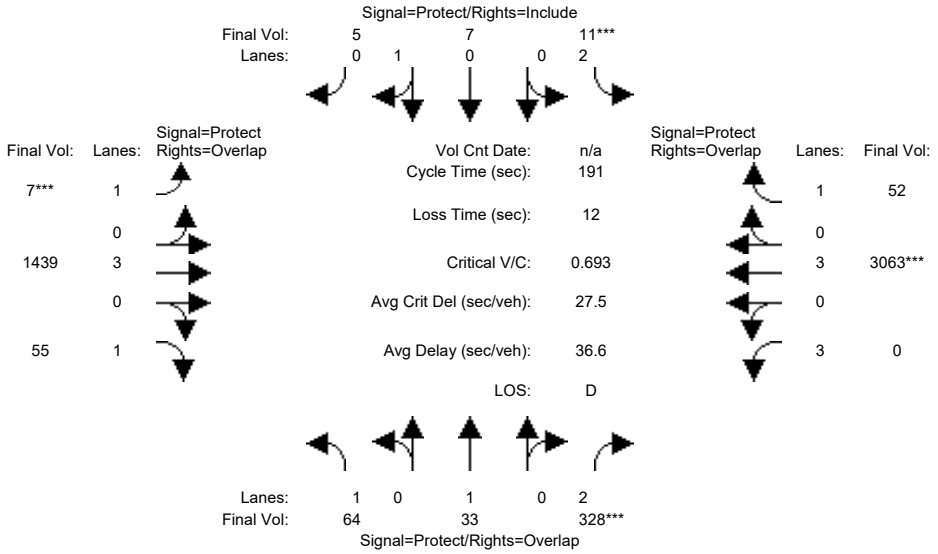
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5808: (49) 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: | | | | | | | | | | | | |
| Base Vol: | 64 | 33 | 377 | 11 | 7 | 5 | 7 | 1654 | 55 | 0 | 3521 | 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 | 1654 | 55 | 0 | 3521 | 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 | 1654 | 55 | 0 | 3521 | 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 | 1439 | 55 | 0 | 3063 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 33 | 328 | 11 | 7 | 5 | 7 | 1439 | 55 | 0 | 3063 | 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 | 1439 | 55 | 0 | 3063 | 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 | 0.25 | 0.03 | 0.00 | 0.54 | 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 | 0.73 | 0.07 | 0.00 | 0.83 | 0.04 |
| Delay/Veh: | 83.9 | 76.6 | 29.6 | 90.3 | 82.4 | 82.4 | 86.4 | 55.8 | 31.3 | 0.0 | 26.9 | 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 | 55.8 | 31.3 | 0.0 | 26.9 | 10.0 |
| LOS by Move: | F | E | C | F | F | F | F | E | C | A | C | A |
| HCM2k95thQ: | 7 | 3 | 12 | 1 | 1 | 1 | 1 | 40 | 4 | 0 | 65 | 2 |

Note: Queue reported is the number of cars per lane.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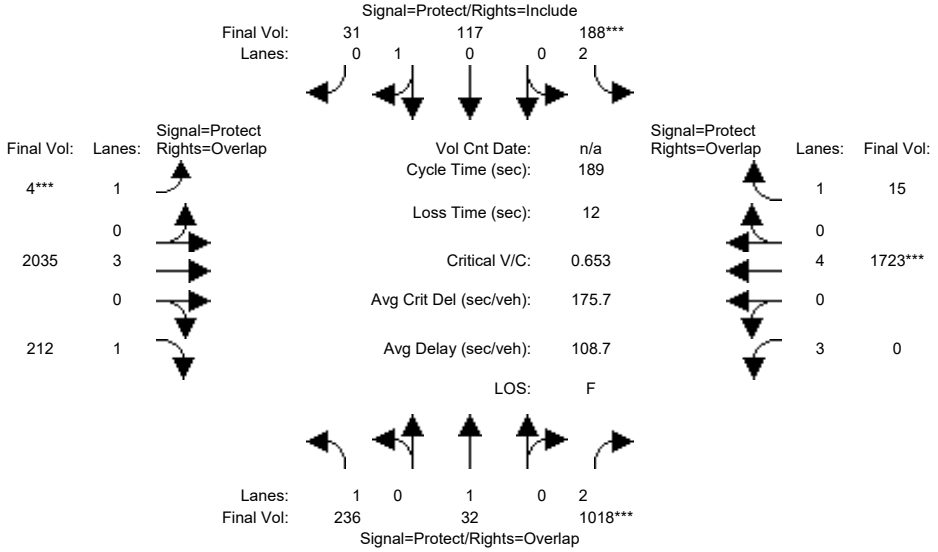
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5808: (49) 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: | | | | | | | | | | | | |
| Base Vol: | 236 | 32 | 1242 | 188 | 117 | 31 | 4 | 2576 | 212 | 0 | 1723 | 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: | 236 | 32 | 1242 | 188 | 117 | 31 | 4 | 2576 | 212 | 0 | 1723 | 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: | 236 | 32 | 1242 | 188 | 117 | 31 | 4 | 2576 | 212 | 0 | 1723 | 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: | 236 | 32 | 1018 | 188 | 117 | 31 | 4 | 2035 | 212 | 0 | 1723 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 236 | 32 | 1018 | 188 | 117 | 31 | 4 | 2035 | 212 | 0 | 1723 | 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: | 236 | 32 | 1018 | 188 | 117 | 31 | 4 | 2035 | 212 | 0 | 1723 | 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: | 0.13 | 0.02 | 0.32 | 0.06 | 0.08 | 0.08 | 0.00 | 0.36 | 0.12 | 0.00 | 0.23 | 0.01 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 24.0 | 34.0 | 34.0 | 25.0 | 35.0 | 35.0 | 7.0 | 118 | 142.0 | 0.0 | 111 | 136.0 |
| Volume/Cap: | 1.06 | 0.09 | 1.80 | 0.45 | 0.44 | 0.44 | 0.06 | 0.57 | 0.16 | 0.00 | 0.39 | 0.01 |
| Delay/Veh: | 160.2 | 64.8 | 443.3 | 76.4 | 69.3 | 69.3 | 88.2 | 21.0 | 6.7 | 0.0 | 28.6 | 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: | 160.2 | 64.8 | 443.3 | 76.4 | 69.3 | 69.3 | 88.2 | 21.0 | 6.7 | 0.0 | 28.6 | 12.9 |
| LOS by Move: | F | E | F | E | E | E | F | C | A | A | C | B |
| HCM2k95thQ: | 31 | 3 | 102 | 12 | 15 | 15 | 0 | 36 | 7 | 0 | 29 | 1 |

Note: Queue reported is the number of cars per lane.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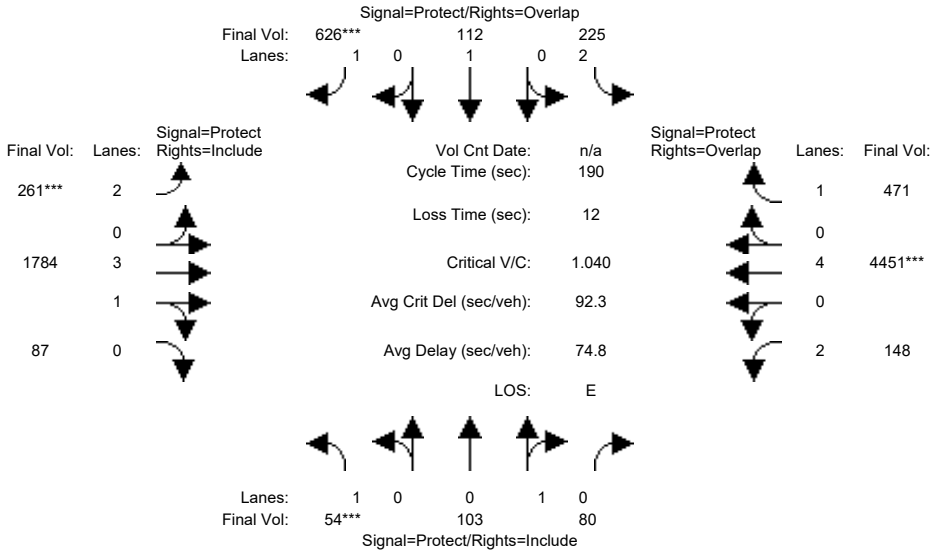
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5809: (50) 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 | 103 | 80 | 225 | 112 | 626 | 261 | 1784 | 87 | 148 | 4451 | 471 |
| Growth Adj: | 1.00 | 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 | 103 | 80 | 225 | 112 | 626 | 261 | 1784 | 87 | 148 | 4451 | 471 |
| Added Vol: | 0 | 0 | 0 | 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 | 103 | 80 | 225 | 112 | 626 | 261 | 1784 | 87 | 148 | 4451 | 471 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 103 | 80 | 225 | 112 | 626 | 261 | 1784 | 87 | 148 | 4451 | 471 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 54 | 103 | 80 | 225 | 112 | 626 | 261 | 1784 | 87 | 148 | 4451 | 471 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 54 | 103 | 80 | 225 | 112 | 626 | 261 | 1784 | 87 | 148 | 4451 | 471 |
| 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 | 1013 | 787 | 3150 | 1900 | 1750 | 3150 | 7151 | 349 | 3150 | 7600 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.10 | 0.10 | 0.07 | 0.06 | 0.36 | 0.08 | 0.25 | 0.25 | 0.05 | 0.59 | 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 | 0.67 | 0.67 | 1.14 | 0.41 | 1.44 | 0.81 | 0.43 | 0.43 | 0.55 | 1.04 | 0.43 |
| Delay/Veh: | 87.3 | 82.5 | 82.5 | 196.2 | 74.7 | 283.5 | 97.4 | 22.2 | 22.2 | 85.8 | 65.2 | 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 | 82.5 | 82.5 | 196.2 | 74.7 | 283.5 | 97.4 | 22.2 | 22.2 | 85.8 | 65.2 | 18.2 |
| LOS by Move: | F | F | F | F | E | F | F | C | C | F | E | B |
| HCM2k95thQ: | 7 | 21 | 21 | 20 | 11 | 97 | 17 | 26 | 26 | 11 | 110 | 26 |

Note: Queue reported is the number of cars per lane.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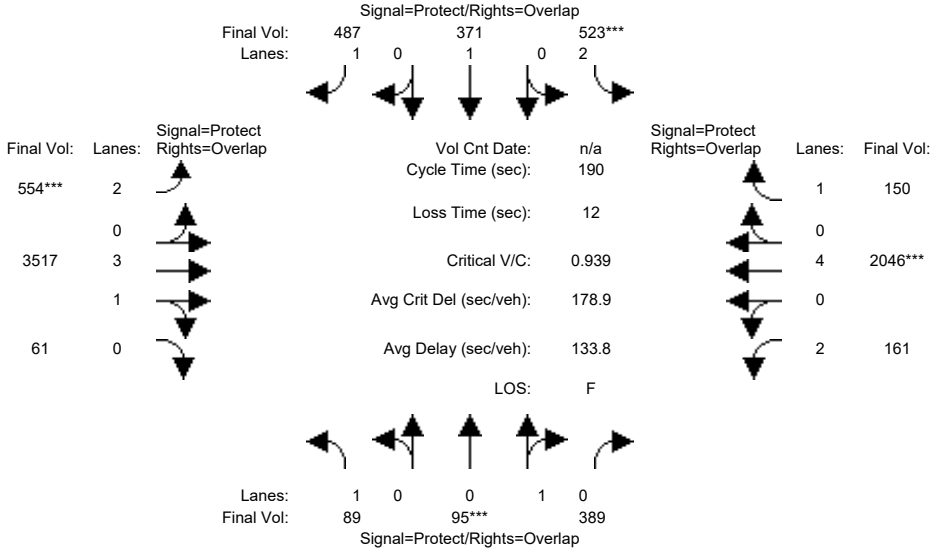
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5809: (50) 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 | 95 | 389 | 523 | 371 | 487 | 554 | 3517 | 61 | 161 | 2046 | 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: | 89 | 95 | 389 | 523 | 371 | 487 | 554 | 3517 | 61 | 161 | 2046 | 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: | 89 | 95 | 389 | 523 | 371 | 487 | 554 | 3517 | 61 | 161 | 2046 | 150 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 89 | 95 | 389 | 523 | 371 | 487 | 554 | 3517 | 61 | 161 | 2046 | 150 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 95 | 389 | 523 | 371 | 487 | 554 | 3517 | 61 | 161 | 2046 | 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: | 89 | 95 | 389 | 523 | 371 | 487 | 554 | 3517 | 61 | 161 | 2046 | 150 |
| 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 | 0.20 | 0.80 | 2.00 | 1.00 | 1.00 | 2.00 | 3.95 | 0.05 | 2.00 | 4.00 | 1.00 |
| Final Sat.: | 1750 | 353 | 1447 | 3150 | 1900 | 1750 | 3150 | 5554 | 96 | 3150 | 7600 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.27 | 0.27 | 0.17 | 0.20 | 0.28 | 0.18 | 0.63 | 0.63 | 0.05 | 0.27 | 0.09 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 12.3 | 29.0 | 43.0 | 28.0 | 44.7 | 63.7 | 19.0 | 107 | 119.3 | 14.0 | 102 | 130.0 |
| Volume/Cap: | 0.79 | 1.76 | 1.19 | 1.13 | 0.83 | 0.83 | 1.76 | 1.12 | 1.01 | 0.69 | 0.50 | 0.13 |
| Delay/Veh: | 117.0 | 437 | 180.1 | 162.2 | 81.3 | 67.8 | 446.8 | 138 | 92.4 | 99.2 | 49.5 | 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: | 117.0 | 437 | 180.1 | 162.2 | 81.3 | 67.8 | 446.8 | 138 | 92.4 | 99.2 | 49.5 | 25.4 |
| LOS by Move: | F | F | F | F | F | E | F | F | F | F | D | C |
| HCM2k95thQ: | 14 | 87 | 65 | 40 | 36 | 47 | 57 | 99 | 115 | 13 | 42 | 13 |

Note: Queue reported is the number of cars per lane.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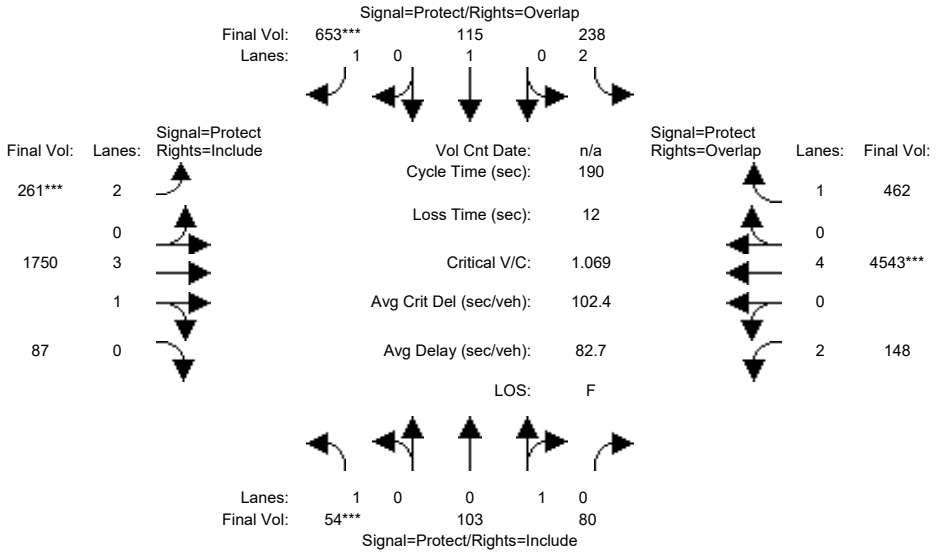
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5809: (50) 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 | | 103 | | 80 | | 238 | | 115 | | 653 | | 261 | | 1750 | | 87 | | 148 | | 4543 | | 462 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 54 | | 103 | | 80 | | 238 | | 115 | | 653 | | 261 | | 1750 | | 87 | | 148 | | 4543 | | 462 | |
| Added Vol: | 0 | | 0 | | 0 | | 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 | | 103 | | 80 | | 238 | | 115 | | 653 | | 261 | | 1750 | | 87 | | 148 | | 4543 | | 462 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 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 | | 103 | | 80 | | 238 | | 115 | | 653 | | 261 | | 1750 | | 87 | | 148 | | 4543 | | 462 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 54 | | 103 | | 80 | | 238 | | 115 | | 653 | | 261 | | 1750 | | 87 | | 148 | | 4543 | | 462 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 54 | | 103 | | 80 | | 238 | | 115 | | 653 | | 261 | | 1750 | | 87 | | 148 | | 4543 | | 462 | |
| 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 | | 1013 | | 787 | | 3150 | | 1900 | | 1750 | | 3150 | | 7144 | | 355 | | 3150 | | 7600 | | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | | 0.10 | | 0.10 | | 0.08 | | 0.06 | | 0.37 | | 0.08 | | 0.24 | | 0.24 | | 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: | 0.44 | | 0.67 | | 0.67 | | 1.21 | | 0.42 | | 1.51 | | 0.81 | | 0.42 | | 0.42 | | 0.55 | | 1.06 | | 0.42 | |
| Delay/Veh: | 87.3 | | 82.5 | | 82.5 | | 220.0 | | 74.9 | | 310.6 | | 97.4 | | 22.1 | | 22.1 | | 85.8 | | 72.9 | | 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 | | 82.5 | | 82.5 | | 220.0 | | 74.9 | | 310.6 | | 97.4 | | 22.1 | | 22.1 | | 85.8 | | 72.9 | | 18.1 | |
| LOS by Move: | F | | F | | F | | F | | E | | F | | F | | C | | C | | F | | E | | B | |
| HCM2k95thQ: | 7 | | 21 | | 21 | | 22 | | 11 | | 105 | | 17 | | 25 | | 25 | | 11 | | 115 | | 25 | |

Note: Queue reported is the number of cars per lane.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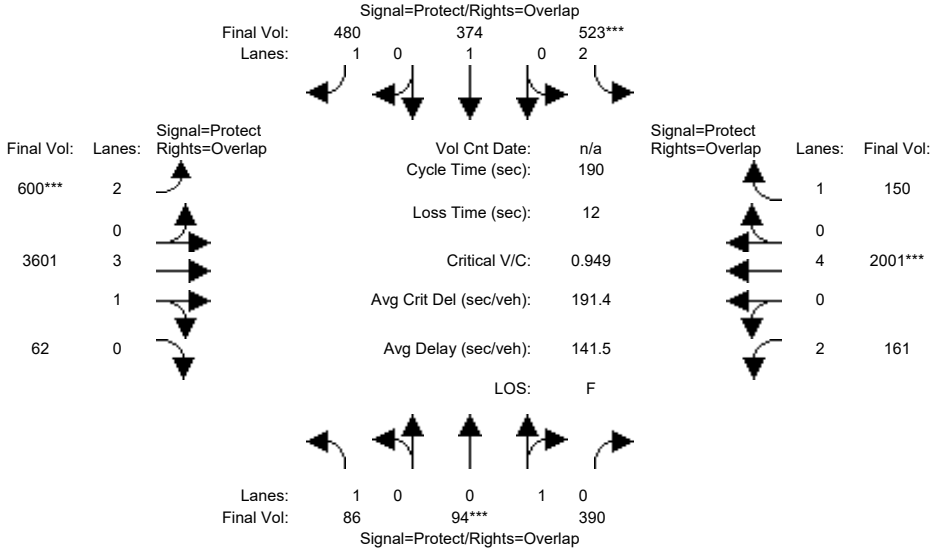
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5809: (50) 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: | 86 | 94 | 390 | 523 | 374 | 480 | 600 | 3601 | 62 | 161 | 2001 | 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: | 86 | 94 | 390 | 523 | 374 | 480 | 600 | 3601 | 62 | 161 | 2001 | 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: | 86 | 94 | 390 | 523 | 374 | 480 | 600 | 3601 | 62 | 161 | 2001 | 150 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 86 | 94 | 390 | 523 | 374 | 480 | 600 | 3601 | 62 | 161 | 2001 | 150 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 94 | 390 | 523 | 374 | 480 | 600 | 3601 | 62 | 161 | 2001 | 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: | 86 | 94 | 390 | 523 | 374 | 480 | 600 | 3601 | 62 | 161 | 2001 | 150 |
| 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 | 350 | 1450 | 3150 | 1900 | 1750 | 3150 | 5554 | 96 | 3150 | 7600 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.27 | 0.27 | 0.17 | 0.20 | 0.27 | 0.19 | 0.65 | 0.65 | 0.05 | 0.26 | 0.09 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 12.1 | 28.1 | 42.1 | 28.0 | 44.0 | 63.9 | 19.9 | 108 | 120.0 | 14.0 | 102 | 130.0 |
| Volume/Cap: | 0.77 | 1.82 | 1.21 | 1.13 | 0.85 | 0.82 | 1.82 | 1.14 | 1.03 | 0.69 | 0.49 | 0.13 |
| Delay/Veh: | 115.2 | 464 | 191.1 | 162.2 | 84.4 | 66.3 | 471.7 | 145 | 97.4 | 99.2 | 49.1 | 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: | 115.2 | 464 | 191.1 | 162.2 | 84.4 | 66.3 | 471.7 | 145 | 97.4 | 99.2 | 49.1 | 25.4 |
| LOS by Move: | F | F | F | F | F | E | F | F | F | F | D | C |
| HCM2k95thQ: | 13 | 88 | 66 | 40 | 36 | 46 | 63 | 103 | 120 | 13 | 41 | 13 |

Note: Queue reported is the number of cars per lane.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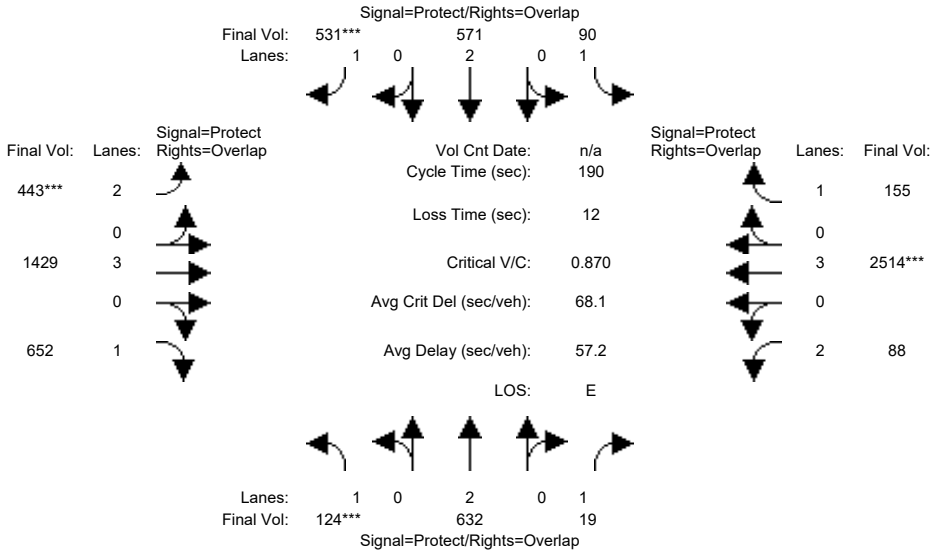
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

## Intersection #5812: (48) 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 | 632 | 19 | 90 | 571 | 531 | 443 | 1642 | 652 | 88 | 2890 | 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 | 632 | 19 | 90 | 571 | 531 | 443 | 1642 | 652 | 88 | 2890 | 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 | 632 | 19 | 90 | 571 | 531 | 443 | 1642 | 652 | 88 | 2890 | 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 | 632 | 19 | 90 | 571 | 531 | 443 | 1429 | 652 | 88 | 2514 | 155 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 124 | 632 | 19 | 90 | 571 | 531 | 443 | 1429 | 652 | 88 | 2514 | 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 | 632 | 19 | 90 | 571 | 531 | 443 | 1429 | 652 | 88 | 2514 | 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 | 0.17 | 0.01 | 0.05 | 0.15 | 0.30 | 0.14 | 0.25 | 0.37 | 0.03 | 0.44 | 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 | 0.83 | 0.04 | 0.76 | 0.81 | 0.89 | 0.91 | 0.45 | 0.58 | 0.49 | 0.95 | 0.17 |
| Delay/Veh: | 124.2 | 80.7 | 53.1 | 112.1 | 81.3 | 75.4 | 100.5 | 24.8 | 20.3 | 89.1 | 58.1 | 23.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 124.2 | 80.7 | 53.1 | 112.1 | 81.3 | 75.4 | 100.5 | 24.8 | 20.3 | 89.1 | 58.1 | 23.1 |
| LOS by Move: | F | F | D | F | F | E | F | C | C | F | E | C |
| HCM2k95thQ: | 16 | 31 | 2 | 11 | 29 | 53 | 27 | 27 | 37 | 7 | 78 | 9 |

Note: Queue reported is the number of cars per lane.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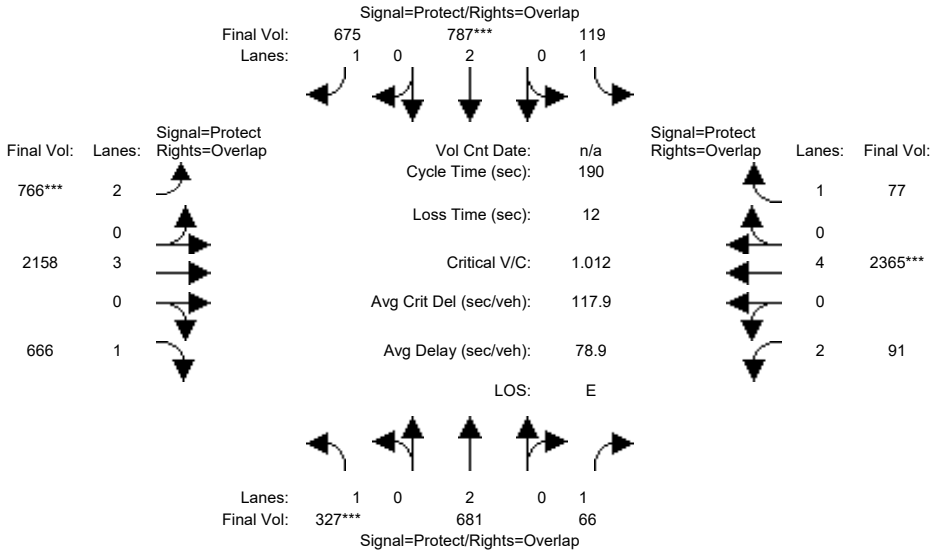
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

## Intersection #5812: (48) 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: | 327 | 681 | 66 | 119 | 787 | 675 | 766 | 2664 | 666 | 91 | 2365 | 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: | 327 | 681 | 66 | 119 | 787 | 675 | 766 | 2664 | 666 | 91 | 2365 | 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: | 327 | 681 | 66 | 119 | 787 | 675 | 766 | 2664 | 666 | 91 | 2365 | 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: | 327 | 681 | 66 | 119 | 787 | 675 | 766 | 2158 | 666 | 91 | 2365 | 77 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 327 | 681 | 66 | 119 | 787 | 675 | 766 | 2158 | 666 | 91 | 2365 | 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: | 327 | 681 | 66 | 119 | 787 | 675 | 766 | 2158 | 666 | 91 | 2365 | 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 | 0.21 | 0.39 | 0.24 | 0.38 | 0.38 | 0.03 | 0.31 | 0.04 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 25.6 | 52.4 | 63.9 | 14.2 | 41.0 | 74.4 | 33.4 | 99.9 | 125.6 | 11.4 | 78.0 | 92.2 |
| Volume/Cap: | 1.38 | 0.65 | 0.11 | 0.91 | 0.96 | 0.99 | 1.38 | 0.72 | 0.58 | 0.48 | 0.76 | 0.09 |
| Delay/Veh: | 279.4 | 62.1 | 43.6 | 139.3 | 95.8 | 87.9 | 262.5 | 25.8 | 7.8 | 88.3 | 56.0 | 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: | 279.4 | 62.1 | 43.6 | 139.3 | 95.8 | 87.9 | 262.5 | 25.8 | 7.8 | 88.3 | 56.0 | 32.2 |
| LOS by Move: | F | E | D | F | F | F | F | C | A | F | E | C |
| HCM2k95thQ: | 52 | 30 | 5 | 16 | 42 | 72 | 63 | 39 | 17 | 7 | 50 | 6 |

Note: Queue reported is the number of cars per lane.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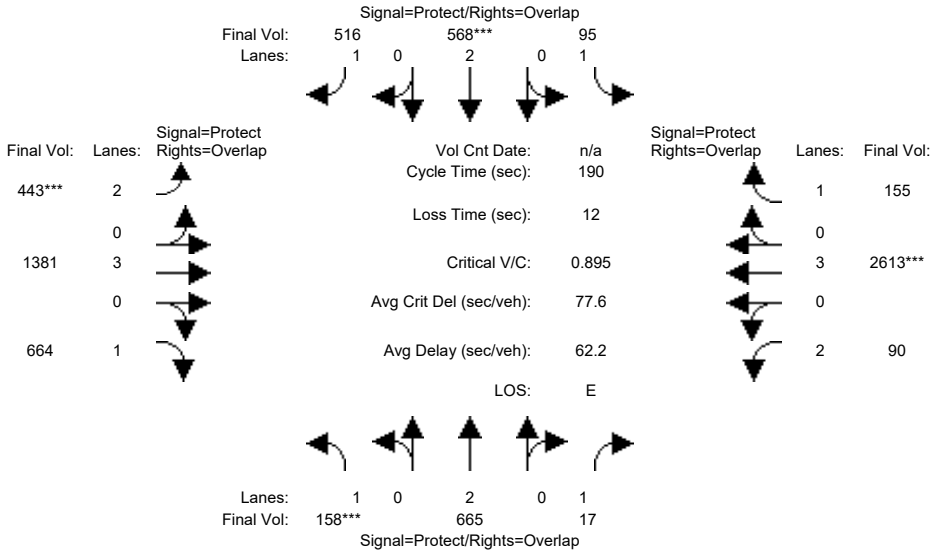
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5812: (48) 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: | 158 | 665 | 17 | 95 | 568 | 516 | 443 | 1587 | 664 | 90 | 3004 | 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: | 158 | 665 | 17 | 95 | 568 | 516 | 443 | 1587 | 664 | 90 | 3004 | 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: | 158 | 665 | 17 | 95 | 568 | 516 | 443 | 1587 | 664 | 90 | 3004 | 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: | 158 | 665 | 17 | 95 | 568 | 516 | 443 | 1381 | 664 | 90 | 2613 | 155 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 158 | 665 | 17 | 95 | 568 | 516 | 443 | 1381 | 664 | 90 | 2613 | 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: | 158 | 665 | 17 | 95 | 568 | 516 | 443 | 1381 | 664 | 90 | 2613 | 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 | 0.29 | 0.14 | 0.24 | 0.38 | 0.03 | 0.46 | 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: | 1.10 | 0.87 | 0.04 | 0.81 | 0.81 | 0.87 | 0.91 | 0.43 | 0.59 | 0.50 | 0.99 | 0.17 |
| Delay/Veh: | 191.5 | 84.8 | 53.0 | 119.3 | 81.0 | 71.7 | 100.5 | 24.5 | 20.6 | 89.3 | 66.1 | 23.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 191.5 | 84.8 | 53.0 | 119.3 | 81.0 | 71.7 | 100.5 | 24.5 | 20.6 | 89.3 | 66.1 | 23.1 |
| LOS by Move: | F | F | D | F | F | E | F | C | C | F | E | C |
| HCM2k95thQ: | 23 | 34 | 2 | 12 | 28 | 51 | 28 | 26 | 38 | 7 | 85 | 9 |

Note: Queue reported is the number of cars per lane.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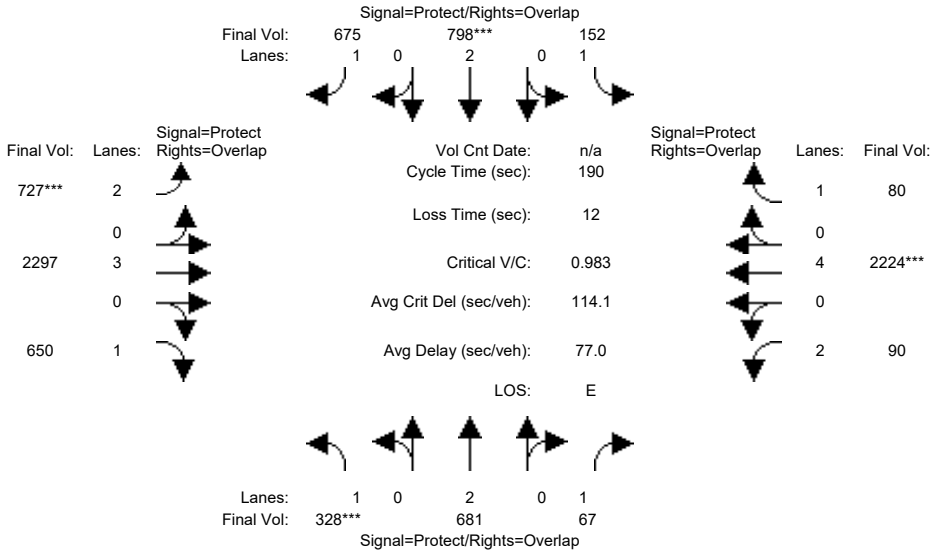
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5812: (48) 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 | 681 | 67 | 152 | 798 | 675 | 727 | 2836 | 650 | 90 | 2224 | 80 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 328 | 681 | 67 | 152 | 798 | 675 | 727 | 2836 | 650 | 90 | 2224 | 80 |
| Added Vol: | 0 | 0 | 0 | 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 | 681 | 67 | 152 | 798 | 675 | 727 | 2836 | 650 | 90 | 2224 | 80 |
| 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 | 681 | 67 | 152 | 798 | 675 | 727 | 2297 | 650 | 90 | 2224 | 80 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 328 | 681 | 67 | 152 | 798 | 675 | 727 | 2297 | 650 | 90 | 2224 | 80 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 328 | 681 | 67 | 152 | 798 | 675 | 727 | 2297 | 650 | 90 | 2224 | 80 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 0.09 | 0.21 | 0.39 | 0.23 | 0.40 | 0.37 | 0.03 | 0.29 | 0.05 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 26.4 | 50.2 | 61.6 | 17.3 | 41.0 | 73.6 | 32.6 | 99.2 | 125.6 | 11.4 | 78.0 | 95.3 |
| Volume/Cap: | 1.35 | 0.68 | 0.12 | 0.96 | 0.97 | 1.00 | 1.35 | 0.77 | 0.56 | 0.48 | 0.71 | 0.09 |
| Delay/Veh: | 262.6 | 64.6 | 45.2 | 144.2 | 98.8 | 91.7 | 246.8 | 27.9 | 7.6 | 88.3 | 54.3 | 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: | 262.6 | 64.6 | 45.2 | 144.2 | 98.8 | 91.7 | 246.8 | 27.9 | 7.6 | 88.3 | 54.3 | 30.8 |
| LOS by Move: | F | E | D | F | F | F | F | C | A | F | D | C |
| HCM2k95thQ: | 51 | 30 | 6 | 20 | 43 | 73 | 59 | 44 | 17 | 7 | 47 | 6 |

Note: Queue reported is the number of cars per lane.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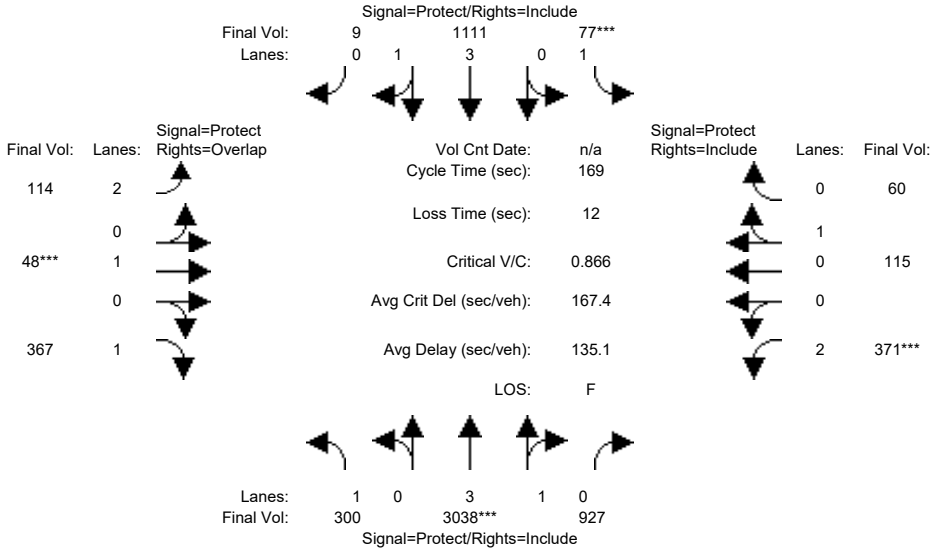
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #25: (2) 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: | 300 | 3038 | 927 | 77 | 1111 | 9 | 114 | 48 | 367 | 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 | 3038 | 927 | 77 | 1111 | 9 | 114 | 48 | 367 | 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 | 3038 | 927 | 77 | 1111 | 9 | 114 | 48 | 367 | 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 | 3038 | 927 | 77 | 1111 | 9 | 114 | 48 | 367 | 371 | 115 | 60 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 300 | 3038 | 927 | 77 | 1111 | 9 | 114 | 48 | 367 | 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 | 3038 | 927 | 77 | 1111 | 9 | 114 | 48 | 367 | 371 | 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 | 3.03 | 0.97 | 1.00 | 3.97 | 0.03 | 2.00 | 1.00 | 1.00 | 2.00 | 0.66 | 0.34 |
| Final Sat.: | 1750 | 5744 | 1753 | 1750 | 7440 | 60 | 1575 | 760 | 1225 | 2205 | 473 | 247 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.53 | 0.53 | 0.04 | 0.15 | 0.15 | 0.07 | 0.06 | 0.30 | 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 | 1.25 | 1.25 | 0.64 | 0.51 | 0.51 | 1.06 | 0.29 | 0.73 | 1.08 | 0.80 | 0.80 |
| Delay/Veh: | 87.6 | 173 | 172.6 | 87.2 | 52.8 | 52.8 | 184.1 | 56.3 | 46.7 | 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 | 173 | 172.6 | 87.2 | 52.8 | 52.8 | 184.1 | 56.3 | 46.7 | 143.4 | 72.2 | 72.2 |
| LOS by Move: | F | F | F | F | D | D | F | E | D | F | E | E |
| HCM2k95thQ: | 29 | 113 | 113 | 9 | 23 | 23 | 12 | 5 | 31 | 29 | 20 | 20 |

Note: Queue reported is the number of cars per lane.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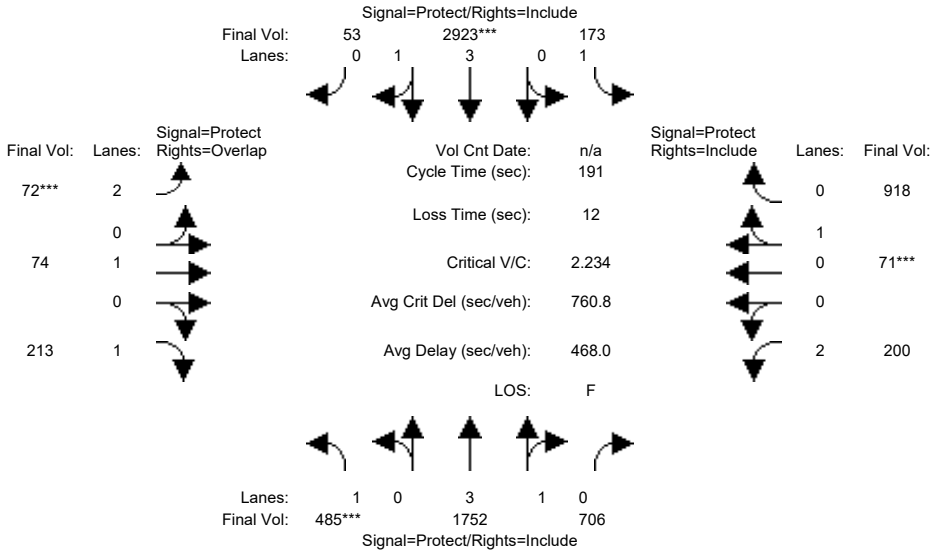
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #25: (2) 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: | 485 | 1752 | 706 | 173 | 2923 | 53 | 72 | 74 | 213 | 200 | 71 | 918 |
| Growth Adj: | 1.00 | 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 | 1752 | 706 | 173 | 2923 | 53 | 72 | 74 | 213 | 200 | 71 | 918 |
| Added Vol: | 0 | 0 | 0 | 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 | 1752 | 706 | 173 | 2923 | 53 | 72 | 74 | 213 | 200 | 71 | 918 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1752 | 706 | 173 | 2923 | 53 | 72 | 74 | 213 | 200 | 71 | 918 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 485 | 1752 | 706 | 173 | 2923 | 53 | 72 | 74 | 213 | 200 | 71 | 918 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 485 | 1752 | 706 | 173 | 2923 | 53 | 72 | 74 | 213 | 200 | 71 | 918 |
| Saturation Flow 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 | 3.93 | 0.07 | 2.00 | 1.00 | 1.00 | 2.00 | 0.07 | 0.93 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 7366 | 134 | 1575 | 760 | 1225 | 2205 | 52 | 668 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.31 | 0.40 | 0.10 | 0.40 | 0.40 | 0.05 | 0.10 | 0.17 | 0.09 | 1.37 | 1.37 |
| 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 | 0.66 | 0.86 | 0.68 | 1.32 | 1.32 | 0.68 | 0.61 | 0.37 | 0.86 | 6.98 | 6.98 |
| Delay/Veh: | 80.8 | 32.4 | 40.1 | 84.9 | 216 | 216.3 | 103.1 | 84.0 | 33.5 | 109.6 | 2781 | 2781 |
| User DelAdj: | 1.00 | 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 | 32.4 | 40.1 | 84.9 | 216 | 216.3 | 103.1 | 84.0 | 33.5 | 109.6 | 2781 | 2781 |
| LOS by Move: | F | C | D | F | F | F | F | F | C | F | F | F |
| HCM2k95thQ: | 49 | 36 | 59 | 19 | 98 | 98 | 7 | 10 | 16 | 17 | 253 | 253 |

Note: Queue reported is the number of cars per lane.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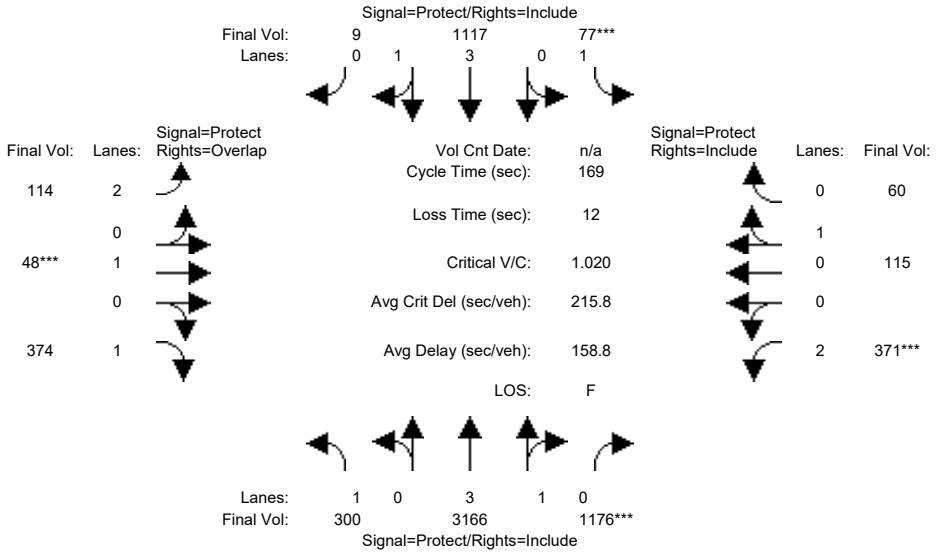
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #25: (2) 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: | 300 | 3166 | 1176 | 77 | 1117 | 9 | 114 | 48 | 374 | 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 | 3166 | 1176 | 77 | 1117 | 9 | 114 | 48 | 374 | 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 | 3166 | 1176 | 77 | 1117 | 9 | 114 | 48 | 374 | 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 | 3166 | 1176 | 77 | 1117 | 9 | 114 | 48 | 374 | 371 | 115 | 60 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 300 | 3166 | 1176 | 77 | 1117 | 9 | 114 | 48 | 374 | 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 | 3166 | 1176 | 77 | 1117 | 9 | 114 | 48 | 374 | 371 | 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 | 7440 | 60 | 1575 | 760 | 1225 | 2205 | 473 | 247 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.56 | 0.67 | 0.04 | 0.15 | 0.15 | 0.07 | 0.06 | 0.31 | 0.17 | 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: | 0.88 | 1.31 | 1.38 | 0.64 | 0.51 | 0.51 | 1.06 | 0.29 | 0.74 | 1.08 | 0.80 | 0.80 |
| Delay/Veh: | 87.6 | 200 | 226.1 | 87.2 | 52.8 | 52.8 | 184.1 | 56.3 | 47.6 | 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 | 200 | 226.1 | 87.2 | 52.8 | 52.8 | 184.1 | 56.3 | 47.6 | 143.4 | 72.2 | 72.2 |
| LOS by Move: | F | F | F | F | D | D | F | E | D | F | E | E |
| HCM2k95thQ: | 29 | 125 | 159 | 9 | 23 | 23 | 12 | 5 | 32 | 29 | 20 | 20 |

Note: Queue reported is the number of cars per lane.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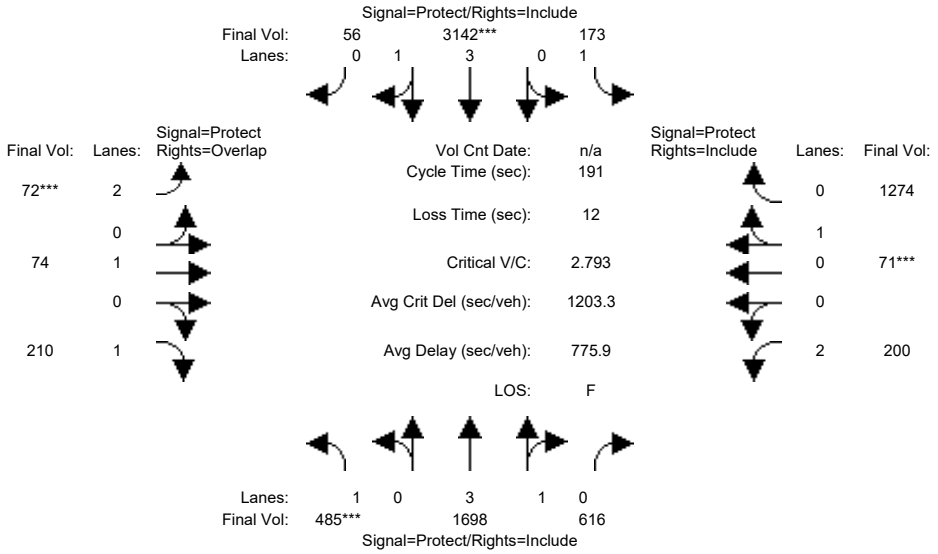
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #25: (2) 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: | 485 | 1698 | 616 | 173 | 3142 | 56 | 72 | 74 | 210 | 200 | 71 | 1274 |
| Growth Adj: | 1.00 | 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 | 1698 | 616 | 173 | 3142 | 56 | 72 | 74 | 210 | 200 | 71 | 1274 |
| Added Vol: | 0 | 0 | 0 | 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 | 1698 | 616 | 173 | 3142 | 56 | 72 | 74 | 210 | 200 | 71 | 1274 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1698 | 616 | 173 | 3142 | 56 | 72 | 74 | 210 | 200 | 71 | 1274 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 485 | 1698 | 616 | 173 | 3142 | 56 | 72 | 74 | 210 | 200 | 71 | 1274 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 485 | 1698 | 616 | 173 | 3142 | 56 | 72 | 74 | 210 | 200 | 71 | 1274 |
| Saturation Flow 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 | 3.93 | 0.07 | 2.00 | 1.00 | 1.00 | 2.00 | 0.05 | 0.95 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 7368 | 131 | 1575 | 760 | 1225 | 2205 | 38 | 682 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.30 | 0.35 | 0.10 | 0.43 | 0.43 | 0.05 | 0.10 | 0.17 | 0.09 | 1.87 | 1.87 |
| 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 | 0.64 | 0.75 | 0.68 | 1.41 | 1.41 | 0.68 | 0.61 | 0.37 | 0.86 | 9.49 | 9.49 |
| Delay/Veh: | 80.8 | 31.9 | 35.3 | 84.9 | 260 | 259.9 | 103.1 | 84.0 | 33.3 | 109.6 | 3910 | 3910 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 80.8 | 31.9 | 35.3 | 84.9 | 260 | 259.9 | 103.1 | 84.0 | 33.3 | 109.6 | 3910 | 3910 |
| LOS by Move: | F | C | D | F | F | F | F | F | C | F | F | F |
| HCM2k95thQ: | 49 | 34 | 45 | 19 | 113 | 113 | 7 | 10 | 16 | 17 | 353 | 353 |

Note: Queue reported is the number of cars per lane.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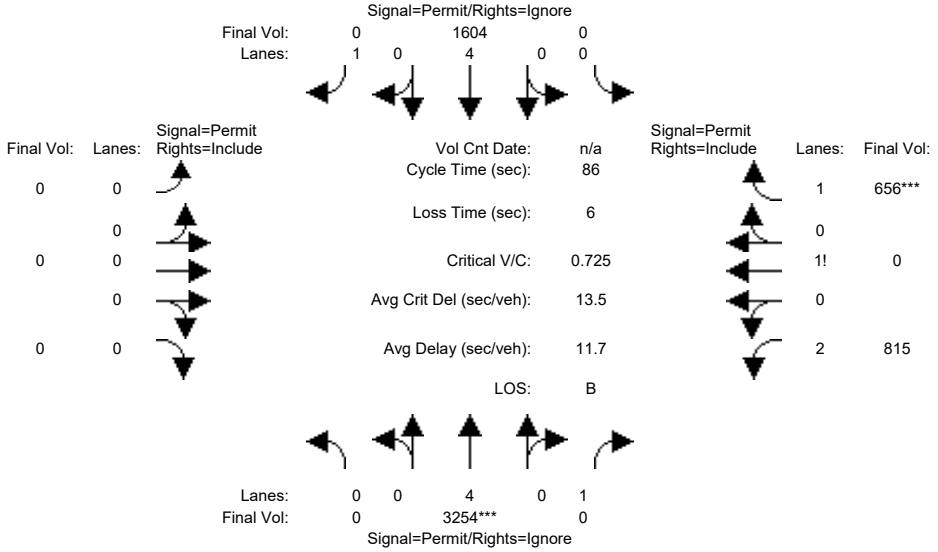
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #26: (3) 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 | 3254 | 0 | 0 | 1604 | 505 | 0 | 0 | 0 | 815 | 0 | 656 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3254 | 0 | 0 | 1604 | 505 | 0 | 0 | 0 | 815 | 0 | 656 |
| Added Vol: | 0 | 0 | 0 | 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 | 3254 | 0 | 0 | 1604 | 505 | 0 | 0 | 0 | 815 | 0 | 656 |
| 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 | 3254 | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 815 | 0 | 656 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3254 | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 815 | 0 | 656 |
| 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 | 3254 | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 815 | 0 | 656 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 3943 | 0 | 2666 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.43 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.25 |
| 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 | 0.71 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.77 | 0.00 | 0.76 |
| Delay/Veh: | 0.0 | 7.1 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 31.1 | 0.0 | 27.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 7.1 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 31.1 | 0.0 | 27.8 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | C |
| HCM2k95thQ: | 0 | 18 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 21 | 0 | 23 |

Note: Queue reported is the number of cars per lane.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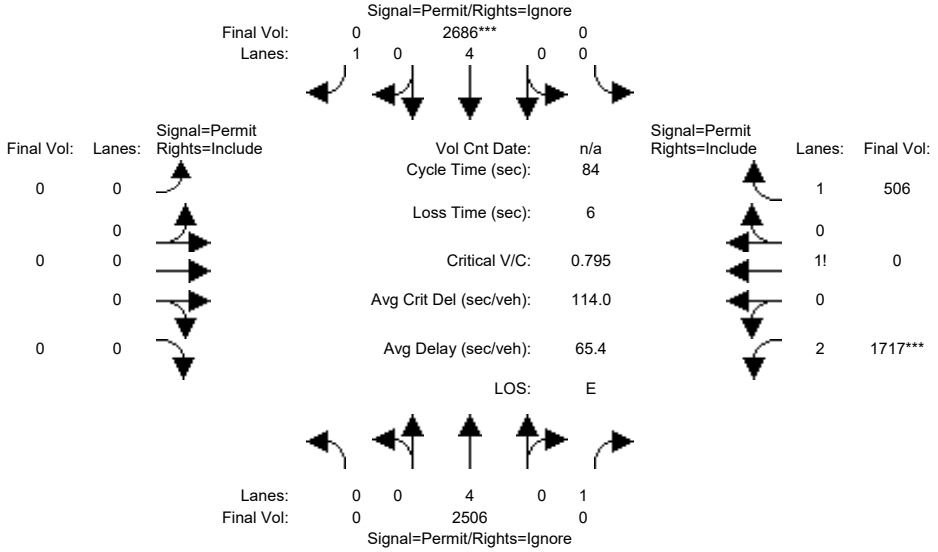
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #26: (3) 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 | 2506 | 0 | 0 | 2686 | 349 | 0 | 0 | 0 | 1717 | 0 | 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 | 2506 | 0 | 0 | 2686 | 349 | 0 | 0 | 0 | 1717 | 0 | 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 | 2506 | 0 | 0 | 2686 | 349 | 0 | 0 | 0 | 1717 | 0 | 506 |
| 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 | 2506 | 0 | 0 | 2686 | 0 | 0 | 0 | 0 | 1717 | 0 | 506 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2506 | 0 | 0 | 2686 | 0 | 0 | 0 | 0 | 1717 | 0 | 506 |
| 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 | 2506 | 0 | 0 | 2686 | 0 | 0 | 0 | 0 | 1717 | 0 | 506 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 0.87 | 1.00 | 0.92 |
| Lanes: | 0.00 | 4.00 | 1.00 | 0.00 | 4.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.71 | 0.00 | 1.29 |
| Final Sat.: | 0 | 7600 | 1750 | 0 | 7600 | 1750 | 0 | 0 | 0 | 4465 | 0 | 2265 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.33 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.22 |
| 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 | 0.53 | 0.00 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 | 1.47 | 0.00 | 0.85 |
| Delay/Veh: | 0.0 | 13.3 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 245.5 | 0.0 | 32.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 13.3 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 245.5 | 0.0 | 32.4 |
| LOS by Move: | A | B | A | A | A | A | A | A | A | F | A | C |
| HCM2k95thQ: | 0 | 21 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 75 | 0 | 24 |

Note: Queue reported is the number of cars per lane.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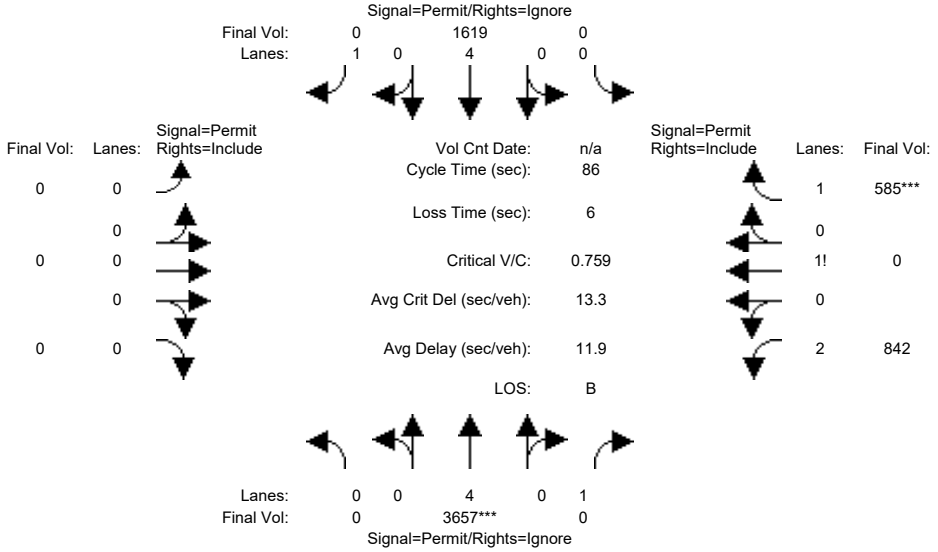
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #26: (3) 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 | 3657 | 0 | 0 | 1619 | 505 | 0 | 0 | 0 | 842 | 0 | 585 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3657 | 0 | 0 | 1619 | 505 | 0 | 0 | 0 | 842 | 0 | 585 |
| Added Vol: | 0 | 0 | 0 | 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 | 3657 | 0 | 0 | 1619 | 505 | 0 | 0 | 0 | 842 | 0 | 585 |
| 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 | 3657 | 0 | 0 | 1619 | 0 | 0 | 0 | 0 | 842 | 0 | 585 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3657 | 0 | 0 | 1619 | 0 | 0 | 0 | 0 | 842 | 0 | 585 |
| 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 | 3657 | 0 | 0 | 1619 | 0 | 0 | 0 | 0 | 842 | 0 | 585 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 4023 | 0 | 2604 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.22 |
| 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 | 0.79 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.78 | 0.00 | 0.69 |
| Delay/Veh: | 0.0 | 8.2 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 31.5 | 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: | 0.0 | 8.2 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 31.5 | 0.0 | 26.3 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | C |
| HCM2k95thQ: | 0 | 24 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 21 | 0 | 20 |

Note: Queue reported is the number of cars per lane.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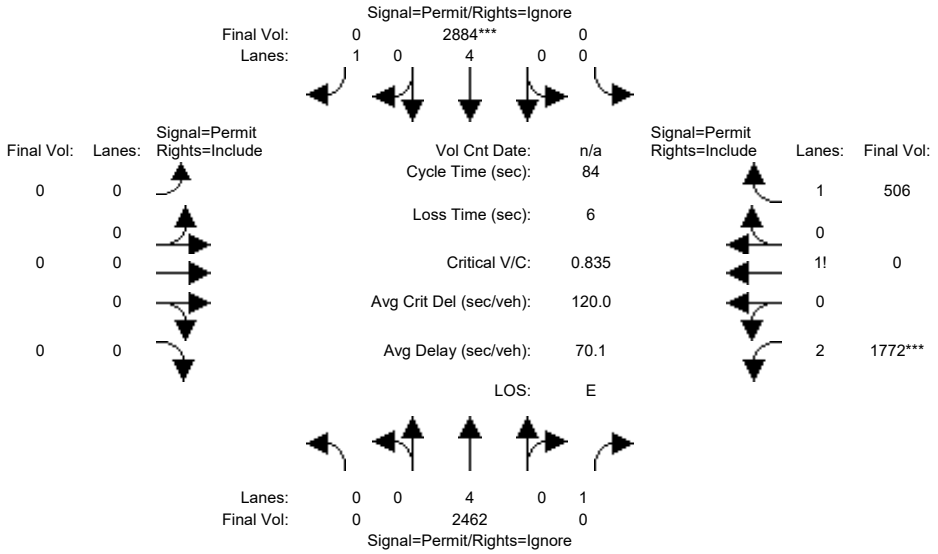
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #26: (3) 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 | 2462 | 0 | 0 | 2884 | 349 | 0 | 0 | 0 | 1772 | 0 | 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 | 2462 | 0 | 0 | 2884 | 349 | 0 | 0 | 0 | 1772 | 0 | 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 | 2462 | 0 | 0 | 2884 | 349 | 0 | 0 | 0 | 1772 | 0 | 506 |
| 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 | 2462 | 0 | 0 | 2884 | 0 | 0 | 0 | 0 | 1772 | 0 | 506 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2462 | 0 | 0 | 2884 | 0 | 0 | 0 | 0 | 1772 | 0 | 506 |
| 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 | 2462 | 0 | 0 | 2884 | 0 | 0 | 0 | 0 | 1772 | 0 | 506 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 0.87 | 1.00 | 0.92 |
| Lanes: | 0.00 | 4.00 | 1.00 | 0.00 | 4.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.71 | 0.00 | 1.29 |
| Final Sat.: | 0 | 7600 | 1750 | 0 | 7600 | 1750 | 0 | 0 | 0 | 4475 | 0 | 2253 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.32 | 0.00 | 0.00 | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.40 | 0.00 | 0.22 |
| 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 | 0.53 | 0.00 | 0.00 | 0.62 | 0.00 | 0.00 | 0.00 | 0.00 | 1.51 | 0.00 | 0.86 |
| Delay/Veh: | 0.0 | 13.2 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 264.8 | 0.0 | 32.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 13.2 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 264.8 | 0.0 | 32.5 |
| LOS by Move: | A | B | A | A | A | A | A | A | A | F | A | C |
| HCM2k95thQ: | 0 | 21 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 80 | 0 | 24 |

Note: Queue reported is the number of cars per lane.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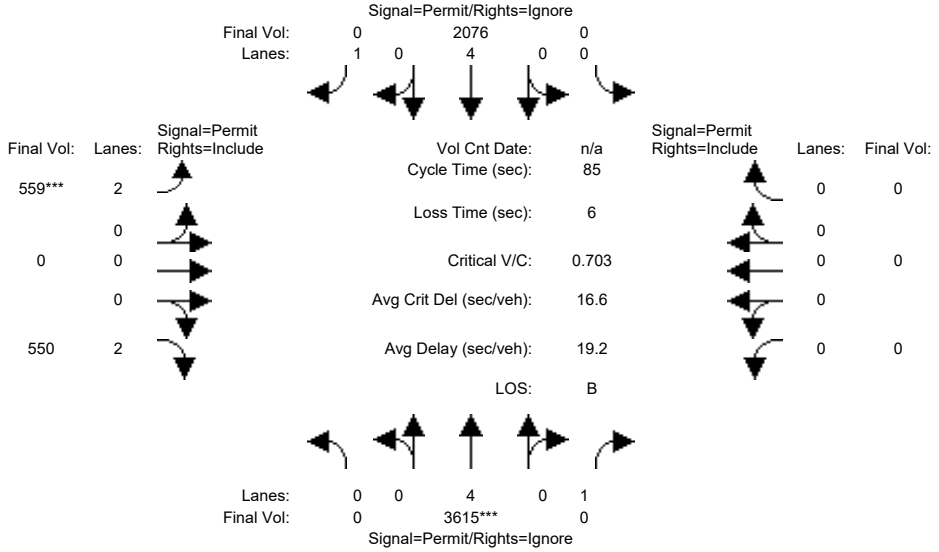
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #27: (4) 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 | 3615 | 1041 | 0 | 2076 | 0 | 559 | 0 | 550 | 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 | 3615 | 1041 | 0 | 2076 | 0 | 559 | 0 | 550 | 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 | 3615 | 1041 | 0 | 2076 | 0 | 559 | 0 | 550 | 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 | 3615 | 0 | 0 | 2076 | 0 | 559 | 0 | 550 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3615 | 0 | 0 | 2076 | 0 | 559 | 0 | 550 | 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 | 3615 | 0 | 0 | 2076 | 0 | 559 | 0 | 550 | 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 | 0.48 | 0.00 | 0.00 | 0.27 | 0.00 | 0.18 | 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 | 13.5 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.67 | 0.00 | 0.00 | 0.39 | 0.00 | 1.12 | 0.00 | 1.10 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 1.9 | 0.0 | 0.0 | 1.3 | 0.0 | 112.3 | 0.0 | 105.9 | 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 | 1.9 | 0.0 | 0.0 | 1.3 | 0.0 | 112.3 | 0.0 | 105.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | F | A | F | A | A | A |
| HCM2k95thQ: | 0 | 9 | 0 | 0 | 3 | 0 | 30 | 0 | 29 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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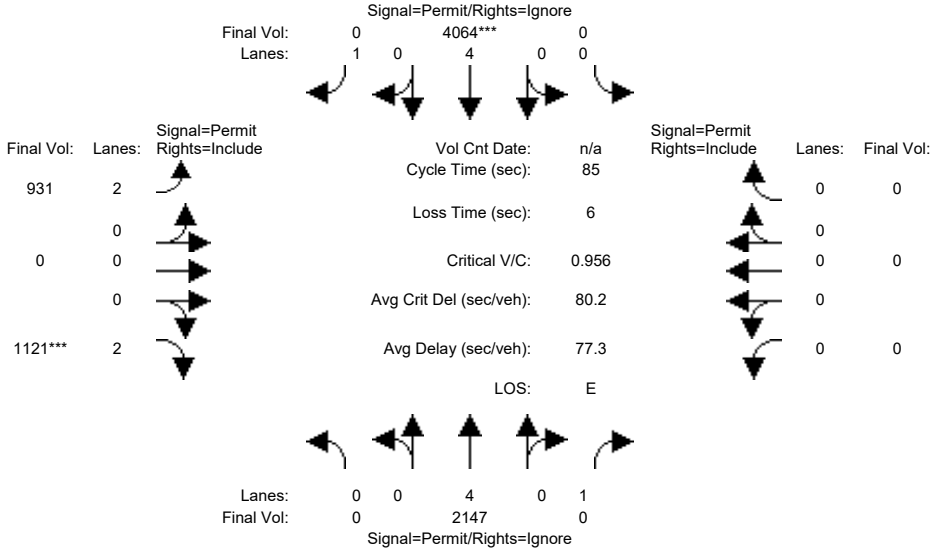
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #27: (4) 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 | 2147 | 482 | 0 | 4064 | 0 | 931 | 0 | 1121 | 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 | 2147 | 482 | 0 | 4064 | 0 | 931 | 0 | 1121 | 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 | 2147 | 482 | 0 | 4064 | 0 | 931 | 0 | 1121 | 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 | 2147 | 0 | 0 | 4064 | 0 | 931 | 0 | 1121 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2147 | 0 | 0 | 4064 | 0 | 931 | 0 | 1121 | 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 | 2147 | 0 | 0 | 4064 | 0 | 931 | 0 | 1121 | 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 | 0.28 | 0.00 | 0.00 | 0.53 | 0.00 | 0.30 | 0.00 | 0.36 | 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 | 0.38 | 0.00 | 0.00 | 0.71 | 0.00 | 1.44 | 0.00 | 1.73 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.1 | 0.0 | 0.0 | 0.4 | 0.0 | 239.6 | 0.0 | 369.2 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.1 | 0.0 | 0.0 | 0.4 | 0.0 | 239.6 | 0.0 | 369.2 | 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 | 3 | 0 | 60 | 0 | 83 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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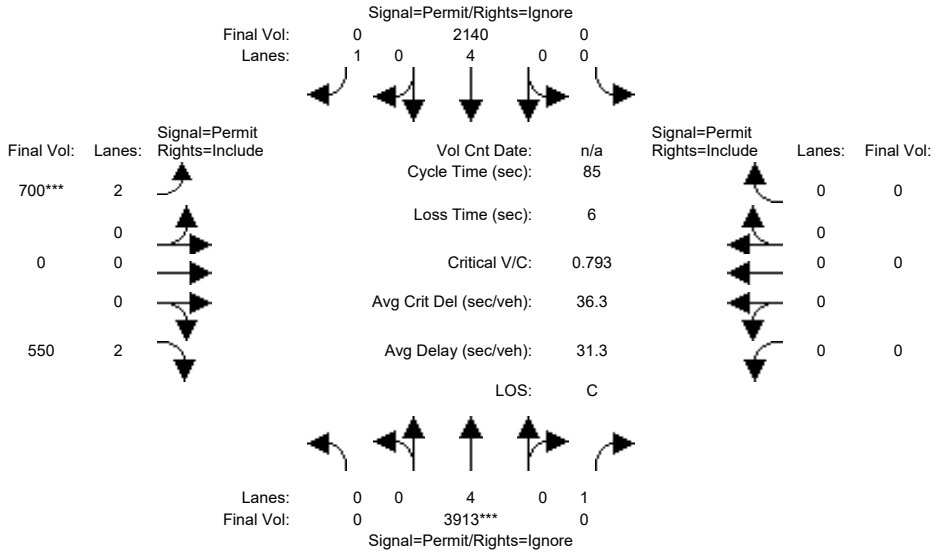
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #27: (4) 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 | 3913 | 1080 | 0 | 2140 | 0 | 700 | 0 | 550 | 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 | 3913 | 1080 | 0 | 2140 | 0 | 700 | 0 | 550 | 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 | 3913 | 1080 | 0 | 2140 | 0 | 700 | 0 | 550 | 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 | 3913 | 0 | 0 | 2140 | 0 | 700 | 0 | 550 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3913 | 0 | 0 | 2140 | 0 | 700 | 0 | 550 | 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 | 3913 | 0 | 0 | 2140 | 0 | 700 | 0 | 550 | 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 | 0.51 | 0.00 | 0.00 | 0.28 | 0.00 | 0.22 | 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 | 13.5 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.73 | 0.00 | 0.00 | 0.40 | 0.00 | 1.40 | 0.00 | 1.10 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 2.2 | 0.0 | 0.0 | 1.3 | 0.0 | 227.3 | 0.0 | 105.9 | 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 | 2.2 | 0.0 | 0.0 | 1.3 | 0.0 | 227.3 | 0.0 | 105.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | F | A | F | A | A | A |
| HCM2k95thQ: | 0 | 12 | 0 | 0 | 4 | 0 | 45 | 0 | 29 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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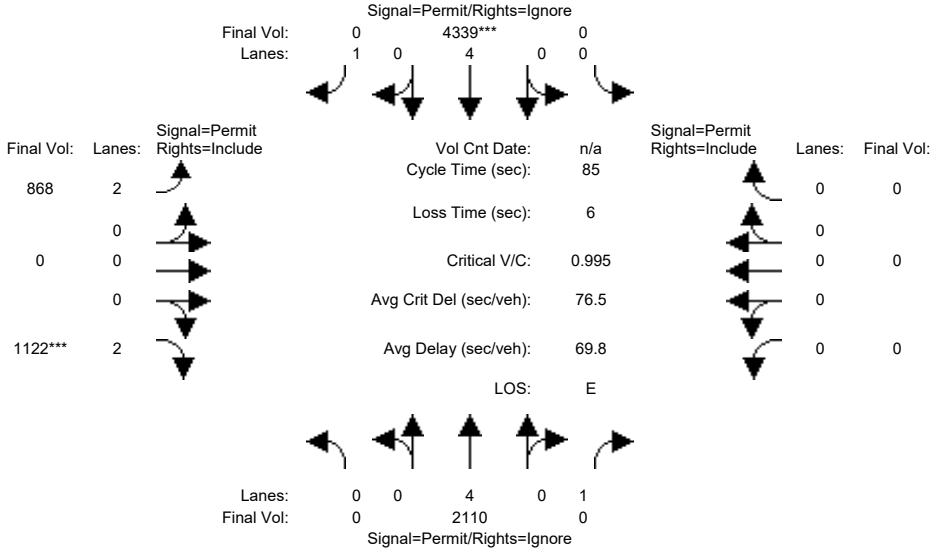
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #27: (4) 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 | 2110 | 438 | 0 | 4339 | 0 | 868 | 0 | 1122 | 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 | 2110 | 438 | 0 | 4339 | 0 | 868 | 0 | 1122 | 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 | 2110 | 438 | 0 | 4339 | 0 | 868 | 0 | 1122 | 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 | 2110 | 0 | 0 | 4339 | 0 | 868 | 0 | 1122 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2110 | 0 | 0 | 4339 | 0 | 868 | 0 | 1122 | 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 | 2110 | 0 | 0 | 4339 | 0 | 868 | 0 | 1122 | 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 | 0.28 | 0.00 | 0.00 | 0.57 | 0.00 | 0.28 | 0.00 | 0.36 | 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 | 0.37 | 0.00 | 0.00 | 0.76 | 0.00 | 1.34 | 0.00 | 1.73 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.1 | 0.0 | 0.0 | 0.6 | 0.0 | 197.5 | 0.0 | 369.9 | 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 | 0.6 | 0.0 | 197.5 | 0.0 | 369.9 | 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 | 4 | 0 | 52 | 0 | 83 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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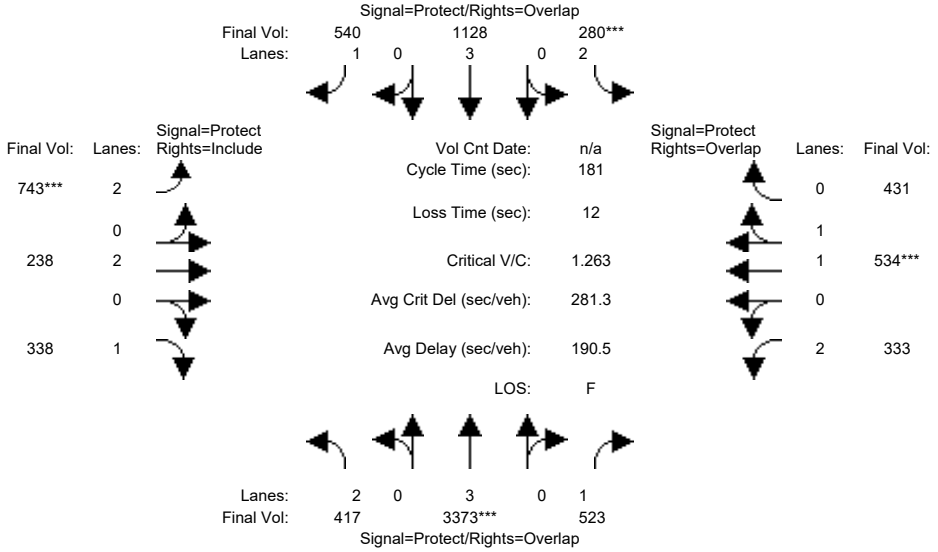
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #30: (51) 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: | 417 | 3877 | 523 | 280 | 1296 | 540 | 743 | 238 | 338 | 333 | 534 | 431 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 417 | 3877 | 523 | 280 | 1296 | 540 | 743 | 238 | 338 | 333 | 534 | 431 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 417 | 3877 | 523 | 280 | 1296 | 540 | 743 | 238 | 338 | 333 | 534 | 431 |
| 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: | 417 | 3373 | 523 | 280 | 1128 | 540 | 743 | 238 | 338 | 333 | 534 | 431 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 417 | 3373 | 523 | 280 | 1128 | 540 | 743 | 238 | 338 | 333 | 534 | 431 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 417 | 3373 | 523 | 280 | 1128 | 540 | 743 | 238 | 338 | 333 | 534 | 431 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.08 | 0.92 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 2032 | 1640 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.59 | 0.30 | 0.09 | 0.20 | 0.31 | 0.24 | 0.06 | 0.19 | 0.11 | 0.26 | 0.26 |
| 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: | 0.95 | 1.06 | 0.48 | 0.94 | 0.38 | 0.53 | 3.34 | 0.39 | 1.21 | 1.77 | 1.77 | 1.08 |
| Delay/Veh: | 108.0 | 61.6 | 10.4 | 118.0 | 19.9 | 14.2 | 1147 | 68.7 | 200.7 | 452.7 | 430 | 123.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 108.0 | 61.6 | 10.4 | 118.0 | 19.9 | 14.2 | 1147 | 68.7 | 200.7 | 452.7 | 430 | 123.0 |
| LOS by Move: | F | E | B | F | B | B | F | E | F | F | F | F |
| HCM2k95thQ: | 23 | 100 | 16 | 22 | 16 | 22 | 94 | 11 | 47 | 36 | 80 | 51 |

Note: Queue reported is the number of cars per lane.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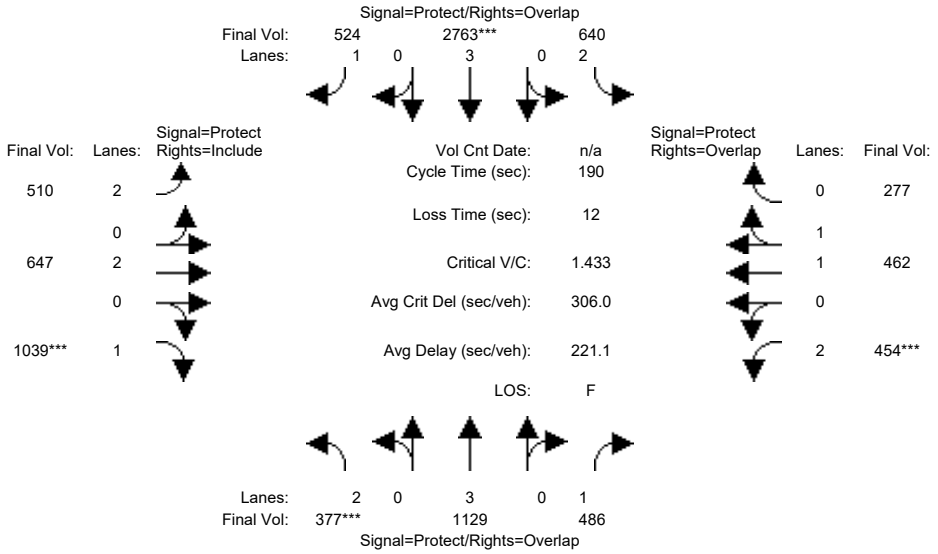
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #30: (51) 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: | 377 | 1411 | 486 | 640 | 3497 | 524 | 510 | 647 | 1039 | 454 | 462 | 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: | 377 | 1411 | 486 | 640 | 3497 | 524 | 510 | 647 | 1039 | 454 | 462 | 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: | 377 | 1411 | 486 | 640 | 3497 | 524 | 510 | 647 | 1039 | 454 | 462 | 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: | 377 | 1129 | 486 | 640 | 2763 | 524 | 510 | 647 | 1039 | 454 | 462 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 377 | 1129 | 486 | 640 | 2763 | 524 | 510 | 647 | 1039 | 454 | 462 | 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: | 377 | 1129 | 486 | 640 | 2763 | 524 | 510 | 647 | 1039 | 454 | 462 | 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 | 1.23 | 0.77 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 2312 | 1386 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.20 | 0.28 | 0.20 | 0.48 | 0.30 | 0.16 | 0.17 | 0.59 | 0.14 | 0.20 | 0.20 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 8.9 | 79.9 | 101.6 | 31.9 | 103 | 118.9 | 15.8 | 33.0 | 44.2 | 21.7 | 38.9 | 70.8 |
| Volume/Cap: | 2.56 | 0.47 | 0.52 | 1.21 | 0.89 | 0.48 | 1.95 | 0.98 | 2.55 | 1.26 | 0.98 | 0.54 |
| Delay/Veh: | 813.8 | 59.2 | 50.8 | 200.9 | 72.8 | 40.5 | 526.5 | 108 | 778.4 | 222.6 | 102 | 47.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 813.8 | 59.2 | 50.8 | 200.9 | 72.8 | 40.5 | 526.5 | 108 | 778.4 | 222.6 | 102 | 47.2 |
| LOS by Move: | F | E | D | F | E | D | F | F | F | F | F | D |
| HCM2k95thQ: | 48 | 32 | 43 | 52 | 82 | 45 | 56 | 36 | 220 | 39 | 41 | 29 |

Note: Queue reported is the number of cars per lane.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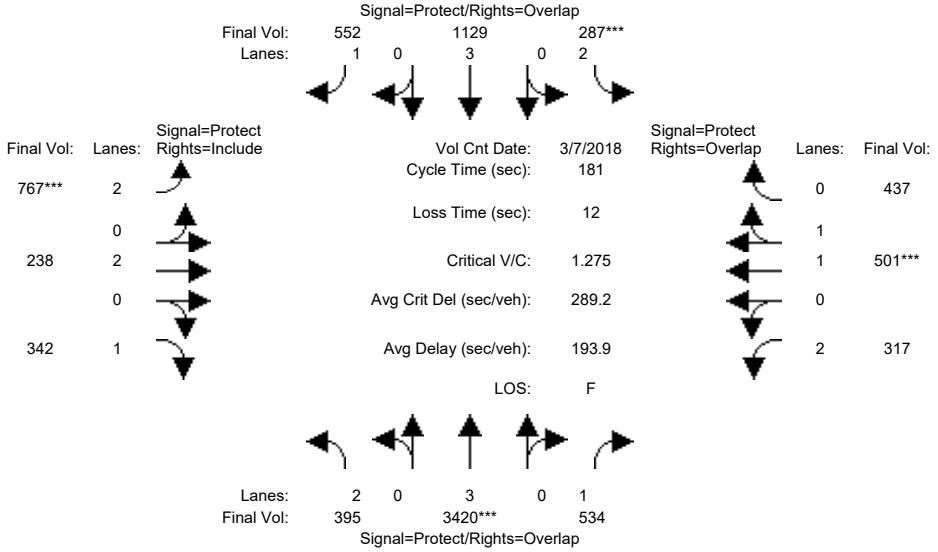
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #30: (51) 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: | 395 | 3931 | 534 | 287 | 1298 | 552 | 767 | 238 | 342 | 317 | 501 | 437 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 395 | 3931 | 534 | 287 | 1298 | 552 | 767 | 238 | 342 | 317 | 501 | 437 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 395 | 3931 | 534 | 287 | 1298 | 552 | 767 | 238 | 342 | 317 | 501 | 437 |
| 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: | 395 | 3420 | 534 | 287 | 1129 | 552 | 767 | 238 | 342 | 317 | 501 | 437 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 395 | 3420 | 534 | 287 | 1129 | 552 | 767 | 238 | 342 | 317 | 501 | 437 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 395 | 3420 | 534 | 287 | 1129 | 552 | 767 | 238 | 342 | 317 | 501 | 437 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.04 | 0.96 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 1961 | 1710 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.60 | 0.31 | 0.09 | 0.20 | 0.32 | 0.24 | 0.06 | 0.20 | 0.10 | 0.26 | 0.26 |
| 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: | 0.90 | 1.08 | 0.49 | 0.96 | 0.39 | 0.54 | 3.44 | 0.39 | 1.23 | 1.69 | 1.72 | 1.05 |
| Delay/Veh: | 97.9 | 67.3 | 10.5 | 124.0 | 19.9 | 14.4 | 1195 | 68.7 | 206.3 | 415.6 | 408 | 112.9 |
| 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: | 97.9 | 67.3 | 10.5 | 124.0 | 19.9 | 14.4 | 1195 | 68.7 | 206.3 | 415.6 | 408 | 112.9 |
| LOS by Move: | F | E | B | F | B | B | F | E | F | F | F | F |
| HCM2k95thQ: | 22 | 104 | 16 | 23 | 16 | 23 | 98 | 11 | 48 | 33 | 77 | 48 |

Note: Queue reported is the number of cars per lane.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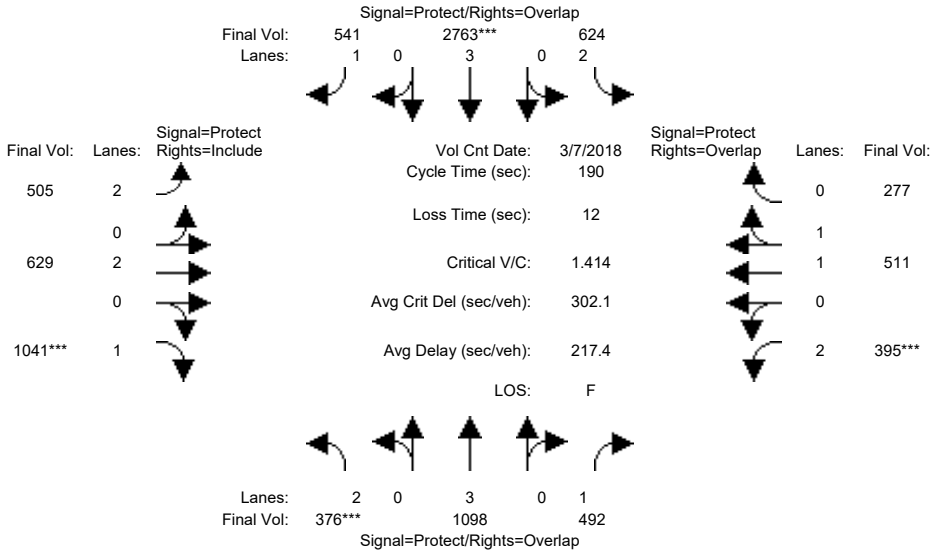
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #30: (51) 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: | 376 | 1372 | 492 | 624 | 3497 | 541 | 505 | 629 | 1041 | 395 | 511 | 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: | 376 | 1372 | 492 | 624 | 3497 | 541 | 505 | 629 | 1041 | 395 | 511 | 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: | 376 | 1372 | 492 | 624 | 3497 | 541 | 505 | 629 | 1041 | 395 | 511 | 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: | 376 | 1098 | 492 | 624 | 2763 | 541 | 505 | 629 | 1041 | 395 | 511 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 376 | 1098 | 492 | 624 | 2763 | 541 | 505 | 629 | 1041 | 395 | 511 | 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: | 376 | 1098 | 492 | 624 | 2763 | 541 | 505 | 629 | 1041 | 395 | 511 | 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 | 1.28 | 0.72 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 2398 | 1300 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.19 | 0.28 | 0.20 | 0.48 | 0.31 | 0.16 | 0.17 | 0.59 | 0.13 | 0.21 | 0.21 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 8.9 | 79.9 | 101.6 | 31.9 | 103 | 118.9 | 15.8 | 33.0 | 44.2 | 21.7 | 38.9 | 70.8 |
| Volume/Cap: | 2.55 | 0.46 | 0.53 | 1.18 | 0.89 | 0.49 | 1.93 | 0.95 | 2.56 | 1.10 | 1.04 | 0.57 |
| Delay/Veh: | 810.8 | 58.8 | 51.1 | 188.8 | 72.8 | 41.1 | 518.0 | 102 | 780.6 | 160.6 | 119 | 48.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 810.8 | 58.8 | 51.1 | 188.8 | 72.8 | 41.1 | 518.0 | 102 | 780.6 | 160.6 | 119 | 48.1 |
| LOS by Move: | F | E | D | F | E | D | F | F | F | F | F | D |
| HCM2k95thQ: | 48 | 32 | 44 | 50 | 82 | 46 | 56 | 34 | 220 | 30 | 45 | 31 |

Note: Queue reported is the number of cars per lane.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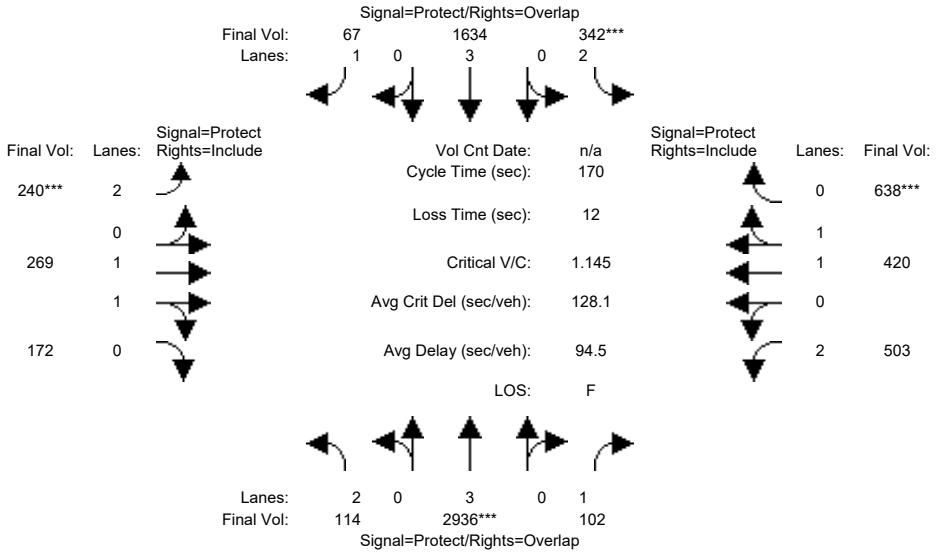
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #35: (54) Lawrence Expwy & Pruneridge Ave




| Street Name: | Lawrence Expwy | | | | | | Pruneridge Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 14 | 81 | 81 | 16 | 83 | 83 | 13 | 24 | 24 | 26 | 37 | 37 |
| Y+R: | 6.1 | 6.2 | 6.2 | 6.1 | 6.2 | 6.2 | 5.7 | 5.9 | 5.9 | 5.8 | 5.9 | 5.9 |
| Volume Module:7:30 AM - 8:30 AM | | | | | | | | | | | | |
| Base Vol: | 114 | 3375 | 102 | 342 | 1878 | 67 | 240 | 269 | 172 | 503 | 420 | 638 |
| Growth Adj: | 1.00 | 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 | 3375 | 102 | 342 | 1878 | 67 | 240 | 269 | 172 | 503 | 420 | 638 |
| Added Vol: | 0 | 0 | 0 | 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 | 3375 | 102 | 342 | 1878 | 67 | 240 | 269 | 172 | 503 | 420 | 638 |
| 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: | 114 | 2936 | 102 | 342 | 1634 | 67 | 240 | 269 | 172 | 503 | 420 | 638 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 114 | 2936 | 102 | 342 | 1634 | 67 | 240 | 269 | 172 | 503 | 420 | 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: | 114 | 2936 | 102 | 342 | 1634 | 67 | 240 | 269 | 172 | 503 | 420 | 638 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.20 | 0.80 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 2256 | 1442 | 3150 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.52 | 0.06 | 0.11 | 0.29 | 0.04 | 0.08 | 0.12 | 0.12 | 0.16 | 0.22 | 0.36 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green Time: | 13.9 | 81.4 | 106.9 | 15.5 | 83.0 | 95.4 | 12.4 | 23.6 | 23.6 | 25.5 | 36.8 | 48.7 |
| Volume/Cap: | 0.44 | 1.08 | 0.09 | 1.19 | 0.59 | 0.07 | 1.05 | 0.86 | 0.86 | 1.06 | 1.02 | 1.27 |
| Delay/Veh: | 75.6 | 95.6 | 18.1 | 192.2 | 24.8 | 11.3 | 150.5 | 85.2 | 85.2 | 131.9 | xxxx | 192.6 |
| 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: | 75.6 | 95.6 | 18.1 | 192.2 | 24.8 | 11.3 | 150.5 | 85.2 | 85.2 | 131.9 | xxxx | 192.6 |
| LOS by Move: | E | F | B | F | C | B | F | F | F | F | F | F |
| HCM2k95thQ: | 7 | 94 | 7 | 27 | 27 | 2 | 21 | 25 | 25 | 37 | 45 | 84 |

Note: Queue reported is the number of cars per lane.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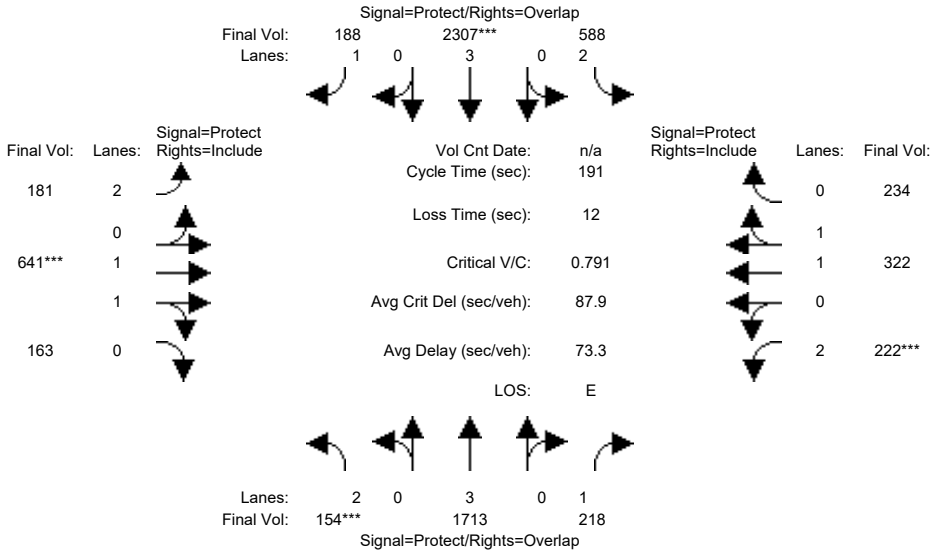
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #35: (54) Lawrence Expwy & Pruneridge Ave




| Street Name: | Lawrence Expwy | | | | | | Pruneridge Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 13 | 82 | 82 | 37 | 106 | 106 | 15 | 30 | 30 | 18 | 33 | 33 |
| Y+R: | 6.1 | 6.2 | 6.2 | 6.1 | 6.2 | 6.2 | 5.7 | 5.9 | 5.9 | 5.8 | 5.9 | 5.9 |
| Volume Module: | 4:30 PM - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 154 | 2141 | 218 | 588 | 2920 | 188 | 181 | 641 | 163 | 222 | 322 | 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: | 154 | 2141 | 218 | 588 | 2920 | 188 | 181 | 641 | 163 | 222 | 322 | 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: | 154 | 2141 | 218 | 588 | 2920 | 188 | 181 | 641 | 163 | 222 | 322 | 234 |
| 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: | 154 | 1713 | 218 | 588 | 2307 | 188 | 181 | 641 | 163 | 222 | 322 | 234 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 154 | 1713 | 218 | 588 | 2307 | 188 | 181 | 641 | 163 | 222 | 322 | 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: | 154 | 1713 | 218 | 588 | 2307 | 188 | 181 | 641 | 163 | 222 | 322 | 234 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.58 | 0.42 | 2.00 | 1.14 | 0.86 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 2949 | 750 | 3150 | 2142 | 1556 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.30 | 0.12 | 0.19 | 0.40 | 0.11 | 0.06 | 0.22 | 0.22 | 0.07 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 13.0 | 81.5 | 99.8 | 37.1 | 106 | 120.8 | 15.2 | 29.6 | 29.6 | 18.3 | 32.8 | 32.8 |
| Volume/Cap: | 0.72 | 0.70 | 0.24 | 0.96 | 0.73 | 0.17 | 0.72 | 1.40 | 1.40 | 0.74 | 0.88 | 0.88 |
| Delay/Veh: | 98.3 | 39.8 | 18.3 | 103.1 | 22.6 | 7.2 | 95.7 | 272 | 272.0 | 93.1 | 90.1 | 90.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 98.3 | 39.8 | 18.3 | 103.1 | 22.6 | 7.2 | 95.7 | 272 | 272.0 | 93.1 | 90.1 | 90.1 |
| LOS by Move: | F | D | B | F | C | A | F | F | F | F | F | F |
| HCM2k95thQ: | 11 | 40 | 10 | 35 | 40 | 4 | 14 | 62 | 62 | 17 | 32 | 32 |

Note: Queue reported is the number of cars per lane.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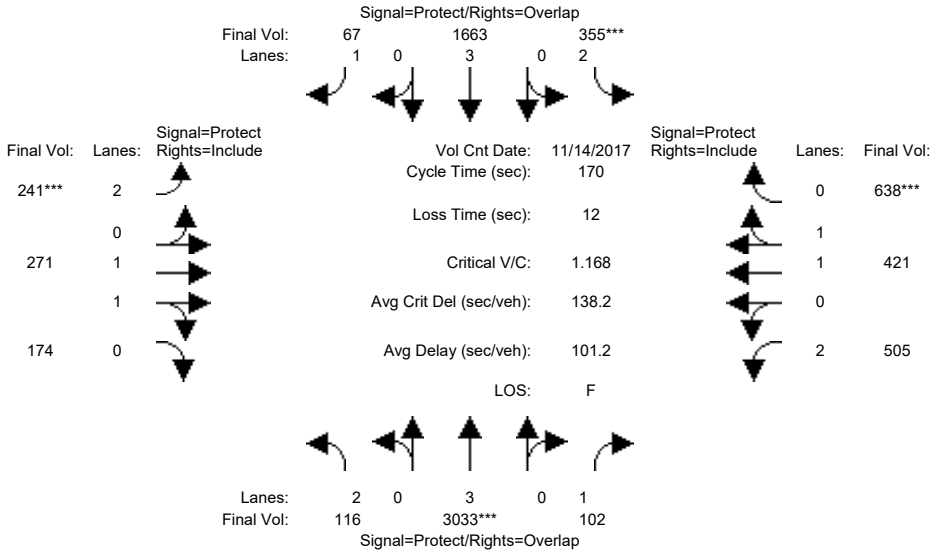
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #35: (54) Lawrence Expwy & Pruneridge Ave




Street Name: Lawrence Expwy Pruneridge Ave

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 14 | 81 | 81 | 16 | 83 | 83 | 13 | 24 | 24 | 26 | 37 | 37 |
| Y+R: | 6.1 | 6.2 | 6.2 | 6.1 | 6.2 | 6.2 | 5.7 | 5.9 | 5.9 | 5.8 | 5.9 | 5.9 |
| Volume Module: >> Count Date: 14 Nov 2017 << 7:30 AM - 8:30 AM | | | | | | | | | | | | |
| Base Vol: | 116 | 3486 | 102 | 355 | 1911 | 67 | 241 | 271 | 174 | 505 | 421 | 638 |
| Growth Adj: | 1.00 | 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 | 3486 | 102 | 355 | 1911 | 67 | 241 | 271 | 174 | 505 | 421 | 638 |
| Added Vol: | 0 | 0 | 0 | 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 | 3486 | 102 | 355 | 1911 | 67 | 241 | 271 | 174 | 505 | 421 | 638 |
| 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: | 116 | 3033 | 102 | 355 | 1663 | 67 | 241 | 271 | 174 | 505 | 421 | 638 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 116 | 3033 | 102 | 355 | 1663 | 67 | 241 | 271 | 174 | 505 | 421 | 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: | 116 | 3033 | 102 | 355 | 1663 | 67 | 241 | 271 | 174 | 505 | 421 | 638 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.20 | 0.80 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 2252 | 1446 | 3150 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.53 | 0.06 | 0.11 | 0.29 | 0.04 | 0.08 | 0.12 | 0.12 | 0.16 | 0.22 | 0.36 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green Time: | 13.9 | 81.4 | 106.9 | 15.5 | 83.0 | 95.4 | 12.4 | 23.6 | 23.6 | 25.5 | 36.8 | 48.7 |
| Volume/Cap: | 0.45 | 1.11 | 0.09 | 1.24 | 0.60 | 0.07 | 1.05 | 0.87 | 0.87 | 1.07 | 1.02 | 1.27 |
| Delay/Veh: | 75.7 | 110 | 18.1 | 209.6 | 25.0 | 11.3 | 151.8 | 86.1 | 86.1 | 133.2 | 101 | 192.6 |
| 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: | 75.7 | 110 | 18.1 | 209.6 | 25.0 | 11.3 | 151.8 | 86.1 | 86.1 | 133.2 | 101 | 192.6 |
| LOS by Move: | E | F | B | F | C | B | F | F | F | F | F | F |
| HCM2k95thQ: | 7 | 101 | 7 | 28 | 28 | 2 | 21 | 25 | 25 | 37 | 45 | 84 |

Note: Queue reported is the number of cars per lane.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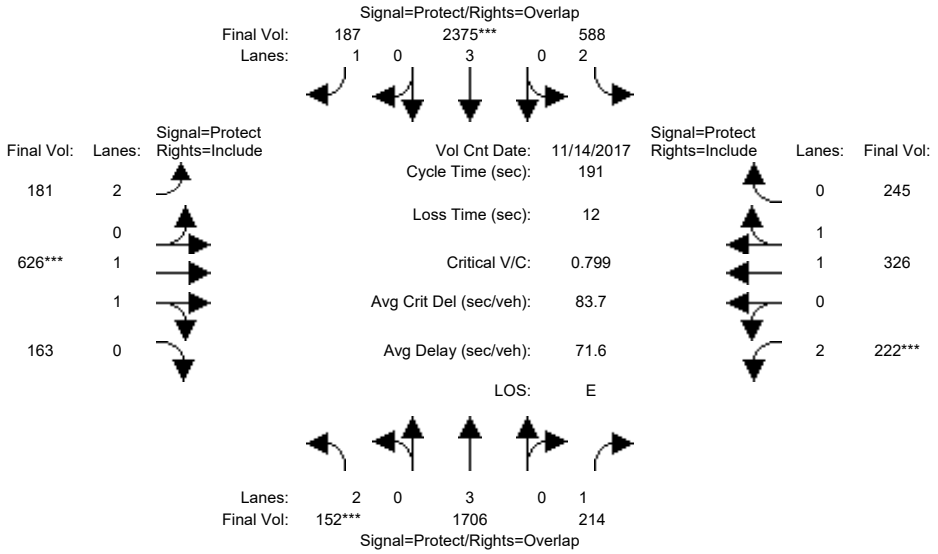
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #35: (54) Lawrence Expwy & Pruneridge Ave




| Street Name: | Lawrence Expwy | | | | | | Pruneridge Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 13 | 82 | 82 | 37 | 106 | 106 | 15 | 30 | 30 | 18 | 33 | 33 |
| Y+R: | 6.1 | 6.2 | 6.2 | 6.1 | 6.2 | 6.2 | 5.7 | 5.9 | 5.9 | 5.8 | 5.9 | 5.9 |
| Volume Module: >> Count Date: 14 Nov 2017 << 4:30 PM - 5:30 PM | | | | | | | | | | | | |
| Base Vol: | 152 | 2133 | 214 | 588 | 3006 | 187 | 181 | 626 | 163 | 222 | 326 | 245 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 152 | 2133 | 214 | 588 | 3006 | 187 | 181 | 626 | 163 | 222 | 326 | 245 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 152 | 2133 | 214 | 588 | 3006 | 187 | 181 | 626 | 163 | 222 | 326 | 245 |
| 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: | 152 | 1706 | 214 | 588 | 2375 | 187 | 181 | 626 | 163 | 222 | 326 | 245 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 152 | 1706 | 214 | 588 | 2375 | 187 | 181 | 626 | 163 | 222 | 326 | 245 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 152 | 1706 | 214 | 588 | 2375 | 187 | 181 | 626 | 163 | 222 | 326 | 245 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.58 | 0.42 | 2.00 | 1.12 | 0.88 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 2935 | 764 | 3150 | 2111 | 1587 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.30 | 0.12 | 0.19 | 0.42 | 0.11 | 0.06 | 0.21 | 0.21 | 0.07 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 13.0 | 81.5 | 99.8 | 37.1 | 106 | 120.8 | 15.2 | 29.6 | 29.6 | 18.3 | 32.8 | 32.8 |
| Volume/Cap: | 0.71 | 0.70 | 0.23 | 0.96 | 0.75 | 0.17 | 0.72 | 1.38 | 1.38 | 0.74 | 0.90 | 0.90 |
| Delay/Veh: | 97.6 | 39.7 | 18.3 | 103.1 | 23.2 | 7.2 | 95.7 | 261 | 260.7 | 93.1 | 93.2 | 93.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 97.6 | 39.7 | 18.3 | 103.1 | 23.2 | 7.2 | 95.7 | 261 | 260.7 | 93.1 | 93.2 | 93.2 |
| LOS by Move: | F | D | B | F | C | A | F | F | F | F | F | F |
| HCM2k95thQ: | 11 | 39 | 9 | 35 | 42 | 4 | 14 | 60 | 60 | 17 | 33 | 33 |

Note: Queue reported is the number of cars per lane.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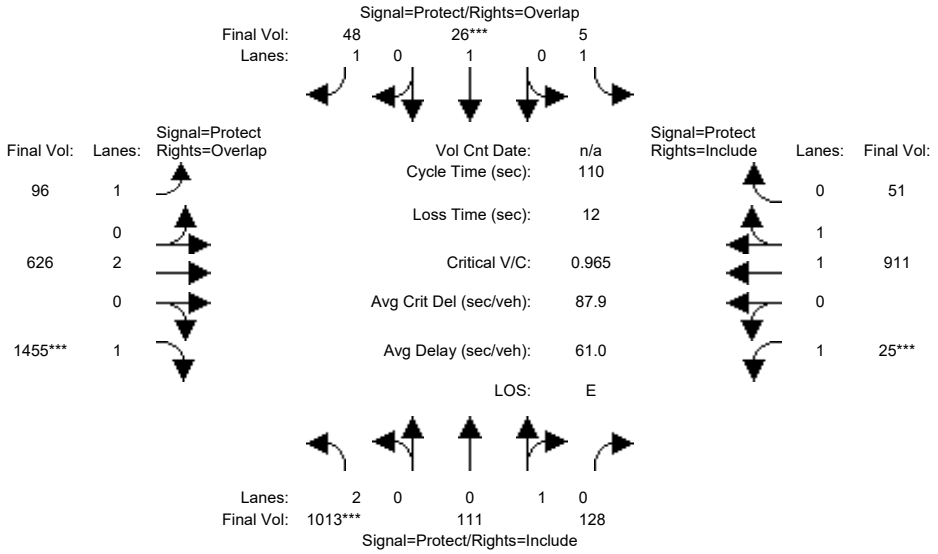
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #40: (6) 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: | 962 | 105 | 122 | 5 | 25 | 46 | 91 | 595 | 1382 | 24 | 865 | 48 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 962 | 105 | 122 | 5 | 25 | 46 | 91 | 595 | 1382 | 24 | 865 | 48 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 962 | 105 | 122 | 5 | 25 | 46 | 91 | 595 | 1382 | 24 | 865 | 48 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 1013 | 111 | 128 | 5 | 26 | 48 | 96 | 626 | 1455 | 25 | 911 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1013 | 111 | 128 | 5 | 26 | 48 | 96 | 626 | 1455 | 25 | 911 | 51 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1013 | 111 | 128 | 5 | 26 | 48 | 96 | 626 | 1455 | 25 | 911 | 51 |
| 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 | 0.46 | 0.54 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.89 | 0.11 |
| Final Sat.: | 3150 | 833 | 967 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3505 | 195 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.32 | 0.13 | 0.13 | 0.00 | 0.01 | 0.03 | 0.05 | 0.16 | 0.83 | 0.01 | 0.26 | 0.26 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 31.7 | 28.1 | 28.1 | 11.6 | 8.0 | 20.8 | 12.8 | 50.3 | 82.0 | 8.0 | 45.5 | 45.5 |
| Volume/Cap: | 1.12 | 0.52 | 0.52 | 0.03 | 0.19 | 0.15 | 0.47 | 0.36 | 1.12 | 0.20 | 0.63 | 0.63 |
| Delay/Veh: | 105.9 | 36.2 | 36.2 | 44.2 | 48.6 | 37.4 | 47.2 | 19.5 | 76.8 | 48.8 | 26.3 | 26.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 105.9 | 36.2 | 36.2 | 44.2 | 48.6 | 37.4 | 47.2 | 19.5 | 76.8 | 48.8 | 26.3 | 26.3 |
| LOS by Move: | F | D | D | D | D | D | D | B | E | D | C | C |
| HCM2k95thQ: | 52 | 14 | 14 | 0 | 2 | 3 | 6 | 13 | 114 | 2 | 23 | 23 |

Note: Queue reported is the number of cars per lane.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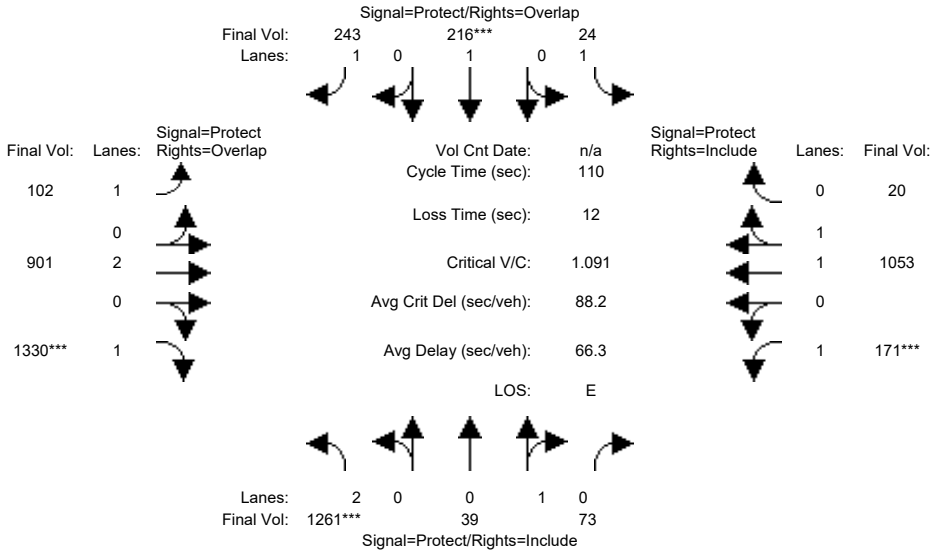
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #40: (6) 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: | 1223 | 38 | 71 | 23 | 210 | 236 | 99 | 874 | 1290 | 166 | 1021 | 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: | 1223 | 38 | 71 | 23 | 210 | 236 | 99 | 874 | 1290 | 166 | 1021 | 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: | 1223 | 38 | 71 | 23 | 210 | 236 | 99 | 874 | 1290 | 166 | 1021 | 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: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 1261 | 39 | 73 | 24 | 216 | 243 | 102 | 901 | 1330 | 171 | 1053 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1261 | 39 | 73 | 24 | 216 | 243 | 102 | 901 | 1330 | 171 | 1053 | 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: | 1261 | 39 | 73 | 24 | 216 | 243 | 102 | 901 | 1330 | 171 | 1053 | 20 |
| 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 | 1.96 | 0.04 |
| Final Sat.: | 3150 | 628 | 1172 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3632 | 68 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.40 | 0.06 | 0.06 | 0.01 | 0.11 | 0.14 | 0.06 | 0.24 | 0.76 | 0.10 | 0.29 | 0.29 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 40.4 | 29.6 | 29.6 | 22.2 | 11.5 | 20.7 | 9.3 | 36.3 | 76.6 | 9.9 | 36.9 | 36.9 |
| Volume/Cap: | 1.09 | 0.23 | 0.23 | 0.07 | 1.09 | 0.74 | 0.69 | 0.72 | 1.09 | 1.09 | 0.86 | 0.86 |
| Delay/Veh: | 89.6 | 31.6 | 31.6 | 35.6 | 139 | 50.5 | 62.3 | 34.4 | 70.8 | 148.2 | 40.7 | 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: | 89.6 | 31.6 | 31.6 | 35.6 | 139 | 50.5 | 62.3 | 34.4 | 70.8 | 148.2 | 40.7 | 40.7 |
| LOS by Move: | F | C | C | D | F | D | E | C | E | F | D | D |
| HCM2k95thQ: | 59 | 6 | 6 | 1 | 23 | 18 | 8 | 24 | 101 | 17 | 32 | 32 |

Note: Queue reported is the number of cars per lane.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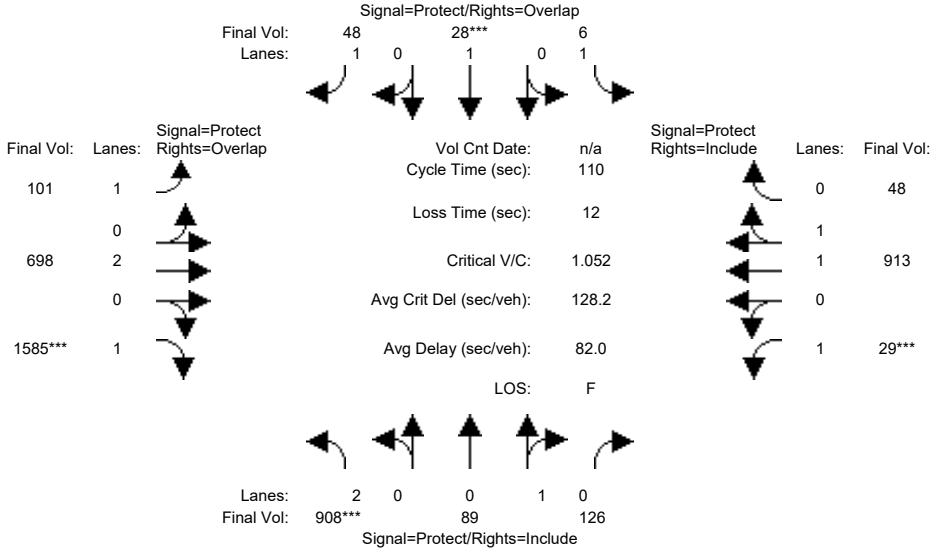
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #40: (6) 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: | 863 | 85 | 120 | 6 | 27 | 46 | 96 | 663 | 1506 | 28 | 867 | 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: | 863 | 85 | 120 | 6 | 27 | 46 | 96 | 663 | 1506 | 28 | 867 | 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: | 863 | 85 | 120 | 6 | 27 | 46 | 96 | 663 | 1506 | 28 | 867 | 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: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 908 | 89 | 126 | 6 | 28 | 48 | 101 | 698 | 1585 | 29 | 913 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 908 | 89 | 126 | 6 | 28 | 48 | 101 | 698 | 1585 | 29 | 913 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 908 | 89 | 126 | 6 | 28 | 48 | 101 | 698 | 1585 | 29 | 913 | 48 |
| 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 | 0.41 | 0.59 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.90 | 0.10 |
| Final Sat.: | 3150 | 746 | 1054 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3513 | 186 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.12 | 0.12 | 0.00 | 0.01 | 0.03 | 0.06 | 0.18 | 0.91 | 0.02 | 0.26 | 0.26 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 26.1 | 23.4 | 23.4 | 10.7 | 8.0 | 22.0 | 14.0 | 55.9 | 82.0 | 8.0 | 49.9 | 49.9 |
| Volume/Cap: | 1.22 | 0.56 | 0.56 | 0.04 | 0.21 | 0.14 | 0.45 | 0.36 | 1.22 | 0.23 | 0.57 | 0.57 |
| Delay/Veh: | 150.9 | 40.6 | 40.6 | 45.1 | 48.7 | 36.4 | 46.0 | 16.4 | 118.1 | 49.0 | 22.6 | 22.6 |
| 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: | 150.9 | 40.6 | 40.6 | 45.1 | 48.7 | 36.4 | 46.0 | 16.4 | 118.1 | 49.0 | 22.6 | 22.6 |
| LOS by Move: | F | D | D | D | D | D | D | B | F | D | C | C |
| HCM2k95thQ: | 53 | 14 | 14 | 0 | 2 | 3 | 7 | 13 | 144 | 2 | 22 | 22 |

Note: Queue reported is the number of cars per lane.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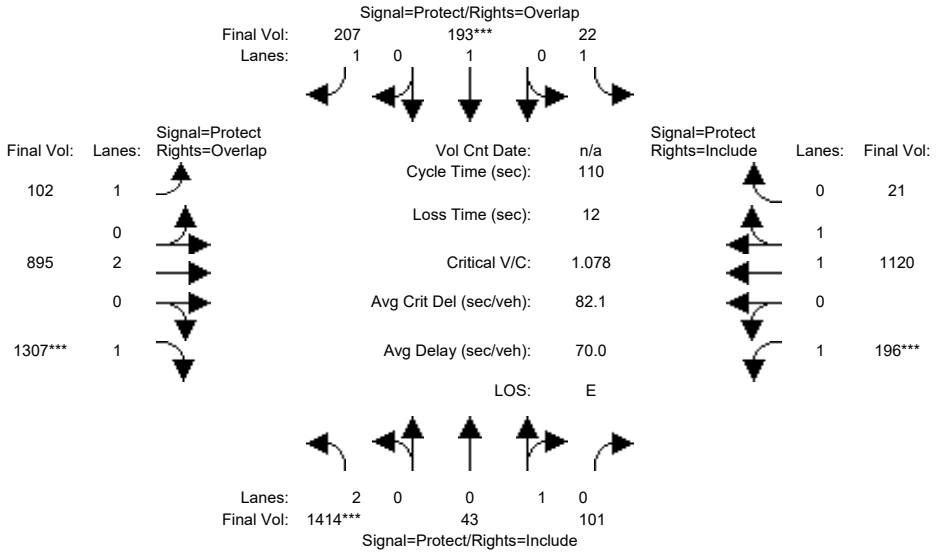
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #40: (6) 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: | 1372 | 42 | 98 | 21 | 187 | 201 | 99 | 868 | 1268 | 190 | 1086 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1372 | 42 | 98 | 21 | 187 | 201 | 99 | 868 | 1268 | 190 | 1086 | 20 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1372 | 42 | 98 | 21 | 187 | 201 | 99 | 868 | 1268 | 190 | 1086 | 20 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 1414 | 43 | 101 | 22 | 193 | 207 | 102 | 895 | 1307 | 196 | 1120 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1414 | 43 | 101 | 22 | 193 | 207 | 102 | 895 | 1307 | 196 | 1120 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1414 | 43 | 101 | 22 | 193 | 207 | 102 | 895 | 1307 | 196 | 1120 | 21 |
| 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 | 0.30 | 0.70 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.96 | 0.04 |
| Final Sat.: | 3150 | 540 | 1260 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3633 | 67 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.45 | 0.08 | 0.08 | 0.01 | 0.10 | 0.12 | 0.06 | 0.24 | 0.75 | 0.11 | 0.31 | 0.31 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 45.8 | 33.4 | 33.4 | 22.7 | 10.4 | 18.4 | 8.0 | 30.4 | 76.2 | 11.4 | 33.8 | 33.8 |
| Volume/Cap: | 1.08 | 0.26 | 0.26 | 0.06 | 1.08 | 0.71 | 0.80 | 0.85 | 1.08 | 1.08 | 1.00 | 1.00 |
| Delay/Veh: | 80.8 | 29.2 | 29.2 | 35.1 | 139 | 51.2 | 79.6 | 44.5 | 66.5 | 138.3 | 65.3 | 65.3 |
| 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: | 80.8 | 29.2 | 29.2 | 35.1 | 139 | 51.2 | 79.6 | 44.5 | 66.5 | 138.3 | 65.3 | 65.3 |
| LOS by Move: | F | C | C | D | F | D | E | D | E | F | E | E |
| HCM2k95thQ: | 64 | 8 | 8 | 1 | 21 | 16 | 8 | 27 | 97 | 19 | 40 | 40 |

Note: Queue reported is the number of cars per lane.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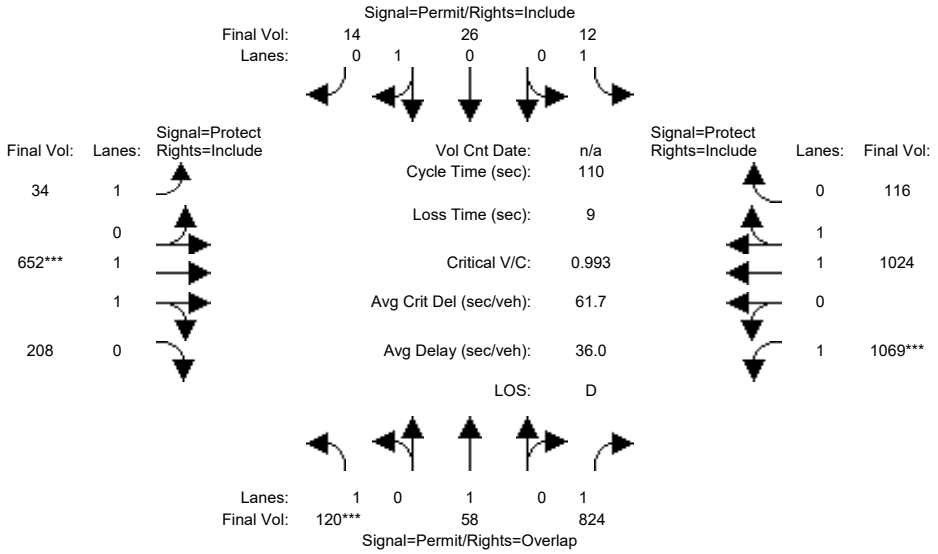
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #41: (7) 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: | 112 | 54 | 766 | 11 | 24 | 13 | 32 | 606 | 193 | 994 | 952 | 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: | 112 | 54 | 766 | 11 | 24 | 13 | 32 | 606 | 193 | 994 | 952 | 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: | 112 | 54 | 766 | 11 | 24 | 13 | 32 | 606 | 193 | 994 | 952 | 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: | 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: | 120 | 58 | 824 | 12 | 26 | 14 | 34 | 652 | 208 | 1069 | 1024 | 116 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 120 | 58 | 824 | 12 | 26 | 14 | 34 | 652 | 208 | 1069 | 1024 | 116 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 120 | 58 | 824 | 12 | 26 | 14 | 34 | 652 | 208 | 1069 | 1024 | 116 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.65 | 0.35 | 1.00 | 1.50 | 0.50 | 1.00 | 1.79 | 0.21 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1168 | 632 | 1750 | 2806 | 894 | 1750 | 3323 | 377 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.03 | 0.47 | 0.01 | 0.02 | 0.02 | 0.02 | 0.23 | 0.23 | 0.61 | 0.31 | 0.31 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 7.6 | 7.6 | 75.3 | 7.6 | 7.6 | 7.6 | 12.0 | 25.7 | 25.7 | 67.7 | 81.4 | 81.4 |
| Volume/Cap: | 0.99 | 0.44 | 0.69 | 0.10 | 0.32 | 0.32 | 0.18 | 0.99 | 0.99 | 0.99 | 0.42 | 0.42 |
| Delay/Veh: | 130.6 | 51.5 | 12.1 | 48.3 | 50.2 | 50.2 | 45.0 | 70.9 | 70.9 | 46.6 | 5.5 | 5.5 |
| 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: | 130.6 | 51.5 | 12.1 | 48.3 | 50.2 | 50.2 | 45.0 | 70.9 | 70.9 | 46.6 | 5.5 | 5.5 |
| LOS by Move: | F | D | B | D | D | D | D | E | E | D | A | A |
| HCM2k95thQ: | 15 | 5 | 32 | 1 | 3 | 3 | 2 | 31 | 31 | 67 | 14 | 14 |

Note: Queue reported is the number of cars per lane.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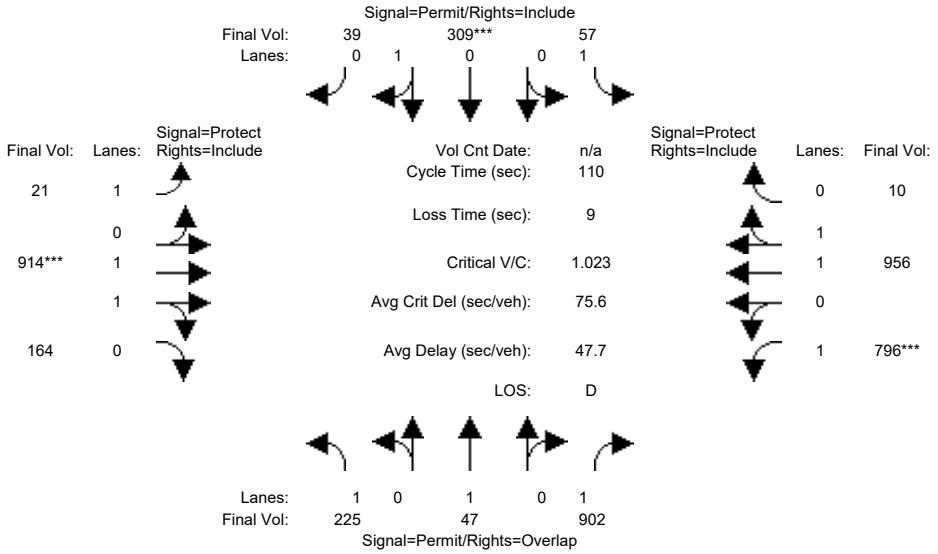
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #41: (7) 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: | 216 | 45 | 866 | 55 | 297 | 37 | 20 | 877 | 157 | 764 | 918 | 10 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 216 | 45 | 866 | 55 | 297 | 37 | 20 | 877 | 157 | 764 | 918 | 10 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 216 | 45 | 866 | 55 | 297 | 37 | 20 | 877 | 157 | 764 | 918 | 10 |
| User Adj: | 1.00 | 1.00 | 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: | 225 | 47 | 902 | 57 | 309 | 39 | 21 | 914 | 164 | 796 | 956 | 10 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 225 | 47 | 902 | 57 | 309 | 39 | 21 | 914 | 164 | 796 | 956 | 10 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 225 | 47 | 902 | 57 | 309 | 39 | 21 | 914 | 164 | 796 | 956 | 10 |
| Saturation Flow 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 | 0.89 | 0.11 | 1.00 | 1.69 | 0.31 | 1.00 | 1.98 | 0.02 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1601 | 199 | 1750 | 3138 | 562 | 1750 | 3660 | 40 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.02 | 0.52 | 0.03 | 0.19 | 0.19 | 0.01 | 0.29 | 0.29 | 0.45 | 0.26 | 0.26 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 20.8 | 20.8 | 69.7 | 20.8 | 20.8 | 20.8 | 11.9 | 31.3 | 31.3 | 48.9 | 68.3 | 68.3 |
| Volume/Cap: | 0.68 | 0.13 | 0.81 | 0.17 | 1.02 | 1.02 | 0.11 | 1.02 | 1.02 | 1.02 | 0.42 | 0.42 |
| Delay/Veh: | 47.2 | 37.3 | 20.0 | 37.7 | 99.4 | 99.4 | 44.5 | 73.0 | 73.0 | 68.7 | 10.8 | 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: | 47.2 | 37.3 | 20.0 | 37.7 | 99.4 | 99.4 | 44.5 | 73.0 | 73.0 | 68.7 | 10.8 | 10.8 |
| LOS by Move: | D | D | B | D | F | F | D | E | E | E | B | B |
| HCM2k95thQ: | 16 | 3 | 43 | 4 | 32 | 32 | 1 | 38 | 38 | 49 | 15 | 15 |

Note: Queue reported is the number of cars per lane.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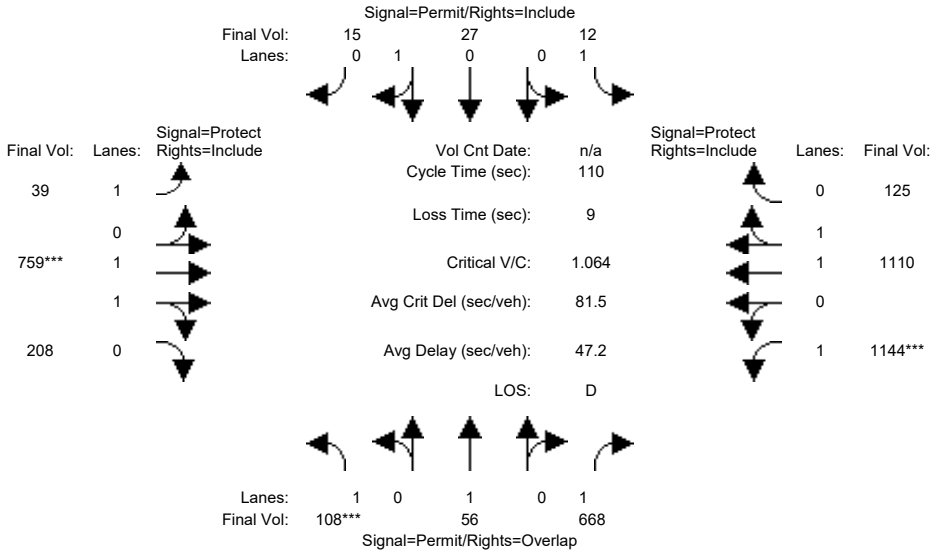
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #41: (7) 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: | 100 | 52 | 621 | 11 | 25 | 14 | 36 | 706 | 193 | 1064 | 1032 | 116 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 100 | 52 | 621 | 11 | 25 | 14 | 36 | 706 | 193 | 1064 | 1032 | 116 |
| Added Vol: | 0 | 0 | 0 | 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 | 621 | 11 | 25 | 14 | 36 | 706 | 193 | 1064 | 1032 | 116 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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 | 56 | 668 | 12 | 27 | 15 | 39 | 759 | 208 | 1144 | 1110 | 125 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 108 | 56 | 668 | 12 | 27 | 15 | 39 | 759 | 208 | 1144 | 1110 | 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: | 108 | 56 | 668 | 12 | 27 | 15 | 39 | 759 | 208 | 1144 | 1110 | 125 |
| Saturation Flow 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 | 0.64 | 0.36 | 1.00 | 1.56 | 0.44 | 1.00 | 1.79 | 0.21 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1154 | 646 | 1750 | 2905 | 794 | 1750 | 3326 | 374 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.03 | 0.38 | 0.01 | 0.02 | 0.02 | 0.02 | 0.26 | 0.26 | 0.65 | 0.33 | 0.33 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 6.4 | 6.4 | 74.0 | 6.4 | 6.4 | 6.4 | 11.3 | 27.0 | 27.0 | 67.6 | 83.3 | 83.3 |
| Volume/Cap: | 1.06 | 0.51 | 0.57 | 0.12 | 0.40 | 0.40 | 0.21 | 1.06 | 1.06 | 1.06 | 0.44 | 0.44 |
| Delay/Veh: | 159.5 | 54.2 | 10.2 | 49.7 | 52.5 | 52.5 | 45.8 | 89.7 | 89.7 | 67.2 | 5.0 | 5.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 159.5 | 54.2 | 10.2 | 49.7 | 52.5 | 52.5 | 45.8 | 89.7 | 89.7 | 67.2 | 5.0 | 5.0 |
| LOS by Move: | F | D | B | D | D | D | D | F | F | E | A | A |
| HCM2k95thQ: | 15 | 5 | 23 | 1 | 4 | 4 | 3 | 38 | 38 | 81 | 14 | 14 |

Note: Queue reported is the number of cars per lane.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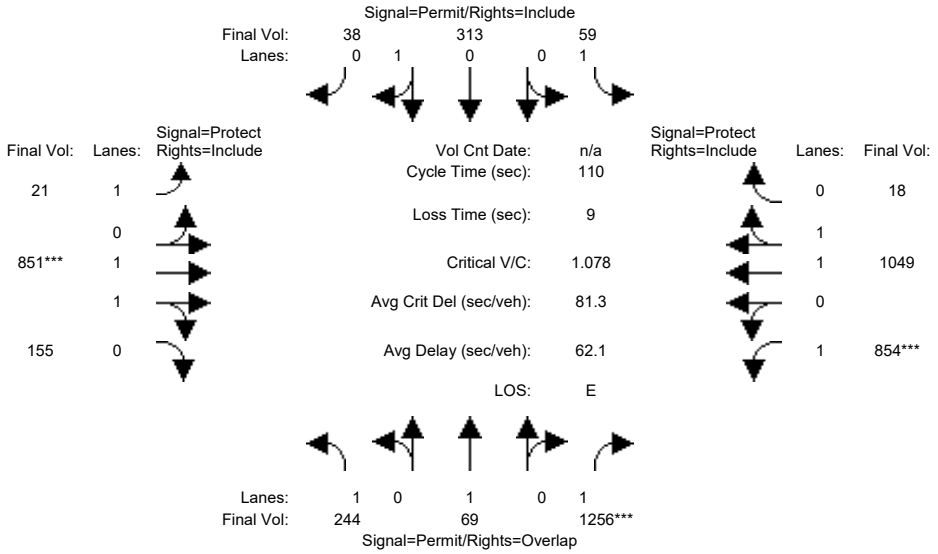
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #41: (7) 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: | 234 | 66 | 1206 | 57 | 300 | 36 | 20 | 817 | 149 | 820 | 1007 | 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: | 234 | 66 | 1206 | 57 | 300 | 36 | 20 | 817 | 149 | 820 | 1007 | 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: | 234 | 66 | 1206 | 57 | 300 | 36 | 20 | 817 | 149 | 820 | 1007 | 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: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 244 | 69 | 1256 | 59 | 313 | 38 | 21 | 851 | 155 | 854 | 1049 | 18 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 244 | 69 | 1256 | 59 | 313 | 38 | 21 | 851 | 155 | 854 | 1049 | 18 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 244 | 69 | 1256 | 59 | 313 | 38 | 21 | 851 | 155 | 854 | 1049 | 18 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.97 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.89 | 0.11 | 1.00 | 1.68 | 0.32 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1607 | 193 | 1750 | 3129 | 571 | 1750 | 3639 | 61 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.04 | 0.72 | 0.03 | 0.19 | 0.19 | 0.01 | 0.27 | 0.27 | 0.49 | 0.29 | 0.29 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |
| Green Time: | 23.4 | 23.4 | 73.2 | 23.4 | 23.4 | 23.4 | 10.6 | 27.8 | 27.8 | 49.8 | 67.0 | 67.0 |
| Volume/Cap: | 0.65 | 0.17 | 1.08 | 0.16 | 0.91 | 0.91 | 0.12 | 1.08 | 1.08 | 1.08 | 0.47 | 0.47 |
| Delay/Veh: | 43.7 | 35.5 | 68.5 | 35.5 | 67.8 | 67.8 | 45.8 | 94.0 | 94.0 | 85.2 | 12.0 | 12.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.7 | 35.5 | 68.5 | 35.5 | 67.8 | 67.8 | 45.8 | 94.0 | 94.0 | 85.2 | 12.0 | 12.0 |
| LOS by Move: | D | D | E | D | E | E | D | F | F | F | B | B |
| HCM2k95thQ: | 17 | 4 | 95 | 4 | 28 | 28 | 1 | 38 | 38 | 59 | 17 | 17 |

Note: Queue reported is the number of cars per lane.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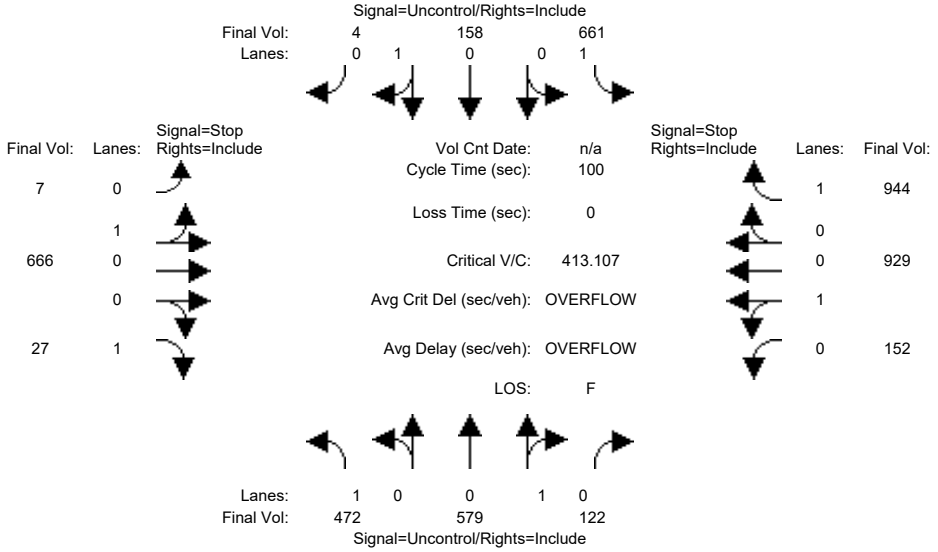
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




| Street Name: | Old Ironsides 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 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 425 | 521 | 110 | 595 | 142 | 4 | 6 | 599 | 24 | 137 | 836 | 850 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 425 | 521 | 110 | 595 | 142 | 4 | 6 | 599 | 24 | 137 | 836 | 850 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 425 | 521 | 110 | 595 | 142 | 4 | 6 | 599 | 24 | 137 | 836 | 850 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 472 | 579 | 122 | 661 | 158 | 4 | 7 | 666 | 27 | 152 | 929 | 944 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 472 | 579 | 122 | 661 | 158 | 4 | 7 | 666 | 27 | 152 | 929 | 944 |
| **Critical Gap Module:** | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| **Capacity Module:** | | | | | | | | | | | | |
| Cnflict Vol: | 162 | xxxx | xxxxx | 701 | xxxx | xxxxx | 4003 | 3128 | 160 | 3413 | 3069 | 640 |
| Potent Cap.: | 1429 | xxxx | xxxxx | 905 | xxxx | xxxxx | 2 | 11 | 890 | 4 | 12 | 479 |
| Move Cap.: | 1429 | xxxx | xxxxx | 905 | xxxx | xxxxx | 0 | 2 | 890 | 0 | 2 | 479 |
| Volume/Cap: | 0.33 | xxxx | xxxx | 0.73 | xxxx | xxxx | xxxx | xxxx | 0.03 | xxxx | xxxx | 1.97 |
| **Level Of Service Module:** | | | | | | | | | | | | |
| 2Way95thQ: | 1.5 | xxxx | xxxxx | 6.7 | xxxx | xxxxx | xxxx | xxxx | 0.1 | xxxx | xxxx | 63.7 |
| Control Del: | 8.8 | xxxx | xxxxx | 18.9 | xxxx | xxxxx | xxxxx | xxxx | 9.2 | xxxxx | xxxx | 464.6 |
| LOS by Move: | A | * | * | C | * | * | * | * | A | * | * | F |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0 | xxxx | xxxxx | 0 | 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 | | | +Inf | | | +Inf | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

Note: Queue reported is the number of cars per lane.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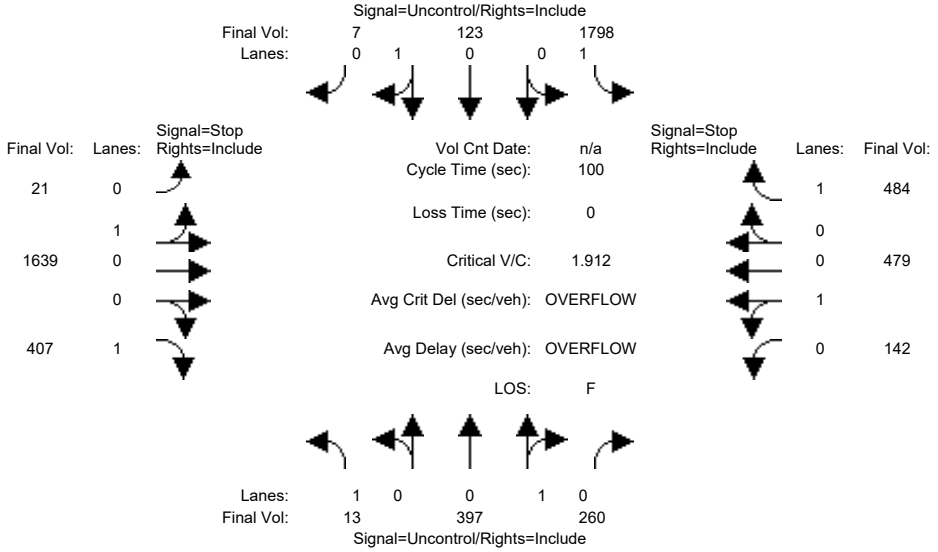
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




| Street Name: | Old Ironsides 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 |
| **Volume Module:** | | | | | | | | | | | | |
| Base Vol: | 12 | 357 | 234 | 1618 | 111 | 6 | 19 | 1475 | 366 | 128 | 431 | 436 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 12 | 357 | 234 | 1618 | 111 | 6 | 19 | 1475 | 366 | 128 | 431 | 436 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 12 | 357 | 234 | 1618 | 111 | 6 | 19 | 1475 | 366 | 128 | 431 | 436 |
| User Adj: | 1.00 | 1.00 | 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: | 13 | 397 | 260 | 1798 | 123 | 7 | 21 | 1639 | 407 | 142 | 479 | 484 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 13 | 397 | 260 | 1798 | 123 | 7 | 21 | 1639 | 407 | 142 | 479 | 484 |
| **Critical Gap Module:** | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| **Capacity Module:** | | | | | | | | | | | | |
| Cnflict Vol: | 130 | xxxx | xxxxx | 657 | xxxx | xxxxx | 4757 | 4406 | 127 | 5298 | 4279 | 527 |
| Potent Cap.: | 1468 | xxxx | xxxxx | 940 | xxxx | xxxxx | 0 | 2 | 929 | 0 | 2 | 555 |
| Move Cap.: | 1468 | xxxx | xxxxx | 940 | xxxx | xxxxx | 0 | 0 | 929 | 0 | 0 | 555 |
| Volume/Cap: | 0.01 | xxxx | xxxx | 1.91 | xxxx | xxxx | xxxx | xxxx | 0.44 | xxxx | xxxx | 0.87 |
| **Level Of Service Module:** | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 113 | xxxx | xxxxx | xxxx | xxxx | 2.3 | xxxx | xxxx | 9.8 |
| Control Del: | 7.5 | xxxx | xxxxx | 427.0 | xxxx | xxxxx | xxxxx | xxxx | 11.9 | xxxxx | xxxx | 40.8 |
| LOS by Move: | A | * | * | F | * | * | * | * | B | * | * | E |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0 | xxxx | xxxxx | 0 | 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 | | | +Inf | | | +Inf | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

Note: Queue reported is the number of cars per lane.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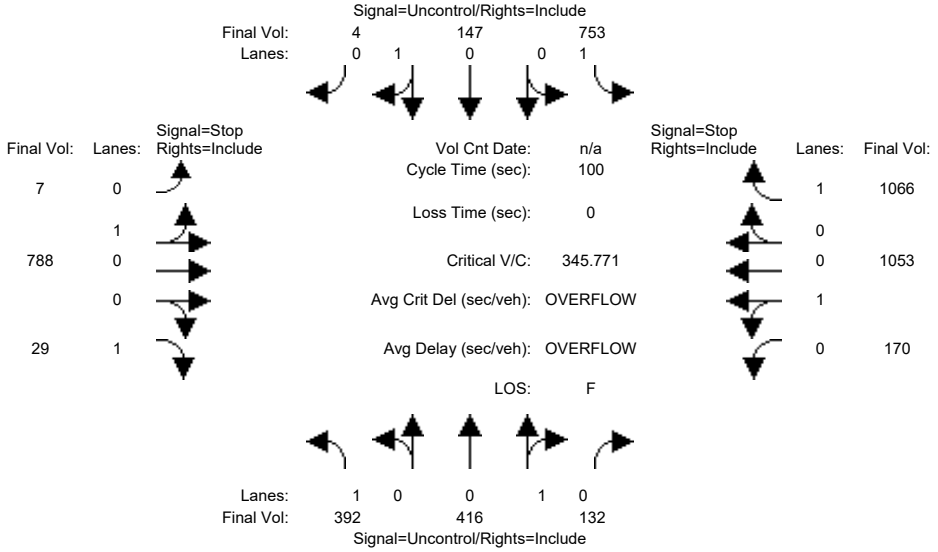
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides 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
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     353  374   119   678  132     4     6  709    26   153  948   959
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  353  374   119   678  132     4     6  709    26   153  948   959
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  353  374   119   678  132     4     6  709    26   153  948   959
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     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:   392  416   132   753  147     4     7  788    29   170 1053  1066
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  392  416   132   753  147     4     7  788    29   170 1053  1066
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  151 xxxx xxxxx   548 xxxx xxxxx  3981 2988   149  3330 2924   482
Potent Cap.: 1442 xxxx xxxxx  1032 xxxx xxxxx     2   14   903     5   16   589
Move Cap.:   1442 xxxx xxxxx  1032 xxxx xxxxx     0    3   903     0    3   589
Volume/Cap:  0.27 xxxx  xxxx  0.73 xxxx  xxxx  xxxx xxxx  0.03  xxxx xxxx  1.81
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.1 xxxx xxxxx   6.8 xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx  65.7
Control Del:  8.4 xxxx xxxxx  17.3 xxxx xxxxx xxxxx xxxx   9.1 xxxxx xxxx 388.8
LOS by Move:    A    *     *     C    *     *     *    *     A     *    *     F
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx     0 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             +Inf             +Inf
ApproachLOS:         *                *                F                F
Note: Queue reported is the number of cars per lane.
```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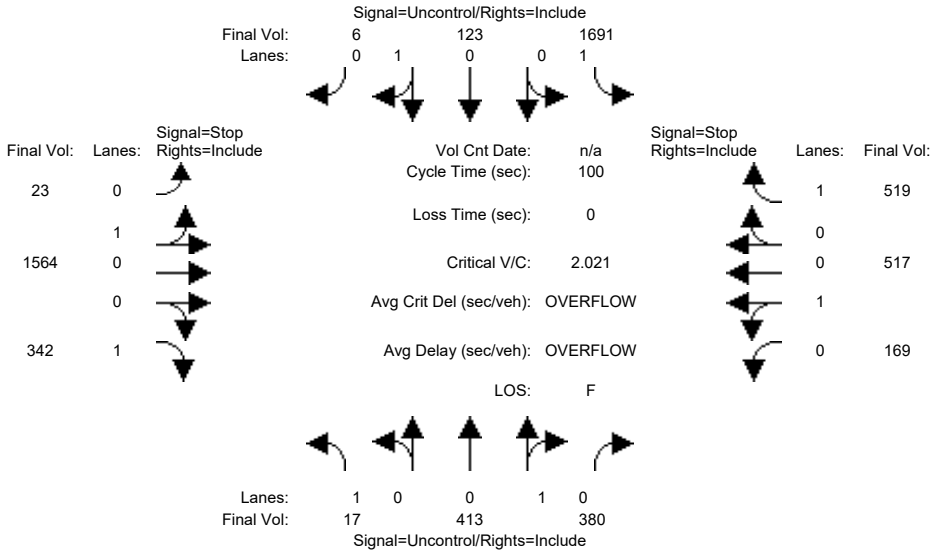
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides 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
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15  372   342  1522  111     5    21 1408   308   152  465   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:   15  372   342  1522  111     5    21 1408   308   152  465   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:   15  372   342  1522  111     5    21 1408   308   152  465   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:     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:    17  413   380  1691  123     6    23 1564   342   169  517   519
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   17  413   380  1691  123     6    23 1564   342   169  517   519
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  129 xxxx xxxxx   793 xxxx xxxxx  4663 4335   126  5098 4148   603
Potent Cap.: 1469 xxxx xxxxx   837 xxxx xxxxx     0    2   930     0    2   502
Move Cap.:   1469 xxxx xxxxx   837 xxxx xxxxx     0    0   930     0    0   502
Volume/Cap:  0.01 xxxx  xxxx  2.02 xxxx  xxxx  xxxx xxxx  0.37  xxxx xxxx  1.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   112 xxxx xxxxx  xxxx xxxx   1.7  xxxx xxxx  15.0
Control Del:  7.5 xxxx xxxxx 477.3 xxxx xxxxx xxxxx xxxx  11.1 xxxxx xxxx  77.7
LOS by Move:    A    *     *     F    *     *     *    *     B     *    *     F
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx     0 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             +Inf             +Inf
ApproachLOS:         *                *                F                F
Note: Queue reported is the number of cars per lane.
```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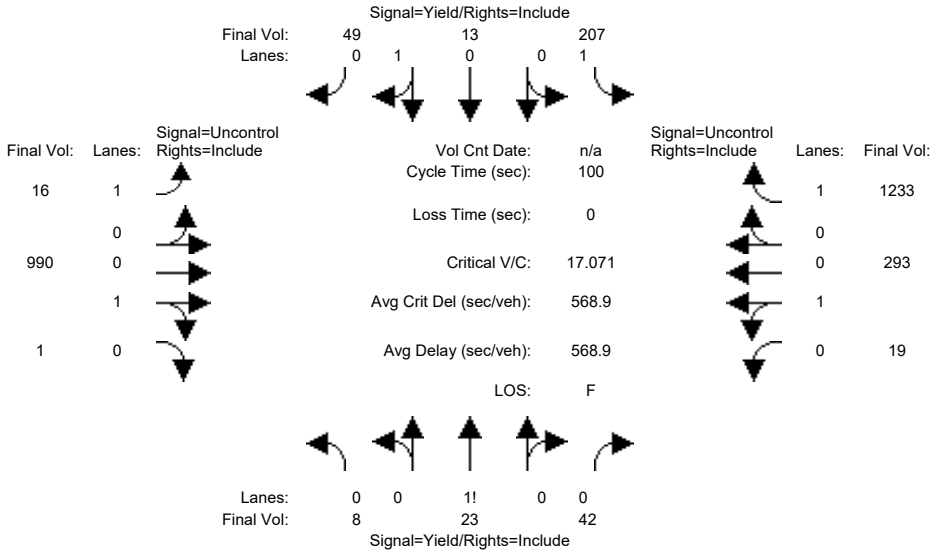
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #43: (9) 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:
Base Vol:       7   21    38   186   12    44    14  891     1    17  264  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:    7   21    38   186   12    44    14  891     1    17  264  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:    7   21    38   186   12    44    14  891     1    17  264  1110
User Adj:    1.00 1.00  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:     8   23    42   207   13    49    16  990     1    19  293  1233
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    8   23    42   207   13    49    16  990     1    19  293  1233
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2001 2586   991  1386 1353   293  1527 xxxx xxxxx   991 xxxx xxxxx
Potent Cap.:   45   26   301   122  151   751   442 xxxx xxxxx   706 xxxx xxxxx
Move Cap.:     37   24   301    12  142   751   442 xxxx xxxxx   706 xxxx xxxxx
Volume/Cap:  0.21 0.97  0.14 17.07 0.09  0.07  0.04 xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  27.2 xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  7837 xxxx xxxxx  13.4 xxxx xxxxx  10.2 xxxx xxxxx
LOS by Move:    *    *     *     F    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   56 xxxxx  xxxx xxxx   391  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  6.5 xxxxx xxxxx xxxx   0.6 xxxxx xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx  348 xxxxx xxxxx xxxx  15.9 xxxxx xxxx xxxxx  10.2 xxxx xxxxx
Shared LOS:     *    F     *     *    *     C     *    *     *     B    *     *
ApproachDel:     348.4           6027.5           xxxxxx           xxxxxx
ApproachLOS:         F                F                *                *
Note: Queue reported is the number of cars per lane.
```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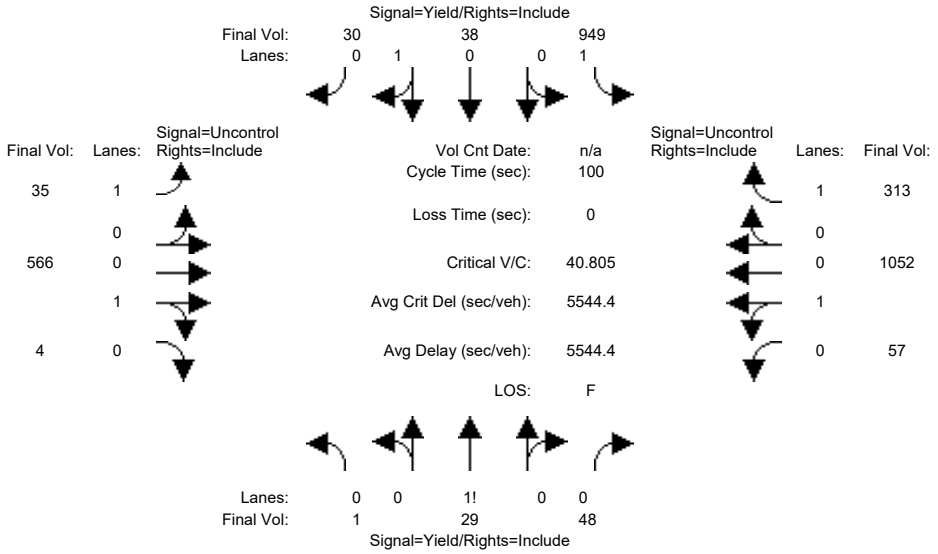
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #43: (9) 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:
Base Vol:       1   27    44   873   35    28    32  521     4    52  968   288
Growth Adj:  1.00 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   27    44   873   35    28    32  521     4    52  968   288
Added Vol:      0    0     0     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   27    44   873   35    28    32  521     4    52  968   288
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     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:     1   29    48   949   38    30    35  566     4    57 1052   313
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1   29    48   949   38    30    35  566     4    57 1052   313
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1994 2116   568  1842 1805  1052  1365 xxxx xxxxx   571 xxxx xxxxx
Potent Cap.:   46   51   526    58   80   278   510 xxxx xxxxx  1012 xxxx xxxxx
Move Cap.:     21   45   526    23   70   278   510 xxxx xxxxx  1012 xxxx xxxxx
Volume/Cap:  0.05 0.65  0.09 40.81 0.54  0.11  0.07 xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   119 xxxx xxxxx   0.2 xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 18229 xxxx xxxxx  12.6 xxxx xxxxx   8.8 xxxx xxxxx
LOS by Move:    *    *     *     F    *     *     B    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   99 xxxxx  xxxx xxxx   105  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  4.3 xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx   0.2 xxxx xxxxx
Shrd ConDel:xxxxx  119 xxxxx xxxxx xxxx  87.8 xxxxx xxxx xxxxx   8.8 xxxx xxxxx
Shared LOS:     *    F     *     *    *     F     *    *     *     A    *     *
ApproachDel:     118.6           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F                F                *                *
Note: Queue reported is the number of cars per lane.
```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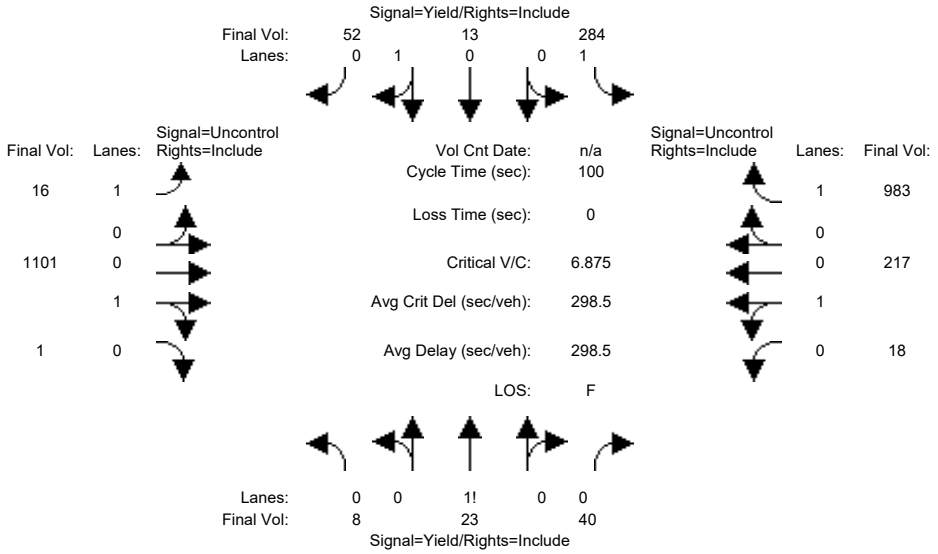
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #43: (9) 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:
Base Vol:       7   21    36   256   12    47    14  991     1    16  195   885
Growth Adj:  1.00 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   21    36   256   12    47    14  991     1    16  195   885
Added Vol:      0    0     0     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   21    36   256   12    47    14  991     1    16  195   885
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     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:     8   23    40   284   13    52    16 1101     1    18  217   983
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    8   23    40   284   13    52    16 1101     1    18  217   983
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1909 2368  1102  1417 1386   217  1200 xxxx xxxxx  1102 xxxx xxxxx
Potent Cap.:   52   35   260   116  145   828   589 xxxx xxxxx   641 xxxx xxxxx
Move Cap.:     44   34   260    41  137   828   589 xxxx xxxxx   641 xxxx xxxxx
Volume/Cap:  0.18 0.70  0.15  6.87 0.10  0.06  0.03 xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  33.6 xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  2834 xxxx xxxxx  11.3 xxxx xxxxx  10.8 xxxx xxxxx
LOS by Move:    *    *     *     F    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   69 xxxxx  xxxx xxxx   408  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  5.3 xxxxx xxxxx xxxx   0.6 xxxxx xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx  218 xxxxx xxxxx xxxx  15.5 xxxxx xxxx xxxxx  10.8 xxxx xxxxx
Shared LOS:     *    F     *     *    *     C     *    *     *     B    *     *
ApproachDel:     218.5           2306.0           xxxxxx           xxxxxx
ApproachLOS:         F                F                *                *
Note: Queue reported is the number of cars per lane.
```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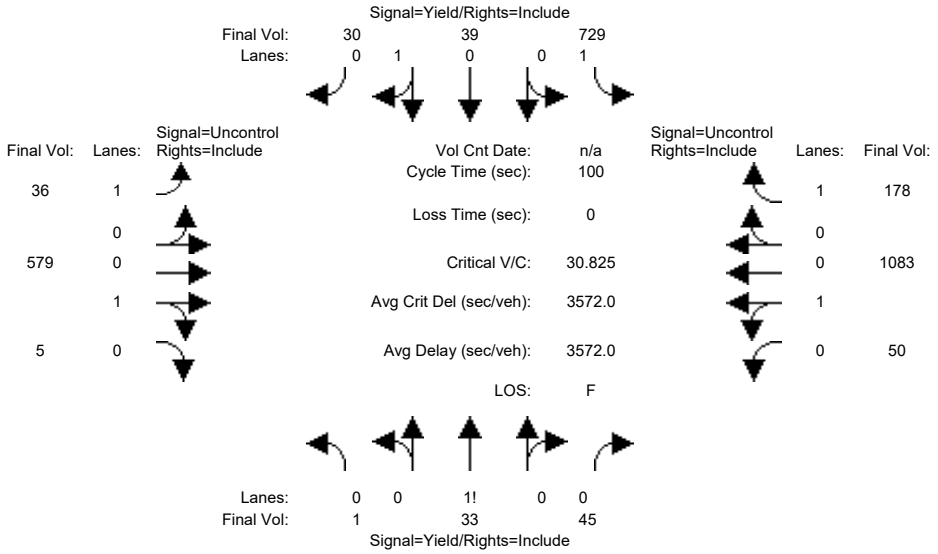
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #43: (9) 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:
Base Vol:       1   30    41   671   36    28    33  533     5    46  996   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:    1   30    41   671   36    28    33  533     5    46  996   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:    1   30    41   671   36    28    33  533     5    46  996   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:     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:     1   33    45   729   39    30    36  579     5    50 1083   178
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1   33    45   729   39    30    36  579     5    50 1083   178
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1960 2015   582  1875 1839  1083  1261 xxxx xxxxx   585 xxxx xxxxx
Potent Cap.:   48   59   517    55   76   267   558 xxxx xxxxx  1000 xxxx xxxxx
Move Cap.:     21   53   517    24   68   267   558 xxxx xxxxx  1000 xxxx xxxxx
Volume/Cap:  0.05 0.62  0.09 30.82 0.58  0.11  0.06 xxxx  xxxx  0.05 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  91.2 xxxx xxxxx   0.2 xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 13734 xxxx xxxxx  11.9 xxxx xxxxx   8.8 xxxx xxxxx
LOS by Move:    *    *     *     F    *     *     B    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  103 xxxxx  xxxx xxxx   101  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  4.1 xxxxx xxxxx xxxx   3.5 xxxxx xxxx xxxxx   0.2 xxxx xxxxx
Shrd ConDel:xxxxx  107 xxxxx xxxxx xxxx  97.7 xxxxx xxxx xxxxx   8.8 xxxx xxxxx
Shared LOS:     *    F     *     *    *     F     *    *     *     A    *     *
ApproachDel:     106.8           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F                F                *                *
Note: Queue reported is the number of cars per lane.
```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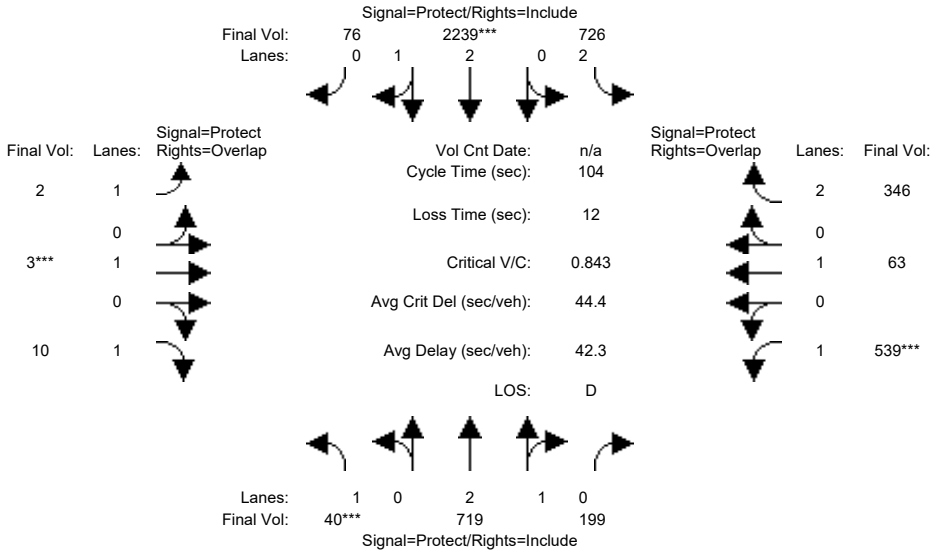
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #47: (12) 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 | 647 | 179 | 653 | 2015 | 68 | 2 | 3 | 9 | 485 | 57 | 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: | 36 | 647 | 179 | 653 | 2015 | 68 | 2 | 3 | 9 | 485 | 57 | 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: | 36 | 647 | 179 | 653 | 2015 | 68 | 2 | 3 | 9 | 485 | 57 | 311 |
| User Adj: | 1.00 | 1.00 | 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 | 719 | 199 | 726 | 2239 | 76 | 2 | 3 | 10 | 539 | 63 | 346 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 719 | 199 | 726 | 2239 | 76 | 2 | 3 | 10 | 539 | 63 | 346 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 40 | 719 | 199 | 726 | 2239 | 76 | 2 | 3 | 10 | 539 | 63 | 346 |
| 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 | 2.33 | 0.67 | 2.00 | 2.90 | 0.10 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 4385 | 1213 | 3150 | 5417 | 183 | 1750 | 1900 | 1750 | 1750 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.16 | 0.16 | 0.23 | 0.41 | 0.41 | 0.00 | 0.00 | 0.01 | 0.31 | 0.03 | 0.11 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 4.0 | 20.2 | 20.2 | 28.4 | 44.7 | 44.7 | 19.2 | 10.0 | 14.0 | 33.3 | 24.1 | 52.5 |
| Volume/Cap: | 0.59 | 0.84 | 0.84 | 0.84 | 0.96 | 0.96 | 0.01 | 0.02 | 0.04 | 0.96 | 0.14 | 0.22 |
| Delay/Veh: | 62.7 | 46.4 | 46.4 | 43.2 | 39.6 | 39.6 | 34.6 | 42.6 | 39.2 | 63.2 | 31.9 | 14.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 62.7 | 46.4 | 46.4 | 43.2 | 39.6 | 39.6 | 34.6 | 42.6 | 39.2 | 63.2 | 31.9 | 14.4 |
| LOS by Move: | E | D | D | D | D | D | C | D | D | E | C | B |
| HCM2k95thQ: | 3 | 19 | 19 | 25 | 46 | 46 | 0 | 0 | 1 | 40 | 3 | 7 |

Note: Queue reported is the number of cars per lane.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Patrick Henry Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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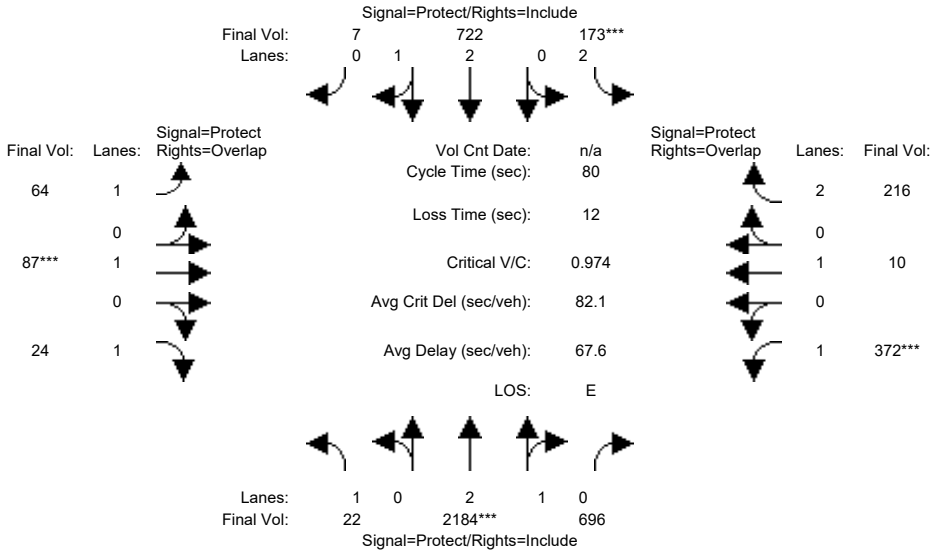
## Intersection #47: (12) Great America Pkwy & Great America Way




| 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 | 2053 | 654 | 163 | 679 | 7 | 60 | 82 | 23 | 350 | 9 | 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: | 21 | 2053 | 654 | 163 | 679 | 7 | 60 | 82 | 23 | 350 | 9 | 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: | 21 | 2053 | 654 | 163 | 679 | 7 | 60 | 82 | 23 | 350 | 9 | 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: | 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 | 2184 | 696 | 173 | 722 | 7 | 64 | 87 | 24 | 372 | 10 | 216 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 22 | 2184 | 696 | 173 | 722 | 7 | 64 | 87 | 24 | 372 | 10 | 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: | 22 | 2184 | 696 | 173 | 722 | 7 | 64 | 87 | 24 | 372 | 10 | 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 | 0.83 | 0.98 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.83 |
| Lanes: | 1.00 | 2.25 | 0.75 | 2.00 | 2.97 | 0.03 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 4245 | 1352 | 3150 | 5543 | 57 | 1750 | 1900 | 1750 | 1750 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.51 | 0.51 | 0.06 | 0.13 | 0.13 | 0.04 | 0.05 | 0.01 | 0.21 | 0.01 | 0.07 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 11.9 | 36.8 | 36.8 | 6.0 | 30.9 | 30.9 | 11.2 | 10.0 | 21.9 | 15.2 | 14.0 | 20.0 |
| Volume/Cap: | 0.09 | 1.12 | 1.12 | 0.73 | 0.34 | 0.34 | 0.26 | 0.37 | 0.05 | 1.12 | 0.03 | 0.27 |
| Delay/Veh: | 29.5 | 81.0 | 81.0 | 47.5 | 17.4 | 17.4 | 31.3 | 33.1 | 21.5 | 117.8 | 27.4 | 24.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.5 | 81.0 | 81.0 | 47.5 | 17.4 | 17.4 | 31.3 | 33.1 | 21.5 | 117.8 | 27.4 | 24.3 |
| LOS by Move: | C | F | F | D | B | B | C | C | C | F | C | C |
| HCM2k95thQ: | 1 | 59 | 59 | 6 | 8 | 8 | 4 | 5 | 1 | 33 | 0 | 5 |

Note: Queue reported is the number of cars per lane.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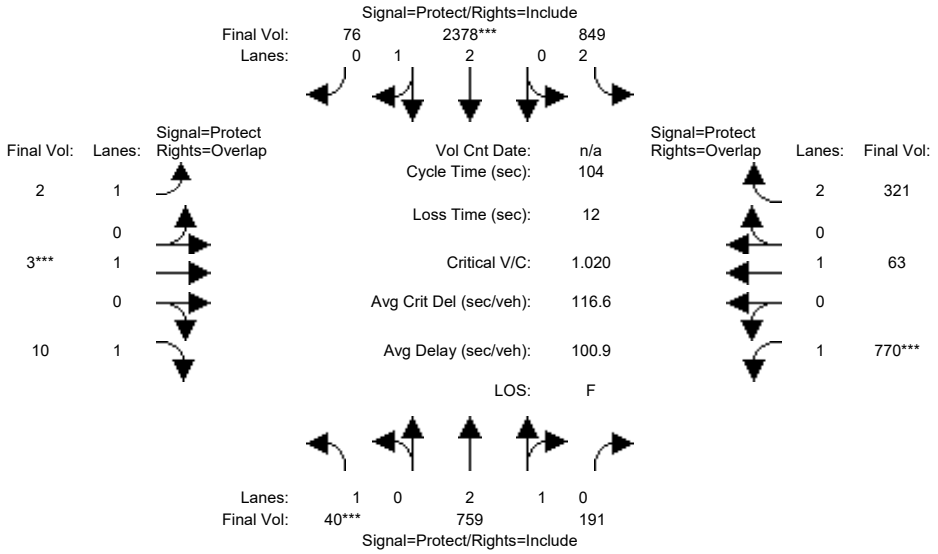
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #47: (12) 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 | 683 | 172 | 764 | 2140 | 68 | 2 | 3 | 9 | 693 | 57 | 289 |
| Growth Adj: | 1.00 | 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 | 683 | 172 | 764 | 2140 | 68 | 2 | 3 | 9 | 693 | 57 | 289 |
| Added Vol: | 0 | 0 | 0 | 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 | 683 | 172 | 764 | 2140 | 68 | 2 | 3 | 9 | 693 | 57 | 289 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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 | 759 | 191 | 849 | 2378 | 76 | 2 | 3 | 10 | 770 | 63 | 321 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 759 | 191 | 849 | 2378 | 76 | 2 | 3 | 10 | 770 | 63 | 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: | 40 | 759 | 191 | 849 | 2378 | 76 | 2 | 3 | 10 | 770 | 63 | 321 |
| 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 | 2.37 | 0.63 | 2.00 | 2.90 | 0.10 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 4472 | 1126 | 3150 | 5427 | 172 | 1750 | 1900 | 1750 | 1750 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.17 | 0.17 | 0.27 | 0.44 | 0.44 | 0.00 | 0.00 | 0.01 | 0.44 | 0.03 | 0.10 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 4.0 | 16.6 | 16.6 | 26.3 | 38.9 | 38.9 | 21.8 | 10.0 | 14.0 | 39.1 | 27.3 | 53.6 |
| Volume/Cap: | 0.59 | 1.06 | 1.06 | 1.06 | 1.17 | 1.17 | 0.01 | 0.02 | 0.04 | 1.17 | 0.13 | 0.20 |
| Delay/Veh: | 62.7 | 92.5 | 92.5 | 89.2 | 115 | 114.9 | 32.5 | 42.6 | 39.2 | 124.9 | 29.4 | 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: | 62.7 | 92.5 | 92.5 | 89.2 | 115 | 114.9 | 32.5 | 42.6 | 39.2 | 124.9 | 29.4 | 13.7 |
| LOS by Move: | E | F | F | F | F | F | C | D | D | F | C | B |
| HCM2k95thQ: | 3 | 26 | 26 | 38 | 66 | 66 | 0 | 0 | 1 | 69 | 3 | 7 |

Note: Queue reported is the number of cars per lane.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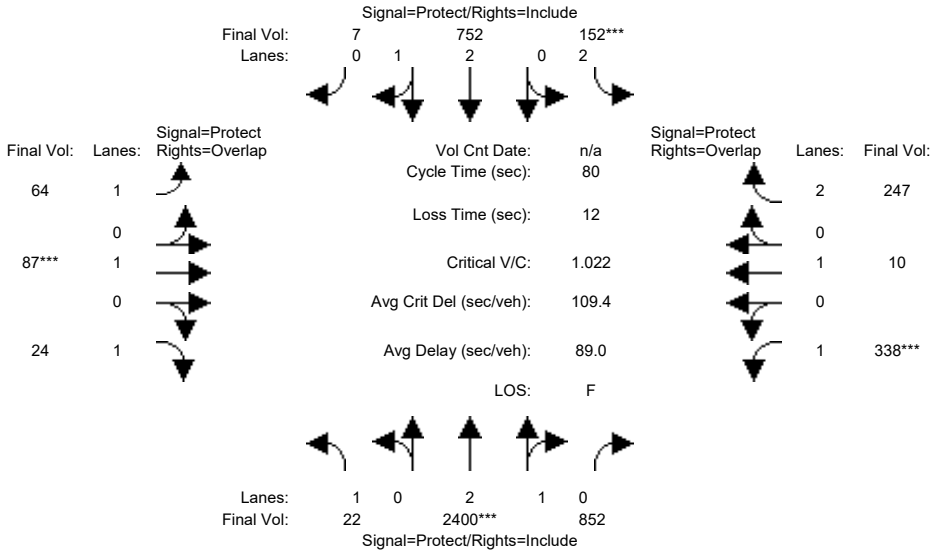
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #47: (12) 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 | 2256 | 801 | 143 | 707 | 7 | 60 | 82 | 23 | 318 | 9 | 232 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 21 | 2256 | 801 | 143 | 707 | 7 | 60 | 82 | 23 | 318 | 9 | 232 |
| Added Vol: | 0 | 0 | 0 | 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 | 2256 | 801 | 143 | 707 | 7 | 60 | 82 | 23 | 318 | 9 | 232 |
| User Adj: | 1.00 | 1.00 | 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 | 2400 | 852 | 152 | 752 | 7 | 64 | 87 | 24 | 338 | 10 | 247 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 22 | 2400 | 852 | 152 | 752 | 7 | 64 | 87 | 24 | 338 | 10 | 247 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 22 | 2400 | 852 | 152 | 752 | 7 | 64 | 87 | 24 | 338 | 10 | 247 |
| 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 | 4131 | 1467 | 3150 | 5545 | 55 | 1750 | 1900 | 1750 | 1750 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.58 | 0.58 | 0.05 | 0.14 | 0.14 | 0.04 | 0.05 | 0.01 | 0.19 | 0.01 | 0.08 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 12.1 | 39.0 | 39.0 | 6.0 | 32.9 | 32.9 | 10.2 | 10.0 | 22.1 | 13.0 | 12.8 | 18.8 |
| Volume/Cap: | 0.08 | 1.19 | 1.19 | 0.64 | 0.33 | 0.33 | 0.29 | 0.37 | 0.05 | 1.19 | 0.03 | 0.33 |
| Delay/Veh: | 29.3 | 110 | 110.5 | 41.9 | 16.1 | 16.1 | 32.3 | 33.1 | 21.3 | 149.0 | 28.4 | 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: | 29.3 | 110 | 110.5 | 41.9 | 16.1 | 16.1 | 32.3 | 33.1 | 21.3 | 149.0 | 28.4 | 25.7 |
| LOS by Move: | C | F | F | D | B | B | C | C | C | F | C | C |
| HCM2k95thQ: | 1 | 75 | 75 | 5 | 8 | 8 | 4 | 5 | 1 | 33 | 0 | 6 |

Note: Queue reported is the number of cars per lane.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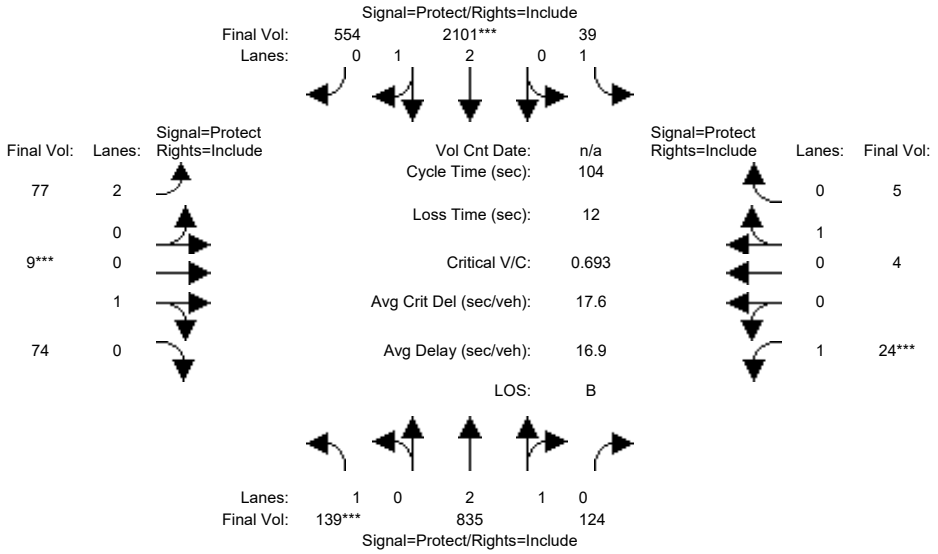
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #48: (13) GREAT AMERICA / 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 | 777 | 115 | 36 | 1954 | 515 | 72 | 8 | 69 | 22 | 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 | 777 | 115 | 36 | 1954 | 515 | 72 | 8 | 69 | 22 | 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 | 777 | 115 | 36 | 1954 | 515 | 72 | 8 | 69 | 22 | 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 | 835 | 124 | 39 | 2101 | 554 | 77 | 9 | 74 | 24 | 4 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 139 | 835 | 124 | 39 | 2101 | 554 | 77 | 9 | 74 | 24 | 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 | 835 | 124 | 39 | 2101 | 554 | 77 | 9 | 74 | 24 | 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 | 2.60 | 0.40 | 1.00 | 2.35 | 0.65 | 2.00 | 0.10 | 0.90 | 1.00 | 0.44 | 0.56 |
| Final Sat.: | 1750 | 4877 | 722 | 1750 | 4430 | 1168 | 3150 | 187 | 1613 | 1750 | 800 | 1000 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.17 | 0.17 | 0.02 | 0.47 | 0.47 | 0.02 | 0.05 | 0.05 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 11.0 | 60.1 | 60.1 | 16.9 | 66.0 | 66.0 | 5.4 | 10.0 | 10.0 | 5.0 | 9.6 | 9.6 |
| Volume/Cap: | 0.75 | 0.30 | 0.30 | 0.14 | 0.75 | 0.75 | 0.48 | 0.48 | 0.48 | 0.28 | 0.06 | 0.06 |
| Delay/Veh: | 60.5 | 11.2 | 11.2 | 37.5 | 14.1 | 14.1 | 50.2 | 46.6 | 46.6 | 49.6 | 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: | 60.5 | 11.2 | 11.2 | 37.5 | 14.1 | 14.1 | 50.2 | 46.6 | 46.6 | 49.6 | 43.2 | 43.2 |
| LOS by Move: | E | B | B | D | B | B | D | D | D | D | D | D |
| HCM2k95thQ: | 10 | 10 | 10 | 2 | 32 | 32 | 4 | 6 | 6 | 2 | 1 | 1 |

Note: Queue reported is the number of cars per lane.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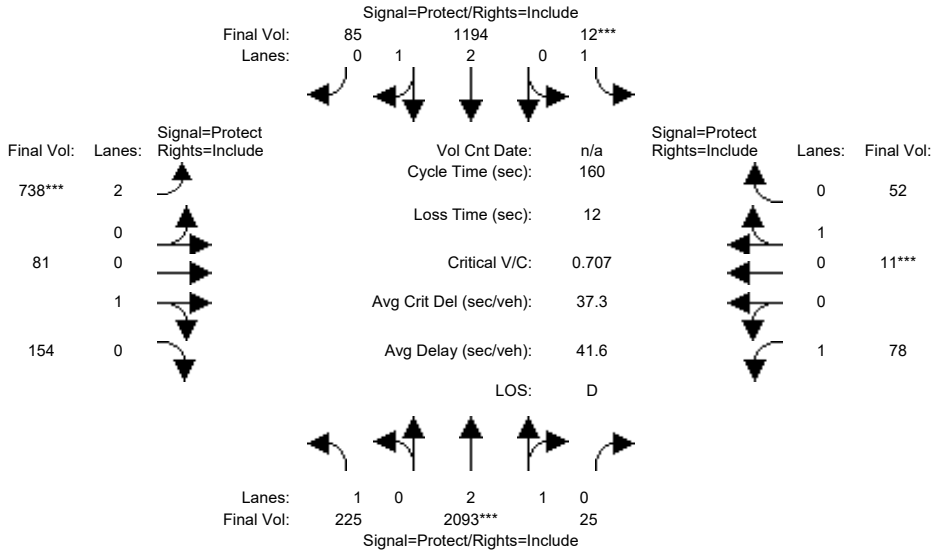
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #48: (13) GREAT AMERICA / 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: | 214 | 1988 | 24 | 11 | 1134 | 81 | 701 | 77 | 146 | 74 | 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: | 214 | 1988 | 24 | 11 | 1134 | 81 | 701 | 77 | 146 | 74 | 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: | 214 | 1988 | 24 | 11 | 1134 | 81 | 701 | 77 | 146 | 74 | 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: | 225 | 2093 | 25 | 12 | 1194 | 85 | 738 | 81 | 154 | 78 | 11 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 225 | 2093 | 25 | 12 | 1194 | 85 | 738 | 81 | 154 | 78 | 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: | 225 | 2093 | 25 | 12 | 1194 | 85 | 738 | 81 | 154 | 78 | 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 | 0.98 | 0.95 | 0.83 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.96 | 0.04 | 1.00 | 2.79 | 0.21 | 2.00 | 0.35 | 0.65 | 1.00 | 0.17 | 0.83 |
| Final Sat.: | 1750 | 5533 | 67 | 1750 | 5226 | 373 | 3150 | 622 | 1178 | 1750 | 305 | 1495 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.38 | 0.38 | 0.01 | 0.23 | 0.23 | 0.23 | 0.13 | 0.13 | 0.04 | 0.03 | 0.03 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 31.6 | 82.7 | 82.7 | 5.0 | 56.1 | 56.1 | 51.3 | 44.9 | 44.9 | 15.3 | 9.0 | 9.0 |
| Volume/Cap: | 0.65 | 0.73 | 0.73 | 0.21 | 0.65 | 0.65 | 0.73 | 0.46 | 0.46 | 0.46 | 0.61 | 0.61 |
| Delay/Veh: | 63.5 | 31.0 | 31.0 | 77.5 | 44.5 | 44.5 | 51.0 | 48.3 | 48.3 | 70.5 | 84.5 | 84.5 |
| 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: | 63.5 | 31.0 | 31.0 | 77.5 | 44.5 | 44.5 | 51.0 | 48.3 | 48.3 | 70.5 | 84.5 | 84.5 |
| LOS by Move: | E | C | C | E | D | D | D | D | D | E | F | F |
| HCM2k95thQ: | 20 | 44 | 44 | 1 | 30 | 30 | 34 | 18 | 18 | 9 | 8 | 8 |

Note: Queue reported is the number of cars per lane.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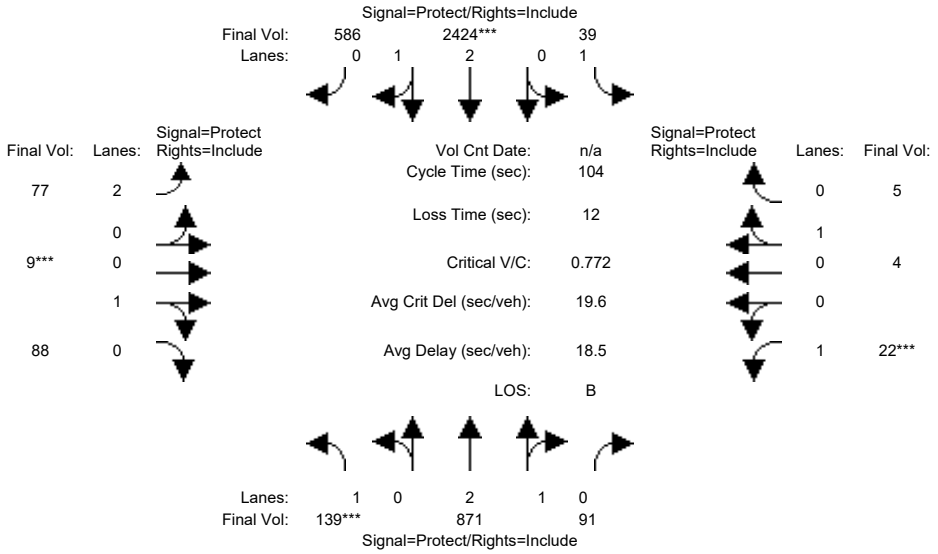
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #48: (13) GREAT AMERICA / 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 | 810 | 85 | 36 | 2254 | 545 | 72 | 8 | 82 | 20 | 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 | 810 | 85 | 36 | 2254 | 545 | 72 | 8 | 82 | 20 | 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 | 810 | 85 | 36 | 2254 | 545 | 72 | 8 | 82 | 20 | 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 | 871 | 91 | 39 | 2424 | 586 | 77 | 9 | 88 | 22 | 4 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 139 | 871 | 91 | 39 | 2424 | 586 | 77 | 9 | 88 | 22 | 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 | 871 | 91 | 39 | 2424 | 586 | 77 | 9 | 88 | 22 | 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 | 2.70 | 0.30 | 1.00 | 2.39 | 0.61 | 2.00 | 0.09 | 0.91 | 1.00 | 0.44 | 0.56 |
| Final Sat.: | 1750 | 5067 | 532 | 1750 | 4508 | 1090 | 3150 | 160 | 1640 | 1750 | 800 | 1000 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.17 | 0.17 | 0.02 | 0.54 | 0.54 | 0.02 | 0.05 | 0.05 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 9.9 | 60.2 | 60.2 | 16.8 | 67.1 | 67.1 | 5.4 | 10.0 | 10.0 | 5.0 | 9.6 | 9.6 |
| Volume/Cap: | 0.83 | 0.30 | 0.30 | 0.14 | 0.83 | 0.83 | 0.48 | 0.56 | 0.56 | 0.26 | 0.06 | 0.06 |
| Delay/Veh: | 74.9 | 11.2 | 11.2 | 37.6 | 15.9 | 15.9 | 50.2 | 49.0 | 49.0 | 49.3 | 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: | 74.9 | 11.2 | 11.2 | 37.6 | 15.9 | 15.9 | 50.2 | 49.0 | 49.0 | 49.3 | 43.2 | 43.2 |
| LOS by Move: | E | B | B | D | B | B | D | D | D | D | D | D |
| HCM2k95thQ: | 10 | 10 | 10 | 2 | 38 | 38 | 4 | 8 | 8 | 2 | 1 | 1 |

Note: Queue reported is the number of cars per lane.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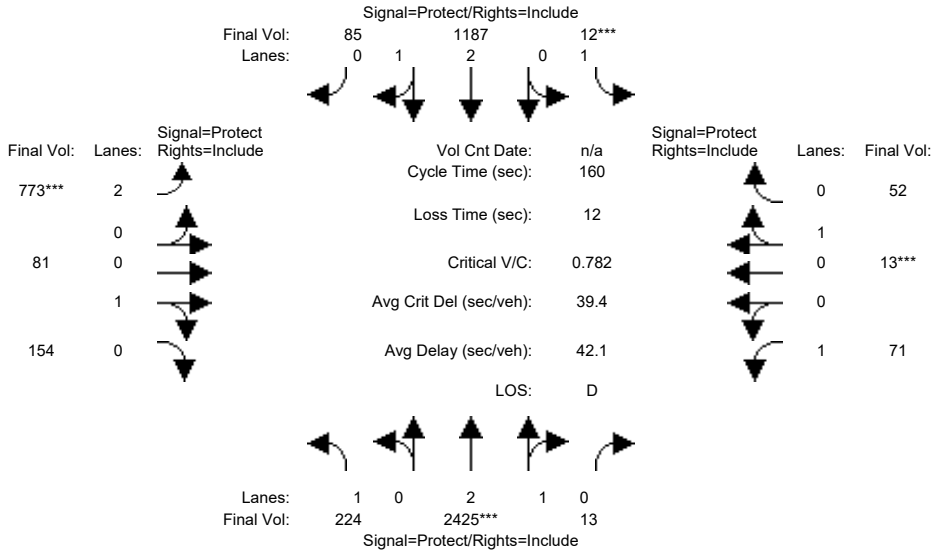
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #48: (13) GREAT AMERICA / 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: | 213 | 2304 | 12 | 11 | 1128 | 81 | 734 | 77 | 146 | 67 | 12 | 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: | 213 | 2304 | 12 | 11 | 1128 | 81 | 734 | 77 | 146 | 67 | 12 | 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: | 213 | 2304 | 12 | 11 | 1128 | 81 | 734 | 77 | 146 | 67 | 12 | 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: | 224 | 2425 | 13 | 12 | 1187 | 85 | 773 | 81 | 154 | 71 | 13 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 224 | 2425 | 13 | 12 | 1187 | 85 | 773 | 81 | 154 | 71 | 13 | 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: | 224 | 2425 | 13 | 12 | 1187 | 85 | 773 | 81 | 154 | 71 | 13 | 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 | 0.98 | 0.95 | 0.83 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.98 | 0.02 | 1.00 | 2.79 | 0.21 | 2.00 | 0.35 | 0.65 | 1.00 | 0.20 | 0.80 |
| Final Sat.: | 1750 | 5571 | 29 | 1750 | 5224 | 375 | 3150 | 622 | 1178 | 1750 | 354 | 1446 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.44 | 0.44 | 0.01 | 0.23 | 0.23 | 0.25 | 0.13 | 0.13 | 0.04 | 0.04 | 0.04 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 32.7 | 85.7 | 85.7 | 5.0 | 58.0 | 58.0 | 48.3 | 43.8 | 43.8 | 13.5 | 9.0 | 9.0 |
| Volume/Cap: | 0.63 | 0.81 | 0.81 | 0.21 | 0.63 | 0.63 | 0.81 | 0.48 | 0.48 | 0.48 | 0.63 | 0.63 |
| Delay/Veh: | 61.6 | 32.3 | 32.3 | 77.5 | 42.7 | 42.7 | 57.1 | 49.3 | 49.3 | 72.3 | 86.3 | 86.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 61.6 | 32.3 | 32.3 | 77.5 | 42.7 | 42.7 | 57.1 | 49.3 | 49.3 | 72.3 | 86.3 | 86.3 |
| LOS by Move: | E | C | C | E | D | D | E | D | D | E | F | F |
| HCM2k95thQ: | 20 | 54 | 54 | 1 | 30 | 30 | 38 | 19 | 19 | 8 | 8 | 8 |

Note: Queue reported is the number of cars per lane.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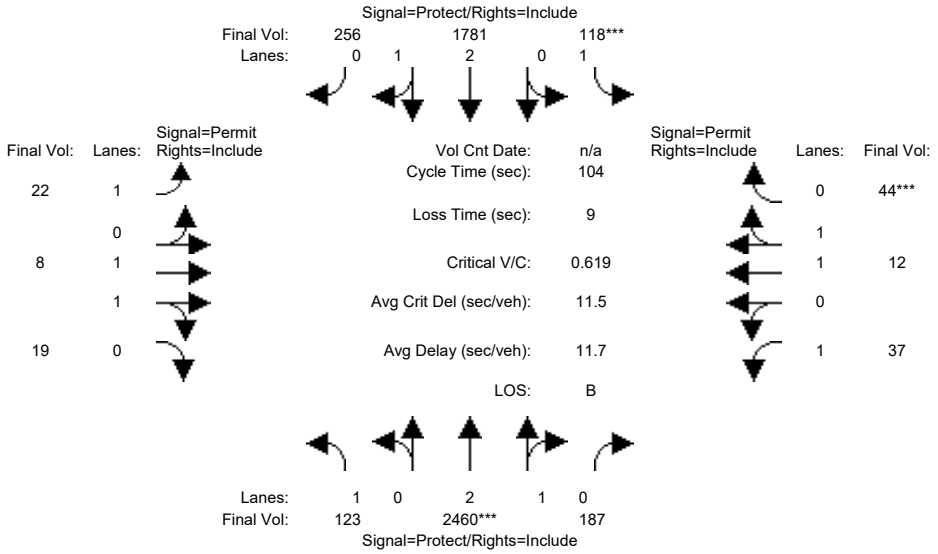
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #51: (14) GREAT AMERICA / 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 | 2239 | 170 | 107 | 1621 | 233 | 20 | 7 | 17 | 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 | 2239 | 170 | 107 | 1621 | 233 | 20 | 7 | 17 | 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 | 2239 | 170 | 107 | 1621 | 233 | 20 | 7 | 17 | 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 | 2460 | 187 | 118 | 1781 | 256 | 22 | 8 | 19 | 37 | 12 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 123 | 2460 | 187 | 118 | 1781 | 256 | 22 | 8 | 19 | 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 | 2460 | 187 | 118 | 1781 | 256 | 22 | 8 | 19 | 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 | 2.61 | 0.39 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 5204 | 395 | 1750 | 4895 | 704 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.47 | 0.47 | 0.07 | 0.36 | 0.36 | 0.01 | 0.00 | 0.01 | 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 | 0.12 | 0.04 | 0.10 | 0.20 | 0.06 | 0.24 |
| Delay/Veh: | 44.8 | 8.9 | 8.9 | 54.6 | 8.7 | 8.7 | 42.4 | 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: | 44.8 | 8.9 | 8.9 | 54.6 | 8.7 | 8.7 | 42.4 | 41.8 | 42.2 | 43.0 | 41.9 | 43.2 |
| LOS by Move: | D | A | A | D | A | A | D | D | D | D | D | D |
| HCM2k95thQ: | 8 | 27 | 27 | 8 | 20 | 20 | 2 | 1 | 1 | 3 | 1 | 3 |

Note: Queue reported is the number of cars per lane.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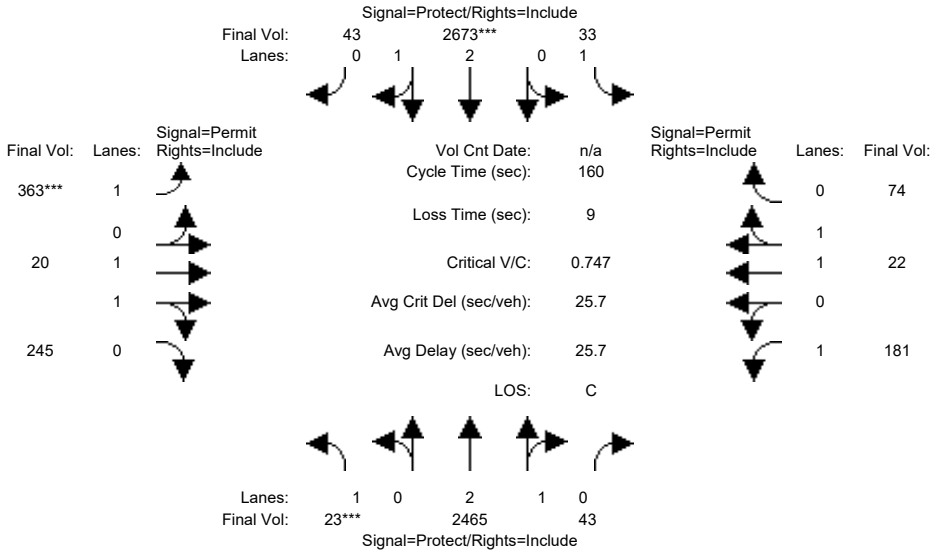
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #51: (14) GREAT AMERICA / 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 | 2366 | 41 | 32 | 2566 | 41 | 348 | 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 | 2366 | 41 | 32 | 2566 | 41 | 348 | 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 | 2366 | 41 | 32 | 2566 | 41 | 348 | 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 | 2465 | 43 | 33 | 2673 | 43 | 363 | 20 | 245 | 181 | 22 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 2465 | 43 | 33 | 2673 | 43 | 363 | 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 | 2465 | 43 | 33 | 2673 | 43 | 363 | 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 | 2.95 | 0.05 | 1.00 | 2.95 | 0.05 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 5504 | 95 | 1750 | 5512 | 88 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.45 | 0.45 | 0.02 | 0.48 | 0.48 | 0.21 | 0.01 | 0.14 | 0.10 | 0.01 | 0.04 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green Time: | 4.0 | 101 | 101.3 | 5.7 | 103 | 103.0 | 44.0 | 44.0 | 44.0 | 44.0 | 44.0 | 44.0 |
| Volume/Cap: | 0.52 | 0.71 | 0.71 | 0.54 | 0.75 | 0.75 | 0.75 | 0.04 | 0.51 | 0.38 | 0.04 | 0.15 |
| Delay/Veh: | 88.2 | 20.1 | 20.1 | 85.0 | 20.6 | 20.6 | 59.7 | 42.5 | 49.7 | 47.4 | 42.5 | 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: | 88.2 | 20.1 | 20.1 | 85.0 | 20.6 | 20.6 | 59.7 | 42.5 | 49.7 | 47.4 | 42.5 | 44.0 |
| LOS by Move: | F | C | C | F | C | C | E | D | D | D | D | D |
| HCM2k95thQ: | 2 | 44 | 44 | 4 | 50 | 50 | 32 | 1 | 20 | 15 | 2 | 6 |

Note: Queue reported is the number of cars per lane.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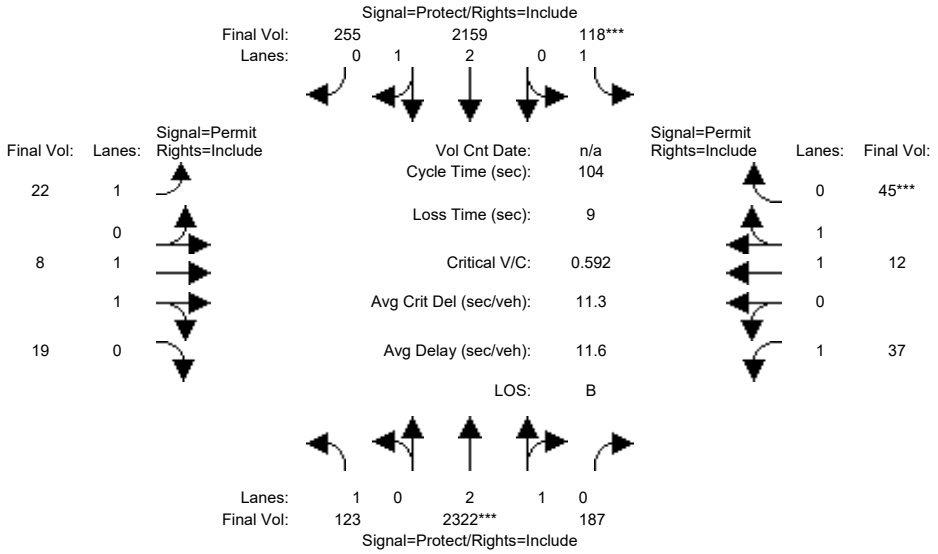
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #51: (14) GREAT AMERICA / 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 | 2113 | 170 | 107 | 1965 | 232 | 20 | 7 | 17 | 34 | 11 | 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: | 112 | 2113 | 170 | 107 | 1965 | 232 | 20 | 7 | 17 | 34 | 11 | 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: | 112 | 2113 | 170 | 107 | 1965 | 232 | 20 | 7 | 17 | 34 | 11 | 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: | 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 | 2322 | 187 | 118 | 2159 | 255 | 22 | 8 | 19 | 37 | 12 | 45 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 123 | 2322 | 187 | 118 | 2159 | 255 | 22 | 8 | 19 | 37 | 12 | 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: | 123 | 2322 | 187 | 118 | 2159 | 255 | 22 | 8 | 19 | 37 | 12 | 45 |
| 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 | 2.77 | 0.23 | 1.00 | 2.67 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 5182 | 417 | 1750 | 5008 | 591 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.45 | 0.45 | 0.07 | 0.43 | 0.43 | 0.01 | 0.00 | 0.01 | 0.02 | 0.01 | 0.03 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green Time: | 11.8 | 73.0 | 73.0 | 11.0 | 72.2 | 72.2 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Volume/Cap: | 0.62 | 0.64 | 0.64 | 0.64 | 0.62 | 0.62 | 0.12 | 0.04 | 0.10 | 0.20 | 0.06 | 0.24 |
| Delay/Veh: | 49.9 | 8.7 | 8.7 | 51.9 | 8.8 | 8.8 | 42.4 | 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: | 49.9 | 8.7 | 8.7 | 51.9 | 8.8 | 8.8 | 42.4 | 41.8 | 42.2 | 43.0 | 41.9 | 43.2 |
| LOS by Move: | D | A | A | D | A | A | D | D | D | D | D | D |
| HCM2k95thQ: | 8 | 25 | 25 | 8 | 25 | 25 | 2 | 1 | 1 | 3 | 1 | 3 |

Note: Queue reported is the number of cars per lane.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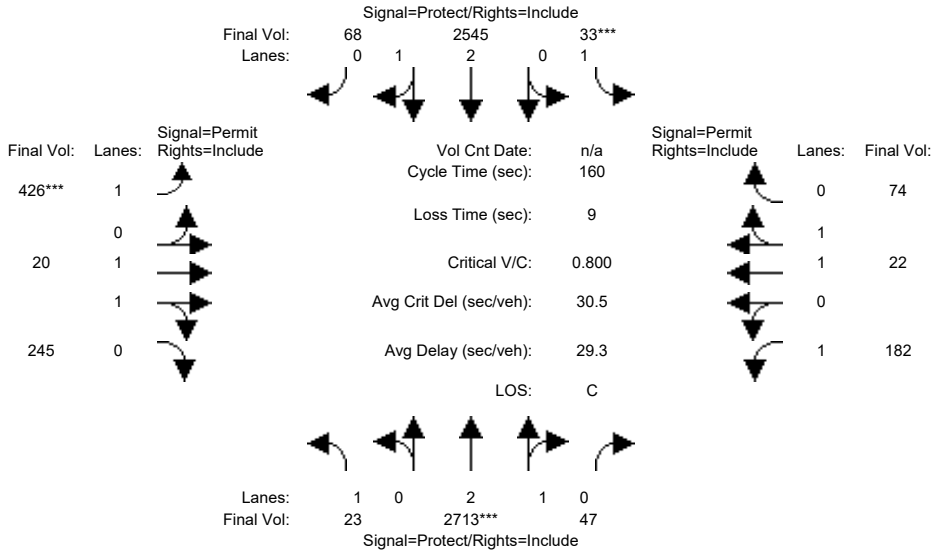
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #51: (14) GREAT AMERICA / 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 | 2604 | 45 | 32 | 2443 | 65 | 409 | 19 | 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: | 22 | 2604 | 45 | 32 | 2443 | 65 | 409 | 19 | 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: | 22 | 2604 | 45 | 32 | 2443 | 65 | 409 | 19 | 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: | 23 | 2713 | 47 | 33 | 2545 | 68 | 426 | 20 | 245 | 182 | 22 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 2713 | 47 | 33 | 2545 | 68 | 426 | 20 | 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: | 23 | 2713 | 47 | 33 | 2545 | 68 | 426 | 20 | 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 | 2.95 | 0.05 | 1.00 | 2.92 | 0.08 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 5505 | 95 | 1750 | 5455 | 145 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.49 | 0.49 | 0.02 | 0.47 | 0.47 | 0.24 | 0.01 | 0.14 | 0.10 | 0.01 | 0.04 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |
| Green Time: | 5.2 | 98.4 | 98.4 | 4.0 | 97.2 | 97.2 | 48.6 | 48.6 | 48.6 | 48.6 | 48.6 | 48.6 |
| Volume/Cap: | 0.40 | 0.80 | 0.80 | 0.76 | 0.77 | 0.77 | 0.80 | 0.03 | 0.46 | 0.34 | 0.04 | 0.14 |
| Delay/Veh: | 80.5 | 24.8 | 24.8 | 132.2 | 24.2 | 24.2 | 59.8 | 39.2 | 45.7 | 43.7 | 39.2 | 40.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 80.5 | 24.8 | 24.8 | 132.2 | 24.2 | 24.2 | 59.8 | 39.2 | 45.7 | 43.7 | 39.2 | 40.6 |
| LOS by Move: | F | C | C | F | C | C | E | D | D | D | D | D |
| HCM2k95thQ: | 2 | 54 | 54 | 4 | 52 | 52 | 37 | 1 | 19 | 14 | 2 | 6 |

Note: Queue reported is the number of cars per lane.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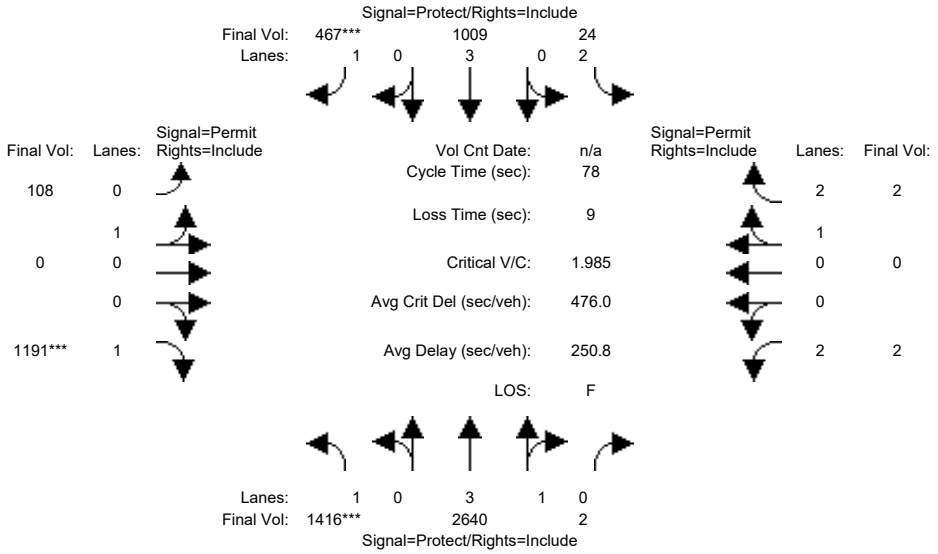
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #53: (16) 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: | 1274 | 2376 | 2 | 22 | 908 | 420 | 97 | 0 | 1072 | 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: | 1274 | 2376 | 2 | 22 | 908 | 420 | 97 | 0 | 1072 | 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: | 1274 | 2376 | 2 | 22 | 908 | 420 | 97 | 0 | 1072 | 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: | 1416 | 2640 | 2 | 24 | 1009 | 467 | 108 | 0 | 1191 | 2 | 0 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1416 | 2640 | 2 | 24 | 1009 | 467 | 108 | 0 | 1191 | 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: | 1416 | 2640 | 2 | 24 | 1009 | 467 | 108 | 0 | 1191 | 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 | 7494 | 6 | 3150 | 5700 | 1750 | 1800 | 0 | 1750 | 3150 | 0 | 5400 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.81 | 0.35 | 0.35 | 0.01 | 0.18 | 0.27 | 0.06 | 0.00 | 0.68 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | **** | | | **** | | | |
| Green Time: | 31.8 | 31.0 | 31.0 | 11.3 | 10.5 | 10.5 | 26.7 | 0.0 | 26.7 | 26.7 | 0.0 | 26.7 |
| Volume/Cap: | 1.99 | 0.89 | 0.89 | 0.05 | 1.32 | 1.99 | 0.17 | 0.00 | 1.99 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 471.5 | 25.5 | 25.5 | 28.8 | 186 | 492.1 | 18.1 | 0.0 | 475.0 | 16.9 | 0.0 | 16.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 471.5 | 25.5 | 25.5 | 28.8 | 186 | 492.1 | 18.1 | 0.0 | 475.0 | 16.9 | 0.0 | 16.8 |
| LOS by Move: | F | C | C | C | F | F | B | A | F | B | A | B |
| HCM2k95thQ: | 195 | 29 | 29 | 1 | 32 | 67 | 4 | 0 | 165 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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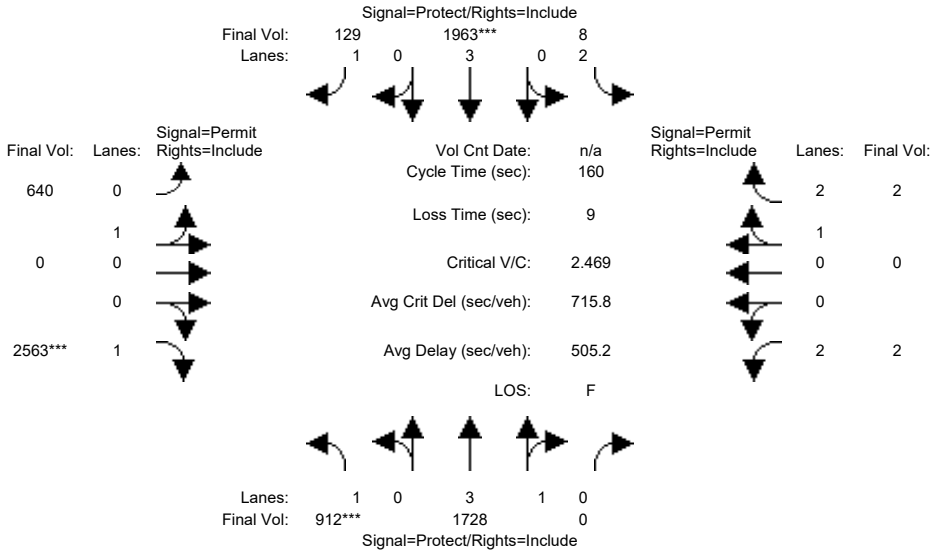
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #53: (16) 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: | 866 | 1642 | 0 | | 8 | 1865 | 123 | | 608 | 0 | 2435 | | 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: | 866 | 1642 | 0 | | 8 | 1865 | 123 | | 608 | 0 | 2435 | | 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: | 866 | 1642 | 0 | | 8 | 1865 | 123 | | 608 | 0 | 2435 | | 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: | 912 | 1728 | 0 | | 8 | 1963 | 129 | | 640 | 0 | 2563 | | 2 | 0 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 912 | 1728 | 0 | | 8 | 1963 | 129 | | 640 | 0 | 2563 | | 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: | 912 | 1728 | 0 | | 8 | 1963 | 129 | | 640 | 0 | 2563 | | 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: | 0.52 | 0.23 | 0.00 | | 0.00 | 0.34 | 0.07 | | 0.36 | 0.00 | 1.46 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green Time: | 33.8 | 44.1 | 0.0 | | 12.0 | 22.3 | 22.3 | | 94.9 | 0.0 | 94.9 | | 94.9 | 0.0 | 94.9 | |
| Volume/Cap: | 2.47 | 0.84 | 0.00 | | 0.04 | 2.47 | 0.53 | | 0.60 | 0.00 | 2.47 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 732.2 | 57.7 | 0.0 | | 68.7 | 734 | 66.2 | | 21.5 | 0.0 | 696.4 | | 13.2 | 0.0 | 13.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 732.2 | 57.7 | 0.0 | | 68.7 | 734 | 66.2 | | 21.5 | 0.0 | 696.4 | | 13.2 | 0.0 | 13.2 | |
| LOS by Move: | F | E | A | | E | F | E | | C | A | F | | B | A | B | |
| HCM2k95thQ: | 178 | 35 | 0 | | 0 | 118 | 12 | | 35 | 0 | 498 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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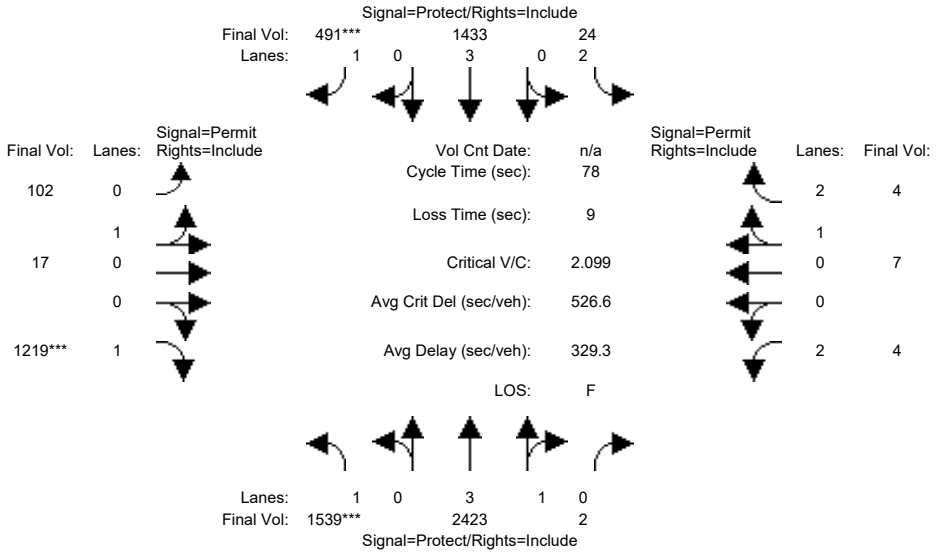
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #53: (16) 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: | 1385 | 2181 | 2 | 22 | 1290 | 442 | 92 | 15 | 1097 | 4 | 6 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1385 | 2181 | 2 | 22 | 1290 | 442 | 92 | 15 | 1097 | 4 | 6 | 4 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1385 | 2181 | 2 | 22 | 1290 | 442 | 92 | 15 | 1097 | 4 | 6 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 1539 | 2423 | 2 | 24 | 1433 | 491 | 102 | 17 | 1219 | 4 | 7 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1539 | 2423 | 2 | 24 | 1433 | 491 | 102 | 17 | 1219 | 4 | 7 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1539 | 2423 | 2 | 24 | 1433 | 491 | 102 | 17 | 1219 | 4 | 7 | 4 |
| 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 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.99 | 0.01 | 2.00 | 3.00 | 1.00 | 0.86 | 0.14 | 1.00 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 7493 | 7 | 3150 | 5700 | 1750 | 1548 | 252 | 1750 | 3150 | 1800 | 3600 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.88 | 0.32 | 0.32 | 0.01 | 0.25 | 0.28 | 0.07 | 0.07 | 0.70 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | **** | | | **** | | | |
| Green Time: | 32.7 | 30.9 | 30.9 | 12.2 | 10.4 | 10.4 | 25.9 | 25.9 | 25.9 | 25.9 | 25.9 | 25.9 |
| Volume/Cap: | 2.10 | 0.82 | 0.82 | 0.05 | 1.88 | 2.10 | 0.20 | 0.20 | 2.10 | 0.00 | 0.01 | 0.00 |
| Delay/Veh: | 521.7 | 22.9 | 22.9 | 28.0 | 435 | 542.5 | 18.8 | 18.8 | 526.3 | 17.4 | 17.5 | 17.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 521.7 | 22.9 | 22.9 | 28.0 | 435 | 542.5 | 18.8 | 18.8 | 526.3 | 17.4 | 17.5 | 17.4 |
| LOS by Move: | F | C | C | C | F | F | B | B | F | B | B | B |
| HCM2k95thQ: | 220 | 25 | 25 | 1 | 61 | 73 | 4 | 4 | 176 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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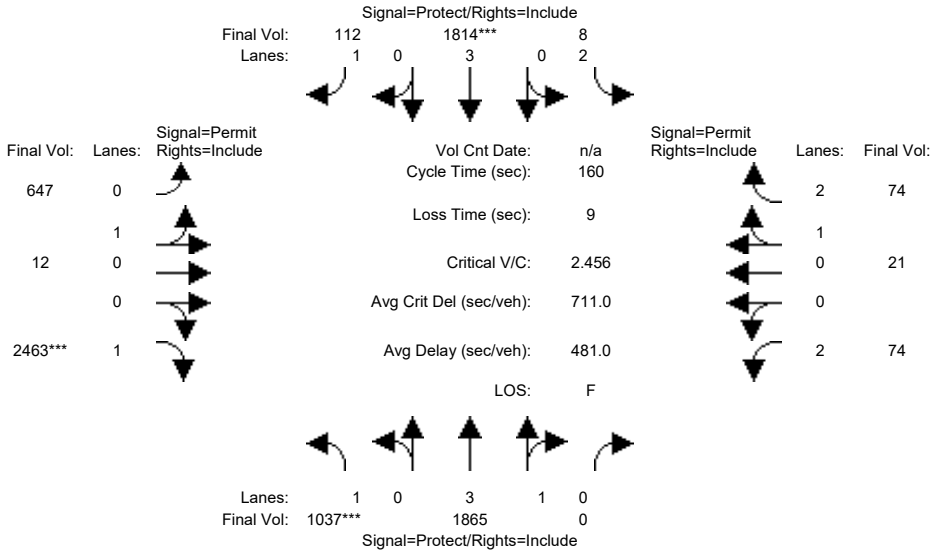
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #53: (16) 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: | 985 | 1772 | 0 | | 8 | 1723 | 106 | | 615 | 11 | 2340 | | 70 | 20 | 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: | 985 | 1772 | 0 | | 8 | 1723 | 106 | | 615 | 11 | 2340 | | 70 | 20 | 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: | 985 | 1772 | 0 | | 8 | 1723 | 106 | | 615 | 11 | 2340 | | 70 | 20 | 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: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 1037 | 1865 | 0 | | 8 | 1814 | 112 | | 647 | 12 | 2463 | | 74 | 21 | 74 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1037 | 1865 | 0 | | 8 | 1814 | 112 | | 647 | 12 | 2463 | | 74 | 21 | 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: | 1037 | 1865 | 0 | | 8 | 1814 | 112 | | 647 | 12 | 2463 | | 74 | 21 | 74 | |
| 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 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 4.00 | 0.00 | | 2.00 | 3.00 | 1.00 | | 0.98 | 0.02 | 1.00 | | 2.00 | 0.67 | 2.33 | |
| Final Sat.: | 1750 | 7500 | 0 | | 3150 | 5700 | 1750 | | 1768 | 32 | 1750 | | 3150 | 1200 | 4200 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.59 | 0.25 | 0.00 | | 0.00 | 0.32 | 0.06 | | 0.37 | 0.37 | 1.41 | | 0.02 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green Time: | 38.6 | 47.4 | 0.0 | | 11.9 | 20.7 | 20.7 | | 91.7 | 91.7 | 91.7 | | 91.7 | 91.7 | 91.7 | |
| Volume/Cap: | 2.46 | 0.84 | 0.00 | | 0.04 | 2.46 | 0.49 | | 0.64 | 0.64 | 2.46 | | 0.04 | 0.03 | 0.03 | |
| Delay/Veh: | 723.2 | 55.8 | 0.0 | | 68.8 | 729 | 66.4 | | 24.4 | 24.4 | 692.5 | | 14.9 | 14.9 | 14.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 723.2 | 55.8 | 0.0 | | 68.8 | 729 | 66.4 | | 24.4 | 24.4 | 692.5 | | 14.9 | 14.9 | 14.9 | |
| LOS by Move: | F | E | A | | E | F | E | | C | C | F | | B | B | B | |
| HCM2k95thQ: | 202 | 38 | 0 | | 0 | 109 | 11 | | 38 | 38 | 478 | | 2 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.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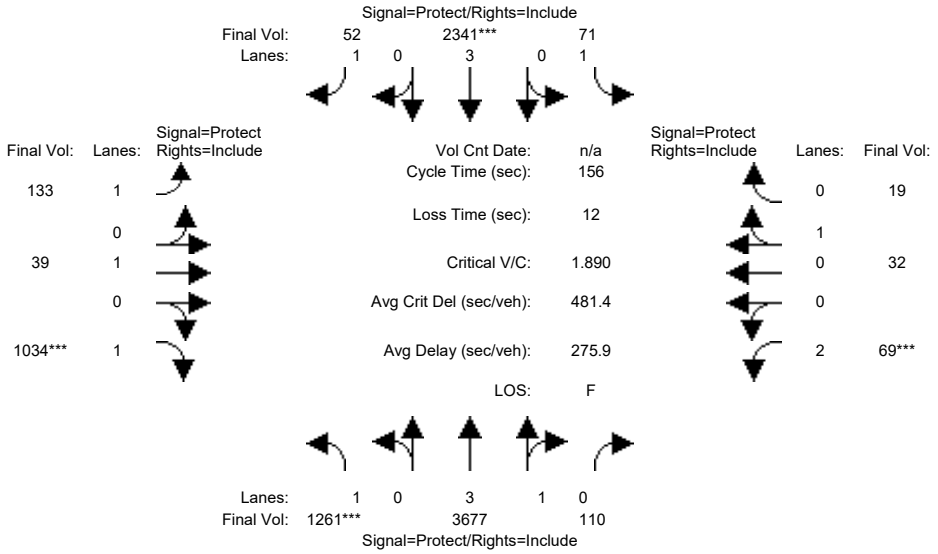
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #54: (17) GREAT AMERICA / 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: | 1135 | 3309 | 99 | 64 | 2107 | 47 | 120 | 35 | 931 | 62 | 29 | 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: | 1135 | 3309 | 99 | 64 | 2107 | 47 | 120 | 35 | 931 | 62 | 29 | 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: | 1135 | 3309 | 99 | 64 | 2107 | 47 | 120 | 35 | 931 | 62 | 29 | 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: | 1261 | 3677 | 110 | 71 | 2341 | 52 | 133 | 39 | 1034 | 69 | 32 | 19 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1261 | 3677 | 110 | 71 | 2341 | 52 | 133 | 39 | 1034 | 69 | 32 | 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: | 1261 | 3677 | 110 | 71 | 2341 | 52 | 133 | 39 | 1034 | 69 | 32 | 19 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.99 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.88 | 0.12 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.63 | 0.37 |
| Final Sat.: | 1750 | 7282 | 218 | 1750 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 1135 | 665 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.72 | 0.50 | 0.50 | 0.04 | 0.41 | 0.03 | 0.08 | 0.02 | 0.59 | 0.02 | 0.03 | 0.03 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 57.7 | 83.9 | 83.9 | 6.8 | 32.9 | 32.9 | 26.6 | 47.4 | 47.4 | 6.0 | 26.8 | 26.8 |
| Volume/Cap: | 1.95 | 0.94 | 0.94 | 0.94 | 1.95 | 0.14 | 0.45 | 0.07 | 1.95 | 0.57 | 0.17 | 0.17 |
| Delay/Veh: | 481.0 | 38.9 | 38.9 | 156.9 | 491 | 50.2 | 59.2 | 38.7 | 487.4 | 80.0 | 55.3 | 55.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 481.0 | 38.9 | 38.9 | 156.9 | 491 | 50.2 | 59.2 | 38.7 | 487.4 | 80.0 | 55.3 | 55.3 |
| LOS by Move: | F | D | D | F | F | D | E | D | F | E | E | E |
| HCM2k95thQ: | 214 | 63 | 63 | 9 | 124 | 4 | 12 | 3 | 179 | 6 | 4 | 4 |

Note: Queue reported is the number of cars per lane.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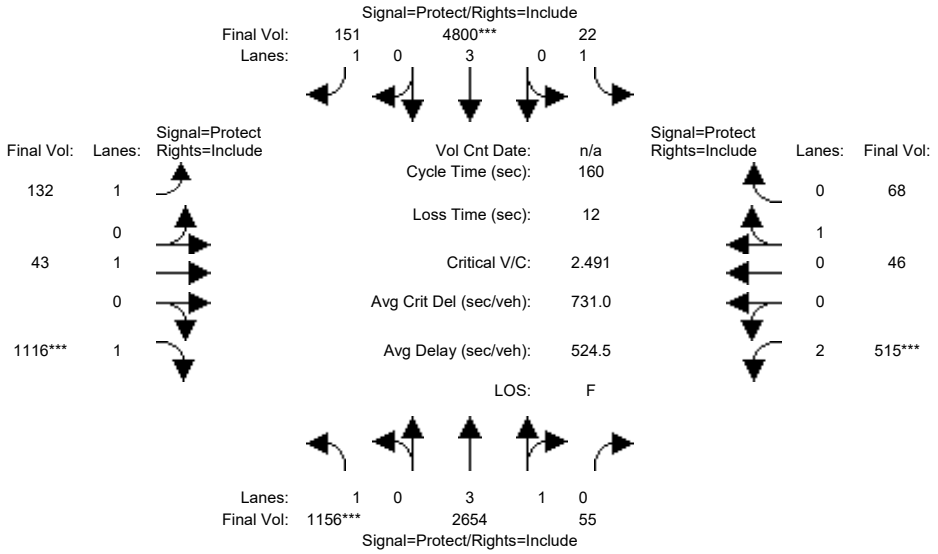
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #54: (17) GREAT AMERICA / 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: | 1075 | 2468 | 51 | 20 | 4464 | 140 | 123 | 40 | 1038 | 479 | 43 | 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: | 1075 | 2468 | 51 | 20 | 4464 | 140 | 123 | 40 | 1038 | 479 | 43 | 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: | 1075 | 2468 | 51 | 20 | 4464 | 140 | 123 | 40 | 1038 | 479 | 43 | 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: | 1156 | 2654 | 55 | 22 | 4800 | 151 | 132 | 43 | 1116 | 515 | 46 | 68 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1156 | 2654 | 55 | 22 | 4800 | 151 | 132 | 43 | 1116 | 515 | 46 | 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: | 1156 | 2654 | 55 | 22 | 4800 | 151 | 132 | 43 | 1116 | 515 | 46 | 68 |
| 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 | 3.92 | 0.08 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.41 | 0.59 |
| Final Sat.: | 1750 | 7348 | 152 | 1750 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 730 | 1070 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.66 | 0.36 | 0.36 | 0.01 | 0.84 | 0.09 | 0.08 | 0.02 | 0.64 | 0.16 | 0.06 | 0.06 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 42.4 | 87.4 | 87.4 | 9.1 | 54.1 | 54.1 | 25.8 | 41.0 | 41.0 | 10.5 | 25.6 | 25.6 |
| Volume/Cap: | 2.49 | 0.66 | 0.66 | 0.22 | 2.49 | 0.25 | 0.47 | 0.09 | 2.49 | 2.49 | 0.40 | 0.40 |
| Delay/Veh: | 736.0 | 26.2 | 26.2 | 73.2 | 725 | 38.6 | 62.1 | 45.4 | 737.0 | 759.8 | 61.1 | 61.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 736.0 | 26.2 | 26.2 | 73.2 | 725 | 38.6 | 62.1 | 45.4 | 737.0 | 759.8 | 61.1 | 61.1 |
| LOS by Move: | F | C | C | E | F | D | E | D | F | F | E | E |
| HCM2k95thQ: | 225 | 37 | 37 | 2 | 288 | 11 | 13 | 3 | 219 | 61 | 11 | 11 |

Note: Queue reported is the number of cars per lane.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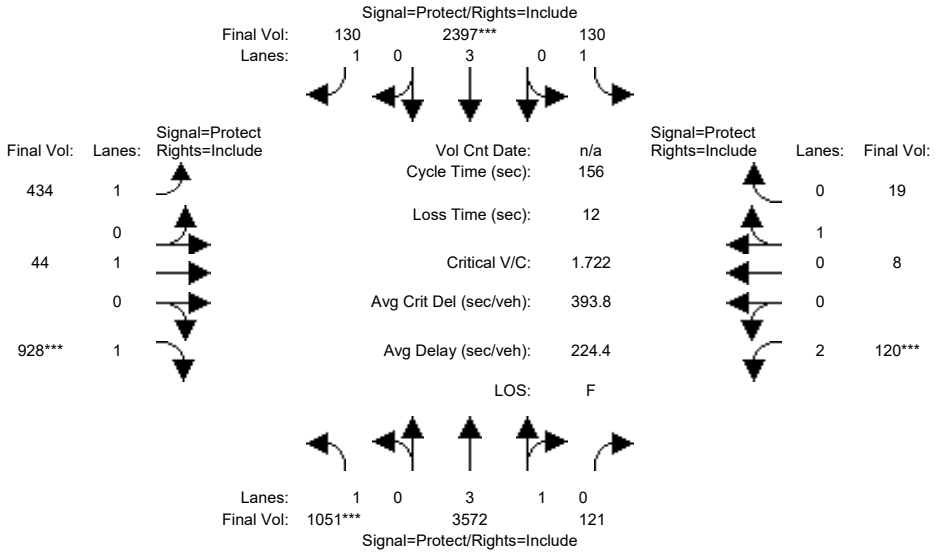
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #54: (17) GREAT AMERICA / 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: | 946 | 3215 | 109 | | 117 | 2157 | 117 | | 391 | 40 | 835 | | 108 | 7 | 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: | 946 | 3215 | 109 | | 117 | 2157 | 117 | | 391 | 40 | 835 | | 108 | 7 | 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: | 946 | 3215 | 109 | | 117 | 2157 | 117 | | 391 | 40 | 835 | | 108 | 7 | 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: | 1051 | 3572 | 121 | | 130 | 2397 | 130 | | 434 | 44 | 928 | | 120 | 8 | 19 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1051 | 3572 | 121 | | 130 | 2397 | 130 | | 434 | 44 | 928 | | 120 | 8 | 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: | 1051 | 3572 | 121 | | 130 | 2397 | 130 | | 434 | 44 | 928 | | 120 | 8 | 19 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.99 | 0.95 | | 0.92 | 1.00 | 0.92 | | 0.92 | 1.00 | 0.92 | | 0.83 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 3.86 | 0.14 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 0.29 | 0.71 | |
| Final Sat.: | 1750 | 7254 | 246 | | 1750 | 5700 | 1750 | | 1750 | 1900 | 1750 | | 3150 | 525 | 1275 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.60 | 0.49 | 0.49 | | 0.07 | 0.42 | 0.07 | | 0.25 | 0.02 | 0.53 | | 0.04 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green Time: | 53.4 | 78.9 | 78.9 | | 11.9 | 37.4 | 37.4 | | 40.6 | 47.2 | 47.2 | | 6.0 | 12.6 | 12.6 | |
| Volume/Cap: | 1.75 | 0.97 | 0.97 | | 0.97 | 1.75 | 0.31 | | 0.95 | 0.08 | 1.75 | | 0.99 | 0.18 | 0.18 | |
| Delay/Veh: | 397.3 | 46.8 | 46.8 | | 141.3 | 401 | 49.1 | | 87.5 | 38.9 | 401.3 | | 153.6 | 67.5 | 67.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 397.3 | 46.8 | 46.8 | | 141.3 | 401 | 49.1 | | 87.5 | 38.9 | 401.3 | | 153.6 | 67.5 | 67.5 | |
| LOS by Move: | F | D | D | | F | F | D | | F | D | F | | F | E | E | |
| HCM2k95thQ: | 167 | 65 | 65 | | 15 | 119 | 10 | | 43 | 3 | 150 | | 12 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.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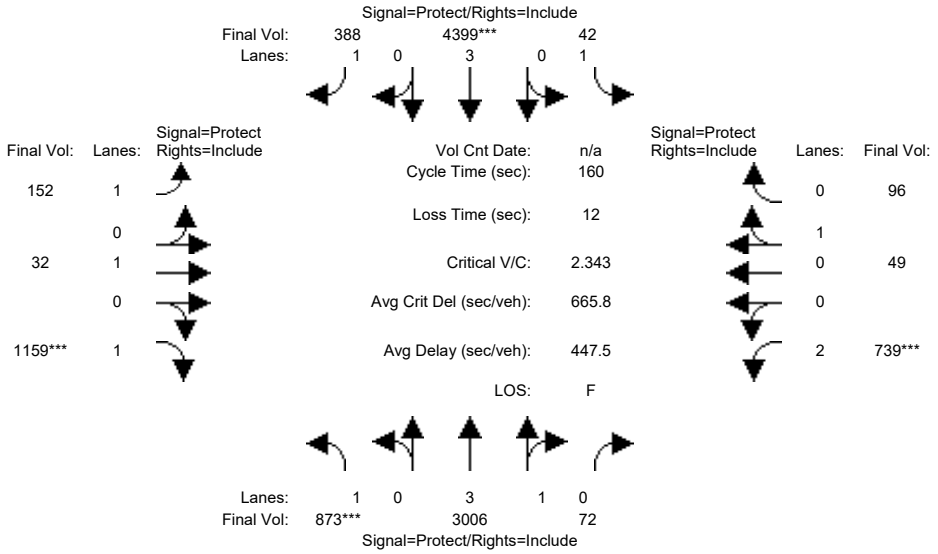
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #54: (17) GREAT AMERICA / 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: | 812 | 2796 | 67 | 39 | 4091 | 361 | 141 | 30 | 1078 | 687 | 46 | 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: | 812 | 2796 | 67 | 39 | 4091 | 361 | 141 | 30 | 1078 | 687 | 46 | 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: | 812 | 2796 | 67 | 39 | 4091 | 361 | 141 | 30 | 1078 | 687 | 46 | 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: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 873 | 3006 | 72 | 42 | 4399 | 388 | 152 | 32 | 1159 | 739 | 49 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 873 | 3006 | 72 | 42 | 4399 | 388 | 152 | 32 | 1159 | 739 | 49 | 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: | 873 | 3006 | 72 | 42 | 4399 | 388 | 152 | 32 | 1159 | 739 | 49 | 96 |
| 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 | 3.90 | 0.10 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.34 | 0.66 |
| Final Sat.: | 1750 | 7324 | 176 | 1750 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 613 | 1187 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.50 | 0.41 | 0.41 | 0.02 | 0.77 | 0.22 | 0.09 | 0.02 | 0.66 | 0.23 | 0.08 | 0.08 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 34.1 | 79.5 | 79.5 | 7.3 | 52.7 | 52.7 | 31.7 | 45.2 | 45.2 | 16.0 | 29.5 | 29.5 |
| Volume/Cap: | 2.34 | 0.83 | 0.83 | 0.53 | 2.34 | 0.67 | 0.44 | 0.06 | 2.34 | 2.34 | 0.44 | 0.44 |
| Delay/Veh: | 675.8 | 36.0 | 36.0 | 81.2 | 660 | 49.4 | 57.2 | 41.9 | 668.1 | 686.3 | 58.8 | 58.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 675.8 | 36.0 | 36.0 | 81.2 | 660 | 49.4 | 57.2 | 41.9 | 668.1 | 686.3 | 58.8 | 58.8 |
| LOS by Move: | F | D | D | F | F | D | E | D | F | F | E | E |
| HCM2k95thQ: | 165 | 48 | 48 | 5 | 257 | 30 | 14 | 2 | 222 | 82 | 13 | 13 |

Note: Queue reported is the number of cars per lane.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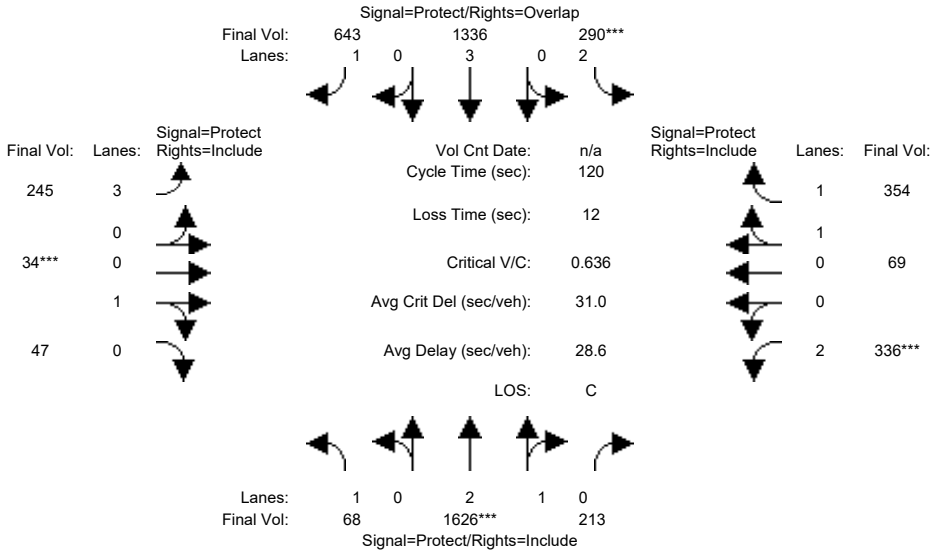
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #58: (21) 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 | 1480 | | 194 | | | 264 | 1216 | | 585 | | | 223 | | 31 | | 43 | | 306 | | 63 | | 322 | |
| Growth Adj: | 1.00 | 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 | 1480 | | 194 | | | 264 | 1216 | | 585 | | | 223 | | 31 | | 43 | | 306 | | 63 | | 322 | |
| Added Vol: | 0 | 0 | | 0 | | | 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 | 1480 | | 194 | | | 264 | 1216 | | 585 | | | 223 | | 31 | | 43 | | 306 | | 63 | | 322 | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 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 | 1626 | | 213 | | | 290 | 1336 | | 643 | | | 245 | | 34 | | 47 | | 336 | | 69 | | 354 | |
| Reduct Vol: | 0 | 0 | | 0 | | | 0 | 0 | | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 68 | 1626 | | 213 | | | 290 | 1336 | | 643 | | | 245 | | 34 | | 47 | | 336 | | 69 | | 354 | |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 68 | 1626 | | 213 | | | 290 | 1336 | | 643 | | | 245 | | 34 | | 47 | | 336 | | 69 | | 354 | |
| 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 | 2.64 | | 0.36 | | | 2.00 | 3.00 | | 1.00 | | | 3.00 | | 0.42 | | 0.58 | | 2.00 | | 0.33 | | 1.67 | |
| Final Sat.: | 1750 | 4950 | | 649 | | | 3150 | 5700 | | 1750 | | | 4551 | | 754 | | 1046 | | 3150 | | 589 | | 3011 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.33 | | 0.33 | | | 0.09 | 0.23 | | 0.37 | | | 0.05 | | 0.05 | | 0.05 | | 0.11 | | 0.12 | | 0.12 | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | **** | | | | **** | | | | | |
| Green Time: | 13.4 | 59.8 | | 59.8 | | | 16.8 | 63.1 | | 76.2 | | | 13.0 | | 12.0 | | 12.0 | | 19.4 | | 18.4 | | 18.4 | |
| Volume/Cap: | 0.35 | 0.66 | | 0.66 | | | 0.66 | 0.45 | | 0.58 | | | 0.50 | | 0.45 | | 0.45 | | 0.66 | | 0.77 | | 0.77 | |
| Delay/Veh: | 50.3 | 23.1 | | 23.1 | | | 52.6 | 17.7 | | 13.4 | | | 51.2 | | 52.7 | | 52.7 | | 50.4 | | 55.2 | | 55.2 | |
| User DelAdj: | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 50.3 | 23.1 | | 23.1 | | | 52.6 | 17.7 | | 13.4 | | | 51.2 | | 52.7 | | 52.7 | | 50.4 | | 55.2 | | 55.2 | |
| LOS by Move: | D | C | | C | | | D | B | | B | | | D | | D | | D | | D | | E | | E | |
| HCM2k95thQ: | 5 | 28 | | 28 | | | 12 | 18 | | 26 | | | 8 | | 7 | | 7 | | 15 | | 18 | | 18 | |

Note: Queue reported is the number of cars per lane.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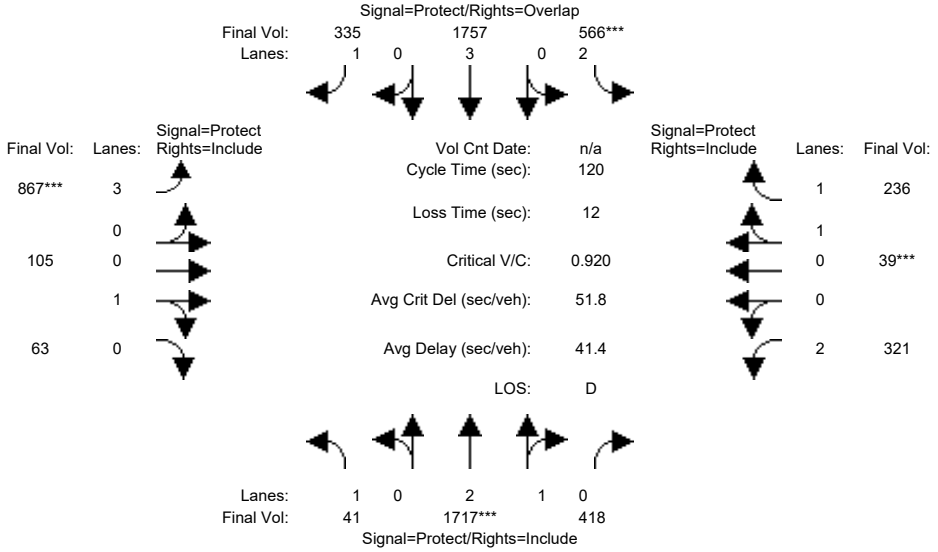
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #58: (21) 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: | 39 | 1631 | 397 | 538 | 1669 | 318 | 824 | 100 | 60 | 305 | 37 | 224 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 39 | 1631 | 397 | 538 | 1669 | 318 | 824 | 100 | 60 | 305 | 37 | 224 |
| Added Vol: | 0 | 0 | 0 | 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 | 1631 | 397 | 538 | 1669 | 318 | 824 | 100 | 60 | 305 | 37 | 224 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 41 | 1717 | 418 | 566 | 1757 | 335 | 867 | 105 | 63 | 321 | 39 | 236 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 41 | 1717 | 418 | 566 | 1757 | 335 | 867 | 105 | 63 | 321 | 39 | 236 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 41 | 1717 | 418 | 566 | 1757 | 335 | 867 | 105 | 63 | 321 | 39 | 236 |
| 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 | 0.63 | 0.37 | 2.00 | 0.28 | 1.72 |
| Final Sat.: | 1750 | 4502 | 1096 | 3150 | 5700 | 1750 | 4551 | 1125 | 675 | 3150 | 510 | 3090 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.38 | 0.38 | 0.18 | 0.31 | 0.19 | 0.19 | 0.09 | 0.09 | 0.10 | 0.08 | 0.08 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 13.0 | 49.7 | 49.7 | 23.4 | 60.2 | 85.0 | 24.9 | 17.2 | 17.2 | 17.6 | 10.0 | 10.0 |
| Volume/Cap: | 0.22 | 0.92 | 0.92 | 0.92 | 0.61 | 0.27 | 0.92 | 0.65 | 0.65 | 0.70 | 0.92 | 0.92 |
| Delay/Veh: | 49.4 | 39.8 | 39.8 | 66.5 | 22.0 | 6.4 | 60.4 | 54.3 | 54.3 | 53.3 | 86.6 | 86.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.4 | 39.8 | 39.8 | 66.5 | 22.0 | 6.4 | 60.4 | 54.3 | 54.3 | 53.3 | 86.6 | 86.6 |
| LOS by Move: | D | D | D | E | C | A | E | D | D | D | F | F |
| HCM2k95thQ: | 3 | 40 | 40 | 24 | 27 | 9 | 29 | 14 | 14 | 15 | 16 | 16 |

Note: Queue reported is the number of cars per lane.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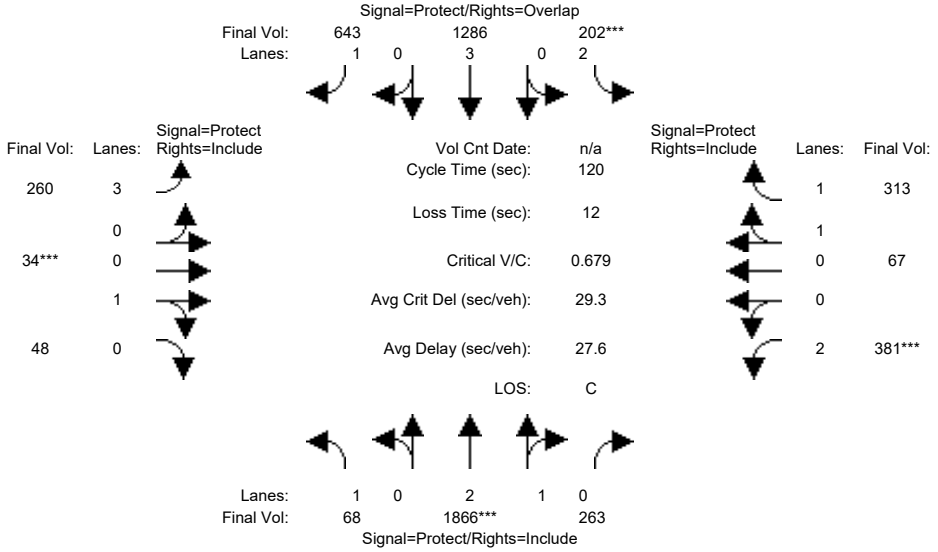
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #58: (21) 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 | 1698 | 239 | 184 | 1170 | 585 | 237 | 31 | 44 | 347 | 61 | 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: | 62 | 1698 | 239 | 184 | 1170 | 585 | 237 | 31 | 44 | 347 | 61 | 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: | 62 | 1698 | 239 | 184 | 1170 | 585 | 237 | 31 | 44 | 347 | 61 | 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: | 0.91 | 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 | 1866 | 263 | 202 | 1286 | 643 | 260 | 34 | 48 | 381 | 67 | 313 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 68 | 1866 | 263 | 202 | 1286 | 643 | 260 | 34 | 48 | 381 | 67 | 313 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 68 | 1866 | 263 | 202 | 1286 | 643 | 260 | 34 | 48 | 381 | 67 | 313 |
| 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 | 0.41 | 0.59 | 2.00 | 0.35 | 1.65 |
| Final Sat.: | 1750 | 4908 | 691 | 3150 | 5700 | 1750 | 4551 | 744 | 1056 | 3150 | 635 | 2965 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.38 | 0.38 | 0.06 | 0.23 | 0.37 | 0.06 | 0.05 | 0.05 | 0.12 | 0.11 | 0.11 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 13.3 | 64.5 | 64.5 | 10.9 | 62.1 | 76.5 | 14.4 | 12.0 | 12.0 | 20.6 | 18.2 | 18.2 |
| Volume/Cap: | 0.35 | 0.71 | 0.71 | 0.71 | 0.44 | 0.58 | 0.48 | 0.46 | 0.46 | 0.71 | 0.70 | 0.70 |
| Delay/Veh: | 50.4 | 21.5 | 21.5 | 60.9 | 18.1 | 13.2 | 50.0 | 52.8 | 52.8 | 51.2 | 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: | 50.4 | 21.5 | 21.5 | 60.9 | 18.1 | 13.2 | 50.0 | 52.8 | 52.8 | 51.2 | 52.2 | 52.2 |
| LOS by Move: | D | C | C | E | B | B | D | D | D | D | D | D |
| HCM2k95thQ: | 5 | 31 | 31 | 9 | 17 | 25 | 8 | 7 | 7 | 17 | 16 | 16 |

Note: Queue reported is the number of cars per lane.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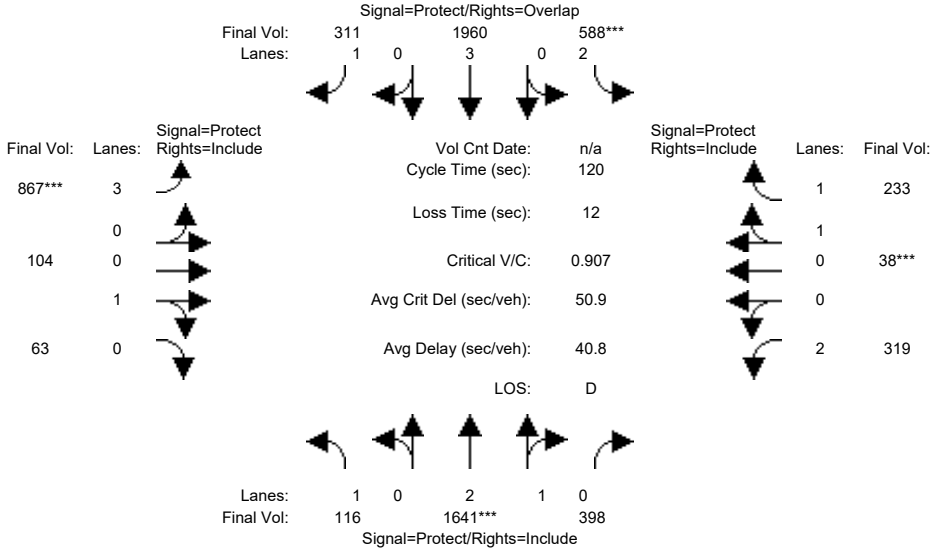
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #58: (21) 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: | 110 | 1559 | 378 | 559 | 1862 | 295 | 824 | 99 | 60 | 303 | 36 | 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: | 110 | 1559 | 378 | 559 | 1862 | 295 | 824 | 99 | 60 | 303 | 36 | 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: | 110 | 1559 | 378 | 559 | 1862 | 295 | 824 | 99 | 60 | 303 | 36 | 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: | 116 | 1641 | 398 | 588 | 1960 | 311 | 867 | 104 | 63 | 319 | 38 | 233 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 116 | 1641 | 398 | 588 | 1960 | 311 | 867 | 104 | 63 | 319 | 38 | 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: | 116 | 1641 | 398 | 588 | 1960 | 311 | 867 | 104 | 63 | 319 | 38 | 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 | 2.39 | 0.61 | 2.00 | 3.00 | 1.00 | 3.00 | 0.62 | 0.38 | 2.00 | 0.28 | 1.72 |
| Final Sat.: | 1750 | 4506 | 1092 | 3150 | 5700 | 1750 | 4551 | 1121 | 679 | 3150 | 504 | 3096 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.36 | 0.36 | 0.19 | 0.34 | 0.18 | 0.19 | 0.09 | 0.09 | 0.10 | 0.08 | 0.08 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 11.8 | 48.2 | 48.2 | 24.7 | 61.0 | 86.2 | 25.2 | 17.5 | 17.5 | 17.7 | 9.9 | 9.9 |
| Volume/Cap: | 0.67 | 0.91 | 0.91 | 0.91 | 0.68 | 0.25 | 0.91 | 0.64 | 0.64 | 0.69 | 0.91 | 0.91 |
| Delay/Veh: | 62.1 | 39.7 | 39.7 | 63.1 | 22.7 | 5.9 | 58.4 | 53.5 | 53.5 | 52.8 | 84.1 | 84.1 |
| 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: | 62.1 | 39.7 | 39.7 | 63.1 | 22.7 | 5.9 | 58.4 | 53.5 | 53.5 | 52.8 | 84.1 | 84.1 |
| LOS by Move: | E | D | D | E | C | A | E | D | D | D | F | F |
| HCM2k95thQ: | 8 | 38 | 38 | 25 | 30 | 8 | 29 | 14 | 14 | 15 | 15 | 15 |

Note: Queue reported is the number of cars per lane.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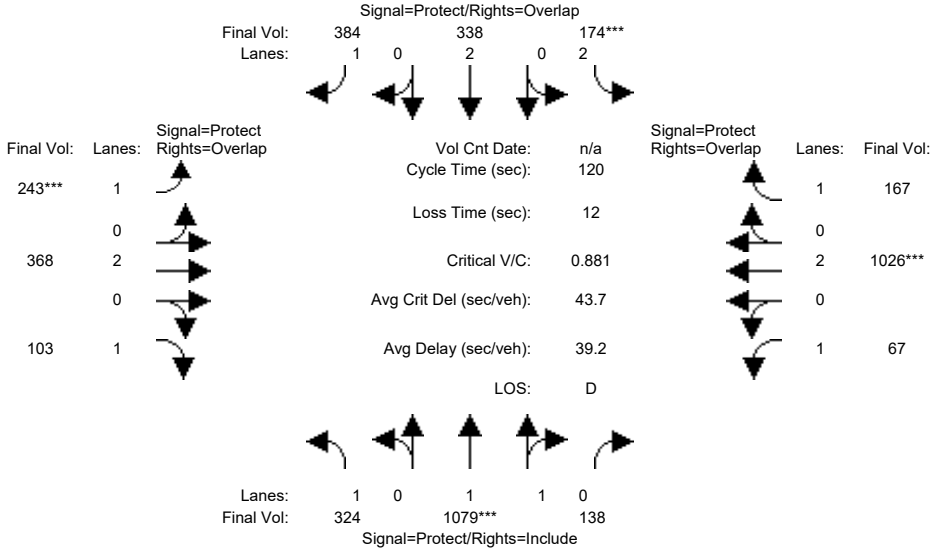
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #61: (24) 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 | 971 | 124 | 157 | 304 | 346 | 219 | 331 | 93 | 60 | 923 | 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: | 292 | 971 | 124 | 157 | 304 | 346 | 219 | 331 | 93 | 60 | 923 | 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: | 292 | 971 | 124 | 157 | 304 | 346 | 219 | 331 | 93 | 60 | 923 | 150 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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 | 1079 | 138 | 174 | 338 | 384 | 243 | 368 | 103 | 67 | 1026 | 167 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 324 | 1079 | 138 | 174 | 338 | 384 | 243 | 368 | 103 | 67 | 1026 | 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: | 324 | 1079 | 138 | 174 | 338 | 384 | 243 | 368 | 103 | 67 | 1026 | 167 |
| Saturation 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 | 3281 | 419 | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.33 | 0.33 | 0.06 | 0.09 | 0.22 | 0.14 | 0.10 | 0.06 | 0.04 | 0.27 | 0.10 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 35.5 | 44.6 | 44.6 | 8.0 | 17.0 | 35.9 | 18.8 | 38.7 | 74.3 | 16.7 | 36.6 | 44.6 |
| Volume/Cap: | 0.63 | 0.89 | 0.89 | 0.83 | 0.63 | 0.73 | 0.89 | 0.30 | 0.10 | 0.27 | 0.89 | 0.26 |
| Delay/Veh: | 28.7 | 28.6 | 28.6 | 76.1 | 45.5 | 32.4 | 76.6 | 30.6 | 9.3 | 46.9 | 48.1 | 26.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 28.7 | 28.6 | 28.6 | 76.1 | 45.5 | 32.4 | 76.6 | 30.6 | 9.3 | 46.9 | 48.1 | 26.4 |
| LOS by Move: | C | C | C | E | D | C | E | C | A | D | D | C |
| HCM2k95thQ: | 17 | 34 | 34 | 8 | 11 | 22 | 19 | 9 | 3 | 5 | 36 | 9 |

Note: Queue reported is the number of cars per lane.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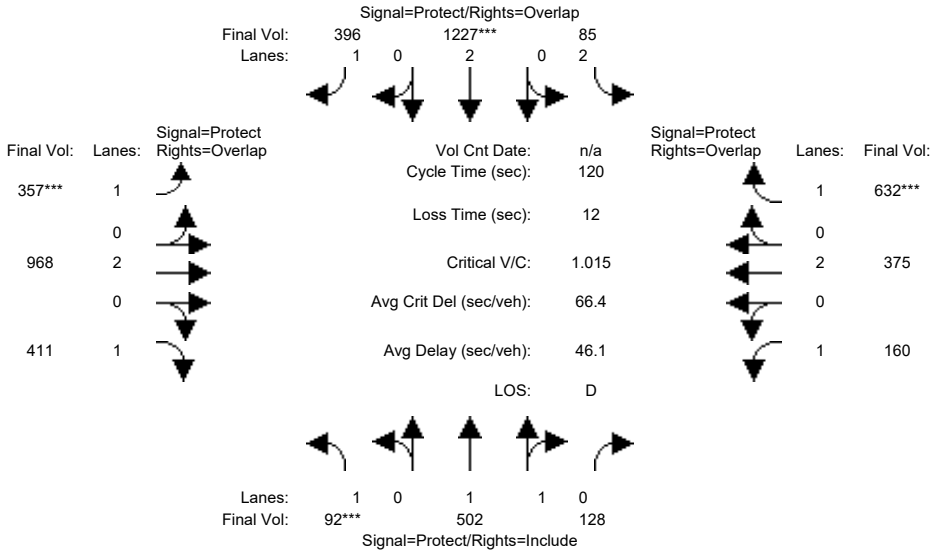
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #61: (24) 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: | 91 | 497 | 127 | 84 | 1215 | 392 | 353 | 958 | 407 | 158 | 371 | 626 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 91 | 497 | 127 | 84 | 1215 | 392 | 353 | 958 | 407 | 158 | 371 | 626 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 91 | 497 | 127 | 84 | 1215 | 392 | 353 | 958 | 407 | 158 | 371 | 626 |
| User Adj: | 1.00 | 1.00 | 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: | 92 | 502 | 128 | 85 | 1227 | 396 | 357 | 968 | 411 | 160 | 375 | 632 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 92 | 502 | 128 | 85 | 1227 | 396 | 357 | 968 | 411 | 160 | 375 | 632 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 92 | 502 | 128 | 85 | 1227 | 396 | 357 | 968 | 411 | 160 | 375 | 632 |
| Saturation 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 | 1.58 | 0.42 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 2946 | 753 | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.17 | 0.17 | 0.03 | 0.32 | 0.23 | 0.20 | 0.25 | 0.23 | 0.09 | 0.10 | 0.36 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green Time: | 6.2 | 31.9 | 31.9 | 12.5 | 38.2 | 62.3 | 24.1 | 43.4 | 49.6 | 15.5 | 34.8 | 47.3 |
| Volume/Cap: | 1.02 | 0.64 | 0.64 | 0.26 | 1.02 | 0.44 | 1.02 | 0.70 | 0.57 | 0.70 | 0.34 | 0.92 |
| Delay/Veh: | 153.6 | 31.0 | 31.0 | 46.1 | 57.9 | 5.4 | 99.9 | 34.5 | 28.1 | 59.7 | 33.7 | 51.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 153.6 | 31.0 | 31.0 | 46.1 | 57.9 | 5.4 | 99.9 | 34.5 | 28.1 | 59.7 | 33.7 | 51.5 |
| LOS by Move: | F | C | C | D | E | A | F | C | C | E | C | D |
| HCM2k95thQ: | 9 | 17 | 17 | 3 | 42 | 7 | 26 | 25 | 21 | 14 | 11 | 45 |

Note: Queue reported is the number of cars per lane.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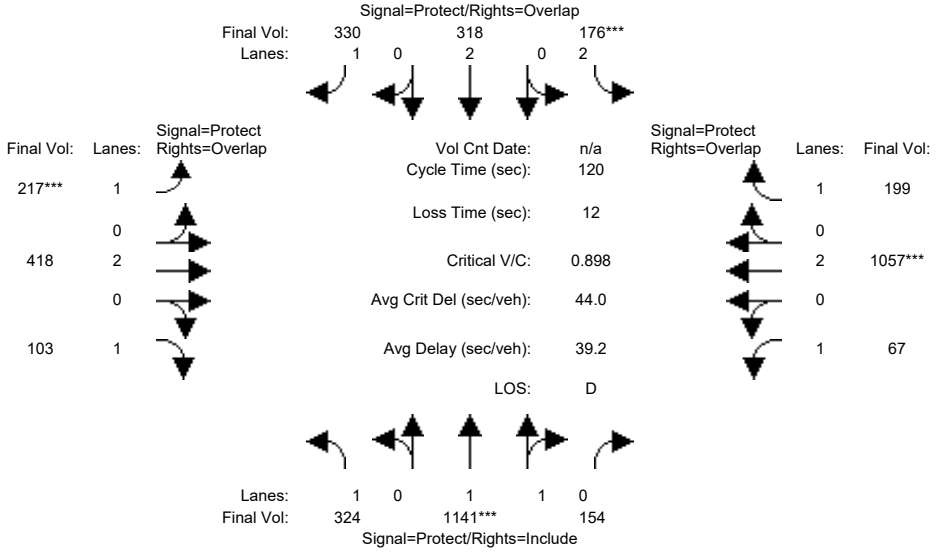
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #61: (24) 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 | 1027 | 139 | 158 | 286 | 297 | 195 | 376 | 93 | 60 | 951 | 179 |
| Growth Adj: | 1.00 | 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 | 1027 | 139 | 158 | 286 | 297 | 195 | 376 | 93 | 60 | 951 | 179 |
| Added Vol: | 0 | 0 | 0 | 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 | 1027 | 139 | 158 | 286 | 297 | 195 | 376 | 93 | 60 | 951 | 179 |
| User Adj: | 1.00 | 1.00 | 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 | 1141 | 154 | 176 | 318 | 330 | 217 | 418 | 103 | 67 | 1057 | 199 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 324 | 1141 | 154 | 176 | 318 | 330 | 217 | 418 | 103 | 67 | 1057 | 199 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 324 | 1141 | 154 | 176 | 318 | 330 | 217 | 418 | 103 | 67 | 1057 | 199 |
| Saturation 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 | 3259 | 441 | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.35 | 0.35 | 0.06 | 0.08 | 0.19 | 0.12 | 0.11 | 0.06 | 0.04 | 0.28 | 0.11 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 37.6 | 46.6 | 46.6 | 8.0 | 17.0 | 33.4 | 16.5 | 38.8 | 76.4 | 14.7 | 37.0 | 45.0 |
| Volume/Cap: | 0.59 | 0.90 | 0.90 | 0.84 | 0.59 | 0.68 | 0.90 | 0.34 | 0.09 | 0.31 | 0.90 | 0.30 |
| Delay/Veh: | 25.9 | 28.2 | 28.2 | 77.0 | 44.7 | 32.4 | 84.3 | 31.1 | 8.5 | 48.9 | 49.6 | 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: | 25.9 | 28.2 | 28.2 | 77.0 | 44.7 | 32.4 | 84.3 | 31.1 | 8.5 | 48.9 | 49.6 | 26.7 |
| LOS by Move: | C | C | C | E | D | C | F | C | A | D | D | C |
| HCM2k95thQ: | 16 | 36 | 36 | 9 | 10 | 19 | 18 | 11 | 3 | 5 | 37 | 11 |

Note: Queue reported is the number of cars per lane.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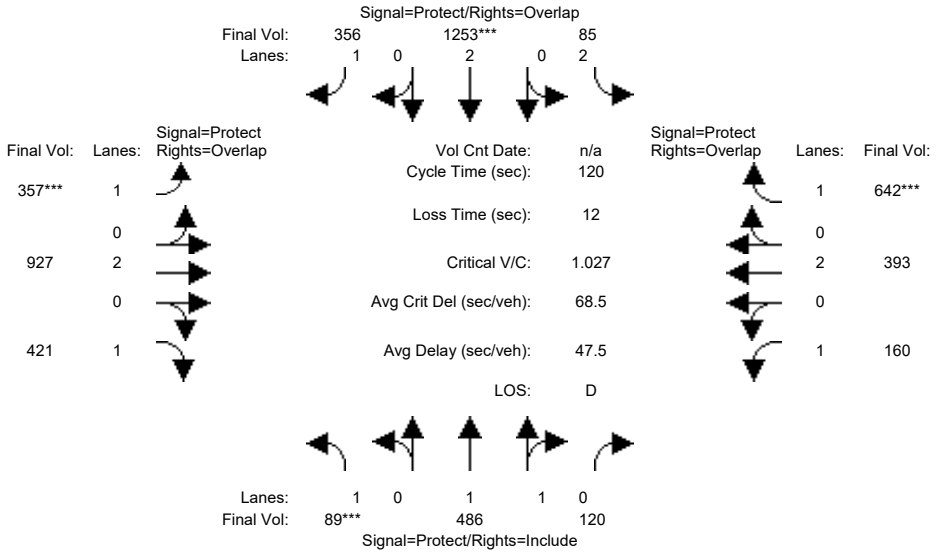
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #61: (24) 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: | 88 | 481 | 119 | 84 | 1240 | 352 | 353 | 918 | 417 | 158 | 389 | 636 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 88 | 481 | 119 | 84 | 1240 | 352 | 353 | 918 | 417 | 158 | 389 | 636 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 88 | 481 | 119 | 84 | 1240 | 352 | 353 | 918 | 417 | 158 | 389 | 636 |
| User Adj: | 1.00 | 1.00 | 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: | 89 | 486 | 120 | 85 | 1253 | 356 | 357 | 927 | 421 | 160 | 393 | 642 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 486 | 120 | 85 | 1253 | 356 | 357 | 927 | 421 | 160 | 393 | 642 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 89 | 486 | 120 | 85 | 1253 | 356 | 357 | 927 | 421 | 160 | 393 | 642 |
| Saturation 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 | 1.59 | 0.41 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 2966 | 734 | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.16 | 0.16 | 0.03 | 0.33 | 0.20 | 0.20 | 0.24 | 0.24 | 0.09 | 0.10 | 0.37 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green Time: | 5.9 | 31.6 | 31.6 | 12.9 | 38.5 | 62.3 | 23.8 | 42.9 | 48.8 | 16.0 | 35.1 | 48.0 |
| Volume/Cap: | 1.03 | 0.62 | 0.62 | 0.25 | 1.03 | 0.39 | 1.03 | 0.68 | 0.59 | 0.68 | 0.35 | 0.92 |
| Delay/Veh: | 159.4 | 30.9 | 30.9 | 45.6 | 60.8 | 5.1 | 103.5 | 34.2 | 29.1 | 57.6 | 33.7 | 51.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 159.4 | 30.9 | 30.9 | 45.6 | 60.8 | 5.1 | 103.5 | 34.2 | 29.1 | 57.6 | 33.7 | 51.3 |
| LOS by Move: | F | C | C | D | E | A | F | C | C | E | C | D |
| HCM2k95thQ: | 9 | 16 | 16 | 3 | 42 | 6 | 28 | 24 | 22 | 14 | 11 | 46 |

Note: Queue reported is the number of cars per lane.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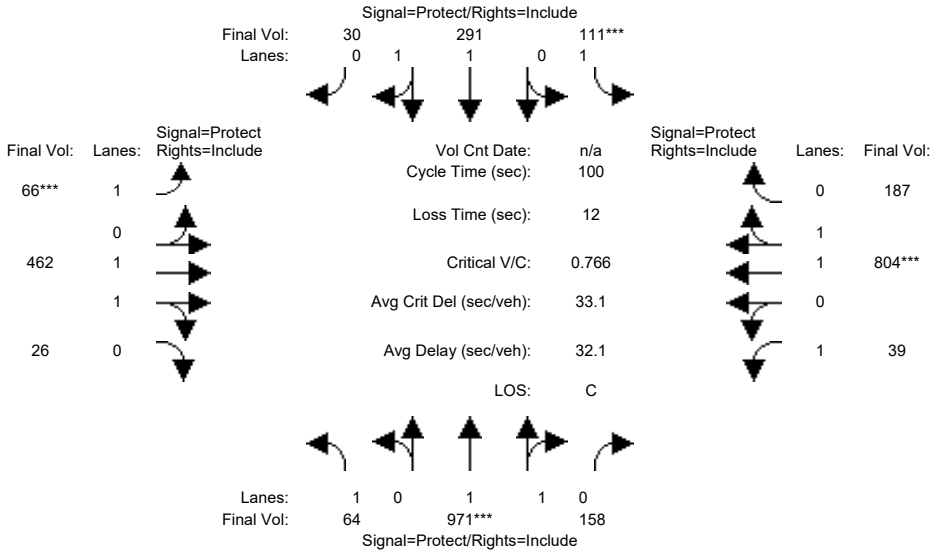
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #62: (55) 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 | 874 | 142 | 100 | 262 | 27 | 59 | 416 | 23 | 35 | 724 | 168 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 874 | 142 | 100 | 262 | 27 | 59 | 416 | 23 | 35 | 724 | 168 |
| Added Vol: | 0 | 0 | 0 | 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 | 874 | 142 | 100 | 262 | 27 | 59 | 416 | 23 | 35 | 724 | 168 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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 | 971 | 158 | 111 | 291 | 30 | 66 | 462 | 26 | 39 | 804 | 187 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 971 | 158 | 111 | 291 | 30 | 66 | 462 | 26 | 39 | 804 | 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: | 64 | 971 | 158 | 111 | 291 | 30 | 66 | 462 | 26 | 39 | 804 | 187 |
| Saturation 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 | 1.71 | 0.29 | 1.00 | 1.81 | 0.19 | 1.00 | 1.89 | 0.11 | 1.00 | 1.61 | 0.39 |
| Final Sat.: | 1750 | 3182 | 517 | 1750 | 3354 | 346 | 1750 | 3506 | 194 | 1750 | 3003 | 697 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.31 | 0.31 | 0.06 | 0.09 | 0.09 | 0.04 | 0.13 | 0.13 | 0.02 | 0.27 | 0.27 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 17.6 | 39.8 | 39.8 | 8.3 | 30.5 | 30.5 | 5.0 | 29.0 | 29.0 | 11.0 | 34.9 | 34.9 |
| Volume/Cap: | 0.21 | 0.77 | 0.77 | 0.77 | 0.28 | 0.28 | 0.75 | 0.46 | 0.46 | 0.20 | 0.77 | 0.77 |
| Delay/Veh: | 35.6 | 28.6 | 28.6 | 66.4 | 26.6 | 26.6 | 76.5 | 29.4 | 29.4 | 41.0 | 31.7 | 31.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.6 | 28.6 | 28.6 | 66.4 | 26.6 | 26.6 | 76.5 | 29.4 | 29.4 | 41.0 | 31.7 | 31.7 |
| LOS by Move: | D | C | C | E | C | C | E | C | C | D | C | C |
| HCM2k95thQ: | 4 | 27 | 27 | 8 | 7 | 7 | 8 | 12 | 12 | 3 | 27 | 27 |

Note: Queue reported is the number of cars per lane.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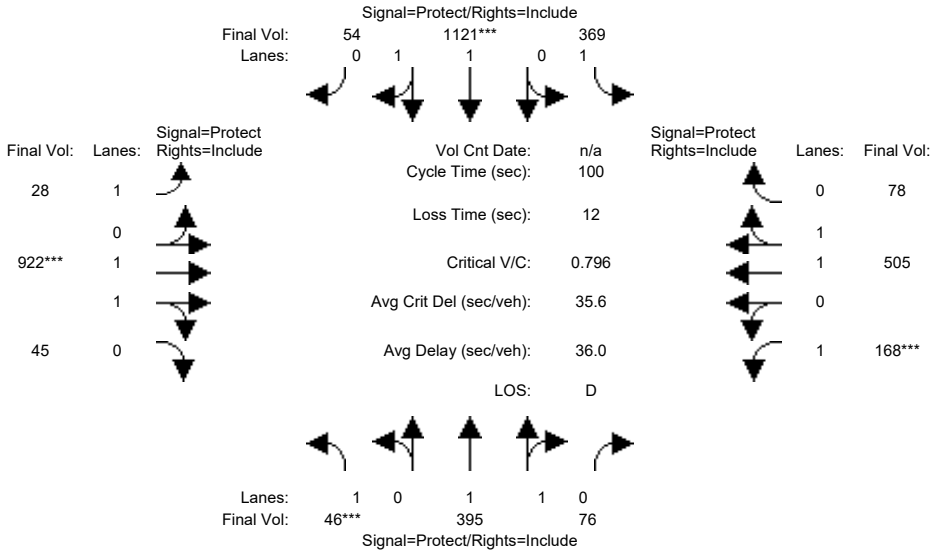
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #62: (55) 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 | 379 | 73 | 354 | 1076 | 52 | 27 | 885 | 43 | 161 | 485 | 75 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 44 | 379 | 73 | 354 | 1076 | 52 | 27 | 885 | 43 | 161 | 485 | 75 |
| Added Vol: | 0 | 0 | 0 | 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 | 379 | 73 | 354 | 1076 | 52 | 27 | 885 | 43 | 161 | 485 | 75 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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 | 395 | 76 | 369 | 1121 | 54 | 28 | 922 | 45 | 168 | 505 | 78 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 46 | 395 | 76 | 369 | 1121 | 54 | 28 | 922 | 45 | 168 | 505 | 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: | 46 | 395 | 76 | 369 | 1121 | 54 | 28 | 922 | 45 | 168 | 505 | 78 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.97 | 0.95 | 0.92 | 0.97 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.67 | 0.33 | 1.00 | 1.91 | 0.09 | 1.00 | 1.90 | 0.10 | 1.00 | 1.72 | 0.28 |
| Final Sat.: | 1750 | 3102 | 597 | 1750 | 3529 | 171 | 1750 | 3528 | 171 | 1750 | 3204 | 495 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.13 | 0.13 | 0.21 | 0.32 | 0.32 | 0.02 | 0.26 | 0.26 | 0.10 | 0.16 | 0.16 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 5.0 | 16.6 | 16.6 | 27.5 | 39.1 | 39.1 | 10.6 | 32.1 | 32.1 | 11.8 | 33.4 | 33.4 |
| Volume/Cap: | 0.52 | 0.77 | 0.77 | 0.77 | 0.81 | 0.81 | 0.15 | 0.81 | 0.81 | 0.81 | 0.47 | 0.47 |
| Delay/Veh: | 52.0 | 45.6 | 45.6 | 40.6 | 30.8 | 30.8 | 41.0 | 35.5 | 35.5 | 64.2 | 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: | 52.0 | 45.6 | 45.6 | 40.6 | 30.8 | 30.8 | 41.0 | 35.5 | 35.5 | 64.2 | 26.7 | 26.7 |
| LOS by Move: | D | D | D | D | C | C | D | D | D | E | C | C |
| HCM2k95thQ: | 3 | 14 | 14 | 19 | 27 | 27 | 2 | 28 | 28 | 15 | 14 | 14 |

Note: Queue reported is the number of cars per lane.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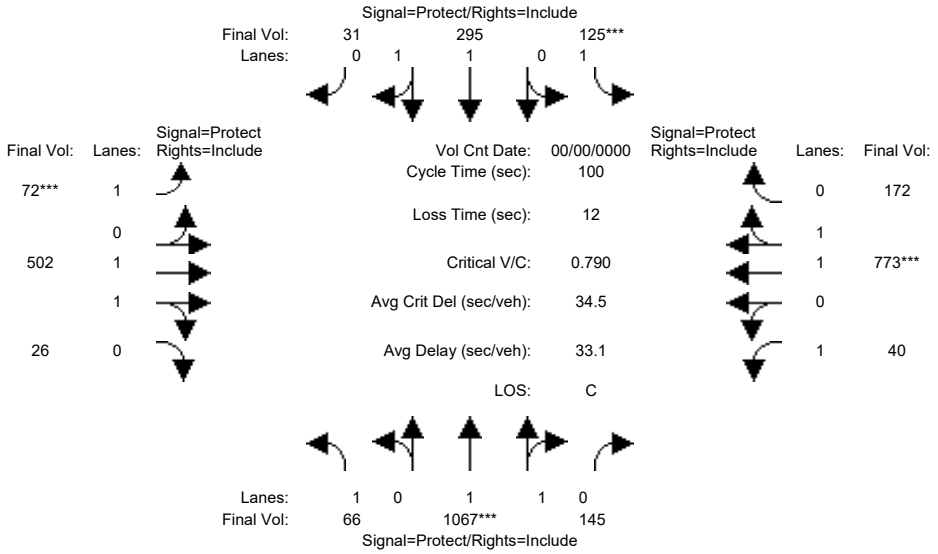
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #62: (55) 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: 0 0 << | | | | | | | | | | | | |
| Base Vol: | 58 | 939 | 128 | 110 | 260 | 27 | 63 | 442 | 23 | 35 | 680 | 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: | 58 | 939 | 128 | 110 | 260 | 27 | 63 | 442 | 23 | 35 | 680 | 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: | 58 | 939 | 128 | 110 | 260 | 27 | 63 | 442 | 23 | 35 | 680 | 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: | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| PHF Volume: | 66 | 1067 | 145 | 125 | 295 | 31 | 72 | 502 | 26 | 40 | 773 | 172 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 66 | 1067 | 145 | 125 | 295 | 31 | 72 | 502 | 26 | 40 | 773 | 172 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 66 | 1067 | 145 | 125 | 295 | 31 | 72 | 502 | 26 | 40 | 773 | 172 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.75 | 0.25 | 1.00 | 1.81 | 0.19 | 1.00 | 1.90 | 0.10 | 1.00 | 1.63 | 0.37 |
| Final Sat.: | 1750 | 3256 | 444 | 1750 | 3352 | 348 | 1750 | 3517 | 183 | 1750 | 3027 | 672 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.33 | 0.33 | 0.07 | 0.09 | 0.09 | 0.04 | 0.14 | 0.14 | 0.02 | 0.26 | 0.26 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 18.3 | 41.5 | 41.5 | 9.0 | 32.2 | 32.2 | 5.2 | 27.8 | 27.8 | 9.7 | 32.3 | 32.3 |
| Volume/Cap: | 0.21 | 0.79 | 0.79 | 0.79 | 0.27 | 0.27 | 0.79 | 0.51 | 0.51 | 0.23 | 0.79 | 0.79 |
| Delay/Veh: | 35.0 | 28.3 | 28.3 | 67.5 | 25.3 | 25.3 | 82.9 | 30.9 | 30.9 | 42.4 | 34.4 | 34.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.0 | 28.3 | 28.3 | 67.5 | 25.3 | 25.3 | 82.9 | 30.9 | 30.9 | 42.4 | 34.4 | 34.4 |
| LOS by Move: | D | C | C | E | C | C | F | C | C | D | C | C |
| HCM2k95thQ: | 4 | 29 | 29 | 9 | 7 | 7 | 8 | 14 | 14 | 3 | 27 | 27 |

Note: Queue reported is the number of cars per lane.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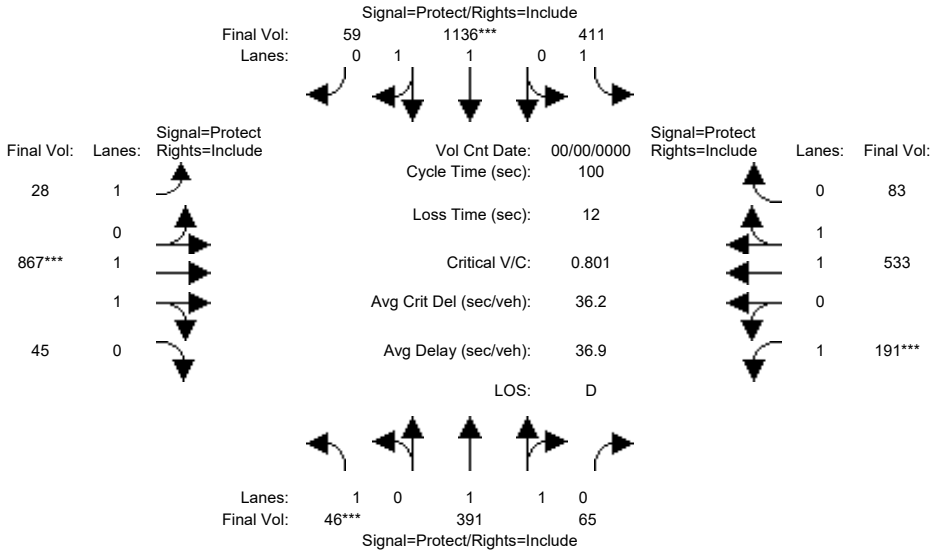
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #62: (55) 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: 0 0 << | | | | | | | | | | | | |
| Base Vol: | 44 | 375 | 62 | 395 | 1091 | 57 | 27 | 832 | 43 | 183 | 512 | 80 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 44 | 375 | 62 | 395 | 1091 | 57 | 27 | 832 | 43 | 183 | 512 | 80 |
| Added Vol: | 0 | 0 | 0 | 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 | 375 | 62 | 395 | 1091 | 57 | 27 | 832 | 43 | 183 | 512 | 80 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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 | 391 | 65 | 411 | 1136 | 59 | 28 | 867 | 45 | 191 | 533 | 83 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 46 | 391 | 65 | 411 | 1136 | 59 | 28 | 867 | 45 | 191 | 533 | 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: | 46 | 391 | 65 | 411 | 1136 | 59 | 28 | 867 | 45 | 191 | 533 | 83 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.71 | 0.29 | 1.00 | 1.90 | 0.10 | 1.00 | 1.90 | 0.10 | 1.00 | 1.72 | 0.28 |
| Final Sat.: | 1750 | 3175 | 525 | 1750 | 3516 | 184 | 1750 | 3518 | 182 | 1750 | 3200 | 500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.12 | 0.12 | 0.24 | 0.32 | 0.32 | 0.02 | 0.25 | 0.25 | 0.11 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 5.0 | 15.3 | 15.3 | 29.2 | 39.5 | 39.5 | 10.0 | 30.1 | 30.1 | 13.3 | 33.4 | 33.4 |
| Volume/Cap: | 0.52 | 0.80 | 0.80 | 0.80 | 0.82 | 0.82 | 0.16 | 0.82 | 0.82 | 0.82 | 0.50 | 0.50 |
| Delay/Veh: | 52.0 | 49.1 | 49.1 | 41.7 | 30.7 | 30.7 | 41.6 | 37.2 | 37.2 | 61.9 | 26.9 | 26.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.0 | 49.1 | 49.1 | 41.7 | 30.7 | 30.7 | 41.6 | 37.2 | 37.2 | 61.9 | 26.9 | 26.9 |
| LOS by Move: | D | D | D | D | C | C | D | D | D | E | C | C |
| HCM2k95thQ: | 3 | 14 | 14 | 21 | 27 | 27 | 2 | 27 | 27 | 16 | 15 | 15 |

Note: Queue reported is the number of cars per lane.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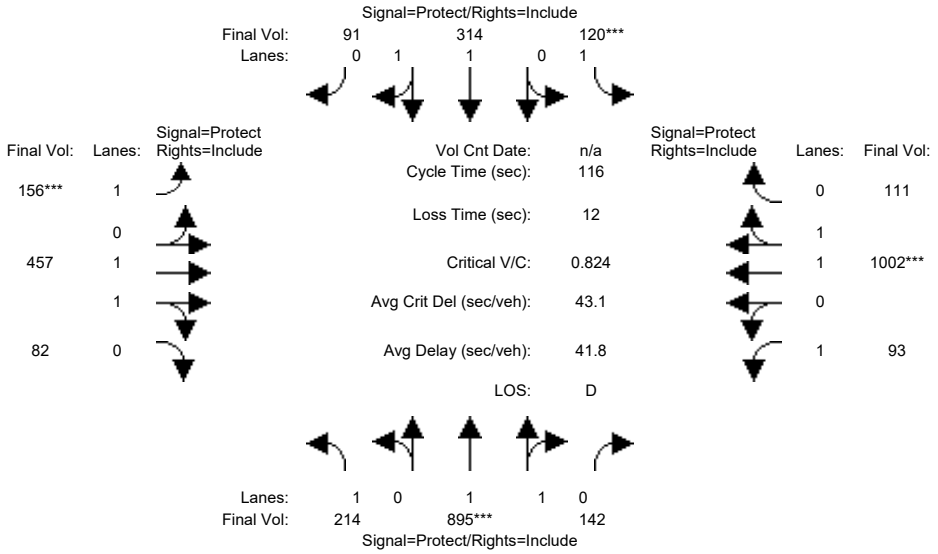
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #64: (57) Kiely Blvd & Benton St




| Street Name: | Kiely Blvd | | | | | | Benton 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: | 4 | 4 | 4 | 4 | 4 | 4 | 11 | 11 | 11 | 12 | 12 | 12 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 203 | 850 | 135 | 114 | 298 | 86 | 148 | 434 | 78 | 88 | 952 | 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: | 203 | 850 | 135 | 114 | 298 | 86 | 148 | 434 | 78 | 88 | 952 | 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: | 203 | 850 | 135 | 114 | 298 | 86 | 148 | 434 | 78 | 88 | 952 | 105 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 214 | 895 | 142 | 120 | 314 | 91 | 156 | 457 | 82 | 93 | 1002 | 111 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 214 | 895 | 142 | 120 | 314 | 91 | 156 | 457 | 82 | 93 | 1002 | 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: | 214 | 895 | 142 | 120 | 314 | 91 | 156 | 457 | 82 | 93 | 1002 | 111 |
| Saturation 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 | 1.54 | 0.46 | 1.00 | 1.69 | 0.31 | 1.00 | 1.80 | 0.20 |
| Final Sat.: | 1750 | 3193 | 507 | 1750 | 2871 | 828 | 1750 | 3136 | 564 | 1750 | 3332 | 368 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.28 | 0.28 | 0.07 | 0.11 | 0.11 | 0.09 | 0.15 | 0.15 | 0.05 | 0.30 | 0.30 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 25.9 | 39.5 | 39.5 | 9.7 | 23.2 | 23.2 | 12.5 | 32.1 | 32.1 | 22.8 | 42.3 | 42.3 |
| Volume/Cap: | 0.55 | 0.82 | 0.82 | 0.82 | 0.55 | 0.55 | 0.82 | 0.53 | 0.53 | 0.27 | 0.82 | 0.82 |
| Delay/Veh: | 41.5 | 39.6 | 39.6 | 82.4 | 42.5 | 42.5 | 75.1 | 36.0 | 36.0 | 40.0 | 37.7 | 37.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.5 | 39.6 | 39.6 | 82.4 | 42.5 | 42.5 | 75.1 | 36.0 | 36.0 | 40.0 | 37.7 | 37.7 |
| LOS by Move: | D | D | D | F | D | D | E | D | D | D | D | D |
| HCM2k95thQ: | 13 | 29 | 29 | 10 | 12 | 12 | 15 | 16 | 16 | 6 | 35 | 35 |

Note: Queue reported is the number of cars per lane.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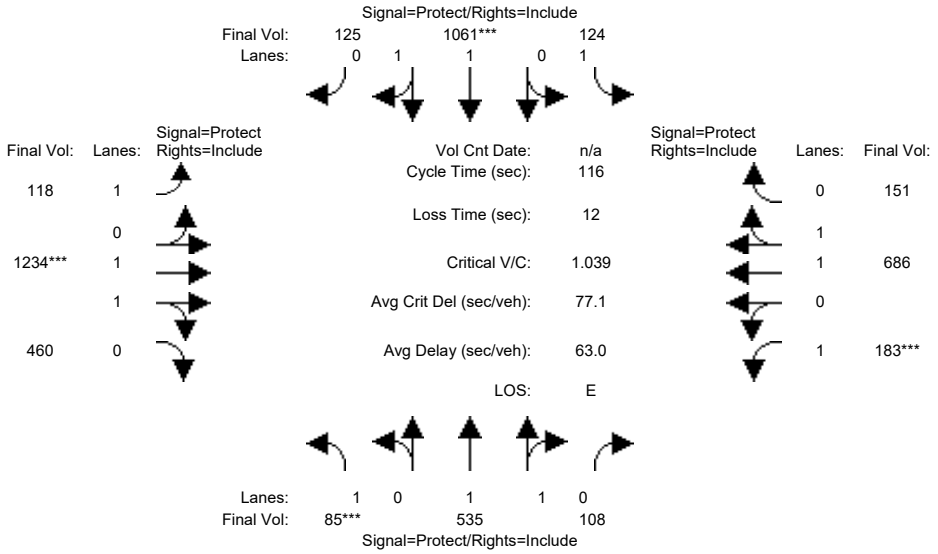
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #64: (57) Kiely Blvd & Benton St




| Street Name: | Kiely Blvd | | | | | | Benton 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: | 4 | 4 | 4 | 4 | 4 | 4 | 11 | 11 | 11 | 12 | 12 | 12 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 78 | 492 | 99 | 114 | 976 | 115 | 109 | 1135 | 423 | 168 | 631 | 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: | 78 | 492 | 99 | 114 | 976 | 115 | 109 | 1135 | 423 | 168 | 631 | 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: | 78 | 492 | 99 | 114 | 976 | 115 | 109 | 1135 | 423 | 168 | 631 | 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: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 85 | 535 | 108 | 124 | 1061 | 125 | 118 | 1234 | 460 | 183 | 686 | 151 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 535 | 108 | 124 | 1061 | 125 | 118 | 1234 | 460 | 183 | 686 | 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: | 85 | 535 | 108 | 124 | 1061 | 125 | 118 | 1234 | 460 | 183 | 686 | 151 |
| Saturation 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 | 1.66 | 0.34 | 1.00 | 1.78 | 0.22 | 1.00 | 1.44 | 0.56 | 1.00 | 1.63 | 0.37 |
| Final Sat.: | 1750 | 3080 | 620 | 1750 | 3310 | 390 | 1750 | 2695 | 1004 | 1750 | 3032 | 668 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.17 | 0.17 | 0.07 | 0.32 | 0.32 | 0.07 | 0.46 | 0.46 | 0.10 | 0.23 | 0.23 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 5.4 | 29.2 | 29.2 | 11.9 | 35.7 | 35.7 | 18.6 | 50.9 | 50.9 | 12.0 | 44.4 | 44.4 |
| Volume/Cap: | 1.04 | 0.69 | 0.69 | 0.69 | 1.04 | 1.04 | 0.42 | 1.04 | 1.04 | 1.01 | 0.59 | 0.59 |
| Delay/Veh: | 167.2 | 41.6 | 41.6 | 61.2 | 78.6 | 78.6 | 44.9 | 66.8 | 66.8 | 121.2 | 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: | 167.2 | 41.6 | 41.6 | 61.2 | 78.6 | 78.6 | 44.9 | 66.8 | 66.8 | 121.2 | 29.3 | 29.3 |
| LOS by Move: | F | D | D | E | E | E | D | E | E | F | C | C |
| HCM2k95thQ: | 9 | 19 | 19 | 9 | 42 | 42 | 9 | 64 | 64 | 21 | 22 | 22 |

Note: Queue reported is the number of cars per lane.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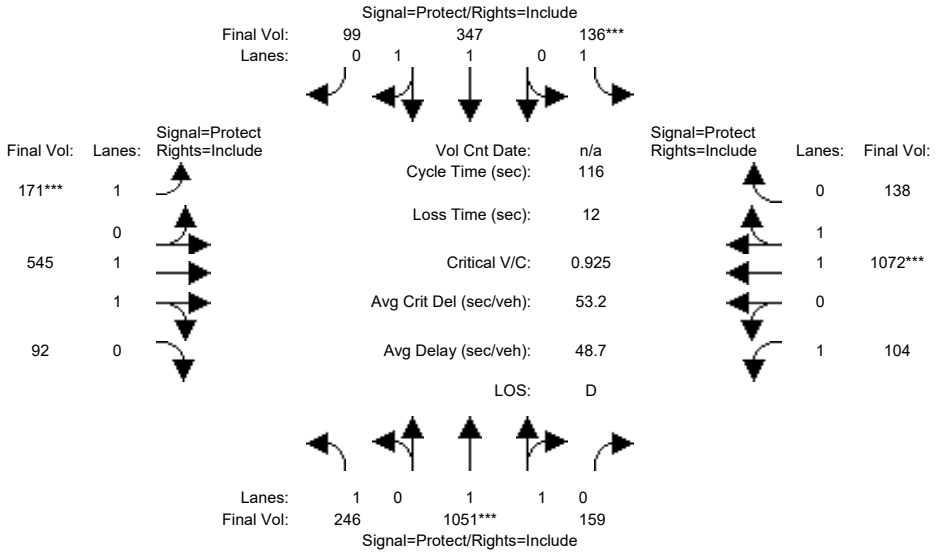
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #64: (57) Kiely Blvd & Benton St




| Street Name: | Kiely Blvd | | | | | | Benton 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: | 4 | 4 | 4 | 4 | 4 | 4 | 11 | 11 | 11 | 12 | 12 | 12 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 209 | 893 | 135 | 116 | 295 | 84 | 145 | 463 | 78 | 88 | 911 | 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: | 209 | 893 | 135 | 116 | 295 | 84 | 145 | 463 | 78 | 88 | 911 | 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: | 209 | 893 | 135 | 116 | 295 | 84 | 145 | 463 | 78 | 88 | 911 | 117 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| PHF Volume: | 246 | 1051 | 159 | 136 | 347 | 99 | 171 | 545 | 92 | 104 | 1072 | 138 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 246 | 1051 | 159 | 136 | 347 | 99 | 171 | 545 | 92 | 104 | 1072 | 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: | 246 | 1051 | 159 | 136 | 347 | 99 | 171 | 545 | 92 | 104 | 1072 | 138 |
| Saturation 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 | 1.54 | 0.46 | 1.00 | 1.70 | 0.30 | 1.00 | 1.77 | 0.23 |
| Final Sat.: | 1750 | 3214 | 486 | 1750 | 2879 | 820 | 1750 | 3166 | 533 | 1750 | 3279 | 421 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.33 | 0.33 | 0.08 | 0.12 | 0.12 | 0.10 | 0.17 | 0.17 | 0.06 | 0.33 | 0.33 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 27.3 | 41.0 | 41.0 | 9.8 | 23.4 | 23.4 | 12.2 | 33.2 | 33.2 | 20.0 | 41.0 | 41.0 |
| Volume/Cap: | 0.60 | 0.92 | 0.92 | 0.92 | 0.60 | 0.60 | 0.92 | 0.60 | 0.60 | 0.34 | 0.92 | 0.92 |
| Delay/Veh: | 41.8 | 47.2 | 47.2 | 104.8 | 43.3 | 43.3 | 96.7 | 36.6 | 36.6 | 42.9 | 47.2 | 47.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.8 | 47.2 | 47.2 | 104.8 | 43.3 | 43.3 | 96.7 | 36.6 | 36.6 | 42.9 | 47.2 | 47.2 |
| LOS by Move: | D | D | D | F | D | D | F | D | D | D | D | D |
| HCM2k95thQ: | 15 | 34 | 34 | 12 | 14 | 14 | 18 | 19 | 19 | 7 | 42 | 42 |

Note: Queue reported is the number of cars per lane.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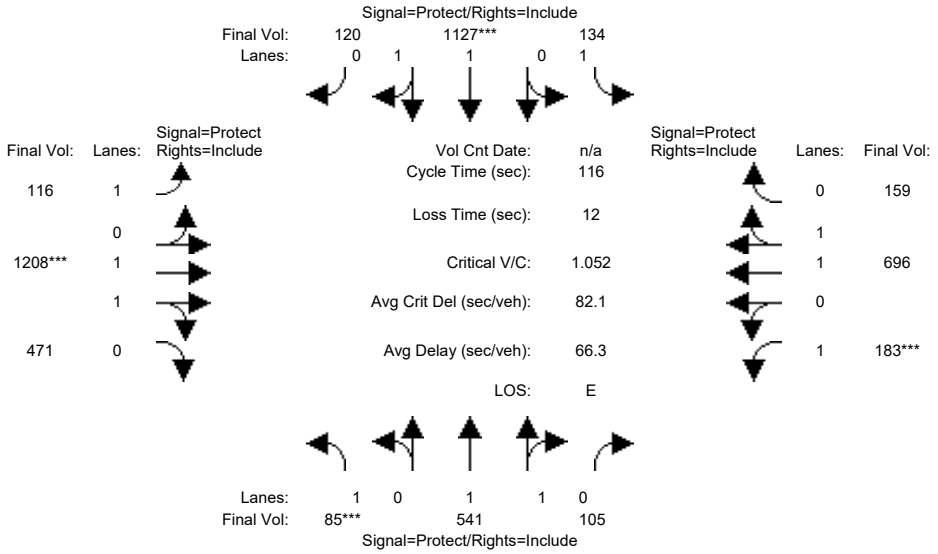
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #64: (57) Kiely Blvd & Benton St




| Street Name: | Kiely Blvd | | | | | | Benton 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: | 4 | 4 | 4 | 4 | 4 | 4 | 11 | 11 | 11 | 12 | 12 | 12 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 78 | 498 | 97 | 123 | 1037 | 110 | 107 | 1111 | 433 | 168 | 640 | 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: | 78 | 498 | 97 | 123 | 1037 | 110 | 107 | 1111 | 433 | 168 | 640 | 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: | 78 | 498 | 97 | 123 | 1037 | 110 | 107 | 1111 | 433 | 168 | 640 | 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: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 85 | 541 | 105 | 134 | 1127 | 120 | 116 | 1208 | 471 | 183 | 696 | 159 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 541 | 105 | 134 | 1127 | 120 | 116 | 1208 | 471 | 183 | 696 | 159 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 85 | 541 | 105 | 134 | 1127 | 120 | 116 | 1208 | 471 | 183 | 696 | 159 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.66 | 0.34 | 1.00 | 1.80 | 0.20 | 1.00 | 1.42 | 0.58 | 1.00 | 1.62 | 0.38 |
| Final Sat.: | 1750 | 3096 | 603 | 1750 | 3345 | 355 | 1750 | 2662 | 1037 | 1750 | 3012 | 687 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.17 | 0.17 | 0.08 | 0.34 | 0.34 | 0.07 | 0.45 | 0.45 | 0.10 | 0.23 | 0.23 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 5.3 | 29.4 | 29.4 | 12.9 | 36.9 | 36.9 | 18.0 | 49.7 | 49.7 | 12.0 | 43.8 | 43.8 |
| Volume/Cap: | 1.06 | 0.69 | 0.69 | 0.69 | 1.06 | 1.06 | 0.43 | 1.06 | 1.06 | 1.01 | 0.61 | 0.61 |
| Delay/Veh: | 172.6 | 41.4 | 41.4 | 59.7 | 82.6 | 82.6 | 45.5 | 72.9 | 72.9 | 121.2 | 30.0 | 30.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 172.6 | 41.4 | 41.4 | 59.7 | 82.6 | 82.6 | 45.5 | 72.9 | 72.9 | 121.2 | 30.0 | 30.0 |
| LOS by Move: | F | D | D | E | F | F | D | E | E | F | C | C |
| HCM2k95thQ: | 9 | 19 | 19 | 9 | 45 | 45 | 9 | 65 | 65 | 21 | 23 | 23 |

Note: Queue reported is the number of cars per lane.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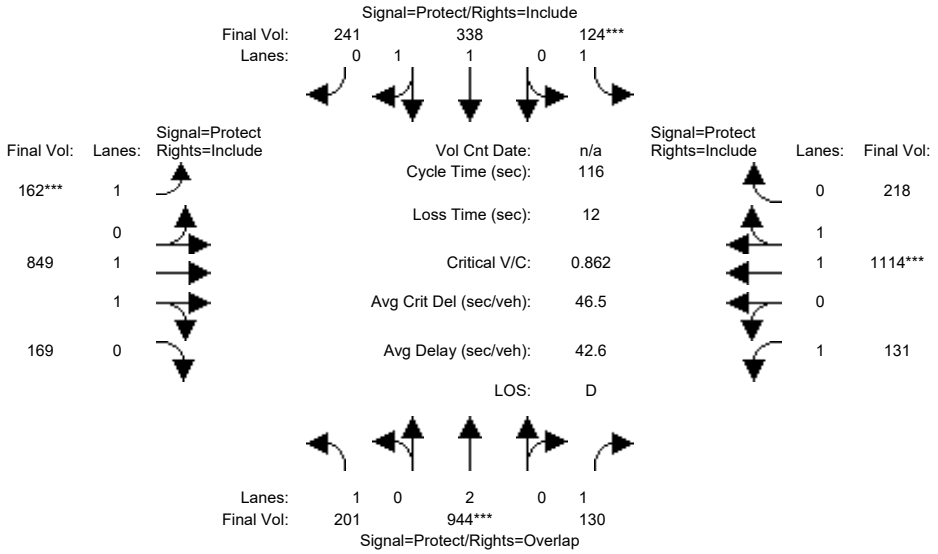
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #65: (58) Kiely Blvd & Homestead Rd




| Street Name: | Kiely Blvd | | | | | | Homestead 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: | 4 | 6 | 6 | 12 | 12 | 12 | 4 | 4 | 4 | 4 | 6 | 6 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 181 | 850 | 117 | 112 | 304 | 217 | 146 | 764 | 152 | 118 | 1003 | 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: | 181 | 850 | 117 | 112 | 304 | 217 | 146 | 764 | 152 | 118 | 1003 | 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: | 181 | 850 | 117 | 112 | 304 | 217 | 146 | 764 | 152 | 118 | 1003 | 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: | 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: | 201 | 944 | 130 | 124 | 338 | 241 | 162 | 849 | 169 | 131 | 1114 | 218 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 201 | 944 | 130 | 124 | 338 | 241 | 162 | 849 | 169 | 131 | 1114 | 218 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 201 | 944 | 130 | 124 | 338 | 241 | 162 | 849 | 169 | 131 | 1114 | 218 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.14 | 0.86 | 1.00 | 1.66 | 0.34 | 1.00 | 1.66 | 0.34 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 2158 | 1540 | 1750 | 3086 | 614 | 1750 | 3095 | 605 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.25 | 0.07 | 0.07 | 0.16 | 0.16 | 0.09 | 0.28 | 0.28 | 0.07 | 0.36 | 0.36 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 18.9 | 32.6 | 45.3 | 12.0 | 25.7 | 25.7 | 12.2 | 46.7 | 46.7 | 12.7 | 47.2 | 47.2 |
| Volume/Cap: | 0.71 | 0.88 | 0.19 | 0.69 | 0.71 | 0.71 | 0.88 | 0.68 | 0.68 | 0.68 | 0.88 | 0.88 |
| Delay/Veh: | 53.8 | 48.9 | 23.4 | 60.8 | 44.5 | 44.5 | 87.3 | 29.9 | 29.9 | 59.5 | 38.5 | 38.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 53.8 | 48.9 | 23.4 | 60.8 | 44.5 | 44.5 | 87.3 | 29.9 | 29.9 | 59.5 | 38.5 | 38.5 |
| LOS by Move: | D | D | C | E | D | D | F | C | C | E | D | D |
| HCM2k95thQ: | 14 | 30 | 6 | 9 | 18 | 18 | 17 | 28 | 28 | 12 | 42 | 42 |

Note: Queue reported is the number of cars per lane.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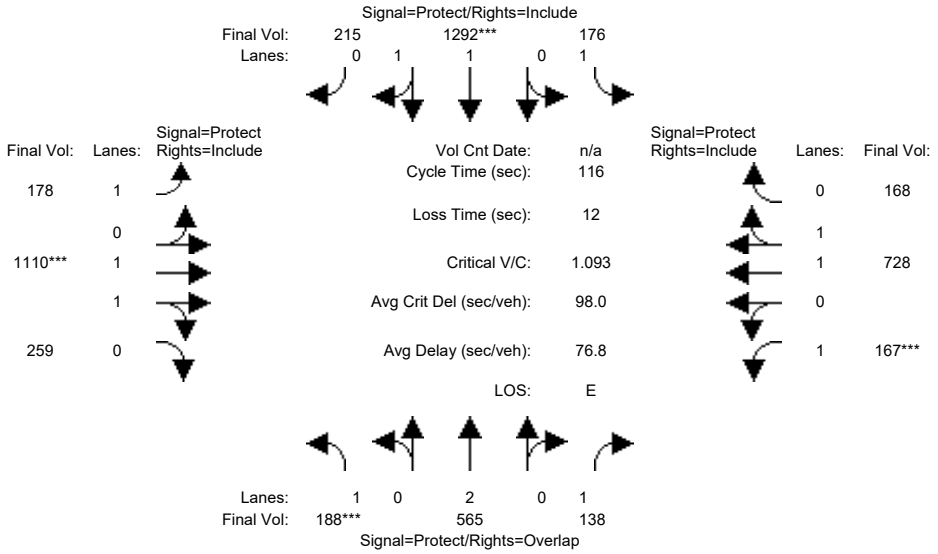
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #65: (58) Kiely Blvd & Homestead Rd




| Street Name: | Kiely Blvd | | | | | | Homestead 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: | 4 | 6 | 6 | 12 | 12 | 12 | 4 | 4 | 4 | 4 | 6 | 6 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 180 | 542 | 132 | 169 | 1240 | 206 | 171 | 1066 | 249 | 160 | 699 | 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: | 180 | 542 | 132 | 169 | 1240 | 206 | 171 | 1066 | 249 | 160 | 699 | 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: | 180 | 542 | 132 | 169 | 1240 | 206 | 171 | 1066 | 249 | 160 | 699 | 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: | 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: | 188 | 565 | 138 | 176 | 1292 | 215 | 178 | 1110 | 259 | 167 | 728 | 168 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 565 | 138 | 176 | 1292 | 215 | 178 | 1110 | 259 | 167 | 728 | 168 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 188 | 565 | 138 | 176 | 1292 | 215 | 178 | 1110 | 259 | 167 | 728 | 168 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.71 | 0.29 | 1.00 | 1.61 | 0.39 | 1.00 | 1.62 | 0.38 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3172 | 527 | 1750 | 2999 | 700 | 1750 | 3007 | 693 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.15 | 0.08 | 0.10 | 0.41 | 0.41 | 0.10 | 0.37 | 0.37 | 0.10 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 11.4 | 32.2 | 42.3 | 22.4 | 43.2 | 43.2 | 14.6 | 39.3 | 39.3 | 10.1 | 34.8 | 34.8 |
| Volume/Cap: | 1.09 | 0.54 | 0.22 | 0.52 | 1.09 | 1.09 | 0.81 | 1.09 | 1.09 | 1.09 | 0.81 | 0.81 |
| Delay/Veh: | 148.0 | 36.1 | 25.6 | 43.4 | 90.1 | 90.1 | 68.7 | 93.0 | 93.0 | 152.8 | 42.0 | 42.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 148.0 | 36.1 | 25.6 | 43.4 | 90.1 | 90.1 | 68.7 | 93.0 | 93.0 | 152.8 | 42.0 | 42.0 |
| LOS by Move: | F | D | C | D | F | F | E | F | F | F | D | D |
| HCM2k95thQ: | 19 | 16 | 7 | 11 | 54 | 54 | 17 | 58 | 58 | 21 | 30 | 30 |

Note: Queue reported is the number of cars per lane.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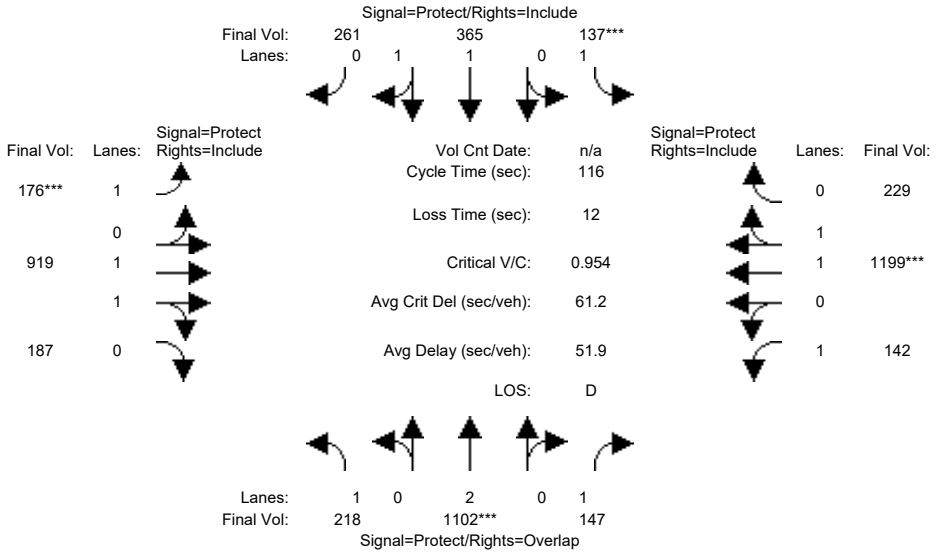
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #65: (58) Kiely Blvd & Homestead Rd




| Street Name: | Kiely Blvd | | | | | | Homestead 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: | 4 | 6 | 6 | 12 | 12 | 12 | 4 | 4 | 4 | 4 | 6 | 6 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 181 | 915 | 122 | 114 | 303 | 217 | 146 | 763 | 155 | 118 | 995 | 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: | 181 | 915 | 122 | 114 | 303 | 217 | 146 | 763 | 155 | 118 | 995 | 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: | 181 | 915 | 122 | 114 | 303 | 217 | 146 | 763 | 155 | 118 | 995 | 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: | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| PHF Volume: | 218 | 1102 | 147 | 137 | 365 | 261 | 176 | 919 | 187 | 142 | 1199 | 229 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 218 | 1102 | 147 | 137 | 365 | 261 | 176 | 919 | 187 | 142 | 1199 | 229 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 218 | 1102 | 147 | 137 | 365 | 261 | 176 | 919 | 187 | 142 | 1199 | 229 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.14 | 0.86 | 1.00 | 1.65 | 0.35 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 2155 | 1543 | 1750 | 3075 | 625 | 1750 | 3106 | 593 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.29 | 0.08 | 0.08 | 0.17 | 0.17 | 0.10 | 0.30 | 0.30 | 0.08 | 0.39 | 0.39 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 19.7 | 34.4 | 46.7 | 12.0 | 26.7 | 26.7 | 11.9 | 45.3 | 45.3 | 12.3 | 45.7 | 45.7 |
| Volume/Cap: | 0.74 | 0.98 | 0.21 | 0.76 | 0.74 | 0.74 | 0.98 | 0.77 | 0.77 | 0.77 | 0.98 | 0.98 |
| Delay/Veh: | 54.9 | 62.3 | 22.8 | 67.4 | 44.7 | 44.7 | 112.7 | 33.2 | 33.2 | 67.6 | 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: | 54.9 | 62.3 | 22.8 | 67.4 | 44.7 | 44.7 | 112.7 | 33.2 | 33.2 | 67.6 | 53.4 | 53.4 |
| LOS by Move: | D | E | C | E | D | D | F | C | C | E | D | D |
| HCM2k95thQ: | 16 | 39 | 7 | 10 | 19 | 19 | 20 | 32 | 32 | 14 | 51 | 51 |

Note: Queue reported is the number of cars per lane.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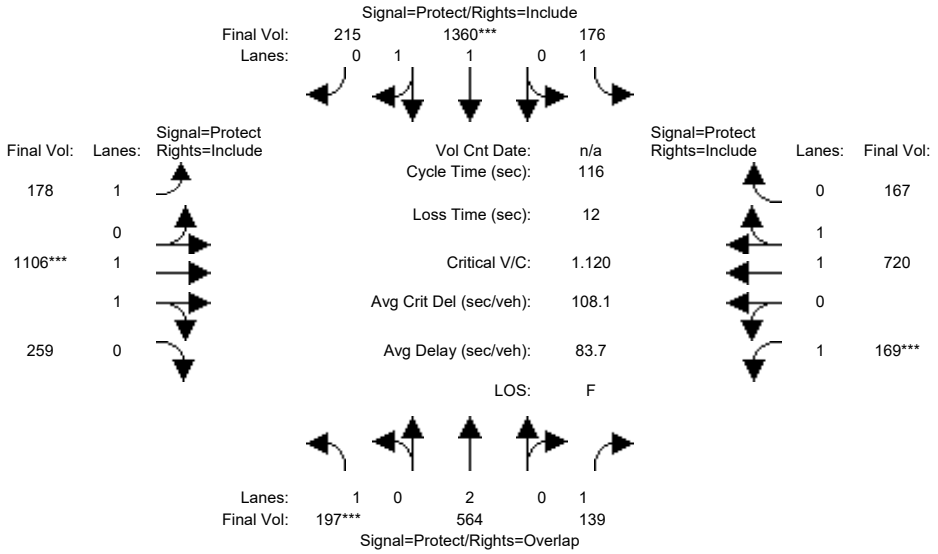
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #65: (58) Kiely Blvd & Homestead Rd




| Street Name: | Kiely Blvd | | | | | | Homestead 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: | 4 | 6 | 6 | 12 | 12 | 12 | 4 | 4 | 4 | 4 | 6 | 6 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 189 | 541 | 133 | 169 | 1306 | 206 | 171 | 1062 | 249 | 162 | 691 | 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: | 189 | 541 | 133 | 169 | 1306 | 206 | 171 | 1062 | 249 | 162 | 691 | 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: | 189 | 541 | 133 | 169 | 1306 | 206 | 171 | 1062 | 249 | 162 | 691 | 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: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 197 | 564 | 139 | 176 | 1360 | 215 | 178 | 1106 | 259 | 169 | 720 | 167 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 197 | 564 | 139 | 176 | 1360 | 215 | 178 | 1106 | 259 | 169 | 720 | 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: | 197 | 564 | 139 | 176 | 1360 | 215 | 178 | 1106 | 259 | 169 | 720 | 167 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.72 | 0.28 | 1.00 | 1.61 | 0.39 | 1.00 | 1.61 | 0.39 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3196 | 504 | 1750 | 2997 | 703 | 1750 | 3004 | 696 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.15 | 0.08 | 0.10 | 0.43 | 0.43 | 0.10 | 0.37 | 0.37 | 0.10 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 11.7 | 32.8 | 42.8 | 22.9 | 44.1 | 44.1 | 14.4 | 38.2 | 38.2 | 10.0 | 33.9 | 33.9 |
| Volume/Cap: | 1.12 | 0.52 | 0.21 | 0.51 | 1.12 | 1.12 | 0.82 | 1.12 | 1.12 | 1.12 | 0.82 | 0.82 |
| Delay/Veh: | 155.8 | 35.5 | 25.2 | 42.8 | 99.9 | 99.9 | 71.0 | 104 | 104.1 | 162.0 | 43.4 | 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: | 155.8 | 35.5 | 25.2 | 42.8 | 99.9 | 99.9 | 71.0 | 104 | 104.1 | 162.0 | 43.4 | 43.4 |
| LOS by Move: | F | D | C | D | F | F | E | F | F | F | D | D |
| HCM2k95thQ: | 21 | 15 | 7 | 11 | 59 | 59 | 17 | 59 | 59 | 22 | 30 | 30 |

Note: Queue reported is the number of cars per lane.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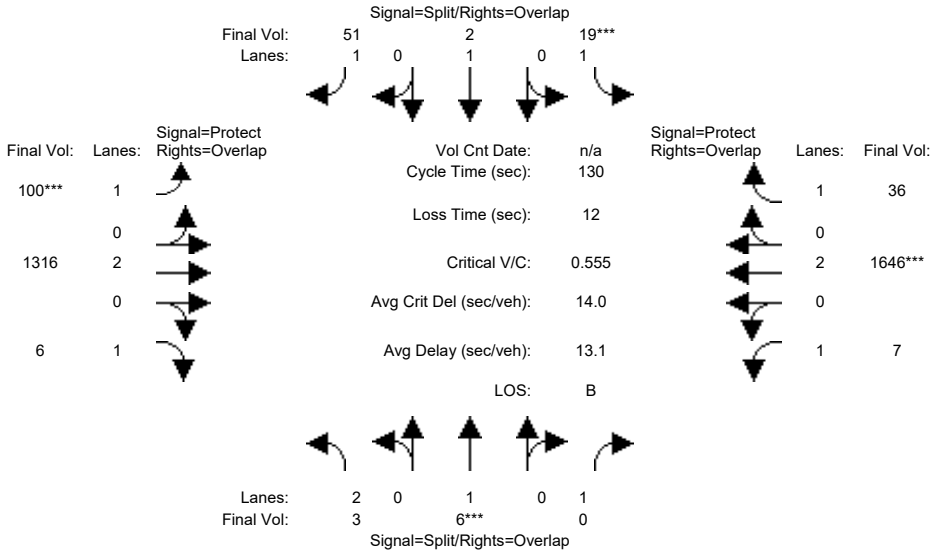
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #69: (36) CONVENTION CENTER / Tasman Dr




| Street Name: | CONVENTION CENTER | | | | | | 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 | 7 | 7 | 7 | 7 | 7 | 6 | 15 | 15 | 8 | 10 | 10 |
| Y+R: | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 3 | 5 | 0 | 17 | 2 | 46 | 90 | 1184 | 5 | 6 | 1481 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 3 | 5 | 0 | 17 | 2 | 46 | 90 | 1184 | 5 | 6 | 1481 | 32 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 3 | 5 | 0 | 17 | 2 | 46 | 90 | 1184 | 5 | 6 | 1481 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 3 | 6 | 0 | 19 | 2 | 51 | 100 | 1316 | 6 | 7 | 1646 | 36 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 3 | 6 | 0 | 19 | 2 | 51 | 100 | 1316 | 6 | 7 | 1646 | 36 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 3 | 6 | 0 | 19 | 2 | 51 | 100 | 1316 | 6 | 7 | 1646 | 36 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.03 | 0.06 | 0.35 | 0.00 | 0.00 | 0.43 | 0.02 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 7.0 | 7.0 | 0.0 | 7.0 | 7.0 | 19.1 | 12.1 | 88.3 | 95.3 | 15.7 | 91.9 | 98.9 |
| Volume/Cap: | 0.02 | 0.05 | 0.00 | 0.20 | 0.02 | 0.20 | 0.61 | 0.51 | 0.00 | 0.03 | 0.61 | 0.03 |
| Delay/Veh: | 58.3 | 58.6 | 0.0 | 59.9 | 58.3 | 49.1 | 63.4 | 10.4 | 4.6 | 50.5 | 10.3 | 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: | 58.3 | 58.6 | 0.0 | 59.9 | 58.3 | 49.1 | 63.4 | 10.4 | 4.6 | 50.5 | 10.3 | 3.8 |
| LOS by Move: | E | E | A | E | E | D | E | B | A | D | B | A |
| HCM2k95thQ: | 0 | 1 | 0 | 2 | 0 | 4 | 8 | 23 | 0 | 1 | 29 | 1 |

Note: Queue reported is the number of cars per lane.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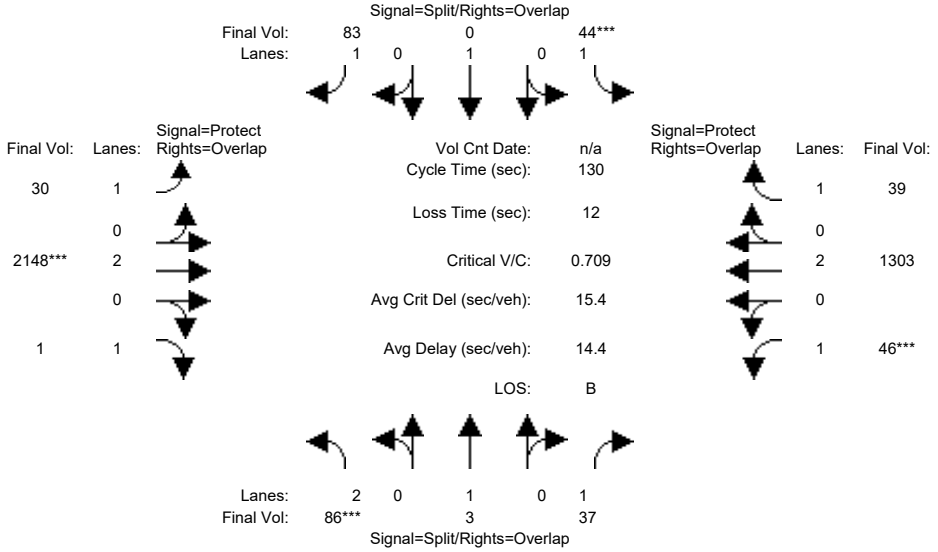
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #69: (36) CONVENTION CENTER / Tasman Dr




| Street Name: | CONVENTION CENTER | | | | | | 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 | 7 | 7 | 7 | 7 | 7 | 6 | 15 | 15 | 8 | 10 | 10 |
| Y+R: | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 81 | 3 | 35 | 41 | 0 | 78 | 28 | 2019 | 1 | 43 | 1225 | 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: | 81 | 3 | 35 | 41 | 0 | 78 | 28 | 2019 | 1 | 43 | 1225 | 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: | 81 | 3 | 35 | 41 | 0 | 78 | 28 | 2019 | 1 | 43 | 1225 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 86 | 3 | 37 | 44 | 0 | 83 | 30 | 2148 | 1 | 46 | 1303 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 3 | 37 | 44 | 0 | 83 | 30 | 2148 | 1 | 46 | 1303 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 86 | 3 | 37 | 44 | 0 | 83 | 30 | 2148 | 1 | 46 | 1303 | 39 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.02 | 0.02 | 0.00 | 0.05 | 0.02 | 0.57 | 0.00 | 0.03 | 0.34 | 0.02 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 7.0 | 7.0 | 15.0 | 7.0 | 0.0 | 19.3 | 12.3 | 96.0 | 103.0 | 8.0 | 91.7 | 98.7 |
| Volume/Cap: | 0.51 | 0.03 | 0.18 | 0.46 | 0.00 | 0.32 | 0.18 | 0.77 | 0.00 | 0.42 | 0.49 | 0.03 |
| Delay/Veh: | 62.3 | 58.4 | 52.4 | 63.2 | 0.0 | 50.2 | 54.7 | 11.5 | 2.8 | 61.5 | 8.7 | 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: | 62.3 | 58.4 | 52.4 | 63.2 | 0.0 | 50.2 | 54.7 | 11.5 | 2.8 | 61.5 | 8.7 | 3.9 |
| LOS by Move: | E | E | D | E | A | D | D | B | A | E | A | A |
| HCM2k95thQ: | 6 | 0 | 3 | 5 | 0 | 7 | 2 | 42 | 0 | 4 | 21 | 1 |

Note: Queue reported is the number of cars per lane.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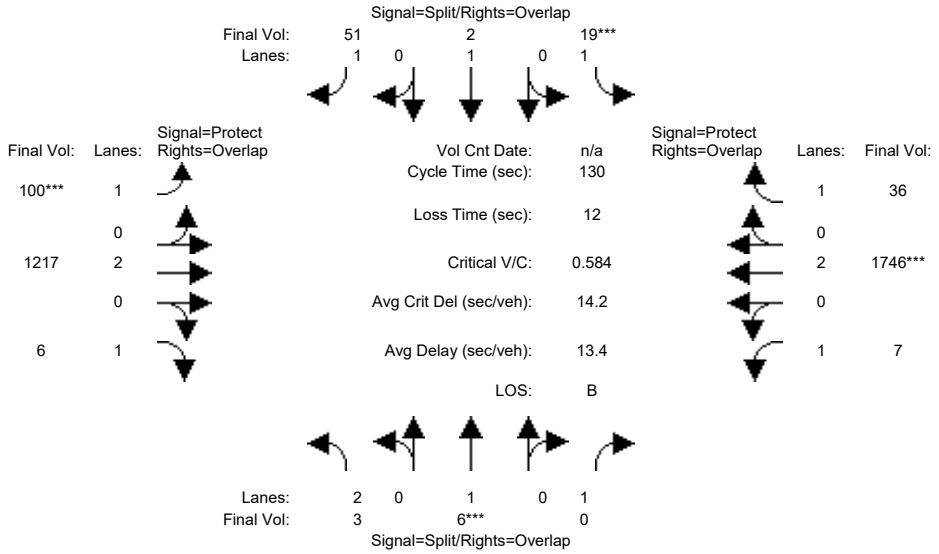
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #69: (36) CONVENTION CENTER / Tasman Dr




| Street Name: | CONVENTION CENTER | | | | | | 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 | 7 | 7 | 7 | 7 | 7 | 6 | 15 | 15 | 8 | 10 | 10 |
| Y+R: | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 3 | 5 | 0 | 17 | 2 | 46 | 90 | 1095 | 5 | 6 | 1571 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 3 | 5 | 0 | 17 | 2 | 46 | 90 | 1095 | 5 | 6 | 1571 | 32 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 3 | 5 | 0 | 17 | 2 | 46 | 90 | 1095 | 5 | 6 | 1571 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 3 | 6 | 0 | 19 | 2 | 51 | 100 | 1217 | 6 | 7 | 1746 | 36 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 3 | 6 | 0 | 19 | 2 | 51 | 100 | 1217 | 6 | 7 | 1746 | 36 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 3 | 6 | 0 | 19 | 2 | 51 | 100 | 1217 | 6 | 7 | 1746 | 36 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.03 | 0.06 | 0.32 | 0.00 | 0.00 | 0.46 | 0.02 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 7.0 | 7.0 | 0.0 | 7.0 | 7.0 | 18.5 | 11.5 | 87.2 | 94.2 | 16.8 | 92.5 | 99.5 |
| Volume/Cap: | 0.02 | 0.05 | 0.00 | 0.20 | 0.02 | 0.21 | 0.65 | 0.48 | 0.00 | 0.03 | 0.65 | 0.03 |
| Delay/Veh: | 58.3 | 58.6 | 0.0 | 59.9 | 58.3 | 49.7 | 66.4 | 10.5 | 4.9 | 49.6 | 10.6 | 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: | 58.3 | 58.6 | 0.0 | 59.9 | 58.3 | 49.7 | 66.4 | 10.5 | 4.9 | 49.6 | 10.6 | 3.7 |
| LOS by Move: | E | E | A | E | E | D | E | B | A | D | B | A |
| HCM2k95thQ: | 0 | 1 | 0 | 2 | 0 | 4 | 8 | 21 | 0 | 1 | 32 | 1 |

Note: Queue reported is the number of cars per lane.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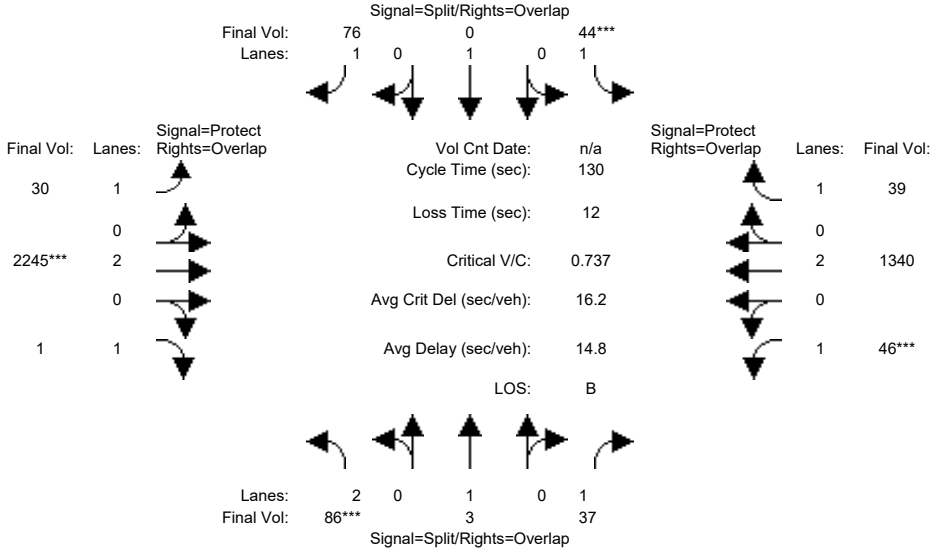
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #69: (36) CONVENTION CENTER / Tasman Dr




| Street Name: | CONVENTION CENTER | | | | | | 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 | 7 | 7 | 7 | 7 | 7 | 6 | 15 | 15 | 8 | 10 | 10 |
| Y+R: | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 81 | 3 | 35 | 41 | 0 | 71 | 28 | 2110 | 1 | 43 | 1260 | 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: | 81 | 3 | 35 | 41 | 0 | 71 | 28 | 2110 | 1 | 43 | 1260 | 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: | 81 | 3 | 35 | 41 | 0 | 71 | 28 | 2110 | 1 | 43 | 1260 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 86 | 3 | 37 | 44 | 0 | 76 | 30 | 2245 | 1 | 46 | 1340 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 3 | 37 | 44 | 0 | 76 | 30 | 2245 | 1 | 46 | 1340 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 86 | 3 | 37 | 44 | 0 | 76 | 30 | 2245 | 1 | 46 | 1340 | 39 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.02 | 0.02 | 0.00 | 0.04 | 0.02 | 0.59 | 0.00 | 0.03 | 0.35 | 0.02 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 7.0 | 7.0 | 15.0 | 7.0 | 0.0 | 19.0 | 12.0 | 96.0 | 103.0 | 8.0 | 92.0 | 99.0 |
| Volume/Cap: | 0.51 | 0.03 | 0.18 | 0.46 | 0.00 | 0.29 | 0.18 | 0.80 | 0.00 | 0.42 | 0.50 | 0.03 |
| Delay/Veh: | 62.3 | 58.4 | 52.4 | 63.2 | 0.0 | 50.1 | 55.0 | 12.6 | 2.8 | 61.5 | 8.7 | 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: | 62.3 | 58.4 | 52.4 | 63.2 | 0.0 | 50.1 | 55.0 | 12.6 | 2.8 | 61.5 | 8.7 | 3.8 |
| LOS by Move: | E | E | D | E | A | D | E | B | A | E | A | A |
| HCM2k95thQ: | 6 | 0 | 3 | 5 | 0 | 6 | 2 | 45 | 0 | 4 | 22 | 1 |

Note: Queue reported is the number of cars per lane.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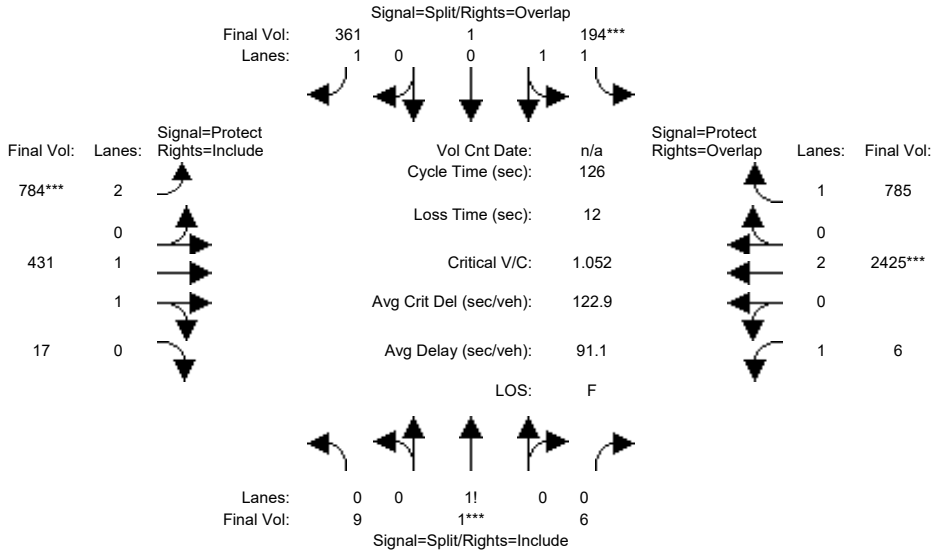
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #71: (37) 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: | 9 | 1 | 6 | 186 | 1 | 347 | 753 | 414 | 16 | 6 | 2328 | 754 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 9 | 1 | 6 | 186 | 1 | 347 | 753 | 414 | 16 | 6 | 2328 | 754 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 9 | 1 | 6 | 186 | 1 | 347 | 753 | 414 | 16 | 6 | 2328 | 754 |
| User Adj: | 1.00 | 1.00 | 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: | 9 | 1 | 6 | 194 | 1 | 361 | 784 | 431 | 17 | 6 | 2425 | 785 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 9 | 1 | 6 | 194 | 1 | 361 | 784 | 431 | 17 | 6 | 2425 | 785 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 9 | 1 | 6 | 194 | 1 | 361 | 784 | 431 | 17 | 6 | 2425 | 785 |
| 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: | 0.57 | 0.06 | 0.37 | 1.99 | 0.01 | 1.00 | 2.00 | 1.92 | 0.08 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 984 | 109 | 656 | 3531 | 19 | 1750 | 3150 | 3562 | 138 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.05 | 0.05 | 0.21 | 0.25 | 0.12 | 0.12 | 0.00 | 0.64 | 0.45 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 36.4 | 26.4 | 75.2 | 75.2 | 18.8 | 67.6 | 77.6 |
| Volume/Cap: | 0.12 | 0.12 | 0.12 | 0.69 | 0.69 | 0.72 | 1.19 | 0.20 | 0.20 | 0.02 | 1.19 | 0.73 |
| Delay/Veh: | 54.3 | 54.3 | 54.3 | 63.7 | 63.7 | 45.0 | 149.6 | 11.7 | 11.7 | 45.8 | 120 | 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: | 54.3 | 54.3 | 54.3 | 63.7 | 63.7 | 45.0 | 149.6 | 11.7 | 11.7 | 45.8 | 120 | 19.4 |
| LOS by Move: | D | D | D | E | E | D | F | B | B | D | F | B |
| HCM2k95thQ: | 2 | 2 | 2 | 10 | 10 | 26 | 46 | 8 | 8 | 0 | 107 | 39 |

Note: Queue reported is the number of cars per lane.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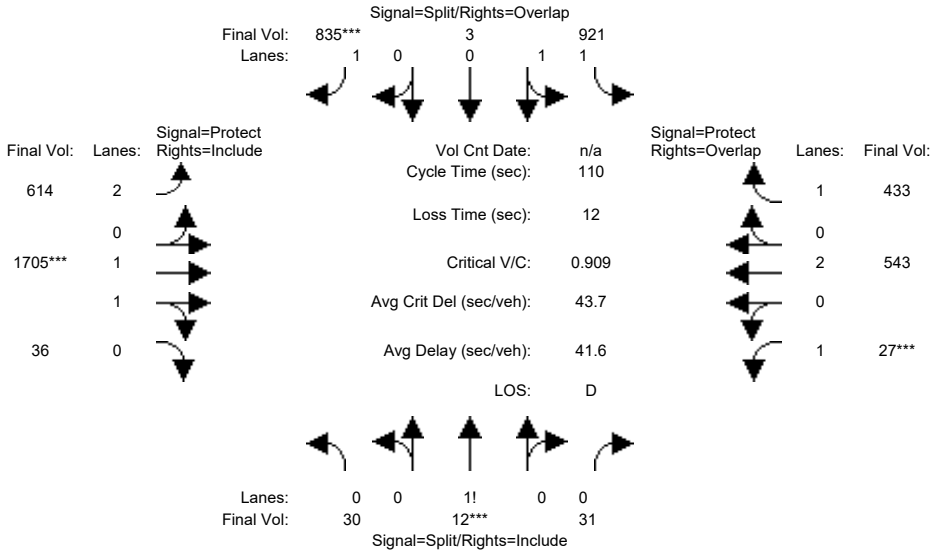
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #71: (37) 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: | 27 | 11 | 28 | 838 | 3 | 760 | 559 | 1552 | 33 | 25 | 494 | 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: | 27 | 11 | 28 | 838 | 3 | 760 | 559 | 1552 | 33 | 25 | 494 | 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: | 27 | 11 | 28 | 838 | 3 | 760 | 559 | 1552 | 33 | 25 | 494 | 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: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 30 | 12 | 31 | 921 | 3 | 835 | 614 | 1705 | 36 | 27 | 543 | 433 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 30 | 12 | 31 | 921 | 3 | 835 | 614 | 1705 | 36 | 27 | 543 | 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: | 30 | 12 | 31 | 921 | 3 | 835 | 614 | 1705 | 36 | 27 | 543 | 433 |
| 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: | 0.41 | 0.17 | 0.42 | 1.99 | 0.01 | 1.00 | 2.00 | 1.96 | 0.04 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 716 | 292 | 742 | 3537 | 13 | 1750 | 3150 | 3623 | 77 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.26 | 0.26 | 0.48 | 0.20 | 0.47 | 0.47 | 0.02 | 0.14 | 0.25 |
| Crit Moves: | | **** | | | | **** | | **** | | **** | | |
| Green Time: | 10.0 | 10.0 | 10.0 | 31.1 | 31.1 | 60.6 | 29.4 | 51.9 | 51.9 | 5.0 | 27.4 | 58.6 |
| Volume/Cap: | 0.46 | 0.46 | 0.46 | 0.92 | 0.92 | 0.87 | 0.73 | 1.00 | 1.00 | 0.35 | 0.57 | 0.46 |
| Delay/Veh: | 49.5 | 49.5 | 49.5 | 51.5 | 51.5 | 29.7 | 39.9 | 50.0 | 50.0 | 53.5 | 37.0 | 16.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.5 | 49.5 | 49.5 | 51.5 | 51.5 | 29.7 | 39.9 | 50.0 | 50.0 | 53.5 | 37.0 | 16.4 |
| LOS by Move: | D | D | D | D | D | C | D | D | D | D | D | B |
| HCM2k95thQ: | 6 | 6 | 6 | 34 | 34 | 47 | 21 | 57 | 57 | 2 | 15 | 18 |

Note: Queue reported is the number of cars per lane.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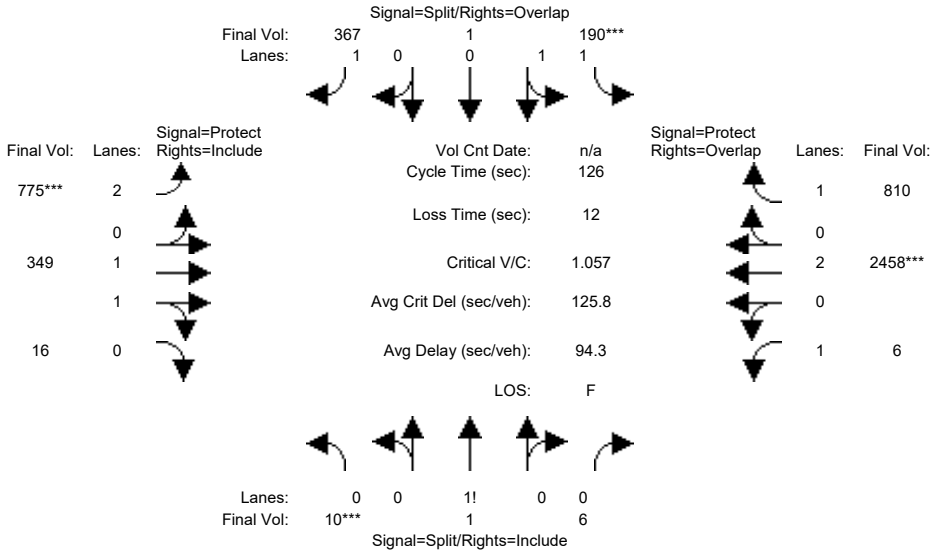
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #71: (37) 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: | 10 | 1 | 6 | 182 | 1 | 352 | 744 | 335 | 15 | 6 | 2360 | 778 |
| Growth Adj: | 1.00 | 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 | 1 | 6 | 182 | 1 | 352 | 744 | 335 | 15 | 6 | 2360 | 778 |
| Added Vol: | 0 | 0 | 0 | 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 | 1 | 6 | 182 | 1 | 352 | 744 | 335 | 15 | 6 | 2360 | 778 |
| User Adj: | 1.00 | 1.00 | 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: | 10 | 1 | 6 | 190 | 1 | 367 | 775 | 349 | 16 | 6 | 2458 | 810 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 1 | 6 | 190 | 1 | 367 | 775 | 349 | 16 | 6 | 2458 | 810 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 10 | 1 | 6 | 190 | 1 | 367 | 775 | 349 | 16 | 6 | 2458 | 810 |
| 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: | 0.59 | 0.06 | 0.35 | 1.99 | 0.01 | 1.00 | 2.00 | 1.91 | 0.09 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1029 | 103 | 618 | 3531 | 19 | 1750 | 3150 | 3541 | 159 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.05 | 0.05 | 0.21 | 0.25 | 0.10 | 0.10 | 0.00 | 0.65 | 0.46 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 35.9 | 25.9 | 75.2 | 75.2 | 18.8 | 68.1 | 78.1 |
| Volume/Cap: | 0.13 | 0.13 | 0.13 | 0.68 | 0.68 | 0.74 | 1.20 | 0.17 | 0.17 | 0.02 | 1.20 | 0.75 |
| Delay/Veh: | 54.4 | 54.4 | 54.4 | 62.9 | 62.9 | 46.4 | 153.2 | 11.4 | 11.4 | 45.8 | 123 | 19.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.4 | 54.4 | 54.4 | 62.9 | 62.9 | 46.4 | 153.2 | 11.4 | 11.4 | 45.8 | 123 | 19.9 |
| LOS by Move: | D | D | D | E | E | D | F | B | B | D | F | B |
| HCM2k95thQ: | 2 | 2 | 2 | 10 | 10 | 26 | 46 | 6 | 6 | 0 | 110 | 40 |

Note: Queue reported is the number of cars per lane.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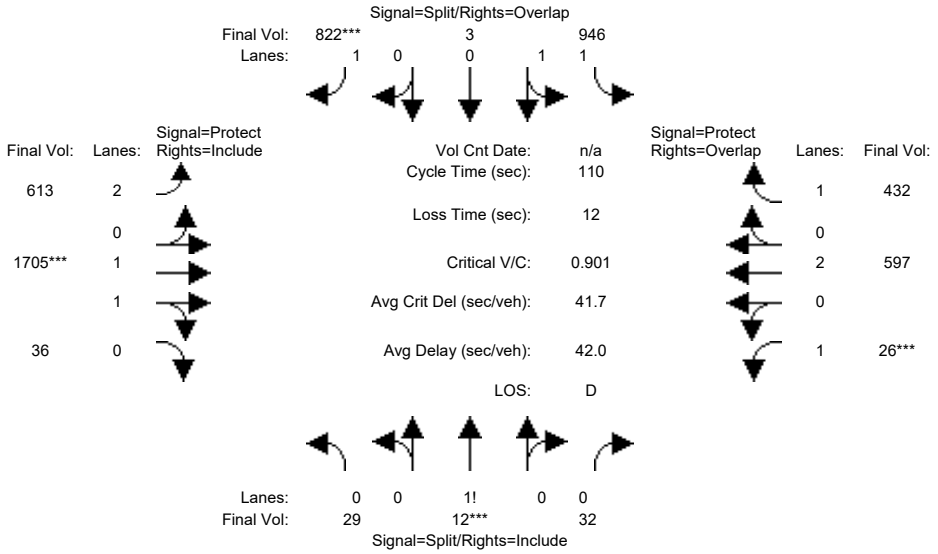
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #71: (37) 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: | 26 | 11 | 29 | 861 | 3 | 748 | 558 | 1552 | 33 | 24 | 543 | 393 |
| Growth Adj: | 1.00 | 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 | 11 | 29 | 861 | 3 | 748 | 558 | 1552 | 33 | 24 | 543 | 393 |
| Added Vol: | 0 | 0 | 0 | 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 | 11 | 29 | 861 | 3 | 748 | 558 | 1552 | 33 | 24 | 543 | 393 |
| User Adj: | 1.00 | 1.00 | 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: | 29 | 12 | 32 | 946 | 3 | 822 | 613 | 1705 | 36 | 26 | 597 | 432 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 12 | 32 | 946 | 3 | 822 | 613 | 1705 | 36 | 26 | 597 | 432 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 29 | 12 | 32 | 946 | 3 | 822 | 613 | 1705 | 36 | 26 | 597 | 432 |
| 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: | 0.39 | 0.17 | 0.44 | 1.99 | 0.01 | 1.00 | 2.00 | 1.96 | 0.04 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 689 | 292 | 769 | 3538 | 12 | 1750 | 3150 | 3623 | 77 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.27 | 0.27 | 0.47 | 0.19 | 0.47 | 0.47 | 0.02 | 0.16 | 0.25 |
| Crit Moves: | | **** | | | | **** | | **** | | **** | | |
| Green Time: | 10.0 | 10.0 | 10.0 | 30.6 | 30.6 | 60.3 | 29.7 | 52.4 | 52.4 | 5.0 | 27.7 | 58.3 |
| Volume/Cap: | 0.46 | 0.46 | 0.46 | 0.96 | 0.96 | 0.86 | 0.72 | 0.99 | 0.99 | 0.33 | 0.62 | 0.47 |
| Delay/Veh: | 49.5 | 49.5 | 49.5 | 58.9 | 58.9 | 28.9 | 39.5 | 47.2 | 47.2 | 53.3 | 37.8 | 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: | 49.5 | 49.5 | 49.5 | 58.9 | 58.9 | 28.9 | 39.5 | 47.2 | 47.2 | 53.3 | 37.8 | 16.5 |
| LOS by Move: | D | D | D | E | E | C | D | D | D | D | D | B |
| HCM2k95thQ: | 6 | 6 | 6 | 37 | 37 | 46 | 21 | 56 | 56 | 2 | 17 | 18 |

Note: Queue reported is the number of cars per lane.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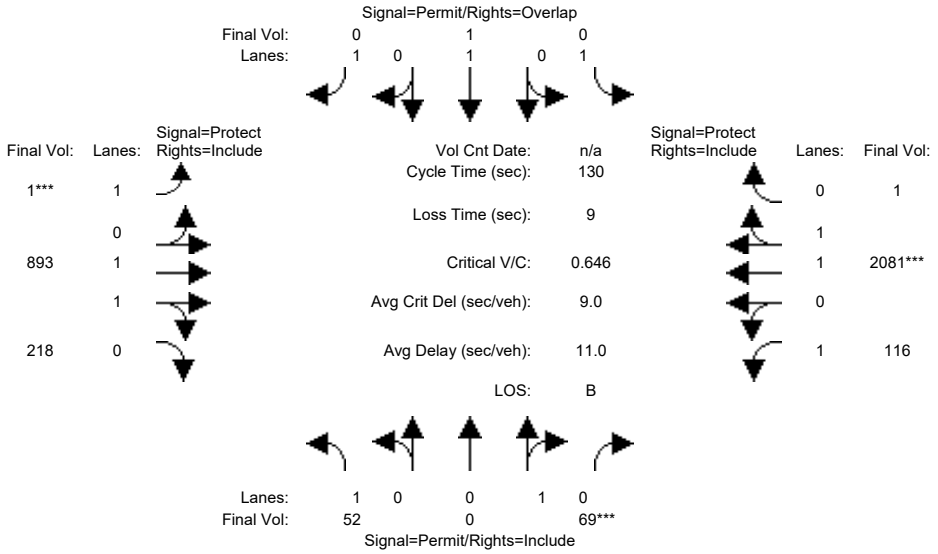
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #73: (27) 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: | 47 | 0 | 62 | 0 | 1 | 0 | 1 | 804 | 196 | 104 | 1873 | 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 | 804 | 196 | 104 | 1873 | 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 | 804 | 196 | 104 | 1873 | 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 | 893 | 218 | 116 | 2081 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 52 | 0 | 69 | 0 | 1 | 0 | 1 | 893 | 218 | 116 | 2081 | 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 | 893 | 218 | 116 | 2081 | 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 | 1.60 | 0.40 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 1750 | 0 | 1800 | 1750 | 1900 | 1750 | 1750 | 2974 | 725 | 1750 | 3698 | 2 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.30 | 0.07 | 0.56 | 0.56 |
| Crit Moves: | | | **** | | | | **** | | | | **** | |
| Green Time: | 10.0 | 0.0 | 10.0 | 0.0 | 10.0 | 0.0 | 8.0 | 91.0 | 91.0 | 20.0 | 103 | 103.0 |
| Volume/Cap: | 0.39 | 0.00 | 0.50 | 0.00 | 0.01 | 0.00 | 0.01 | 0.43 | 0.43 | 0.43 | 0.71 | 0.71 |
| Delay/Veh: | 58.9 | 0.0 | 60.4 | 0.0 | 55.4 | 0.0 | 57.3 | 8.5 | 8.5 | 50.9 | 7.2 | 7.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 58.9 | 0.0 | 60.4 | 0.0 | 55.4 | 0.0 | 57.3 | 8.5 | 8.5 | 50.9 | 7.2 | 7.2 |
| LOS by Move: | E | A | E | A | E | A | E | A | A | D | A | A |
| HCM2k95thQ: | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 18 | 18 | 9 | 35 | 35 |

Note: Queue reported is the number of cars per lane.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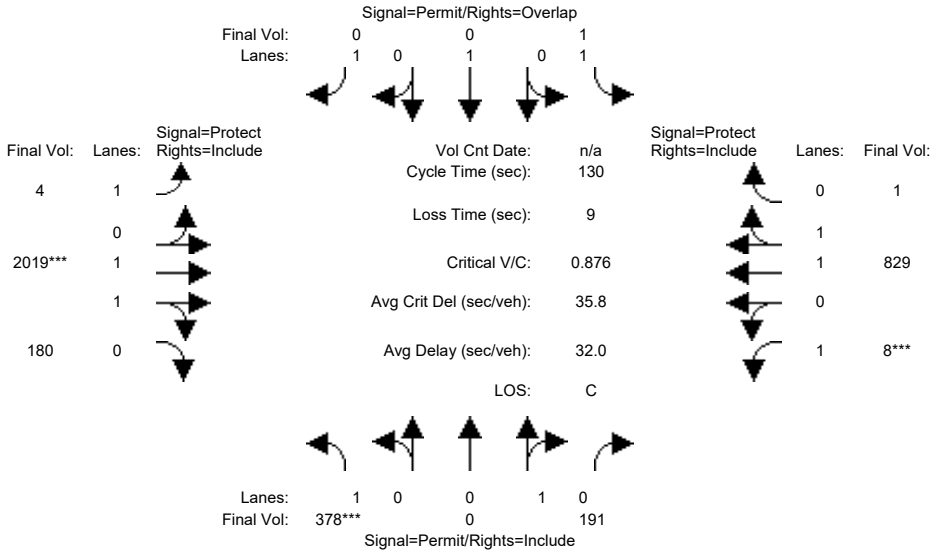
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #73: (27) 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: | 367 | 0 | 185 | 1 | 0 | 0 | 4 | 1958 | 175 | 8 | 804 | 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: | 367 | 0 | 185 | 1 | 0 | 0 | 4 | 1958 | 175 | 8 | 804 | 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: | 367 | 0 | 185 | 1 | 0 | 0 | 4 | 1958 | 175 | 8 | 804 | 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: | 378 | 0 | 191 | 1 | 0 | 0 | 4 | 2019 | 180 | 8 | 829 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 378 | 0 | 191 | 1 | 0 | 0 | 4 | 2019 | 180 | 8 | 829 | 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: | 378 | 0 | 191 | 1 | 0 | 0 | 4 | 2019 | 180 | 8 | 829 | 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 | 1.83 | 0.17 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 1750 | 0 | 1800 | 1750 | 1900 | 1750 | 1750 | 3396 | 304 | 1750 | 3695 | 5 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.59 | 0.59 | 0.00 | 0.22 | 0.22 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 30.1 | 0.0 | 30.1 | 30.1 | 0.0 | 0.0 | 19.6 | 82.9 | 82.9 | 8.0 | 71.3 | 71.3 |
| Volume/Cap: | 0.93 | 0.00 | 0.46 | 0.00 | 0.00 | 0.00 | 0.02 | 0.93 | 0.93 | 0.08 | 0.41 | 0.41 |
| Delay/Veh: | 77.2 | 0.0 | 43.7 | 38.4 | 0.0 | 0.0 | 47.0 | 28.6 | 28.6 | 57.8 | 17.2 | 17.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 77.2 | 0.0 | 43.7 | 38.4 | 0.0 | 0.0 | 47.0 | 28.6 | 28.6 | 57.8 | 17.2 | 17.2 |
| LOS by Move: | E | A | D | D | A | A | D | C | C | E | B | B |
| HCM2k95thQ: | 34 | 0 | 13 | 0 | 0 | 0 | 0 | 64 | 64 | 1 | 18 | 18 |

Note: Queue reported is the number of cars per lane.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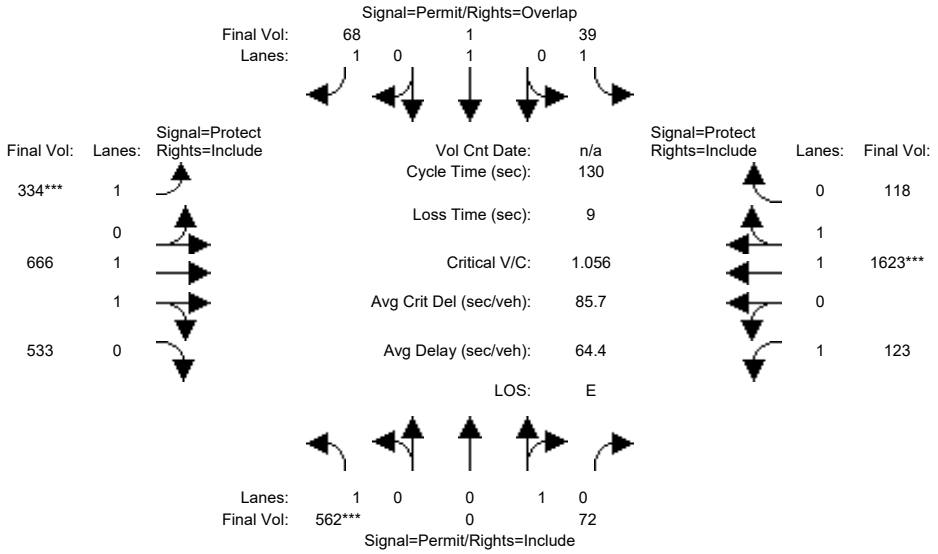
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #73: (27) 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: | 506 | 0 | 65 | 35 | 1 | 61 | 301 | 599 | 480 | 111 | 1461 | 106 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 506 | 0 | 65 | 35 | 1 | 61 | 301 | 599 | 480 | 111 | 1461 | 106 |
| Added Vol: | 0 | 0 | 0 | 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 | 0 | 65 | 35 | 1 | 61 | 301 | 599 | 480 | 111 | 1461 | 106 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 562 | 0 | 72 | 39 | 1 | 68 | 334 | 666 | 533 | 123 | 1623 | 118 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 562 | 0 | 72 | 39 | 1 | 68 | 334 | 666 | 533 | 123 | 1623 | 118 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 562 | 0 | 72 | 39 | 1 | 68 | 334 | 666 | 533 | 123 | 1623 | 118 |
| 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 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.09 | 0.91 | 1.00 | 1.86 | 0.14 |
| Final Sat.: | 1750 | 0 | 1800 | 1750 | 1900 | 1750 | 1750 | 2053 | 1645 | 1750 | 3450 | 250 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.32 | 0.00 | 0.04 | 0.02 | 0.00 | 0.04 | 0.19 | 0.32 | 0.32 | 0.07 | 0.47 | 0.47 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 39.5 | 0.0 | 39.5 | 39.5 | 39.5 | 63.1 | 23.5 | 66.9 | 66.9 | 14.5 | 57.9 | 57.9 |
| Volume/Cap: | 1.06 | 0.00 | 0.13 | 0.07 | 0.00 | 0.08 | 1.06 | 0.63 | 0.63 | 0.63 | 1.06 | 1.06 |
| Delay/Veh: | 99.9 | 0.0 | 32.9 | 32.2 | 31.5 | 18.0 | 119.3 | 23.3 | 23.3 | 61.6 | 74.7 | 74.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 99.9 | 0.0 | 32.9 | 32.2 | 31.5 | 18.0 | 119.3 | 23.3 | 23.3 | 61.6 | 74.7 | 74.7 |
| LOS by Move: | F | A | C | C | C | B | F | C | C | E | E | E |
| HCM2k95thQ: | 53 | 0 | 4 | 2 | 0 | 3 | 32 | 30 | 30 | 10 | 70 | 70 |

Note: Queue reported is the number of cars per lane.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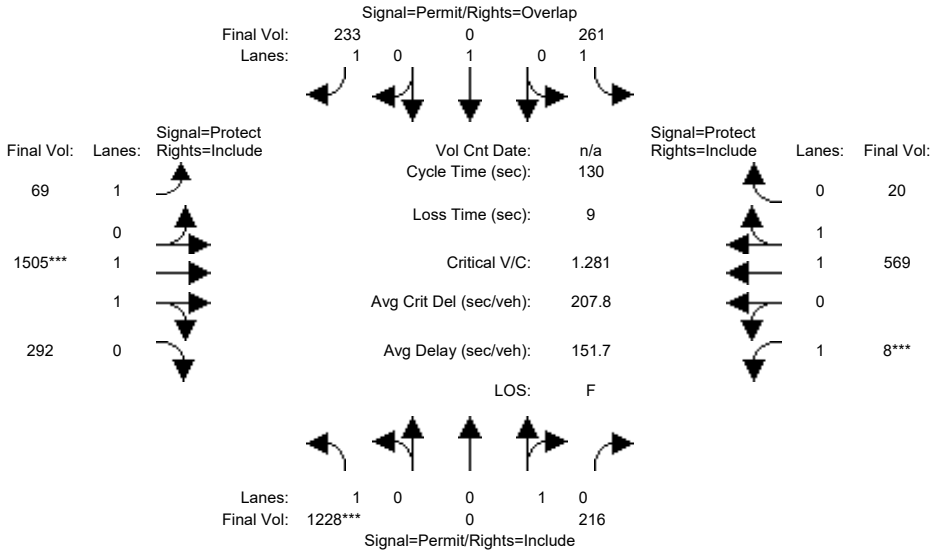
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #73: (27) 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: | 1191 | | 0 | 210 | 253 | | 0 | 226 | 67 | | 1460 | 283 | 8 | | 552 | 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: | 1191 | | 0 | 210 | 253 | | 0 | 226 | 67 | | 1460 | 283 | 8 | | 552 | 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: | 1191 | | 0 | 210 | 253 | | 0 | 226 | 67 | | 1460 | 283 | 8 | | 552 | 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: | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 |
| PHF Volume: | 1228 | | 0 | 216 | 261 | | 0 | 233 | 69 | | 1505 | 292 | 8 | | 569 | 20 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 1228 | | 0 | 216 | 261 | | 0 | 233 | 69 | | 1505 | 292 | 8 | | 569 | 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: | 1228 | | 0 | 216 | 261 | | 0 | 233 | 69 | | 1505 | 292 | 8 | | 569 | 20 |
| 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 | | 1.67 | 0.33 | 1.00 | | 1.93 | 0.07 |
| Final Sat.: | 1750 | | 0 | 1800 | 1750 | | 1900 | 1750 | 1750 | | 3099 | 601 | 1750 | | 3577 | 123 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.70 | | 0.00 | 0.12 | 0.15 | | 0.00 | 0.13 | 0.04 | | 0.49 | 0.49 | 0.00 | | 0.16 | 0.16 |
| Crit Moves: | **** | | | | | | | | | | **** | | **** | | | |
| Green Time: | 66.8 | | 0.0 | 66.8 | 66.8 | | 0.0 | 81.9 | 15.1 | | 46.2 | 46.2 | 8.0 | | 39.1 | 39.1 |
| Volume/Cap: | 1.37 | | 0.00 | 0.23 | 0.29 | | 0.00 | 0.21 | 0.34 | | 1.37 | 1.37 | 0.08 | | 0.53 | 0.53 |
| Delay/Veh: | 203.5 | | 0.0 | 17.6 | 18.2 | | 0.0 | 10.4 | 53.8 | | 212 | 211.5 | 57.8 | | 38.3 | 38.3 |
| User DelAdj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 203.5 | | 0.0 | 17.6 | 18.2 | | 0.0 | 10.4 | 53.8 | | 212 | 211.5 | 57.8 | | 38.3 | 38.3 |
| LOS by Move: | F | | A | B | B | | A | B | D | | F | F | E | | D | D |
| HCM2k95thQ: | 145 | | 0 | 10 | 12 | | 0 | 8 | 5 | | 99 | 99 | 1 | | 18 | 18 |

Note: Queue reported is the number of cars per lane.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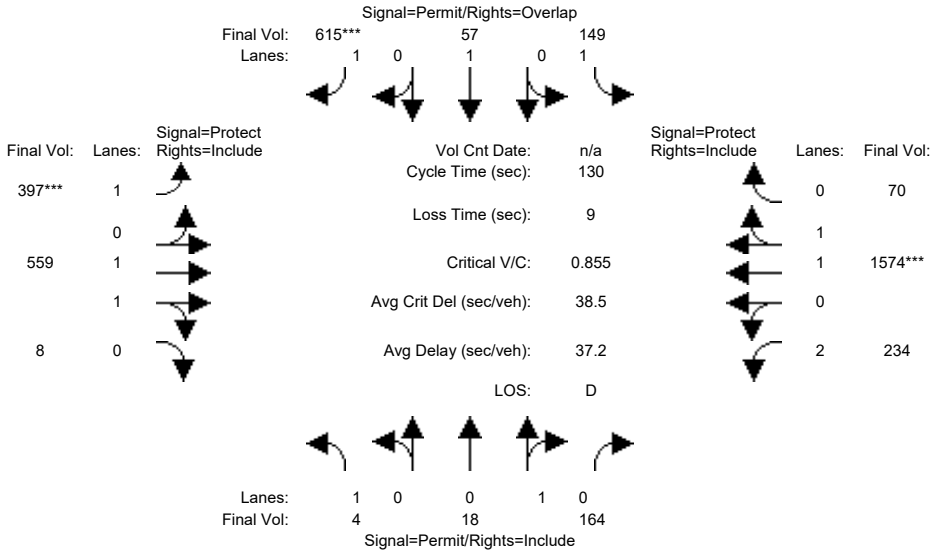
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #74: (28) 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: | 4 | | 16 | | 149 | | 136 | | 52 | | 560 | | 361 | | 509 | | 7 | | 213 | | 1432 | | 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 | | 149 | | 136 | | 52 | | 560 | | 361 | | 509 | | 7 | | 213 | | 1432 | | 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 | | 149 | | 136 | | 52 | | 560 | | 361 | | 509 | | 7 | | 213 | | 1432 | | 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 | | 164 | | 149 | | 57 | | 615 | | 397 | | 559 | | 8 | | 234 | | 1574 | | 70 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 4 | | 18 | | 164 | | 149 | | 57 | | 615 | | 397 | | 559 | | 8 | | 234 | | 1574 | | 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 | | 164 | | 149 | | 57 | | 615 | | 397 | | 559 | | 8 | | 234 | | 1574 | | 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 | | 0.97 | | 0.95 | |
| Lanes: | 1.00 | | 0.10 | | 0.90 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.97 | | 0.03 | | 2.00 | | 1.91 | | 0.09 | |
| Final Sat.: | 1750 | | 175 | | 1625 | | 1750 | | 1900 | | 1750 | | 1750 | | 3650 | | 50 | | 3150 | | 3542 | | 158 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.10 | | 0.10 | | 0.09 | | 0.03 | | 0.35 | | 0.23 | | 0.15 | | 0.15 | | 0.07 | | 0.44 | | 0.44 | |
| Crit Moves: | | | | | | | | | | | **** | | **** | | | | | | | | **** | | | |
| Green Time: | 19.0 | | 19.0 | | 19.0 | | 19.0 | | 19.0 | | 53.5 | | 34.5 | | 67.9 | | 67.9 | | 34.1 | | 67.5 | | 67.5 | |
| Volume/Cap: | 0.02 | | 0.69 | | 0.69 | | 0.58 | | 0.21 | | 0.86 | | 0.86 | | 0.29 | | 0.29 | | 0.28 | | 0.86 | | 0.86 | |
| Delay/Veh: | 47.5 | | 60.2 | | 60.2 | | 55.3 | | 49.2 | | 44.6 | | 59.8 | | 17.6 | | 17.6 | | 38.4 | | 31.0 | | 31.0 | |
| User DelAdj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| AdjDel/Veh: | 47.5 | | 60.2 | | 60.2 | | 55.3 | | 49.2 | | 44.6 | | 59.8 | | 17.6 | | 17.6 | | 38.4 | | 31.0 | | 31.0 | |
| LOS by Move: | D | | E | | E | | E | | D | | D | | E | | B | | B | | D | | C | | C | |
| HCM2k95thQ: | 0 | | 16 | | 16 | | 12 | | 4 | | 42 | | 30 | | 12 | | 12 | | 8 | | 48 | | 48 | |

Note: Queue reported is the number of cars per lane.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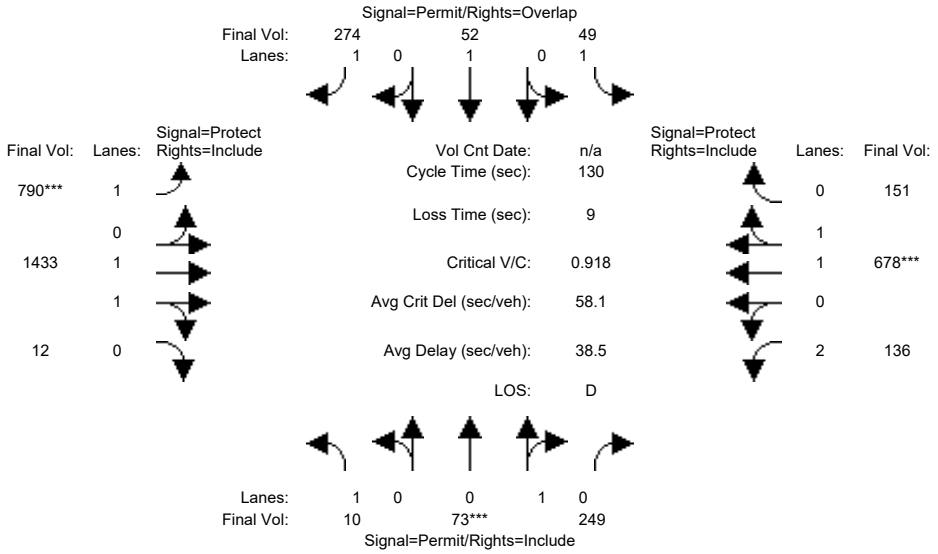
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #74: (28) 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: | 10 | 71 | 242 | 48 | 50 | 266 | 766 | 1390 | 12 | 132 | 658 | 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 | 50 | 266 | 766 | 1390 | 12 | 132 | 658 | 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 | 50 | 266 | 766 | 1390 | 12 | 132 | 658 | 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 | 52 | 274 | 790 | 1433 | 12 | 136 | 678 | 151 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 73 | 249 | 49 | 52 | 274 | 790 | 1433 | 12 | 136 | 678 | 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 | 52 | 274 | 790 | 1433 | 12 | 136 | 678 | 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 | 0.98 | 0.95 |
| Lanes: | 1.00 | 0.23 | 0.77 | 1.00 | 1.00 | 1.00 | 1.00 | 1.98 | 0.02 | 2.00 | 1.63 | 0.37 |
| Final Sat.: | 1750 | 408 | 1392 | 1750 | 1900 | 1750 | 1750 | 3668 | 32 | 3150 | 3028 | 672 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.18 | 0.18 | 0.03 | 0.03 | 0.16 | 0.45 | 0.39 | 0.39 | 0.04 | 0.22 | 0.22 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green Time: | 25.4 | 25.4 | 25.4 | 25.4 | 25.4 | 89.3 | 63.9 | 79.9 | 79.9 | 15.7 | 31.7 | 31.7 |
| Volume/Cap: | 0.03 | 0.92 | 0.92 | 0.14 | 0.14 | 0.23 | 0.92 | 0.64 | 0.64 | 0.36 | 0.92 | 0.92 |
| Delay/Veh: | 42.4 | 79.5 | 79.5 | 43.5 | 43.4 | 7.7 | 45.2 | 16.5 | 16.5 | 53.1 | 61.9 | 61.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.4 | 79.5 | 79.5 | 43.5 | 43.4 | 7.7 | 45.2 | 16.5 | 16.5 | 53.1 | 61.9 | 61.9 |
| LOS by Move: | D | E | E | D | D | A | D | B | B | D | E | E |
| HCM2k95thQ: | 1 | 29 | 29 | 3 | 3 | 8 | 55 | 32 | 32 | 6 | 32 | 32 |

Note: Queue reported is the number of cars per lane.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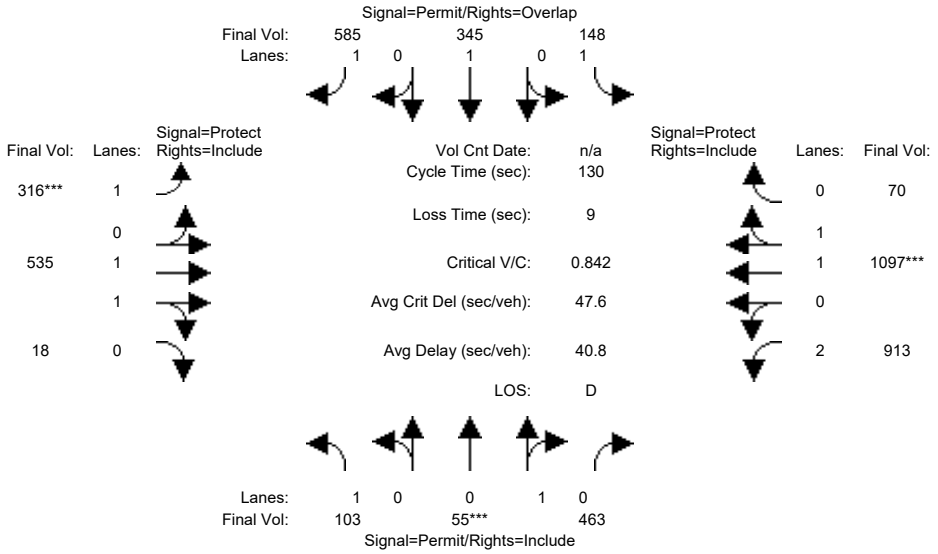
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #74: (28) 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: | 94 | 50 | 421 | 135 | 314 | 532 | 288 | 487 | 16 | 831 | 998 | 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: | 94 | 50 | 421 | 135 | 314 | 532 | 288 | 487 | 16 | 831 | 998 | 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: | 94 | 50 | 421 | 135 | 314 | 532 | 288 | 487 | 16 | 831 | 998 | 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: | 103 | 55 | 463 | 148 | 345 | 585 | 316 | 535 | 18 | 913 | 1097 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 103 | 55 | 463 | 148 | 345 | 585 | 316 | 535 | 18 | 913 | 1097 | 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: | 103 | 55 | 463 | 148 | 345 | 585 | 316 | 535 | 18 | 913 | 1097 | 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 | 0.11 | 0.89 | 1.00 | 1.00 | 1.00 | 1.00 | 1.93 | 0.07 | 2.00 | 1.88 | 0.12 |
| Final Sat.: | 1750 | 191 | 1609 | 1750 | 1900 | 1750 | 1750 | 3582 | 118 | 3150 | 3477 | 223 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.29 | 0.29 | 0.08 | 0.18 | 0.33 | 0.18 | 0.15 | 0.15 | 0.29 | 0.32 | 0.32 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green Time: | 44.4 | 44.4 | 44.4 | 44.4 | 44.4 | 72.3 | 27.9 | 26.1 | 26.1 | 50.6 | 48.7 | 48.7 |
| Volume/Cap: | 0.17 | 0.84 | 0.84 | 0.25 | 0.53 | 0.60 | 0.84 | 0.75 | 0.75 | 0.75 | 0.84 | 0.84 |
| Delay/Veh: | 30.1 | 49.8 | 49.8 | 31.0 | 35.3 | 20.3 | 64.6 | 53.0 | 53.0 | 36.7 | 42.0 | 42.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 30.1 | 49.8 | 49.8 | 31.0 | 35.3 | 20.3 | 64.6 | 53.0 | 53.0 | 36.7 | 42.0 | 42.0 |
| LOS by Move: | C | D | D | C | D | C | E | D | D | D | D | D |
| HCM2k95thQ: | 6 | 37 | 37 | 9 | 20 | 29 | 25 | 20 | 20 | 32 | 37 | 37 |

Note: Queue reported is the number of cars per lane.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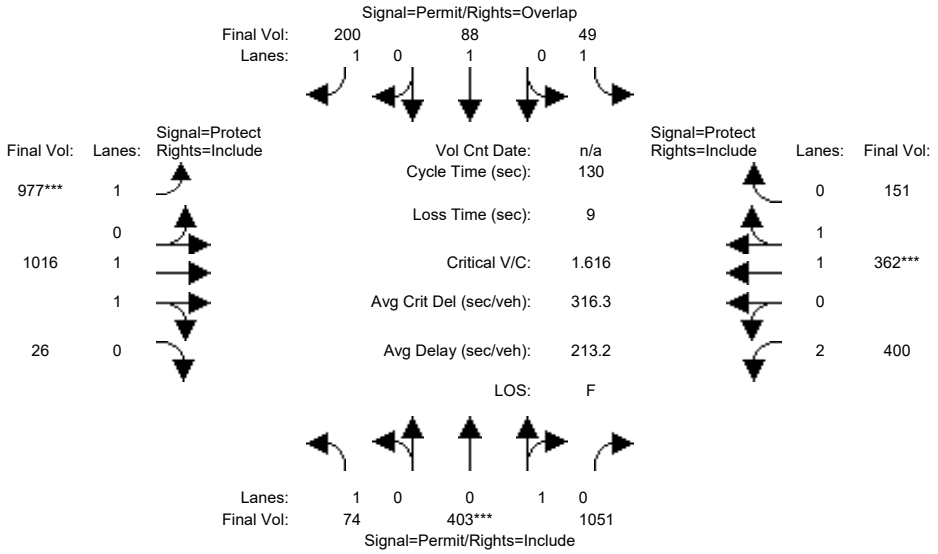
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #74: (28) 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: | 72 | 391 | 1019 | 48 | 85 | 194 | 948 | 986 | 25 | 388 | 351 | 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: | 72 | 391 | 1019 | 48 | 85 | 194 | 948 | 986 | 25 | 388 | 351 | 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: | 72 | 391 | 1019 | 48 | 85 | 194 | 948 | 986 | 25 | 388 | 351 | 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: | 74 | 403 | 1051 | 49 | 88 | 200 | 977 | 1016 | 26 | 400 | 362 | 151 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 74 | 403 | 1051 | 49 | 88 | 200 | 977 | 1016 | 26 | 400 | 362 | 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: | 74 | 403 | 1051 | 49 | 88 | 200 | 977 | 1016 | 26 | 400 | 362 | 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 | 0.98 | 0.95 |
| Lanes: | 1.00 | 0.28 | 0.72 | 1.00 | 1.00 | 1.00 | 1.00 | 1.95 | 0.05 | 2.00 | 1.40 | 0.60 |
| Final Sat.: | 1750 | 499 | 1301 | 1750 | 1900 | 1750 | 1750 | 3608 | 91 | 3150 | 2612 | 1087 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.81 | 0.81 | 0.03 | 0.05 | 0.11 | 0.56 | 0.28 | 0.28 | 0.13 | 0.14 | 0.14 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green Time: | 62.7 | 62.7 | 62.7 | 62.7 | 62.7 | 106.0 | 43.3 | 40.2 | 40.2 | 18.1 | 15.0 | 15.0 |
| Volume/Cap: | 0.09 | 1.68 | 1.68 | 0.06 | 0.10 | 0.14 | 1.68 | 0.91 | 0.91 | 0.91 | 1.20 | 1.20 |
| Delay/Veh: | 18.3 | 343 | 342.6 | 18.0 | 18.3 | 2.5 | 354.7 | 54.0 | 54.0 | 78.0 | 168 | 168.3 |
| 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: | 18.3 | 343 | 342.6 | 18.0 | 18.3 | 2.5 | 354.7 | 54.0 | 54.0 | 78.0 | 168 | 168.3 |
| LOS by Move: | B | F | F | B | B | A | F | D | D | E | F | F |
| HCM2k95thQ: | 3 | 203 | 203 | 2 | 4 | 4 | 140 | 38 | 38 | 20 | 29 | 29 |

Note: Queue reported is the number of cars per lane.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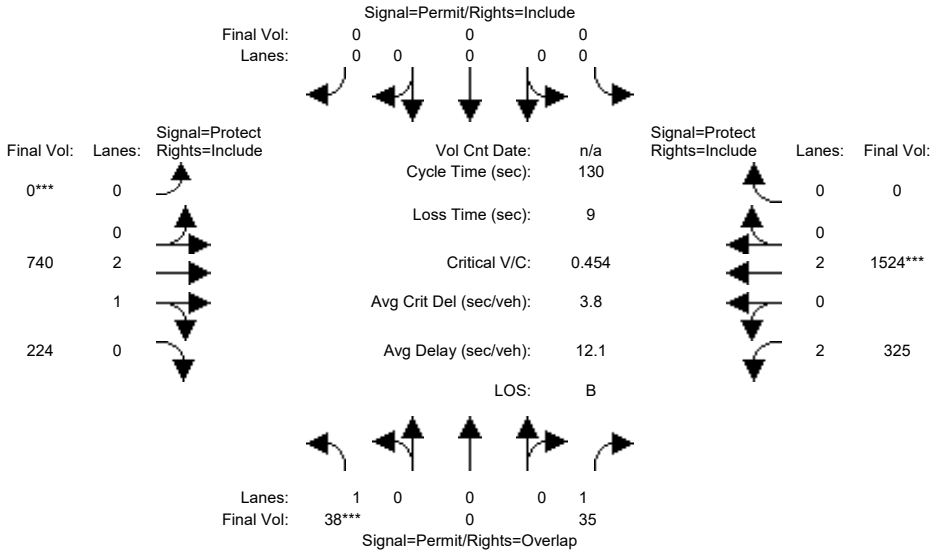
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #75: (30) 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: | 35 | 0 | 32 | 0 | 0 | 0 | 0 | 681 | 206 | 299 | 1402 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 35 | 0 | 32 | 0 | 0 | 0 | 0 | 681 | 206 | 299 | 1402 | 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: | 35 | 0 | 32 | 0 | 0 | 0 | 0 | 681 | 206 | 299 | 1402 | 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: | 38 | 0 | 35 | 0 | 0 | 0 | 0 | 740 | 224 | 325 | 1524 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 38 | 0 | 35 | 0 | 0 | 0 | 0 | 740 | 224 | 325 | 1524 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 38 | 0 | 35 | 0 | 0 | 0 | 0 | 740 | 224 | 325 | 1524 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.28 | 0.72 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 4298 | 1300 | 3150 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.10 | 0.40 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 10.0 | 0.0 | 54.5 | 0.0 | 0.0 | 0.0 | 0.0 | 66.5 | 66.5 | 44.5 | 111 | 0.0 |
| Volume/Cap: | 0.28 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.34 | 0.34 | 0.30 | 0.47 | 0.00 |
| Delay/Veh: | 57.8 | 0.0 | 22.4 | 0.0 | 0.0 | 0.0 | 0.0 | 18.8 | 18.8 | 31.5 | 2.4 | 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: | 57.8 | 0.0 | 22.4 | 0.0 | 0.0 | 0.0 | 0.0 | 18.8 | 18.8 | 31.5 | 2.4 | 0.0 |
| LOS by Move: | E | A | C | A | A | A | A | B | B | C | A | A |
| HCM2k95thQ: | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 14 | 14 | 10 | 14 | 0 |

Note: Queue reported is the number of cars per lane.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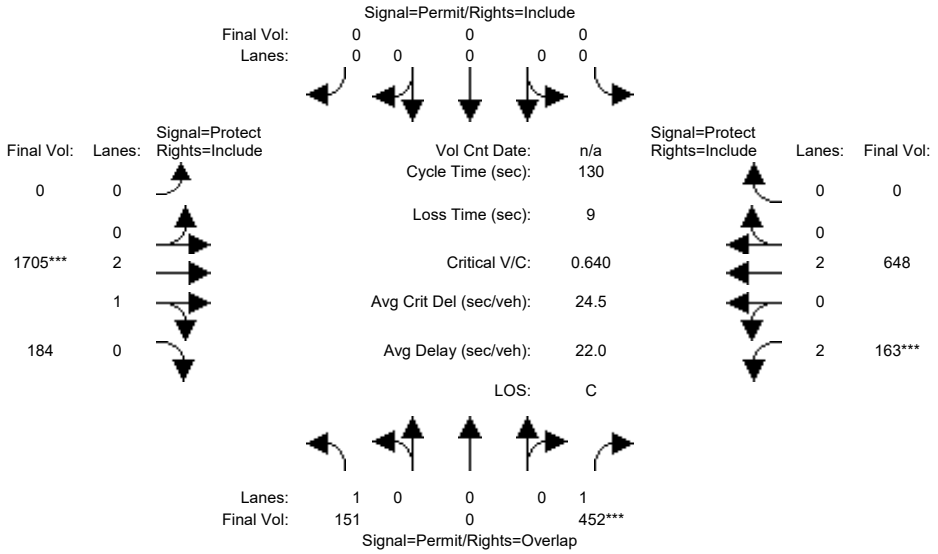
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #75: (30) 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: | 146 | 0 | 438 | 0 | 0 | 0 | 0 | 1654 | 178 | 158 | 629 | 0 |
| Growth Adj: | 1.00 | 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 | 0 | 438 | 0 | 0 | 0 | 0 | 1654 | 178 | 158 | 629 | 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: | 146 | 0 | 438 | 0 | 0 | 0 | 0 | 1654 | 178 | 158 | 629 | 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: | 151 | 0 | 452 | 0 | 0 | 0 | 0 | 1705 | 184 | 163 | 648 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 151 | 0 | 452 | 0 | 0 | 0 | 0 | 1705 | 184 | 163 | 648 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 151 | 0 | 452 | 0 | 0 | 0 | 0 | 1705 | 184 | 163 | 648 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.70 | 0.30 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 5055 | 544 | 3150 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.34 | 0.34 | 0.05 | 0.17 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |
| Green Time: | 31.5 | 0.0 | 46.5 | 0.0 | 0.0 | 0.0 | 0.0 | 74.5 | 74.5 | 15.0 | 89.5 | 0.0 |
| Volume/Cap: | 0.35 | 0.00 | 0.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.59 | 0.59 | 0.45 | 0.25 | 0.00 |
| Delay/Veh: | 41.3 | 0.0 | 40.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18.2 | 18.2 | 54.5 | 7.7 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.3 | 0.0 | 40.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18.2 | 18.2 | 54.5 | 7.7 | 0.0 |
| LOS by Move: | D | A | D | A | A | A | A | B | B | D | A | A |
| HCM2k95thQ: | 11 | 0 | 30 | 0 | 0 | 0 | 0 | 28 | 28 | 7 | 9 | 0 |

Note: Queue reported is the number of cars per lane.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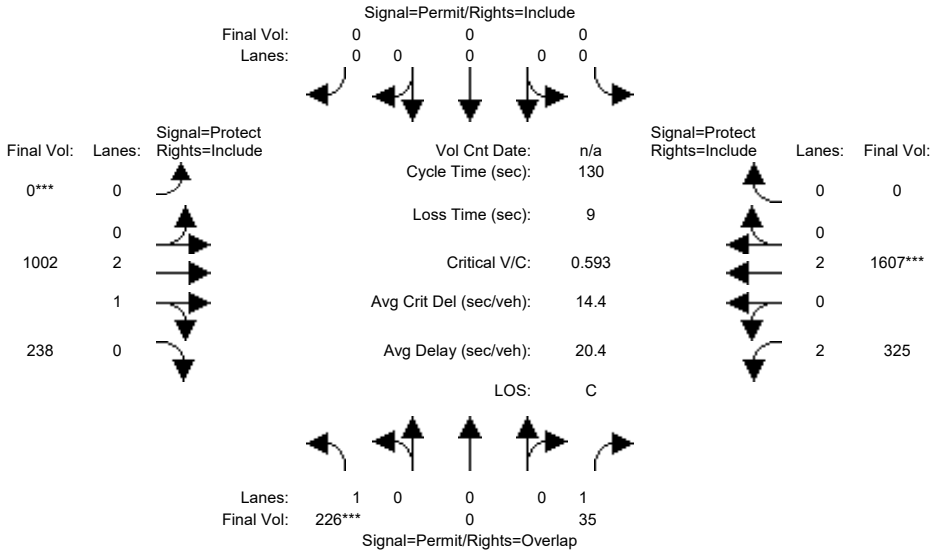
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #75: (30) 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: | 208 | 0 | 32 | 0 | 0 | 0 | 0 | 922 | 219 | 299 | 1478 | 0 |
| Growth Adj: | 1.00 | 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 | 0 | 32 | 0 | 0 | 0 | 0 | 922 | 219 | 299 | 1478 | 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: | 208 | 0 | 32 | 0 | 0 | 0 | 0 | 922 | 219 | 299 | 1478 | 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: | 226 | 0 | 35 | 0 | 0 | 0 | 0 | 1002 | 238 | 325 | 1607 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 226 | 0 | 35 | 0 | 0 | 0 | 0 | 1002 | 238 | 325 | 1607 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 226 | 0 | 35 | 0 | 0 | 0 | 0 | 1002 | 238 | 325 | 1607 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.40 | 0.60 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 4524 | 1075 | 3150 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.22 | 0.10 | 0.42 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 28.3 | 0.0 | 60.1 | 0.0 | 0.0 | 0.0 | 0.0 | 60.9 | 60.9 | 31.7 | 92.7 | 0.0 |
| Volume/Cap: | 0.59 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.47 | 0.42 | 0.59 | 0.00 |
| Delay/Veh: | 48.2 | 0.0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 23.7 | 23.7 | 41.8 | 9.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.2 | 0.0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 23.7 | 23.7 | 41.8 | 9.6 | 0.0 |
| LOS by Move: | D | A | B | A | A | A | A | C | C | D | A | A |
| HCM2k95thQ: | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 20 | 20 | 12 | 26 | 0 |

Note: Queue reported is the number of cars per lane.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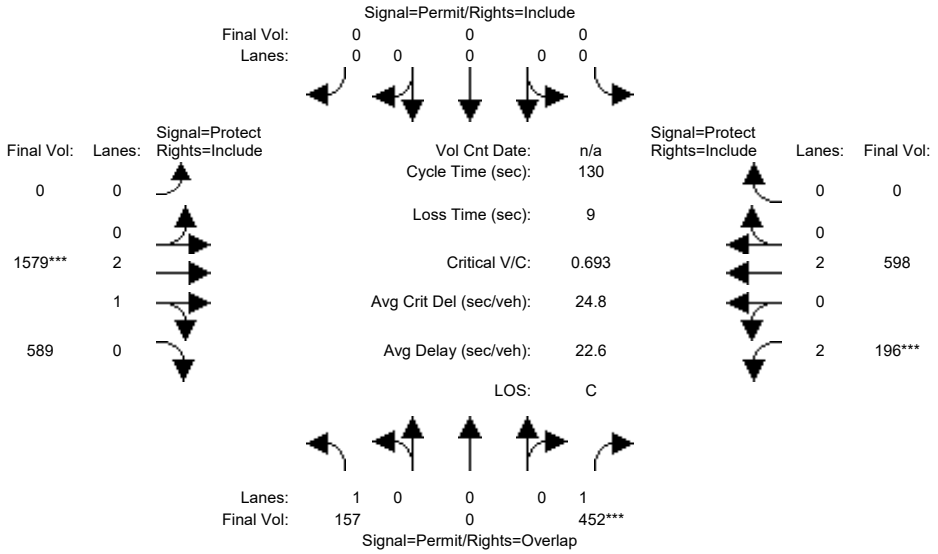
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #75: (30) 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: | 152 | 0 | 438 | 0 | 0 | 0 | 0 | 1532 | 571 | 190 | 580 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 152 | 0 | 438 | 0 | 0 | 0 | 0 | 1532 | 571 | 190 | 580 | 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: | 152 | 0 | 438 | 0 | 0 | 0 | 0 | 1532 | 571 | 190 | 580 | 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: | 157 | 0 | 452 | 0 | 0 | 0 | 0 | 1579 | 589 | 196 | 598 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 157 | 0 | 452 | 0 | 0 | 0 | 0 | 1579 | 589 | 196 | 598 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 157 | 0 | 452 | 0 | 0 | 0 | 0 | 1579 | 589 | 196 | 598 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.16 | 0.84 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 4078 | 1520 | 3150 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.39 | 0.06 | 0.16 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |
| Green Time: | 28.5 | 0.0 | 43.5 | 0.0 | 0.0 | 0.0 | 0.0 | 77.5 | 77.5 | 15.0 | 92.5 | 0.0 |
| Volume/Cap: | 0.41 | 0.00 | 0.77 | 0.00 | 0.00 | 0.00 | 0.00 | 0.65 | 0.65 | 0.54 | 0.22 | 0.00 |
| Delay/Veh: | 44.2 | 0.0 | 45.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.8 | 17.8 | 55.9 | 6.5 | 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: | 44.2 | 0.0 | 45.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.8 | 17.8 | 55.9 | 6.5 | 0.0 |
| LOS by Move: | D | A | D | A | A | A | A | B | B | E | A | A |
| HCM2k95thQ: | 11 | 0 | 32 | 0 | 0 | 0 | 0 | 31 | 31 | 9 | 8 | 0 |

Note: Queue reported is the number of cars per lane.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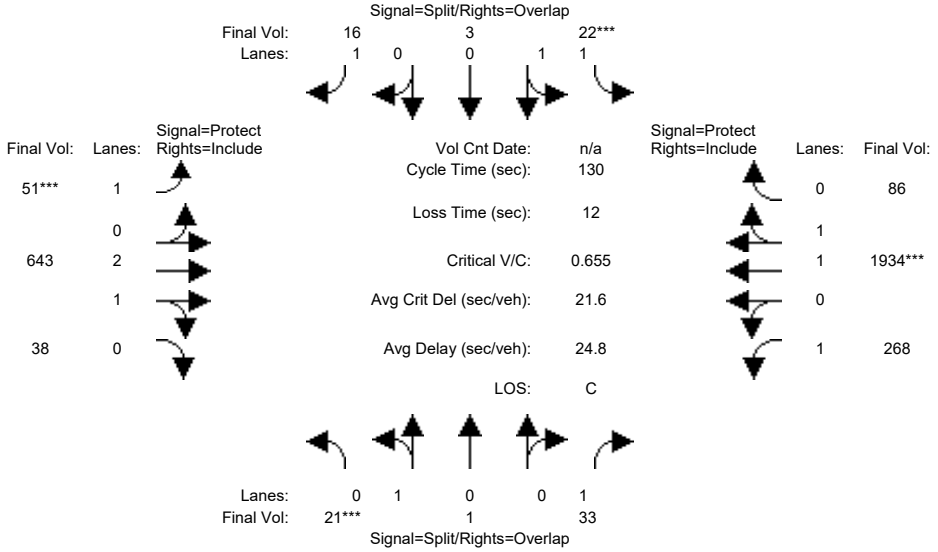
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #76: (31) 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 | 14 | 46 | 579 | 34 | 241 | 1741 | 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 | 14 | 46 | 579 | 34 | 241 | 1741 | 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 | 14 | 46 | 579 | 34 | 241 | 1741 | 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 | 16 | 51 | 643 | 38 | 268 | 1934 | 86 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 1 | 33 | 22 | 3 | 16 | 51 | 643 | 38 | 268 | 1934 | 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 | 16 | 51 | 643 | 38 | 268 | 1934 | 86 |
| 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 | 2.83 | 0.17 | 1.00 | 1.91 | 0.09 |
| Final Sat.: | 1710 | 90 | 1750 | 3087 | 463 | 1750 | 1750 | 5289 | 311 | 1750 | 3543 | 157 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.03 | 0.12 | 0.12 | 0.15 | 0.55 | 0.55 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 12.0 | 12.0 | 64.9 | 11.0 | 11.0 | 21.0 | 10.0 | 42.1 | 42.1 | 52.9 | 85.0 | 85.0 |
| Volume/Cap: | 0.13 | 0.13 | 0.04 | 0.09 | 0.09 | 0.06 | 0.38 | 0.38 | 0.38 | 0.38 | 0.84 | 0.84 |
| Delay/Veh: | 54.6 | 54.6 | 16.6 | 55.0 | 55.0 | 46.2 | 58.8 | 34.0 | 34.0 | 27.3 | 19.8 | 19.8 |
| 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 | 16.6 | 55.0 | 55.0 | 46.2 | 58.8 | 34.0 | 34.0 | 27.3 | 19.8 | 19.8 |
| LOS by Move: | D | D | B | D | D | D | E | C | C | C | B | B |
| HCM2k95thQ: | 2 | 2 | 1 | 1 | 1 | 1 | 4 | 13 | 13 | 15 | 53 | 53 |

Note: Queue reported is the number of cars per lane.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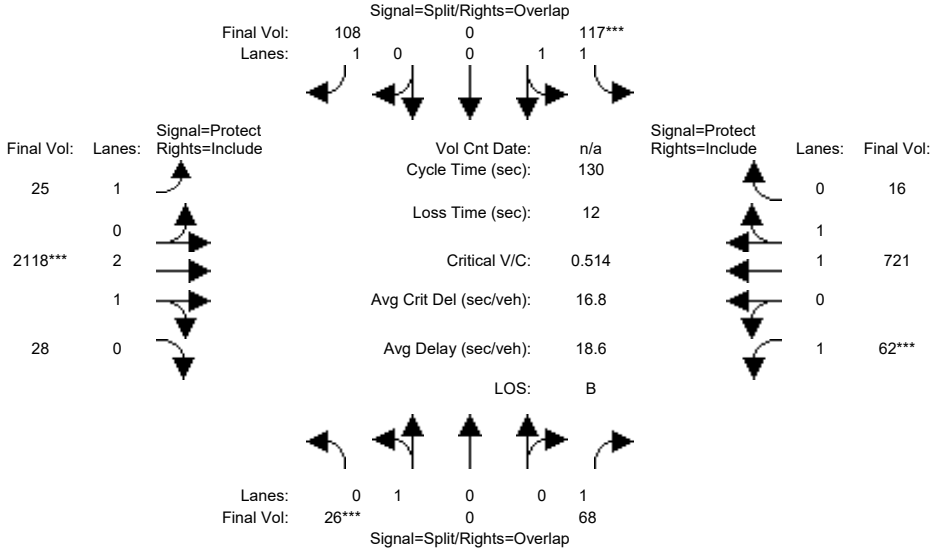
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #76: (31) 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 | 103 | 24 | 2012 | 27 | 59 | 685 | 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 | 103 | 24 | 2012 | 27 | 59 | 685 | 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 | 103 | 24 | 2012 | 27 | 59 | 685 | 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 | 108 | 25 | 2118 | 28 | 62 | 721 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 0 | 68 | 117 | 0 | 108 | 25 | 2118 | 28 | 62 | 721 | 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 | 108 | 25 | 2118 | 28 | 62 | 721 | 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 | 1.96 | 0.04 |
| Final Sat.: | 1800 | 0 | 1750 | 3550 | 0 | 1750 | 1750 | 5526 | 74 | 1750 | 3621 | 79 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.04 | 0.03 | 0.00 | 0.06 | 0.01 | 0.38 | 0.38 | 0.04 | 0.20 | 0.20 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 12.0 | 0.0 | 22.0 | 11.0 | 0.0 | 37.5 | 26.5 | 85.0 | 85.0 | 10.0 | 68.5 | 68.5 |
| Volume/Cap: | 0.16 | 0.00 | 0.23 | 0.39 | 0.00 | 0.21 | 0.07 | 0.59 | 0.59 | 0.46 | 0.38 | 0.38 |
| Delay/Veh: | 54.8 | 0.0 | 47.1 | 57.2 | 0.0 | 35.3 | 41.9 | 12.9 | 12.9 | 59.9 | 18.3 | 18.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.8 | 0.0 | 47.1 | 57.2 | 0.0 | 35.3 | 41.9 | 12.9 | 12.9 | 59.9 | 18.3 | 18.3 |
| LOS by Move: | D | A | D | E | A | D | D | B | B | E | B | B |
| HCM2k95thQ: | 2 | 0 | 5 | 6 | 0 | 7 | 2 | 28 | 28 | 6 | 16 | 16 |

Note: Queue reported is the number of cars per lane.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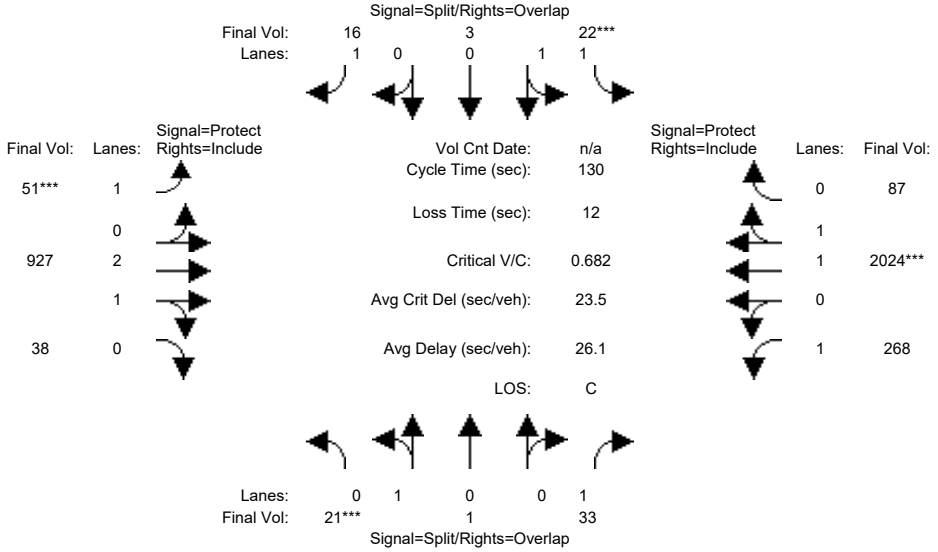
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #76: (31) 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 | 14 | 46 | 834 | 34 | 241 | 1822 | 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 | 14 | 46 | 834 | 34 | 241 | 1822 | 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 | 14 | 46 | 834 | 34 | 241 | 1822 | 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 | 16 | 51 | 927 | 38 | 268 | 2024 | 87 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 1 | 33 | 22 | 3 | 16 | 51 | 927 | 38 | 268 | 2024 | 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 | 16 | 51 | 927 | 38 | 268 | 2024 | 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 | 5380 | 219 | 1750 | 3548 | 152 |
| 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 | 0.57 | 0.57 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 12.0 | 12.0 | 56.7 | 11.0 | 11.0 | 21.0 | 10.0 | 50.3 | 50.3 | 44.7 | 85.0 | 85.0 |
| Volume/Cap: | 0.13 | 0.13 | 0.04 | 0.09 | 0.09 | 0.06 | 0.38 | 0.45 | 0.45 | 0.45 | 0.87 | 0.87 |
| Delay/Veh: | 54.6 | 54.6 | 21.1 | 55.0 | 55.0 | 46.2 | 58.8 | 29.7 | 29.7 | 33.6 | 21.9 | 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: | 54.6 | 54.6 | 21.1 | 55.0 | 55.0 | 46.2 | 58.8 | 29.7 | 29.7 | 33.6 | 21.9 | 21.9 |
| 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 | 58 | 58 |

Note: Queue reported is the number of cars per lane.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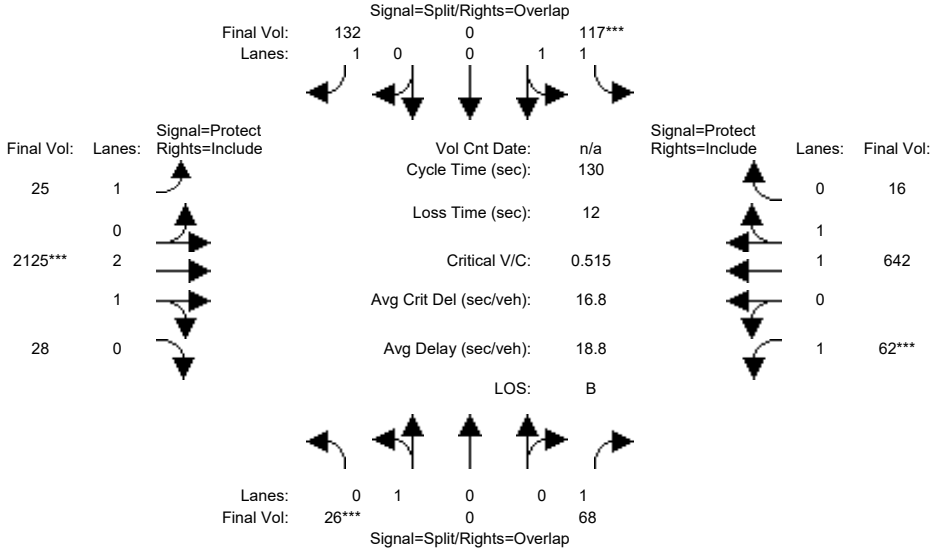
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #76: (31) 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 | 125 | 24 | 2019 | 27 | 59 | 610 | 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 | 125 | 24 | 2019 | 27 | 59 | 610 | 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 | 125 | 24 | 2019 | 27 | 59 | 610 | 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 | 132 | 25 | 2125 | 28 | 62 | 642 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 0 | 68 | 117 | 0 | 132 | 25 | 2125 | 28 | 62 | 642 | 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 | 132 | 25 | 2125 | 28 | 62 | 642 | 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 | 5526 | 74 | 1750 | 3611 | 89 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.04 | 0.03 | 0.00 | 0.08 | 0.01 | 0.38 | 0.38 | 0.04 | 0.18 | 0.18 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 12.0 | 0.0 | 22.0 | 11.0 | 0.0 | 39.7 | 28.7 | 85.0 | 85.0 | 10.0 | 66.3 | 66.3 |
| Volume/Cap: | 0.16 | 0.00 | 0.23 | 0.39 | 0.00 | 0.25 | 0.07 | 0.59 | 0.59 | 0.46 | 0.35 | 0.35 |
| Delay/Veh: | 54.8 | 0.0 | 47.1 | 57.2 | 0.0 | 34.2 | 40.1 | 12.9 | 12.9 | 59.9 | 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: | 54.8 | 0.0 | 47.1 | 57.2 | 0.0 | 34.2 | 40.1 | 12.9 | 12.9 | 59.9 | 19.1 | 19.1 |
| LOS by Move: | D | A | D | E | A | C | D | B | B | E | B | B |
| HCM2k95thQ: | 2 | 0 | 5 | 6 | 0 | 8 | 2 | 28 | 28 | 6 | 15 | 15 |

Note: Queue reported is the number of cars per lane.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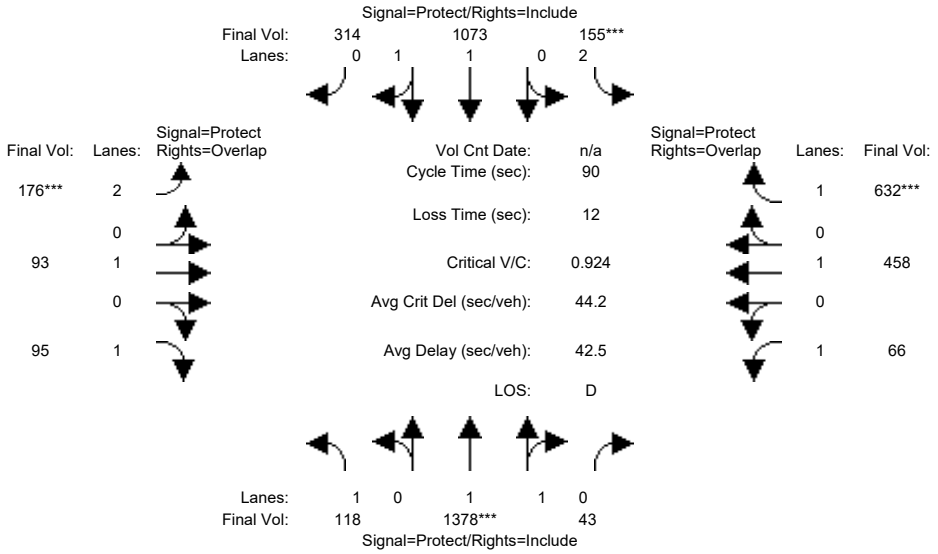
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #106: (41) 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 | 1254 | 39 | 141 | 976 | 286 | 160 | 85 | 86 | 60 | 417 | 575 |
| Growth Adj: | 1.00 | 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 | 1254 | 39 | 141 | 976 | 286 | 160 | 85 | 86 | 60 | 417 | 575 |
| Added Vol: | 0 | 0 | 0 | 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 | 1254 | 39 | 141 | 976 | 286 | 160 | 85 | 86 | 60 | 417 | 575 |
| User Adj: | 1.00 | 1.00 | 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 | 1378 | 43 | 155 | 1073 | 314 | 176 | 93 | 95 | 66 | 458 | 632 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 1378 | 43 | 155 | 1073 | 314 | 176 | 93 | 95 | 66 | 458 | 632 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 118 | 1378 | 43 | 155 | 1073 | 314 | 176 | 93 | 95 | 66 | 458 | 632 |
| 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 | 1.53 | 0.47 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3588 | 112 | 3150 | 2861 | 838 | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.38 | 0.38 | 0.05 | 0.37 | 0.37 | 0.06 | 0.05 | 0.05 | 0.04 | 0.24 | 0.36 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green Time: | 8.3 | 36.3 | 36.3 | 7.0 | 35.0 | 35.0 | 8.0 | 23.2 | 31.5 | 11.6 | 26.7 | 33.7 |
| Volume/Cap: | 0.73 | 0.95 | 0.95 | 0.63 | 0.96 | 0.96 | 0.63 | 0.19 | 0.15 | 0.29 | 0.81 | 0.96 |
| Delay/Veh: | 55.3 | 39.8 | 39.8 | 45.5 | 43.0 | 43.0 | 44.1 | 26.3 | 20.2 | 36.2 | 38.0 | 53.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 55.3 | 39.8 | 39.8 | 45.5 | 43.0 | 43.0 | 44.1 | 26.3 | 20.2 | 36.2 | 38.0 | 53.7 |
| LOS by Move: | E | D | D | D | D | D | D | C | C | D | D | D |
| HCM2k95thQ: | 7 | 38 | 38 | 5 | 39 | 39 | 6 | 4 | 4 | 4 | 25 | 41 |

Note: Queue reported is the number of cars per lane.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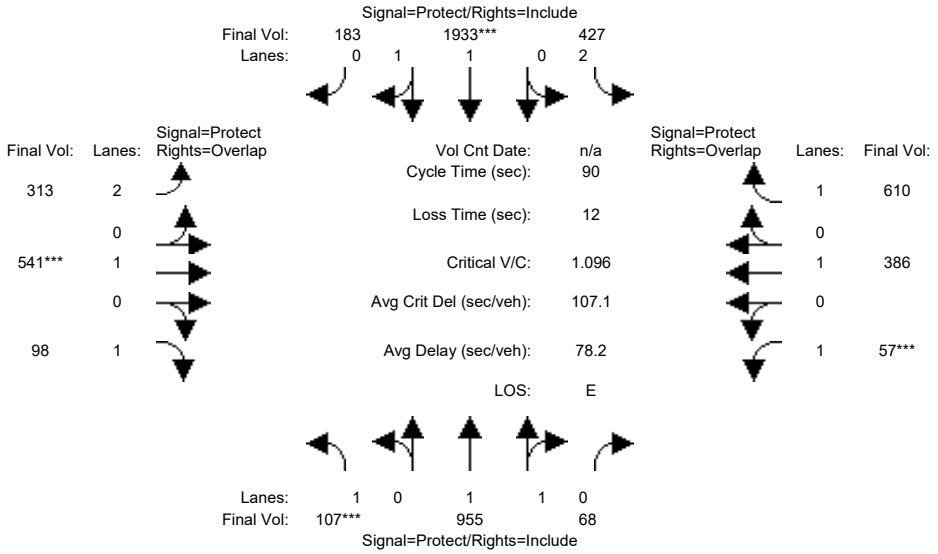
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #106: (41) 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 | 936 | 67 | 418 | 1894 | 179 | 307 | 530 | 96 | 56 | 378 | 598 |
| Growth Adj: | 1.00 | 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 | 936 | 67 | 418 | 1894 | 179 | 307 | 530 | 96 | 56 | 378 | 598 |
| Added Vol: | 0 | 0 | 0 | 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 | 936 | 67 | 418 | 1894 | 179 | 307 | 530 | 96 | 56 | 378 | 598 |
| User Adj: | 1.00 | 1.00 | 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 | 955 | 68 | 427 | 1933 | 183 | 313 | 541 | 98 | 57 | 386 | 610 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 955 | 68 | 427 | 1933 | 183 | 313 | 541 | 98 | 57 | 386 | 610 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 107 | 955 | 68 | 427 | 1933 | 183 | 313 | 541 | 98 | 57 | 386 | 610 |
| Saturation 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 | 1.86 | 0.14 | 2.00 | 1.82 | 0.18 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3453 | 247 | 3150 | 3380 | 319 | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.28 | 0.28 | 0.14 | 0.57 | 0.57 | 0.10 | 0.28 | 0.06 | 0.03 | 0.20 | 0.35 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.0 | 35.0 | 35.0 | 17.1 | 44.1 | 44.1 | 8.2 | 21.9 | 29.9 | 4.0 | 17.7 | 34.8 |
| Volume/Cap: | 0.69 | 0.71 | 0.71 | 0.71 | 1.17 | 1.17 | 1.09 | 1.17 | 0.17 | 0.73 | 1.03 | 0.90 |
| Delay/Veh: | 52.1 | 25.0 | 25.0 | 38.2 | 105 | 104.9 | 118.5 | 131 | 21.4 | 72.6 | 91.5 | 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: | 52.1 | 25.0 | 25.0 | 38.2 | 105 | 104.9 | 118.5 | 131 | 21.4 | 72.6 | 91.5 | 41.3 |
| LOS by Move: | D | C | C | D | F | F | F | F | C | E | F | D |
| HCM2k95thQ: | 7 | 22 | 22 | 13 | 78 | 78 | 15 | 41 | 4 | 7 | 30 | 36 |

Note: Queue reported is the number of cars per lane.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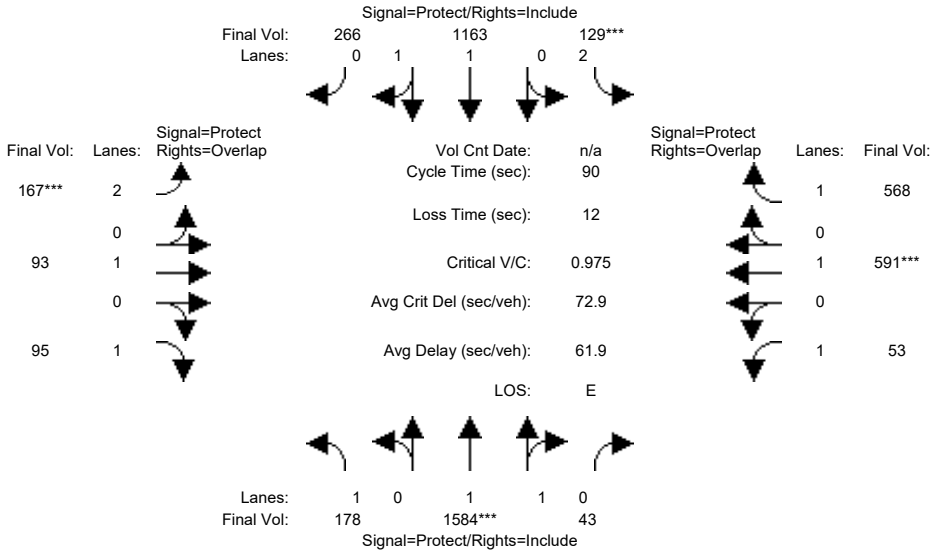
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #106: (41) 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: | 162 | 1441 | 39 | 117 | 1058 | 242 | 152 | 85 | 86 | 48 | 538 | 517 |
| Growth Adj: | 1.00 | 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 | 1441 | 39 | 117 | 1058 | 242 | 152 | 85 | 86 | 48 | 538 | 517 |
| Added Vol: | 0 | 0 | 0 | 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 | 1441 | 39 | 117 | 1058 | 242 | 152 | 85 | 86 | 48 | 538 | 517 |
| User Adj: | 1.00 | 1.00 | 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: | 178 | 1584 | 43 | 129 | 1163 | 266 | 167 | 93 | 95 | 53 | 591 | 568 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 178 | 1584 | 43 | 129 | 1163 | 266 | 167 | 93 | 95 | 53 | 591 | 568 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 178 | 1584 | 43 | 129 | 1163 | 266 | 167 | 93 | 95 | 53 | 591 | 568 |
| 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 | 1.62 | 0.38 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3602 | 97 | 3150 | 3011 | 689 | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.44 | 0.44 | 0.04 | 0.39 | 0.39 | 0.05 | 0.05 | 0.05 | 0.03 | 0.31 | 0.32 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 9.2 | 36.9 | 36.9 | 7.0 | 34.7 | 34.7 | 8.0 | 22.7 | 31.9 | 11.4 | 26.1 | 33.1 |
| Volume/Cap: | 1.00 | 1.07 | 1.07 | 0.52 | 1.00 | 1.00 | 0.60 | 0.19 | 0.15 | 0.24 | 1.07 | 0.88 |
| Delay/Veh: | 108.0 | 71.8 | 71.8 | 42.0 | 51.6 | 51.6 | 42.9 | 26.6 | 19.9 | 36.0 | 91.2 | 40.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 108.0 | 71.8 | 71.8 | 42.0 | 51.6 | 51.6 | 42.9 | 26.6 | 19.9 | 36.0 | 91.2 | 40.2 |
| LOS by Move: | F | E | E | D | D | D | D | C | B | D | F | D |
| HCM2k95thQ: | 14 | 53 | 53 | 4 | 42 | 42 | 6 | 4 | 4 | 3 | 43 | 33 |

Note: Queue reported is the number of cars per lane.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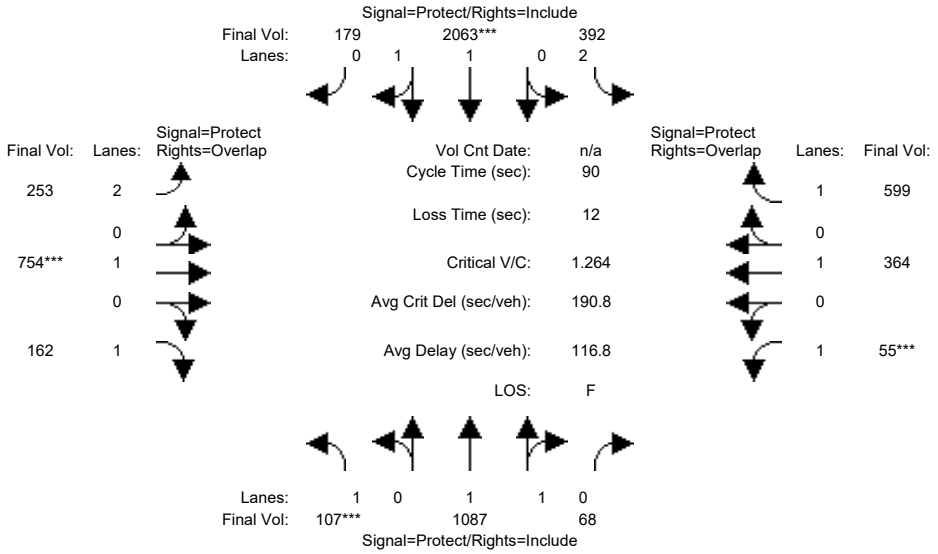
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #106: (41) 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 | 1065 | 67 | 384 | 2022 | 175 | 248 | 739 | 159 | 54 | 357 | 587 |
| Growth Adj: | 1.00 | 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 | 1065 | 67 | 384 | 2022 | 175 | 248 | 739 | 159 | 54 | 357 | 587 |
| Added Vol: | 0 | 0 | 0 | 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 | 1065 | 67 | 384 | 2022 | 175 | 248 | 739 | 159 | 54 | 357 | 587 |
| User Adj: | 1.00 | 1.00 | 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 | 1087 | 68 | 392 | 2063 | 179 | 253 | 754 | 162 | 55 | 364 | 599 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 1087 | 68 | 392 | 2063 | 179 | 253 | 754 | 162 | 55 | 364 | 599 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 107 | 1087 | 68 | 392 | 2063 | 179 | 253 | 754 | 162 | 55 | 364 | 599 |
| Saturation 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 | 1.84 | 0.16 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3481 | 219 | 3150 | 3405 | 295 | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.31 | 0.31 | 0.12 | 0.61 | 0.61 | 0.08 | 0.40 | 0.09 | 0.03 | 0.19 | 0.34 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.0 | 34.2 | 34.2 | 13.6 | 39.9 | 39.9 | 8.7 | 26.1 | 34.1 | 4.0 | 21.4 | 35.0 |
| Volume/Cap: | 0.69 | 0.82 | 0.82 | 0.82 | 1.37 | 1.37 | 0.83 | 1.37 | 0.24 | 0.71 | 0.81 | 0.88 |
| Delay/Veh: | 52.1 | 29.1 | 29.1 | 47.8 | 194 | 194.4 | 56.8 | 209 | 19.3 | 68.3 | 42.6 | 38.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.1 | 29.1 | 29.1 | 47.8 | 194 | 194.4 | 56.8 | 209 | 19.3 | 68.3 | 42.6 | 38.1 |
| LOS by Move: | D | C | C | D | F | F | E | F | B | E | D | D |
| HCM2k95thQ: | 7 | 27 | 27 | 13 | 105 | 105 | 8 | 69 | 6 | 6 | 21 | 34 |

Note: Queue reported is the number of cars per lane.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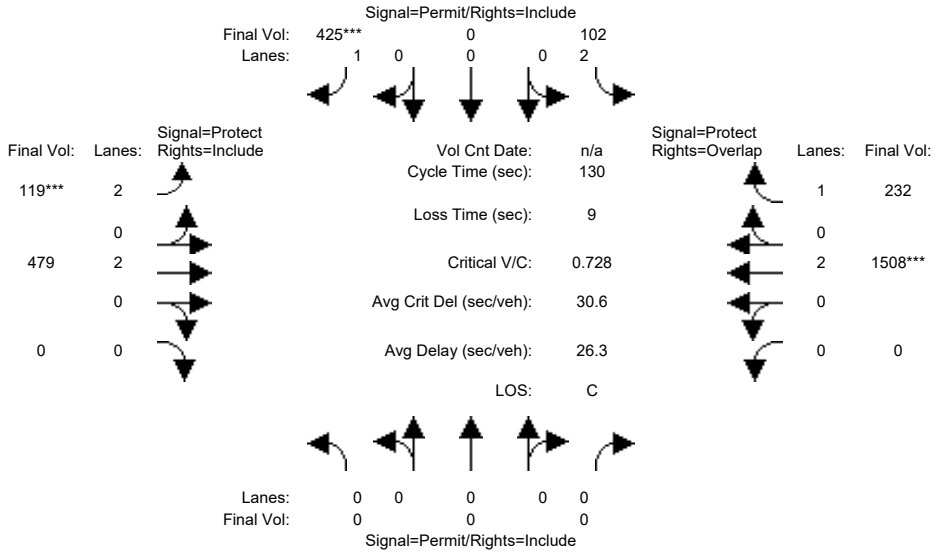
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #115: (38) TASMAN / CALLE DEL SOL




| 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 | 8 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 99 | 0 | 412 | 115 | 465 | 0 | 0 | 1463 | 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: | 0 | 0 | 0 | 99 | 0 | 412 | 115 | 465 | 0 | 0 | 1463 | 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: | 0 | 0 | 0 | 99 | 0 | 412 | 115 | 465 | 0 | 0 | 1463 | 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: | 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: | 0 | 0 | 0 | 102 | 0 | 425 | 119 | 479 | 0 | 0 | 1508 | 232 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 102 | 0 | 425 | 119 | 479 | 0 | 0 | 1508 | 232 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 102 | 0 | 425 | 119 | 479 | 0 | 0 | 1508 | 232 |
| Saturation 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3150 | 0 | 1750 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.24 | 0.04 | 0.13 | 0.00 | 0.00 | 0.40 | 0.13 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 42.9 | 0.0 | 42.9 | 8.0 | 78.1 | 0.0 | 0.0 | 70.1 | 70.1 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.74 | 0.61 | 0.21 | 0.00 | 0.00 | 0.74 | 0.25 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 30.2 | 0.0 | 43.5 | 65.1 | 11.9 | 0.0 | 0.0 | 24.3 | 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: | 0.0 | 0.0 | 0.0 | 30.2 | 0.0 | 43.5 | 65.1 | 11.9 | 0.0 | 0.0 | 24.3 | 16.0 |
| LOS by Move: | A | A | A | C | A | D | E | B | A | A | C | B |
| HCM2k95thQ: | 0 | 0 | 0 | 3 | 0 | 30 | 6 | 8 | 0 | 0 | 36 | 10 |

Note: Queue reported is the number of cars per lane.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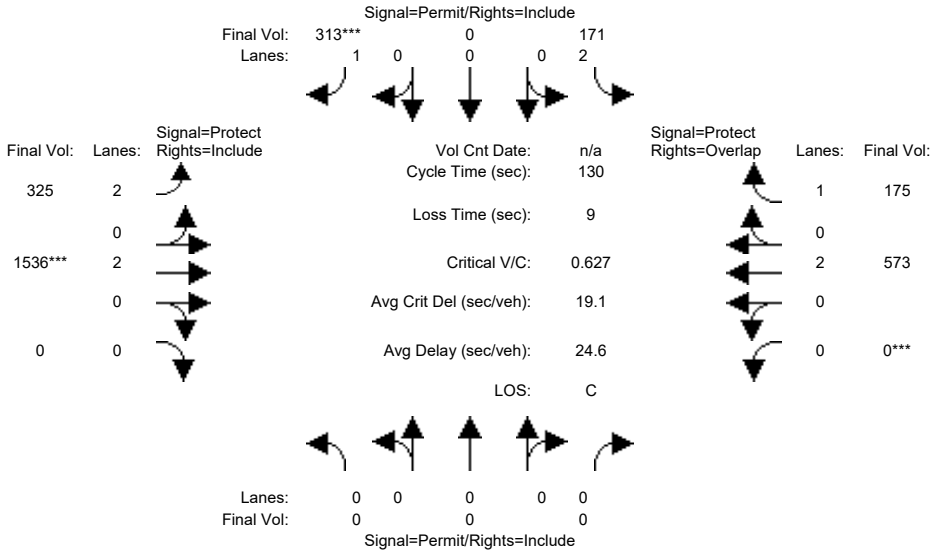
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #115: (38) TASMAN / CALLE DEL SOL




| 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 | 8 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 166 | 0 | 304 | 315 | 1490 | 0 | 0 | 556 | 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: | 0 | 0 | 0 | 166 | 0 | 304 | 315 | 1490 | 0 | 0 | 556 | 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: | 0 | 0 | 0 | 166 | 0 | 304 | 315 | 1490 | 0 | 0 | 556 | 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: | 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: | 0 | 0 | 0 | 171 | 0 | 313 | 325 | 1536 | 0 | 0 | 573 | 175 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 171 | 0 | 313 | 325 | 1536 | 0 | 0 | 573 | 175 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 171 | 0 | 313 | 325 | 1536 | 0 | 0 | 573 | 175 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3150 | 0 | 1750 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.18 | 0.10 | 0.40 | 0.00 | 0.00 | 0.15 | 0.10 |
| Crit Moves: | | | | | | **** | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 37.1 | 0.0 | 37.1 | 34.0 | 83.9 | 0.0 | 0.0 | 49.8 | 49.8 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 0.63 | 0.39 | 0.63 | 0.00 | 0.00 | 0.39 | 0.26 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 35.2 | 0.0 | 42.9 | 39.8 | 14.3 | 0.0 | 0.0 | 29.3 | 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: | 0.0 | 0.0 | 0.0 | 35.2 | 0.0 | 42.9 | 39.8 | 14.3 | 0.0 | 0.0 | 29.3 | 27.7 |
| LOS by Move: | A | A | A | D | A | D | D | B | A | A | C | C |
| HCM2k95thQ: | 0 | 0 | 0 | 6 | 0 | 22 | 12 | 31 | 0 | 0 | 15 | 10 |

Note: Queue reported is the number of cars per lane.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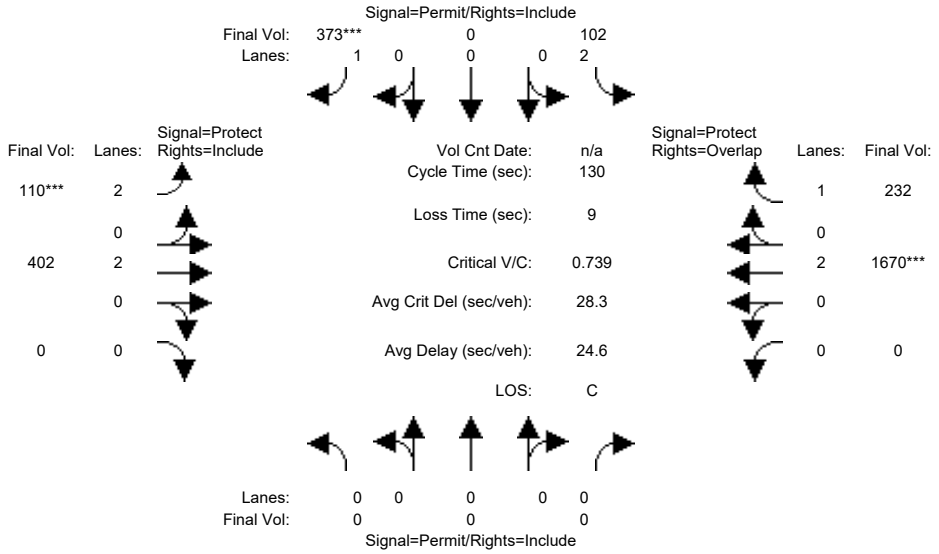
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #115: (38) TASMAN / CALLE DEL SOL




| 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 | 8 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 99 | 0 | 362 | 107 | 390 | 0 | 0 | 1620 | 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: | 0 | 0 | 0 | 99 | 0 | 362 | 107 | 390 | 0 | 0 | 1620 | 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: | 0 | 0 | 0 | 99 | 0 | 362 | 107 | 390 | 0 | 0 | 1620 | 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: | 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: | 0 | 0 | 0 | 102 | 0 | 373 | 110 | 402 | 0 | 0 | 1670 | 232 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 102 | 0 | 373 | 110 | 402 | 0 | 0 | 1670 | 232 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 102 | 0 | 373 | 110 | 402 | 0 | 0 | 1670 | 232 |
| Saturation 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3150 | 0 | 1750 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.21 | 0.04 | 0.11 | 0.00 | 0.00 | 0.44 | 0.13 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 36.9 | 0.0 | 36.9 | 8.0 | 84.1 | 0.0 | 0.0 | 76.1 | 76.1 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.75 | 0.57 | 0.16 | 0.00 | 0.00 | 0.75 | 0.23 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 34.5 | 0.0 | 48.7 | 63.3 | 9.1 | 0.0 | 0.0 | 21.4 | 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: | 0.0 | 0.0 | 0.0 | 34.5 | 0.0 | 48.7 | 63.3 | 9.1 | 0.0 | 0.0 | 21.4 | 13.0 |
| LOS by Move: | A | A | A | C | A | D | E | A | A | A | C | B |
| HCM2k95thQ: | 0 | 0 | 0 | 4 | 0 | 28 | 5 | 6 | 0 | 0 | 38 | 9 |

Note: Queue reported is the number of cars per lane.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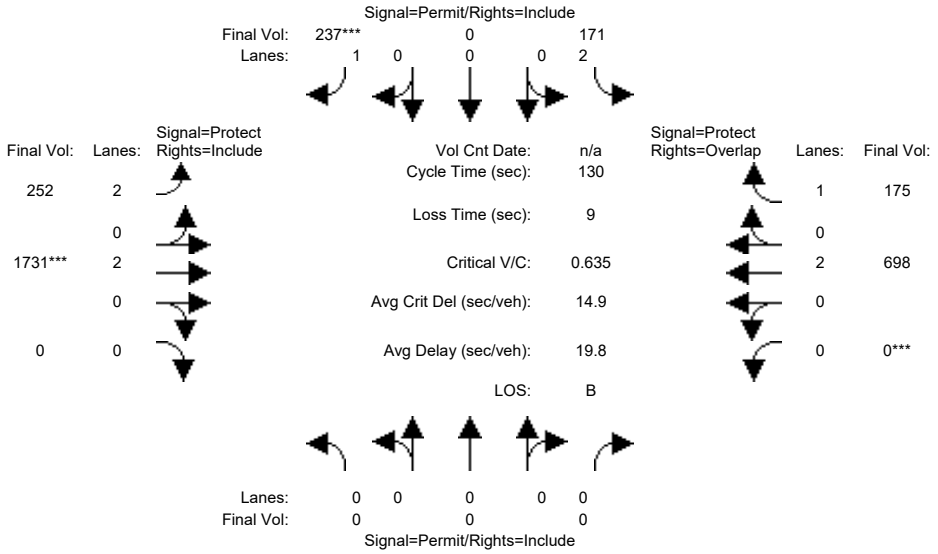
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #115: (38) TASMAN / CALLE DEL SOL




| 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 | 8 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 166 | 0 | 230 | 244 | 1679 | 0 | 0 | 677 | 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: | 0 | 0 | 0 | 166 | 0 | 230 | 244 | 1679 | 0 | 0 | 677 | 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: | 0 | 0 | 0 | 166 | 0 | 230 | 244 | 1679 | 0 | 0 | 677 | 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: | 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: | 0 | 0 | 0 | 171 | 0 | 237 | 252 | 1731 | 0 | 0 | 698 | 175 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 171 | 0 | 237 | 252 | 1731 | 0 | 0 | 698 | 175 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 171 | 0 | 237 | 252 | 1731 | 0 | 0 | 698 | 175 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3150 | 0 | 1750 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.14 | 0.08 | 0.46 | 0.00 | 0.00 | 0.18 | 0.10 |
| Crit Moves: | | | | | | **** | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 27.7 | 0.0 | 27.7 | 28.3 | 93.3 | 0.0 | 0.0 | 65.0 | 65.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.63 | 0.37 | 0.63 | 0.00 | 0.00 | 0.37 | 0.20 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 42.7 | 0.0 | 50.1 | 43.6 | 10.0 | 0.0 | 0.0 | 20.0 | 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: | 0.0 | 0.0 | 0.0 | 42.7 | 0.0 | 50.1 | 43.6 | 10.0 | 0.0 | 0.0 | 20.0 | 18.2 |
| LOS by Move: | A | A | A | D | A | D | D | B | A | A | C | B |
| HCM2k95thQ: | 0 | 0 | 0 | 7 | 0 | 19 | 10 | 31 | 0 | 0 | 15 | 8 |

Note: Queue reported is the number of cars per lane.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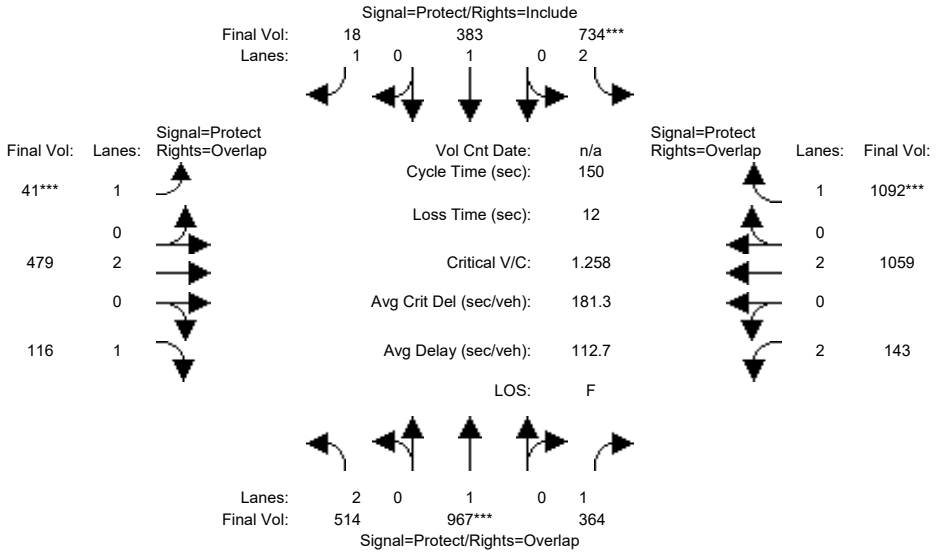
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #123: (39) 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: | 473 | 890 | 335 | 675 | 352 | 17 | 38 | 441 | 107 | 132 | 974 | 1005 |
| Growth Adj: | 1.00 | 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 | 890 | 335 | 675 | 352 | 17 | 38 | 441 | 107 | 132 | 974 | 1005 |
| Added Vol: | 0 | 0 | 0 | 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 | 890 | 335 | 675 | 352 | 17 | 38 | 441 | 107 | 132 | 974 | 1005 |
| User Adj: | 1.00 | 1.00 | 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: | 514 | 967 | 364 | 734 | 383 | 18 | 41 | 479 | 116 | 143 | 1059 | 1092 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 514 | 967 | 364 | 734 | 383 | 18 | 41 | 479 | 116 | 143 | 1059 | 1092 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 514 | 967 | 364 | 734 | 383 | 18 | 41 | 479 | 116 | 143 | 1059 | 1092 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 0.51 | 0.21 | 0.23 | 0.20 | 0.01 | 0.02 | 0.13 | 0.07 | 0.05 | 0.28 | 0.62 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green Time: | 39.0 | 59.7 | 73.3 | 27.3 | 48.1 | 48.1 | 5.0 | 37.4 | 76.4 | 13.5 | 45.9 | 73.3 |
| Volume/Cap: | 0.63 | 1.28 | 0.43 | 1.28 | 0.63 | 0.03 | 0.71 | 0.51 | 0.13 | 0.51 | 0.91 | 1.28 |
| Delay/Veh: | 50.7 | 180 | 25.1 | 199.6 | 45.4 | 35.0 | 104.8 | 48.8 | 19.4 | 66.5 | 60.7 | 172.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.7 | 180 | 25.1 | 199.6 | 45.4 | 35.0 | 104.8 | 48.8 | 19.4 | 66.5 | 60.7 | 172.6 |
| LOS by Move: | D | F | C | F | D | D | F | D | B | E | E | F |
| HCM2k95thQ: | 22 | 106 | 21 | 54 | 27 | 1 | 5 | 17 | 6 | 7 | 39 | 126 |

Note: Queue reported is the number of cars per lane.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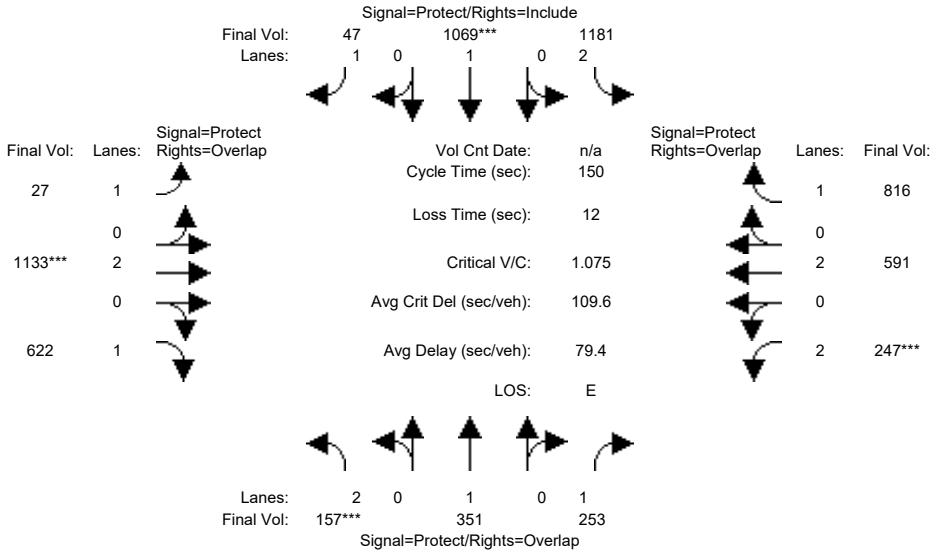
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #123: (39) 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: | 151 | 337 | 243 | 1134 | 1026 | 45 | 26 | 1088 | 597 | 237 | 567 | 783 |
| Growth Adj: | 1.00 | 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 | 337 | 243 | 1134 | 1026 | 45 | 26 | 1088 | 597 | 237 | 567 | 783 |
| Added Vol: | 0 | 0 | 0 | 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 | 337 | 243 | 1134 | 1026 | 45 | 26 | 1088 | 597 | 237 | 567 | 783 |
| User Adj: | 1.00 | 1.00 | 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: | 157 | 351 | 253 | 1181 | 1069 | 47 | 27 | 1133 | 622 | 247 | 591 | 816 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 157 | 351 | 253 | 1181 | 1069 | 47 | 27 | 1133 | 622 | 247 | 591 | 816 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 157 | 351 | 253 | 1181 | 1069 | 47 | 27 | 1133 | 622 | 247 | 591 | 816 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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: | 0.05 | 0.18 | 0.14 | 0.38 | 0.56 | 0.03 | 0.02 | 0.30 | 0.36 | 0.08 | 0.16 | 0.47 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 10.0 | 28.6 | 39.3 | 58.1 | 76.7 | 76.7 | 9.1 | 40.7 | 50.7 | 10.7 | 42.3 | 100.3 |
| Volume/Cap: | 0.75 | 0.97 | 0.55 | 0.97 | 1.10 | 0.05 | 0.26 | 1.10 | 1.05 | 1.10 | 0.55 | 0.70 |
| Delay/Veh: | 82.6 | 99.1 | 49.2 | 63.8 | 97.1 | 18.4 | 68.5 | 114 | 101.2 | 159.3 | 46.4 | 17.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 82.6 | 99.1 | 49.2 | 63.8 | 97.1 | 18.4 | 68.5 | 114 | 101.2 | 159.3 | 46.4 | 17.3 |
| LOS by Move: | F | F | D | E | F | B | E | F | F | F | D | B |
| HCM2k95thQ: | 9 | 32 | 19 | 59 | 97 | 2 | 3 | 53 | 59 | 17 | 20 | 41 |

Note: Queue reported is the number of cars per lane.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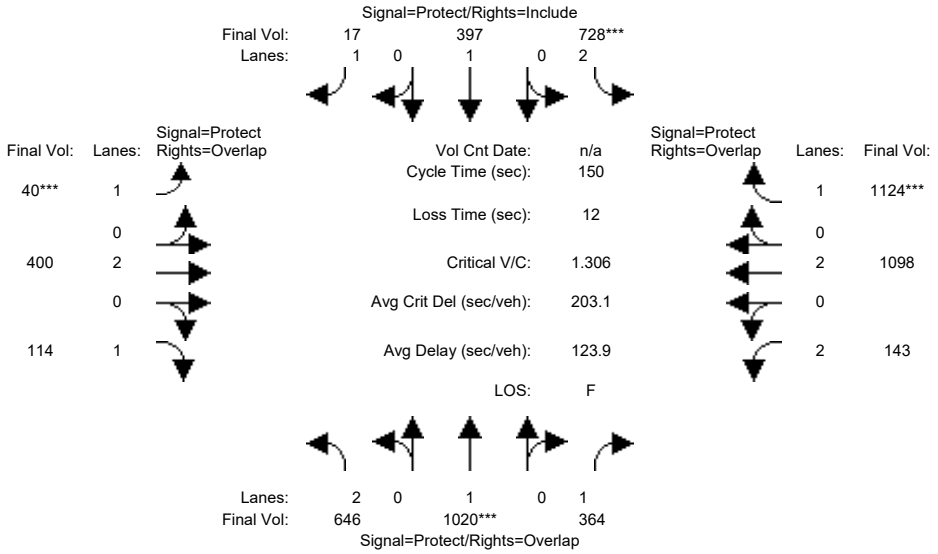
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #123: (39) 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: | 594 | 938 | 335 | 670 | 365 | 16 | 37 | 368 | 105 | 132 | 1010 | 1034 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 594 | 938 | 335 | 670 | 365 | 16 | 37 | 368 | 105 | 132 | 1010 | 1034 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 594 | 938 | 335 | 670 | 365 | 16 | 37 | 368 | 105 | 132 | 1010 | 1034 |
| User Adj: | 1.00 | 1.00 | 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: | 646 | 1020 | 364 | 728 | 397 | 17 | 40 | 400 | 114 | 143 | 1098 | 1124 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 646 | 1020 | 364 | 728 | 397 | 17 | 40 | 400 | 114 | 143 | 1098 | 1124 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 646 | 1020 | 364 | 728 | 397 | 17 | 40 | 400 | 114 | 143 | 1098 | 1124 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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: | 0.20 | 0.54 | 0.21 | 0.23 | 0.21 | 0.01 | 0.02 | 0.11 | 0.07 | 0.05 | 0.29 | 0.64 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green Time: | 42.9 | 60.5 | 76.1 | 26.1 | 43.7 | 43.7 | 5.0 | 35.9 | 78.8 | 15.5 | 46.4 | 72.5 |
| Volume/Cap: | 0.72 | 1.33 | 0.41 | 1.33 | 0.72 | 0.03 | 0.69 | 0.44 | 0.12 | 0.44 | 0.93 | 1.33 |
| Delay/Veh: | 50.9 | 202 | 23.3 | 222.5 | 52.1 | 38.1 | 101.3 | 48.9 | 18.2 | 64.1 | 63.8 | 195.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.9 | 202 | 23.3 | 222.5 | 52.1 | 38.1 | 101.3 | 48.9 | 18.2 | 64.1 | 63.8 | 195.2 |
| LOS by Move: | D | F | C | F | D | D | F | D | B | E | E | F |
| HCM2k95thQ: | 28 | 116 | 20 | 56 | 30 | 1 | 4 | 14 | 6 | 7 | 44 | 138 |

Note: Queue reported is the number of cars per lane.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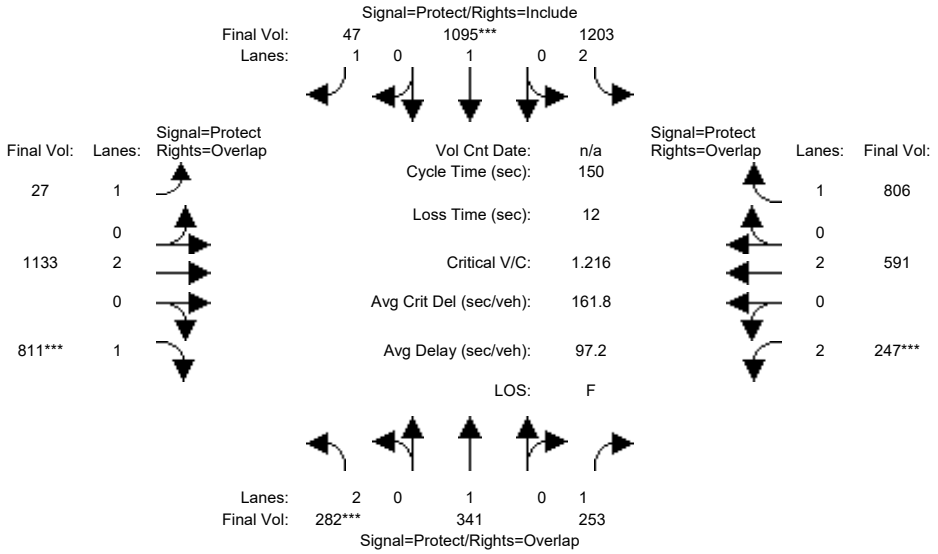
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #123: (39) 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: | 271 | 327 | 243 | 1155 | 1051 | 45 | 26 | 1088 | 779 | 237 | 567 | 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: | 271 | 327 | 243 | 1155 | 1051 | 45 | 26 | 1088 | 779 | 237 | 567 | 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: | 271 | 327 | 243 | 1155 | 1051 | 45 | 26 | 1088 | 779 | 237 | 567 | 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: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 282 | 341 | 253 | 1203 | 1095 | 47 | 27 | 1133 | 811 | 247 | 591 | 806 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 282 | 341 | 253 | 1203 | 1095 | 47 | 27 | 1133 | 811 | 247 | 591 | 806 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 282 | 341 | 253 | 1203 | 1095 | 47 | 27 | 1133 | 811 | 247 | 591 | 806 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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: | 0.09 | 0.18 | 0.14 | 0.38 | 0.58 | 0.03 | 0.02 | 0.30 | 0.46 | 0.08 | 0.16 | 0.46 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 11.1 | 26.2 | 35.9 | 55.9 | 71.1 | 71.1 | 9.9 | 46.2 | 57.2 | 9.7 | 46.0 | 101.9 |
| Volume/Cap: | 1.22 | 1.02 | 0.60 | 1.02 | 1.22 | 0.06 | 0.24 | 0.97 | 1.22 | 1.22 | 0.51 | 0.68 |
| Delay/Veh: | 199.1 | 118 | 53.2 | 79.7 | 147 | 21.3 | 67.6 | 70.5 | 156.7 | 203.5 | 43.1 | 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: | 199.1 | 118 | 53.2 | 79.7 | 147 | 21.3 | 67.6 | 70.5 | 156.7 | 203.5 | 43.1 | 15.9 |
| LOS by Move: | F | F | D | E | F | C | E | E | F | F | D | B |
| HCM2k95thQ: | 22 | 33 | 20 | 64 | 113 | 2 | 3 | 46 | 90 | 19 | 20 | 40 |

Note: Queue reported is the number of cars per lane.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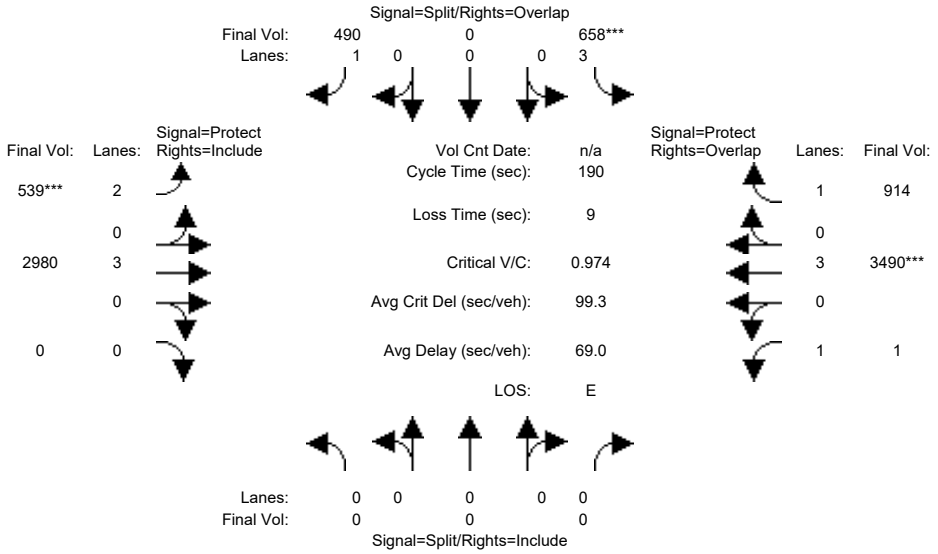
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #125: (46) 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 | 658 | 0 | 490 | 539 | 3425 | 0 | 1 | 4011 | 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 | 658 | 0 | 490 | 539 | 3425 | 0 | 1 | 4011 | 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 | 658 | 0 | 490 | 539 | 3425 | 0 | 1 | 4011 | 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 | 658 | 0 | 490 | 539 | 2980 | 0 | 1 | 3490 | 914 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 658 | 0 | 490 | 539 | 2980 | 0 | 1 | 3490 | 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 | 658 | 0 | 490 | 539 | 2980 | 0 | 1 | 3490 | 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 | 0.14 | 0.00 | 0.28 | 0.17 | 0.52 | 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 | 1.08 | 0.00 | 1.26 | 1.92 | 0.73 | 0.00 | 0.01 | 0.89 | 0.64 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 142.7 | 0.0 | 209.2 | 515.7 | 17.3 | 0.0 | 84.8 | 26.8 | 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 | 142.7 | 0.0 | 209.2 | 515.7 | 17.3 | 0.0 | 84.8 | 26.8 | 7.3 |
| LOS by Move: | A | A | A | F | A | F | F | B | A | F | C | A |
| HCM2k95thQ: | 0 | 0 | 0 | 37 | 0 | 70 | 61 | 55 | 0 | 0 | 77 | 34 |

Note: Queue reported is the number of cars per lane.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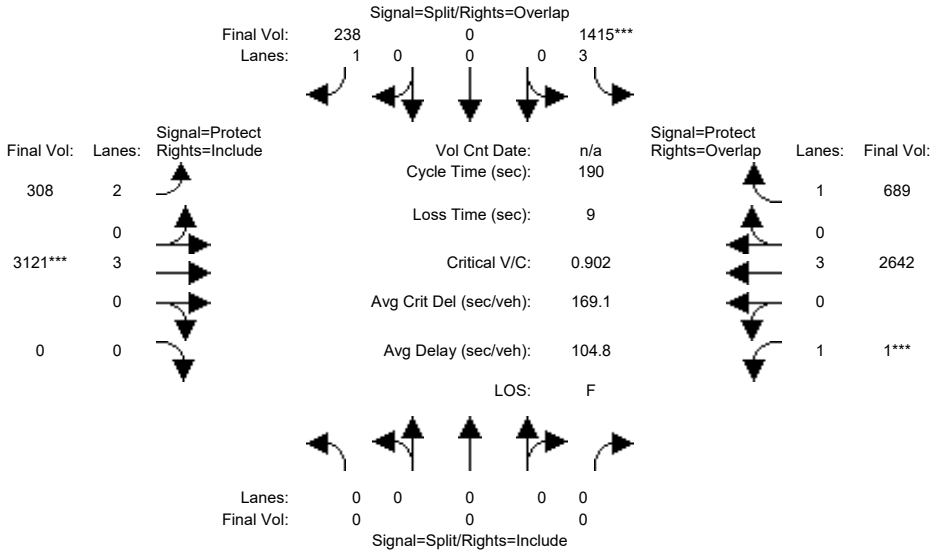
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #125: (46) 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 | 1415 | 0 | 238 | 308 | 3901 | 0 | 1 | 3886 | 689 |
| Growth Adj: | 1.00 | 1.00 | 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 | 1415 | 0 | 238 | 308 | 3901 | 0 | 1 | 3886 | 689 |
| Added Vol: | 0 | 0 | 0 | 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 | 1415 | 0 | 238 | 308 | 3901 | 0 | 1 | 3886 | 689 |
| 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 | 1415 | 0 | 238 | 308 | 3121 | 0 | 1 | 2642 | 689 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 1415 | 0 | 238 | 308 | 3121 | 0 | 1 | 2642 | 689 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 1415 | 0 | 238 | 308 | 3121 | 0 | 1 | 2642 | 689 |
| Saturation 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 | 0.14 | 0.10 | 0.55 | 0.00 | 0.00 | 0.46 | 0.39 |
| 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 | 0.50 | 0.88 | 0.79 | 0.00 | 0.01 | 0.73 | 0.49 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 495.1 | 0.0 | 58.8 | 104.9 | 21.3 | 0.0 | 84.8 | 24.2 | 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: | 0.0 | 0.0 | 0.0 | 495.1 | 0.0 | 58.8 | 104.9 | 21.3 | 0.0 | 84.8 | 24.2 | 6.6 |
| LOS by Move: | A | A | A | F | A | E | F | C | A | F | C | A |
| HCM2k95thQ: | 0 | 0 | 0 | 104 | 0 | 22 | 24 | 64 | 0 | 0 | 51 | 24 |

Note: Queue reported is the number of cars per lane.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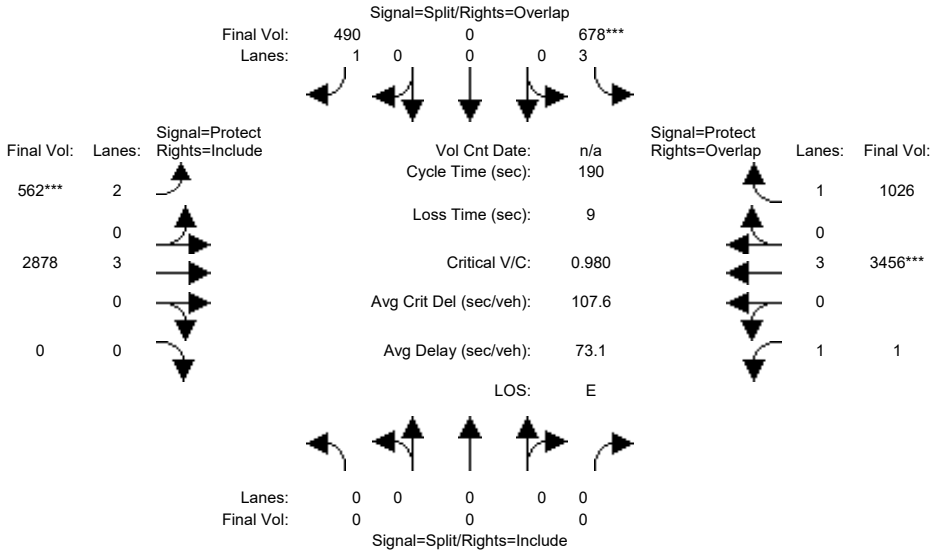
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #125: (46) 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 | 678 | 0 | 490 | 562 | 3308 | 0 | 1 | 3972 | 1026 |
| Growth Adj: | 1.00 | 1.00 | 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 | 678 | 0 | 490 | 562 | 3308 | 0 | 1 | 3972 | 1026 |
| Added Vol: | 0 | 0 | 0 | 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 | 678 | 0 | 490 | 562 | 3308 | 0 | 1 | 3972 | 1026 |
| 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 | 678 | 0 | 490 | 562 | 2878 | 0 | 1 | 3456 | 1026 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 678 | 0 | 490 | 562 | 2878 | 0 | 1 | 3456 | 1026 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 678 | 0 | 490 | 562 | 2878 | 0 | 1 | 3456 | 1026 |
| Saturation 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 | 0.50 | 0.00 | 0.00 | 0.61 | 0.59 |
| 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 | 1.11 | 0.00 | 1.26 | 2.01 | 0.71 | 0.00 | 0.01 | 0.88 | 0.71 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 154.3 | 0.0 | 209.2 | 552.1 | 16.6 | 0.0 | 84.8 | 26.1 | 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 | 154.3 | 0.0 | 209.2 | 552.1 | 16.6 | 0.0 | 84.8 | 26.1 | 9.0 |
| LOS by Move: | A | A | A | F | A | F | F | B | A | F | C | A |
| HCM2k95thQ: | 0 | 0 | 0 | 38 | 0 | 70 | 64 | 51 | 0 | 0 | 75 | 42 |

Note: Queue reported is the number of cars per lane.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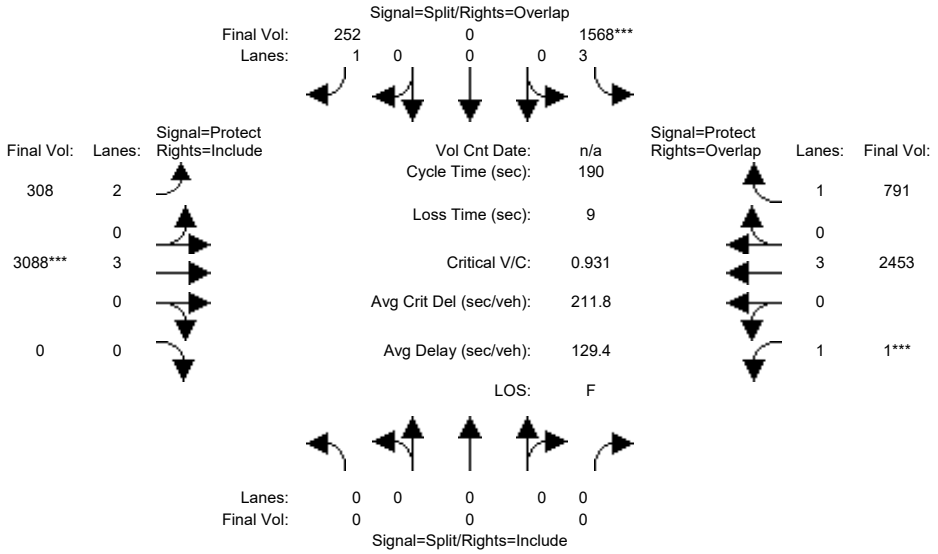
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #125: (46) 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 | 1568 | 0 | 252 | 308 | 3860 | 0 | 1 | 3607 | 791 |
| Growth Adj: | 1.00 | 1.00 | 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 | 1568 | 0 | 252 | 308 | 3860 | 0 | 1 | 3607 | 791 |
| Added Vol: | 0 | 0 | 0 | 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 | 1568 | 0 | 252 | 308 | 3860 | 0 | 1 | 3607 | 791 |
| 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 | 1568 | 0 | 252 | 308 | 3088 | 0 | 1 | 2453 | 791 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 1568 | 0 | 252 | 308 | 3088 | 0 | 1 | 2453 | 791 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 1568 | 0 | 252 | 308 | 3088 | 0 | 1 | 2453 | 791 |
| Saturation 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 | 0.14 | 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 | 2.12 | 0.00 | 0.53 | 0.88 | 0.78 | 0.00 | 0.01 | 0.68 | 0.57 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 587.6 | 0.0 | 59.6 | 104.9 | 20.9 | 0.0 | 84.8 | 22.6 | 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: | 0.0 | 0.0 | 0.0 | 587.6 | 0.0 | 59.6 | 104.9 | 20.9 | 0.0 | 84.8 | 22.6 | 7.6 |
| LOS by Move: | A | A | A | F | A | E | F | C | A | F | C | A |
| HCM2k95thQ: | 0 | 0 | 0 | 120 | 0 | 24 | 24 | 63 | 0 | 0 | 45 | 29 |

Note: Queue reported is the number of cars per lane.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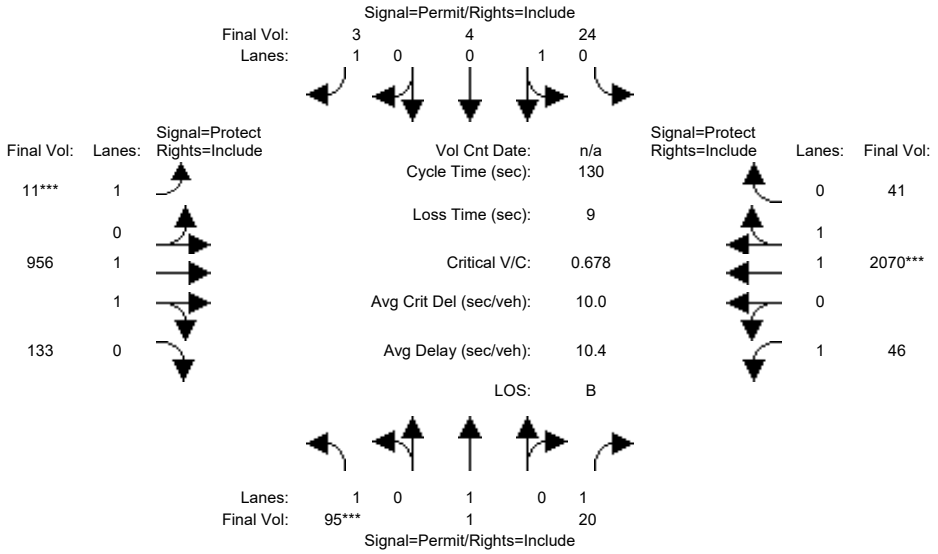
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #139: (26) 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 | 23 | 4 | 3 | 10 | 899 | 125 | 43 | 1946 | 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: | 89 | 1 | 19 | 23 | 4 | 3 | 10 | 899 | 125 | 43 | 1946 | 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: | 89 | 1 | 19 | 23 | 4 | 3 | 10 | 899 | 125 | 43 | 1946 | 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: | 0.94 | 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 | 24 | 4 | 3 | 11 | 956 | 133 | 46 | 2070 | 41 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 95 | 1 | 20 | 24 | 4 | 3 | 11 | 956 | 133 | 46 | 2070 | 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: | 95 | 1 | 20 | 24 | 4 | 3 | 11 | 956 | 133 | 46 | 2070 | 41 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.98 | 0.95 | 0.92 | 0.97 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 0.85 | 0.15 | 1.00 | 1.00 | 1.75 | 0.25 | 1.00 | 1.96 | 0.04 |
| Final Sat.: | 1750 | 1900 | 1750 | 1533 | 267 | 1750 | 1750 | 3248 | 452 | 1750 | 3627 | 73 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.01 | 0.02 | 0.02 | 0.00 | 0.01 | 0.29 | 0.29 | 0.03 | 0.57 | 0.57 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 9.9 | 9.9 | 9.9 | 9.9 | 9.9 | 9.9 | 7.0 | 93.9 | 93.9 | 17.2 | 104 | 104.1 |
| Volume/Cap: | 0.71 | 0.01 | 0.15 | 0.21 | 0.21 | 0.02 | 0.11 | 0.41 | 0.41 | 0.20 | 0.71 | 0.71 |
| Delay/Veh: | 75.3 | 55.6 | 56.7 | 57.2 | 57.2 | 55.7 | 59.1 | 7.2 | 7.2 | 50.7 | 6.8 | 6.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 75.3 | 55.6 | 56.7 | 57.2 | 57.2 | 55.7 | 59.1 | 7.2 | 7.2 | 50.7 | 6.8 | 6.8 |
| LOS by Move: | E | E | E | E | E | E | E | A | A | D | A | A |
| HCM2k95thQ: | 11 | 0 | 2 | 3 | 3 | 0 | 1 | 16 | 16 | 3 | 34 | 34 |

Note: Queue reported is the number of cars per lane.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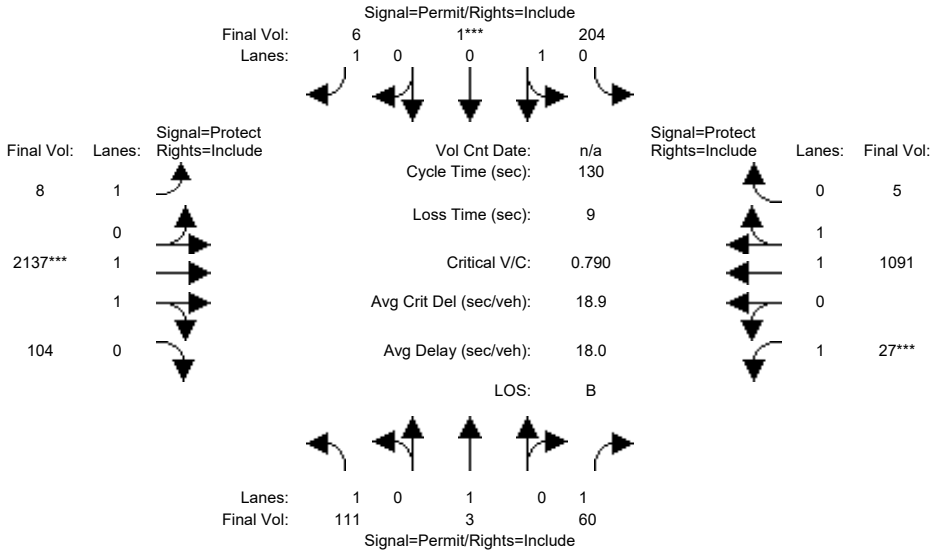
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #139: (26) 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 | 198 | 1 | 6 | 8 | 2073 | 101 | 26 | 1058 | 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: | 108 | 3 | 58 | 198 | 1 | 6 | 8 | 2073 | 101 | 26 | 1058 | 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: | 108 | 3 | 58 | 198 | 1 | 6 | 8 | 2073 | 101 | 26 | 1058 | 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: | 0.97 | 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 | 204 | 1 | 6 | 8 | 2137 | 104 | 27 | 1091 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 111 | 3 | 60 | 204 | 1 | 6 | 8 | 2137 | 104 | 27 | 1091 | 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: | 111 | 3 | 60 | 204 | 1 | 6 | 8 | 2137 | 104 | 27 | 1091 | 5 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.95 | 0.95 | 0.92 | 0.92 | 0.97 | 0.95 | 0.92 | 0.97 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 0.99 | 0.01 | 1.00 | 1.00 | 1.90 | 0.10 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 1750 | 1900 | 1750 | 1791 | 9 | 1750 | 1750 | 3528 | 172 | 1750 | 3683 | 17 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.00 | 0.03 | 0.11 | 0.11 | 0.00 | 0.00 | 0.61 | 0.61 | 0.02 | 0.30 | 0.30 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 18.1 | 18.1 | 18.1 | 18.1 | 18.1 | 18.1 | 15.8 | 95.9 | 95.9 | 7.0 | 87.1 | 87.1 |
| Volume/Cap: | 0.46 | 0.01 | 0.25 | 0.82 | 0.82 | 0.03 | 0.04 | 0.82 | 0.82 | 0.28 | 0.44 | 0.44 |
| Delay/Veh: | 52.8 | 48.3 | 50.4 | 73.4 | 73.4 | 48.4 | 50.4 | 13.4 | 13.4 | 60.8 | 10.2 | 10.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.8 | 48.3 | 50.4 | 73.4 | 73.4 | 48.4 | 50.4 | 13.4 | 13.4 | 60.8 | 10.2 | 10.2 |
| LOS by Move: | D | D | D | E | E | D | D | B | B | E | B | B |
| HCM2k95thQ: | 9 | 0 | 5 | 19 | 19 | 0 | 1 | 46 | 46 | 2 | 19 | 19 |

Note: Queue reported is the number of cars per lane.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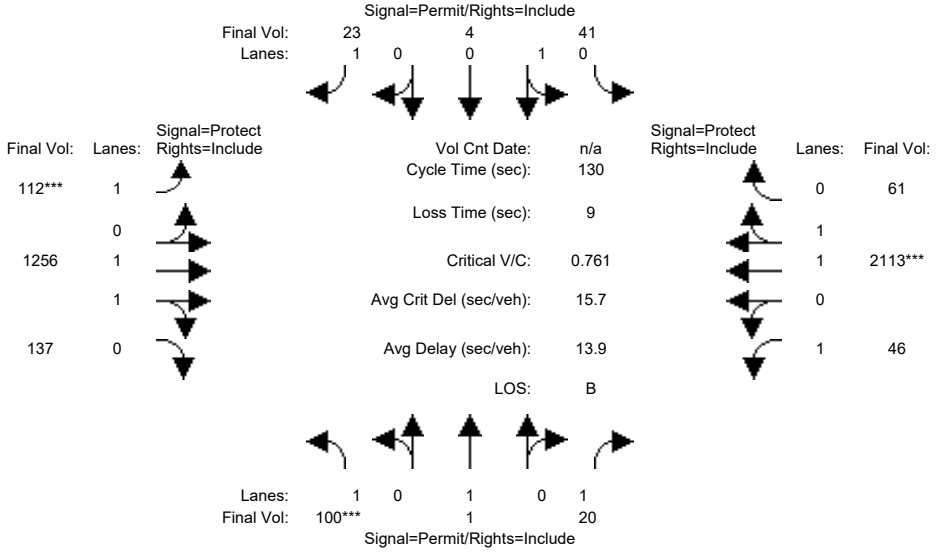
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #139: (26) 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: | 94 | 1 | 19 | 39 | 4 | 22 | 105 | 1181 | 129 | 43 | 1986 | 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: | 94 | 1 | 19 | 39 | 4 | 22 | 105 | 1181 | 129 | 43 | 1986 | 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: | 94 | 1 | 19 | 39 | 4 | 22 | 105 | 1181 | 129 | 43 | 1986 | 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: | 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: | 100 | 1 | 20 | 41 | 4 | 23 | 112 | 1256 | 137 | 46 | 2113 | 61 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 100 | 1 | 20 | 41 | 4 | 23 | 112 | 1256 | 137 | 46 | 2113 | 61 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 100 | 1 | 20 | 41 | 4 | 23 | 112 | 1256 | 137 | 46 | 2113 | 61 |
| Saturation 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 | 0.91 | 0.09 | 1.00 | 1.00 | 1.80 | 0.20 | 1.00 | 1.94 | 0.06 |
| Final Sat.: | 1750 | 1900 | 1750 | 1633 | 167 | 1750 | 1750 | 3335 | 364 | 1750 | 3597 | 103 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.00 | 0.01 | 0.03 | 0.03 | 0.01 | 0.06 | 0.38 | 0.38 | 0.03 | 0.59 | 0.59 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 9.8 | 9.8 | 9.8 | 9.8 | 9.8 | 9.8 | 10.9 | 97.3 | 97.3 | 13.9 | 100 | 100.3 |
| Volume/Cap: | 0.76 | 0.01 | 0.15 | 0.34 | 0.34 | 0.18 | 0.76 | 0.50 | 0.50 | 0.24 | 0.76 | 0.76 |
| Delay/Veh: | 81.5 | 55.7 | 56.8 | 58.5 | 58.5 | 57.0 | 78.8 | 6.7 | 6.7 | 53.9 | 9.4 | 9.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 81.5 | 55.7 | 56.8 | 58.5 | 58.5 | 57.0 | 78.8 | 6.7 | 6.7 | 53.9 | 9.4 | 9.4 |
| LOS by Move: | F | E | E | E | E | E | E | A | A | D | A | A |
| HCM2k95thQ: | 12 | 0 | 2 | 4 | 4 | 2 | 10 | 21 | 21 | 3 | 38 | 38 |

Note: Queue reported is the number of cars per lane.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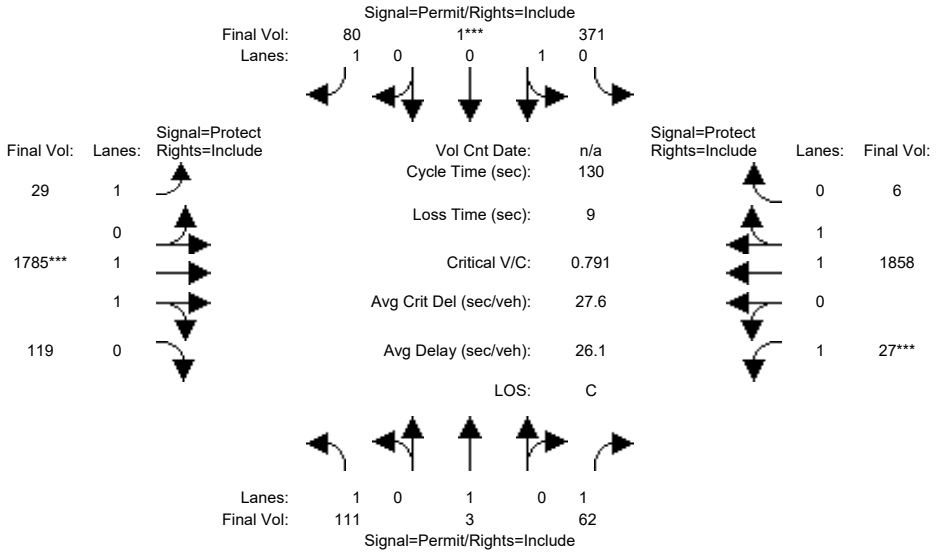
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #139: (26) 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 | 60 | 360 | 1 | 78 | 28 | 1731 | 115 | 26 | 1802 | 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: | 108 | 3 | 60 | 360 | 1 | 78 | 28 | 1731 | 115 | 26 | 1802 | 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: | 108 | 3 | 60 | 360 | 1 | 78 | 28 | 1731 | 115 | 26 | 1802 | 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: | 0.97 | 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 | 62 | 371 | 1 | 80 | 29 | 1785 | 119 | 27 | 1858 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 111 | 3 | 62 | 371 | 1 | 80 | 29 | 1785 | 119 | 27 | 1858 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 62 | 371 | 1 | 80 | 29 | 1785 | 119 | 27 | 1858 | 6 |
| Saturation 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 | 1.87 | 0.13 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 1750 | 1900 | 1750 | 1795 | 5 | 1750 | 1750 | 3469 | 230 | 1750 | 3688 | 12 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.00 | 0.04 | 0.21 | 0.21 | 0.05 | 0.02 | 0.51 | 0.51 | 0.02 | 0.50 | 0.50 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green Time: | 32.7 | 32.7 | 32.7 | 32.7 | 32.7 | 32.7 | 8.5 | 81.3 | 81.3 | 7.0 | 79.8 | 79.8 |
| Volume/Cap: | 0.25 | 0.01 | 0.14 | 0.82 | 0.82 | 0.18 | 0.25 | 0.82 | 0.82 | 0.28 | 0.82 | 0.82 |
| Delay/Veh: | 39.2 | 36.5 | 37.9 | 57.4 | 57.4 | 38.4 | 58.9 | 21.3 | 21.3 | 60.8 | 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: | 39.2 | 36.5 | 37.9 | 57.4 | 57.4 | 38.4 | 58.9 | 21.3 | 21.3 | 60.8 | 22.1 | 22.1 |
| LOS by Move: | D | D | D | E | E | D | E | C | C | E | C | C |
| HCM2k95thQ: | 8 | 0 | 4 | 29 | 29 | 5 | 2 | 45 | 45 | 2 | 49 | 49 |

Note: Queue reported is the number of cars per lane.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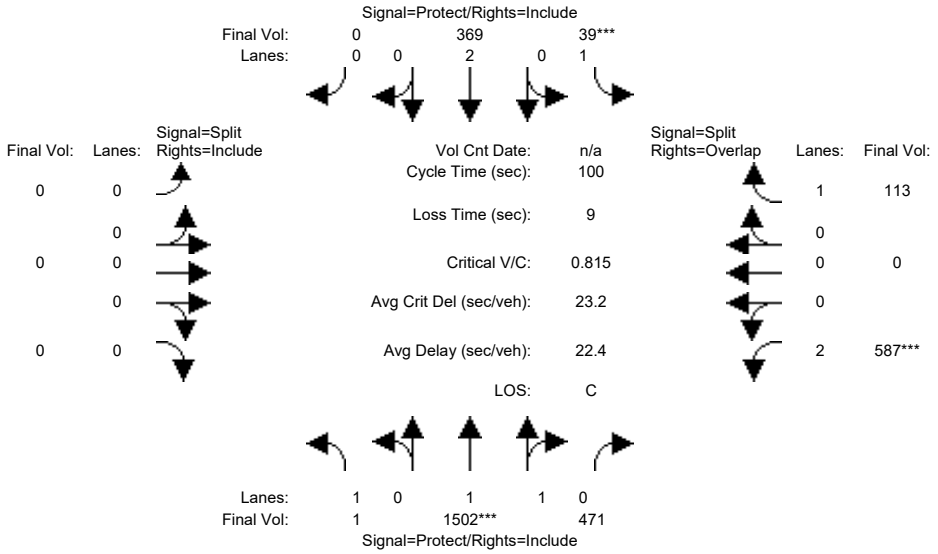
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #530: (40) LAFAYETTE / CALLE DE LUNA




| 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 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| Y+R: | 0.0 | 5.0 | 6.4 | 5.4 | 6.4 | 0.0 | 4.0 | 4.0 | 4.0 | 5.1 | 0.0 | 5.1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1 | 1502 | 471 | 39 | 369 | 0 | 0 | 0 | 0 | 587 | 0 | 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: | 1 | 1502 | 471 | 39 | 369 | 0 | 0 | 0 | 0 | 587 | 0 | 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: | 1 | 1502 | 471 | 39 | 369 | 0 | 0 | 0 | 0 | 587 | 0 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 1502 | 471 | 39 | 369 | 0 | 0 | 0 | 0 | 587 | 0 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 1502 | 471 | 39 | 369 | 0 | 0 | 0 | 0 | 587 | 0 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 1502 | 471 | 39 | 369 | 0 | 0 | 0 | 0 | 587 | 0 | 113 |
| Saturation 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.51 | 0.49 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 1750 | 2816 | 883 | 1750 | 3800 | 0 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.53 | 0.53 | 0.02 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 0.06 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green Time: | 19.6 | 64.5 | 64.5 | 4.0 | 48.9 | 0.0 | 0.0 | 0.0 | 0.0 | 22.5 | 0.0 | 26.5 |
| Volume/Cap: | 0.00 | 0.83 | 0.83 | 0.56 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.83 | 0.00 | 0.24 |
| Delay/Veh: | 32.4 | 16.1 | 16.1 | 56.7 | 14.5 | 0.0 | 0.0 | 0.0 | 0.0 | 44.9 | 0.0 | 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: | 32.4 | 16.1 | 16.1 | 56.7 | 14.5 | 0.0 | 0.0 | 0.0 | 0.0 | 44.9 | 0.0 | 29.1 |
| LOS by Move: | C | B | B | E | B | A | A | A | A | D | A | C |
| HCM2k95thQ: | 0 | 41 | 41 | 4 | 6 | 0 | 0 | 0 | 0 | 23 | 0 | 6 |

Note: Queue reported is the number of cars per lane.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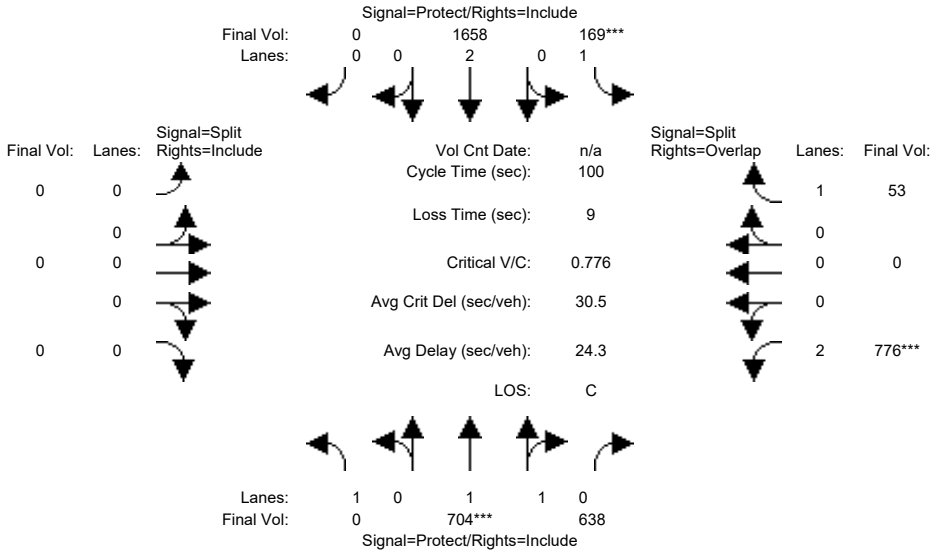
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #530: (40) LAFAYETTE / CALLE DE LUNA




| 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 | | 0 | | 0 | | 0 | | 0 | | 8 | | 0 | | 8 | |
| Y+R: | 0.0 | | 5.0 | | 6.4 | | 5.4 | | 6.4 | | 0.0 | | 4.0 | | 4.0 | | 4.0 | | 5.1 | | 0.0 | | 5.1 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 704 | | 638 | | 169 | | 1658 | | 0 | | 0 | | 0 | | 0 | | 776 | | 0 | | 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: | 0 | | 704 | | 638 | | 169 | | 1658 | | 0 | | 0 | | 0 | | 0 | | 776 | | 0 | | 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: | 0 | | 704 | | 638 | | 169 | | 1658 | | 0 | | 0 | | 0 | | 0 | | 776 | | 0 | | 53 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 0 | | 704 | | 638 | | 169 | | 1658 | | 0 | | 0 | | 0 | | 0 | | 776 | | 0 | | 53 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 704 | | 638 | | 169 | | 1658 | | 0 | | 0 | | 0 | | 0 | | 776 | | 0 | | 53 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 0 | | 704 | | 638 | | 169 | | 1658 | | 0 | | 0 | | 0 | | 0 | | 776 | | 0 | | 53 | |
| 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 | | 1.00 | | 0.92 | | 0.83 | | 1.00 | | 0.92 | |
| Lanes: | 1.00 | | 1.02 | | 0.98 | | 1.00 | | 2.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 2.00 | | 0.00 | | 1.00 | |
| Final Sat.: | 1750 | | 1940 | | 1758 | | 1750 | | 3800 | | 0 | | 0 | | 0 | | 0 | | 3150 | | 0 | | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.36 | | 0.36 | | 0.10 | | 0.44 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.25 | | 0.00 | | 0.03 | |
| Crit Moves: | | | **** | | | | **** | | | | | | | | | | | | **** | | | | | |
| Green Time: | 0.0 | | 46.8 | | 46.8 | | 12.4 | | 59.2 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 31.8 | | 0.0 | | 44.2 | |
| Volume/Cap: | 0.00 | | 0.78 | | 0.78 | | 0.78 | | 0.74 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.78 | | 0.00 | | 0.07 | |
| Delay/Veh: | 0.0 | | 24.5 | | 24.5 | | 58.4 | | 16.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 34.8 | | 0.0 | | 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: | 0.0 | | 24.5 | | 24.5 | | 58.4 | | 16.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 34.8 | | 0.0 | | 16.1 | |
| LOS by Move: | A | | C | | C | | E | | B | | A | | A | | A | | A | | C | | A | | B | |
| HCM2k95thQ: | 0 | | 31 | | 31 | | 14 | | 33 | | 0 | | 0 | | 0 | | 0 | | 26 | | 0 | | 2 | |

Note: Queue reported is the number of cars per lane.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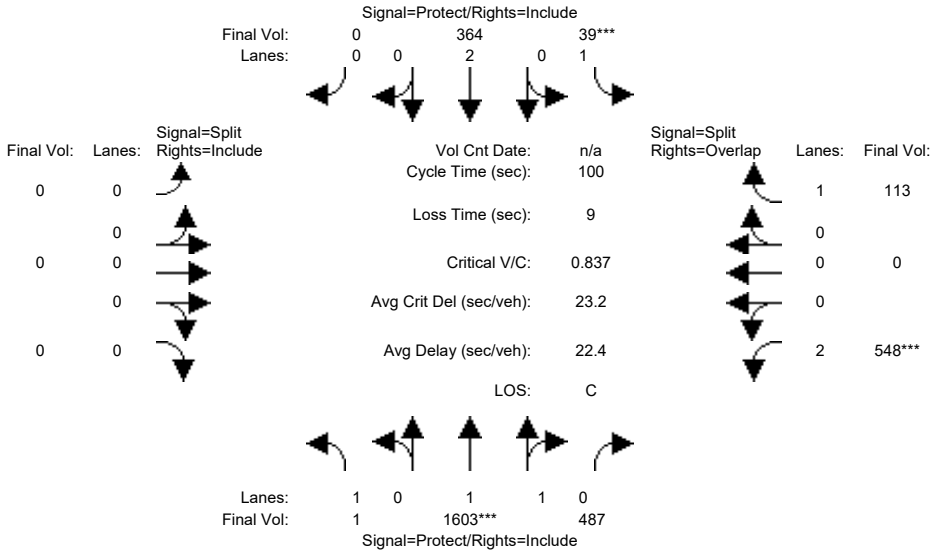
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #530: (40) LAFAYETTE / CALLE DE LUNA




| 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 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| Y+R: | 0.0 | 5.0 | 6.4 | 5.4 | 6.4 | 0.0 | 4.0 | 4.0 | 4.0 | 5.1 | 0.0 | 5.1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1 | 1603 | 487 | 39 | 364 | 0 | 0 | 0 | 0 | 548 | 0 | 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: | 1 | 1603 | 487 | 39 | 364 | 0 | 0 | 0 | 0 | 548 | 0 | 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: | 1 | 1603 | 487 | 39 | 364 | 0 | 0 | 0 | 0 | 548 | 0 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 1603 | 487 | 39 | 364 | 0 | 0 | 0 | 0 | 548 | 0 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 1603 | 487 | 39 | 364 | 0 | 0 | 0 | 0 | 548 | 0 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 1603 | 487 | 39 | 364 | 0 | 0 | 0 | 0 | 548 | 0 | 113 |
| Saturation 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.52 | 0.48 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 1750 | 2837 | 862 | 1750 | 3800 | 0 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.56 | 0.56 | 0.02 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.06 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green Time: | 20.1 | 66.5 | 66.5 | 4.0 | 50.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20.5 | 0.0 | 24.5 |
| Volume/Cap: | 0.00 | 0.85 | 0.85 | 0.56 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.85 | 0.00 | 0.26 |
| Delay/Veh: | 31.9 | 15.9 | 15.9 | 56.7 | 13.7 | 0.0 | 0.0 | 0.0 | 0.0 | 48.6 | 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: | 31.9 | 15.9 | 15.9 | 56.7 | 13.7 | 0.0 | 0.0 | 0.0 | 0.0 | 48.6 | 0.0 | 30.8 |
| LOS by Move: | C | B | B | E | B | A | A | A | A | D | A | C |
| HCM2k95thQ: | 0 | 44 | 44 | 4 | 6 | 0 | 0 | 0 | 0 | 23 | 0 | 6 |

Note: Queue reported is the number of cars per lane.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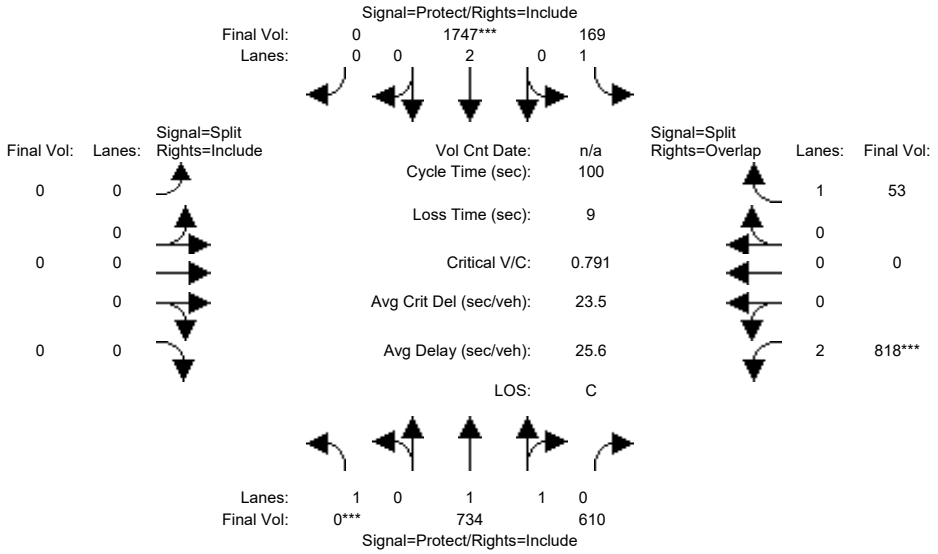
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #530: (40) LAFAYETTE / CALLE DE LUNA




| 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 | | 0 | | 0 | | 0 | | 0 | | 8 | | 0 | | 8 | |
| Y+R: | 0.0 | | 5.0 | | 6.4 | | 5.4 | | 6.4 | | 0.0 | | 4.0 | | 4.0 | | 4.0 | | 5.1 | | 0.0 | | 5.1 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 734 | | 610 | | 169 | | 1747 | | 0 | | 0 | | 0 | | 0 | | 818 | | 0 | | 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: | 0 | | 734 | | 610 | | 169 | | 1747 | | 0 | | 0 | | 0 | | 0 | | 818 | | 0 | | 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: | 0 | | 734 | | 610 | | 169 | | 1747 | | 0 | | 0 | | 0 | | 0 | | 818 | | 0 | | 53 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 0 | | 734 | | 610 | | 169 | | 1747 | | 0 | | 0 | | 0 | | 0 | | 818 | | 0 | | 53 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 734 | | 610 | | 169 | | 1747 | | 0 | | 0 | | 0 | | 0 | | 818 | | 0 | | 53 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 0 | | 734 | | 610 | | 169 | | 1747 | | 0 | | 0 | | 0 | | 0 | | 818 | | 0 | | 53 | |
| 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 | | 1.00 | | 0.92 | | 0.83 | | 1.00 | | 0.92 | |
| Lanes: | 1.00 | | 1.07 | | 0.93 | | 1.00 | | 2.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 2.00 | | 0.00 | | 1.00 | |
| Final Sat.: | 1750 | | 2019 | | 1678 | | 1750 | | 3800 | | 0 | | 0 | | 0 | | 0 | | 3150 | | 0 | | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.36 | | 0.36 | | 0.10 | | 0.46 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.26 | | 0.00 | | 0.03 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | | | **** | | | | | |
| Green Time: | 0.0 | | 45.9 | | 45.9 | | 12.2 | | 58.2 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 32.8 | | 0.0 | | 45.1 | |
| Volume/Cap: | 0.00 | | 0.79 | | 0.79 | | 0.79 | | 0.79 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.79 | | 0.00 | | 0.07 | |
| Delay/Veh: | 0.0 | | 25.6 | | 25.6 | | 60.5 | | 18.2 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 34.6 | | 0.0 | | 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: | 0.0 | | 25.6 | | 25.6 | | 60.5 | | 18.2 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 34.6 | | 0.0 | | 15.6 | |
| LOS by Move: | A | | C | | C | | E | | B | | A | | A | | A | | A | | C | | A | | B | |
| HCM2k95thQ: | 0 | | 32 | | 32 | | 14 | | 37 | | 0 | | 0 | | 0 | | 0 | | 27 | | 0 | | 2 | |

Note: Queue reported is the number of cars per lane.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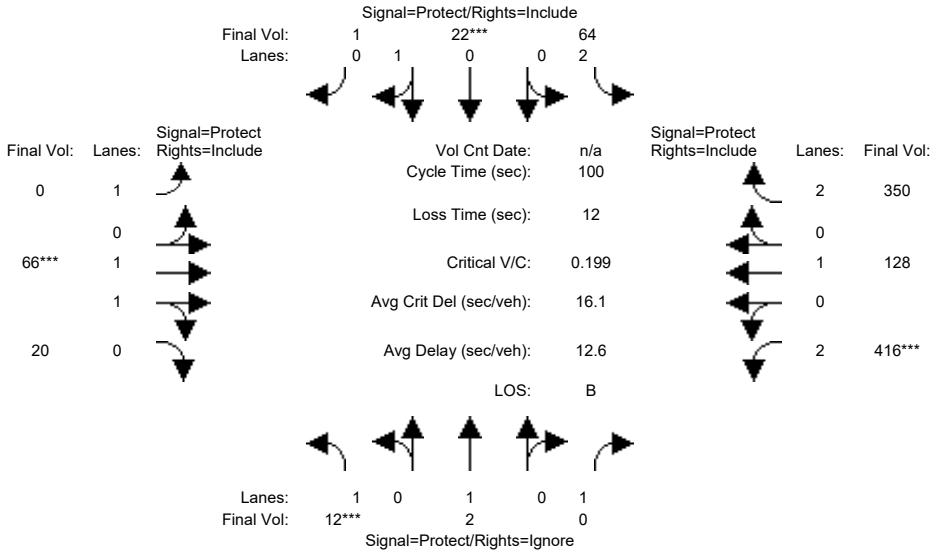
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd




| Street Name: | Mission College Blvd Loop | | | | | | 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: | 8 | 8 | 8 | 8 | 8 | 8 | 10 | 10 | 10 | 15 | 10 | 10 |
| Y+R: | 4.6 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 5.6 | 5.6 | 5.6 | 5.5 | 5.5 | 5.5 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 11 | 2 | 278 | 58 | 20 | 1 | 0 | 59 | 18 | 374 | 115 | 315 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 11 | 2 | 278 | 58 | 20 | 1 | 0 | 59 | 18 | 374 | 115 | 315 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 11 | 2 | 278 | 58 | 20 | 1 | 0 | 59 | 18 | 374 | 115 | 315 |
| 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: | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 12 | 2 | 0 | 64 | 22 | 1 | 0 | 66 | 20 | 416 | 128 | 350 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 2 | 0 | 64 | 22 | 1 | 0 | 66 | 20 | 416 | 128 | 350 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 12 | 2 | 0 | 64 | 22 | 1 | 0 | 66 | 20 | 416 | 128 | 350 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 1.00 | 0.83 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.95 | 0.05 | 1.00 | 1.52 | 0.48 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1714 | 86 | 1750 | 2834 | 865 | 3150 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.00 | 0.02 | 0.01 | 0.01 | 0.00 | 0.02 | 0.02 | 0.13 | 0.07 | 0.11 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.0 | 8.0 | 0.0 | 8.0 | 8.0 | 8.0 | 0.0 | 10.7 | 10.7 | 61.3 | 72.0 | 72.0 |
| Volume/Cap: | 0.09 | 0.01 | 0.00 | 0.26 | 0.16 | 0.16 | 0.00 | 0.22 | 0.22 | 0.22 | 0.09 | 0.15 |
| Delay/Veh: | 42.9 | 42.4 | 0.0 | 43.7 | 43.4 | 43.4 | 0.0 | 41.1 | 41.1 | 8.7 | 4.2 | 4.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.9 | 42.4 | 0.0 | 43.7 | 43.4 | 43.4 | 0.0 | 41.1 | 41.1 | 8.7 | 4.2 | 4.4 |
| LOS by Move: | D | D | A | D | D | D | A | D | D | A | A | A |
| HCM2k95thQ: | 1 | 0 | 0 | 3 | 2 | 2 | 0 | 3 | 3 | 7 | 2 | 4 |

Note: Queue reported is the number of cars per lane.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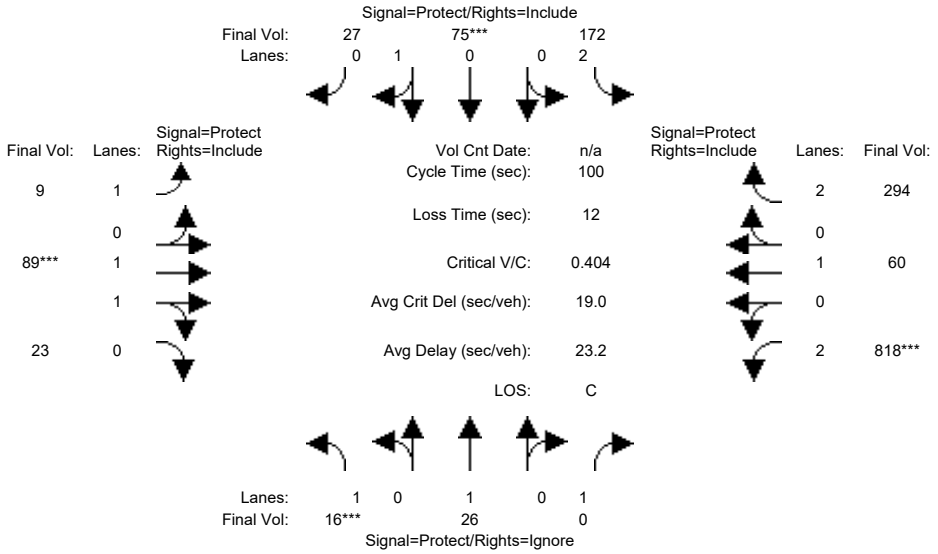
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd




| Street Name: | Mission College Blvd Loop | | | | | | 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: | 8 | 8 | 8 | 8 | 8 | 8 | 10 | 10 | 10 | 15 | 10 | 10 |
| Y+R: | 4.6 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 5.6 | 5.6 | 5.6 | 5.5 | 5.5 | 5.5 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 15 | 25 | 688 | 163 | 71 | 26 | 9 | 85 | 22 | 777 | 57 | 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: | 15 | 25 | 688 | 163 | 71 | 26 | 9 | 85 | 22 | 777 | 57 | 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: | 15 | 25 | 688 | 163 | 71 | 26 | 9 | 85 | 22 | 777 | 57 | 279 |
| 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: | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 16 | 26 | 0 | 172 | 75 | 27 | 9 | 89 | 23 | 818 | 60 | 294 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 16 | 26 | 0 | 172 | 75 | 27 | 9 | 89 | 23 | 818 | 60 | 294 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 16 | 26 | 0 | 172 | 75 | 27 | 9 | 89 | 23 | 818 | 60 | 294 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 1.00 | 0.83 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.73 | 0.27 | 1.00 | 1.58 | 0.42 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1318 | 482 | 1750 | 2939 | 761 | 3150 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.05 | 0.06 | 0.06 | 0.01 | 0.03 | 0.03 | 0.26 | 0.03 | 0.09 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.0 | 10.3 | 0.0 | 10.3 | 12.6 | 12.6 | 33.7 | 10.0 | 10.0 | 57.4 | 33.7 | 33.7 |
| Volume/Cap: | 0.11 | 0.13 | 0.00 | 0.53 | 0.45 | 0.45 | 0.02 | 0.30 | 0.30 | 0.45 | 0.09 | 0.28 |
| Delay/Veh: | 43.1 | 41.1 | 0.0 | 44.2 | 42.0 | 42.0 | 22.1 | 42.2 | 42.2 | 12.4 | 22.7 | 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: | 43.1 | 41.1 | 0.0 | 44.2 | 42.0 | 42.0 | 22.1 | 42.2 | 42.2 | 12.4 | 22.7 | 24.4 |
| LOS by Move: | D | D | A | D | D | D | C | D | D | B | C | C |
| HCM2k95thQ: | 1 | 2 | 0 | 7 | 7 | 7 | 0 | 4 | 4 | 15 | 2 | 7 |

Note: Queue reported is the number of cars per lane.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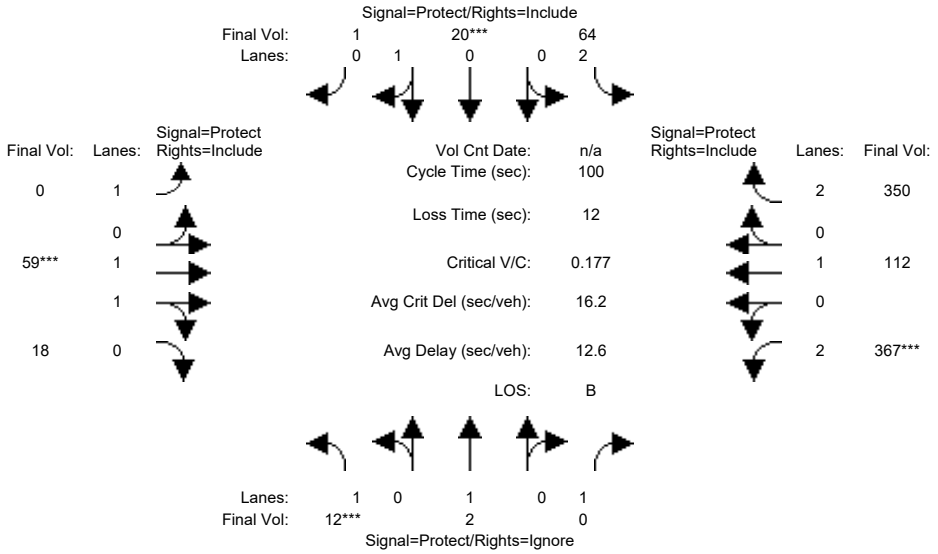
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd




| Street Name: | Mission College Blvd Loop | | | | | | 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: | 8 | 8 | 8 | 8 | 8 | 8 | 10 | 10 | 10 | 15 | 10 | 10 |
| Y+R: | 4.6 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 5.6 | 5.6 | 5.6 | 5.5 | 5.5 | 5.5 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 11 | 2 | 470 | 58 | 18 | 1 | 0 | 53 | 16 | 330 | 101 | 315 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 11 | 2 | 470 | 58 | 18 | 1 | 0 | 53 | 16 | 330 | 101 | 315 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 11 | 2 | 470 | 58 | 18 | 1 | 0 | 53 | 16 | 330 | 101 | 315 |
| 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: | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 12 | 2 | 0 | 64 | 20 | 1 | 0 | 59 | 18 | 367 | 112 | 350 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 2 | 0 | 64 | 20 | 1 | 0 | 59 | 18 | 367 | 112 | 350 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 12 | 2 | 0 | 64 | 20 | 1 | 0 | 59 | 18 | 367 | 112 | 350 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 1.00 | 0.83 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.95 | 0.05 | 1.00 | 1.52 | 0.48 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1705 | 95 | 1750 | 2841 | 858 | 3150 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.00 | 0.02 | 0.01 | 0.01 | 0.00 | 0.02 | 0.02 | 0.12 | 0.06 | 0.11 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.0 | 8.0 | 0.0 | 8.0 | 8.0 | 8.0 | 0.0 | 10.9 | 10.9 | 61.1 | 72.0 | 72.0 |
| Volume/Cap: | 0.09 | 0.01 | 0.00 | 0.26 | 0.15 | 0.15 | 0.00 | 0.19 | 0.19 | 0.19 | 0.08 | 0.15 |
| Delay/Veh: | 42.9 | 42.4 | 0.0 | 43.7 | 43.3 | 43.3 | 0.0 | 40.8 | 40.8 | 8.6 | 4.2 | 4.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.9 | 42.4 | 0.0 | 43.7 | 43.3 | 43.3 | 0.0 | 40.8 | 40.8 | 8.6 | 4.2 | 4.4 |
| LOS by Move: | D | D | A | D | D | D | A | D | D | A | A | A |
| HCM2k95thQ: | 1 | 0 | 0 | 3 | 2 | 2 | 0 | 3 | 3 | 6 | 2 | 4 |

Note: Queue reported is the number of cars per lane.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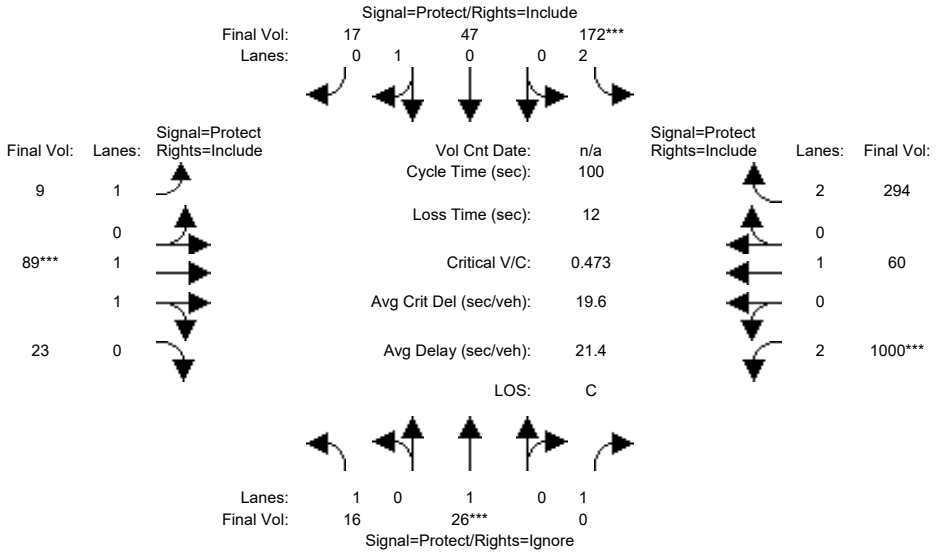
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd




| Street Name: | Mission College Blvd Loop | | | | | | 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: | 8 | 8 | 8 | 8 | 8 | 8 | 10 | 10 | 10 | 15 | 10 | 10 |
| Y+R: | 4.6 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 5.6 | 5.6 | 5.6 | 5.5 | 5.5 | 5.5 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 15 | 25 | 684 | 163 | 45 | 16 | 9 | 85 | 22 | 950 | 57 | 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: | 15 | 25 | 684 | 163 | 45 | 16 | 9 | 85 | 22 | 950 | 57 | 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: | 15 | 25 | 684 | 163 | 45 | 16 | 9 | 85 | 22 | 950 | 57 | 279 |
| 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: | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 16 | 26 | 0 | 172 | 47 | 17 | 9 | 89 | 23 | 1000 | 60 | 294 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 16 | 26 | 0 | 172 | 47 | 17 | 9 | 89 | 23 | 1000 | 60 | 294 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 16 | 26 | 0 | 172 | 47 | 17 | 9 | 89 | 23 | 1000 | 60 | 294 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 1.00 | 0.83 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.74 | 0.26 | 1.00 | 1.58 | 0.42 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1328 | 472 | 1750 | 2939 | 761 | 3150 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.05 | 0.04 | 0.04 | 0.01 | 0.03 | 0.03 | 0.32 | 0.03 | 0.09 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 9.1 | 8.0 | 0.0 | 10.3 | 9.1 | 9.1 | 34.9 | 10.0 | 10.0 | 59.7 | 34.9 | 34.9 |
| Volume/Cap: | 0.10 | 0.17 | 0.00 | 0.53 | 0.39 | 0.39 | 0.02 | 0.30 | 0.30 | 0.53 | 0.09 | 0.27 |
| Delay/Veh: | 41.9 | 43.5 | 0.0 | 44.3 | 44.4 | 44.4 | 21.3 | 42.2 | 42.2 | 12.2 | 22.0 | 23.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.9 | 43.5 | 0.0 | 44.3 | 44.4 | 44.4 | 21.3 | 42.2 | 42.2 | 12.2 | 22.0 | 23.5 |
| LOS by Move: | D | D | A | D | D | D | C | D | D | B | C | C |
| HCM2k95thQ: | 1 | 2 | 0 | 7 | 5 | 5 | 0 | 4 | 4 | 19 | 2 | 7 |

Note: Queue reported is the number of cars per lane.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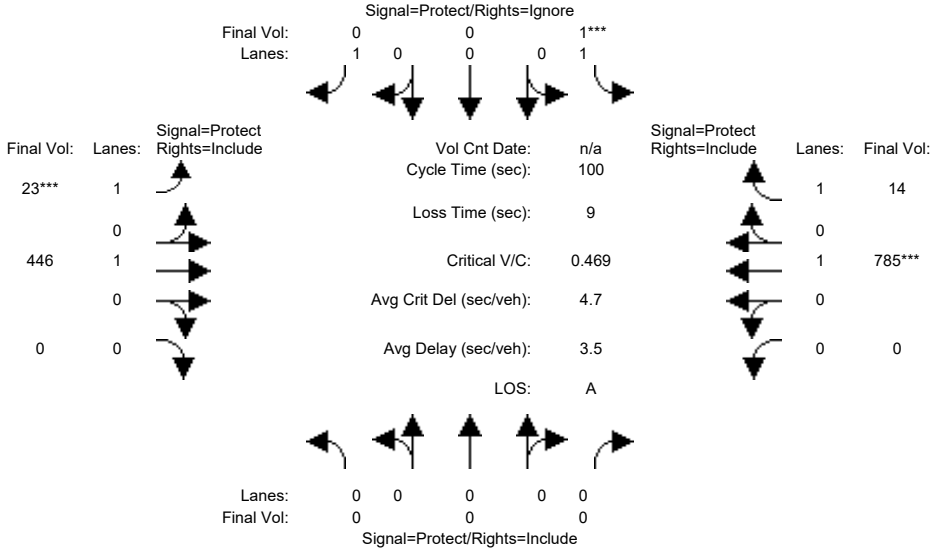
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #580: (29) Great America Emp Entr and Agnew Rd




| Street Name: | Great America Emp Entr | | | | | | Agnew 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: | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 15 | 0 | 0 | 5 | 5 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.5 | 0.0 | 0.0 | 4.5 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 1 | 0 | 10 | 22 | 419 | 0 | 0 | 738 | 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: | 0 | 0 | 0 | 1 | 0 | 10 | 22 | 419 | 0 | 0 | 738 | 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: | 0 | 0 | 0 | 1 | 0 | 10 | 22 | 419 | 0 | 0 | 738 | 13 |
| 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 1 | 0 | 0 | 23 | 446 | 0 | 0 | 785 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 1 | 0 | 0 | 23 | 446 | 0 | 0 | 785 | 14 |
| 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: | 0 | 0 | 0 | 1 | 0 | 0 | 23 | 446 | 0 | 0 | 785 | 14 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.23 | 0.00 | 0.00 | 0.41 | 0.01 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 5.0 | 86.0 | 0.0 | 0.0 | 81.0 | 81.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.27 | 0.27 | 0.00 | 0.00 | 0.51 | 0.01 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 45.2 | 0.0 | 0.0 | 47.4 | 1.4 | 0.0 | 0.0 | 3.4 | 1.8 |
| 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 | 45.2 | 0.0 | 0.0 | 47.4 | 1.4 | 0.0 | 0.0 | 3.4 | 1.8 |
| LOS by Move: | A | A | A | D | A | A | D | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 14 | 0 |

Note: Queue reported is the number of cars per lane.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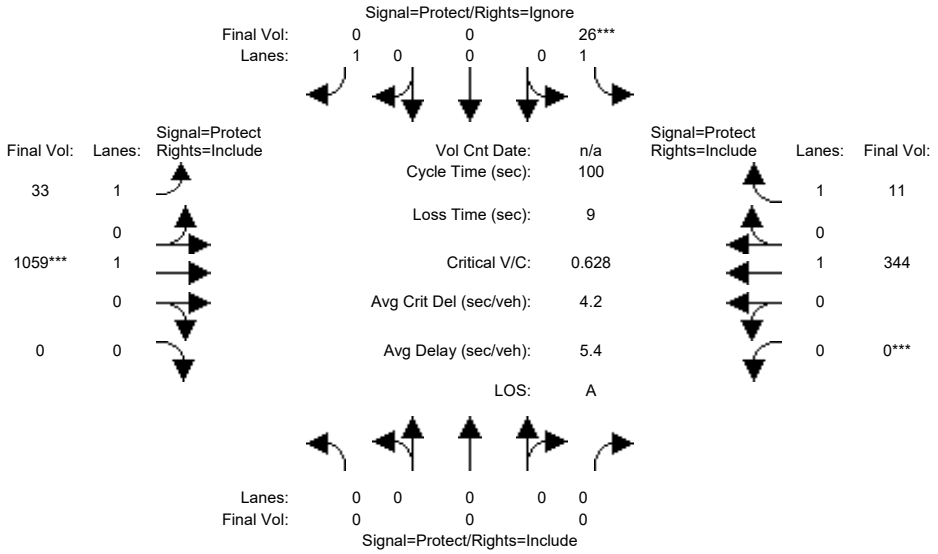
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #580: (29) Great America Emp Entr and Agnew Rd




| Street Name: | Great America Emp Entr | | | | | | Agnew 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: | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 15 | 0 | 0 | 5 | 5 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.5 | 0.0 | 0.0 | 4.5 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 23 | 0 | 54 | 30 | 953 | 0 | 0 | 310 | 10 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 23 | 0 | 54 | 30 | 953 | 0 | 0 | 310 | 10 |
| Added Vol: | 0 | 0 | 0 | 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 | 23 | 0 | 54 | 30 | 953 | 0 | 0 | 310 | 10 |
| 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 0 | 0 | 26 | 0 | 0 | 33 | 1059 | 0 | 0 | 344 | 11 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 26 | 0 | 0 | 33 | 1059 | 0 | 0 | 344 | 11 |
| 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: | 0 | 0 | 0 | 26 | 0 | 0 | 33 | 1059 | 0 | 0 | 344 | 11 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.02 | 0.56 | 0.00 | 0.00 | 0.18 | 0.01 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 18.6 | 86.0 | 0.0 | 0.0 | 67.4 | 67.4 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 | 0.10 | 0.65 | 0.00 | 0.00 | 0.27 | 0.01 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 47.7 | 0.0 | 0.0 | 33.9 | 3.1 | 0.0 | 0.0 | 6.6 | 5.3 |
| 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 | 47.7 | 0.0 | 0.0 | 33.9 | 3.1 | 0.0 | 0.0 | 6.6 | 5.3 |
| LOS by Move: | A | A | A | D | A | A | C | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 19 | 0 | 0 | 8 | 0 |

Note: Queue reported is the number of cars per lane.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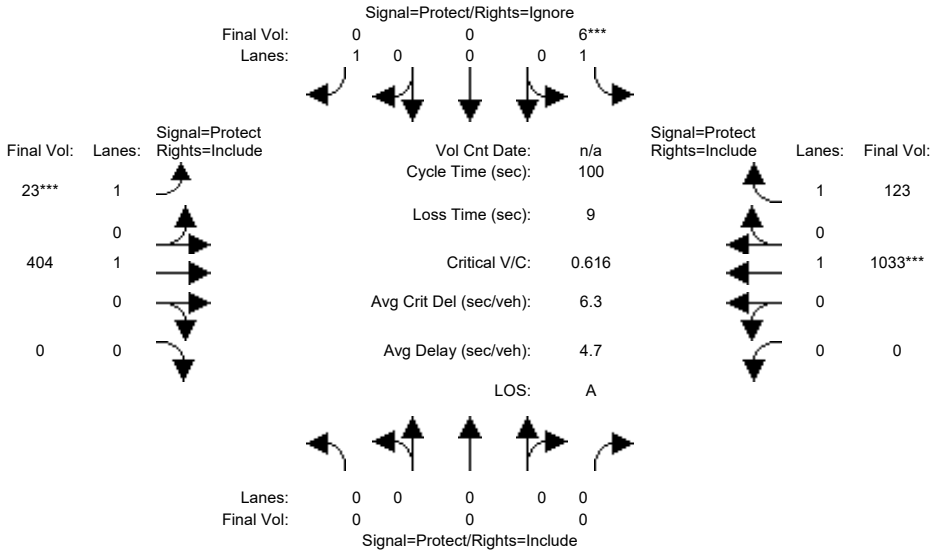
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #580: (29) Great America Emp Entr and Agnew Rd




| Street Name: | Great America Emp Entr | | | | | | Agnew 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: | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 15 | 0 | 0 | 5 | 5 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.5 | 0.0 | 0.0 | 4.5 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 6 | 0 | 10 | 22 | 380 | 0 | 0 | 971 | 116 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 6 | 0 | 10 | 22 | 380 | 0 | 0 | 971 | 116 |
| Added Vol: | 0 | 0 | 0 | 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 | 6 | 0 | 10 | 22 | 380 | 0 | 0 | 971 | 116 |
| 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 6 | 0 | 0 | 23 | 404 | 0 | 0 | 1033 | 123 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 6 | 0 | 0 | 23 | 404 | 0 | 0 | 1033 | 123 |
| 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: | 0 | 0 | 0 | 6 | 0 | 0 | 23 | 404 | 0 | 0 | 1033 | 123 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.21 | 0.00 | 0.00 | 0.54 | 0.07 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 5.0 | 86.0 | 0.0 | 0.0 | 81.0 | 81.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | 0.27 | 0.25 | 0.00 | 0.00 | 0.67 | 0.09 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 45.6 | 0.0 | 0.0 | 47.4 | 1.3 | 0.0 | 0.0 | 5.1 | 2.0 |
| User DelAdj: | 1.00 | 1.00 | 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 | 45.6 | 0.0 | 0.0 | 47.4 | 1.3 | 0.0 | 0.0 | 5.1 | 2.0 |
| LOS by Move: | A | A | A | D | A | A | D | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 22 | 2 |

Note: Queue reported is the number of cars per lane.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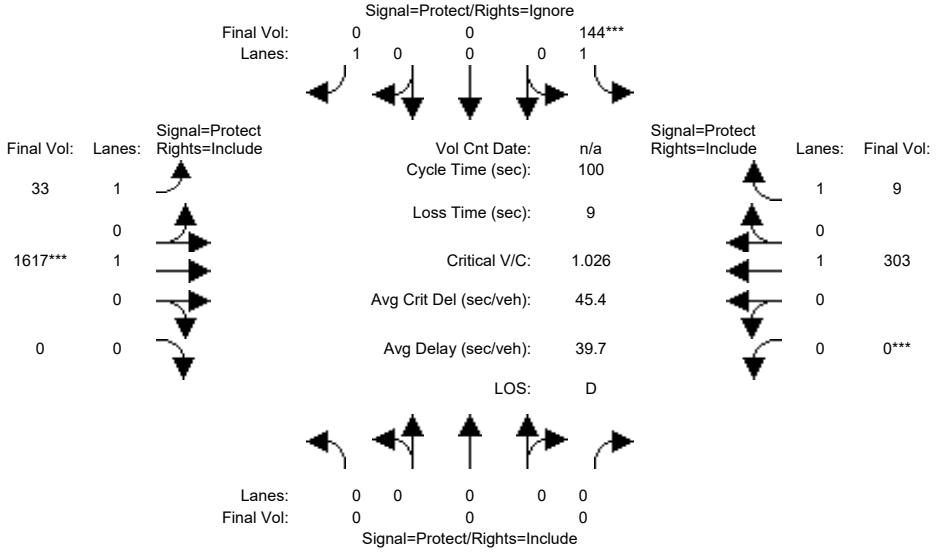
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #580: (29) Great America Emp Entr and Agnew Rd




| Street Name: | Great America Emp Entr | | | | | | Agnew 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: | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 15 | 0 | 0 | 5 | 5 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.5 | 0.0 | 0.0 | 4.5 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 130 | 0 | 54 | 30 | 1455 | 0 | 0 | 273 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 130 | 0 | 54 | 30 | 1455 | 0 | 0 | 273 | 8 |
| Added Vol: | 0 | 0 | 0 | 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 | 130 | 0 | 54 | 30 | 1455 | 0 | 0 | 273 | 8 |
| 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 0 | 0 | 144 | 0 | 0 | 33 | 1617 | 0 | 0 | 303 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 144 | 0 | 0 | 33 | 1617 | 0 | 0 | 303 | 9 |
| 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: | 0 | 0 | 0 | 144 | 0 | 0 | 33 | 1617 | 0 | 0 | 303 | 9 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 0.02 | 0.85 | 0.00 | 0.00 | 0.16 | 0.01 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | 19.8 | 83.0 | 0.0 | 0.0 | 63.2 | 63.2 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 1.03 | 0.00 | 0.00 | 0.10 | 1.03 | 0.00 | 0.00 | 0.25 | 0.01 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 128.8 | 0.0 | 0.0 | 32.9 | 38.0 | 0.0 | 0.0 | 8.2 | 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: | 0.0 | 0.0 | 0.0 | 128.8 | 0.0 | 0.0 | 32.9 | 38.0 | 0.0 | 0.0 | 8.2 | 6.8 |
| LOS by Move: | A | A | A | F | A | A | C | D | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 17 | 0 | 0 | 2 | 85 | 0 | 0 | 8 | 0 |

Note: Queue reported is the number of cars per lane.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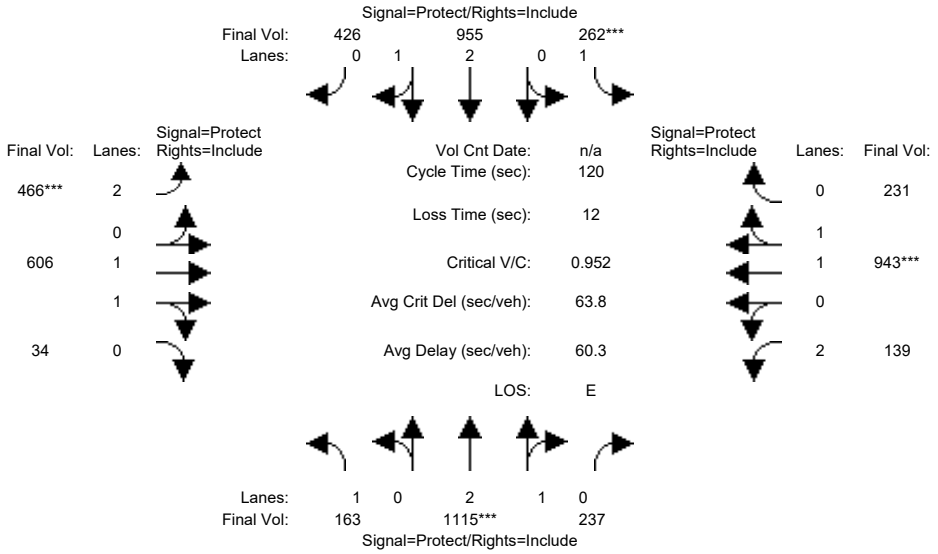
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #1200: (22) 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: | 163 | 1115 | 237 | 262 | 955 | 426 | 466 | 606 | 34 | 139 | 943 | 231 |
| Growth Adj: | 1.00 | 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 | 1115 | 237 | 262 | 955 | 426 | 466 | 606 | 34 | 139 | 943 | 231 |
| Added Vol: | 0 | 0 | 0 | 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 | 1115 | 237 | 262 | 955 | 426 | 466 | 606 | 34 | 139 | 943 | 231 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 163 | 1115 | 237 | 262 | 955 | 426 | 466 | 606 | 34 | 139 | 943 | 231 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 1115 | 237 | 262 | 955 | 426 | 466 | 606 | 34 | 139 | 943 | 231 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 163 | 1115 | 237 | 262 | 955 | 426 | 466 | 606 | 34 | 139 | 943 | 231 |
| 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 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.45 | 0.55 | 1.00 | 2.04 | 0.96 | 2.00 | 1.89 | 0.11 | 2.00 | 1.60 | 0.40 |
| Final Sat.: | 1750 | 4617 | 981 | 1750 | 3870 | 1726 | 3150 | 3503 | 197 | 3150 | 2971 | 728 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.24 | 0.24 | 0.15 | 0.25 | 0.25 | 0.15 | 0.17 | 0.17 | 0.04 | 0.32 | 0.32 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 20.0 | 30.1 | 30.1 | 20.0 | 30.0 | 30.0 | 18.4 | 33.6 | 33.6 | 24.3 | 39.5 | 39.5 |
| Volume/Cap: | 0.56 | 0.96 | 0.96 | 0.90 | 0.99 | 0.99 | 0.96 | 0.62 | 0.62 | 0.22 | 0.96 | 0.96 |
| Delay/Veh: | 48.3 | 60.6 | 60.6 | 77.2 | 65.4 | 65.4 | 82.2 | 38.7 | 38.7 | 40.1 | 57.3 | 57.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.3 | 60.6 | 60.6 | 77.2 | 65.4 | 65.4 | 82.2 | 38.7 | 38.7 | 40.1 | 57.3 | 57.3 |
| LOS by Move: | D | E | E | E | E | E | F | D | D | D | E | E |
| HCM2k95thQ: | 11 | 31 | 31 | 21 | 35 | 35 | 21 | 18 | 18 | 5 | 40 | 40 |

Note: Queue reported is the number of cars per lane.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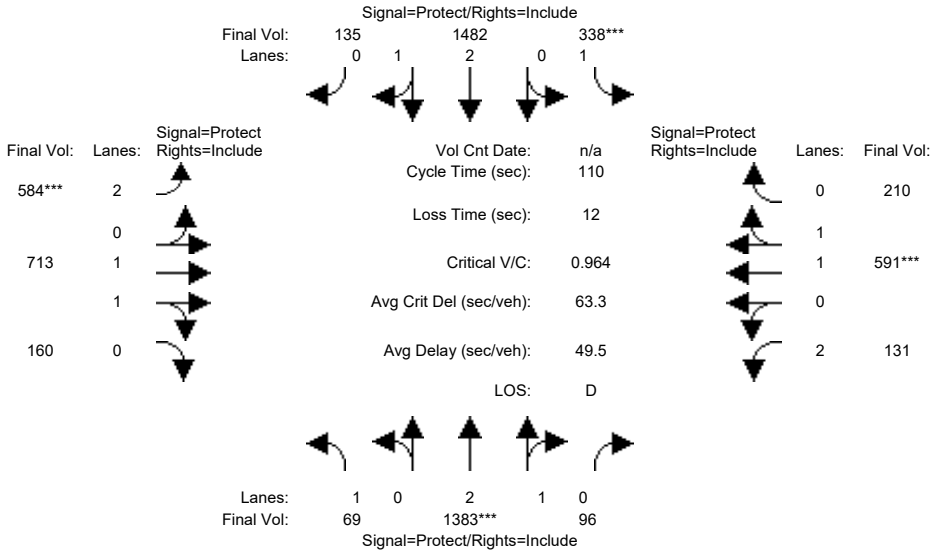
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #1200: (22) 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: | 69 | 1383 | 96 | 338 | 1482 | 135 | 584 | 713 | 160 | 131 | 591 | 210 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 69 | 1383 | 96 | 338 | 1482 | 135 | 584 | 713 | 160 | 131 | 591 | 210 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 69 | 1383 | 96 | 338 | 1482 | 135 | 584 | 713 | 160 | 131 | 591 | 210 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 69 | 1383 | 96 | 338 | 1482 | 135 | 584 | 713 | 160 | 131 | 591 | 210 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 69 | 1383 | 96 | 338 | 1482 | 135 | 584 | 713 | 160 | 131 | 591 | 210 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 69 | 1383 | 96 | 338 | 1482 | 135 | 584 | 713 | 160 | 131 | 591 | 210 |
| Saturation 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 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.80 | 0.20 | 1.00 | 2.74 | 0.26 | 2.00 | 1.62 | 0.38 | 2.00 | 1.46 | 0.54 |
| Final Sat.: | 1750 | 5236 | 363 | 1750 | 5132 | 467 | 3150 | 3021 | 678 | 3150 | 2729 | 970 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.26 | 0.26 | 0.19 | 0.29 | 0.29 | 0.19 | 0.24 | 0.24 | 0.04 | 0.22 | 0.22 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 9.4 | 30.1 | 30.1 | 22.0 | 42.7 | 42.7 | 21.1 | 36.1 | 36.1 | 9.7 | 24.7 | 24.7 |
| Volume/Cap: | 0.46 | 0.96 | 0.96 | 0.96 | 0.74 | 0.74 | 0.96 | 0.72 | 0.72 | 0.47 | 0.96 | 0.96 |
| Delay/Veh: | 50.1 | 54.7 | 54.7 | 82.1 | 30.3 | 30.3 | 71.8 | 34.6 | 34.6 | 48.9 | 65.1 | 65.1 |
| 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: | 50.1 | 54.7 | 54.7 | 82.1 | 30.3 | 30.3 | 71.8 | 34.6 | 34.6 | 48.9 | 65.1 | 65.1 |
| LOS by Move: | D | D | D | F | C | C | E | C | C | D | E | E |
| HCM2k95thQ: | 5 | 33 | 33 | 25 | 28 | 28 | 24 | 23 | 23 | 5 | 29 | 29 |

Note: Queue reported is the number of cars per lane.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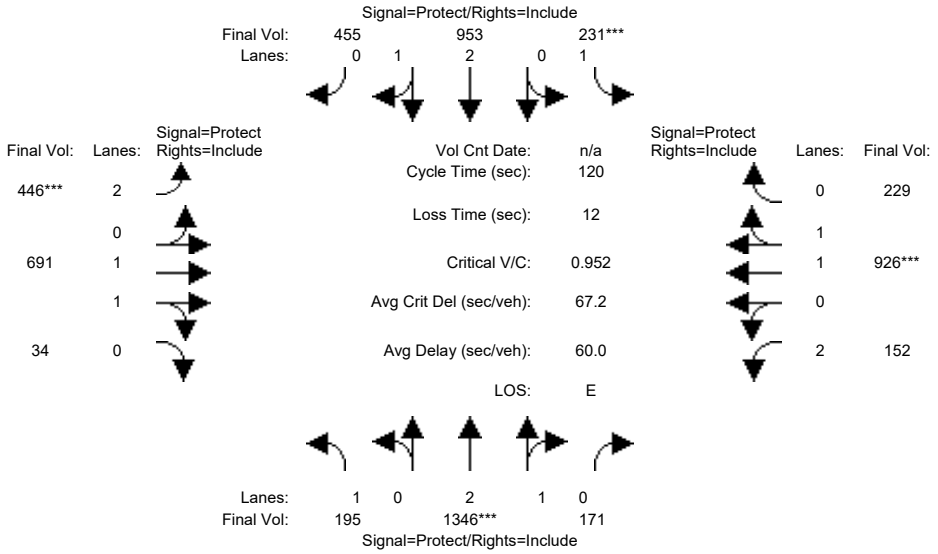
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #1200: (22) 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: | 195 | 1346 | 171 | 231 | 953 | 455 | 446 | 691 | 34 | 152 | 926 | 229 |
| Growth Adj: | 1.00 | 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 | 1346 | 171 | 231 | 953 | 455 | 446 | 691 | 34 | 152 | 926 | 229 |
| Added Vol: | 0 | 0 | 0 | 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 | 1346 | 171 | 231 | 953 | 455 | 446 | 691 | 34 | 152 | 926 | 229 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 195 | 1346 | 171 | 231 | 953 | 455 | 446 | 691 | 34 | 152 | 926 | 229 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 195 | 1346 | 171 | 231 | 953 | 455 | 446 | 691 | 34 | 152 | 926 | 229 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 195 | 1346 | 171 | 231 | 953 | 455 | 446 | 691 | 34 | 152 | 926 | 229 |
| 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 | 0.97 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.65 | 0.35 | 1.00 | 2.00 | 1.00 | 2.00 | 1.90 | 0.10 | 2.00 | 1.59 | 0.41 |
| Final Sat.: | 1750 | 4968 | 631 | 1750 | 3797 | 1800 | 3150 | 3526 | 174 | 3150 | 2966 | 733 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.27 | 0.27 | 0.13 | 0.25 | 0.25 | 0.14 | 0.20 | 0.20 | 0.05 | 0.31 | 0.31 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 21.0 | 32.9 | 32.9 | 20.0 | 31.9 | 31.9 | 17.2 | 33.6 | 33.6 | 21.5 | 37.9 | 37.9 |
| Volume/Cap: | 0.64 | 0.99 | 0.99 | 0.79 | 0.94 | 0.95 | 0.99 | 0.70 | 0.70 | 0.27 | 0.99 | 0.99 |
| Delay/Veh: | 50.3 | 63.5 | 63.5 | 61.7 | 55.7 | 56.9 | 90.5 | 40.8 | 40.8 | 42.8 | 64.2 | 64.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.3 | 63.5 | 63.5 | 61.7 | 55.7 | 56.9 | 90.5 | 40.8 | 40.8 | 42.8 | 64.2 | 64.2 |
| LOS by Move: | D | E | E | E | E | E | F | D | D | D | E | E |
| HCM2k95thQ: | 13 | 34 | 34 | 17 | 33 | 34 | 20 | 21 | 21 | 6 | 41 | 41 |

Note: Queue reported is the number of cars per lane.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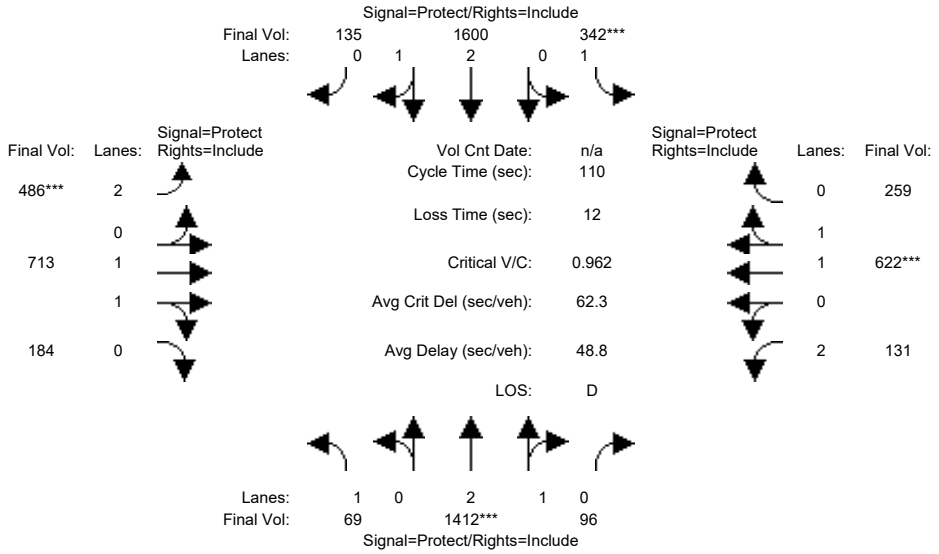
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #1200: (22) 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: | 69 | 1412 | 96 | 342 | 1600 | 135 | 486 | 713 | 184 | 131 | 622 | 259 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 69 | 1412 | 96 | 342 | 1600 | 135 | 486 | 713 | 184 | 131 | 622 | 259 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 69 | 1412 | 96 | 342 | 1600 | 135 | 486 | 713 | 184 | 131 | 622 | 259 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 69 | 1412 | 96 | 342 | 1600 | 135 | 486 | 713 | 184 | 131 | 622 | 259 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 69 | 1412 | 96 | 342 | 1600 | 135 | 486 | 713 | 184 | 131 | 622 | 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: | 69 | 1412 | 96 | 342 | 1600 | 135 | 486 | 713 | 184 | 131 | 622 | 259 |
| Saturation 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 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.80 | 0.20 | 1.00 | 2.76 | 0.24 | 2.00 | 1.58 | 0.42 | 2.00 | 1.40 | 0.60 |
| Final Sat.: | 1750 | 5243 | 356 | 1750 | 5164 | 436 | 3150 | 2940 | 759 | 3150 | 2611 | 1087 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.27 | 0.27 | 0.20 | 0.31 | 0.31 | 0.15 | 0.24 | 0.24 | 0.04 | 0.24 | 0.24 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 9.1 | 30.8 | 30.8 | 22.3 | 44.1 | 44.1 | 17.6 | 35.5 | 35.5 | 9.3 | 27.2 | 27.2 |
| Volume/Cap: | 0.48 | 0.96 | 0.96 | 0.96 | 0.77 | 0.77 | 0.96 | 0.75 | 0.75 | 0.49 | 0.96 | 0.96 |
| Delay/Veh: | 50.7 | 53.7 | 53.7 | 81.1 | 30.4 | 30.4 | 76.4 | 36.0 | 36.0 | 49.5 | 61.9 | 61.9 |
| 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: | 50.7 | 53.7 | 53.7 | 81.1 | 30.4 | 30.4 | 76.4 | 36.0 | 36.0 | 49.5 | 61.9 | 61.9 |
| LOS by Move: | D | D | D | F | C | C | E | D | D | D | E | E |
| HCM2k95thQ: | 5 | 33 | 33 | 25 | 30 | 30 | 21 | 24 | 24 | 5 | 31 | 31 |

Note: Queue reported is the number of cars per lane.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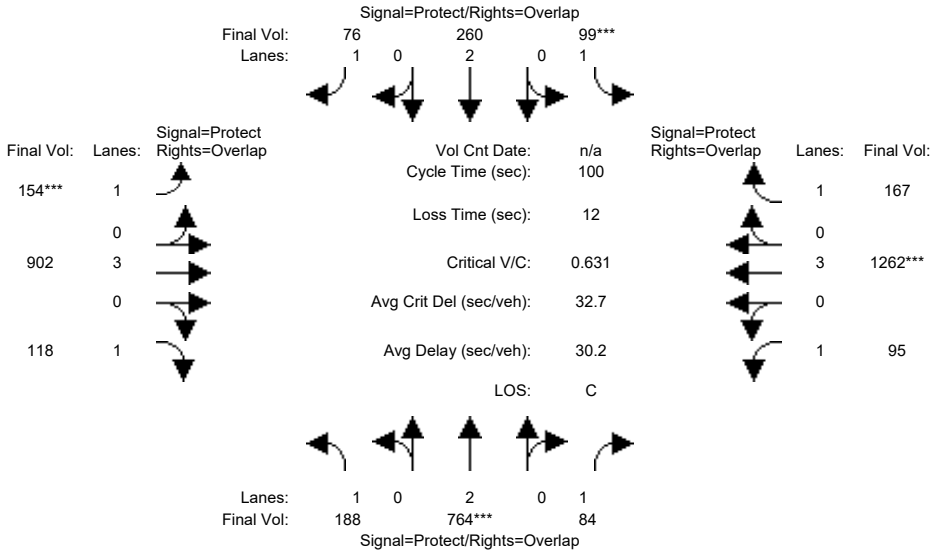
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #1201: (56) 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 | 764 | 84 | 99 | 260 | 76 | 154 | 902 | 118 | 95 | 1262 | 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: | 188 | 764 | 84 | 99 | 260 | 76 | 154 | 902 | 118 | 95 | 1262 | 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: | 188 | 764 | 84 | 99 | 260 | 76 | 154 | 902 | 118 | 95 | 1262 | 167 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 764 | 84 | 99 | 260 | 76 | 154 | 902 | 118 | 95 | 1262 | 167 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 764 | 84 | 99 | 260 | 76 | 154 | 902 | 118 | 95 | 1262 | 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: | 188 | 764 | 84 | 99 | 260 | 76 | 154 | 902 | 118 | 95 | 1262 | 167 |
| 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 | 0.20 | 0.04 | 0.05 | 0.07 | 0.04 | 0.08 | 0.16 | 0.06 | 0.05 | 0.22 | 0.09 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 23.7 | 31.8 | 43.3 | 8.3 | 16.4 | 29.2 | 12.8 | 36.4 | 60.1 | 11.5 | 35.1 | 43.3 |
| Volume/Cap: | 0.42 | 0.63 | 0.10 | 0.63 | 0.42 | 0.14 | 0.63 | 0.43 | 0.10 | 0.43 | 0.63 | 0.20 |
| Delay/Veh: | 35.1 | 31.6 | 17.0 | 62.2 | 39.6 | 26.6 | 53.1 | 24.7 | 8.7 | 47.4 | 28.6 | 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: | 35.1 | 31.6 | 17.0 | 62.2 | 39.6 | 26.6 | 53.1 | 24.7 | 8.7 | 47.4 | 28.6 | 18.2 |
| LOS by Move: | D | C | B | E | D | C | D | C | A | D | C | B |
| HCM2k95thQ: | 9 | 17 | 3 | 7 | 8 | 4 | 11 | 13 | 4 | 5 | 17 | 6 |

Note: Queue reported is the number of cars per lane.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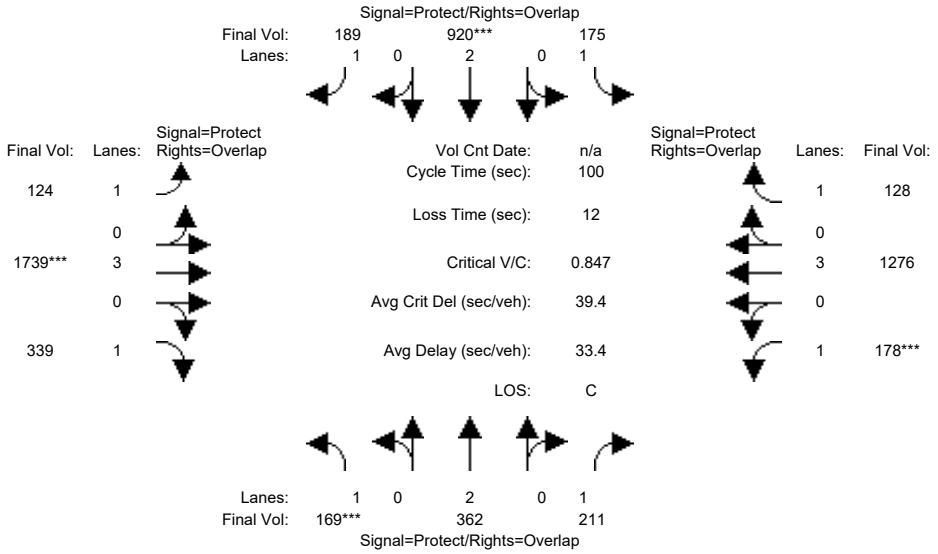
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #1201: (56) 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: | 169 | 362 | 211 | 175 | 920 | 189 | 124 | 1739 | 339 | 178 | 1276 | 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: | 169 | 362 | 211 | 175 | 920 | 189 | 124 | 1739 | 339 | 178 | 1276 | 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: | 169 | 362 | 211 | 175 | 920 | 189 | 124 | 1739 | 339 | 178 | 1276 | 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: | 169 | 362 | 211 | 175 | 920 | 189 | 124 | 1739 | 339 | 178 | 1276 | 128 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 169 | 362 | 211 | 175 | 920 | 189 | 124 | 1739 | 339 | 178 | 1276 | 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: | 169 | 362 | 211 | 175 | 920 | 189 | 124 | 1739 | 339 | 178 | 1276 | 128 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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: | 0.10 | 0.10 | 0.12 | 0.10 | 0.24 | 0.11 | 0.07 | 0.31 | 0.19 | 0.10 | 0.22 | 0.07 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 11.4 | 20.0 | 32.0 | 20.0 | 28.6 | 40.1 | 11.5 | 36.0 | 47.4 | 12.0 | 36.5 | 56.5 |
| Volume/Cap: | 0.85 | 0.48 | 0.38 | 0.50 | 0.85 | 0.27 | 0.61 | 0.85 | 0.41 | 0.85 | 0.61 | 0.13 |
| Delay/Veh: | 70.5 | 35.9 | 26.7 | 36.7 | 40.0 | 20.3 | 47.6 | 33.0 | 17.5 | 69.1 | 26.5 | 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: | 70.5 | 35.9 | 26.7 | 36.7 | 40.0 | 20.3 | 47.6 | 33.0 | 17.5 | 69.1 | 26.5 | 10.3 |
| LOS by Move: | E | D | C | D | D | C | D | C | B | E | C | B |
| HCM2k95thQ: | 11 | 9 | 10 | 10 | 24 | 8 | 10 | 32 | 14 | 12 | 19 | 4 |

Note: Queue reported is the number of cars per lane.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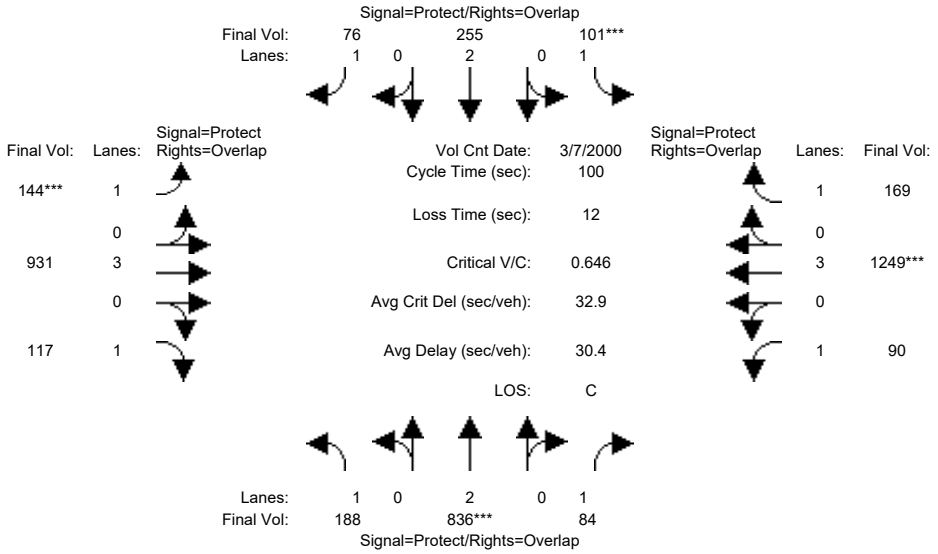
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #1201: (56) 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: 7 Mar 2000 << | | | | | | | | | | | | |
| Base Vol: | 188 | 836 | 84 | 101 | 255 | 76 | 144 | 931 | 117 | 90 | 1249 | 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: | 188 | 836 | 84 | 101 | 255 | 76 | 144 | 931 | 117 | 90 | 1249 | 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: | 188 | 836 | 84 | 101 | 255 | 76 | 144 | 931 | 117 | 90 | 1249 | 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: | 188 | 836 | 84 | 101 | 255 | 76 | 144 | 931 | 117 | 90 | 1249 | 169 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 836 | 84 | 101 | 255 | 76 | 144 | 931 | 117 | 90 | 1249 | 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: | 188 | 836 | 84 | 101 | 255 | 76 | 144 | 931 | 117 | 90 | 1249 | 169 |
| 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 | 0.07 | 0.04 | 0.08 | 0.16 | 0.06 | 0.05 | 0.22 | 0.09 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 25.2 | 34.1 | 44.4 | 8.2 | 17.1 | 28.8 | 11.7 | 35.4 | 60.6 | 10.3 | 33.9 | 42.2 |
| Volume/Cap: | 0.39 | 0.65 | 0.10 | 0.65 | 0.39 | 0.14 | 0.65 | 0.46 | 0.10 | 0.46 | 0.65 | 0.21 |
| Delay/Veh: | 33.4 | 30.3 | 16.4 | 63.2 | 38.6 | 26.9 | 55.7 | 25.7 | 8.4 | 49.9 | 29.6 | 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: | 33.4 | 30.3 | 16.4 | 63.2 | 38.6 | 26.9 | 55.7 | 25.7 | 8.4 | 49.9 | 29.6 | 18.9 |
| LOS by Move: | C | C | B | E | D | C | E | C | A | D | C | B |
| HCM2k95thQ: | 9 | 18 | 3 | 7 | 7 | 4 | 10 | 14 | 3 | 5 | 17 | 6 |

Note: Queue reported is the number of cars per lane.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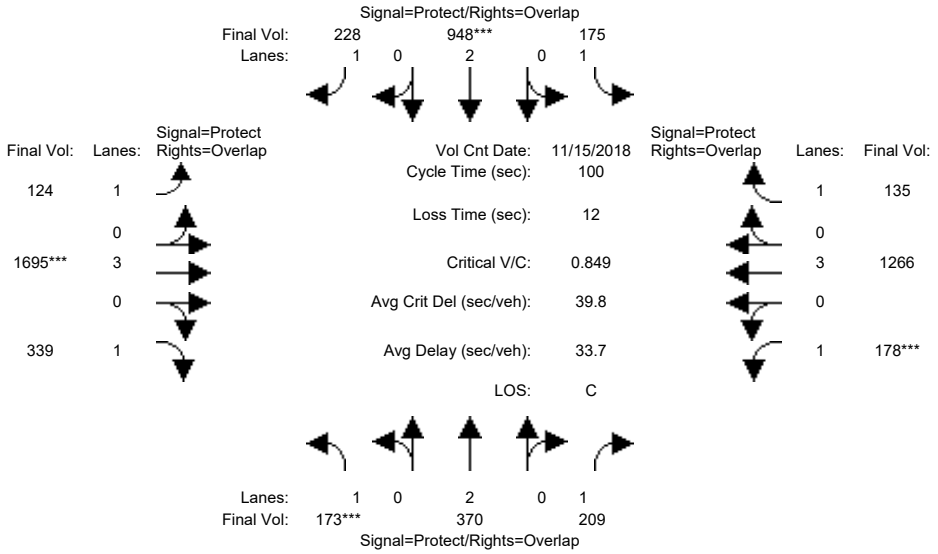
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #1201: (56) 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: | 173 | 370 | 209 | 175 | 948 | 228 | 124 | 1695 | 339 | 178 | 1266 | 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: | 173 | 370 | 209 | 175 | 948 | 228 | 124 | 1695 | 339 | 178 | 1266 | 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: | 173 | 370 | 209 | 175 | 948 | 228 | 124 | 1695 | 339 | 178 | 1266 | 135 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 173 | 370 | 209 | 175 | 948 | 228 | 124 | 1695 | 339 | 178 | 1266 | 135 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 370 | 209 | 175 | 948 | 228 | 124 | 1695 | 339 | 178 | 1266 | 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: | 173 | 370 | 209 | 175 | 948 | 228 | 124 | 1695 | 339 | 178 | 1266 | 135 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 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: | 0.10 | 0.10 | 0.12 | 0.10 | 0.25 | 0.13 | 0.07 | 0.30 | 0.19 | 0.10 | 0.22 | 0.08 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 11.6 | 20.5 | 32.5 | 20.5 | 29.4 | 40.7 | 11.4 | 35.0 | 46.7 | 12.0 | 35.6 | 56.1 |
| Volume/Cap: | 0.85 | 0.47 | 0.37 | 0.49 | 0.85 | 0.32 | 0.62 | 0.85 | 0.42 | 0.85 | 0.62 | 0.14 |
| Delay/Veh: | 70.4 | 35.5 | 26.3 | 36.2 | 39.5 | 20.5 | 48.3 | 33.7 | 18.0 | 69.6 | 27.2 | 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: | 70.4 | 35.5 | 26.3 | 36.2 | 39.5 | 20.5 | 48.3 | 33.7 | 18.0 | 69.6 | 27.2 | 10.5 |
| LOS by Move: | E | D | C | D | D | C | D | C | B | E | C | B |
| HCM2k95thQ: | 12 | 9 | 10 | 9 | 24 | 9 | 10 | 32 | 14 | 11 | 19 | 4 |

Note: Queue reported is the number of cars per lane.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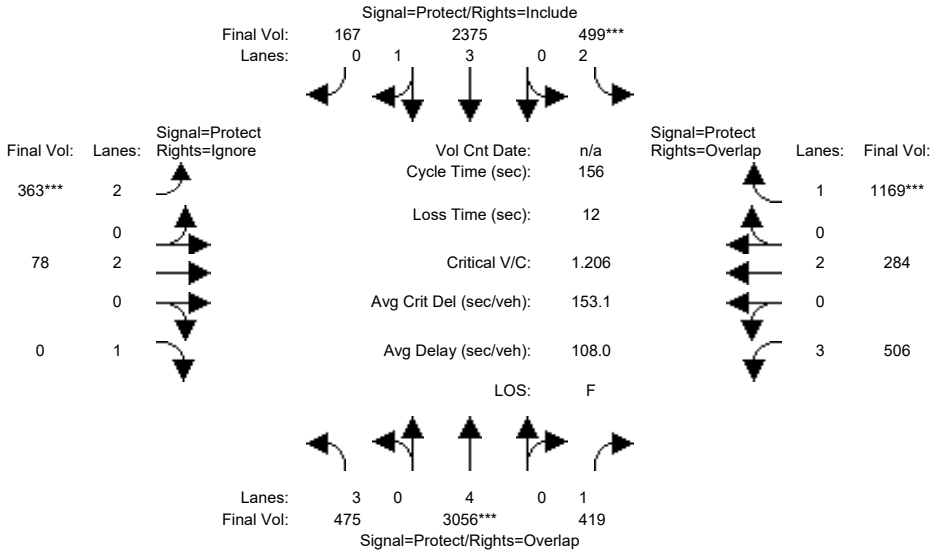
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #1206: (18) 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: | 475 | 3056 | 419 | 499 | 2375 | 167 | 363 | 78 | 193 | 506 | 284 | 1169 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 475 | 3056 | 419 | 499 | 2375 | 167 | 363 | 78 | 193 | 506 | 284 | 1169 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 475 | 3056 | 419 | 499 | 2375 | 167 | 363 | 78 | 193 | 506 | 284 | 1169 |
| 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: | 475 | 3056 | 419 | 499 | 2375 | 167 | 363 | 78 | 0 | 506 | 284 | 1169 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 475 | 3056 | 419 | 499 | 2375 | 167 | 363 | 78 | 0 | 506 | 284 | 1169 |
| 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: | 475 | 3056 | 419 | 499 | 2375 | 167 | 363 | 78 | 0 | 506 | 284 | 1169 |
| 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 | 3.74 | 0.26 | 2.00 | 2.00 | 1.00 | 3.00 | 2.00 | 1.00 |
| Final Sat.: | 5700 | 7600 | 1900 | 3800 | 7101 | 499 | 3800 | 3800 | 1900 | 5700 | 3800 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.40 | 0.22 | 0.13 | 0.33 | 0.33 | 0.10 | 0.02 | 0.00 | 0.09 | 0.07 | 0.62 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green Time: | 13.8 | 52.0 | 95.6 | 17.0 | 55.3 | 55.3 | 12.4 | 31.4 | 0.0 | 43.5 | 62.6 | 79.6 |
| Volume/Cap: | 0.94 | 1.21 | 0.36 | 1.21 | 0.94 | 0.94 | 1.21 | 0.10 | 0.00 | 0.32 | 0.19 | 1.21 |
| Delay/Veh: | 99.2 | 149 | 15.9 | 182.9 | 57.4 | 57.4 | 191.5 | 51.0 | 0.0 | 45.0 | 30.5 | 140.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 99.2 | 149 | 15.9 | 182.9 | 57.4 | 57.4 | 191.5 | 51.0 | 0.0 | 45.0 | 30.5 | 140.6 |
| LOS by Move: | F | F | B | F | E | E | F | D | A | D | C | F |
| HCM2k95thQ: | 16 | 88 | 17 | 27 | 45 | 45 | 23 | 3 | 0 | 12 | 9 | 129 |

Note: Queue reported is the number of cars per lane.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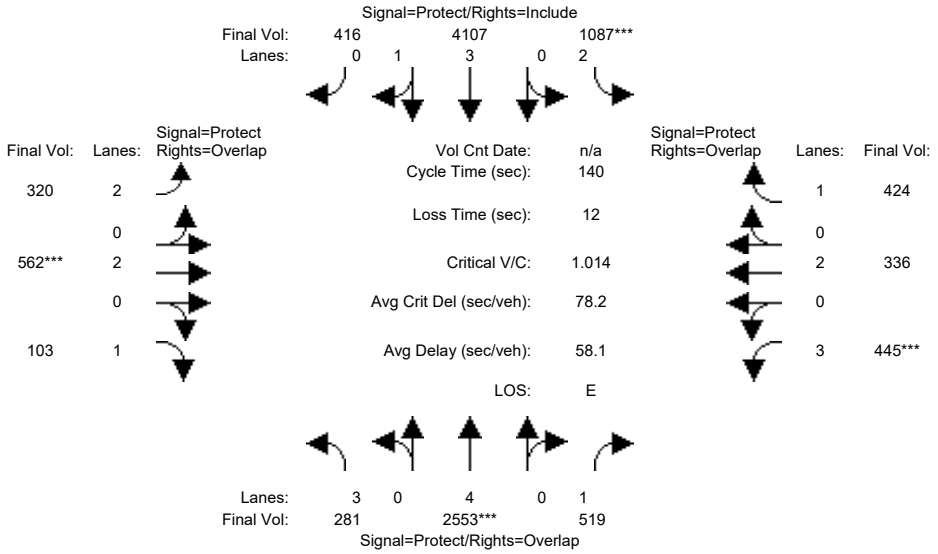
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #1206: (18) 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: | 281 | 2553 | 519 | 1087 | 4107 | 416 | 320 | 562 | 103 | 445 | 336 | 424 |
| Growth Adj: | 1.00 | 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 | 2553 | 519 | 1087 | 4107 | 416 | 320 | 562 | 103 | 445 | 336 | 424 |
| Added Vol: | 0 | 0 | 0 | 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 | 2553 | 519 | 1087 | 4107 | 416 | 320 | 562 | 103 | 445 | 336 | 424 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 2553 | 519 | 1087 | 4107 | 416 | 320 | 562 | 103 | 445 | 336 | 424 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 281 | 2553 | 519 | 1087 | 4107 | 416 | 320 | 562 | 103 | 445 | 336 | 424 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 281 | 2553 | 519 | 1087 | 4107 | 416 | 320 | 562 | 103 | 445 | 336 | 424 |
| 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 | 3.62 | 0.38 | 2.00 | 2.00 | 1.00 | 3.00 | 2.00 | 1.00 |
| Final Sat.: | 4551 | 7600 | 1750 | 3150 | 6809 | 690 | 3150 | 3800 | 1750 | 4551 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.34 | 0.30 | 0.35 | 0.60 | 0.60 | 0.10 | 0.15 | 0.06 | 0.10 | 0.09 | 0.24 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 8.7 | 46.4 | 59.9 | 47.7 | 85.3 | 85.3 | 18.1 | 20.4 | 29.2 | 13.5 | 15.8 | 63.5 |
| Volume/Cap: | 0.99 | 1.01 | 0.69 | 1.01 | 0.99 | 0.99 | 0.78 | 1.01 | 0.28 | 1.01 | 0.78 | 0.53 |
| Delay/Veh: | 116.0 | 68.2 | 35.4 | 77.1 | 37.9 | 37.9 | 68.6 | 101 | 47.0 | 109.6 | 69.6 | 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: | 116.0 | 68.2 | 35.4 | 77.1 | 37.9 | 37.9 | 68.6 | 101 | 47.0 | 109.6 | 69.6 | 28.3 |
| LOS by Move: | F | E | D | E | D | D | E | F | D | F | E | C |
| HCM2k95thQ: | 12 | 52 | 33 | 46 | 72 | 72 | 16 | 26 | 8 | 18 | 14 | 24 |

Note: Queue reported is the number of cars per lane.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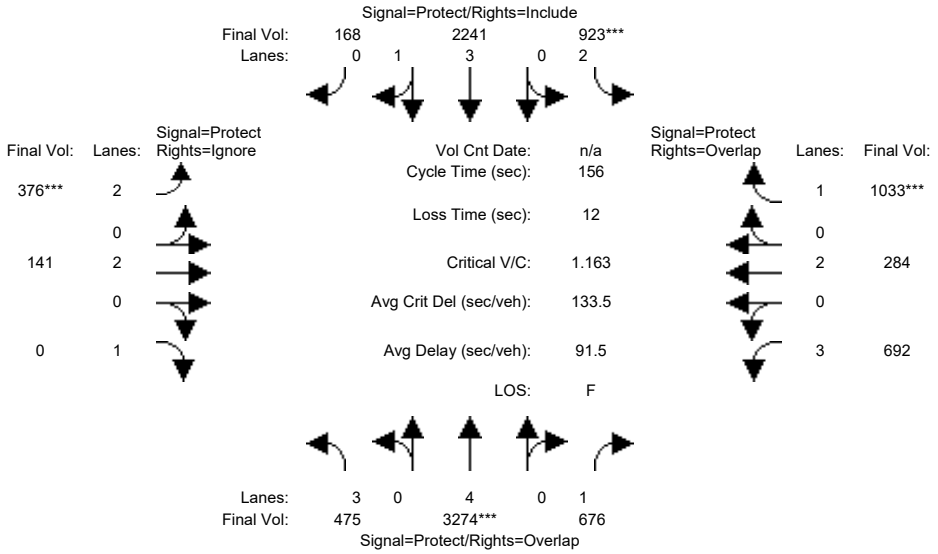
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #1206: (18) 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: | 475 | 3274 | 676 | 923 | 2241 | 168 | 376 | 141 | 193 | 692 | 284 | 1033 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 475 | 3274 | 676 | 923 | 2241 | 168 | 376 | 141 | 193 | 692 | 284 | 1033 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 475 | 3274 | 676 | 923 | 2241 | 168 | 376 | 141 | 193 | 692 | 284 | 1033 |
| 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: | 475 | 3274 | 676 | 923 | 2241 | 168 | 376 | 141 | 0 | 692 | 284 | 1033 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 475 | 3274 | 676 | 923 | 2241 | 168 | 376 | 141 | 0 | 692 | 284 | 1033 |
| 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: | 475 | 3274 | 676 | 923 | 2241 | 168 | 376 | 141 | 0 | 692 | 284 | 1033 |
| 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 | 3.72 | 0.28 | 2.00 | 2.00 | 1.00 | 3.00 | 2.00 | 1.00 |
| Final Sat.: | 5700 | 7600 | 1900 | 3800 | 7070 | 530 | 3800 | 3800 | 1900 | 5700 | 3800 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.43 | 0.36 | 0.24 | 0.32 | 0.32 | 0.10 | 0.04 | 0.00 | 0.12 | 0.07 | 0.54 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green Time: | 18.8 | 57.8 | 92.9 | 32.6 | 71.6 | 71.6 | 13.3 | 18.5 | 0.0 | 35.1 | 40.4 | 72.9 |
| Volume/Cap: | 0.69 | 1.16 | 0.60 | 1.16 | 0.69 | 0.69 | 1.16 | 0.31 | 0.00 | 0.54 | 0.29 | 1.16 |
| Delay/Veh: | 71.4 | 127 | 22.2 | 148.7 | 34.6 | 34.6 | 173.2 | 64.7 | 0.0 | 55.0 | 47.1 | 127.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 71.4 | 127 | 22.2 | 148.7 | 34.6 | 34.6 | 173.2 | 64.7 | 0.0 | 55.0 | 47.1 | 127.2 |
| LOS by Move: | E | F | C | F | C | C | F | E | A | D | D | F |
| HCM2k95thQ: | 14 | 90 | 34 | 46 | 34 | 34 | 22 | 7 | 0 | 16 | 10 | 108 |

Note: Queue reported is the number of cars per lane.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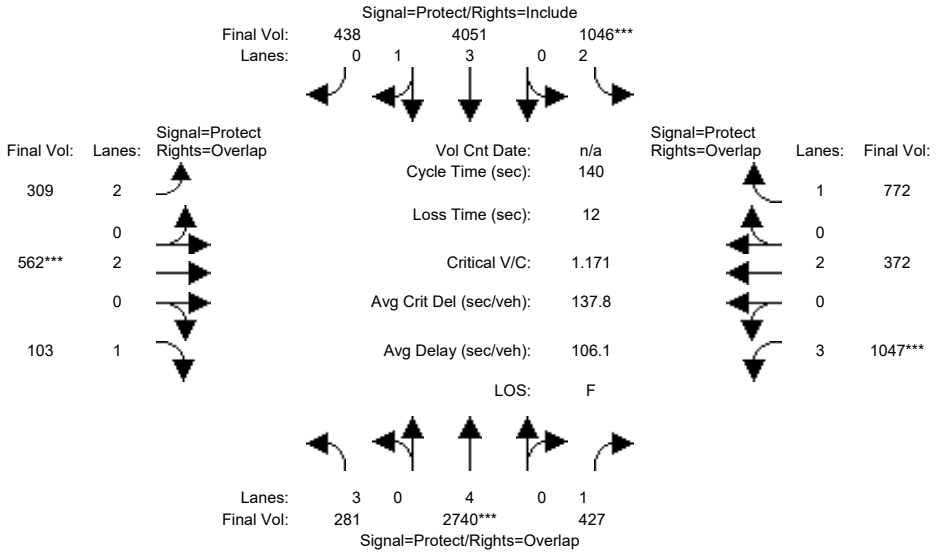
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #1206: (18) 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: | 281 | 2740 | 427 | 1046 | 4051 | 438 | 309 | 562 | 103 | 1047 | 372 | 772 |
| Growth Adj: | 1.00 | 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 | 2740 | 427 | 1046 | 4051 | 438 | 309 | 562 | 103 | 1047 | 372 | 772 |
| Added Vol: | 0 | 0 | 0 | 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 | 2740 | 427 | 1046 | 4051 | 438 | 309 | 562 | 103 | 1047 | 372 | 772 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 281 | 2740 | 427 | 1046 | 4051 | 438 | 309 | 562 | 103 | 1047 | 372 | 772 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 281 | 2740 | 427 | 1046 | 4051 | 438 | 309 | 562 | 103 | 1047 | 372 | 772 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 281 | 2740 | 427 | 1046 | 4051 | 438 | 309 | 562 | 103 | 1047 | 372 | 772 |
| 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 | 3.59 | 0.41 | 2.00 | 2.00 | 1.00 | 3.00 | 2.00 | 1.00 |
| Final Sat.: | 4551 | 7600 | 1750 | 3150 | 6767 | 732 | 3150 | 3800 | 1750 | 4551 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.36 | 0.24 | 0.33 | 0.60 | 0.60 | 0.10 | 0.15 | 0.06 | 0.23 | 0.10 | 0.44 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 7.7 | 43.1 | 70.6 | 39.7 | 75.1 | 75.1 | 21.4 | 17.7 | 25.4 | 27.5 | 23.8 | 63.5 |
| Volume/Cap: | 1.12 | 1.17 | 0.48 | 1.17 | 1.12 | 1.12 | 0.64 | 1.17 | 0.32 | 1.17 | 0.58 | 0.97 |
| Delay/Veh: | 157.8 | 130 | 23.2 | 139.0 | 88.9 | 88.9 | 58.6 | 158 | 50.4 | 145.1 | 54.7 | 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: | 157.8 | 130 | 23.2 | 139.0 | 88.9 | 88.9 | 58.6 | 158 | 50.4 | 145.1 | 54.7 | 62.7 |
| LOS by Move: | F | F | C | F | F | F | E | F | D | F | D | E |
| HCM2k95thQ: | 14 | 66 | 23 | 58 | 91 | 91 | 14 | 31 | 8 | 43 | 13 | 58 |

Note: Queue reported is the number of cars per lane.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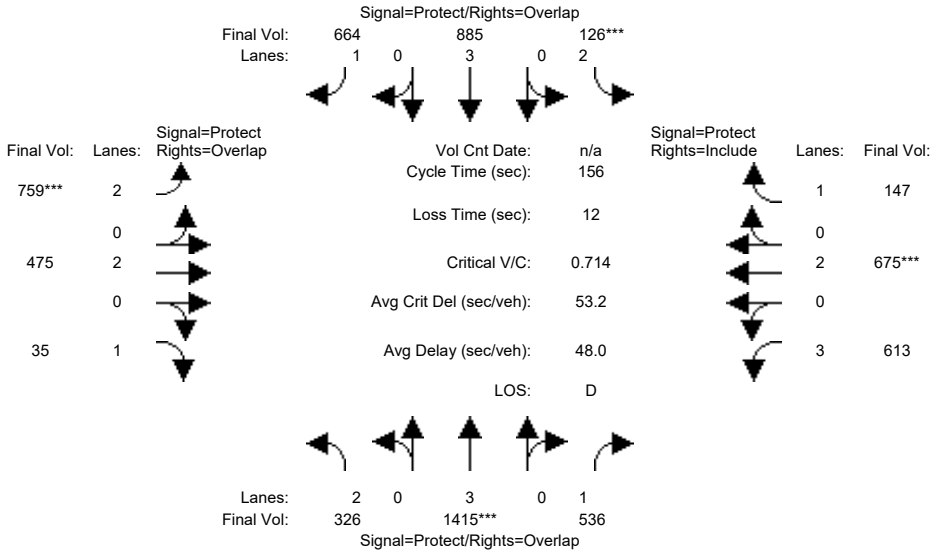
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #1207: (15) 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: | 326 | 1415 | 536 | 126 | 885 | 664 | 759 | 475 | 35 | 613 | 675 | 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: | 326 | 1415 | 536 | 126 | 885 | 664 | 759 | 475 | 35 | 613 | 675 | 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: | 326 | 1415 | 536 | 126 | 885 | 664 | 759 | 475 | 35 | 613 | 675 | 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: | 326 | 1415 | 536 | 126 | 885 | 664 | 759 | 475 | 35 | 613 | 675 | 147 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 326 | 1415 | 536 | 126 | 885 | 664 | 759 | 475 | 35 | 613 | 675 | 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: | 326 | 1415 | 536 | 126 | 885 | 664 | 759 | 475 | 35 | 613 | 675 | 147 |
| 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: | 0.09 | 0.25 | 0.28 | 0.03 | 0.16 | 0.35 | 0.20 | 0.13 | 0.02 | 0.11 | 0.18 | 0.08 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 21.9 | 54.3 | 92.4 | 7.2 | 39.6 | 83.3 | 43.7 | 44.3 | 66.2 | 38.1 | 38.8 | 38.8 |
| Volume/Cap: | 0.61 | 0.71 | 0.48 | 0.71 | 0.61 | 0.65 | 0.71 | 0.44 | 0.04 | 0.44 | 0.71 | 0.31 |
| Delay/Veh: | 68.2 | 46.4 | 19.5 | 95.1 | 53.3 | 29.3 | 54.6 | 47.0 | 26.4 | 50.9 | 58.1 | 49.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 68.2 | 46.4 | 19.5 | 95.1 | 53.3 | 29.3 | 54.6 | 47.0 | 26.4 | 50.9 | 58.1 | 49.4 |
| LOS by Move: | E | D | B | F | D | C | D | D | C | D | E | D |
| HCM2k95thQ: | 14 | 33 | 24 | 7 | 21 | 37 | 25 | 15 | 2 | 15 | 25 | 11 |

Note: Queue reported is the number of cars per lane.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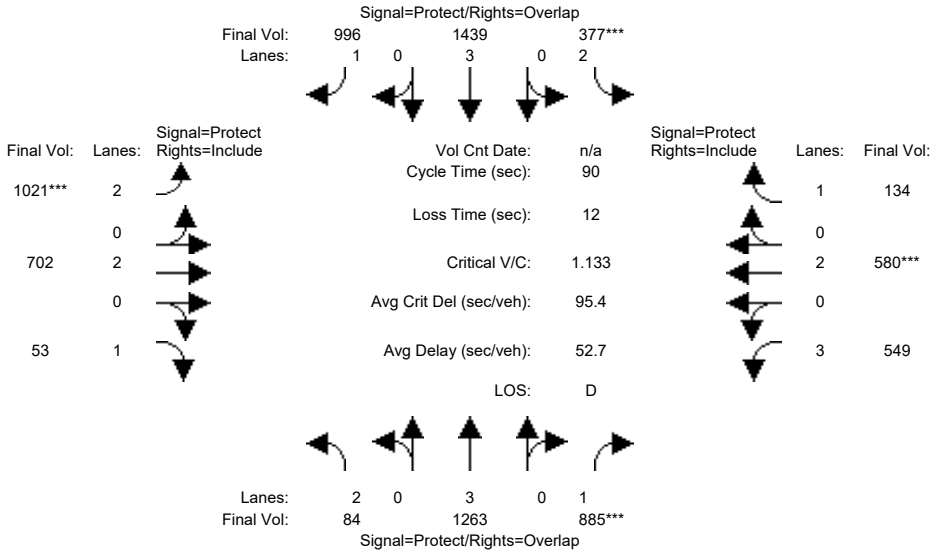
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #1207: (15) 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 | 1263 | 885 | 377 | 1439 | 996 | 1021 | 702 | 53 | 549 | 580 | 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: | 84 | 1263 | 885 | 377 | 1439 | 996 | 1021 | 702 | 53 | 549 | 580 | 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: | 84 | 1263 | 885 | 377 | 1439 | 996 | 1021 | 702 | 53 | 549 | 580 | 134 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 84 | 1263 | 885 | 377 | 1439 | 996 | 1021 | 702 | 53 | 549 | 580 | 134 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 84 | 1263 | 885 | 377 | 1439 | 996 | 1021 | 702 | 53 | 549 | 580 | 134 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 84 | 1263 | 885 | 377 | 1439 | 996 | 1021 | 702 | 53 | 549 | 580 | 134 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.51 | 0.12 | 0.25 | 0.57 | 0.32 | 0.18 | 0.03 | 0.12 | 0.15 | 0.08 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 9.4 | 30.6 | 45.6 | 9.5 | 30.7 | 56.4 | 25.8 | 22.9 | 22.9 | 15.0 | 12.1 | 12.1 |
| Volume/Cap: | 0.25 | 0.65 | 1.00 | 1.13 | 0.74 | 0.91 | 1.13 | 0.73 | 0.12 | 0.73 | 1.13 | 0.57 |
| Delay/Veh: | 37.4 | 26.0 | 52.1 | 130.4 | 27.7 | 25.4 | 105.6 | 33.4 | 25.9 | 39.1 | 121 | 39.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.4 | 26.0 | 52.1 | 130.4 | 27.7 | 25.4 | 105.6 | 33.4 | 25.9 | 39.1 | 121 | 39.7 |
| LOS by Move: | D | C | D | F | C | C | F | C | C | D | F | D |
| HCM2k95thQ: | 3 | 18 | 53 | 18 | 21 | 44 | 41 | 15 | 2 | 12 | 23 | 7 |

Note: Queue reported is the number of cars per lane.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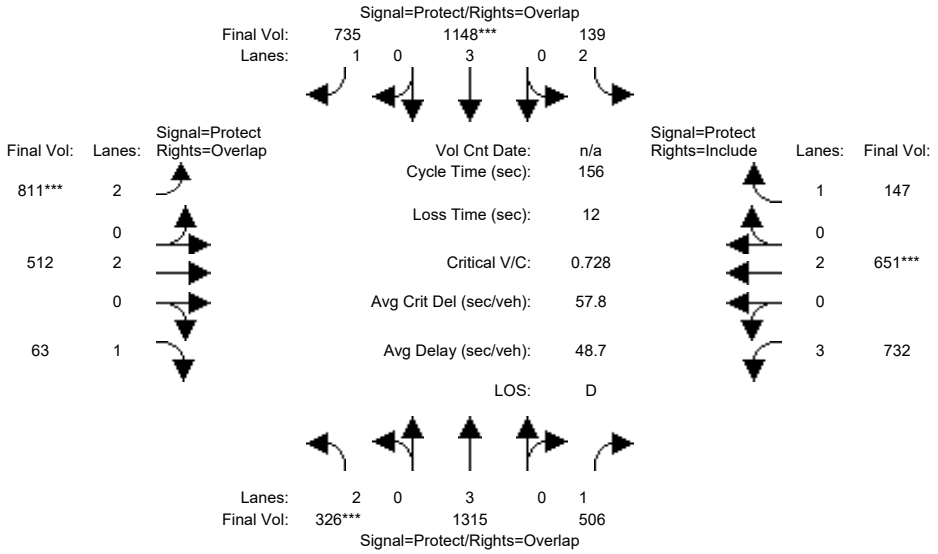
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #1207: (15) 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: | 326 | 1315 | 506 | 139 | 1148 | 735 | 811 | 512 | 63 | 732 | 651 | 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: | 326 | 1315 | 506 | 139 | 1148 | 735 | 811 | 512 | 63 | 732 | 651 | 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: | 326 | 1315 | 506 | 139 | 1148 | 735 | 811 | 512 | 63 | 732 | 651 | 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: | 326 | 1315 | 506 | 139 | 1148 | 735 | 811 | 512 | 63 | 732 | 651 | 147 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 326 | 1315 | 506 | 139 | 1148 | 735 | 811 | 512 | 63 | 732 | 651 | 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: | 326 | 1315 | 506 | 139 | 1148 | 735 | 811 | 512 | 63 | 732 | 651 | 147 |
| 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: | 0.09 | 0.23 | 0.27 | 0.04 | 0.20 | 0.39 | 0.21 | 0.13 | 0.03 | 0.13 | 0.17 | 0.08 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 18.4 | 51.5 | 91.8 | 10.0 | 43.2 | 88.9 | 45.7 | 42.2 | 60.6 | 40.2 | 36.7 | 36.7 |
| Volume/Cap: | 0.73 | 0.70 | 0.45 | 0.57 | 0.73 | 0.68 | 0.73 | 0.50 | 0.09 | 0.50 | 0.73 | 0.33 |
| Delay/Veh: | 76.3 | 47.7 | 19.4 | 80.2 | 54.1 | 27.0 | 53.7 | 49.7 | 30.4 | 50.5 | 60.2 | 51.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 76.3 | 47.7 | 19.4 | 80.2 | 54.1 | 27.0 | 53.7 | 49.7 | 30.4 | 50.5 | 60.2 | 51.4 |
| LOS by Move: | E | D | B | F | D | C | D | D | C | D | E | D |
| HCM2k95thQ: | 15 | 31 | 23 | 7 | 28 | 40 | 26 | 17 | 4 | 17 | 24 | 11 |

Note: Queue reported is the number of cars per lane.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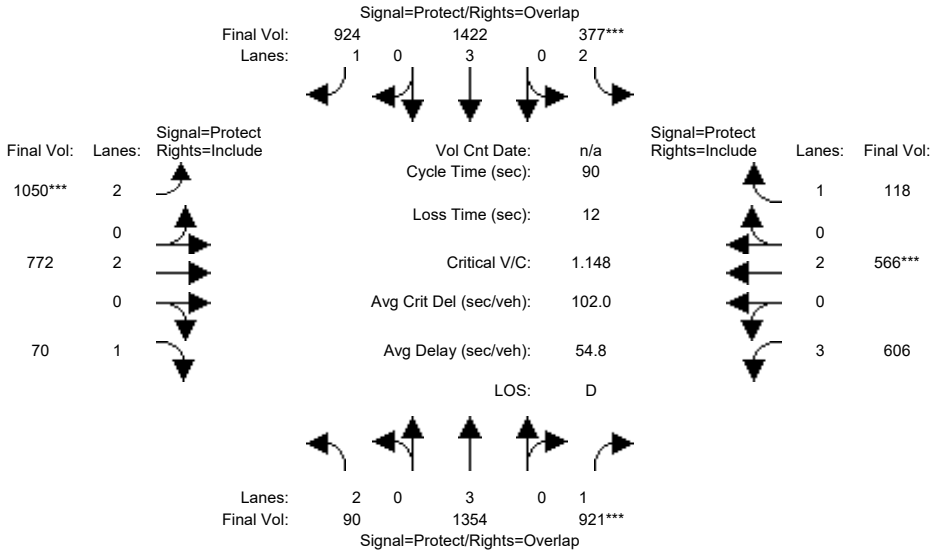
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #1207: (15) 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: | 90 | 1354 | 921 | 377 | 1422 | 924 | 1050 | 772 | 70 | 606 | 566 | 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: | 90 | 1354 | 921 | 377 | 1422 | 924 | 1050 | 772 | 70 | 606 | 566 | 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: | 90 | 1354 | 921 | 377 | 1422 | 924 | 1050 | 772 | 70 | 606 | 566 | 118 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 90 | 1354 | 921 | 377 | 1422 | 924 | 1050 | 772 | 70 | 606 | 566 | 118 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 90 | 1354 | 921 | 377 | 1422 | 924 | 1050 | 772 | 70 | 606 | 566 | 118 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 90 | 1354 | 921 | 377 | 1422 | 924 | 1050 | 772 | 70 | 606 | 566 | 118 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.80 | 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 | 0.24 | 0.53 | 0.12 | 0.25 | 0.53 | 0.33 | 0.20 | 0.04 | 0.13 | 0.15 | 0.07 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 9.6 | 30.8 | 45.8 | 9.4 | 30.6 | 56.8 | 26.1 | 22.8 | 22.8 | 15.0 | 11.7 | 11.7 |
| Volume/Cap: | 0.27 | 0.69 | 1.03 | 1.15 | 0.73 | 0.84 | 1.15 | 0.80 | 0.16 | 0.80 | 1.15 | 0.52 |
| Delay/Veh: | 37.4 | 26.6 | 61.5 | 136.5 | 27.6 | 18.7 | 111.4 | 36.3 | 26.3 | 42.2 | 127 | 38.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.4 | 26.6 | 61.5 | 136.5 | 27.6 | 18.7 | 111.4 | 36.3 | 26.3 | 42.2 | 127 | 38.7 |
| LOS by Move: | D | C | E | F | C | B | F | D | C | D | F | D |
| HCM2k95thQ: | 3 | 20 | 58 | 19 | 20 | 36 | 43 | 17 | 3 | 14 | 23 | 7 |

Note: Queue reported is the number of cars per lane.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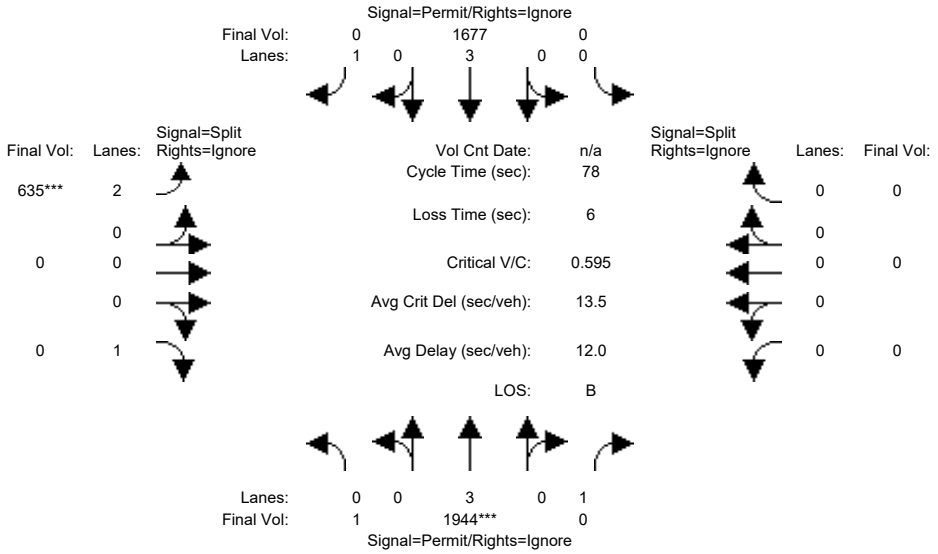
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #1208: (20) 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 | 1944 | 248 | 0 | 1677 | 800 | 635 | 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: | 1 | 1944 | 248 | 0 | 1677 | 800 | 635 | 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: | 1 | 1944 | 248 | 0 | 1677 | 800 | 635 | 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: | 1 | 1944 | 0 | 0 | 1677 | 0 | 635 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 1944 | 0 | 0 | 1677 | 0 | 635 | 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 | 1944 | 0 | 0 | 1677 | 0 | 635 | 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: | 0.35 | 0.35 | 0.00 | 0.00 | 0.29 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green Time: | 45.6 | 45.6 | 0.0 | 0.0 | 45.6 | 0.0 | 26.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.59 | 0.59 | 0.00 | 0.00 | 0.50 | 0.00 | 0.59 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 10.6 | 10.6 | 0.0 | 0.0 | 9.7 | 0.0 | 22.3 | 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: | 10.6 | 10.6 | 0.0 | 0.0 | 9.7 | 0.0 | 22.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | B | B | A | A | A | A | C | A | A | A | A | A |
| HCM2k95thQ: | 18 | 18 | 0 | 0 | 14 | 0 | 16 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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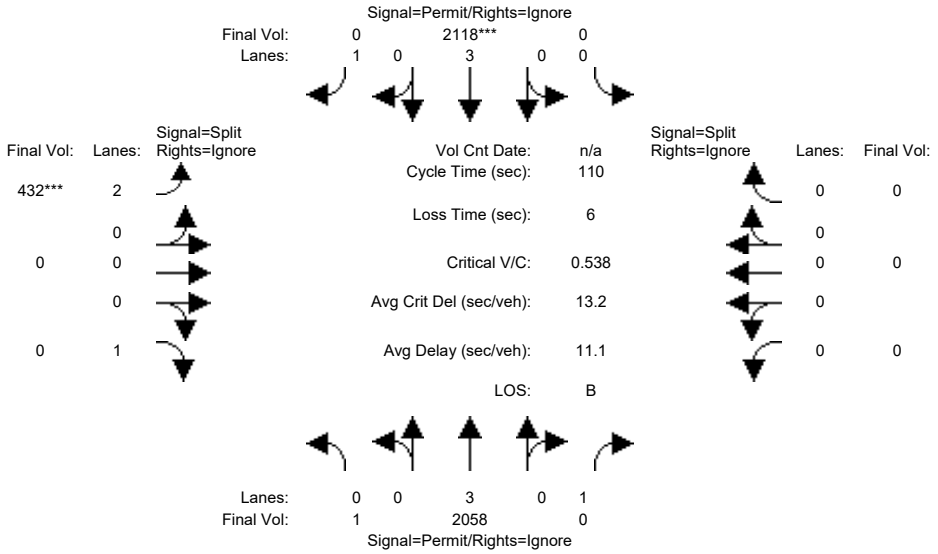
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #1208: (20) 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 | 2058 | 789 | | 0 | 2118 | 1184 | | 432 | 0 | 347 | | 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 | 2058 | 789 | | 0 | 2118 | 1184 | | 432 | 0 | 347 | | 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 | 2058 | 789 | | 0 | 2118 | 1184 | | 432 | 0 | 347 | | 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 | 2058 | 0 | | 0 | 2118 | 0 | | 432 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 2058 | 0 | | 0 | 2118 | 0 | | 432 | 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 | 2058 | 0 | | 0 | 2118 | 0 | | 432 | 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: | 0.37 | 0.37 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.14 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green Time: | 76.0 | 76.0 | 0.0 | | 0.0 | 76.0 | 0.0 | | 28.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Volume/Cap: | 0.53 | 0.53 | 0.00 | | 0.00 | 0.54 | 0.00 | | 0.54 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 8.5 | 8.5 | 0.0 | | 0.0 | 8.5 | 0.0 | | 36.1 | 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: | 8.5 | 8.5 | 0.0 | | 0.0 | 8.5 | 0.0 | | 36.1 | 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: | 20 | 20 | 0 | | 0 | 21 | 0 | | 15 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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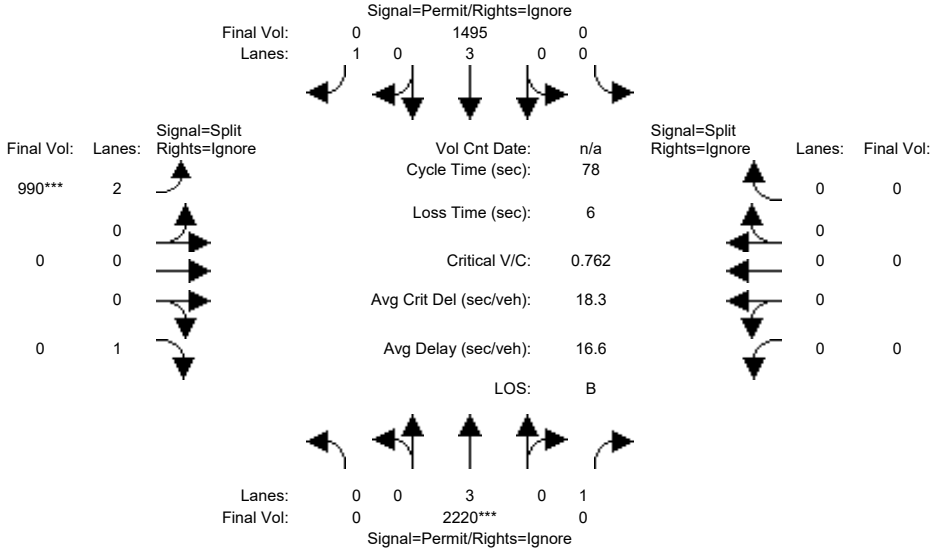
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #1208: (20) 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 | 2220 | 248 | 0 | 1495 | 862 | 990 | 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 | 2220 | 248 | 0 | 1495 | 862 | 990 | 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 | 2220 | 248 | 0 | 1495 | 862 | 990 | 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 | 2220 | 0 | 0 | 1495 | 0 | 990 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2220 | 0 | 0 | 1495 | 0 | 990 | 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 | 2220 | 0 | 0 | 1495 | 0 | 990 | 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 | 0.39 | 0.00 | 0.00 | 0.26 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green Time: | 0.0 | 39.8 | 0.0 | 0.0 | 39.8 | 0.0 | 32.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.76 | 0.00 | 0.00 | 0.51 | 0.00 | 0.76 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 16.5 | 0.0 | 0.0 | 12.8 | 0.0 | 22.4 | 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 | 16.5 | 0.0 | 0.0 | 12.8 | 0.0 | 22.4 | 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 | 25 | 0 | 0 | 15 | 0 | 25 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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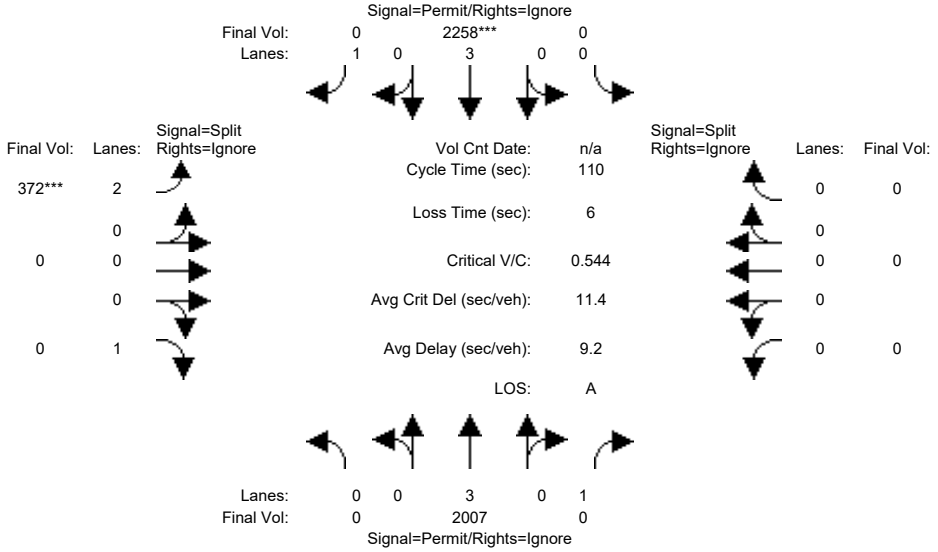
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #1208: (20) 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 | 2007 | 789 | | 0 | 2258 | 1324 | | 372 | 0 | 352 | | 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 | 2007 | 789 | | 0 | 2258 | 1324 | | 372 | 0 | 352 | | 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 | 2007 | 789 | | 0 | 2258 | 1324 | | 372 | 0 | 352 | | 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 | 2007 | 0 | | 0 | 2258 | 0 | | 372 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2007 | 0 | | 0 | 2258 | 0 | | 372 | 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 | 2007 | 0 | | 0 | 2258 | 0 | | 372 | 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 | 0.35 | 0.00 | | 0.00 | 0.40 | 0.00 | | 0.12 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green Time: | 0.0 | 80.1 | 0.0 | | 0.0 | 80.1 | 0.0 | | 23.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Volume/Cap: | 0.00 | 0.48 | 0.00 | | 0.00 | 0.54 | 0.00 | | 0.54 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 6.4 | 0.0 | | 0.0 | 6.9 | 0.0 | | 39.1 | 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 | 6.4 | 0.0 | | 0.0 | 6.9 | 0.0 | | 39.1 | 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 | 16 | 0 | | 0 | 20 | 0 | | 14 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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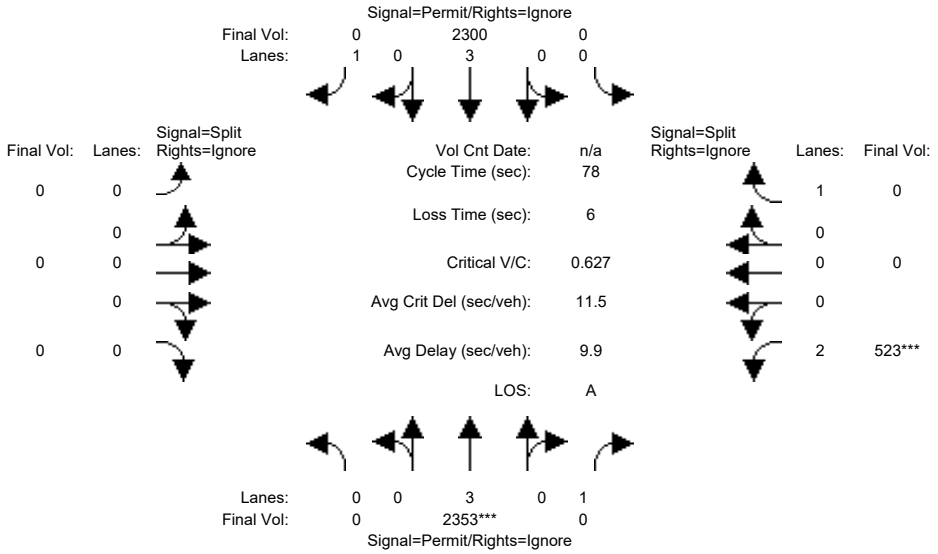
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #1209: (19) 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 | 2353 | 221 | 0 | 2300 | 430 | 0 | 0 | 0 | 523 | 0 | 1650 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2353 | 221 | 0 | 2300 | 430 | 0 | 0 | 0 | 523 | 0 | 1650 |
| Added Vol: | 0 | 0 | 0 | 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 | 2353 | 221 | 0 | 2300 | 430 | 0 | 0 | 0 | 523 | 0 | 1650 |
| 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 | 2353 | 0 | 0 | 2300 | 0 | 0 | 0 | 0 | 523 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2353 | 0 | 0 | 2300 | 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 | 2353 | 0 | 0 | 2300 | 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 | 0.41 | 0.00 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | | **** | | |
| Green Time: | 0.0 | 51.3 | 0.0 | 0.0 | 51.3 | 0.0 | 0.0 | 0.0 | 0.0 | 20.7 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.63 | 0.00 | 0.00 | 0.61 | 0.00 | 0.00 | 0.00 | 0.00 | 0.63 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 8.1 | 0.0 | 0.0 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 26.8 | 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 | 8.1 | 0.0 | 0.0 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 26.8 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | A |
| HCM2k95thQ: | 0 | 20 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 14 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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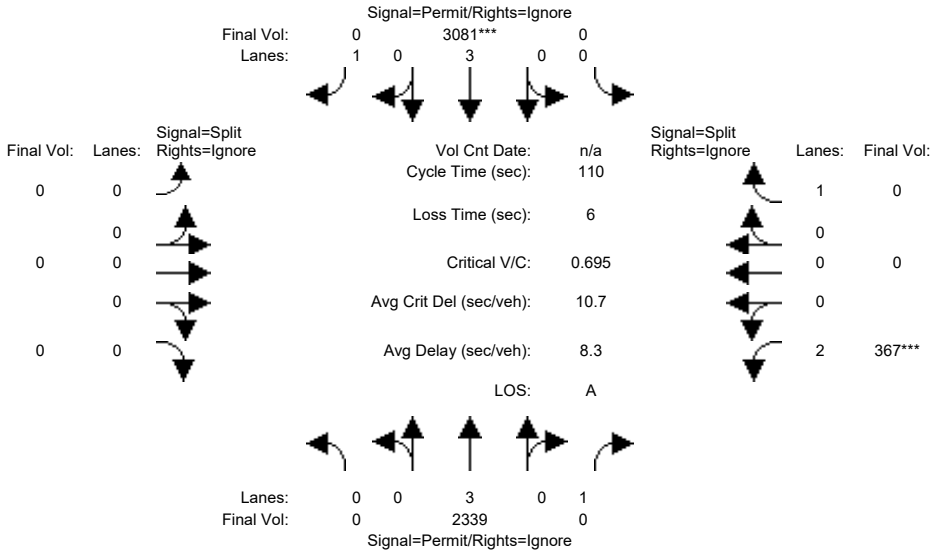
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #1209: (19) 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 | 2339 | | 298 | | | 0 | 3081 | | 1191 | | | 0 | | 0 | | 0 | | 367 | | 0 | | 1122 | |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 0 | 2339 | | 298 | | | 0 | 3081 | | 1191 | | | 0 | | 0 | | 0 | | 367 | | 0 | | 1122 | |
| Added Vol: | 0 | 0 | | 0 | | | 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 | 2339 | | 298 | | | 0 | 3081 | | 1191 | | | 0 | | 0 | | 0 | | 367 | | 0 | | 1122 | |
| 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 | 2339 | | 0 | | | 0 | 3081 | | 0 | | | 0 | | 0 | | 0 | | 367 | | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | | 0 | 0 | | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | 2339 | | 0 | | | 0 | 3081 | | 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 | 2339 | | 0 | | | 0 | 3081 | | 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 | 0.54 | | 0.00 | | | 0.00 | | 0.00 | | 0.00 | | 0.12 | | 0.00 | | 0.00 | |
| Crit Moves: | | | | | | | | **** | | | | | | | | | | | **** | | | | | |
| Green Time: | 0.0 | 85.6 | | 0.0 | | | 0.0 | 85.6 | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | 18.4 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | 0.53 | | 0.00 | | | 0.00 | 0.69 | | 0.00 | | | 0.00 | | 0.00 | | 0.00 | | 0.69 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | 4.7 | | 0.0 | | | 0.0 | 6.4 | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | 47.1 | | 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 | 4.7 | | 0.0 | | | 0.0 | 6.4 | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | 47.1 | | 0.0 | | 0.0 | |
| LOS by Move: | A | A | | A | | | A | A | | A | | | A | | A | | A | | D | | A | | A | |
| HCM2k95thQ: | 0 | 18 | | 0 | | | 0 | 30 | | 0 | | | 0 | | 0 | | 0 | | 16 | | 0 | | 0 | |

Note: Queue reported is the number of cars per lane.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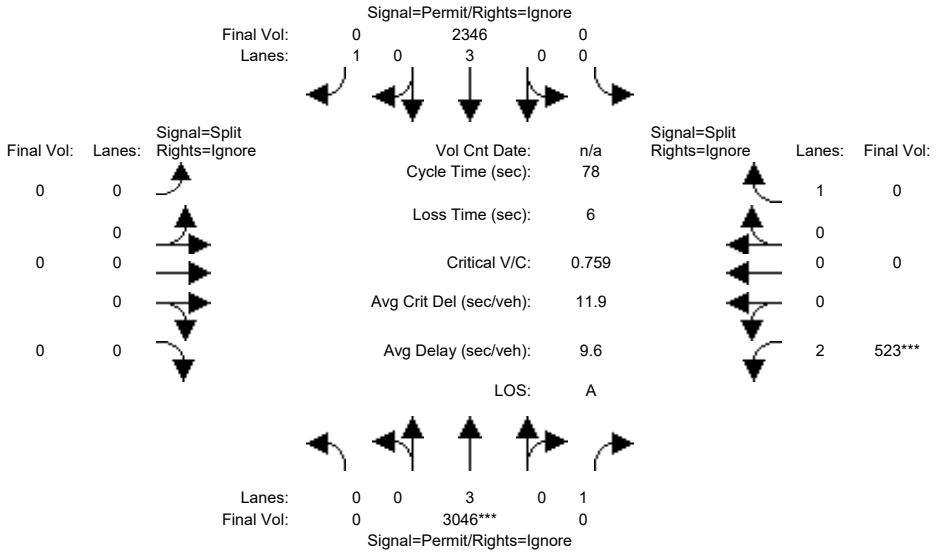
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #1209: (19) 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 | 3046 | 158 | 0 | 2346 | 575 | 0 | 0 | 0 | 523 | 0 | 2051 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3046 | 158 | 0 | 2346 | 575 | 0 | 0 | 0 | 523 | 0 | 2051 |
| Added Vol: | 0 | 0 | 0 | 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 | 3046 | 158 | 0 | 2346 | 575 | 0 | 0 | 0 | 523 | 0 | 2051 |
| 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 | 3046 | 0 | 0 | 2346 | 0 | 0 | 0 | 0 | 523 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3046 | 0 | 0 | 2346 | 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 | 3046 | 0 | 0 | 2346 | 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 | 0.53 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | | **** | | |
| Green Time: | 0.0 | 54.9 | 0.0 | 0.0 | 54.9 | 0.0 | 0.0 | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.76 | 0.00 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.76 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 8.2 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.4 | 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 | 8.2 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.4 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | A |
| HCM2k95thQ: | 0 | 27 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 17 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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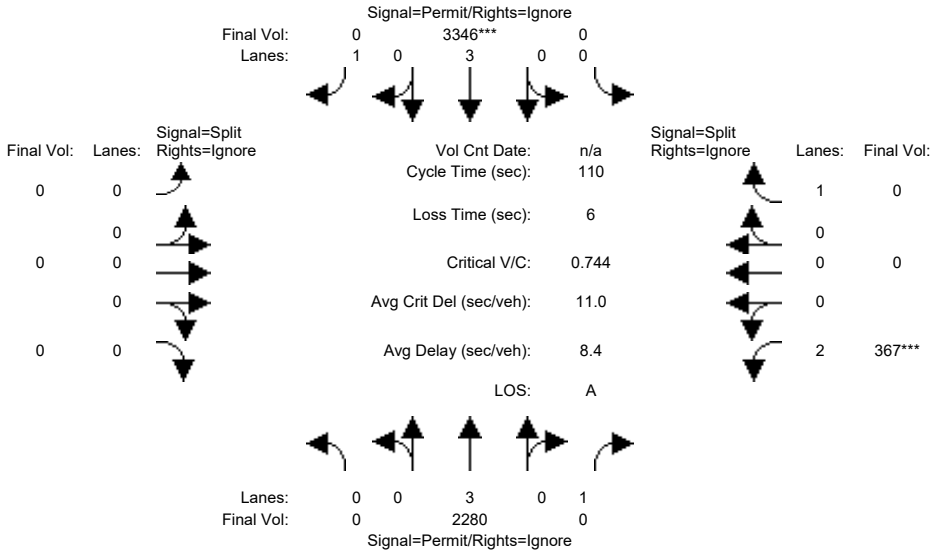
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #1209: (19) 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 | 2280 | 298 | | 0 | 3346 | 1474 | | 0 | 0 | 0 | | 367 | 0 | 1150 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 2280 | 298 | | 0 | 3346 | 1474 | | 0 | 0 | 0 | | 367 | 0 | 1150 | |
| Added Vol: | 0 | 0 | 0 | | 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 | 2280 | 298 | | 0 | 3346 | 1474 | | 0 | 0 | 0 | | 367 | 0 | 1150 | |
| 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 | 2280 | 0 | | 0 | 3346 | 0 | | 0 | 0 | 0 | | 367 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2280 | 0 | | 0 | 3346 | 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 | 2280 | 0 | | 0 | 3346 | 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 | 0.40 | 0.00 | | 0.00 | 0.59 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.12 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | | | | **** | | | |
| Green Time: | 0.0 | 86.8 | 0.0 | | 0.0 | 86.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 17.2 | 0.0 | 0.0 | |
| Volume/Cap: | 0.00 | 0.51 | 0.00 | | 0.00 | 0.74 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.74 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 4.2 | 0.0 | | 0.0 | 6.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 50.4 | 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 | 4.2 | 0.0 | | 0.0 | 6.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 50.4 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | D | A | A | |
| HCM2k95thQ: | 0 | 17 | 0 | | 0 | 34 | 0 | | 0 | 0 | 0 | | 16 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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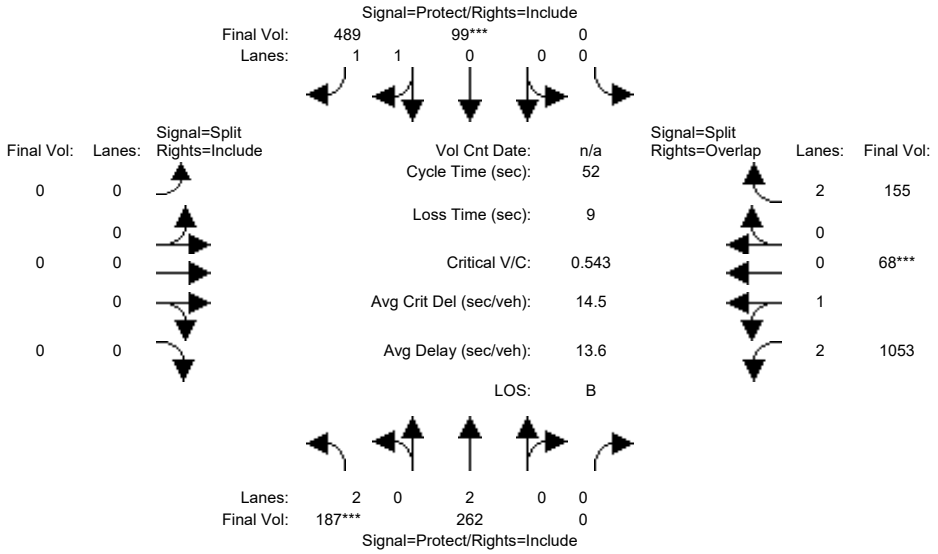
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #3028: (10) 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: | 187 | | 262 | | 0 | | 0 | | 99 | | 489 | | 0 | | 0 | | 0 | | 1053 | | 68 | | 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: | 187 | | 262 | | 0 | | 0 | | 99 | | 489 | | 0 | | 0 | | 0 | | 1053 | | 68 | | 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: | 187 | | 262 | | 0 | | 0 | | 99 | | 489 | | 0 | | 0 | | 0 | | 1053 | | 68 | | 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: | 187 | | 262 | | 0 | | 0 | | 99 | | 489 | | 0 | | 0 | | 0 | | 1053 | | 68 | | 155 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 187 | | 262 | | 0 | | 0 | | 99 | | 489 | | 0 | | 0 | | 0 | | 1053 | | 68 | | 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: | 187 | | 262 | | 0 | | 0 | | 99 | | 489 | | 0 | | 0 | | 0 | | 1053 | | 68 | | 155 | |
| Saturation 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 | | 0.34 | | 1.66 | | 0.00 | | 0.00 | | 0.00 | | 2.83 | | 0.17 | | 2.00 | |
| Final Sat.: | 3150 | | 3800 | | 0 | | 0 | | 606 | | 2994 | | 0 | | 0 | | 0 | | 4647 | | 300 | | 3150 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | | 0.07 | | 0.00 | | 0.00 | | 0.16 | | 0.16 | | 0.00 | | 0.00 | | 0.00 | | 0.23 | | 0.23 | | 0.05 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | | | | | **** | | | |
| Green Time: | 7.0 | | 22.1 | | 0.0 | | 0.0 | | 15.1 | | 15.1 | | 0.0 | | 0.0 | | 0.0 | | 20.9 | | 20.9 | | 20.9 | |
| Volume/Cap: | 0.44 | | 0.16 | | 0.00 | | 0.00 | | 0.56 | | 0.56 | | 0.00 | | 0.00 | | 0.00 | | 0.56 | | 0.56 | | 0.12 | |
| Delay/Veh: | 21.4 | | 9.3 | | 0.0 | | 0.0 | | 16.4 | | 16.4 | | 0.0 | | 0.0 | | 0.0 | | 12.4 | | 12.4 | | 9.8 | |
| 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: | 21.4 | | 9.3 | | 0.0 | | 0.0 | | 16.4 | | 16.4 | | 0.0 | | 0.0 | | 0.0 | | 12.4 | | 12.4 | | 9.8 | |
| LOS by Move: | C | | A | | A | | A | | B | | B | | A | | A | | A | | B | | B | | A | |
| HCM2k95thQ: | 3 | | 3 | | 0 | | 0 | | 8 | | 8 | | 0 | | 0 | | 0 | | 12 | | 12 | | 2 | |

Note: Queue reported is the number of cars per lane.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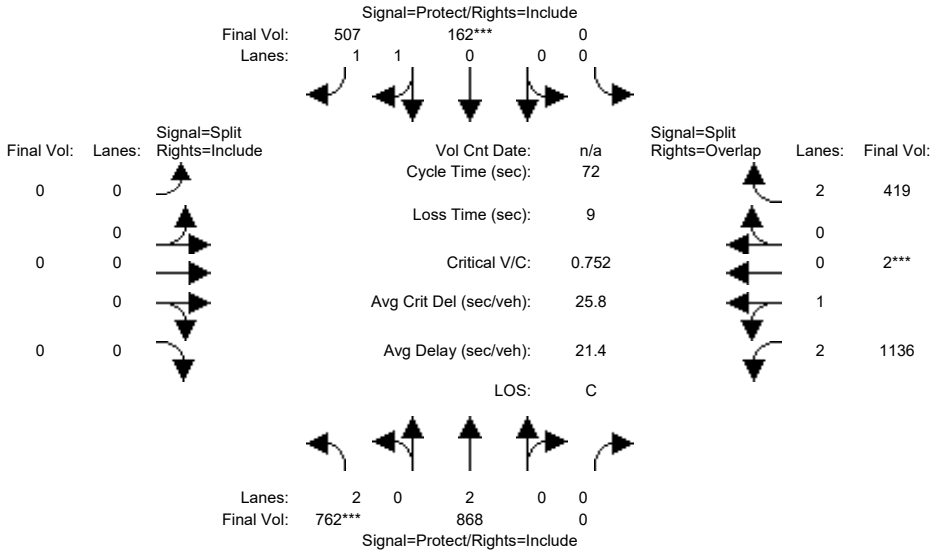
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #3028: (10) 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: | 762 | 868 | 0 | | 0 | 162 | 507 | | 0 | 0 | 0 | | 1136 | 2 | 419 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 762 | 868 | 0 | | 0 | 162 | 507 | | 0 | 0 | 0 | | 1136 | 2 | 419 | |
| Added Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| ATI: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Initial Fut: | 762 | 868 | 0 | | 0 | 162 | 507 | | 0 | 0 | 0 | | 1136 | 2 | 419 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 762 | 868 | 0 | | 0 | 162 | 507 | | 0 | 0 | 0 | | 1136 | 2 | 419 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 762 | 868 | 0 | | 0 | 162 | 507 | | 0 | 0 | 0 | | 1136 | 2 | 419 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 762 | 868 | 0 | | 0 | 162 | 507 | | 0 | 0 | 0 | | 1136 | 2 | 419 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.83 | 1.00 | 0.92 | | 0.92 | 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 | 0.48 | 1.52 | | 0.00 | 0.00 | 0.00 | | 2.99 | 0.01 | 2.00 | |
| Final Sat.: | 3150 | 3800 | 0 | | 0 | 872 | 2728 | | 0 | 0 | 0 | | 4941 | 9 | 3150 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.24 | 0.23 | 0.00 | | 0.00 | 0.19 | 0.19 | | 0.00 | 0.00 | 0.00 | | 0.23 | 0.23 | 0.13 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green Time: | 23.2 | 41.0 | 0.0 | | 0.0 | 17.8 | 17.8 | | 0.0 | 0.0 | 0.0 | | 22.0 | 22.0 | 22.0 | |
| Volume/Cap: | 0.75 | 0.40 | 0.00 | | 0.00 | 0.75 | 0.75 | | 0.00 | 0.00 | 0.00 | | 0.75 | 0.75 | 0.43 | |
| Delay/Veh: | 25.0 | 8.8 | 0.0 | | 0.0 | 28.7 | 28.7 | | 0.0 | 0.0 | 0.0 | | 24.7 | 24.7 | 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: | 25.0 | 8.8 | 0.0 | | 0.0 | 28.7 | 28.7 | | 0.0 | 0.0 | 0.0 | | 24.7 | 24.7 | 20.3 | |
| LOS by Move: | C | A | A | | A | C | C | | A | A | A | | C | C | C | |
| HCM2k95thQ: | 17 | 10 | 0 | | 0 | 14 | 14 | | 0 | 0 | 0 | | 19 | 19 | 9 | |

Note: Queue reported is the number of cars per lane.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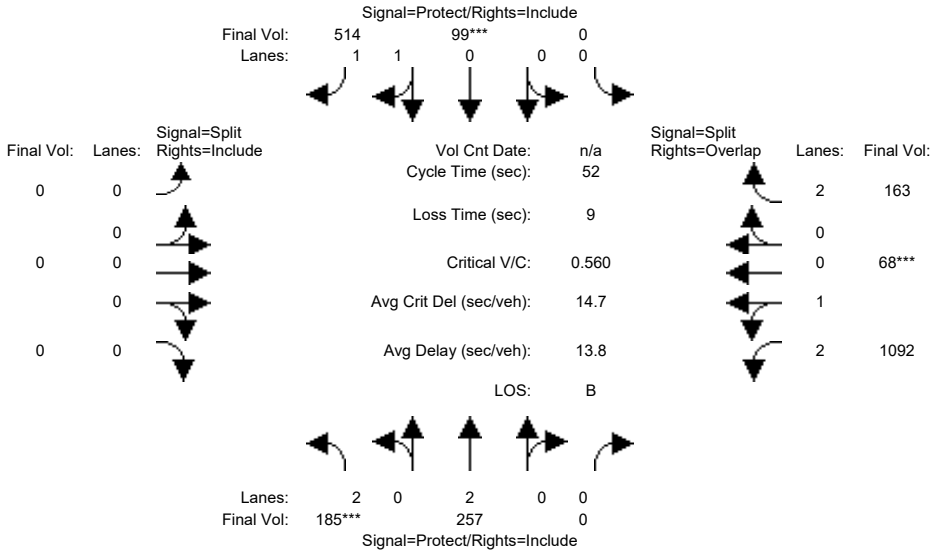
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #3028: (10) 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: | 185 | 257 | 0 | | 0 | 99 | 514 | | 0 | 0 | 0 | | 1092 | 68 | 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: | 185 | 257 | 0 | | 0 | 99 | 514 | | 0 | 0 | 0 | | 1092 | 68 | 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: | 185 | 257 | 0 | | 0 | 99 | 514 | | 0 | 0 | 0 | | 1092 | 68 | 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: | 185 | 257 | 0 | | 0 | 99 | 514 | | 0 | 0 | 0 | | 1092 | 68 | 163 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 185 | 257 | 0 | | 0 | 99 | 514 | | 0 | 0 | 0 | | 1092 | 68 | 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: | 185 | 257 | 0 | | 0 | 99 | 514 | | 0 | 0 | 0 | | 1092 | 68 | 163 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.83 | 1.00 | 0.92 | | 0.92 | 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 | 0.32 | 1.68 | | 0.00 | 0.00 | 0.00 | | 2.84 | 0.16 | 2.00 | |
| Final Sat.: | 3150 | 3800 | 0 | | 0 | 581 | 3019 | | 0 | 0 | 0 | | 4658 | 290 | 3150 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.07 | 0.00 | | 0.00 | 0.17 | 0.17 | | 0.00 | 0.00 | 0.00 | | 0.23 | 0.23 | 0.05 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green Time: | 7.0 | 22.1 | 0.0 | | 0.0 | 15.1 | 15.1 | | 0.0 | 0.0 | 0.0 | | 20.9 | 20.9 | 20.9 | |
| Volume/Cap: | 0.44 | 0.16 | 0.00 | | 0.00 | 0.58 | 0.58 | | 0.00 | 0.00 | 0.00 | | 0.58 | 0.58 | 0.13 | |
| Delay/Veh: | 21.4 | 9.2 | 0.0 | | 0.0 | 16.6 | 16.6 | | 0.0 | 0.0 | 0.0 | | 12.6 | 12.6 | 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: | 21.4 | 9.2 | 0.0 | | 0.0 | 16.6 | 16.6 | | 0.0 | 0.0 | 0.0 | | 12.6 | 12.6 | 9.9 | |
| LOS by Move: | C | A | A | | A | B | B | | A | A | A | | B | B | A | |
| HCM2k95thQ: | 3 | 3 | 0 | | 0 | 9 | 9 | | 0 | 0 | 0 | | 12 | 12 | 2 | |

Note: Queue reported is the number of cars per lane.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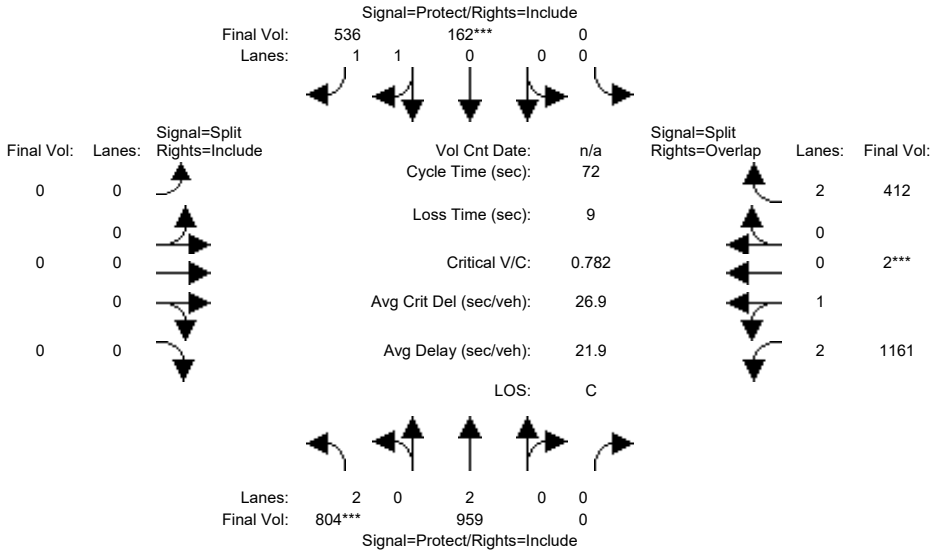
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #3028: (10) 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: | 804 | | 959 | | 0 | | 0 | | 162 | | 536 | | 0 | | 0 | | 0 | | 1161 | | 2 | | 412 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 804 | | 959 | | 0 | | 0 | | 162 | | 536 | | 0 | | 0 | | 0 | | 1161 | | 2 | | 412 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| ATI: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 804 | | 959 | | 0 | | 0 | | 162 | | 536 | | 0 | | 0 | | 0 | | 1161 | | 2 | | 412 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 804 | | 959 | | 0 | | 0 | | 162 | | 536 | | 0 | | 0 | | 0 | | 1161 | | 2 | | 412 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 804 | | 959 | | 0 | | 0 | | 162 | | 536 | | 0 | | 0 | | 0 | | 1161 | | 2 | | 412 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 804 | | 959 | | 0 | | 0 | | 162 | | 536 | | 0 | | 0 | | 0 | | 1161 | | 2 | | 412 | |
| Saturation 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 | | 836 | | 2764 | | 0 | | 0 | | 0 | | 4941 | | 9 | | 3150 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | | 0.25 | | 0.00 | | 0.00 | | 0.19 | | 0.19 | | 0.00 | | 0.00 | | 0.00 | | 0.23 | | 0.23 | | 0.13 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | | | | | **** | | | |
| Green Time: | 23.5 | | 41.4 | | 0.0 | | 0.0 | | 17.9 | | 17.9 | | 0.0 | | 0.0 | | 0.0 | | 21.6 | | 21.6 | | 21.6 | |
| Volume/Cap: | 0.78 | | 0.44 | | 0.00 | | 0.00 | | 0.78 | | 0.78 | | 0.00 | | 0.00 | | 0.00 | | 0.78 | | 0.78 | | 0.44 | |
| Delay/Veh: | 25.9 | | 8.9 | | 0.0 | | 0.0 | | 29.8 | | 29.8 | | 0.0 | | 0.0 | | 0.0 | | 25.8 | | 25.8 | | 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: | 25.9 | | 8.9 | | 0.0 | | 0.0 | | 29.8 | | 29.8 | | 0.0 | | 0.0 | | 0.0 | | 25.8 | | 25.8 | | 20.6 | |
| LOS by Move: | C | | A | | A | | A | | C | | C | | A | | A | | A | | C | | C | | C | |
| HCM2k95thQ: | 18 | | 11 | | 0 | | 0 | | 15 | | 15 | | 0 | | 0 | | 0 | | 20 | | 20 | | 9 | |

Note: Queue reported is the number of cars per lane.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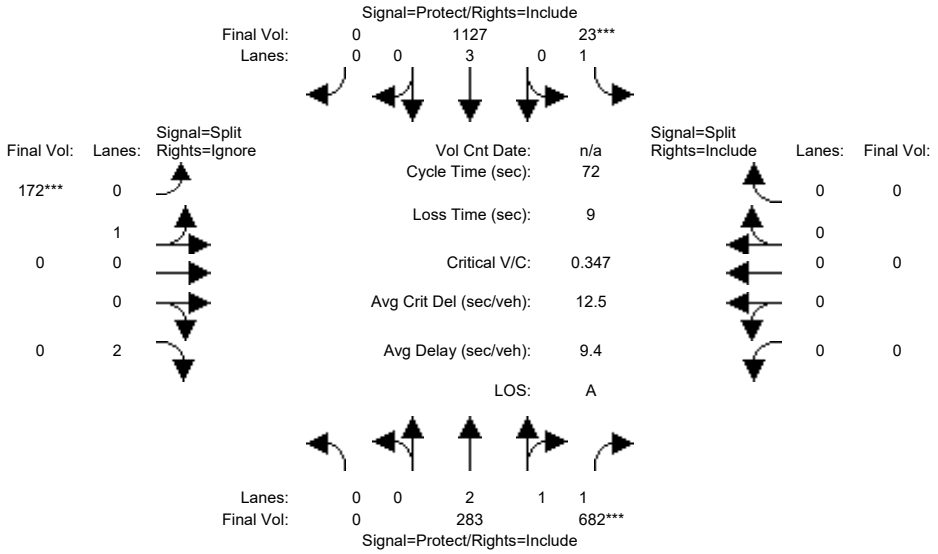
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #3029: (11) 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 | | 283 | | 682 | | 23 | | 1127 | | 0 | | 172 | | 0 | | 1642 | | 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 | | 283 | | 682 | | 23 | | 1127 | | 0 | | 172 | | 0 | | 1642 | | 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 | | 283 | | 682 | | 23 | | 1127 | | 0 | | 172 | | 0 | | 1642 | | 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 | | 283 | | 682 | | 23 | | 1127 | | 0 | | 172 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 283 | | 682 | | 23 | | 1127 | | 0 | | 172 | | 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 | | 283 | | 682 | | 23 | | 1127 | | 0 | | 172 | | 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 | | 0.19 | | 0.01 | | 0.20 | | 0.00 | | 0.10 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | | | | | **** | | **** | | | | | | **** | | | | | | | | | | | |
| Green Time: | 0.0 | | 37.6 | | 37.6 | | 7.0 | | 44.6 | | 0.0 | | 18.4 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | | 0.14 | | 0.37 | | 0.14 | | 0.32 | | 0.00 | | 0.37 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 8.9 | | 10.3 | | 30.1 | | 6.6 | | 0.0 | | 22.5 | | 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 | | 8.9 | | 10.3 | | 30.1 | | 6.6 | | 0.0 | | 22.5 | | 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 | | 9 | | 1 | | 8 | | 0 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 | |

Note: Queue reported is the number of cars per lane.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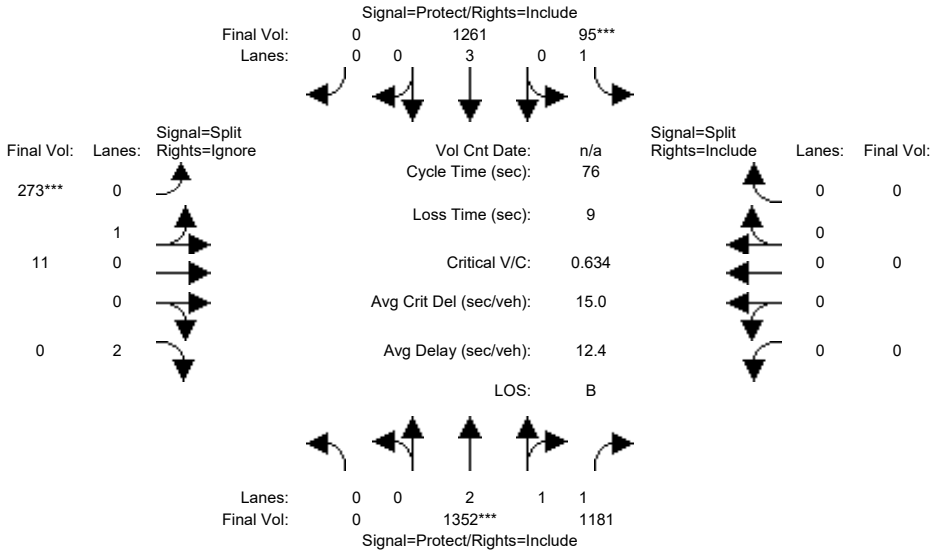
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #3029: (11) 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 | 1352 | 1181 | 95 | 1261 | 0 | 273 | 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 | 1352 | 1181 | 95 | 1261 | 0 | 273 | 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 | 1352 | 1181 | 95 | 1261 | 0 | 273 | 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 | 1352 | 1181 | 95 | 1261 | 0 | 273 | 11 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1352 | 1181 | 95 | 1261 | 0 | 273 | 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 | 1352 | 1181 | 95 | 1261 | 0 | 273 | 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 | 2.05 | 1.95 | 1.00 | 3.00 | 0.00 | 0.96 | 0.04 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3901 | 3407 | 1750 | 5700 | 0 | 1730 | 70 | 3150 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.35 | 0.35 | 0.05 | 0.22 | 0.00 | 0.16 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |
| Green Time: | 0.0 | 41.2 | 41.2 | 7.0 | 48.2 | 0.0 | 18.8 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.64 | 0.64 | 0.59 | 0.35 | 0.00 | 0.64 | 0.64 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 12.5 | 12.5 | 38.8 | 6.6 | 0.0 | 28.7 | 28.7 | 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 | 12.5 | 12.5 | 38.8 | 6.6 | 0.0 | 28.7 | 28.7 | 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 | 18 | 18 | 5 | 9 | 0 | 14 | 14 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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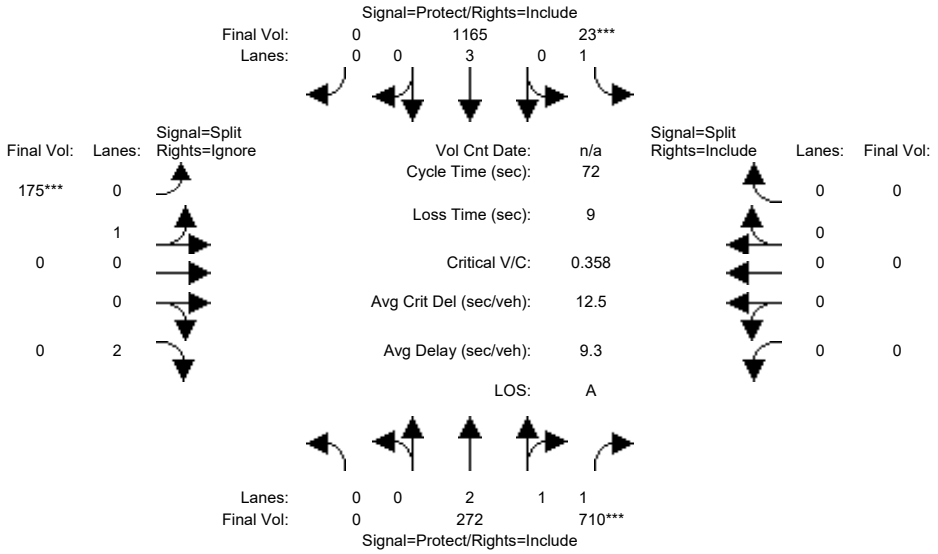
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #3029: (11) 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 | | 272 | | 710 | | 23 | | 1165 | | 0 | | 175 | | 0 | | 1840 | | 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 | | 272 | | 710 | | 23 | | 1165 | | 0 | | 175 | | 0 | | 1840 | | 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 | | 272 | | 710 | | 23 | | 1165 | | 0 | | 175 | | 0 | | 1840 | | 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 | | 272 | | 710 | | 23 | | 1165 | | 0 | | 175 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 272 | | 710 | | 23 | | 1165 | | 0 | | 175 | | 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 | | 272 | | 710 | | 23 | | 1165 | | 0 | | 175 | | 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 | | 0.20 | | 0.01 | | 0.20 | | 0.00 | | 0.10 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | | | | | **** | | **** | | | | | | **** | | | | | | | | | | | |
| Green Time: | 0.0 | | 37.9 | | 37.9 | | 7.0 | | 44.9 | | 0.0 | | 18.1 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | | 0.14 | | 0.39 | | 0.14 | | 0.33 | | 0.00 | | 0.39 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | | 8.7 | | 10.3 | | 30.1 | | 6.5 | | 0.0 | | 22.9 | | 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 | | 8.7 | | 10.3 | | 30.1 | | 6.5 | | 0.0 | | 22.9 | | 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 | | 9 | | 1 | | 8 | | 0 | | 7 | | 0 | | 0 | | 0 | | 0 | | 0 | |

Note: Queue reported is the number of cars per lane.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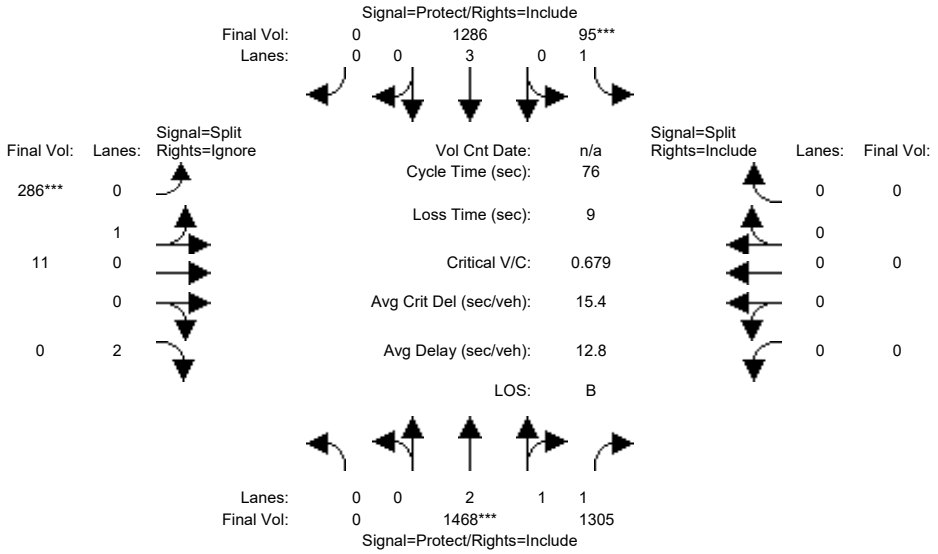
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #3029: (11) 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 | 1468 | | 1305 | | | 95 | 1286 | | | 0 | | 286 | | 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 | 1468 | | 1305 | | | 95 | 1286 | | | 0 | | 286 | | 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 | 1468 | | 1305 | | | 95 | 1286 | | | 0 | | 286 | | 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 | 1468 | | 1305 | | | 95 | 1286 | | | 0 | | 286 | | 11 | | 0 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | | 0 | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | 1468 | | 1305 | | | 95 | 1286 | | | 0 | | 286 | | 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 | 1468 | | 1305 | | | 95 | 1286 | | | 0 | | 286 | | 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 | 3867 | | 3438 | | | 1750 | 5700 | | | 0 | | 1733 | | 67 | | 3150 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | | 0.38 | | | 0.05 | 0.23 | | | 0.00 | | 0.17 | | 0.17 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | | **** | | | | | **** | | | | | | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 41.8 | | 41.8 | | | 7.0 | 48.8 | | | 0.0 | | 18.2 | | 18.2 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | 0.69 | | 0.69 | | | 0.59 | 0.35 | | | 0.00 | | 0.69 | | 0.69 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | 12.9 | | 12.9 | | | 38.8 | 6.3 | | | 0.0 | | 31.1 | | 31.1 | | 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 | 12.9 | | 12.9 | | | 38.8 | 6.3 | | | 0.0 | | 31.1 | | 31.1 | | 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 | 20 | | 20 | | | 5 | 9 | | | 0 | | 15 | | 15 | | 0 | | 0 | | 0 | | 0 | |

Note: Queue reported is the number of cars per lane.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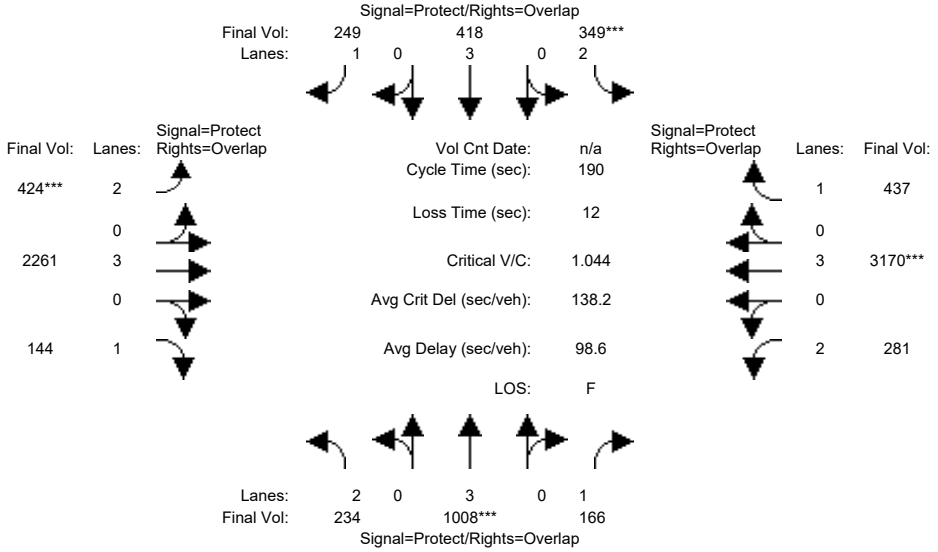
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5329: (23) 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 | 1008 | 166 | 349 | 418 | 249 | 424 | 2261 | 144 | 281 | 3170 | 437 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 234 | 1008 | 166 | 349 | 418 | 249 | 424 | 2261 | 144 | 281 | 3170 | 437 |
| Added Vol: | 0 | 0 | 0 | 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 | 1008 | 166 | 349 | 418 | 249 | 424 | 2261 | 144 | 281 | 3170 | 437 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 234 | 1008 | 166 | 349 | 418 | 249 | 424 | 2261 | 144 | 281 | 3170 | 437 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 234 | 1008 | 166 | 349 | 418 | 249 | 424 | 2261 | 144 | 281 | 3170 | 437 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 234 | 1008 | 166 | 349 | 418 | 249 | 424 | 2261 | 144 | 281 | 3170 | 437 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.18 | 0.09 | 0.11 | 0.07 | 0.14 | 0.13 | 0.40 | 0.08 | 0.09 | 0.56 | 0.25 |
| 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 | 0.80 | 0.29 | 1.40 | 0.40 | 0.40 | 0.80 | 0.75 | 0.13 | 0.85 | 1.19 | 0.46 |
| Delay/Veh: | 84.1 | 73.8 | 47.9 | 291.4 | 68.5 | 46.9 | 84.3 | 45.3 | 19.3 | 101.6 | 149 | 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: | 84.1 | 73.8 | 47.9 | 291.4 | 68.5 | 46.9 | 84.3 | 45.3 | 19.3 | 101.6 | 149 | 34.2 |
| LOS by Move: | F | E | D | F | E | D | F | D | B | F | F | C |
| HCM2k95thQ: | 14 | 30 | 14 | 32 | 13 | 20 | 28 | 59 | 10 | 22 | 123 | 34 |

Note: Queue reported is the number of cars per lane.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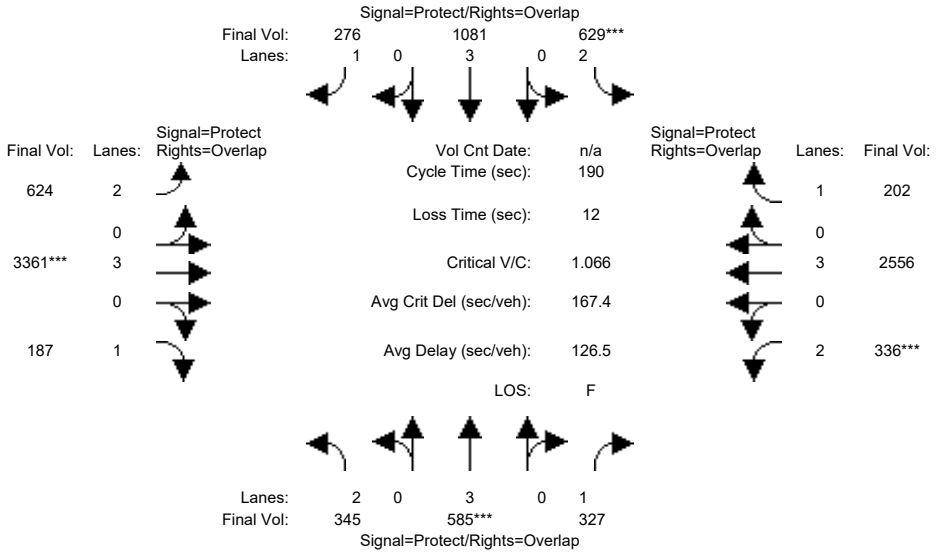
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5329: (23) 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: | 345 | 585 | 327 | 629 | 1081 | 276 | 624 | 3361 | 187 | 336 | 2556 | 202 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 345 | 585 | 327 | 629 | 1081 | 276 | 624 | 3361 | 187 | 336 | 2556 | 202 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 345 | 585 | 327 | 629 | 1081 | 276 | 624 | 3361 | 187 | 336 | 2556 | 202 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 345 | 585 | 327 | 629 | 1081 | 276 | 624 | 3361 | 187 | 336 | 2556 | 202 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 345 | 585 | 327 | 629 | 1081 | 276 | 624 | 3361 | 187 | 336 | 2556 | 202 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 345 | 585 | 327 | 629 | 1081 | 276 | 624 | 3361 | 187 | 336 | 2556 | 202 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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: | 0.11 | 0.10 | 0.19 | 0.20 | 0.19 | 0.16 | 0.20 | 0.59 | 0.11 | 0.11 | 0.45 | 0.12 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 22.9 | 39.0 | 54.0 | 28.0 | 44.1 | 75.6 | 31.5 | 96.0 | 118.9 | 15.0 | 79.5 | 107.5 |
| Volume/Cap: | 0.91 | 0.50 | 0.66 | 1.35 | 0.82 | 0.40 | 1.20 | 1.17 | 0.17 | 1.35 | 1.07 | 0.20 |
| Delay/Veh: | 107.2 | 67.2 | 63.1 | 253.8 | 73.2 | 41.3 | 195.2 | 158 | 31.6 | 270.8 | 89.5 | 13.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 107.2 | 67.2 | 63.1 | 253.8 | 73.2 | 41.3 | 195.2 | 158 | 31.6 | 270.8 | 89.5 | 13.3 |
| LOS by Move: | F | E | E | F | E | D | F | F | C | F | F | B |
| HCM2k95thQ: | 23 | 18 | 30 | 53 | 33 | 21 | 51 | 127 | 17 | 34 | 91 | 7 |

Note: Queue reported is the number of cars per lane.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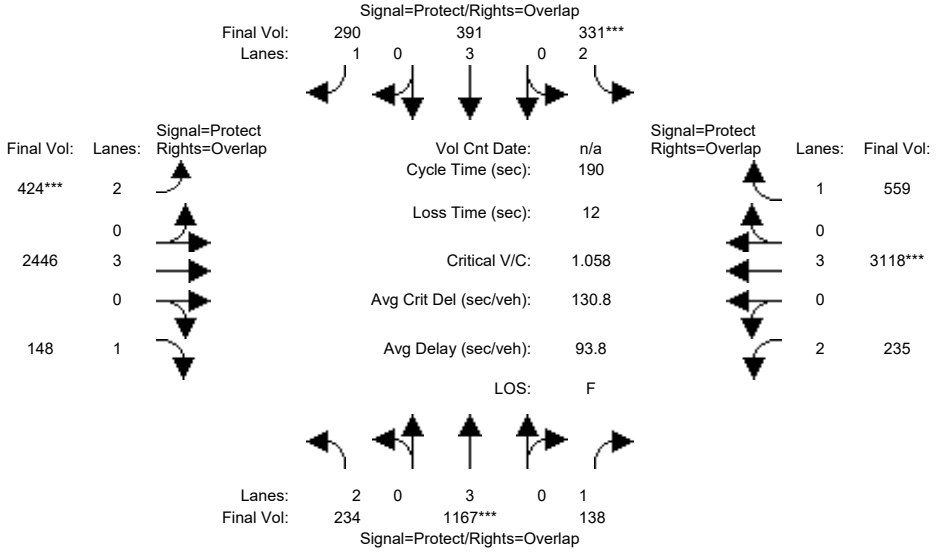
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5329: (23) 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 | 1167 | 138 | 331 | 391 | 290 | 424 | 2446 | 148 | 235 | 3118 | 559 |
| Growth Adj: | 1.00 | 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 | 1167 | 138 | 331 | 391 | 290 | 424 | 2446 | 148 | 235 | 3118 | 559 |
| Added Vol: | 0 | 0 | 0 | 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 | 1167 | 138 | 331 | 391 | 290 | 424 | 2446 | 148 | 235 | 3118 | 559 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1167 | 138 | 331 | 391 | 290 | 424 | 2446 | 148 | 235 | 3118 | 559 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 234 | 1167 | 138 | 331 | 391 | 290 | 424 | 2446 | 148 | 235 | 3118 | 559 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 234 | 1167 | 138 | 331 | 391 | 290 | 424 | 2446 | 148 | 235 | 3118 | 559 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.20 | 0.08 | 0.11 | 0.07 | 0.17 | 0.13 | 0.43 | 0.08 | 0.07 | 0.55 | 0.32 |
| 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 | 0.93 | 0.24 | 1.33 | 0.37 | 0.47 | 0.80 | 0.81 | 0.13 | 0.71 | 1.17 | 0.58 |
| Delay/Veh: | 84.1 | 84.2 | 47.0 | 261.4 | 68.1 | 48.3 | 84.3 | 48.5 | 19.4 | 89.1 | 141 | 38.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 84.1 | 84.2 | 47.0 | 261.4 | 68.1 | 48.3 | 84.3 | 48.5 | 19.4 | 89.1 | 141 | 38.2 |
| LOS by Move: | F | F | D | F | E | D | F | D | B | F | F | D |
| HCM2k95thQ: | 14 | 37 | 11 | 30 | 12 | 23 | 28 | 66 | 10 | 17 | 119 | 44 |

Note: Queue reported is the number of cars per lane.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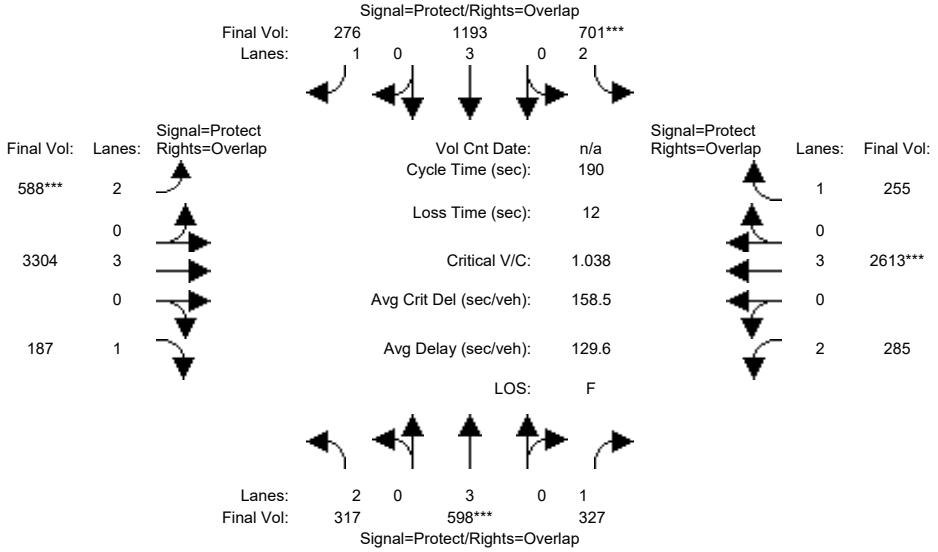
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5329: (23) 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: | 317 | 598 | 327 | 701 | 1193 | 276 | 588 | 3304 | 187 | 285 | 2613 | 255 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 317 | 598 | 327 | 701 | 1193 | 276 | 588 | 3304 | 187 | 285 | 2613 | 255 |
| Added Vol: | 0 | 0 | 0 | 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 | 598 | 327 | 701 | 1193 | 276 | 588 | 3304 | 187 | 285 | 2613 | 255 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 598 | 327 | 701 | 1193 | 276 | 588 | 3304 | 187 | 285 | 2613 | 255 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 317 | 598 | 327 | 701 | 1193 | 276 | 588 | 3304 | 187 | 285 | 2613 | 255 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 317 | 598 | 327 | 701 | 1193 | 276 | 588 | 3304 | 187 | 285 | 2613 | 255 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.10 | 0.19 | 0.22 | 0.21 | 0.16 | 0.19 | 0.58 | 0.11 | 0.09 | 0.46 | 0.15 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 20.4 | 39.0 | 54.5 | 23.9 | 42.6 | 62.6 | 20.1 | 99.5 | 119.9 | 15.5 | 95.0 | 118.9 |
| Volume/Cap: | 0.94 | 0.51 | 0.65 | 1.77 | 0.93 | 0.48 | 1.77 | 1.11 | 0.17 | 1.11 | 0.92 | 0.23 |
| Delay/Veh: | 117.7 | 67.4 | 62.4 | 438.4 | 84.9 | 51.3 | 448.9 | 132 | 31.1 | 174.9 | 38.9 | 8.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 117.7 | 67.4 | 62.4 | 438.4 | 84.9 | 51.3 | 448.9 | 132 | 31.1 | 174.9 | 38.9 | 8.0 |
| LOS by Move: | F | E | E | F | F | D | F | F | C | F | D | A |
| HCM2k95thQ: | 22 | 18 | 30 | 71 | 39 | 23 | 63 | 118 | 17 | 26 | 71 | 7 |

Note: Queue reported is the number of cars per lane.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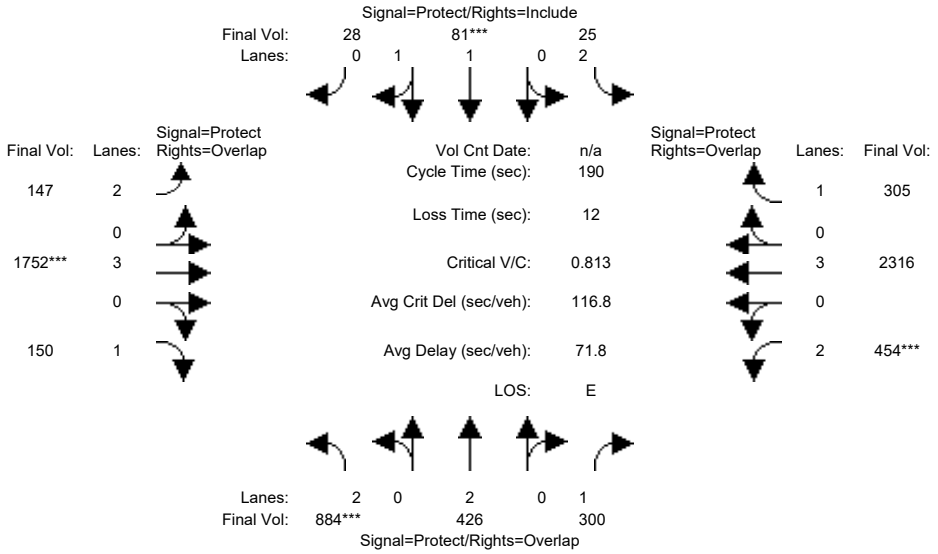
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5332: (42) 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: | 884 | 426 | 300 | 25 | 81 | 28 | 147 | 1752 | 150 | 454 | 2316 | 305 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 884 | 426 | 300 | 25 | 81 | 28 | 147 | 1752 | 150 | 454 | 2316 | 305 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 884 | 426 | 300 | 25 | 81 | 28 | 147 | 1752 | 150 | 454 | 2316 | 305 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 884 | 426 | 300 | 25 | 81 | 28 | 147 | 1752 | 150 | 454 | 2316 | 305 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 884 | 426 | 300 | 25 | 81 | 28 | 147 | 1752 | 150 | 454 | 2316 | 305 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 884 | 426 | 300 | 25 | 81 | 28 | 147 | 1752 | 150 | 454 | 2316 | 305 |
| Saturation Flow 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 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 2749 | 950 | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.11 | 0.17 | 0.01 | 0.03 | 0.03 | 0.05 | 0.31 | 0.09 | 0.14 | 0.41 | 0.17 |
| 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: | 1.40 | 0.41 | 0.43 | 0.15 | 0.23 | 0.23 | 0.55 | 0.63 | 0.13 | 1.14 | 0.77 | 0.30 |
| Delay/Veh: | 266.9 | 56.7 | 41.7 | 86.4 | 75.0 | 75.0 | 86.1 | 29.3 | 3.4 | 172.4 | 27.3 | 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: | 266.9 | 56.7 | 41.7 | 86.4 | 75.0 | 75.0 | 86.1 | 29.3 | 3.4 | 172.4 | 27.3 | 12.9 |
| LOS by Move: | F | E | D | F | E | E | F | C | A | F | C | B |
| HCM2k95thQ: | 76 | 18 | 23 | 2 | 6 | 6 | 11 | 34 | 2 | 34 | 45 | 10 |

Note: Queue reported is the number of cars per lane.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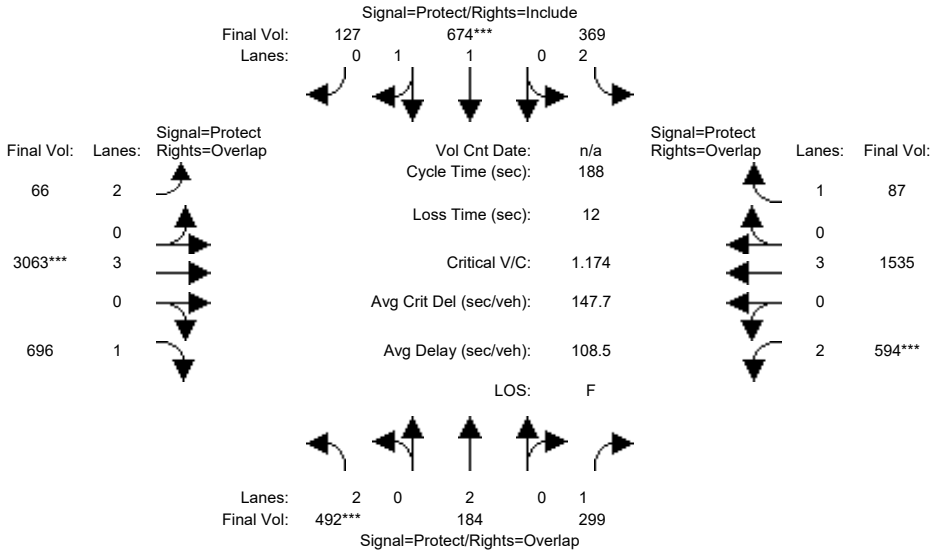
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5332: (42) 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: | 492 | 184 | 299 | 369 | 674 | 127 | 66 | 3063 | 696 | 594 | 1535 | 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: | 492 | 184 | 299 | 369 | 674 | 127 | 66 | 3063 | 696 | 594 | 1535 | 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: | 492 | 184 | 299 | 369 | 674 | 127 | 66 | 3063 | 696 | 594 | 1535 | 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: | 492 | 184 | 299 | 369 | 674 | 127 | 66 | 3063 | 696 | 594 | 1535 | 87 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 492 | 184 | 299 | 369 | 674 | 127 | 66 | 3063 | 696 | 594 | 1535 | 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: | 492 | 184 | 299 | 369 | 674 | 127 | 66 | 3063 | 696 | 594 | 1535 | 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 | 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 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 3113 | 587 | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.05 | 0.17 | 0.12 | 0.22 | 0.22 | 0.02 | 0.54 | 0.40 | 0.19 | 0.27 | 0.05 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 22.2 | 39.0 | 65.8 | 18.2 | 35.0 | 35.0 | 12.7 | 92.0 | 114.2 | 26.8 | 106 | 124.3 |
| Volume/Cap: | 1.32 | 0.23 | 0.49 | 1.21 | 1.16 | 1.16 | 0.31 | 1.10 | 0.65 | 1.32 | 0.48 | 0.08 |
| Delay/Veh: | 245.8 | 62.2 | 48.5 | 206.0 | 165 | 165.3 | 84.3 | 109 | 35.4 | 240.7 | 16.1 | 4.6 |
| 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: | 245.8 | 62.2 | 48.5 | 206.0 | 165 | 165.3 | 84.3 | 109 | 35.4 | 240.7 | 16.1 | 4.6 |
| LOS by Move: | F | E | D | F | F | F | F | F | D | F | B | A |
| HCM2k95thQ: | 43 | 8 | 25 | 29 | 48 | 48 | 5 | 108 | 54 | 50 | 20 | 1 |

Note: Queue reported is the number of cars per lane.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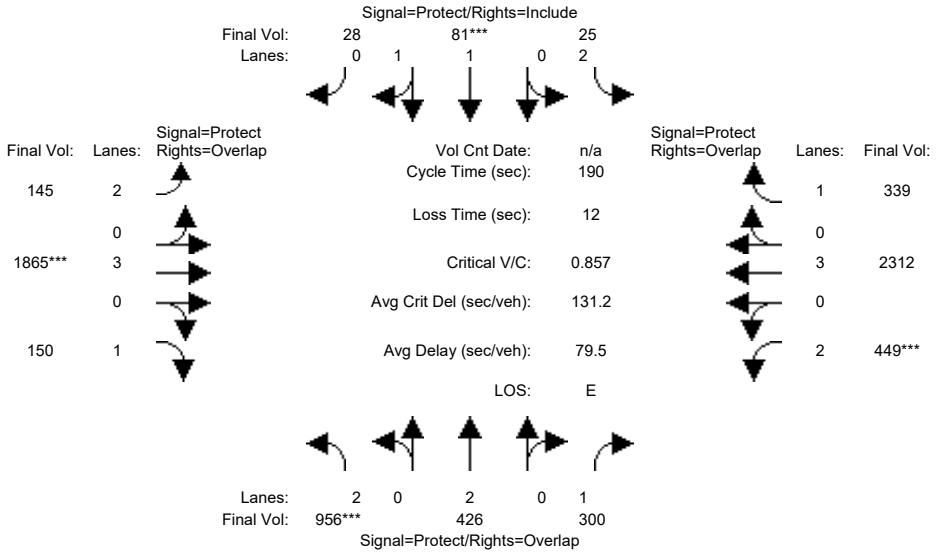
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5332: (42) 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: | 956 | 426 | 300 | 25 | 81 | 28 | 145 | 1865 | 150 | 449 | 2312 | 339 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 956 | 426 | 300 | 25 | 81 | 28 | 145 | 1865 | 150 | 449 | 2312 | 339 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 956 | 426 | 300 | 25 | 81 | 28 | 145 | 1865 | 150 | 449 | 2312 | 339 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 956 | 426 | 300 | 25 | 81 | 28 | 145 | 1865 | 150 | 449 | 2312 | 339 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 956 | 426 | 300 | 25 | 81 | 28 | 145 | 1865 | 150 | 449 | 2312 | 339 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 956 | 426 | 300 | 25 | 81 | 28 | 145 | 1865 | 150 | 449 | 2312 | 339 |
| Saturation Flow 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 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 2749 | 950 | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.11 | 0.17 | 0.01 | 0.03 | 0.03 | 0.05 | 0.33 | 0.09 | 0.14 | 0.41 | 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: | 1.52 | 0.41 | 0.43 | 0.15 | 0.23 | 0.23 | 0.55 | 0.68 | 0.13 | 1.13 | 0.77 | 0.33 |
| Delay/Veh: | 317.0 | 56.7 | 41.7 | 86.4 | 75.0 | 75.0 | 85.9 | 30.4 | 3.4 | 167.9 | 27.2 | 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: | 317.0 | 56.7 | 41.7 | 86.4 | 75.0 | 75.0 | 85.9 | 30.4 | 3.4 | 167.9 | 27.2 | 13.2 |
| LOS by Move: | F | E | D | F | E | E | F | C | A | F | C | B |
| HCM2k95thQ: | 86 | 18 | 23 | 2 | 6 | 6 | 11 | 38 | 2 | 33 | 45 | 12 |

Note: Queue reported is the number of cars per lane.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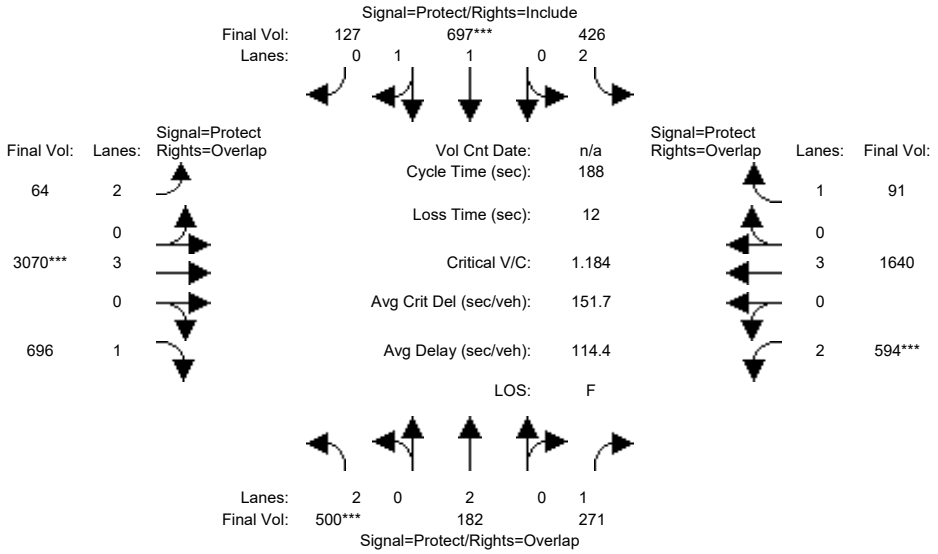
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5332: (42) 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: | 500 | 182 | 271 | 426 | 697 | 127 | 64 | 3070 | 696 | 594 | 1640 | 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: | 500 | 182 | 271 | 426 | 697 | 127 | 64 | 3070 | 696 | 594 | 1640 | 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: | 500 | 182 | 271 | 426 | 697 | 127 | 64 | 3070 | 696 | 594 | 1640 | 91 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 500 | 182 | 271 | 426 | 697 | 127 | 64 | 3070 | 696 | 594 | 1640 | 91 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 500 | 182 | 271 | 426 | 697 | 127 | 64 | 3070 | 696 | 594 | 1640 | 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: | 500 | 182 | 271 | 426 | 697 | 127 | 64 | 3070 | 696 | 594 | 1640 | 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 | 0.83 | 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 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 3129 | 570 | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.05 | 0.15 | 0.14 | 0.22 | 0.22 | 0.02 | 0.54 | 0.40 | 0.19 | 0.29 | 0.05 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 22.4 | 39.0 | 65.6 | 18.4 | 35.0 | 35.0 | 12.7 | 92.0 | 114.4 | 26.6 | 106 | 124.3 |
| Volume/Cap: | 1.33 | 0.23 | 0.44 | 1.38 | 1.20 | 1.20 | 0.30 | 1.10 | 0.65 | 1.33 | 0.51 | 0.08 |
| Delay/Veh: | 249.7 | 62.2 | 47.7 | 275.8 | 179 | 178.7 | 84.2 | 110 | 35.2 | 245.1 | 16.6 | 4.6 |
| 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: | 249.7 | 62.2 | 47.7 | 275.8 | 179 | 178.7 | 84.2 | 110 | 35.2 | 245.1 | 16.6 | 4.6 |
| LOS by Move: | F | E | D | F | F | F | F | F | D | F | B | A |
| HCM2k95thQ: | 44 | 8 | 22 | 38 | 51 | 51 | 5 | 109 | 54 | 50 | 22 | 2 |

Note: Queue reported is the number of cars per lane.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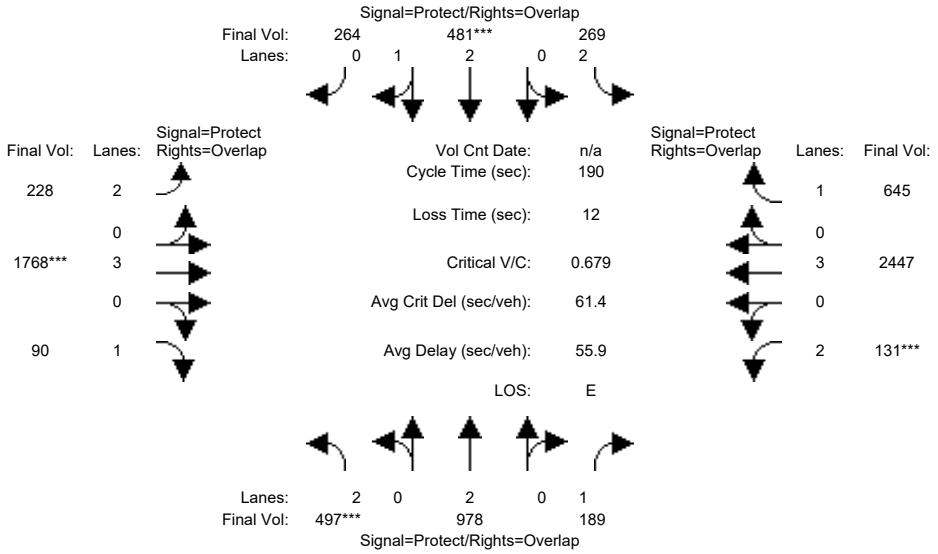
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5334: (43) 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: | 497 | 978 | 189 | 269 | 481 | 264 | 228 | 1768 | 90 | 131 | 2447 | 645 |
| Growth Adj: | 1.00 | 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 | 978 | 189 | 269 | 481 | 264 | 228 | 1768 | 90 | 131 | 2447 | 645 |
| Added Vol: | 0 | 0 | 0 | 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 | 978 | 189 | 269 | 481 | 264 | 228 | 1768 | 90 | 131 | 2447 | 645 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 978 | 189 | 269 | 481 | 264 | 228 | 1768 | 90 | 131 | 2447 | 645 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 497 | 978 | 189 | 269 | 481 | 264 | 228 | 1768 | 90 | 131 | 2447 | 645 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 497 | 978 | 189 | 269 | 481 | 264 | 228 | 1768 | 90 | 131 | 2447 | 645 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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: | 0.16 | 0.26 | 0.11 | 0.09 | 0.13 | 0.15 | 0.07 | 0.31 | 0.05 | 0.04 | 0.43 | 0.37 |
| 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: | 1.11 | 0.96 | 0.29 | 0.95 | 0.59 | 0.49 | 0.76 | 0.65 | 0.08 | 0.42 | 0.89 | 0.64 |
| Delay/Veh: | 157.5 | 87.4 | 42.7 | 127.3 | 67.6 | 53.4 | 95.1 | 30.4 | 7.5 | 81.2 | 38.9 | 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: | 157.5 | 87.4 | 42.7 | 127.3 | 67.6 | 53.4 | 95.1 | 30.4 | 7.5 | 81.2 | 38.9 | 18.8 |
| LOS by Move: | F | F | D | F | E | D | F | C | A | F | D | B |
| HCM2k95thQ: | 37 | 50 | 15 | 20 | 22 | 23 | 15 | 35 | 2 | 8 | 64 | 33 |

Note: Queue reported is the number of cars per lane.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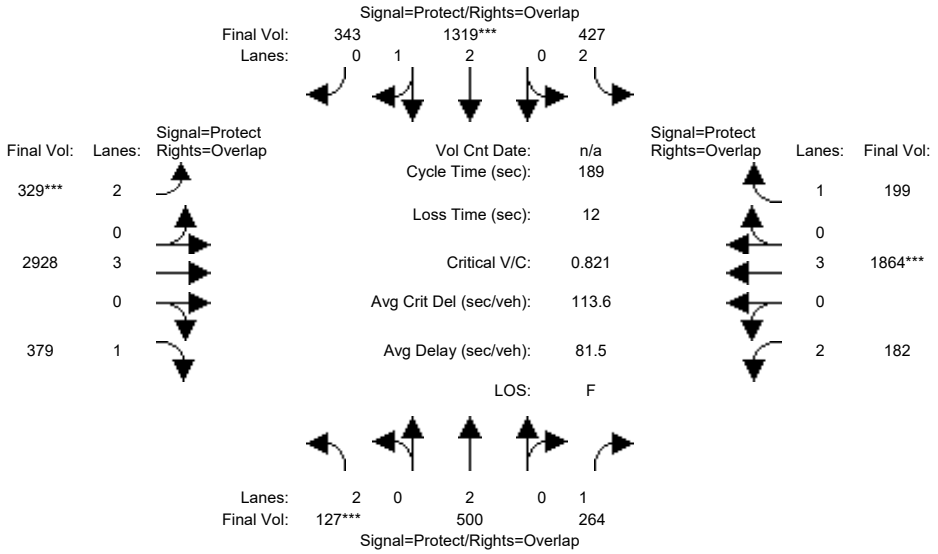
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5334: (43) 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 | 500 | 264 | 427 | 1319 | 343 | 329 | 2928 | 379 | 182 | 1864 | 199 |
| Growth Adj: | 1.00 | 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 | 500 | 264 | 427 | 1319 | 343 | 329 | 2928 | 379 | 182 | 1864 | 199 |
| Added Vol: | 0 | 0 | 0 | 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 | 500 | 264 | 427 | 1319 | 343 | 329 | 2928 | 379 | 182 | 1864 | 199 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 127 | 500 | 264 | 427 | 1319 | 343 | 329 | 2928 | 379 | 182 | 1864 | 199 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 500 | 264 | 427 | 1319 | 343 | 329 | 2928 | 379 | 182 | 1864 | 199 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 127 | 500 | 264 | 427 | 1319 | 343 | 329 | 2928 | 379 | 182 | 1864 | 199 |
| Saturation Flow 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 | 2.36 | 0.64 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 4443 | 1155 | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.13 | 0.15 | 0.14 | 0.30 | 0.30 | 0.10 | 0.51 | 0.22 | 0.06 | 0.33 | 0.11 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 13.0 | 31.4 | 47.7 | 26.8 | 45.1 | 61.0 | 15.9 | 102 | 115.5 | 16.4 | 103 | 129.8 |
| Volume/Cap: | 0.59 | 0.79 | 0.60 | 0.96 | 1.24 | 0.92 | 1.24 | 0.95 | 0.35 | 0.67 | 0.60 | 0.17 |
| Delay/Veh: | 89.5 | 82.6 | 64.4 | 112.2 | 188 | 69.8 | 223.9 | 60.2 | 26.1 | 89.8 | 29.4 | 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: | 89.5 | 82.6 | 64.4 | 112.2 | 188 | 69.8 | 223.9 | 60.2 | 26.1 | 89.8 | 29.4 | 10.5 |
| LOS by Move: | F | F | E | F | F | E | F | E | C | F | C | B |
| HCM2k95thQ: | 9 | 25 | 25 | 29 | 72 | 53 | 27 | 79 | 26 | 12 | 39 | 8 |

Note: Queue reported is the number of cars per lane.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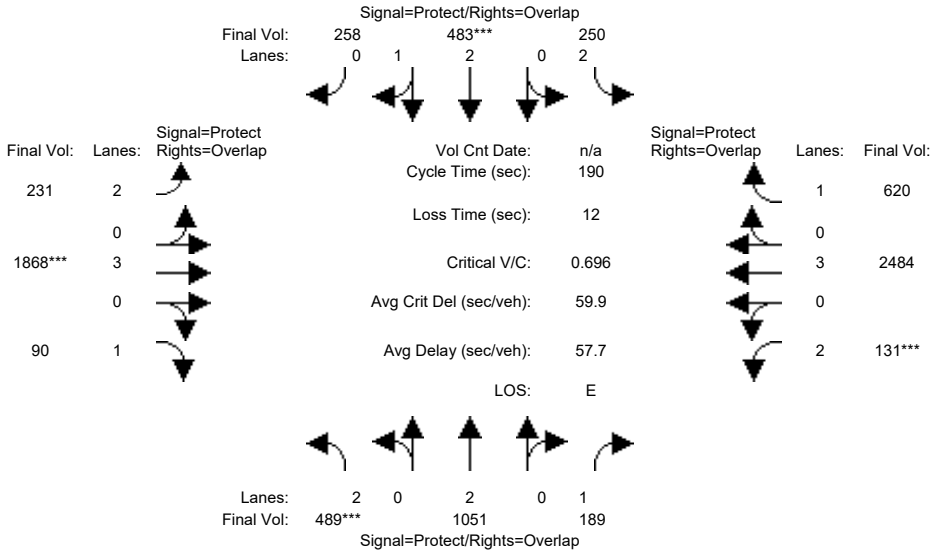
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5334: (43) 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: | 489 | 1051 | 189 | 250 | 483 | 258 | 231 | 1868 | 90 | 131 | 2484 | 620 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 489 | 1051 | 189 | 250 | 483 | 258 | 231 | 1868 | 90 | 131 | 2484 | 620 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 489 | 1051 | 189 | 250 | 483 | 258 | 231 | 1868 | 90 | 131 | 2484 | 620 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 489 | 1051 | 189 | 250 | 483 | 258 | 231 | 1868 | 90 | 131 | 2484 | 620 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 489 | 1051 | 189 | 250 | 483 | 258 | 231 | 1868 | 90 | 131 | 2484 | 620 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 489 | 1051 | 189 | 250 | 483 | 258 | 231 | 1868 | 90 | 131 | 2484 | 620 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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: | 0.16 | 0.28 | 0.11 | 0.08 | 0.13 | 0.15 | 0.07 | 0.33 | 0.05 | 0.04 | 0.44 | 0.35 |
| 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: | 1.09 | 1.03 | 0.29 | 0.89 | 0.59 | 0.47 | 0.77 | 0.68 | 0.08 | 0.42 | 0.90 | 0.62 |
| Delay/Veh: | 151.4 | 106 | 42.7 | 112.4 | 67.7 | 53.2 | 95.9 | 31.3 | 7.5 | 81.2 | 39.9 | 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: | 151.4 | 106 | 42.7 | 112.4 | 67.7 | 53.2 | 95.9 | 31.3 | 7.5 | 81.2 | 39.9 | 18.1 |
| LOS by Move: | F | F | D | F | E | D | F | C | A | F | D | B |
| HCM2k95thQ: | 36 | 56 | 15 | 18 | 22 | 23 | 15 | 38 | 2 | 8 | 67 | 30 |

Note: Queue reported is the number of cars per lane.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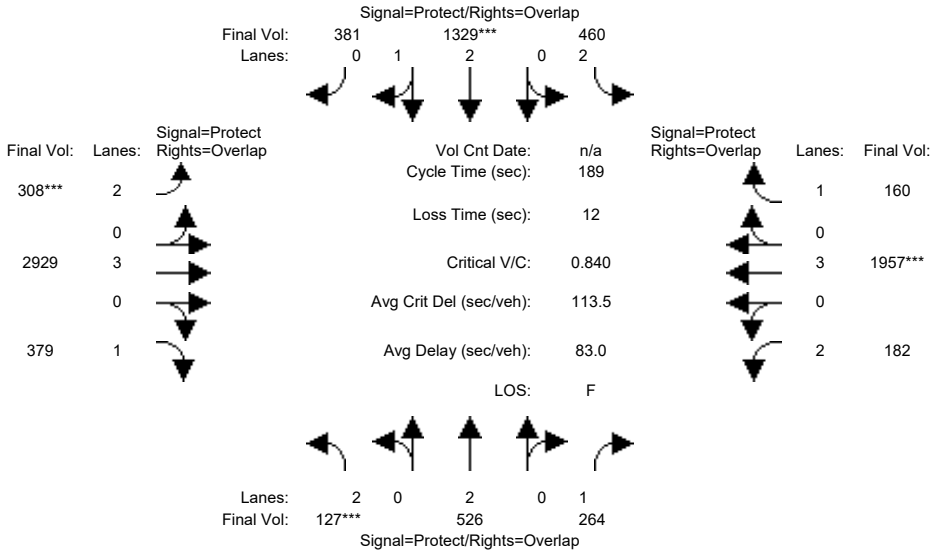
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5334: (43) 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 | 526 | 264 | 460 | 1329 | 381 | 308 | 2929 | 379 | 182 | 1957 | 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: | 127 | 526 | 264 | 460 | 1329 | 381 | 308 | 2929 | 379 | 182 | 1957 | 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: | 127 | 526 | 264 | 460 | 1329 | 381 | 308 | 2929 | 379 | 182 | 1957 | 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: | 127 | 526 | 264 | 460 | 1329 | 381 | 308 | 2929 | 379 | 182 | 1957 | 160 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 526 | 264 | 460 | 1329 | 381 | 308 | 2929 | 379 | 182 | 1957 | 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: | 127 | 526 | 264 | 460 | 1329 | 381 | 308 | 2929 | 379 | 182 | 1957 | 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 | 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 | 2.31 | 0.69 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 4351 | 1247 | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 |
| **Capacity Analysis Module:** | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.14 | 0.15 | 0.15 | 0.31 | 0.31 | 0.10 | 0.51 | 0.22 | 0.06 | 0.34 | 0.09 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 13.0 | 30.8 | 47.1 | 28.4 | 46.2 | 61.0 | 14.8 | 102 | 114.5 | 16.2 | 103 | 131.4 |
| Volume/Cap: | 0.59 | 0.85 | 0.61 | 0.97 | 1.25 | 0.95 | 1.25 | 0.96 | 0.36 | 0.67 | 0.63 | 0.13 |
| Delay/Veh: | 89.5 | 87.5 | 65.2 | 114.2 | 190 | 73.5 | 228.4 | 62.1 | 26.5 | 90.3 | 30.2 | 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 | 87.5 | 65.2 | 114.2 | 190 | 73.5 | 228.4 | 62.1 | 26.5 | 90.3 | 30.2 | 9.7 |
| LOS by Move: | F | F | E | F | F | E | F | E | C | F | C | A |
| HCM2k95thQ: | 9 | 27 | 25 | 31 | 74 | 56 | 26 | 79 | 27 | 12 | 42 | 7 |

Note: Queue reported is the number of cars per lane.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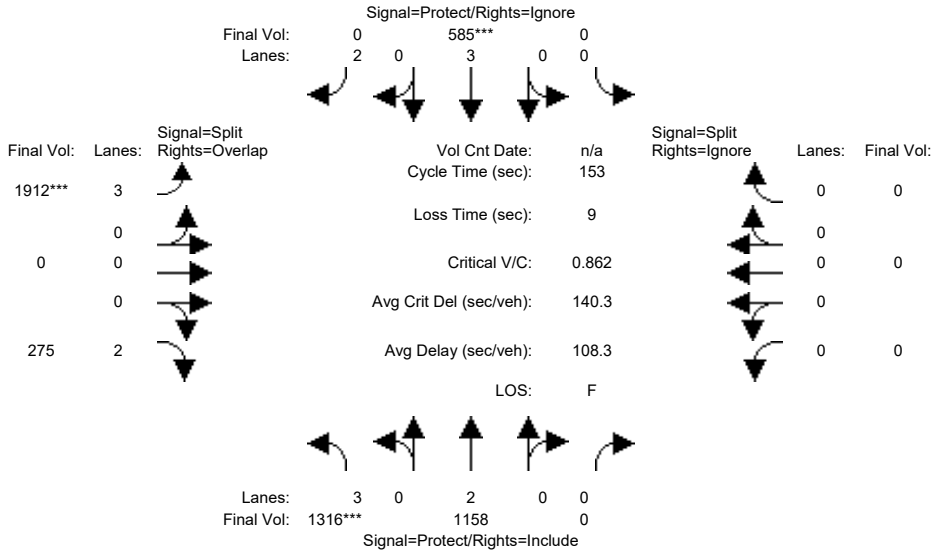
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5335: (44) 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: | 1316 | 1158 | 0 | | 0 | 585 | 2003 | | 1912 | 0 | 275 | | 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: | 1316 | 1158 | 0 | | 0 | 585 | 2003 | | 1912 | 0 | 275 | | 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: | 1316 | 1158 | 0 | | 0 | 585 | 2003 | | 1912 | 0 | 275 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 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: | 1316 | 1158 | 0 | | 0 | 585 | 0 | | 1912 | 0 | 275 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1316 | 1158 | 0 | | 0 | 585 | 0 | | 1912 | 0 | 275 | | 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: | 1316 | 1158 | 0 | | 0 | 585 | 0 | | 1912 | 0 | 275 | | 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 | | 0.80 | 1.00 | 0.83 | | 0.92 | 1.00 | 0.92 | |
| Lanes: | 3.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 2.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 4551 | 3800 | 0 | | 0 | 5700 | 3150 | | 4551 | 0 | 3150 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.30 | 0.00 | | 0.00 | 0.10 | 0.00 | | 0.42 | 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: | 1.55 | 0.60 | 0.00 | | 0.00 | 0.32 | 0.00 | | 0.97 | 0.00 | 0.14 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 314.3 | 27.3 | 0.0 | | 0.0 | 39.7 | 0.0 | | 51.2 | 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: | 314.3 | 27.3 | 0.0 | | 0.0 | 39.7 | 0.0 | | 51.2 | 0.0 | 6.5 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | C | A | | A | D | A | | D | A | A | | A | A | A | |
| HCM2k95thQ: | 78 | 33 | 0 | | 0 | 13 | 0 | | 62 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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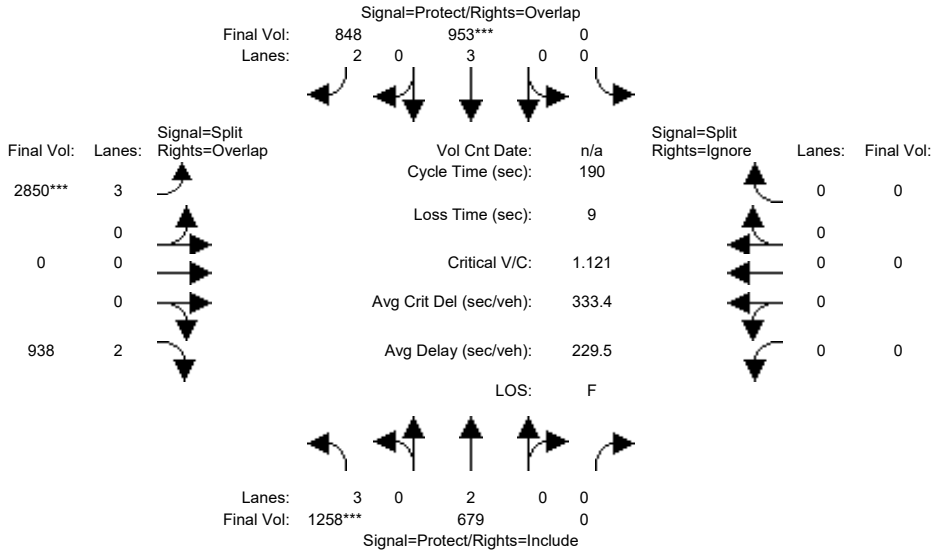
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5335: (44) 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: | 1258 | | 679 | 0 | 0 | | 953 | 848 | 2850 | | 0 | 938 | 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: | 1258 | | 679 | 0 | 0 | | 953 | 848 | 2850 | | 0 | 938 | 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: | 1258 | | 679 | 0 | 0 | | 953 | 848 | 2850 | | 0 | 938 | 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 | 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: | 1258 | | 679 | 0 | 0 | | 953 | 848 | 2850 | | 0 | 938 | 0 | | 0 | 0 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 1258 | | 679 | 0 | 0 | | 953 | 848 | 2850 | | 0 | 938 | 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: | 1258 | | 679 | 0 | 0 | | 953 | 848 | 2850 | | 0 | 938 | 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 | 0.80 | | 1.00 | 0.83 | 0.92 | | 1.00 | 0.92 |
| Lanes: | 3.00 | | 2.00 | 0.00 | 0.00 | | 3.00 | 2.00 | 3.00 | | 0.00 | 2.00 | 0.00 | | 0.00 | 0.00 |
| Final Sat.: | 4551 | | 3800 | 0 | 0 | | 5700 | 3150 | 4551 | | 0 | 3150 | 0 | | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | | 0.18 | 0.00 | 0.00 | | 0.17 | 0.27 | 0.63 | | 0.00 | 0.30 | 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: | 3.24 | | 0.46 | 0.00 | 0.00 | | 0.55 | 0.31 | 1.11 | | 0.00 | 0.46 | 0.00 | | 0.00 | 0.00 |
| Delay/Veh: | 1104 | | 45.0 | 0.0 | 0.0 | | 57.8 | 2.4 | 85.5 | | 0.0 | 7.9 | 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: | 1104 | | 45.0 | 0.0 | 0.0 | | 57.8 | 2.4 | 85.5 | | 0.0 | 7.9 | 0.0 | | 0.0 | 0.0 |
| LOS by Move: | F | | D | A | A | | E | A | F | | A | A | A | | A | A |
| HCM2k95thQ: | 114 | | 26 | 0 | 0 | | 27 | 11 | 125 | | 0 | 14 | 0 | | 0 | 0 |

Note: Queue reported is the number of cars per lane.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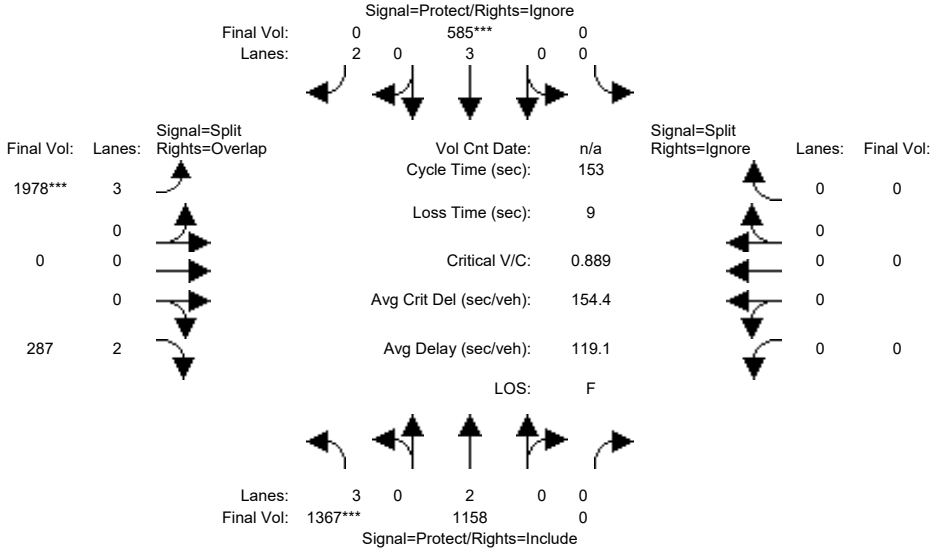
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5335: (44) 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: | 1367 | 1158 | 0 | | 0 | 585 | 1973 | | 1978 | 0 | 287 | | 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: | 1367 | 1158 | 0 | | 0 | 585 | 1973 | | 1978 | 0 | 287 | | 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: | 1367 | 1158 | 0 | | 0 | 585 | 1973 | | 1978 | 0 | 287 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 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: | 1367 | 1158 | 0 | | 0 | 585 | 0 | | 1978 | 0 | 287 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1367 | 1158 | 0 | | 0 | 585 | 0 | | 1978 | 0 | 287 | | 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: | 1367 | 1158 | 0 | | 0 | 585 | 0 | | 1978 | 0 | 287 | | 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 | | 0.80 | 1.00 | 0.83 | | 0.92 | 1.00 | 0.92 | |
| Lanes: | 3.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 2.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 4551 | 3800 | 0 | | 0 | 5700 | 3150 | | 4551 | 0 | 3150 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.30 | 0.00 | | 0.00 | 0.10 | 0.00 | | 0.43 | 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: | 1.61 | 0.60 | 0.00 | | 0.00 | 0.32 | 0.00 | | 1.01 | 0.00 | 0.15 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 340.9 | 27.3 | 0.0 | | 0.0 | 39.7 | 0.0 | | 59.4 | 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: | 340.9 | 27.3 | 0.0 | | 0.0 | 39.7 | 0.0 | | 59.4 | 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: | 82 | 33 | 0 | | 0 | 13 | 0 | | 68 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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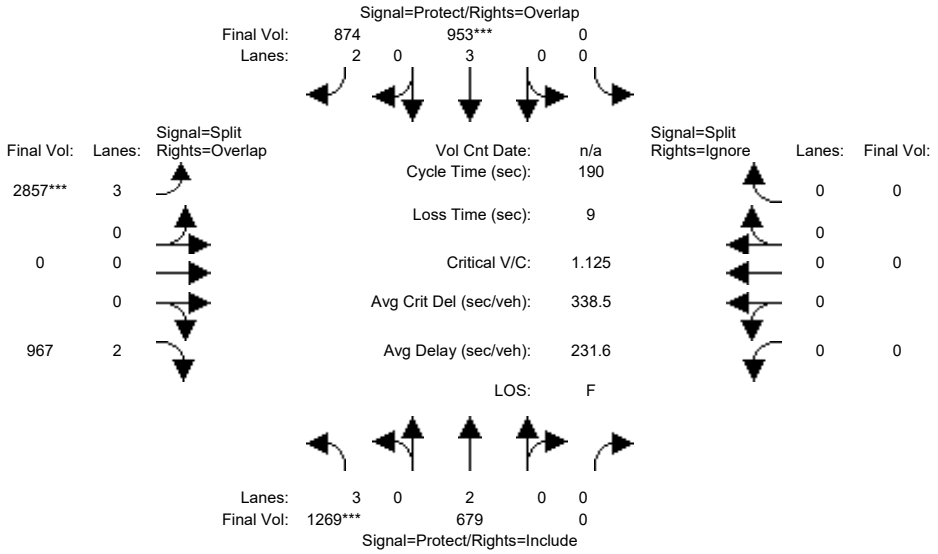
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5335: (44) 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: | 1269 | | 679 | 0 | 0 | | 953 | 874 | 2857 | | 0 | 967 | 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: | 1269 | | 679 | 0 | 0 | | 953 | 874 | 2857 | | 0 | 967 | 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: | 1269 | | 679 | 0 | 0 | | 953 | 874 | 2857 | | 0 | 967 | 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 | 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: | 1269 | | 679 | 0 | 0 | | 953 | 874 | 2857 | | 0 | 967 | 0 | | 0 | 0 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 1269 | | 679 | 0 | 0 | | 953 | 874 | 2857 | | 0 | 967 | 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: | 1269 | | 679 | 0 | 0 | | 953 | 874 | 2857 | | 0 | 967 | 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 | 0.80 | | 1.00 | 0.83 | 0.92 | | 1.00 | 0.92 |
| Lanes: | 3.00 | | 2.00 | 0.00 | 0.00 | | 3.00 | 2.00 | 3.00 | | 0.00 | 2.00 | 0.00 | | 0.00 | 0.00 |
| Final Sat.: | 4551 | | 3800 | 0 | 0 | | 5700 | 3150 | 4551 | | 0 | 3150 | 0 | | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | | 0.18 | 0.00 | 0.00 | | 0.17 | 0.28 | 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: | 3.26 | | 0.46 | 0.00 | 0.00 | | 0.55 | 0.32 | 1.12 | | 0.00 | 0.47 | 0.00 | | 0.00 | 0.00 |
| Delay/Veh: | 1116 | | 45.0 | 0.0 | 0.0 | | 57.8 | 2.4 | 86.6 | | 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: | 1116 | | 45.0 | 0.0 | 0.0 | | 57.8 | 2.4 | 86.6 | | 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: | 116 | | 26 | 0 | 0 | | 27 | 12 | 125 | | 0 | 14 | 0 | | 0 | 0 |

Note: Queue reported is the number of cars per lane.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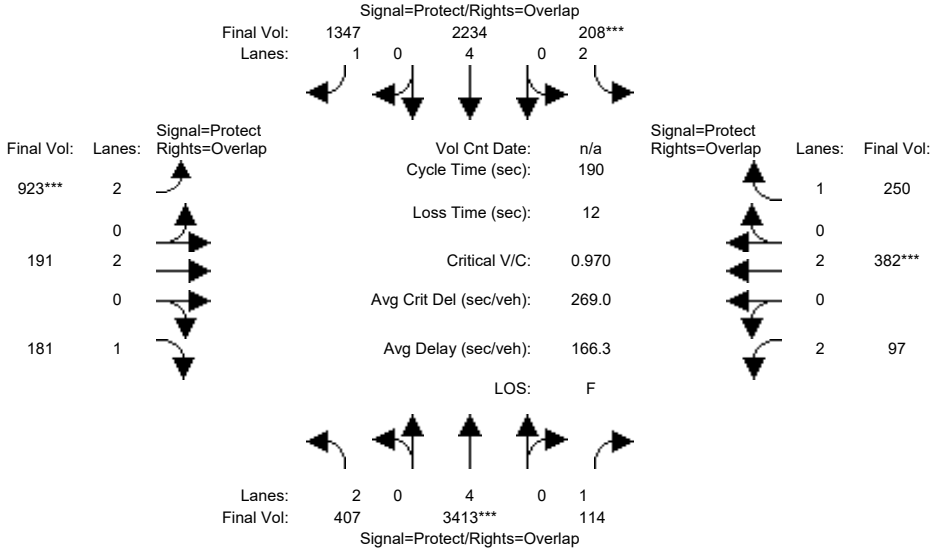
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5408: (33) 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 | 3413 | 114 | 208 | 2234 | 1347 | 923 | 191 | 181 | 97 | 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 | 3413 | 114 | 208 | 2234 | 1347 | 923 | 191 | 181 | 97 | 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 | 3413 | 114 | 208 | 2234 | 1347 | 923 | 191 | 181 | 97 | 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 | 3413 | 114 | 208 | 2234 | 1347 | 923 | 191 | 181 | 97 | 382 | 250 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 407 | 3413 | 114 | 208 | 2234 | 1347 | 923 | 191 | 181 | 97 | 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 | 3413 | 114 | 208 | 2234 | 1347 | 923 | 191 | 181 | 97 | 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 | 0.29 | 0.77 | 0.29 | 0.05 | 0.10 | 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 | 0.53 | 1.22 | 3.71 | 0.29 | 0.33 | 0.45 | 0.62 | 0.53 |
| Delay/Veh: | 102.6 | 18.2 | 4.9 | 85.2 | 18.3 | 124.0 | 1318 | 68.5 | 50.0 | 86.6 | 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 | 18.2 | 4.9 | 85.2 | 18.3 | 124.0 | 1318 | 68.5 | 50.0 | 86.6 | 75.8 | 60.5 |
| LOS by Move: | F | B | A | F | B | F | F | E | D | F | E | E |
| HCM2k95thQ: | 29 | 44 | 2 | 15 | 25 | 172 | 121 | 9 | 15 | 6 | 18 | 23 |

Note: Queue reported is the number of cars per lane.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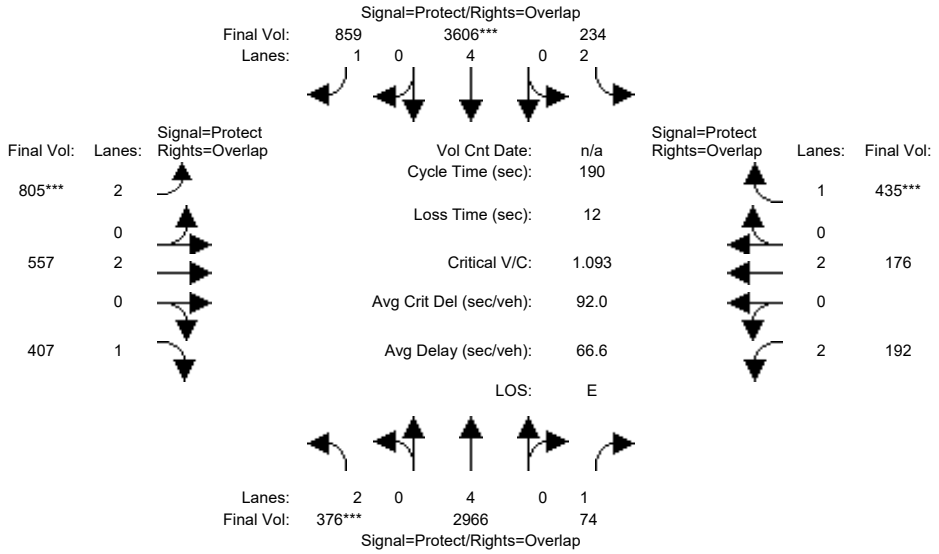
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5408: (33) 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: | 376 | 2966 | 74 | 234 | 3606 | 859 | 805 | 557 | 407 | 192 | 176 | 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: | 376 | 2966 | 74 | 234 | 3606 | 859 | 805 | 557 | 407 | 192 | 176 | 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: | 376 | 2966 | 74 | 234 | 3606 | 859 | 805 | 557 | 407 | 192 | 176 | 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: | 376 | 2966 | 74 | 234 | 3606 | 859 | 805 | 557 | 407 | 192 | 176 | 435 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 376 | 2966 | 74 | 234 | 3606 | 859 | 805 | 557 | 407 | 192 | 176 | 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: | 376 | 2966 | 74 | 234 | 3606 | 859 | 805 | 557 | 407 | 192 | 176 | 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: | 0.12 | 0.39 | 0.04 | 0.07 | 0.47 | 0.49 | 0.26 | 0.15 | 0.23 | 0.06 | 0.05 | 0.25 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green Time: | 18.6 | 94.4 | 106.9 | 22.3 | 98.0 | 137.9 | 39.9 | 48.8 | 67.4 | 12.6 | 27.0 | 49.3 |
| Volume/Cap: | 1.22 | 0.79 | 0.08 | 0.63 | 0.92 | 0.68 | 1.22 | 0.57 | 0.66 | 0.92 | 0.33 | 0.96 |
| Delay/Veh: | 209.7 | 31.6 | 12.5 | 83.6 | 57.5 | 26.1 | 186.7 | 62.3 | 54.1 | 129.3 | 73.7 | 101.1 |
| 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: | 209.7 | 31.6 | 12.5 | 83.6 | 57.5 | 26.1 | 186.7 | 62.3 | 54.1 | 129.3 | 73.7 | 101.1 |
| LOS by Move: | F | C | B | F | E | C | F | E | D | F | E | F |
| HCM2k95thQ: | 35 | 50 | 2 | 16 | 80 | 62 | 60 | 24 | 35 | 14 | 9 | 48 |

Note: Queue reported is the number of cars per lane.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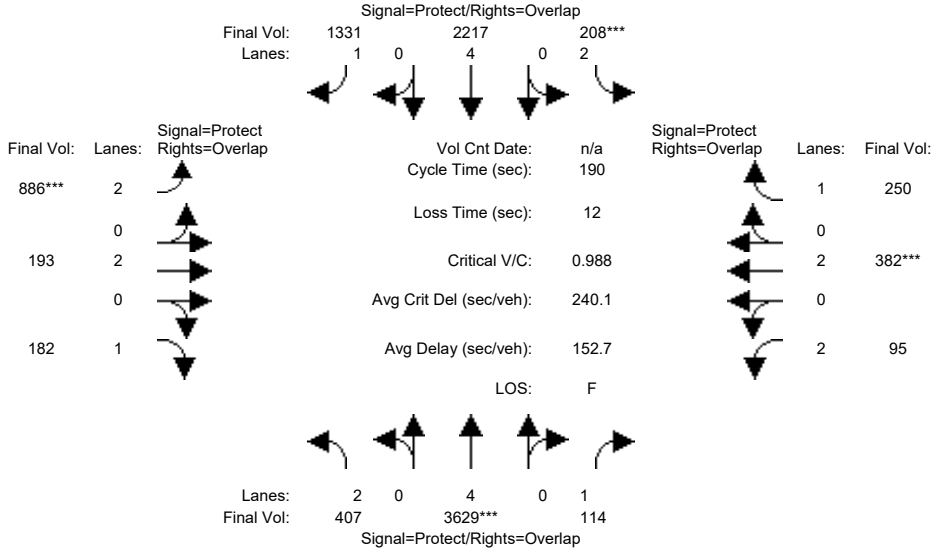
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5408: (33) 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 | 3629 | 114 | 208 | 2217 | 1331 | 886 | 193 | 182 | 95 | 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 | 3629 | 114 | 208 | 2217 | 1331 | 886 | 193 | 182 | 95 | 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 | 3629 | 114 | 208 | 2217 | 1331 | 886 | 193 | 182 | 95 | 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 | 3629 | 114 | 208 | 2217 | 1331 | 886 | 193 | 182 | 95 | 382 | 250 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 407 | 3629 | 114 | 208 | 2217 | 1331 | 886 | 193 | 182 | 95 | 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 | 3629 | 114 | 208 | 2217 | 1331 | 886 | 193 | 182 | 95 | 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 | 0.48 | 0.07 | 0.07 | 0.29 | 0.76 | 0.28 | 0.05 | 0.10 | 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 | 0.81 | 0.10 | 0.63 | 0.53 | 1.20 | 3.56 | 0.29 | 0.33 | 0.44 | 0.62 | 0.53 |
| Delay/Veh: | 102.6 | 19.5 | 4.9 | 85.2 | 18.3 | 117.9 | 1251 | 68.6 | 50.0 | 86.4 | 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 | 19.5 | 4.9 | 85.2 | 18.3 | 117.9 | 1251 | 68.6 | 50.0 | 86.4 | 75.8 | 60.5 |
| LOS by Move: | F | B | A | F | B | F | F | E | D | F | E | E |
| HCM2k95thQ: | 29 | 51 | 2 | 15 | 24 | 168 | 116 | 9 | 15 | 6 | 18 | 23 |

Note: Queue reported is the number of cars per lane.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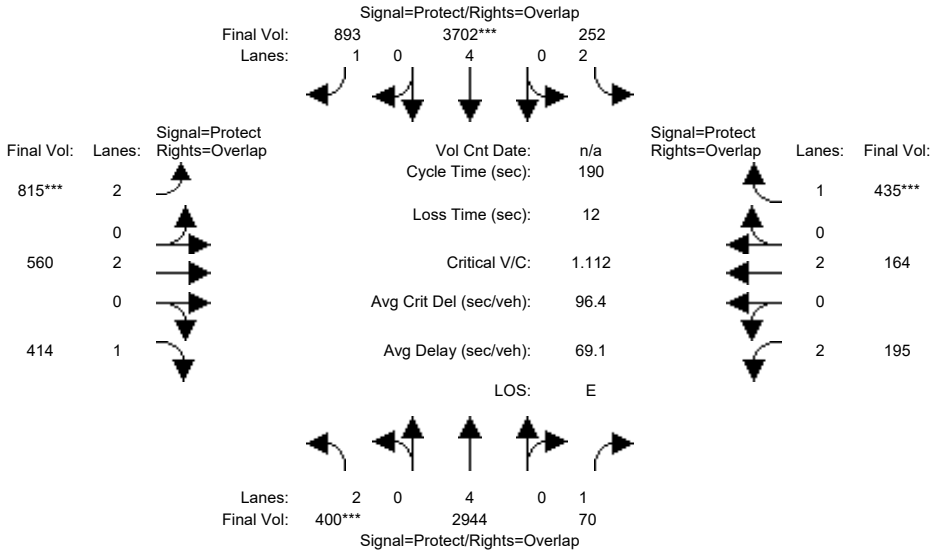
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5408: (33) 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: | 400 | 2944 | 70 | 252 | 3702 | 893 | 815 | 560 | 414 | 195 | 164 | 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: | 400 | 2944 | 70 | 252 | 3702 | 893 | 815 | 560 | 414 | 195 | 164 | 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: | 400 | 2944 | 70 | 252 | 3702 | 893 | 815 | 560 | 414 | 195 | 164 | 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: | 400 | 2944 | 70 | 252 | 3702 | 893 | 815 | 560 | 414 | 195 | 164 | 435 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 400 | 2944 | 70 | 252 | 3702 | 893 | 815 | 560 | 414 | 195 | 164 | 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: | 400 | 2944 | 70 | 252 | 3702 | 893 | 815 | 560 | 414 | 195 | 164 | 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: | 0.13 | 0.39 | 0.04 | 0.08 | 0.49 | 0.51 | 0.26 | 0.15 | 0.24 | 0.06 | 0.04 | 0.25 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green Time: | 19.4 | 95.0 | 107.5 | 22.4 | 98.0 | 137.5 | 39.5 | 48.0 | 67.4 | 12.6 | 27.0 | 49.4 |
| Volume/Cap: | 1.24 | 0.77 | 0.07 | 0.68 | 0.94 | 0.71 | 1.24 | 0.58 | 0.67 | 0.94 | 0.30 | 0.96 |
| Delay/Veh: | 218.6 | 30.8 | 12.1 | 85.3 | 60.5 | 27.6 | 197.6 | 63.1 | 54.5 | 133.0 | 73.4 | 100.3 |
| 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: | 218.6 | 30.8 | 12.1 | 85.3 | 60.5 | 27.6 | 197.6 | 63.1 | 54.5 | 133.0 | 73.4 | 100.3 |
| LOS by Move: | F | C | B | F | E | C | F | E | D | F | E | F |
| HCM2k95thQ: | 37 | 48 | 2 | 18 | 85 | 66 | 62 | 24 | 35 | 15 | 8 | 47 |

Note: Queue reported is the number of cars per lane.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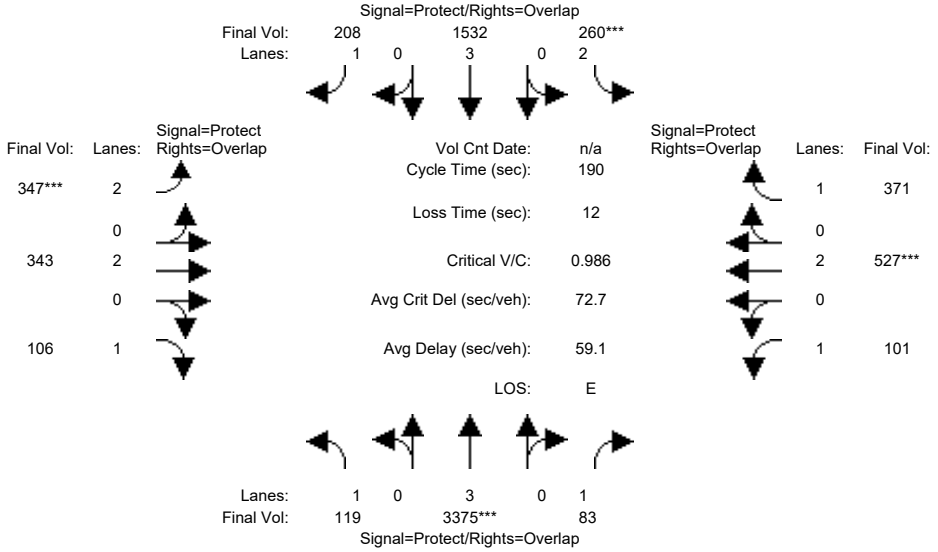
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5414: (34) 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: | 119 | 3970 | 83 | 260 | 1802 | 208 | 347 | 343 | 106 | 101 | 527 | 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: | 119 | 3970 | 83 | 260 | 1802 | 208 | 347 | 343 | 106 | 101 | 527 | 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: | 119 | 3970 | 83 | 260 | 1802 | 208 | 347 | 343 | 106 | 101 | 527 | 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: | 119 | 3375 | 83 | 260 | 1532 | 208 | 347 | 343 | 106 | 101 | 527 | 371 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 119 | 3375 | 83 | 260 | 1532 | 208 | 347 | 343 | 106 | 101 | 527 | 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: | 119 | 3375 | 83 | 260 | 1532 | 208 | 347 | 343 | 106 | 101 | 527 | 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: | 0.07 | 0.59 | 0.05 | 0.08 | 0.27 | 0.12 | 0.11 | 0.09 | 0.06 | 0.06 | 0.14 | 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: | 0.76 | 1.03 | 0.07 | 1.31 | 0.49 | 0.18 | 1.05 | 0.44 | 0.21 | 0.61 | 0.71 | 0.82 |
| Delay/Veh: | 103.8 | 50.4 | 4.2 | 258.5 | 18.4 | 5.7 | 147.1 | 66.4 | 50.5 | 89.1 | 74.8 | 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: | 103.8 | 50.4 | 4.2 | 258.5 | 18.4 | 5.7 | 147.1 | 66.4 | 50.5 | 89.1 | 74.8 | 77.9 |
| LOS by Move: | F | D | A | F | B | A | F | E | D | F | E | E |
| HCM2k95thQ: | 13 | 100 | 1 | 25 | 22 | 4 | 29 | 16 | 9 | 13 | 27 | 39 |

Note: Queue reported is the number of cars per lane.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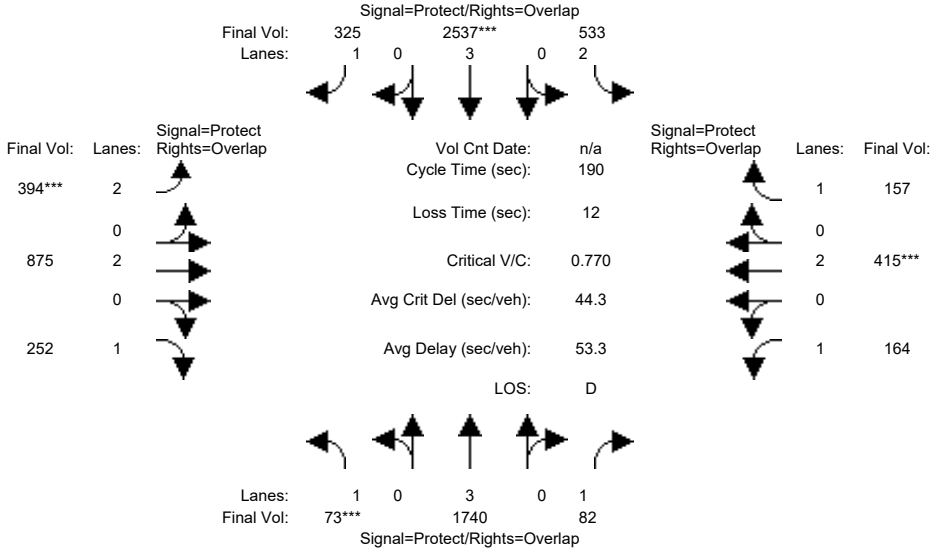
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5414: (34) 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 | 2416 | 82 | 533 | 3476 | 325 | 394 | 875 | 252 | 164 | 415 | 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 | 2416 | 82 | 533 | 3476 | 325 | 394 | 875 | 252 | 164 | 415 | 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 | 2416 | 82 | 533 | 3476 | 325 | 394 | 875 | 252 | 164 | 415 | 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 | 1740 | 82 | 533 | 2537 | 325 | 394 | 875 | 252 | 164 | 415 | 157 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 73 | 1740 | 82 | 533 | 2537 | 325 | 394 | 875 | 252 | 164 | 415 | 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 | 1740 | 82 | 533 | 2537 | 325 | 394 | 875 | 252 | 164 | 415 | 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 | 0.31 | 0.05 | 0.17 | 0.45 | 0.19 | 0.13 | 0.23 | 0.14 | 0.09 | 0.11 | 0.09 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 11.0 | 78.7 | 97.5 | 34.3 | 102 | 127.0 | 25.0 | 46.2 | 57.2 | 18.8 | 40.0 | 74.3 |
| Volume/Cap: | 0.72 | 0.74 | 0.09 | 0.94 | 0.83 | 0.28 | 0.95 | 0.95 | 0.48 | 0.95 | 0.52 | 0.23 |
| Delay/Veh: | 110.1 | 42.5 | 17.7 | 100.1 | 27.9 | 5.0 | 113.6 | 88.8 | 54.9 | 138.0 | 67.1 | 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 | 42.5 | 17.7 | 100.1 | 27.9 | 5.0 | 113.6 | 88.8 | 54.9 | 138.0 | 67.1 | 38.9 |
| LOS by Move: | F | D | B | F | C | A | F | F | D | F | E | D |
| HCM2k95thQ: | 9 | 41 | 3 | 34 | 56 | 6 | 30 | 47 | 23 | 24 | 20 | 12 |

Note: Queue reported is the number of cars per lane.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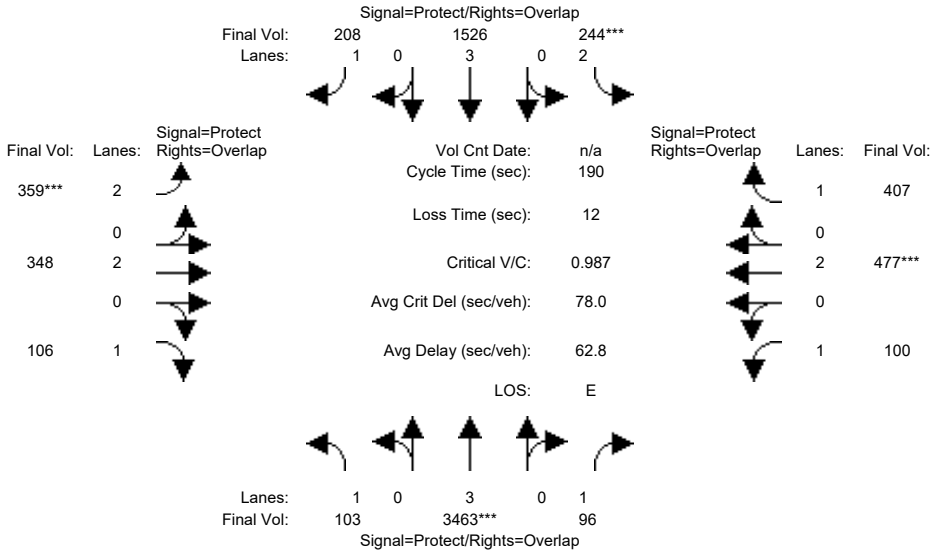
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5414: (34) 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: | 103 | 4074 | 96 | 244 | 1795 | 208 | 359 | 348 | 106 | 100 | 477 | 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: | 103 | 4074 | 96 | 244 | 1795 | 208 | 359 | 348 | 106 | 100 | 477 | 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: | 103 | 4074 | 96 | 244 | 1795 | 208 | 359 | 348 | 106 | 100 | 477 | 407 |
| 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: | 103 | 3463 | 96 | 244 | 1526 | 208 | 359 | 348 | 106 | 100 | 477 | 407 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 103 | 3463 | 96 | 244 | 1526 | 208 | 359 | 348 | 106 | 100 | 477 | 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: | 103 | 3463 | 96 | 244 | 1526 | 208 | 359 | 348 | 106 | 100 | 477 | 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 | 0.83 | 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 | 0.61 | 0.05 | 0.08 | 0.27 | 0.12 | 0.11 | 0.09 | 0.06 | 0.06 | 0.13 | 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: | 0.66 | 1.06 | 0.08 | 1.23 | 0.49 | 0.18 | 1.08 | 0.45 | 0.21 | 0.60 | 0.64 | 0.90 |
| Delay/Veh: | 93.5 | 59.9 | 4.2 | 227.1 | 18.4 | 5.7 | 158.3 | 66.5 | 50.5 | 88.7 | 72.4 | 89.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 93.5 | 59.9 | 4.2 | 227.1 | 18.4 | 5.7 | 158.3 | 66.5 | 50.5 | 88.7 | 72.4 | 89.1 |
| LOS by Move: | F | E | A | F | B | A | F | E | D | F | E | F |
| HCM2k95thQ: | 11 | 107 | 1 | 22 | 22 | 4 | 31 | 16 | 9 | 13 | 24 | 45 |

Note: Queue reported is the number of cars per lane.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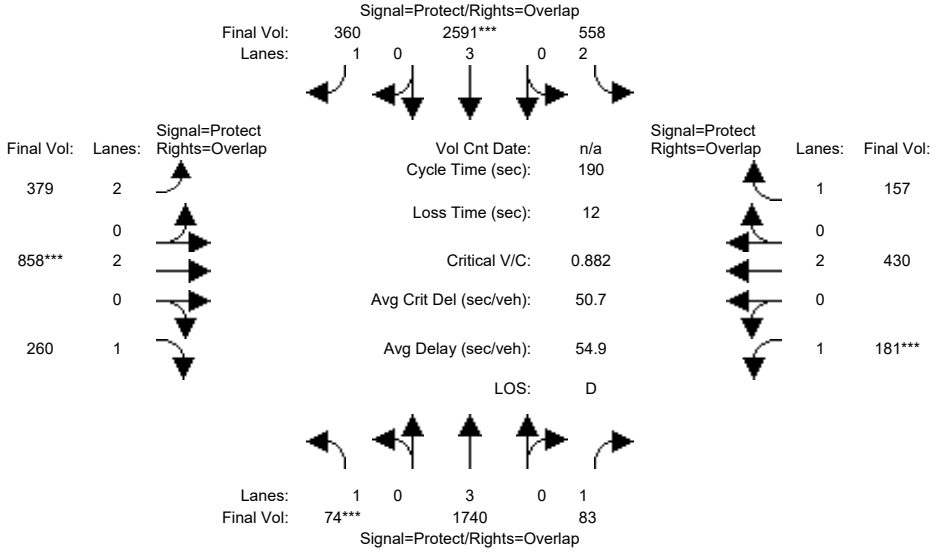
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5414: (34) 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: | 74 | 2416 | 83 | 558 | 3549 | 360 | 379 | 858 | 260 | 181 | 430 | 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: | 74 | 2416 | 83 | 558 | 3549 | 360 | 379 | 858 | 260 | 181 | 430 | 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: | 74 | 2416 | 83 | 558 | 3549 | 360 | 379 | 858 | 260 | 181 | 430 | 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: | 74 | 1740 | 83 | 558 | 2591 | 360 | 379 | 858 | 260 | 181 | 430 | 157 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 74 | 1740 | 83 | 558 | 2591 | 360 | 379 | 858 | 260 | 181 | 430 | 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: | 74 | 1740 | 83 | 558 | 2591 | 360 | 379 | 858 | 260 | 181 | 430 | 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 | 0.31 | 0.05 | 0.18 | 0.45 | 0.21 | 0.12 | 0.23 | 0.15 | 0.10 | 0.11 | 0.09 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 11.0 | 78.7 | 99.1 | 34.3 | 102 | 125.6 | 23.6 | 44.6 | 55.6 | 20.4 | 41.4 | 75.7 |
| Volume/Cap: | 0.73 | 0.74 | 0.09 | 0.98 | 0.85 | 0.31 | 0.97 | 0.96 | 0.51 | 0.96 | 0.52 | 0.23 |
| Delay/Veh: | 111.5 | 42.5 | 16.7 | 110.3 | 28.7 | 5.7 | 119.5 | 93.3 | 56.7 | 138.9 | 66.2 | 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: | 111.5 | 42.5 | 16.7 | 110.3 | 28.7 | 5.7 | 119.5 | 93.3 | 56.7 | 138.9 | 66.2 | 38.0 |
| LOS by Move: | F | D | B | F | C | A | F | F | E | F | E | D |
| HCM2k95thQ: | 9 | 41 | 3 | 37 | 59 | 8 | 29 | 47 | 24 | 26 | 20 | 12 |

Note: Queue reported is the number of cars per lane.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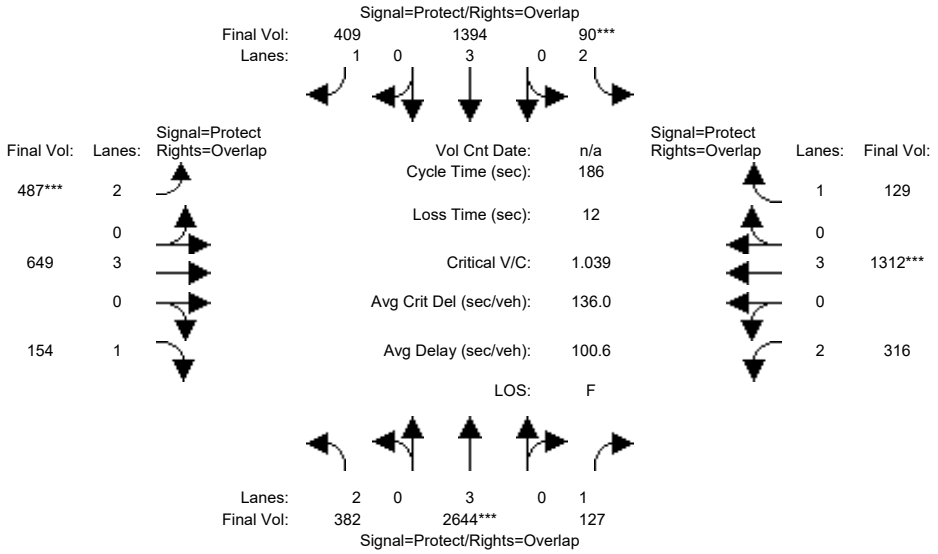
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5416: (35) 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 | 3111 | 127 | 90 | 1640 | 409 | 487 | 649 | 154 | 316 | 1312 | 129 |
| Growth Adj: | 1.00 | 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 | 3111 | 127 | 90 | 1640 | 409 | 487 | 649 | 154 | 316 | 1312 | 129 |
| Added Vol: | 0 | 0 | 0 | 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 | 3111 | 127 | 90 | 1640 | 409 | 487 | 649 | 154 | 316 | 1312 | 129 |
| 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 | 2644 | 127 | 90 | 1394 | 409 | 487 | 649 | 154 | 316 | 1312 | 129 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 382 | 2644 | 127 | 90 | 1394 | 409 | 487 | 649 | 154 | 316 | 1312 | 129 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 382 | 2644 | 127 | 90 | 1394 | 409 | 487 | 649 | 154 | 316 | 1312 | 129 |
| 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 | 0.56 | 0.07 | 0.03 | 0.24 | 0.23 | 0.15 | 0.11 | 0.09 | 0.10 | 0.23 | 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 | 1.07 | 0.11 | 0.35 | 0.54 | 0.39 | 1.11 | 0.59 | 0.26 | 0.72 | 1.19 | 0.27 |
| Delay/Veh: | 98.7 | 118 | 26.5 | 81.8 | 43.4 | 27.6 | 154.9 | 69.1 | 44.8 | 82.1 | 169 | 53.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 98.7 | 118 | 26.5 | 81.8 | 43.4 | 27.6 | 154.9 | 69.1 | 44.8 | 82.1 | 169 | 53.2 |
| LOS by Move: | F | F | C | F | D | C | F | E | D | F | F | D |
| HCM2k95thQ: | 24 | 91 | 11 | 6 | 35 | 29 | 36 | 20 | 13 | 19 | 54 | 11 |

Note: Queue reported is the number of cars per lane.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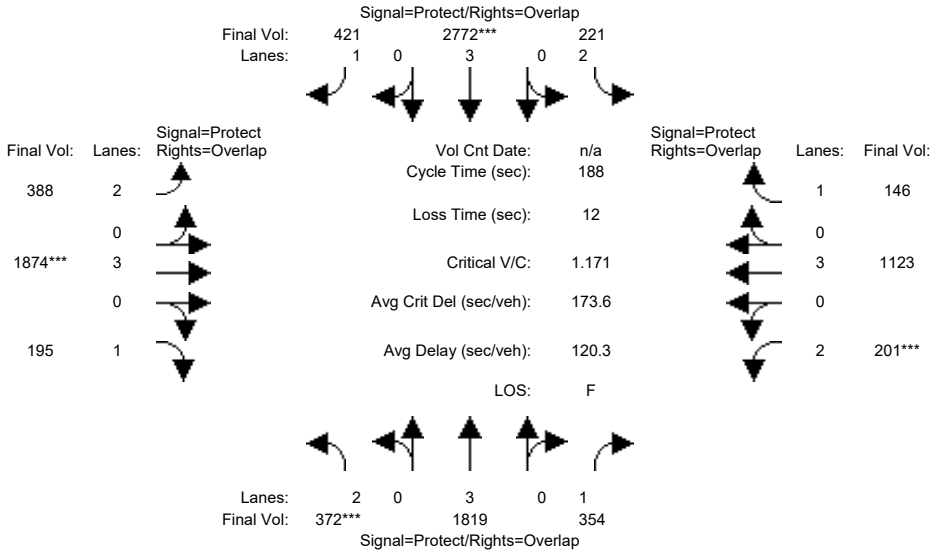
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5416: (35) 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: | 372 | 2166 | 354 | 221 | 3380 | 421 | 388 | 1874 | 195 | 201 | 1123 | 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: | 372 | 2166 | 354 | 221 | 3380 | 421 | 388 | 1874 | 195 | 201 | 1123 | 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: | 372 | 2166 | 354 | 221 | 3380 | 421 | 388 | 1874 | 195 | 201 | 1123 | 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: | 372 | 1819 | 354 | 221 | 2772 | 421 | 388 | 1874 | 195 | 201 | 1123 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 372 | 1819 | 354 | 221 | 2772 | 421 | 388 | 1874 | 195 | 201 | 1123 | 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: | 372 | 1819 | 354 | 221 | 2772 | 421 | 388 | 1874 | 195 | 201 | 1123 | 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: | 0.12 | 0.32 | 0.20 | 0.07 | 0.59 | 0.24 | 0.12 | 0.33 | 0.11 | 0.06 | 0.20 | 0.08 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 18.0 | 84.5 | 100.5 | 22.5 | 89.0 | 112.0 | 23.0 | 53.0 | 71.0 | 16.0 | 46.0 | 68.5 |
| Volume/Cap: | 1.24 | 0.71 | 0.38 | 0.59 | 1.24 | 0.40 | 1.01 | 1.17 | 0.30 | 0.75 | 0.81 | 0.23 |
| Delay/Veh: | 216.9 | 50.5 | 33.1 | 87.8 | 190 | 40.3 | 130.1 | 149 | 41.3 | 95.2 | 70.3 | 41.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 216.9 | 50.5 | 33.1 | 87.8 | 190 | 40.3 | 130.1 | 149 | 41.3 | 95.2 | 70.3 | 41.6 |
| LOS by Move: | F | D | C | F | F | D | F | F | D | F | E | D |
| HCM2k95thQ: | 32 | 49 | 27 | 14 | 109 | 36 | 26 | 71 | 15 | 14 | 35 | 12 |

Note: Queue reported is the number of cars per lane.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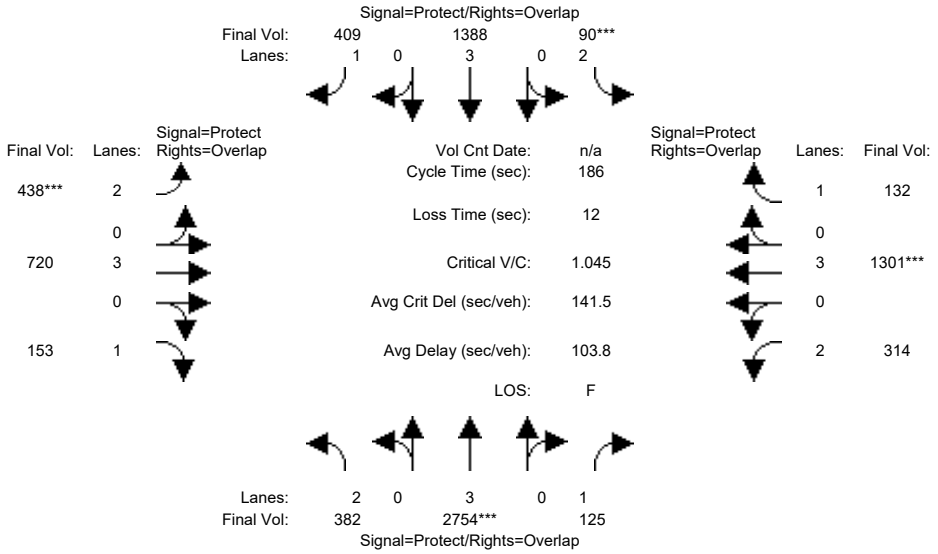
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5416: (35) 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 | 3240 | 125 | 90 | 1633 | 409 | 438 | 720 | 153 | 314 | 1301 | 132 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 382 | 3240 | 125 | 90 | 1633 | 409 | 438 | 720 | 153 | 314 | 1301 | 132 |
| Added Vol: | 0 | 0 | 0 | 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 | 3240 | 125 | 90 | 1633 | 409 | 438 | 720 | 153 | 314 | 1301 | 132 |
| 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 | 2754 | 125 | 90 | 1388 | 409 | 438 | 720 | 153 | 314 | 1301 | 132 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 382 | 2754 | 125 | 90 | 1388 | 409 | 438 | 720 | 153 | 314 | 1301 | 132 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 382 | 2754 | 125 | 90 | 1388 | 409 | 438 | 720 | 153 | 314 | 1301 | 132 |
| 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 | 0.24 | 0.23 | 0.14 | 0.13 | 0.09 | 0.10 | 0.23 | 0.08 |
| 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 | 0.11 | 0.35 | 0.53 | 0.39 | 0.99 | 0.65 | 0.26 | 0.71 | 1.18 | 0.28 |
| Delay/Veh: | 98.7 | 135 | 26.5 | 81.8 | 43.4 | 27.6 | 121.4 | 70.6 | 44.8 | 81.9 | 165 | 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 | 135 | 26.5 | 81.8 | 43.4 | 27.6 | 121.4 | 70.6 | 44.8 | 81.9 | 165 | 53.3 |
| LOS by Move: | F | F | C | F | D | C | F | E | D | F | F | D |
| HCM2k95thQ: | 24 | 99 | 11 | 6 | 35 | 29 | 30 | 22 | 12 | 19 | 53 | 12 |

Note: Queue reported is the number of cars per lane.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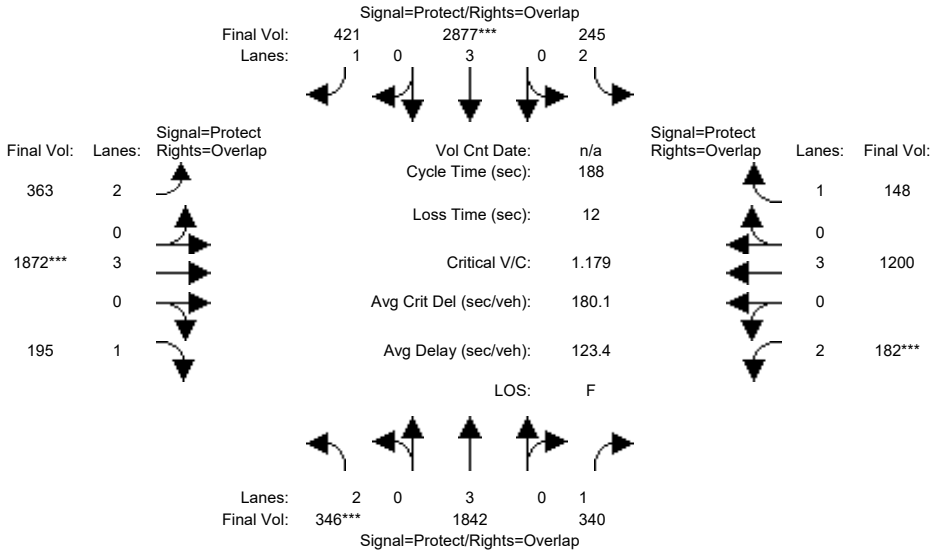
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5416: (35) 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: | 346 | 2193 | 340 | 245 | 3508 | 421 | 363 | 1872 | 195 | 182 | 1200 | 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: | 346 | 2193 | 340 | 245 | 3508 | 421 | 363 | 1872 | 195 | 182 | 1200 | 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: | 346 | 2193 | 340 | 245 | 3508 | 421 | 363 | 1872 | 195 | 182 | 1200 | 148 |
| 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: | 346 | 1842 | 340 | 245 | 2877 | 421 | 363 | 1872 | 195 | 182 | 1200 | 148 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 346 | 1842 | 340 | 245 | 2877 | 421 | 363 | 1872 | 195 | 182 | 1200 | 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: | 346 | 1842 | 340 | 245 | 2877 | 421 | 363 | 1872 | 195 | 182 | 1200 | 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 | 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: | 0.11 | 0.32 | 0.19 | 0.08 | 0.61 | 0.24 | 0.12 | 0.33 | 0.11 | 0.06 | 0.21 | 0.08 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 16.4 | 84.5 | 100.5 | 22.5 | 90.6 | 113.6 | 23.0 | 53.0 | 69.4 | 16.0 | 46.0 | 68.5 |
| Volume/Cap: | 1.26 | 0.72 | 0.36 | 0.65 | 1.26 | 0.40 | 0.94 | 1.16 | 0.30 | 0.68 | 0.86 | 0.23 |
| Delay/Veh: | 229.3 | 50.8 | 32.8 | 90.1 | 200 | 39.3 | 113.1 | 149 | 42.4 | 90.4 | 73.6 | 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: | 229.3 | 50.8 | 32.8 | 90.1 | 200 | 39.3 | 113.1 | 149 | 42.4 | 90.4 | 73.6 | 41.7 |
| LOS by Move: | F | D | C | F | F | D | F | F | D | F | E | D |
| HCM2k95thQ: | 31 | 50 | 26 | 15 | 116 | 35 | 23 | 70 | 15 | 12 | 38 | 12 |

Note: Queue reported is the number of cars per lane.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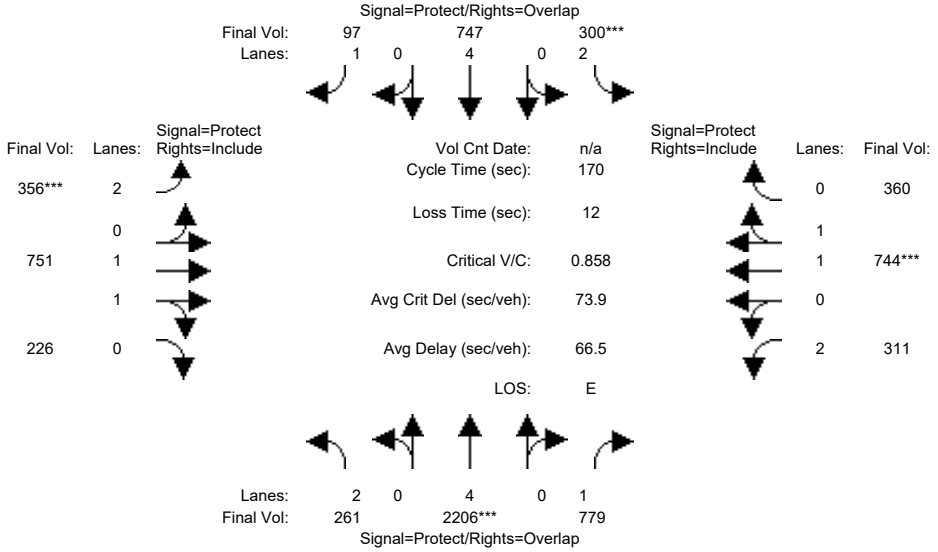
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5603: (1) 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: | 261 | 2206 | 779 | 300 | 747 | 97 | 356 | 751 | 226 | 311 | 744 | 360 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 261 | 2206 | 779 | 300 | 747 | 97 | 356 | 751 | 226 | 311 | 744 | 360 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 261 | 2206 | 779 | 300 | 747 | 97 | 356 | 751 | 226 | 311 | 744 | 360 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 261 | 2206 | 779 | 300 | 747 | 97 | 356 | 751 | 226 | 311 | 744 | 360 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 261 | 2206 | 779 | 300 | 747 | 97 | 356 | 751 | 226 | 311 | 744 | 360 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 261 | 2206 | 779 | 300 | 747 | 97 | 356 | 751 | 226 | 311 | 744 | 360 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 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 | 1.52 | 0.48 | 2.00 | 1.33 | 0.67 |
| Final Sat.: | 3150 | 7600 | 1750 | 3150 | 7600 | 1750 | 3150 | 2843 | 856 | 3150 | 2493 | 1206 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.29 | 0.45 | 0.10 | 0.10 | 0.06 | 0.11 | 0.26 | 0.26 | 0.10 | 0.30 | 0.30 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 18.4 | 73.0 | 96.4 | 16.0 | 70.6 | 93.6 | 23.0 | 45.6 | 45.6 | 23.4 | 46.0 | 46.0 |
| Volume/Cap: | 0.76 | 0.68 | 0.79 | 1.01 | 0.24 | 0.10 | 0.84 | 0.98 | 0.98 | 0.72 | 1.10 | 1.10 |
| Delay/Veh: | 83.6 | 39.6 | 32.9 | 132.3 | 32.3 | 18.2 | 85.0 | 86.4 | 86.4 | 75.9 | 123 | 123.0 |
| User DelAdj: | 1.00 | 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 | 39.6 | 32.9 | 132.3 | 32.3 | 18.2 | 85.0 | 86.4 | 86.4 | 75.9 | 123 | 123.0 |
| LOS by Move: | F | D | C | F | C | B | F | F | F | E | F | F |
| HCM2k95thQ: | 14 | 39 | 56 | 21 | 14 | 7 | 21 | 48 | 48 | 18 | 59 | 59 |

Note: Queue reported is the number of cars per lane.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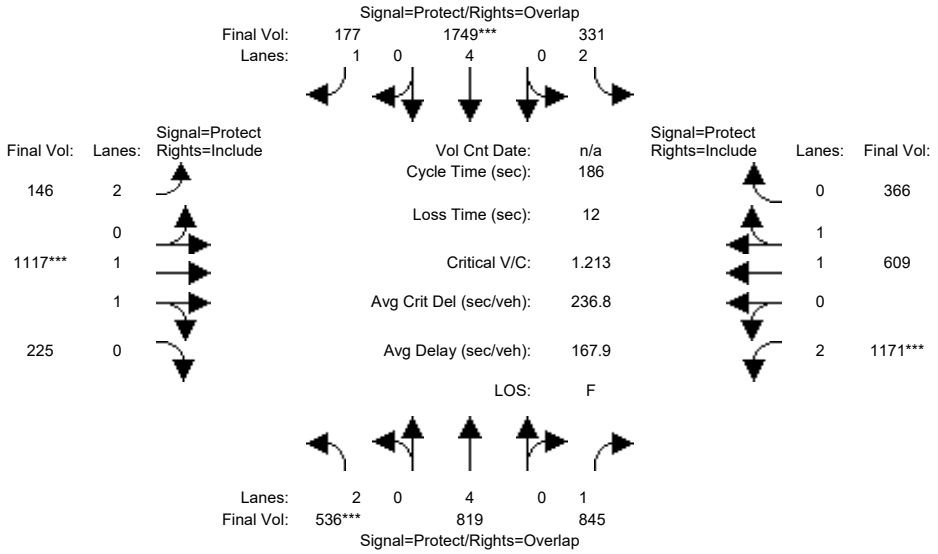
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5603: (1) 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: | 536 | 819 | 845 | 331 | 1749 | 177 | 146 | 1117 | 225 | 1171 | 609 | 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: | 536 | 819 | 845 | 331 | 1749 | 177 | 146 | 1117 | 225 | 1171 | 609 | 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: | 536 | 819 | 845 | 331 | 1749 | 177 | 146 | 1117 | 225 | 1171 | 609 | 366 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 536 | 819 | 845 | 331 | 1749 | 177 | 146 | 1117 | 225 | 1171 | 609 | 366 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 536 | 819 | 845 | 331 | 1749 | 177 | 146 | 1117 | 225 | 1171 | 609 | 366 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 536 | 819 | 845 | 331 | 1749 | 177 | 146 | 1117 | 225 | 1171 | 609 | 366 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.66 | 0.34 | 2.00 | 1.23 | 0.77 |
| Final Sat.: | 3150 | 7600 | 1750 | 3150 | 7600 | 1750 | 3150 | 3079 | 620 | 3150 | 2310 | 1388 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.11 | 0.48 | 0.11 | 0.23 | 0.10 | 0.05 | 0.36 | 0.36 | 0.37 | 0.26 | 0.26 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 19.0 | 58.8 | 99.8 | 28.2 | 68.0 | 107.0 | 39.0 | 46.0 | 46.0 | 41.0 | 48.0 | 48.0 |
| Volume/Cap: | 1.67 | 0.34 | 0.90 | 0.69 | 0.63 | 0.18 | 0.22 | 1.47 | 1.47 | 1.69 | 1.02 | 1.02 |
| Delay/Veh: | 396.5 | 48.9 | 50.2 | 79.1 | 49.1 | 18.7 | 61.1 | 286 | 286.1 | 387.6 | 104 | 103.7 |
| 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: | 396.5 | 48.9 | 50.2 | 79.1 | 49.1 | 18.7 | 61.1 | 286 | 286.1 | 387.6 | 104 | 103.7 |
| LOS by Move: | F | D | D | E | D | B | E | F | F | F | F | F |
| HCM2k95thQ: | 53 | 17 | 77 | 20 | 36 | 13 | 8 | 99 | 99 | 112 | 53 | 53 |

Note: Queue reported is the number of cars per lane.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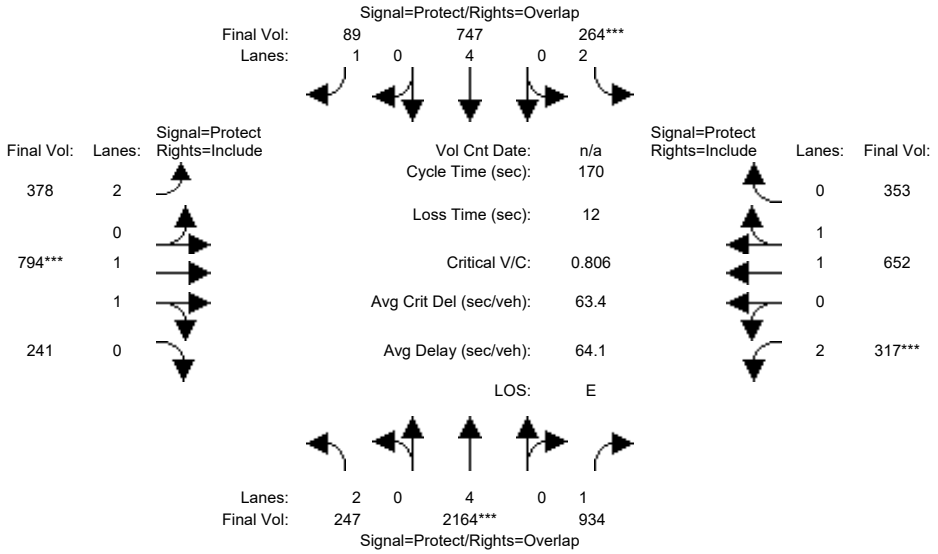
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5603: (1) 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: | 247 | 2164 | 934 | 264 | 747 | 89 | 378 | 794 | 241 | 317 | 652 | 353 |
| Growth Adj: | 1.00 | 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 | 2164 | 934 | 264 | 747 | 89 | 378 | 794 | 241 | 317 | 652 | 353 |
| Added Vol: | 0 | 0 | 0 | 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 | 2164 | 934 | 264 | 747 | 89 | 378 | 794 | 241 | 317 | 652 | 353 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 247 | 2164 | 934 | 264 | 747 | 89 | 378 | 794 | 241 | 317 | 652 | 353 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 247 | 2164 | 934 | 264 | 747 | 89 | 378 | 794 | 241 | 317 | 652 | 353 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 247 | 2164 | 934 | 264 | 747 | 89 | 378 | 794 | 241 | 317 | 652 | 353 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.52 | 0.48 | 2.00 | 1.28 | 0.72 |
| Final Sat.: | 3150 | 7600 | 1750 | 3150 | 7600 | 1750 | 3150 | 2838 | 861 | 3150 | 2399 | 1299 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.28 | 0.53 | 0.08 | 0.10 | 0.05 | 0.12 | 0.28 | 0.28 | 0.10 | 0.27 | 0.27 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 18.4 | 73.0 | 96.0 | 16.0 | 70.6 | 93.6 | 23.0 | 46.0 | 46.0 | 23.0 | 46.0 | 46.0 |
| Volume/Cap: | 0.72 | 0.66 | 0.95 | 0.89 | 0.24 | 0.09 | 0.89 | 1.03 | 1.03 | 0.74 | 1.00 | 1.00 |
| Delay/Veh: | 80.8 | 39.2 | 51.5 | 102.6 | 32.3 | 18.1 | 91.8 | 99.6 | 99.6 | 77.6 | 91.5 | 91.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 80.8 | 39.2 | 51.5 | 102.6 | 32.3 | 18.1 | 91.8 | 99.6 | 99.6 | 77.6 | 91.5 | 91.5 |
| LOS by Move: | F | D | D | F | C | B | F | F | F | E | F | F |
| HCM2k95thQ: | 13 | 38 | 74 | 17 | 14 | 6 | 23 | 53 | 53 | 18 | 50 | 50 |

Note: Queue reported is the number of cars per lane.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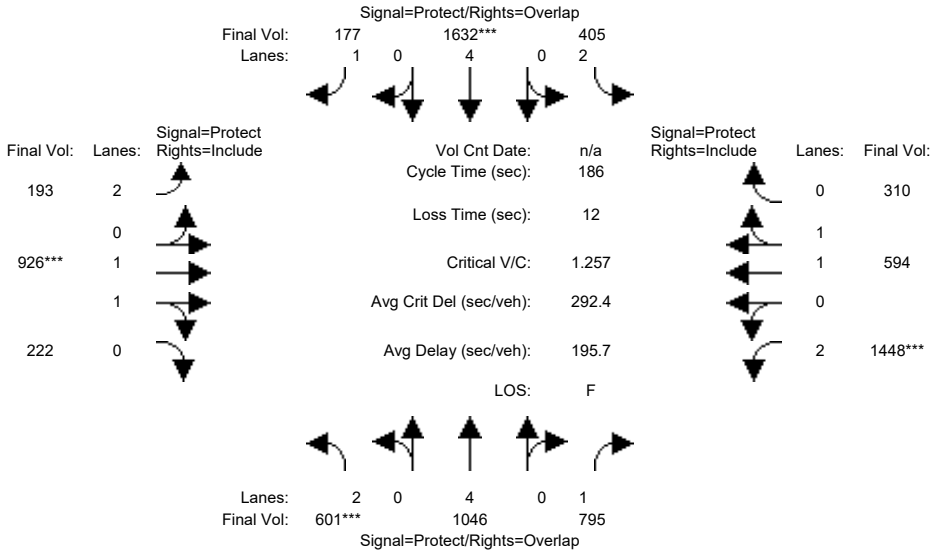
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5603: (1) 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: | 601 | 1046 | 795 | 405 | 1632 | 177 | 193 | 926 | 222 | 1448 | 594 | 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: | 601 | 1046 | 795 | 405 | 1632 | 177 | 193 | 926 | 222 | 1448 | 594 | 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: | 601 | 1046 | 795 | 405 | 1632 | 177 | 193 | 926 | 222 | 1448 | 594 | 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: | 601 | 1046 | 795 | 405 | 1632 | 177 | 193 | 926 | 222 | 1448 | 594 | 310 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 601 | 1046 | 795 | 405 | 1632 | 177 | 193 | 926 | 222 | 1448 | 594 | 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: | 601 | 1046 | 795 | 405 | 1632 | 177 | 193 | 926 | 222 | 1448 | 594 | 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 | 1.60 | 0.40 | 2.00 | 1.30 | 0.70 |
| Final Sat.: | 3150 | 7600 | 1750 | 3150 | 7600 | 1750 | 3150 | 2984 | 715 | 3150 | 2430 | 1268 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.14 | 0.45 | 0.13 | 0.21 | 0.10 | 0.06 | 0.31 | 0.31 | 0.46 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 19.0 | 58.8 | 99.8 | 28.2 | 68.0 | 108.2 | 40.2 | 46.0 | 46.0 | 41.0 | 46.8 | 46.8 |
| Volume/Cap: | 1.87 | 0.44 | 0.85 | 0.85 | 0.59 | 0.17 | 0.28 | 1.25 | 1.25 | 2.09 | 0.97 | 0.97 |
| Delay/Veh: | 485.7 | 50.6 | 43.9 | 89.9 | 48.0 | 18.2 | 61.1 | 194 | 193.6 | 565.9 | 91.5 | 91.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 485.7 | 50.6 | 43.9 | 89.9 | 48.0 | 18.2 | 61.1 | 194 | 193.6 | 565.9 | 91.5 | 91.5 |
| LOS by Move: | F | D | D | F | D | B | E | F | F | F | F | F |
| HCM2k95thQ: | 63 | 22 | 69 | 26 | 34 | 13 | 10 | 74 | 74 | 155 | 47 | 47 |

Note: Queue reported is the number of cars per lane.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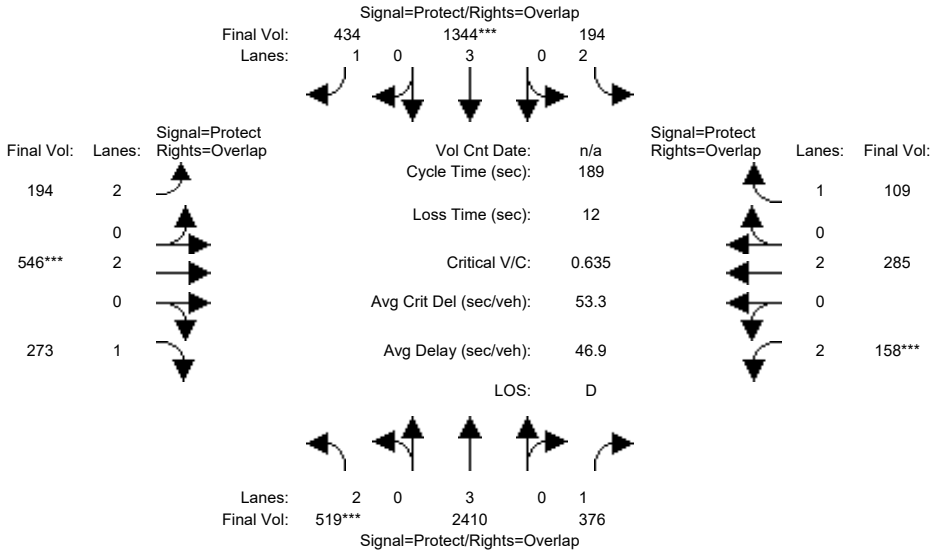
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5611: (5) 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: | 519 | 2770 | 376 | 194 | 1545 | 434 | 194 | 546 | 273 | 158 | 285 | 109 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 519 | 2770 | 376 | 194 | 1545 | 434 | 194 | 546 | 273 | 158 | 285 | 109 |
| Added Vol: | 0 | 0 | 0 | 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 | 2770 | 376 | 194 | 1545 | 434 | 194 | 546 | 273 | 158 | 285 | 109 |
| 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: | 519 | 2410 | 376 | 194 | 1344 | 434 | 194 | 546 | 273 | 158 | 285 | 109 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 519 | 2410 | 376 | 194 | 1344 | 434 | 194 | 546 | 273 | 158 | 285 | 109 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 519 | 2410 | 376 | 194 | 1344 | 434 | 194 | 546 | 273 | 158 | 285 | 109 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.42 | 0.21 | 0.06 | 0.24 | 0.25 | 0.06 | 0.14 | 0.17 | 0.05 | 0.08 | 0.06 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 37.0 | 110 | 124.3 | 18.7 | 92.0 | 107.3 | 15.3 | 34.0 | 71.0 | 14.0 | 32.7 | 51.4 |
| Volume/Cap: | 0.84 | 0.72 | 0.33 | 0.62 | 0.48 | 0.44 | 0.76 | 0.80 | 0.45 | 0.68 | 0.43 | 0.23 |
| Delay/Veh: | 83.7 | 39.6 | 21.7 | 85.5 | 25.8 | 15.5 | 97.5 | 80.8 | 45.0 | 93.0 | 70.3 | 53.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 83.7 | 39.6 | 21.7 | 85.5 | 25.8 | 15.5 | 97.5 | 80.8 | 45.0 | 93.0 | 70.3 | 53.6 |
| LOS by Move: | F | D | C | F | C | B | F | F | D | F | E | D |
| HCM2k95thQ: | 33 | 60 | 26 | 12 | 23 | 18 | 15 | 29 | 23 | 10 | 13 | 10 |

Note: Queue reported is the number of cars per lane.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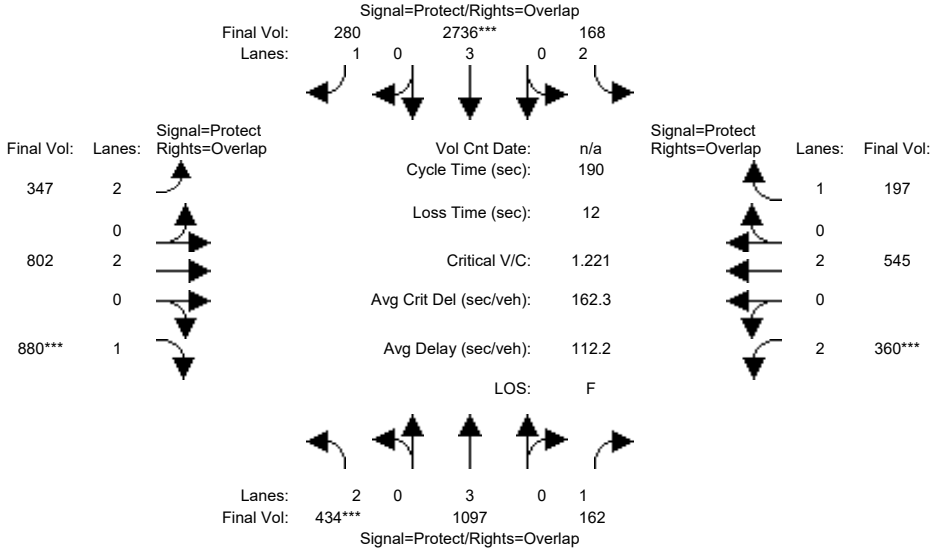
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5611: (5) 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: | 434 | 1638 | 162 | 168 | 3420 | 280 | 347 | 802 | 880 | 360 | 545 | 197 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 434 | 1638 | 162 | 168 | 3420 | 280 | 347 | 802 | 880 | 360 | 545 | 197 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 434 | 1638 | 162 | 168 | 3420 | 280 | 347 | 802 | 880 | 360 | 545 | 197 |
| 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: | 434 | 1097 | 162 | 168 | 2736 | 280 | 347 | 802 | 880 | 360 | 545 | 197 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 434 | 1097 | 162 | 168 | 2736 | 280 | 347 | 802 | 880 | 360 | 545 | 197 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 434 | 1097 | 162 | 168 | 2736 | 280 | 347 | 802 | 880 | 360 | 545 | 197 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.19 | 0.09 | 0.05 | 0.48 | 0.16 | 0.11 | 0.21 | 0.55 | 0.11 | 0.14 | 0.11 |
| 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 | 0.43 | 0.16 | 0.68 | 1.15 | 0.28 | 0.74 | 0.76 | 1.39 | 0.90 | 0.56 | 0.34 |
| Delay/Veh: | 193.6 | 29.5 | 11.6 | 92.3 | 139 | 28.6 | 83.2 | 65.8 | 243.6 | 105.4 | 62.2 | 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: | 193.6 | 29.5 | 11.6 | 92.3 | 139 | 28.6 | 83.2 | 65.8 | 243.6 | 105.4 | 62.2 | 47.7 |
| LOS by Move: | F | C | B | F | F | C | F | E | F | F | E | D |
| HCM2k95thQ: | 38 | 20 | 5 | 11 | 104 | 21 | 23 | 37 | 131 | 22 | 23 | 16 |

Note: Queue reported is the number of cars per lane.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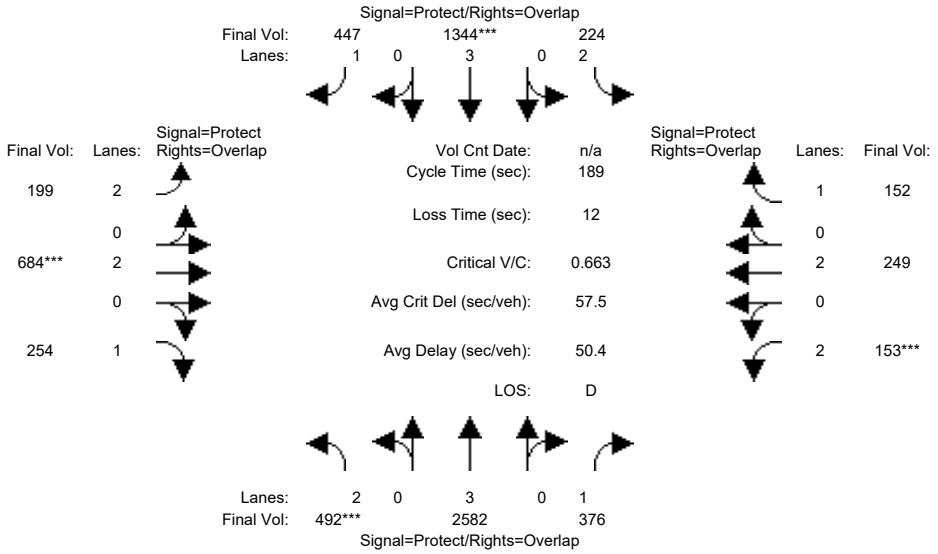
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5611: (5) 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: | 492 | 2968 | 376 | 224 | 1545 | 447 | 199 | 684 | 254 | 153 | 249 | 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: | 492 | 2968 | 376 | 224 | 1545 | 447 | 199 | 684 | 254 | 153 | 249 | 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: | 492 | 2968 | 376 | 224 | 1545 | 447 | 199 | 684 | 254 | 153 | 249 | 152 |
| 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: | 492 | 2582 | 376 | 224 | 1344 | 447 | 199 | 684 | 254 | 153 | 249 | 152 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 492 | 2582 | 376 | 224 | 1344 | 447 | 199 | 684 | 254 | 153 | 249 | 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: | 492 | 2582 | 376 | 224 | 1344 | 447 | 199 | 684 | 254 | 153 | 249 | 152 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.45 | 0.21 | 0.07 | 0.24 | 0.26 | 0.06 | 0.18 | 0.16 | 0.05 | 0.07 | 0.09 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 33.0 | 107 | 120.8 | 18.2 | 92.0 | 108.6 | 16.6 | 38.0 | 71.0 | 14.0 | 35.4 | 53.6 |
| Volume/Cap: | 0.89 | 0.80 | 0.34 | 0.74 | 0.48 | 0.44 | 0.72 | 0.89 | 0.42 | 0.66 | 0.35 | 0.31 |
| Delay/Veh: | 93.4 | 45.0 | 23.3 | 92.5 | 25.8 | 14.8 | 92.8 | 86.6 | 44.3 | 91.8 | 67.1 | 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: | 93.4 | 45.0 | 23.3 | 92.5 | 25.8 | 14.8 | 92.8 | 86.6 | 44.3 | 91.8 | 67.1 | 53.5 |
| LOS by Move: | F | D | C | F | C | B | F | F | D | F | E | D |
| HCM2k95thQ: | 33 | 68 | 26 | 15 | 23 | 18 | 15 | 37 | 21 | 9 | 11 | 13 |

Note: Queue reported is the number of cars per lane.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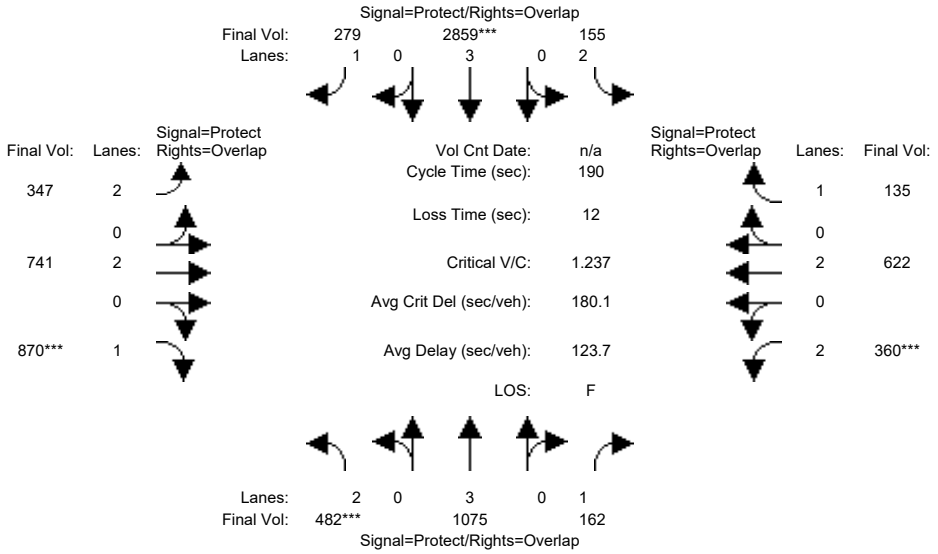
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5611: (5) 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: | 482 | 1604 | 162 | 155 | 3574 | 279 | 347 | 741 | 870 | 360 | 622 | 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: | 482 | 1604 | 162 | 155 | 3574 | 279 | 347 | 741 | 870 | 360 | 622 | 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: | 482 | 1604 | 162 | 155 | 3574 | 279 | 347 | 741 | 870 | 360 | 622 | 135 |
| 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: | 482 | 1075 | 162 | 155 | 2859 | 279 | 347 | 741 | 870 | 360 | 622 | 135 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 482 | 1075 | 162 | 155 | 2859 | 279 | 347 | 741 | 870 | 360 | 622 | 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: | 482 | 1075 | 162 | 155 | 2859 | 279 | 347 | 741 | 870 | 360 | 622 | 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 | 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: | 0.15 | 0.19 | 0.09 | 0.05 | 0.50 | 0.16 | 0.11 | 0.20 | 0.54 | 0.11 | 0.16 | 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: | 1.32 | 0.42 | 0.16 | 0.62 | 1.21 | 0.28 | 0.74 | 0.70 | 1.38 | 0.90 | 0.64 | 0.23 |
| Delay/Veh: | 246.7 | 29.3 | 11.6 | 89.6 | 161 | 28.6 | 83.2 | 63.4 | 236.7 | 105.4 | 64.4 | 45.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 246.7 | 29.3 | 11.6 | 89.6 | 161 | 28.6 | 83.2 | 63.4 | 236.7 | 105.4 | 64.4 | 45.8 |
| LOS by Move: | F | C | B | F | F | C | F | E | F | F | E | D |
| HCM2k95thQ: | 44 | 20 | 5 | 10 | 113 | 21 | 23 | 33 | 129 | 22 | 26 | 11 |

Note: Queue reported is the number of cars per lane.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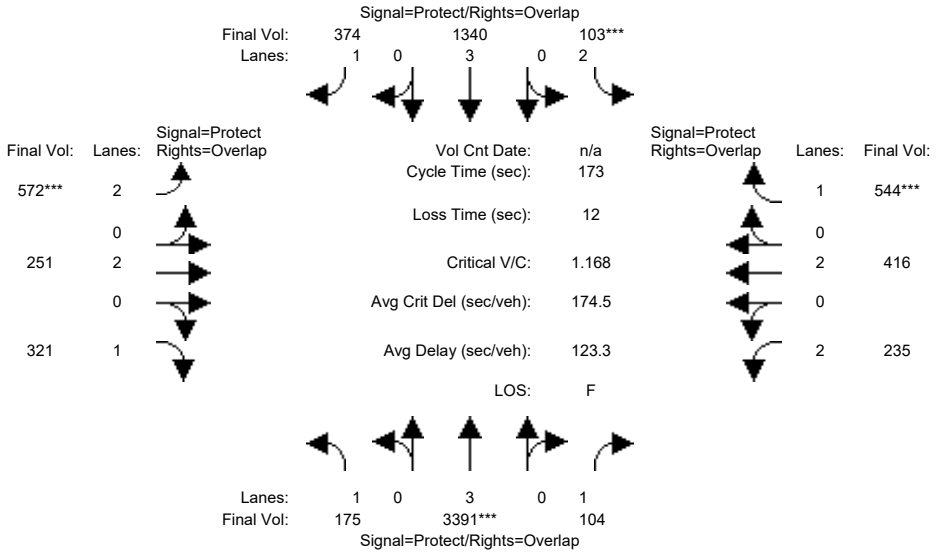
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5613: (52) 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: | 175 | 3898 | 104 | 103 | 1540 | 374 | 572 | 251 | 321 | 235 | 416 | 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: | 175 | 3898 | 104 | 103 | 1540 | 374 | 572 | 251 | 321 | 235 | 416 | 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: | 175 | 3898 | 104 | 103 | 1540 | 374 | 572 | 251 | 321 | 235 | 416 | 544 |
| 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: | 175 | 3391 | 104 | 103 | 1340 | 374 | 572 | 251 | 321 | 235 | 416 | 544 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 175 | 3391 | 104 | 103 | 1340 | 374 | 572 | 251 | 321 | 235 | 416 | 544 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 175 | 3391 | 104 | 103 | 1340 | 374 | 572 | 251 | 321 | 235 | 416 | 544 |
| Saturation 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 | 0.24 | 0.21 | 0.18 | 0.07 | 0.18 | 0.07 | 0.11 | 0.31 |
| 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: | 1.23 | 1.28 | 0.11 | 0.43 | 0.51 | 0.36 | 1.36 | 0.30 | 0.60 | 0.75 | 0.58 | 1.18 |
| Delay/Veh: | 228.4 | 166 | 11.4 | 77.5 | 27.2 | 10.9 | 251.9 | 56.2 | 53.3 | 85.1 | 65.3 | 163.7 |
| 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: | 228.4 | 166 | 11.4 | 77.5 | 27.2 | 10.9 | 251.9 | 56.2 | 53.3 | 85.1 | 65.3 | 163.7 |
| LOS by Move: | F | F | B | E | C | B | F | E | D | F | E | F |
| HCM2k95thQ: | 26 | 134 | 3 | 6 | 23 | 12 | 50 | 11 | 28 | 16 | 19 | 69 |

Note: Queue reported is the number of cars per lane.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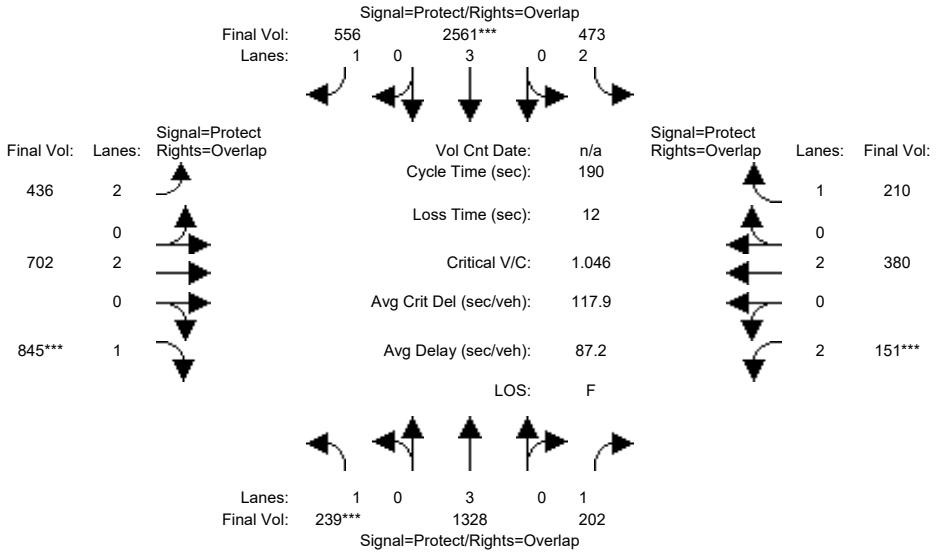
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5613: (52) 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: | 239 | 1660 | 202 | 473 | 3242 | 556 | 436 | 702 | 845 | 151 | 380 | 210 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 239 | 1660 | 202 | 473 | 3242 | 556 | 436 | 702 | 845 | 151 | 380 | 210 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 239 | 1660 | 202 | 473 | 3242 | 556 | 436 | 702 | 845 | 151 | 380 | 210 |
| 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: | 239 | 1328 | 202 | 473 | 2561 | 556 | 436 | 702 | 845 | 151 | 380 | 210 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 239 | 1328 | 202 | 473 | 2561 | 556 | 436 | 702 | 845 | 151 | 380 | 210 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 239 | 1328 | 202 | 473 | 2561 | 556 | 436 | 702 | 845 | 151 | 380 | 210 |
| Saturation 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 | 0.23 | 0.12 | 0.15 | 0.45 | 0.32 | 0.14 | 0.18 | 0.48 | 0.05 | 0.10 | 0.12 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 18.1 | 90.0 | 104.0 | 28.1 | 100 | 125.9 | 25.9 | 45.9 | 64.0 | 14.0 | 34.0 | 62.1 |
| Volume/Cap: | 1.43 | 0.49 | 0.21 | 1.02 | 0.85 | 0.48 | 1.02 | 0.76 | 1.43 | 0.65 | 0.56 | 0.37 |
| Delay/Veh: | 311.8 | 27.8 | 15.2 | 126.5 | 51.9 | 24.7 | 129.4 | 70.9 | 267.7 | 92.0 | 72.2 | 49.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 311.8 | 27.8 | 15.2 | 126.5 | 51.9 | 24.7 | 129.4 | 70.9 | 267.7 | 92.0 | 72.2 | 49.3 |
| LOS by Move: | F | C | B | F | D | C | F | E | F | F | E | D |
| HCM2k95thQ: | 41 | 24 | 8 | 31 | 68 | 38 | 34 | 34 | 130 | 12 | 19 | 18 |

Note: Queue reported is the number of cars per lane.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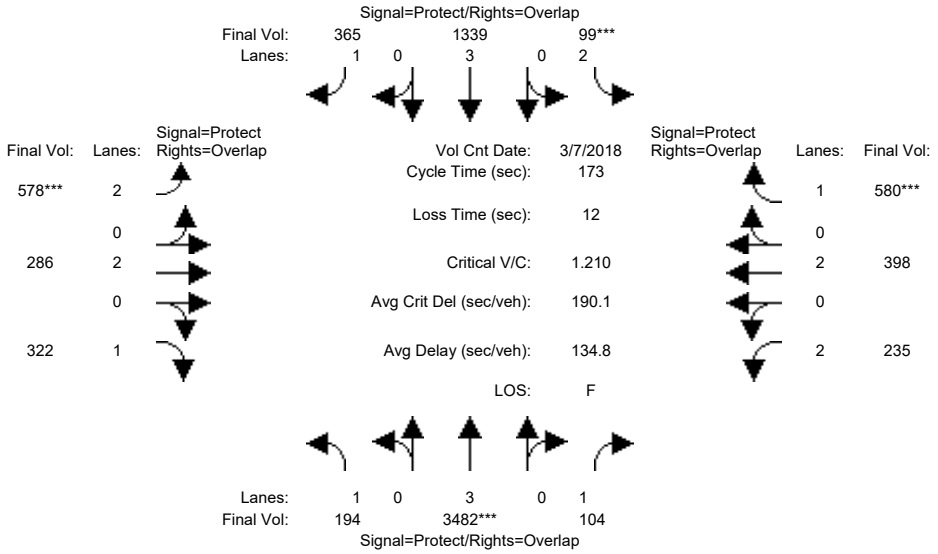
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5613: (52) 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: | 194 | 4002 | 104 | 99 | 1539 | 365 | 578 | 286 | 322 | 235 | 398 | 580 |
| Growth Adj: | 1.00 | 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 | 4002 | 104 | 99 | 1539 | 365 | 578 | 286 | 322 | 235 | 398 | 580 |
| Added Vol: | 0 | 0 | 0 | 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 | 4002 | 104 | 99 | 1539 | 365 | 578 | 286 | 322 | 235 | 398 | 580 |
| 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: | 194 | 3482 | 104 | 99 | 1339 | 365 | 578 | 286 | 322 | 235 | 398 | 580 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 194 | 3482 | 104 | 99 | 1339 | 365 | 578 | 286 | 322 | 235 | 398 | 580 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 194 | 3482 | 104 | 99 | 1339 | 365 | 578 | 286 | 322 | 235 | 398 | 580 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.61 | 0.06 | 0.03 | 0.23 | 0.21 | 0.18 | 0.08 | 0.18 | 0.07 | 0.10 | 0.33 |
| 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: | 1.36 | 1.31 | 0.11 | 0.41 | 0.51 | 0.35 | 1.37 | 0.34 | 0.61 | 0.75 | 0.56 | 1.25 |
| Delay/Veh: | 280.1 | 181 | 11.4 | 77.3 | 27.2 | 10.8 | 257.9 | 56.8 | 53.3 | 85.1 | 64.7 | 194.9 |
| 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: | 280.1 | 181 | 11.4 | 77.3 | 27.2 | 10.8 | 257.9 | 56.8 | 53.3 | 85.1 | 64.7 | 194.9 |
| LOS by Move: | F | F | B | E | C | B | F | E | D | F | E | F |
| HCM2k95thQ: | 31 | 141 | 3 | 6 | 23 | 12 | 51 | 12 | 28 | 16 | 18 | 77 |

Note: Queue reported is the number of cars per lane.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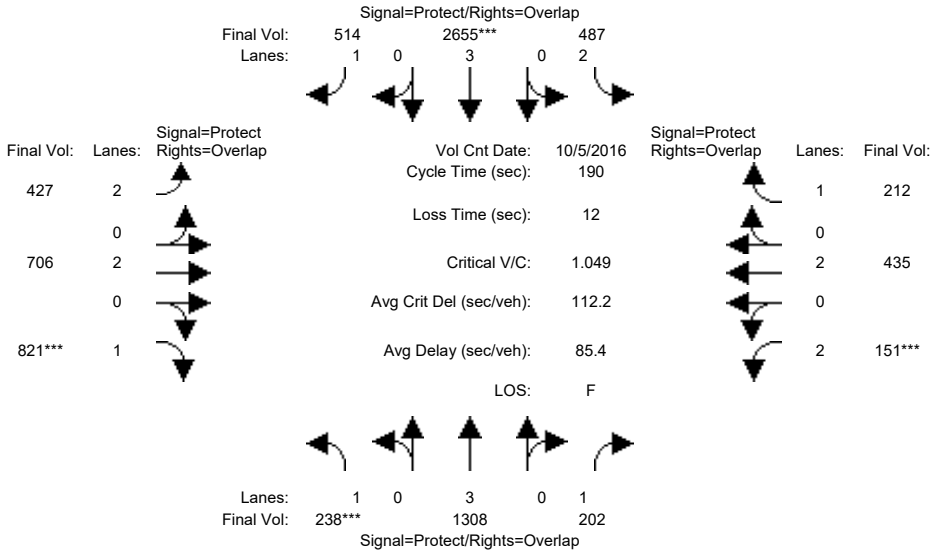
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5613: (52) 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: 5 Oct 2016 << 5:00 PM - 6:00 PM | | | | | | | | | | | | |
| Base Vol: | 238 | 1635 | 202 | 487 | 3361 | 514 | 427 | 706 | 821 | 151 | 435 | 212 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 238 | 1635 | 202 | 487 | 3361 | 514 | 427 | 706 | 821 | 151 | 435 | 212 |
| Added Vol: | 0 | 0 | 0 | 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 | 1635 | 202 | 487 | 3361 | 514 | 427 | 706 | 821 | 151 | 435 | 212 |
| 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: | 238 | 1308 | 202 | 487 | 2655 | 514 | 427 | 706 | 821 | 151 | 435 | 212 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 238 | 1308 | 202 | 487 | 2655 | 514 | 427 | 706 | 821 | 151 | 435 | 212 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 238 | 1308 | 202 | 487 | 2655 | 514 | 427 | 706 | 821 | 151 | 435 | 212 |
| Saturation 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 | 0.23 | 0.12 | 0.15 | 0.47 | 0.29 | 0.14 | 0.19 | 0.47 | 0.05 | 0.11 | 0.12 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 18.6 | 90.0 | 104.0 | 28.6 | 100 | 125.4 | 25.4 | 45.4 | 64.0 | 14.0 | 34.0 | 62.6 |
| Volume/Cap: | 1.39 | 0.48 | 0.21 | 1.03 | 0.89 | 0.44 | 1.01 | 0.78 | 1.39 | 0.65 | 0.64 | 0.37 |
| Delay/Veh: | 294.1 | 27.6 | 15.2 | 129.7 | 54.4 | 24.1 | 129.2 | 71.8 | 250.0 | 92.0 | 74.4 | 49.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 294.1 | 27.6 | 15.2 | 129.7 | 54.4 | 24.1 | 129.2 | 71.8 | 250.0 | 92.0 | 74.4 | 49.0 |
| LOS by Move: | F | C | B | F | D | C | F | E | F | F | E | D |
| HCM2k95thQ: | 40 | 24 | 8 | 32 | 72 | 35 | 33 | 34 | 123 | 12 | 22 | 18 |

Note: Queue reported is the number of cars per lane.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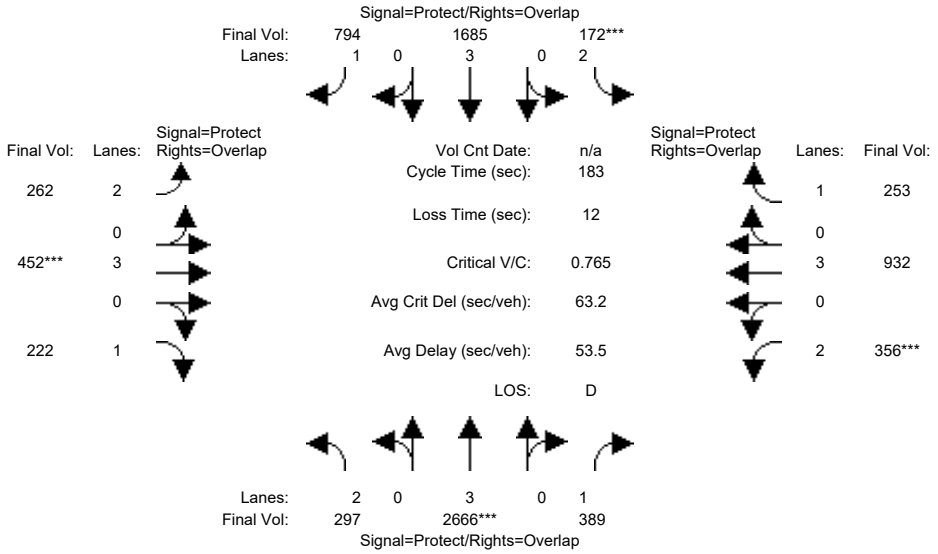
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5625: (53) Lawrence Expwy & Homestead Rd




| Street Name: | Lawrence Expwy | | | | | | Homestead 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: | 18 | 85 | 85 | 13 | 75 | 75 | 15 | 40 | 40 | 21 | 46 | 46 |
| Y+R: | 6.4 | 6.2 | 6.2 | 5.9 | 6.2 | 6.2 | 6.1 | 6.0 | 6.0 | 5.8 | 5.9 | 5.9 |
| Volume Module: | 8:00 AM - 9:00 AM | | | | | | | | | | | |
| Base Vol: | 297 | 3064 | 389 | 172 | 1937 | 794 | 262 | 452 | 222 | 356 | 932 | 253 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 297 | 3064 | 389 | 172 | 1937 | 794 | 262 | 452 | 222 | 356 | 932 | 253 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 297 | 3064 | 389 | 172 | 1937 | 794 | 262 | 452 | 222 | 356 | 932 | 253 |
| 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: | 297 | 2666 | 389 | 172 | 1685 | 794 | 262 | 452 | 222 | 356 | 932 | 253 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 297 | 2666 | 389 | 172 | 1685 | 794 | 262 | 452 | 222 | 356 | 932 | 253 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 297 | 2666 | 389 | 172 | 1685 | 794 | 262 | 452 | 222 | 356 | 932 | 253 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.47 | 0.22 | 0.05 | 0.30 | 0.45 | 0.08 | 0.08 | 0.13 | 0.11 | 0.16 | 0.14 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 21.2 | 96.6 | 117.2 | 13.0 | 88.4 | 103.2 | 14.8 | 40.4 | 61.6 | 20.6 | 46.1 | 59.1 |
| Volume/Cap: | 0.81 | 0.89 | 0.35 | 0.77 | 0.61 | 0.80 | 1.03 | 0.36 | 0.38 | 1.00 | 0.65 | 0.45 |
| Delay/Veh: | 92.0 | 52.5 | 22.7 | 98.4 | 27.9 | 25.7 | 147.9 | 60.5 | 46.5 | 129.9 | 62.3 | 49.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 92.0 | 52.5 | 22.7 | 98.4 | 27.9 | 25.7 | 147.9 | 60.5 | 46.5 | 129.9 | 62.3 | 49.6 |
| LOS by Move: | F | D | C | F | C | C | F | E | D | F | E | D |
| HCM2k95thQ: | 17 | 67 | 26 | 12 | 31 | 51 | 23 | 13 | 18 | 28 | 28 | 21 |

Note: Queue reported is the number of cars per lane.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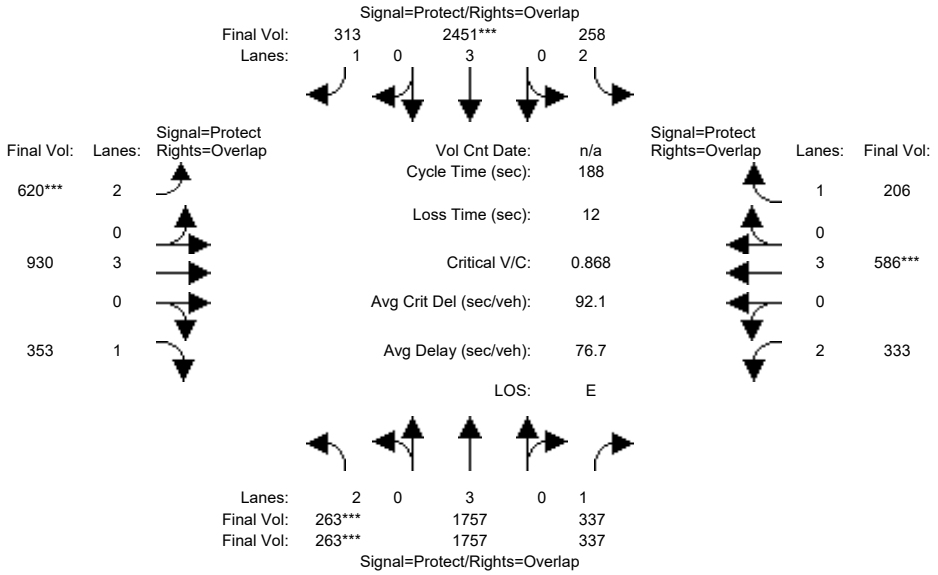
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5625: (53) Lawrence Expwy & Homestead Rd




| Street Name: | Lawrence Expwy | | | | | | Homestead 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: | 14 | 80 | 80 | 20 | 91 | 91 | 22 | 42 | 42 | 17 | 37 | 37 |
| Y+R: | 6.4 | 6.2 | 6.2 | 5.9 | 6.2 | 6.2 | 6.1 | 6.0 | 6.0 | 5.8 | 5.9 | 5.9 |
| Volume Module:5:15 PM - 6:15 PM | | | | | | | | | | | | |
| Base Vol: | 263 | 2196 | 337 | 258 | 3102 | 313 | 620 | 930 | 353 | 333 | 586 | 206 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 263 | 2196 | 337 | 258 | 3102 | 313 | 620 | 930 | 353 | 333 | 586 | 206 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 263 | 2196 | 337 | 258 | 3102 | 313 | 620 | 930 | 353 | 333 | 586 | 206 |
| 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: | 263 | 1757 | 337 | 258 | 2451 | 313 | 620 | 930 | 353 | 333 | 586 | 206 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 263 | 1757 | 337 | 258 | 2451 | 313 | 620 | 930 | 353 | 333 | 586 | 206 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 263 | 1757 | 337 | 258 | 2451 | 313 | 620 | 930 | 353 | 333 | 586 | 206 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 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 | 0.31 | 0.19 | 0.08 | 0.43 | 0.18 | 0.20 | 0.16 | 0.20 | 0.11 | 0.10 | 0.12 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 14.3 | 84.2 | 106.9 | 21.1 | 91.0 | 124.7 | 33.7 | 48.0 | 62.3 | 22.7 | 37.0 | 58.1 |
| Volume/Cap: | 1.10 | 0.69 | 0.34 | 0.73 | 0.89 | 0.27 | 1.10 | 0.64 | 0.61 | 0.88 | 0.52 | 0.38 |
| Delay/Veh: | 178.4 | 64.6 | 40.9 | 95.1 | 75.3 | 30.1 | 144.6 | 63.3 | 54.5 | 100.9 | 68.0 | 51.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 178.4 | 64.6 | 40.9 | 95.1 | 75.3 | 30.1 | 144.6 | 63.3 | 54.5 | 100.9 | 68.0 | 51.3 |
| LOS by Move: | F | E | D | F | E | C | F | E | D | F | E | D |
| HCM2k95thQ: | 21 | 49 | 29 | 17 | 73 | 27 | 47 | 28 | 31 | 25 | 19 | 18 |

Note: Queue reported is the number of cars per lane.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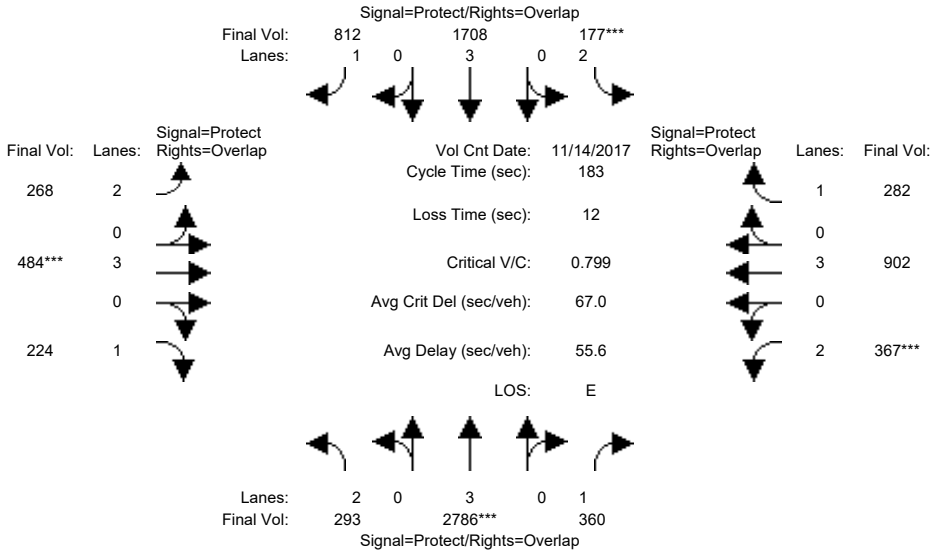
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5625: (53) Lawrence Expwy & Homestead Rd




| Street Name: | Lawrence Expwy | | | | | | Homestead 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: | 18 | 85 | 85 | 13 | 75 | 75 | 15 | 40 | 40 | 21 | 46 | 46 |
| Y+R: | 6.4 | 6.2 | 6.2 | 5.9 | 6.2 | 6.2 | 6.1 | 6.0 | 6.0 | 5.8 | 5.9 | 5.9 |
| Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM | | | | | | | | | | | | |
| Base Vol: | 293 | 3202 | 360 | 177 | 1963 | 812 | 268 | 484 | 224 | 367 | 902 | 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: | 293 | 3202 | 360 | 177 | 1963 | 812 | 268 | 484 | 224 | 367 | 902 | 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: | 293 | 3202 | 360 | 177 | 1963 | 812 | 268 | 484 | 224 | 367 | 902 | 282 |
| 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: | 293 | 2786 | 360 | 177 | 1708 | 812 | 268 | 484 | 224 | 367 | 902 | 282 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 293 | 2786 | 360 | 177 | 1708 | 812 | 268 | 484 | 224 | 367 | 902 | 282 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 293 | 2786 | 360 | 177 | 1708 | 812 | 268 | 484 | 224 | 367 | 902 | 282 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.49 | 0.21 | 0.06 | 0.30 | 0.46 | 0.09 | 0.08 | 0.13 | 0.12 | 0.16 | 0.16 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 21.2 | 96.6 | 117.2 | 13.0 | 88.4 | 103.2 | 14.8 | 40.4 | 61.6 | 20.6 | 46.1 | 59.1 |
| Volume/Cap: | 0.80 | 0.93 | 0.32 | 0.79 | 0.62 | 0.82 | 1.05 | 0.38 | 0.38 | 1.03 | 0.63 | 0.50 |
| Delay/Veh: | 90.9 | 56.6 | 22.2 | 100.8 | 28.1 | 26.9 | 154.7 | 60.9 | 46.6 | 138.2 | 61.7 | 50.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 90.9 | 56.6 | 22.2 | 100.8 | 28.1 | 26.9 | 154.7 | 60.9 | 46.6 | 138.2 | 61.7 | 50.7 |
| LOS by Move: | F | E | C | F | C | C | F | E | D | F | E | D |
| HCM2k95thQ: | 17 | 72 | 24 | 12 | 32 | 53 | 24 | 14 | 18 | 29 | 27 | 24 |

Note: Queue reported is the number of cars per lane.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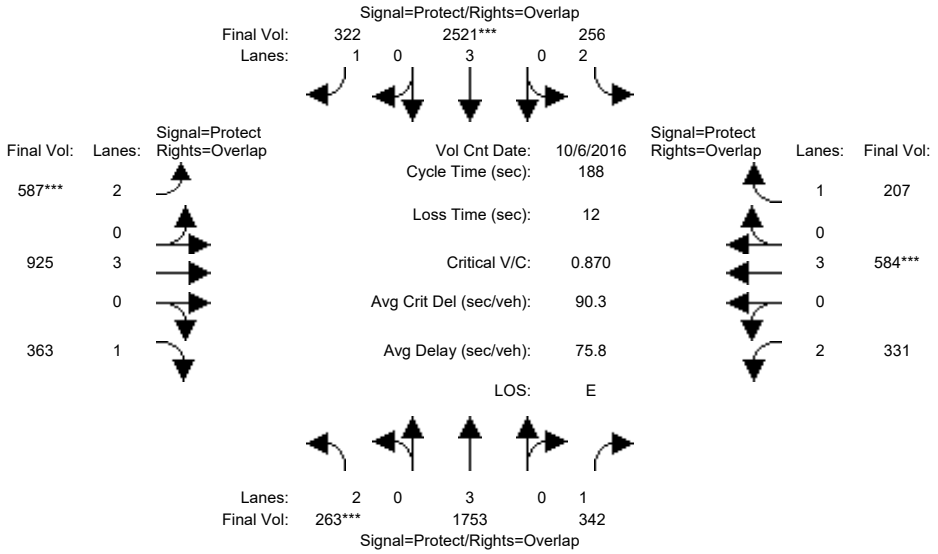
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5625: (53) Lawrence Expwy & Homestead Rd




| Street Name: | Lawrence Expwy | | | | | | Homestead 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: | 14 | 80 | 80 | 20 | 91 | 91 | 22 | 42 | 42 | 17 | 37 | 37 |
| Y+R: | 6.4 | 6.2 | 6.2 | 5.9 | 6.2 | 6.2 | 6.1 | 6.0 | 6.0 | 5.8 | 5.9 | 5.9 |
| Volume Module: >> Count Date: 6 Oct 2016 << 5:15 PM - 6:15 PM | | | | | | | | | | | | |
| Base Vol: | 263 | 2191 | 342 | 256 | 3191 | 322 | 587 | 925 | 363 | 331 | 584 | 207 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 263 | 2191 | 342 | 256 | 3191 | 322 | 587 | 925 | 363 | 331 | 584 | 207 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 263 | 2191 | 342 | 256 | 3191 | 322 | 587 | 925 | 363 | 331 | 584 | 207 |
| 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: | 263 | 1753 | 342 | 256 | 2521 | 322 | 587 | 925 | 363 | 331 | 584 | 207 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 263 | 1753 | 342 | 256 | 2521 | 322 | 587 | 925 | 363 | 331 | 584 | 207 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 263 | 1753 | 342 | 256 | 2521 | 322 | 587 | 925 | 363 | 331 | 584 | 207 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.31 | 0.20 | 0.08 | 0.44 | 0.18 | 0.19 | 0.16 | 0.21 | 0.11 | 0.10 | 0.12 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 14.9 | 84.7 | 107.1 | 21.2 | 91.0 | 124.1 | 33.1 | 47.7 | 62.6 | 22.4 | 37.0 | 58.2 |
| Volume/Cap: | 1.06 | 0.68 | 0.34 | 0.72 | 0.91 | 0.28 | 1.06 | 0.64 | 0.62 | 0.88 | 0.52 | 0.38 |
| Delay/Veh: | 164.4 | 64.2 | 40.9 | 94.5 | 78.2 | 30.6 | 131.5 | 63.5 | 54.9 | 102.1 | 68.0 | 51.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 164.4 | 64.2 | 40.9 | 94.5 | 78.2 | 30.6 | 131.5 | 63.5 | 54.9 | 102.1 | 68.0 | 51.3 |
| LOS by Move: | F | E | D | F | E | C | F | E | D | F | E | D |
| HCM2k95thQ: | 20 | 49 | 30 | 17 | 76 | 27 | 43 | 28 | 32 | 25 | 19 | 18 |

Note: Queue reported is the number of cars per lane.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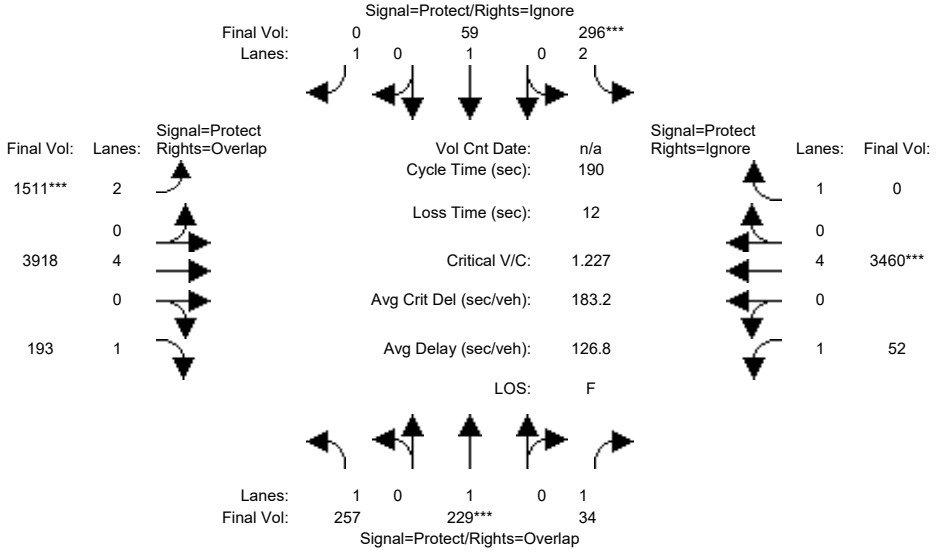
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5805: (32) 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: | 257 | 229 | 34 | 296 | 59 | 360 | 1511 | 3918 | 193 | 52 | 3460 | 683 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 257 | 229 | 34 | 296 | 59 | 360 | 1511 | 3918 | 193 | 52 | 3460 | 683 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 257 | 229 | 34 | 296 | 59 | 360 | 1511 | 3918 | 193 | 52 | 3460 | 683 |
| 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: | 257 | 229 | 34 | 296 | 59 | 0 | 1511 | 3918 | 193 | 52 | 3460 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 257 | 229 | 34 | 296 | 59 | 0 | 1511 | 3918 | 193 | 52 | 3460 | 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: | 257 | 229 | 34 | 296 | 59 | 0 | 1511 | 3918 | 193 | 52 | 3460 | 0 |
| Saturation 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: | 0.15 | 0.12 | 0.02 | 0.09 | 0.03 | 0.00 | 0.48 | 0.52 | 0.11 | 0.03 | 0.46 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 21.1 | 18.1 | 31.1 | 14.1 | 11.0 | 0.0 | 71.9 | 133 | 153.9 | 13.1 | 74.0 | 0.0 |
| Volume/Cap: | 1.32 | 1.27 | 0.12 | 1.27 | 0.54 | 0.00 | 1.27 | 0.74 | 0.14 | 0.43 | 1.17 | 0.00 |
| Delay/Veh: | 259.8 | 243 | 67.9 | 238.0 | 92.2 | 0.0 | 210.5 | 45.8 | 14.8 | 91.6 | 163 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 259.8 | 243 | 67.9 | 238.0 | 92.2 | 0.0 | 210.5 | 45.8 | 14.8 | 91.6 | 163 | 0.0 |
| LOS by Move: | F | F | E | F | F | A | F | D | B | F | F | A |
| HCM2k95thQ: | 43 | 36 | 4 | 30 | 8 | 0 | 115 | 78 | 16 | 7 | 101 | 0 |

Note: Queue reported is the number of cars per lane.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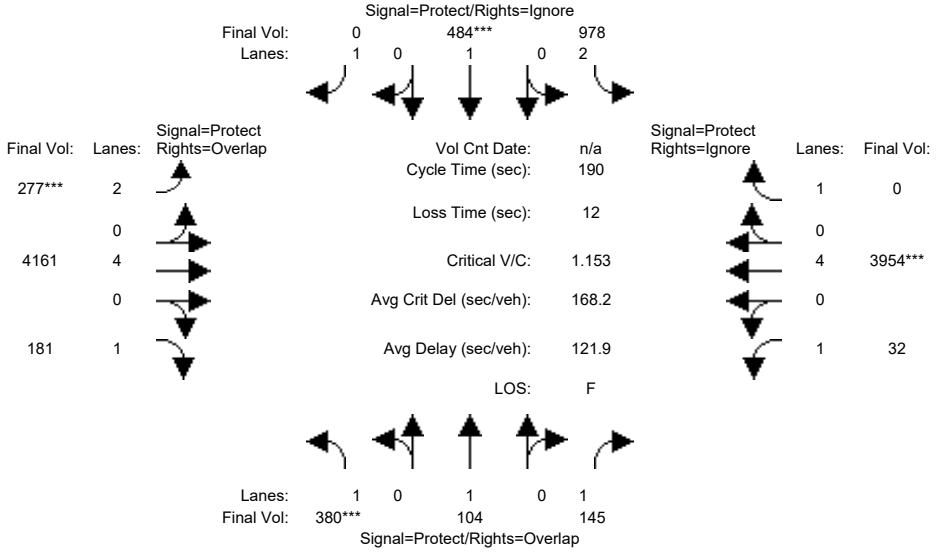
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5805: (32) 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: | 380 | 104 | 145 | 978 | 484 | 903 | 277 | 4161 | 181 | 32 | 3954 | 426 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 380 | 104 | 145 | 978 | 484 | 903 | 277 | 4161 | 181 | 32 | 3954 | 426 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 380 | 104 | 145 | 978 | 484 | 903 | 277 | 4161 | 181 | 32 | 3954 | 426 |
| 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: | 380 | 104 | 145 | 978 | 484 | 0 | 277 | 4161 | 181 | 32 | 3954 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 380 | 104 | 145 | 978 | 484 | 0 | 277 | 4161 | 181 | 32 | 3954 | 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: | 380 | 104 | 145 | 978 | 484 | 0 | 277 | 4161 | 181 | 32 | 3954 | 0 |
| Saturation 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 | 0.05 | 0.08 | 0.31 | 0.25 | 0.00 | 0.09 | 0.55 | 0.10 | 0.02 | 0.52 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 33.7 | 12.6 | 21.6 | 60.6 | 39.5 | 0.0 | 24.0 | 95.8 | 129.5 | 9.0 | 80.8 | 0.0 |
| Volume/Cap: | 1.22 | 0.82 | 0.73 | 0.97 | 1.22 | 0.00 | 0.70 | 1.09 | 0.15 | 0.39 | 1.22 | 0.00 |
| Delay/Veh: | 204.3 | 121 | 94.1 | 85.8 | 197 | 0.0 | 84.8 | 79.9 | 3.6 | 90.8 | 167 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 204.3 | 121 | 94.1 | 85.8 | 197 | 0.0 | 84.8 | 79.9 | 3.6 | 90.8 | 167 | 0.0 |
| LOS by Move: | F | F | F | F | F | A | F | E | A | F | F | A |
| HCM2k95thQ: | 56 | 15 | 19 | 60 | 63 | 0 | 19 | 110 | 3 | 5 | 120 | 0 |

Note: Queue reported is the number of cars per lane.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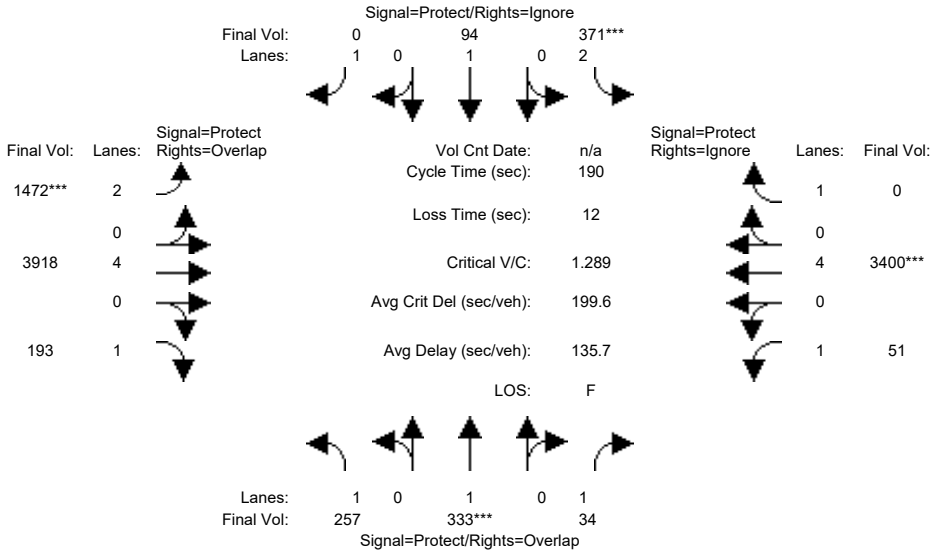
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5805: (32) 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: | 257 | 333 | 34 | 371 | 94 | 528 | 1472 | 3918 | 193 | 51 | 3400 | 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: | 257 | 333 | 34 | 371 | 94 | 528 | 1472 | 3918 | 193 | 51 | 3400 | 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: | 257 | 333 | 34 | 371 | 94 | 528 | 1472 | 3918 | 193 | 51 | 3400 | 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: | 257 | 333 | 34 | 371 | 94 | 0 | 1472 | 3918 | 193 | 51 | 3400 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 257 | 333 | 34 | 371 | 94 | 0 | 1472 | 3918 | 193 | 51 | 3400 | 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: | 257 | 333 | 34 | 371 | 94 | 0 | 1472 | 3918 | 193 | 51 | 3400 | 0 |
| Saturation 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: | 0.15 | 0.18 | 0.02 | 0.12 | 0.05 | 0.00 | 0.47 | 0.52 | 0.11 | 0.03 | 0.45 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 28.7 | 24.0 | 36.3 | 16.1 | 11.3 | 0.0 | 63.9 | 126 | 154.3 | 12.4 | 74.0 | 0.0 |
| Volume/Cap: | 0.97 | 1.39 | 0.10 | 1.39 | 0.83 | 0.00 | 1.39 | 0.78 | 0.14 | 0.45 | 1.15 | 0.00 |
| Delay/Veh: | 127.2 | 282 | 63.5 | 283.5 | 126 | 0.0 | 265.3 | 52.7 | 14.7 | 92.3 | 154 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 127.2 | 282 | 63.5 | 283.5 | 126 | 0.0 | 265.3 | 52.7 | 14.7 | 92.3 | 154 | 0.0 |
| LOS by Move: | F | F | E | F | F | A | F | D | B | F | F | A |
| HCM2k95thQ: | 34 | 51 | 4 | 37 | 14 | 0 | 122 | 80 | 16 | 7 | 97 | 0 |

Note: Queue reported is the number of cars per lane.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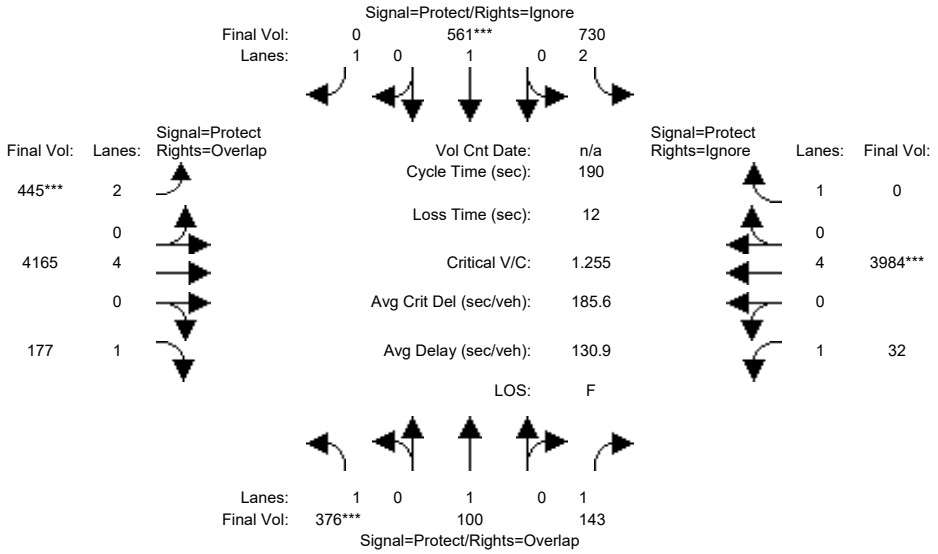
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5805: (32) 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: | 376 | 100 | 143 | 730 | 561 | 1225 | 445 | 4165 | 177 | 32 | 3984 | 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: | 376 | 100 | 143 | 730 | 561 | 1225 | 445 | 4165 | 177 | 32 | 3984 | 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: | 376 | 100 | 143 | 730 | 561 | 1225 | 445 | 4165 | 177 | 32 | 3984 | 198 |
| 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: | 376 | 100 | 143 | 730 | 561 | 0 | 445 | 4165 | 177 | 32 | 3984 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 376 | 100 | 143 | 730 | 561 | 0 | 445 | 4165 | 177 | 32 | 3984 | 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: | 376 | 100 | 143 | 730 | 561 | 0 | 445 | 4165 | 177 | 32 | 3984 | 0 |
| Saturation 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: | 0.21 | 0.05 | 0.08 | 0.23 | 0.30 | 0.00 | 0.14 | 0.55 | 0.10 | 0.02 | 0.52 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 31.2 | 15.9 | 24.2 | 58.1 | 42.8 | 0.0 | 24.0 | 95.7 | 126.9 | 8.3 | 80.0 | 0.0 |
| Volume/Cap: | 1.31 | 0.63 | 0.64 | 0.76 | 1.31 | 0.00 | 1.12 | 1.09 | 0.15 | 0.42 | 1.25 | 0.00 |
| Delay/Veh: | 241.6 | 92.0 | 85.1 | 63.1 | 229 | 0.0 | 164.3 | 80.5 | 4.5 | 92.2 | 177 | 0.0 |
| User DelAdj: | 1.00 | 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 | 92.0 | 85.1 | 63.1 | 229 | 0.0 | 164.3 | 80.5 | 4.5 | 92.2 | 177 | 0.0 |
| LOS by Move: | F | F | F | E | F | A | F | F | A | F | F | A |
| HCM2k95thQ: | 58 | 13 | 17 | 39 | 76 | 0 | 37 | 110 | 3 | 5 | 123 | 0 |

Note: Queue reported is the number of cars per lane.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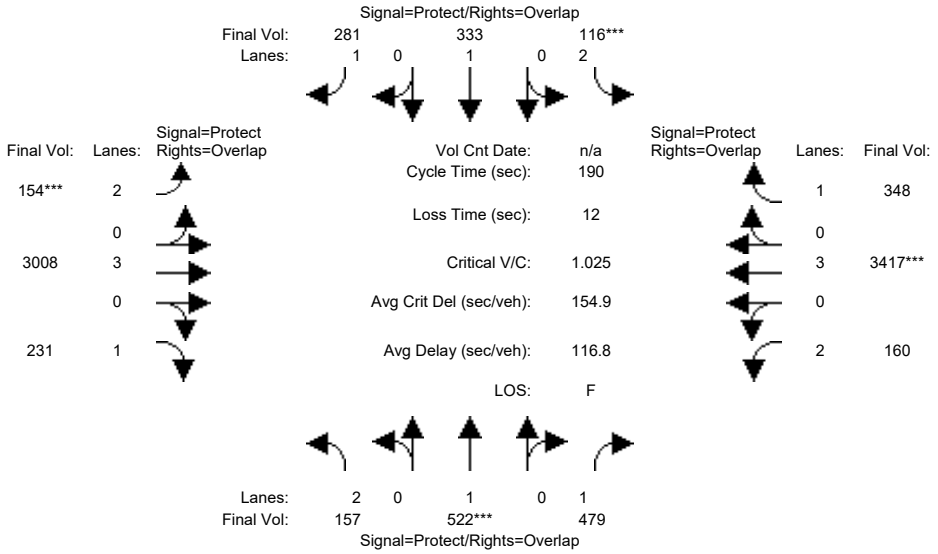
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5806: (45) 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 | 522 | 479 | 116 | 333 | 281 | 154 | 3458 | 231 | 160 | 3928 | 348 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 157 | 522 | 479 | 116 | 333 | 281 | 154 | 3458 | 231 | 160 | 3928 | 348 |
| Added Vol: | 0 | 0 | 0 | 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 | 522 | 479 | 116 | 333 | 281 | 154 | 3458 | 231 | 160 | 3928 | 348 |
| 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 | 522 | 479 | 116 | 333 | 281 | 154 | 3008 | 231 | 160 | 3417 | 348 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 157 | 522 | 479 | 116 | 333 | 281 | 154 | 3008 | 231 | 160 | 3417 | 348 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 157 | 522 | 479 | 116 | 333 | 281 | 154 | 3008 | 231 | 160 | 3417 | 348 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 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 | 0.27 | 0.27 | 0.04 | 0.18 | 0.16 | 0.05 | 0.53 | 0.13 | 0.05 | 0.60 | 0.20 |
| 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 | 1.06 | 0.81 | 0.53 | 0.89 | 0.57 | 0.58 | 1.10 | 0.22 | 0.65 | 1.27 | 0.37 |
| Delay/Veh: | 76.5 | 128 | 66.0 | 88.1 | 96.6 | 60.1 | 87.0 | 102 | 16.9 | 91.2 | 164 | 17.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 76.5 | 128 | 66.0 | 88.1 | 96.6 | 60.1 | 87.0 | 102 | 16.9 | 91.2 | 164 | 17.6 |
| LOS by Move: | E | F | E | F | F | E | F | F | B | F | F | B |
| HCM2k95thQ: | 10 | 58 | 48 | 9 | 37 | 29 | 11 | 108 | 12 | 12 | 142 | 15 |

Note: Queue reported is the number of cars per lane.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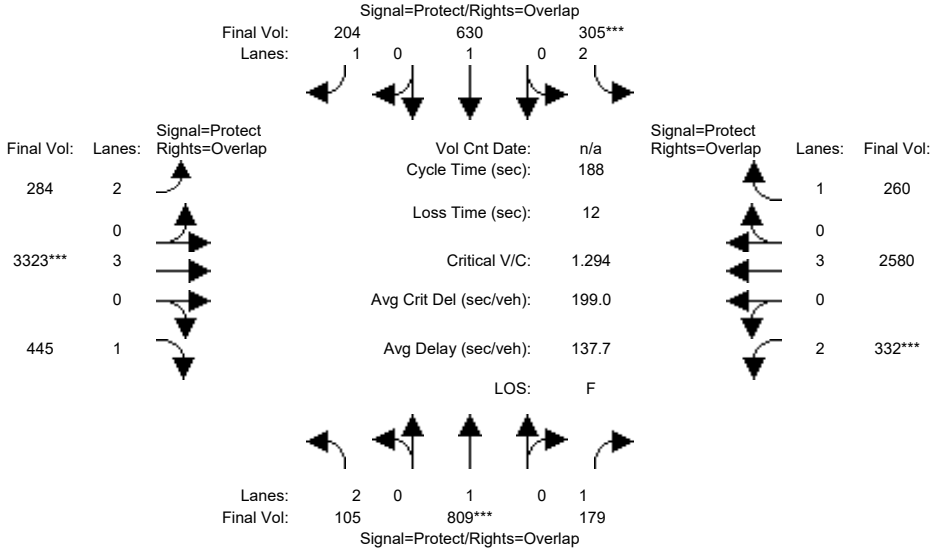
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5806: (45) 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: | 105 | 809 | 179 | 305 | 630 | 204 | 284 | 4154 | 445 | 332 | 3794 | 260 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 105 | 809 | 179 | 305 | 630 | 204 | 284 | 4154 | 445 | 332 | 3794 | 260 |
| Added Vol: | 0 | 0 | 0 | 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 | 809 | 179 | 305 | 630 | 204 | 284 | 4154 | 445 | 332 | 3794 | 260 |
| 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: | 105 | 809 | 179 | 305 | 630 | 204 | 284 | 3323 | 445 | 332 | 2580 | 260 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 105 | 809 | 179 | 305 | 630 | 204 | 284 | 3323 | 445 | 332 | 2580 | 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: | 105 | 809 | 179 | 305 | 630 | 204 | 284 | 3323 | 445 | 332 | 2580 | 260 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.43 | 0.10 | 0.10 | 0.33 | 0.12 | 0.09 | 0.58 | 0.25 | 0.11 | 0.45 | 0.15 |
| 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: | 0.52 | 1.63 | 0.27 | 0.91 | 1.09 | 0.28 | 0.77 | 1.29 | 0.49 | 0.90 | 1.00 | 0.27 |
| Delay/Veh: | 87.7 | 364 | 40.8 | 110.8 | 131 | 36.0 | 90.1 | 176 | 22.3 | 106.1 | 79.1 | 28.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 87.7 | 364 | 40.8 | 110.8 | 131 | 36.0 | 90.1 | 176 | 22.3 | 106.1 | 79.1 | 28.6 |
| LOS by Move: | F | F | D | F | F | D | F | F | C | F | E | C |
| HCM2k95thQ: | 7 | 125 | 14 | 24 | 71 | 15 | 20 | 140 | 23 | 25 | 85 | 19 |

Note: Queue reported is the number of cars per lane.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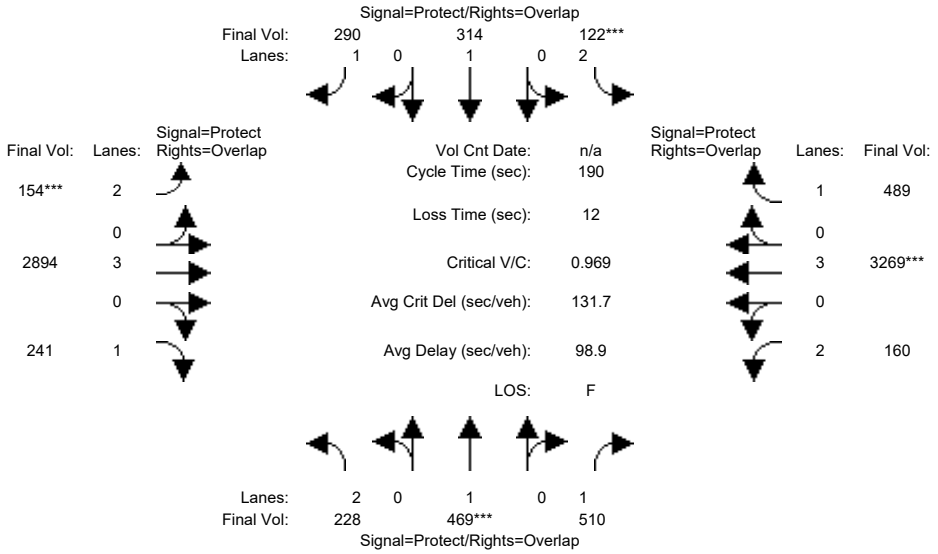
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5806: (45) 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: | 228 | 469 | 510 | 122 | 314 | 290 | 154 | 3326 | 241 | 160 | 3758 | 489 |
| Growth Adj: | 1.00 | 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 | 469 | 510 | 122 | 314 | 290 | 154 | 3326 | 241 | 160 | 3758 | 489 |
| Added Vol: | 0 | 0 | 0 | 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 | 469 | 510 | 122 | 314 | 290 | 154 | 3326 | 241 | 160 | 3758 | 489 |
| 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: | 228 | 469 | 510 | 122 | 314 | 290 | 154 | 2894 | 241 | 160 | 3269 | 489 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 228 | 469 | 510 | 122 | 314 | 290 | 154 | 2894 | 241 | 160 | 3269 | 489 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 228 | 469 | 510 | 122 | 314 | 290 | 154 | 2894 | 241 | 160 | 3269 | 489 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.25 | 0.29 | 0.04 | 0.17 | 0.17 | 0.05 | 0.51 | 0.14 | 0.05 | 0.57 | 0.28 |
| 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 | 0.95 | 0.87 | 0.56 | 0.84 | 0.59 | 0.58 | 1.06 | 0.23 | 0.65 | 1.21 | 0.52 |
| Delay/Veh: | 79.5 | 98.3 | 71.7 | 89.0 | 88.9 | 60.8 | 87.0 | 85.3 | 17.1 | 91.2 | 140 | 19.8 |
| 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: | 79.5 | 98.3 | 71.7 | 89.0 | 88.9 | 60.8 | 87.0 | 85.3 | 17.1 | 91.2 | 140 | 19.8 |
| LOS by Move: | E | F | E | F | F | E | F | F | B | F | F | B |
| HCM2k95thQ: | 15 | 48 | 52 | 10 | 34 | 30 | 11 | 100 | 13 | 12 | 130 | 24 |

Note: Queue reported is the number of cars per lane.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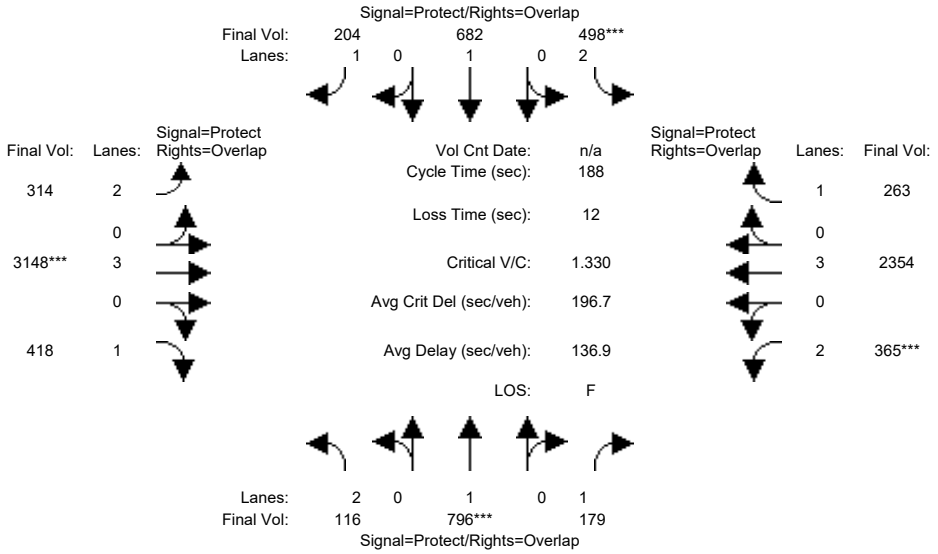
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5806: (45) 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: | 116 | 796 | 179 | 498 | 682 | 204 | 314 | 3935 | 418 | 365 | 3462 | 263 |
| Growth Adj: | 1.00 | 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 | 796 | 179 | 498 | 682 | 204 | 314 | 3935 | 418 | 365 | 3462 | 263 |
| Added Vol: | 0 | 0 | 0 | 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 | 796 | 179 | 498 | 682 | 204 | 314 | 3935 | 418 | 365 | 3462 | 263 |
| 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: | 116 | 796 | 179 | 498 | 682 | 204 | 314 | 3148 | 418 | 365 | 2354 | 263 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 116 | 796 | 179 | 498 | 682 | 204 | 314 | 3148 | 418 | 365 | 2354 | 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: | 116 | 796 | 179 | 498 | 682 | 204 | 314 | 3148 | 418 | 365 | 2354 | 263 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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: | 0.04 | 0.42 | 0.10 | 0.16 | 0.36 | 0.12 | 0.10 | 0.55 | 0.24 | 0.12 | 0.41 | 0.15 |
| 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: | 0.58 | 1.61 | 0.27 | 1.49 | 1.18 | 0.28 | 0.85 | 1.22 | 0.46 | 0.99 | 0.91 | 0.27 |
| Delay/Veh: | 89.6 | 352 | 40.8 | 318.1 | 165 | 36.0 | 98.5 | 146 | 21.8 | 127.0 | 62.6 | 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: | 89.6 | 352 | 40.8 | 318.1 | 165 | 36.0 | 98.5 | 146 | 21.8 | 127.0 | 62.6 | 28.7 |
| LOS by Move: | F | F | D | F | F | D | F | F | C | F | E | C |
| HCM2k95thQ: | 8 | 122 | 14 | 49 | 82 | 15 | 23 | 125 | 21 | 29 | 71 | 20 |

Note: Queue reported is the number of cars per lane.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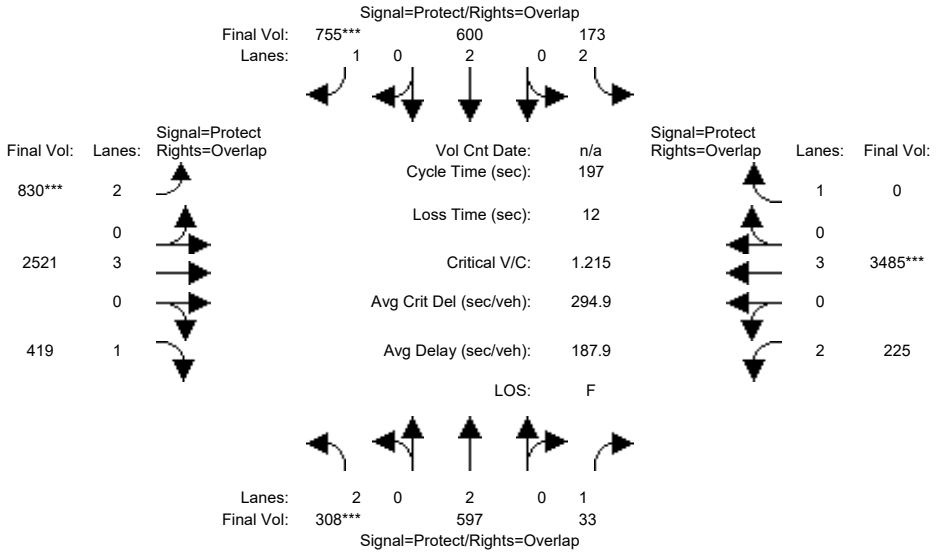
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5807: (47) 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: | 308 | 597 | 33 | 173 | 600 | 755 | 830 | 2898 | 419 | 225 | 4006 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 308 | 597 | 33 | 173 | 600 | 755 | 830 | 2898 | 419 | 225 | 4006 | 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: | 308 | 597 | 33 | 173 | 600 | 755 | 830 | 2898 | 419 | 225 | 4006 | 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: | 308 | 597 | 33 | 173 | 600 | 755 | 830 | 2521 | 419 | 225 | 3485 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 308 | 597 | 33 | 173 | 600 | 755 | 830 | 2521 | 419 | 225 | 3485 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 308 | 597 | 33 | 173 | 600 | 755 | 830 | 2521 | 419 | 225 | 3485 | 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: | 0.10 | 0.16 | 0.02 | 0.05 | 0.16 | 0.43 | 0.26 | 0.44 | 0.24 | 0.07 | 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: | 1.20 | 0.74 | 0.07 | 0.48 | 0.64 | 1.03 | 1.53 | 0.91 | 0.42 | 1.11 | 1.61 | 0.00 |
| Delay/Veh: | 210.4 | 75.8 | 52.4 | 82.9 | 68.2 | 99.3 | 327.7 | 51.0 | 24.2 | 187.0 | 337 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 210.4 | 75.8 | 52.4 | 82.9 | 68.2 | 99.3 | 327.7 | 51.0 | 24.2 | 187.0 | 337 | 0.0 |
| LOS by Move: | F | E | D | F | E | F | F | D | C | F | F | A |
| HCM2k95thQ: | 27 | 29 | 3 | 12 | 29 | 87 | 77 | 72 | 26 | 17 | 178 | 0 |

Note: Queue reported is the number of cars per lane.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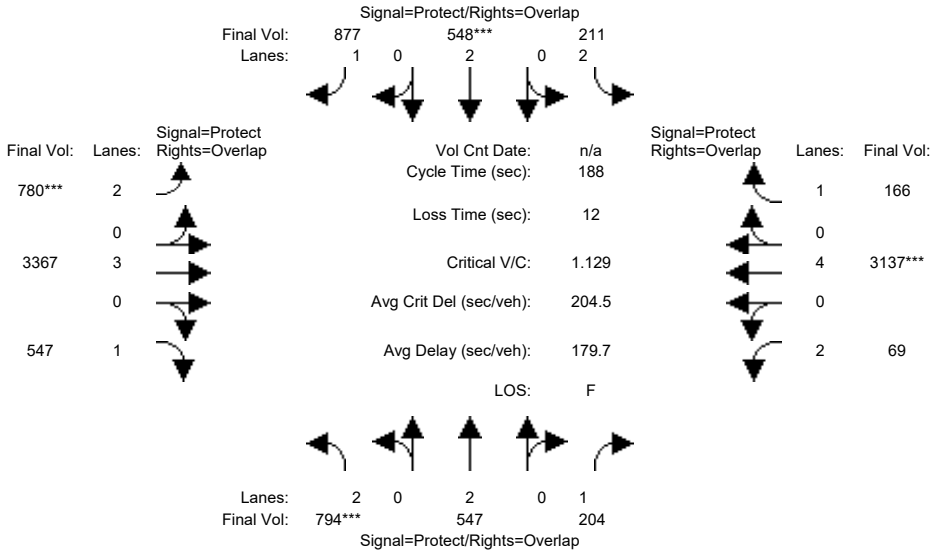
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5807: (47) 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: | 794 | 547 | 204 | 211 | 548 | 877 | 780 | 4373 | 547 | 69 | 3137 | 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: | 794 | 547 | 204 | 211 | 548 | 877 | 780 | 4373 | 547 | 69 | 3137 | 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: | 794 | 547 | 204 | 211 | 548 | 877 | 780 | 4373 | 547 | 69 | 3137 | 166 |
| 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: | 794 | 547 | 204 | 211 | 548 | 877 | 780 | 3367 | 547 | 69 | 3137 | 166 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 794 | 547 | 204 | 211 | 548 | 877 | 780 | 3367 | 547 | 69 | 3137 | 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: | 794 | 547 | 204 | 211 | 548 | 877 | 780 | 3367 | 547 | 69 | 3137 | 166 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 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: | 0.25 | 0.14 | 0.12 | 0.07 | 0.14 | 0.50 | 0.25 | 0.59 | 0.31 | 0.02 | 0.41 | 0.09 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 31.8 | 43.3 | 53.3 | 36.5 | 48.0 | 79.2 | 31.2 | 86.2 | 118.0 | 10.0 | 65.0 | 101.5 |
| Volume/Cap: | 1.49 | 0.62 | 0.41 | 0.35 | 0.56 | 1.19 | 1.49 | 1.29 | 0.50 | 0.41 | 1.19 | 0.18 |
| Delay/Veh: | 308.9 | 66.5 | 55.2 | 65.8 | 61.7 | 152.8 | 319.8 | 212 | 40.6 | 91.0 | 174 | 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: | 308.9 | 66.5 | 55.2 | 65.8 | 61.7 | 152.8 | 319.8 | 212 | 40.6 | 91.0 | 174 | 39.3 |
| LOS by Move: | F | E | E | E | E | F | F | F | D | F | F | D |
| HCM2k95thQ: | 72 | 25 | 18 | 12 | 24 | 111 | 69 | 138 | 46 | 5 | 90 | 15 |

Note: Queue reported is the number of cars per lane.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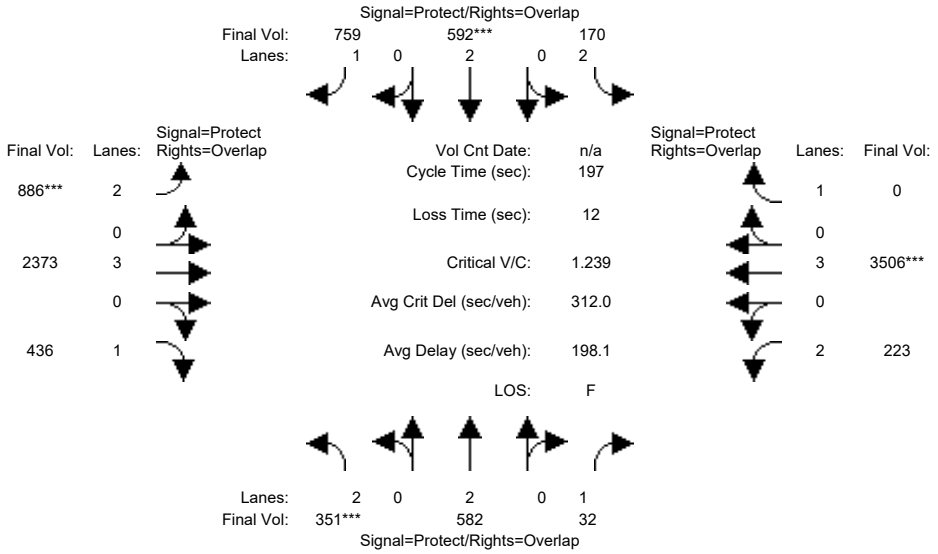
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5807: (47) 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 | 582 | 32 | 170 | 592 | 759 | 886 | 2728 | 436 | 223 | 4030 | 0 |
| Growth Adj: | 1.00 | 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 | 582 | 32 | 170 | 592 | 759 | 886 | 2728 | 436 | 223 | 4030 | 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 | 582 | 32 | 170 | 592 | 759 | 886 | 2728 | 436 | 223 | 4030 | 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 | 582 | 32 | 170 | 592 | 759 | 886 | 2373 | 436 | 223 | 3506 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 351 | 582 | 32 | 170 | 592 | 759 | 886 | 2373 | 436 | 223 | 3506 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 351 | 582 | 32 | 170 | 592 | 759 | 886 | 2373 | 436 | 223 | 3506 | 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 | 0.05 | 0.16 | 0.43 | 0.28 | 0.42 | 0.25 | 0.07 | 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: | 1.36 | 0.72 | 0.07 | 0.47 | 0.64 | 1.04 | 1.63 | 0.85 | 0.44 | 1.10 | 1.62 | 0.00 |
| Delay/Veh: | 277.2 | 75.0 | 52.3 | 82.8 | 67.9 | 100.9 | 373.1 | 46.9 | 24.6 | 183.8 | 341 | 0.0 |
| User DelAdj: | 1.00 | 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 | 75.0 | 52.3 | 82.8 | 67.9 | 100.9 | 373.1 | 46.9 | 24.6 | 183.8 | 341 | 0.0 |
| LOS by Move: | F | E | D | F | E | F | F | D | C | F | F | A |
| HCM2k95thQ: | 34 | 28 | 3 | 12 | 28 | 87 | 85 | 64 | 27 | 17 | 180 | 0 |

Note: Queue reported is the number of cars per lane.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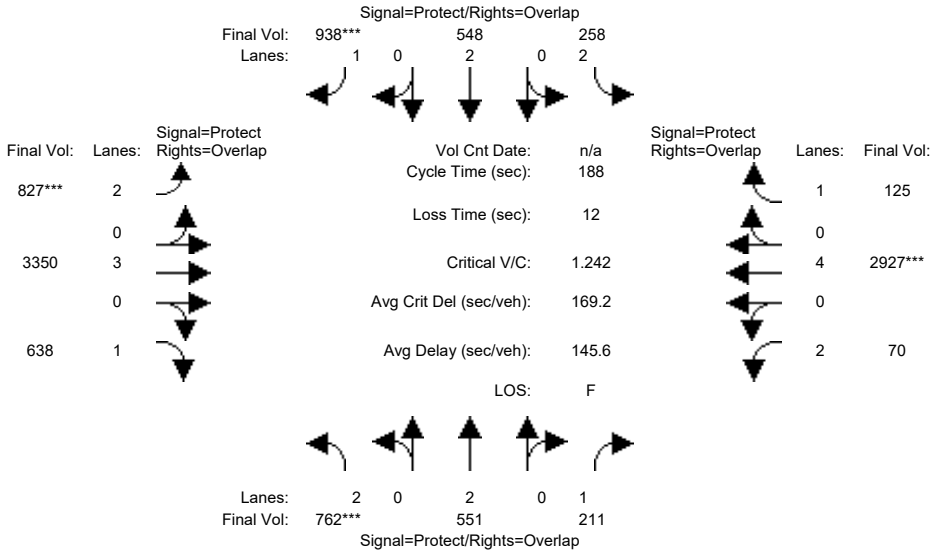
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5807: (47) 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: | 762 | 551 | 211 | 258 | 548 | 938 | 827 | 4350 | 638 | 70 | 2927 | 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: | 762 | 551 | 211 | 258 | 548 | 938 | 827 | 4350 | 638 | 70 | 2927 | 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: | 762 | 551 | 211 | 258 | 548 | 938 | 827 | 4350 | 638 | 70 | 2927 | 125 |
| 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: | 762 | 551 | 211 | 258 | 548 | 938 | 827 | 3350 | 638 | 70 | 2927 | 125 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 762 | 551 | 211 | 258 | 548 | 938 | 827 | 3350 | 638 | 70 | 2927 | 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: | 762 | 551 | 211 | 258 | 548 | 938 | 827 | 3350 | 638 | 70 | 2927 | 125 |
| **Saturation Flow Module:** | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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: | 0.24 | 0.15 | 0.12 | 0.08 | 0.14 | 0.54 | 0.26 | 0.59 | 0.36 | 0.02 | 0.39 | 0.07 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green Time: | 34.5 | 39.9 | 49.9 | 33.6 | 48.0 | 85.5 | 37.5 | 92.5 | 127.0 | 10.0 | 65.0 | 98.6 |
| Volume/Cap: | 1.32 | 0.68 | 0.45 | 0.46 | 0.56 | 1.18 | 1.32 | 1.19 | 0.54 | 0.42 | 1.11 | 0.14 |
| Delay/Veh: | 231.6 | 70.6 | 58.4 | 69.6 | 61.7 | 144.7 | 241.7 | 170 | 37.7 | 91.1 | 140 | 39.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 231.6 | 70.6 | 58.4 | 69.6 | 61.7 | 144.7 | 241.7 | 170 | 37.7 | 91.1 | 140 | 39.8 |
| LOS by Move: | F | E | E | E | E | F | F | F | D | F | F | D |
| HCM2k95thQ: | 62 | 26 | 19 | 15 | 24 | 117 | 66 | 126 | 52 | 5 | 78 | 12 |

Note: Queue reported is the number of cars per lane.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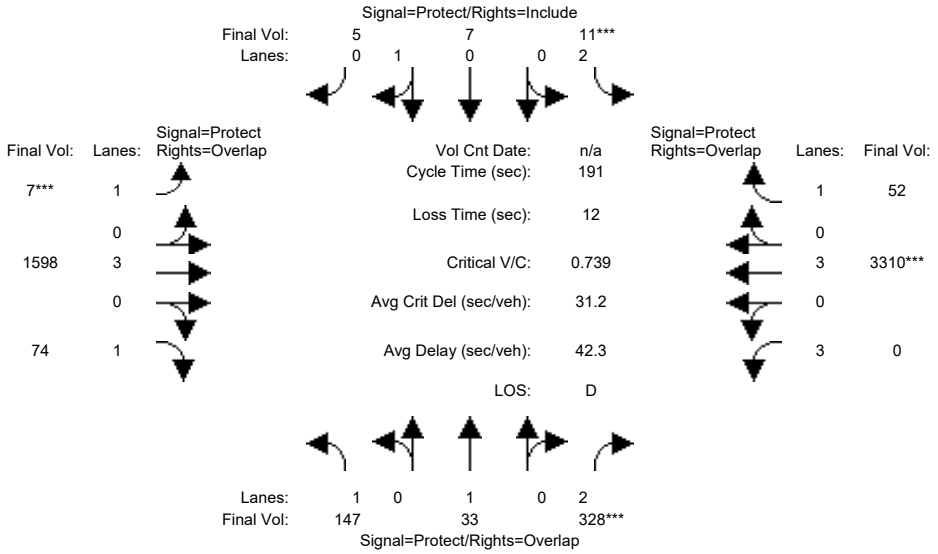
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5808: (49) 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: | | | | | | | | | | | | |
| Base Vol: | 147 | 33 | 377 | 11 | 7 | 5 | 7 | 1837 | 74 | 0 | 3805 | 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: | 147 | 33 | 377 | 11 | 7 | 5 | 7 | 1837 | 74 | 0 | 3805 | 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: | 147 | 33 | 377 | 11 | 7 | 5 | 7 | 1837 | 74 | 0 | 3805 | 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: | 147 | 33 | 328 | 11 | 7 | 5 | 7 | 1598 | 74 | 0 | 3310 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 147 | 33 | 328 | 11 | 7 | 5 | 7 | 1598 | 74 | 0 | 3310 | 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: | 147 | 33 | 328 | 11 | 7 | 5 | 7 | 1598 | 74 | 0 | 3310 | 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: | 0.08 | 0.02 | 0.10 | 0.00 | 0.01 | 0.01 | 0.00 | 0.28 | 0.04 | 0.00 | 0.58 | 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: | 0.94 | 0.15 | 0.22 | 0.11 | 0.09 | 0.09 | 0.08 | 0.81 | 0.10 | 0.00 | 0.89 | 0.04 |
| Delay/Veh: | 140.2 | 76.6 | 29.6 | 90.3 | 82.4 | 82.4 | 86.4 | 59.1 | 31.7 | 0.0 | 31.0 | 10.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 140.2 | 76.6 | 29.6 | 90.3 | 82.4 | 82.4 | 86.4 | 59.1 | 31.7 | 0.0 | 31.0 | 10.0 |
| LOS by Move: | F | E | C | F | F | F | F | E | C | A | C | A |
| HCM2k95thQ: | 19 | 3 | 12 | 1 | 1 | 1 | 1 | 46 | 5 | 0 | 76 | 2 |

Note: Queue reported is the number of cars per lane.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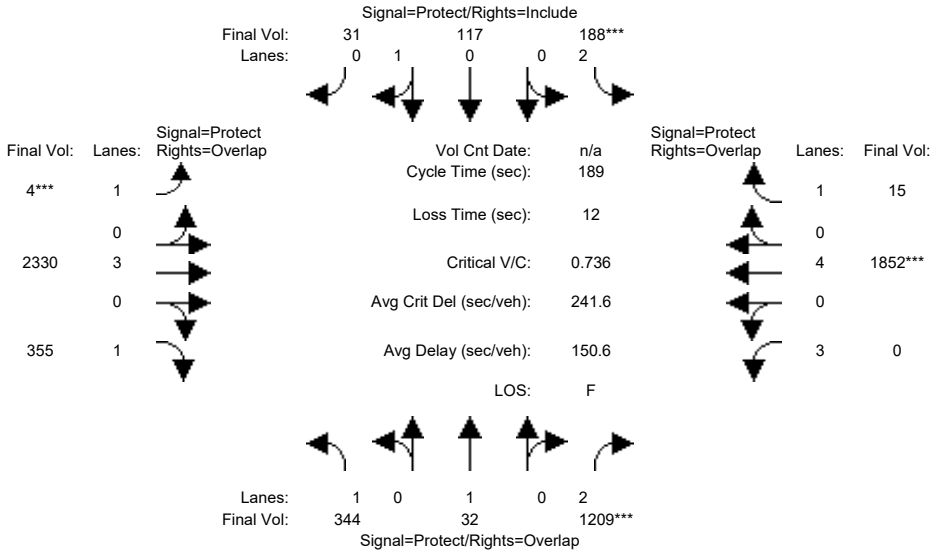
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5808: (49) 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: | | | | | | | | | | | | |
| Base Vol: | 344 | 32 | 1474 | 188 | 117 | 31 | 4 | 2949 | 355 | 0 | 1852 | 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: | 344 | 32 | 1474 | 188 | 117 | 31 | 4 | 2949 | 355 | 0 | 1852 | 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: | 344 | 32 | 1474 | 188 | 117 | 31 | 4 | 2949 | 355 | 0 | 1852 | 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: | 344 | 32 | 1209 | 188 | 117 | 31 | 4 | 2330 | 355 | 0 | 1852 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 344 | 32 | 1209 | 188 | 117 | 31 | 4 | 2330 | 355 | 0 | 1852 | 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: | 344 | 32 | 1209 | 188 | 117 | 31 | 4 | 2330 | 355 | 0 | 1852 | 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: | 0.20 | 0.02 | 0.38 | 0.06 | 0.08 | 0.08 | 0.00 | 0.41 | 0.20 | 0.00 | 0.24 | 0.01 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 24.0 | 34.0 | 34.0 | 25.0 | 35.0 | 35.0 | 7.0 | 118 | 142.0 | 0.0 | 111 | 136.0 |
| Volume/Cap: | 1.55 | 0.09 | 2.13 | 0.45 | 0.44 | 0.44 | 0.06 | 0.65 | 0.27 | 0.00 | 0.41 | 0.01 |
| Delay/Veh: | 350.2 | 64.8 | 593.2 | 76.4 | 69.3 | 69.3 | 88.2 | 23.0 | 7.4 | 0.0 | 29.2 | 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: | 350.2 | 64.8 | 593.2 | 76.4 | 69.3 | 69.3 | 88.2 | 23.0 | 7.4 | 0.0 | 29.2 | 12.9 |
| LOS by Move: | F | E | F | E | E | E | F | C | A | A | C | B |
| HCM2k95thQ: | 59 | 3 | 132 | 12 | 15 | 15 | 0 | 44 | 12 | 0 | 31 | 1 |

Note: Queue reported is the number of cars per lane.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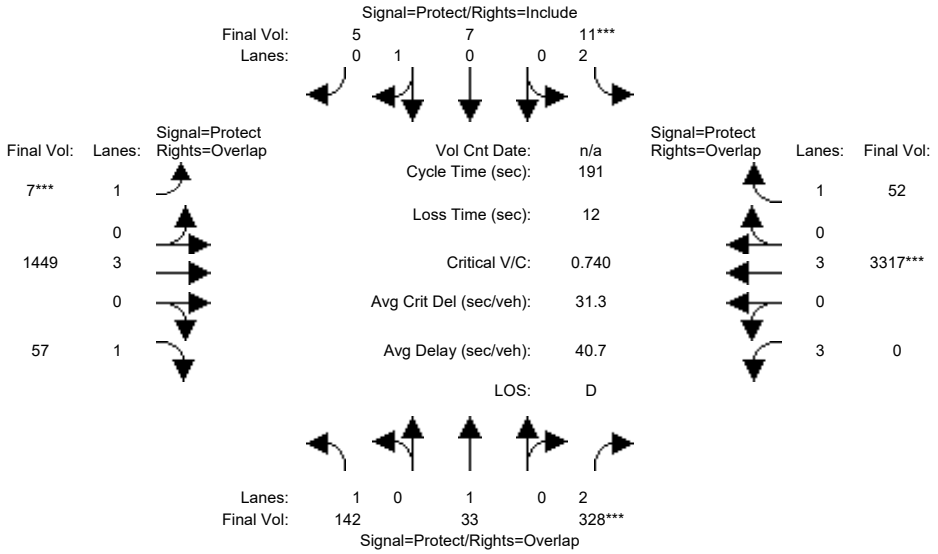
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5808: (49) 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: | | | | | | | | | | | | |
| Base Vol: | 142 | 33 | 377 | 11 | 7 | 5 | 7 | 1665 | 57 | 0 | 3813 | 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: | 142 | 33 | 377 | 11 | 7 | 5 | 7 | 1665 | 57 | 0 | 3813 | 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: | 142 | 33 | 377 | 11 | 7 | 5 | 7 | 1665 | 57 | 0 | 3813 | 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: | 142 | 33 | 328 | 11 | 7 | 5 | 7 | 1449 | 57 | 0 | 3317 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 142 | 33 | 328 | 11 | 7 | 5 | 7 | 1449 | 57 | 0 | 3317 | 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: | 142 | 33 | 328 | 11 | 7 | 5 | 7 | 1449 | 57 | 0 | 3317 | 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: | 0.08 | 0.02 | 0.10 | 0.00 | 0.01 | 0.01 | 0.00 | 0.25 | 0.03 | 0.00 | 0.58 | 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: | 0.91 | 0.15 | 0.22 | 0.11 | 0.09 | 0.09 | 0.08 | 0.73 | 0.07 | 0.00 | 0.89 | 0.04 |
| Delay/Veh: | 131.7 | 76.6 | 29.6 | 90.3 | 82.4 | 82.4 | 86.4 | 56.0 | 31.4 | 0.0 | 31.2 | 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: | 131.7 | 76.6 | 29.6 | 90.3 | 82.4 | 82.4 | 86.4 | 56.0 | 31.4 | 0.0 | 31.2 | 10.0 |
| LOS by Move: | F | E | C | F | F | F | F | E | C | A | C | A |
| HCM2k95thQ: | 18 | 3 | 12 | 1 | 1 | 1 | 1 | 41 | 4 | 0 | 77 | 2 |

Note: Queue reported is the number of cars per lane.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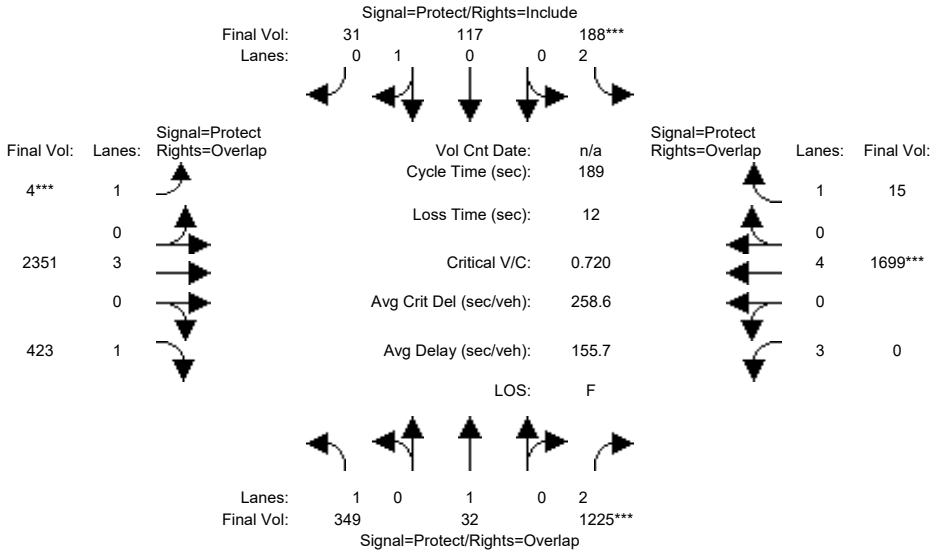
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5808: (49) TRIMBLE RD/MONTAGUE EXPWY



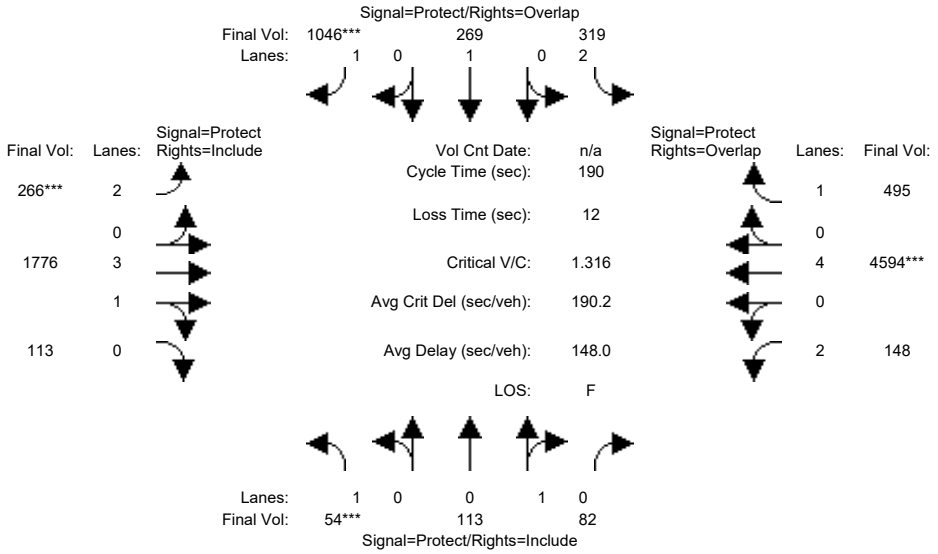

| Street Name: | TRIMBLE RD | | | | | | MONTAGUE EXPWY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 11 | 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: | | | | | | | | | | | | |
| Base Vol: | 349 | 32 | 1494 | 188 | 117 | 31 | 4 | 2976 | 423 | 0 | 1699 | 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: | 349 | 32 | 1494 | 188 | 117 | 31 | 4 | 2976 | 423 | 0 | 1699 | 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: | 349 | 32 | 1494 | 188 | 117 | 31 | 4 | 2976 | 423 | 0 | 1699 | 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: | 349 | 32 | 1225 | 188 | 117 | 31 | 4 | 2351 | 423 | 0 | 1699 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 349 | 32 | 1225 | 188 | 117 | 31 | 4 | 2351 | 423 | 0 | 1699 | 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: | 349 | 32 | 1225 | 188 | 117 | 31 | 4 | 2351 | 423 | 0 | 1699 | 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: | 0.20 | 0.02 | 0.39 | 0.06 | 0.08 | 0.08 | 0.00 | 0.41 | 0.24 | 0.00 | 0.22 | 0.01 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 24.0 | 34.0 | 34.0 | 25.0 | 35.0 | 35.0 | 7.0 | 118 | 142.0 | 0.0 | 111 | 136.0 |
| Volume/Cap: | 1.57 | 0.09 | 2.16 | 0.45 | 0.44 | 0.44 | 0.06 | 0.66 | 0.32 | 0.00 | 0.38 | 0.01 |
| Delay/Veh: | 359.9 | 64.8 | 606.2 | 76.4 | 69.3 | 69.3 | 88.2 | 23.2 | 7.8 | 0.0 | 28.5 | 12.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 359.9 | 64.8 | 606.2 | 76.4 | 69.3 | 69.3 | 88.2 | 23.2 | 7.8 | 0.0 | 28.5 | 12.9 |
| LOS by Move: | F | E | F | E | E | E | F | C | A | A | C | B |
| HCM2k95thQ: | 60 | 3 | 135 | 12 | 15 | 15 | 0 | 46 | 16 | 0 | 29 | 1 |

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5809: (50) 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 | | 113 | | 82 | | 319 | | 269 | | 1046 | | 266 | | 1776 | | 113 | | 148 | | 4594 | | 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: | 54 | | 113 | | 82 | | 319 | | 269 | | 1046 | | 266 | | 1776 | | 113 | | 148 | | 4594 | | 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: | 54 | | 113 | | 82 | | 319 | | 269 | | 1046 | | 266 | | 1776 | | 113 | | 148 | | 4594 | | 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: | 54 | | 113 | | 82 | | 319 | | 269 | | 1046 | | 266 | | 1776 | | 113 | | 148 | | 4594 | | 495 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 54 | | 113 | | 82 | | 319 | | 269 | | 1046 | | 266 | | 1776 | | 113 | | 148 | | 4594 | | 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: | 54 | | 113 | | 82 | | 319 | | 269 | | 1046 | | 266 | | 1776 | | 113 | | 148 | | 4594 | | 495 | |
| 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 | | 0.58 | | 0.42 | | 2.00 | | 1.00 | | 1.00 | | 2.00 | | 3.75 | | 0.25 | | 2.00 | | 4.00 | | 1.00 | |
| Final Sat.: | 1750 | | 1043 | | 757 | | 3150 | | 1900 | | 1750 | | 3150 | | 7051 | | 449 | | 3150 | | 7600 | | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | | 0.11 | | 0.11 | | 0.10 | | 0.14 | | 0.60 | | 0.08 | | 0.25 | | 0.25 | | 0.05 | | 0.60 | | 0.28 | |
| 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 | | 0.71 | | 0.71 | | 1.62 | | 0.97 | | 2.41 | | 0.82 | | 0.43 | | 0.43 | | 0.55 | | 1.07 | | 0.45 | |
| Delay/Veh: | 87.3 | | 85.4 | | 85.4 | | 389.2 | | 128 | | 713.5 | | 99.1 | | 22.3 | | 22.3 | | 85.8 | | 77.6 | | 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: | 87.3 | | 85.4 | | 85.4 | | 389.2 | | 128 | | 713.5 | | 99.1 | | 22.3 | | 22.3 | | 85.8 | | 77.6 | | 18.6 | |
| LOS by Move: | F | | F | | F | | F | | F | | F | | F | | C | | C | | F | | E | | B | |
| HCM2k95thQ: | 7 | | 22 | | 22 | | 34 | | 31 | | 216 | | 17 | | 26 | | 26 | | 11 | | 118 | | 27 | |

Note: Queue reported is the number of cars per lane.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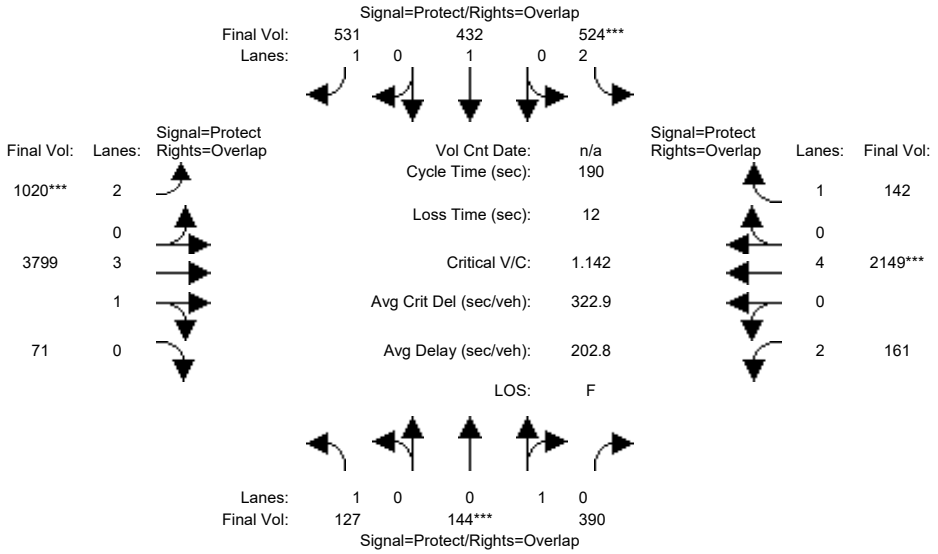
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5809: (50) 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: | 127 | 144 | 390 | 524 | 432 | 531 | 1020 | 3799 | 71 | 161 | 2149 | 142 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 127 | 144 | 390 | 524 | 432 | 531 | 1020 | 3799 | 71 | 161 | 2149 | 142 |
| Added Vol: | 0 | 0 | 0 | 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 | 144 | 390 | 524 | 432 | 531 | 1020 | 3799 | 71 | 161 | 2149 | 142 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 127 | 144 | 390 | 524 | 432 | 531 | 1020 | 3799 | 71 | 161 | 2149 | 142 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 144 | 390 | 524 | 432 | 531 | 1020 | 3799 | 71 | 161 | 2149 | 142 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 127 | 144 | 390 | 524 | 432 | 531 | 1020 | 3799 | 71 | 161 | 2149 | 142 |
| 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 | 0.27 | 0.73 | 2.00 | 1.00 | 1.00 | 2.00 | 3.94 | 0.06 | 2.00 | 4.00 | 1.00 |
| Final Sat.: | 1750 | 485 | 1315 | 3150 | 1900 | 1750 | 3150 | 5548 | 104 | 3150 | 7600 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.30 | 0.30 | 0.17 | 0.23 | 0.30 | 0.32 | 0.68 | 0.68 | 0.05 | 0.28 | 0.08 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 12.3 | 23.0 | 37.0 | 28.0 | 38.7 | 63.7 | 25.0 | 113 | 125.3 | 14.0 | 102 | 130.0 |
| Volume/Cap: | 1.12 | 2.45 | 1.52 | 1.13 | 1.12 | 0.91 | 2.46 | 1.15 | 1.04 | 0.69 | 0.53 | 0.12 |
| Delay/Veh: | 208.3 | 750 | 326.1 | 163.0 | 157 | 78.0 | 755.5 | 148 | 99.9 | 99.2 | 50.5 | 25.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 208.3 | 750 | 326.1 | 163.0 | 157 | 78.0 | 755.5 | 148 | 99.9 | 99.2 | 50.5 | 25.2 |
| LOS by Move: | F | F | F | F | F | E | F | F | F | F | D | C |
| HCM2k95thQ: | 22 | 110 | 86 | 40 | 51 | 54 | 119 | 108 | 126 | 13 | 44 | 13 |

Note: Queue reported is the number of cars per lane.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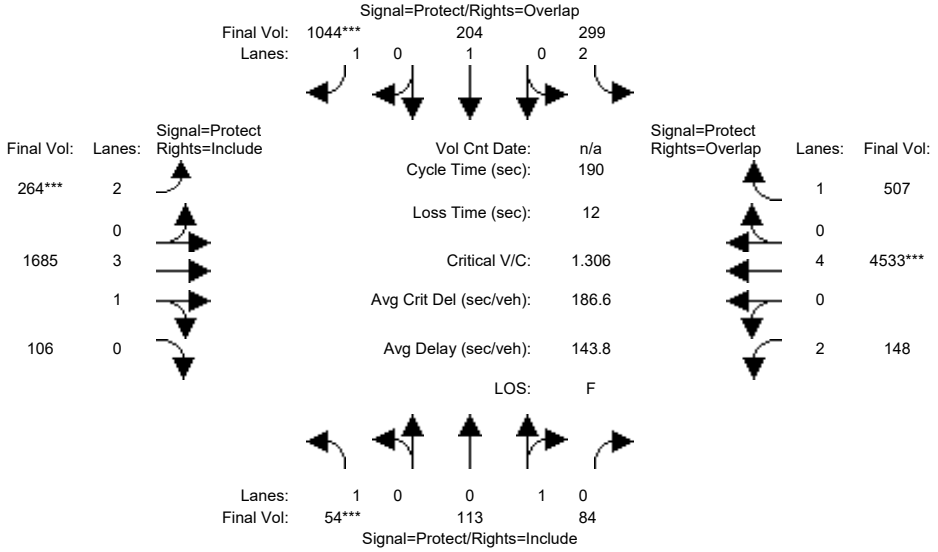
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5809: (50) 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 | | 113 | | 84 | | 299 | | 204 | | 1044 | | 264 | | 1685 | | 106 | | 148 | | 4533 | | 507 | |
| Growth Adj: | 1.00 | | 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 | | 113 | | 84 | | 299 | | 204 | | 1044 | | 264 | | 1685 | | 106 | | 148 | | 4533 | | 507 | |
| Added Vol: | 0 | | 0 | | 0 | | 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 | | 113 | | 84 | | 299 | | 204 | | 1044 | | 264 | | 1685 | | 106 | | 148 | | 4533 | | 507 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 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 | | 113 | | 84 | | 299 | | 204 | | 1044 | | 264 | | 1685 | | 106 | | 148 | | 4533 | | 507 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 54 | | 113 | | 84 | | 299 | | 204 | | 1044 | | 264 | | 1685 | | 106 | | 148 | | 4533 | | 507 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 54 | | 113 | | 84 | | 299 | | 204 | | 1044 | | 264 | | 1685 | | 106 | | 148 | | 4533 | | 507 | |
| 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 | | 3.75 | | 0.25 | | 2.00 | | 4.00 | | 1.00 | |
| Final Sat.: | 1750 | | 1032 | | 768 | | 3150 | | 1900 | | 1750 | | 3150 | | 7055 | | 444 | | 3150 | | 7600 | | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | | 0.11 | | 0.11 | | 0.09 | | 0.11 | | 0.60 | | 0.08 | | 0.24 | | 0.24 | | 0.05 | | 0.60 | | 0.29 | |
| 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 | | 0.72 | | 0.72 | | 1.52 | | 0.74 | | 2.41 | | 0.82 | | 0.41 | | 0.41 | | 0.55 | | 1.05 | | 0.46 | |
| Delay/Veh: | 87.3 | | 85.9 | | 85.9 | | 345.7 | | 87.8 | | 711.4 | | 98.4 | | 21.9 | | 21.9 | | 85.8 | | 72.1 | | 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: | 87.3 | | 85.9 | | 85.9 | | 345.7 | | 87.8 | | 711.4 | | 98.4 | | 21.9 | | 21.9 | | 85.8 | | 72.1 | | 18.8 | |
| LOS by Move: | F | | F | | F | | F | | F | | F | | F | | C | | C | | F | | E | | B | |
| HCM2k95thQ: | 7 | | 23 | | 23 | | 31 | | 21 | | 216 | | 17 | | 24 | | 24 | | 11 | | 115 | | 28 | |

Note: Queue reported is the number of cars per lane.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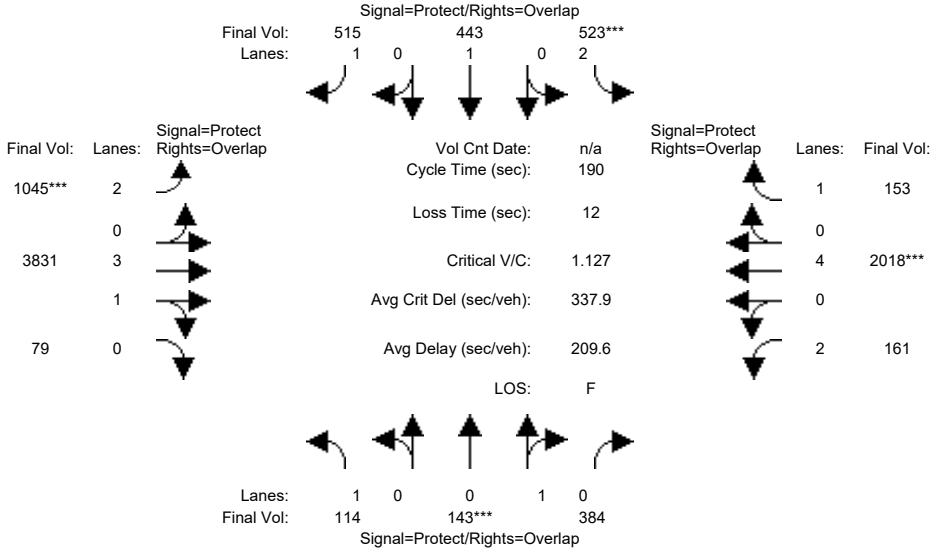
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5809: (50) 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: | 114 | 143 | 384 | 523 | 443 | 515 | 1045 | 3831 | 79 | 161 | 2018 | 153 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 114 | 143 | 384 | 523 | 443 | 515 | 1045 | 3831 | 79 | 161 | 2018 | 153 |
| Added Vol: | 0 | 0 | 0 | 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 | 143 | 384 | 523 | 443 | 515 | 1045 | 3831 | 79 | 161 | 2018 | 153 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 114 | 143 | 384 | 523 | 443 | 515 | 1045 | 3831 | 79 | 161 | 2018 | 153 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 114 | 143 | 384 | 523 | 443 | 515 | 1045 | 3831 | 79 | 161 | 2018 | 153 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 114 | 143 | 384 | 523 | 443 | 515 | 1045 | 3831 | 79 | 161 | 2018 | 153 |
| 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 | 0.27 | 0.73 | 2.00 | 1.00 | 1.00 | 2.00 | 3.94 | 0.06 | 2.00 | 4.00 | 1.00 |
| Final Sat.: | 1750 | 488 | 1312 | 3150 | 1900 | 1750 | 3150 | 5540 | 114 | 3150 | 7600 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.29 | 0.29 | 0.17 | 0.23 | 0.29 | 0.33 | 0.69 | 0.69 | 0.05 | 0.27 | 0.09 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 11.1 | 23.0 | 37.0 | 28.0 | 39.9 | 64.9 | 25.0 | 113 | 124.1 | 14.0 | 102 | 130.0 |
| Volume/Cap: | 1.11 | 2.42 | 1.50 | 1.13 | 1.11 | 0.86 | 2.52 | 1.16 | 1.06 | 0.69 | 0.49 | 0.13 |
| Delay/Veh: | 211.4 | 736 | 317.5 | 162.2 | 154 | 70.6 | 782.5 | 153 | 107.5 | 99.2 | 49.3 | 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: | 211.4 | 736 | 317.5 | 162.2 | 154 | 70.6 | 782.5 | 153 | 107.5 | 99.2 | 49.3 | 25.4 |
| LOS by Move: | F | F | F | F | F | E | F | F | F | F | D | C |
| HCM2k95thQ: | 21 | 108 | 85 | 40 | 52 | 50 | 123 | 111 | 130 | 13 | 41 | 14 |

Note: Queue reported is the number of cars per lane.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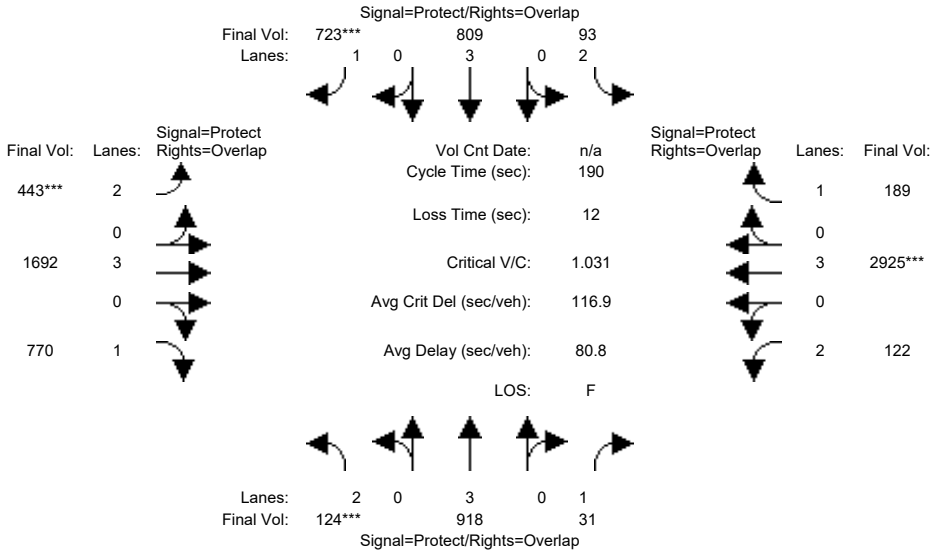
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

## Intersection #5812: (48) 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 | 918 | 31 | 93 | 809 | 723 | 443 | 1945 | 770 | 122 | 3362 | 189 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 124 | 918 | 31 | 93 | 809 | 723 | 443 | 1945 | 770 | 122 | 3362 | 189 |
| Added Vol: | 0 | 0 | 0 | 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 | 918 | 31 | 93 | 809 | 723 | 443 | 1945 | 770 | 122 | 3362 | 189 |
| 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 | 918 | 31 | 93 | 809 | 723 | 443 | 1692 | 770 | 122 | 2925 | 189 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 124 | 918 | 31 | 93 | 809 | 723 | 443 | 1692 | 770 | 122 | 2925 | 189 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 124 | 918 | 31 | 93 | 809 | 723 | 443 | 1692 | 770 | 122 | 2925 | 189 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.02 | 0.03 | 0.14 | 0.41 | 0.14 | 0.30 | 0.44 | 0.04 | 0.51 | 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 | 0.81 | 0.07 | 0.44 | 0.77 | 1.22 | 0.91 | 0.53 | 0.69 | 0.68 | 1.11 | 0.20 |
| Delay/Veh: | 84.7 | 76.8 | 53.5 | 86.6 | 76.9 | 175.1 | 100.5 | 26.5 | 23.7 | 98.2 | 106 | 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 | 76.8 | 53.5 | 86.6 | 76.9 | 175.1 | 100.5 | 26.5 | 23.7 | 98.2 | 106 | 23.6 |
| LOS by Move: | F | E | D | F | E | F | F | C | C | F | F | C |
| HCM2k95thQ: | 8 | 30 | 3 | 6 | 27 | 95 | 27 | 33 | 47 | 10 | 106 | 12 |

Note: Queue reported is the number of cars per lane.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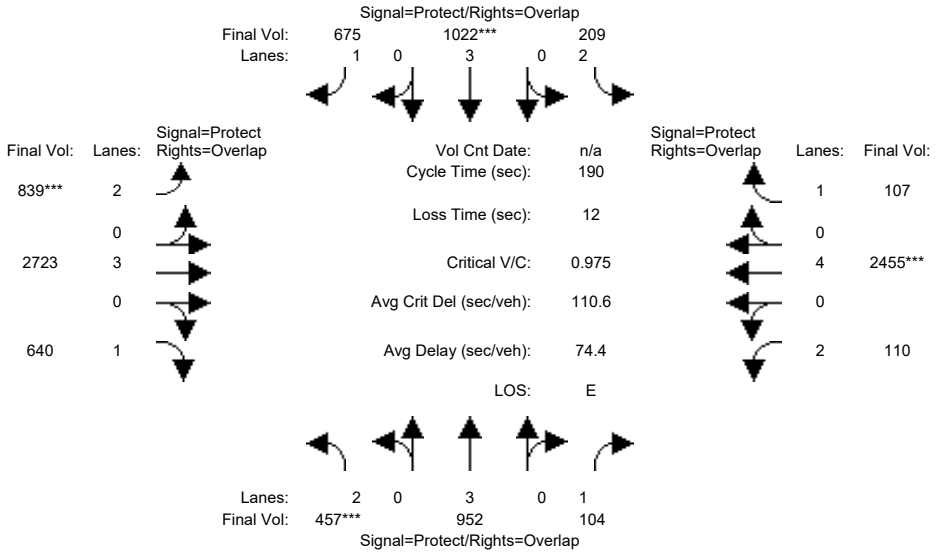
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

## Intersection #5812: (48) 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: | 457 | 952 | 104 | 209 | 1022 | 675 | 839 | 3362 | 640 | 110 | 2455 | 107 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 457 | 952 | 104 | 209 | 1022 | 675 | 839 | 3362 | 640 | 110 | 2455 | 107 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 457 | 952 | 104 | 209 | 1022 | 675 | 839 | 3362 | 640 | 110 | 2455 | 107 |
| 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: | 457 | 952 | 104 | 209 | 1022 | 675 | 839 | 2723 | 640 | 110 | 2455 | 107 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 457 | 952 | 104 | 209 | 1022 | 675 | 839 | 2723 | 640 | 110 | 2455 | 107 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 457 | 952 | 104 | 209 | 1022 | 675 | 839 | 2723 | 640 | 110 | 2455 | 107 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 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: | 0.15 | 0.17 | 0.06 | 0.07 | 0.18 | 0.39 | 0.27 | 0.48 | 0.37 | 0.03 | 0.32 | 0.06 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 20.8 | 48.6 | 60.6 | 13.2 | 41.0 | 79.2 | 38.2 | 104 | 125.1 | 11.9 | 78.0 | 91.2 |
| Volume/Cap: | 1.32 | 0.65 | 0.19 | 0.96 | 0.83 | 0.93 | 1.32 | 0.87 | 0.56 | 0.56 | 0.79 | 0.13 |
| Delay/Veh: | 249.7 | 64.2 | 47.0 | 136.8 | 76.1 | 70.3 | 232.9 | 28.3 | 7.8 | 89.9 | 57.3 | 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: | 249.7 | 64.2 | 47.0 | 136.8 | 76.1 | 70.3 | 232.9 | 28.3 | 7.8 | 89.9 | 57.3 | 33.4 |
| LOS by Move: | F | E | D | F | E | E | F | C | A | F | E | C |
| HCM2k95thQ: | 40 | 28 | 9 | 16 | 33 | 67 | 66 | 57 | 17 | 9 | 53 | 9 |

Note: Queue reported is the number of cars per lane.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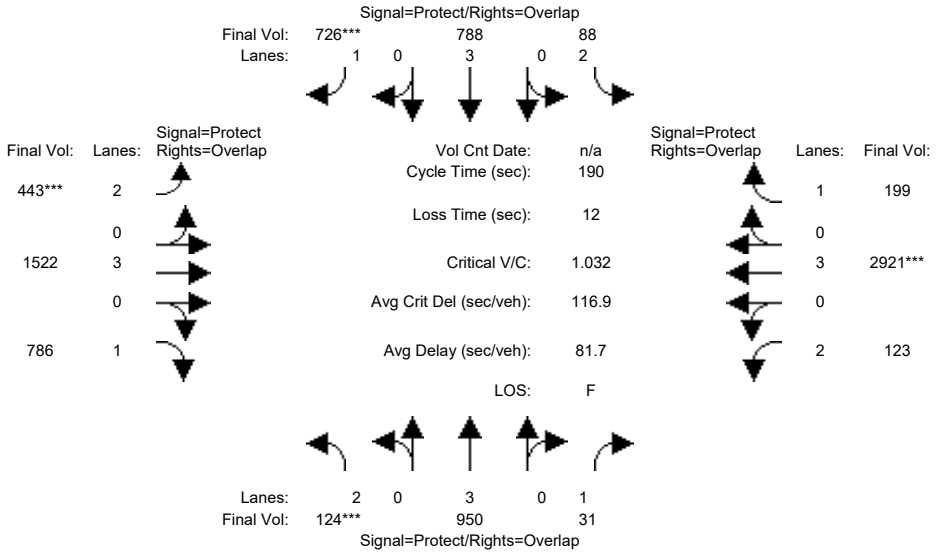
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

## Intersection #5812: (48) 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 | 950 | 31 | 88 | 788 | 726 | 443 | 1749 | 786 | 123 | 3358 | 199 |
| Growth Adj: | 1.00 | 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 | 950 | 31 | 88 | 788 | 726 | 443 | 1749 | 786 | 123 | 3358 | 199 |
| Added Vol: | 0 | 0 | 0 | 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 | 950 | 31 | 88 | 788 | 726 | 443 | 1749 | 786 | 123 | 3358 | 199 |
| 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 | 950 | 31 | 88 | 788 | 726 | 443 | 1522 | 786 | 123 | 2921 | 199 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 124 | 950 | 31 | 88 | 788 | 726 | 443 | 1522 | 786 | 123 | 2921 | 199 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 124 | 950 | 31 | 88 | 788 | 726 | 443 | 1522 | 786 | 123 | 2921 | 199 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.17 | 0.02 | 0.03 | 0.14 | 0.41 | 0.14 | 0.27 | 0.45 | 0.04 | 0.51 | 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 | 0.83 | 0.07 | 0.41 | 0.75 | 1.22 | 0.91 | 0.48 | 0.70 | 0.69 | 1.11 | 0.21 |
| Delay/Veh: | 84.7 | 78.4 | 53.5 | 86.3 | 76.1 | 177.2 | 100.5 | 25.3 | 24.2 | 98.6 | 106 | 23.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 84.7 | 78.4 | 53.5 | 86.3 | 76.1 | 177.2 | 100.5 | 25.3 | 24.2 | 98.6 | 106 | 23.8 |
| LOS by Move: | F | E | D | F | E | F | F | C | C | F | F | C |
| HCM2k95thQ: | 8 | 32 | 3 | 6 | 26 | 96 | 27 | 29 | 49 | 11 | 106 | 12 |

Note: Queue reported is the number of cars per lane.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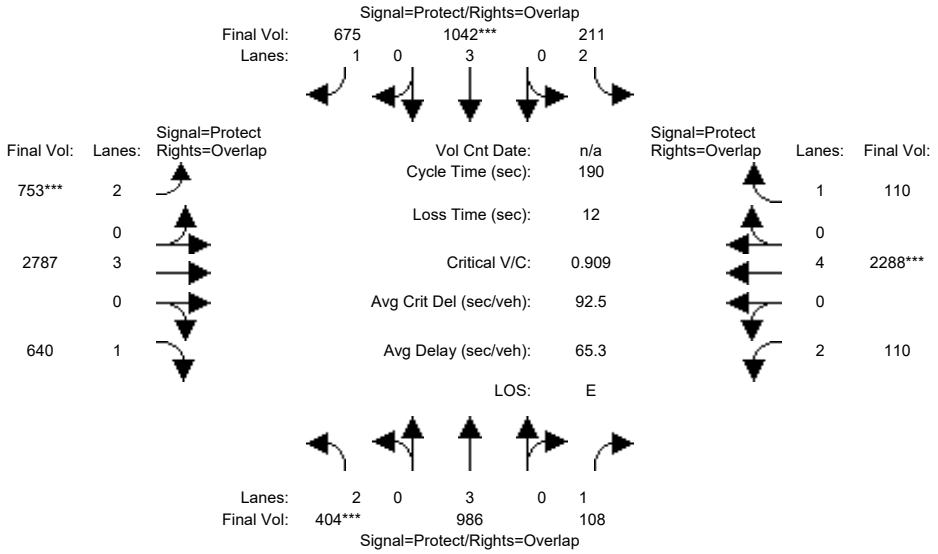
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

## Intersection #5812: (48) 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: | 404 | 986 | 108 | 211 | 1042 | 675 | 753 | 3441 | 640 | 110 | 2288 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 404 | 986 | 108 | 211 | 1042 | 675 | 753 | 3441 | 640 | 110 | 2288 | 110 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 404 | 986 | 108 | 211 | 1042 | 675 | 753 | 3441 | 640 | 110 | 2288 | 110 |
| 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: | 404 | 986 | 108 | 211 | 1042 | 675 | 753 | 2787 | 640 | 110 | 2288 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 404 | 986 | 108 | 211 | 1042 | 675 | 753 | 2787 | 640 | 110 | 2288 | 110 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 404 | 986 | 108 | 211 | 1042 | 675 | 753 | 2787 | 640 | 110 | 2288 | 110 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.17 | 0.06 | 0.07 | 0.18 | 0.39 | 0.24 | 0.49 | 0.37 | 0.03 | 0.30 | 0.06 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 20.6 | 48.5 | 60.4 | 13.1 | 41.0 | 79.4 | 38.4 | 104 | 125.0 | 12.0 | 78.0 | 91.1 |
| Volume/Cap: | 1.18 | 0.68 | 0.19 | 0.97 | 0.85 | 0.92 | 1.18 | 0.89 | 0.56 | 0.55 | 0.73 | 0.13 |
| Delay/Veh: | 192.9 | 65.0 | 47.3 | 140.3 | 77.2 | 69.7 | 173.5 | 29.3 | 7.8 | 89.8 | 55.0 | 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: | 192.9 | 65.0 | 47.3 | 140.3 | 77.2 | 69.7 | 173.5 | 29.3 | 7.8 | 89.8 | 55.0 | 33.4 |
| LOS by Move: | F | E | D | F | E | E | F | C | A | F | E | C |
| HCM2k95thQ: | 33 | 29 | 9 | 16 | 34 | 67 | 53 | 60 | 17 | 9 | 48 | 9 |

Note: Queue reported is the number of cars per lane.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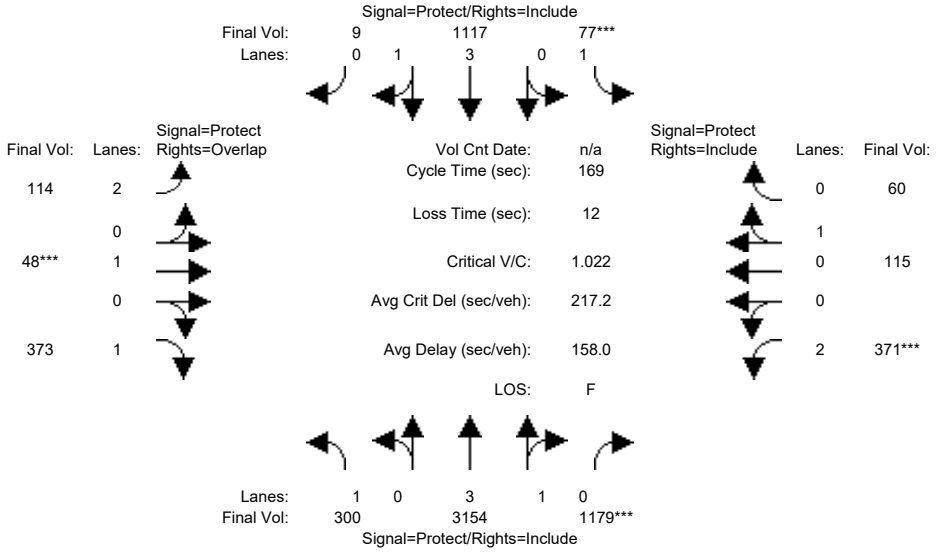
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #25: (2) 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: | 300 | 3154 | 1179 | 77 | 1117 | 9 | 114 | 48 | 373 | 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 | 3154 | 1179 | 77 | 1117 | 9 | 114 | 48 | 373 | 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 | 3154 | 1179 | 77 | 1117 | 9 | 114 | 48 | 373 | 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 | 3154 | 1179 | 77 | 1117 | 9 | 114 | 48 | 373 | 371 | 115 | 60 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 300 | 3154 | 1179 | 77 | 1117 | 9 | 114 | 48 | 373 | 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 | 3154 | 1179 | 77 | 1117 | 9 | 114 | 48 | 373 | 371 | 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 | 7440 | 60 | 1575 | 760 | 1225 | 2205 | 473 | 247 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.55 | 0.67 | 0.04 | 0.15 | 0.15 | 0.07 | 0.06 | 0.30 | 0.17 | 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: | 0.88 | 1.31 | 1.38 | 0.64 | 0.51 | 0.51 | 1.06 | 0.29 | 0.74 | 1.08 | 0.80 | 0.80 |
| Delay/Veh: | 87.6 | 198 | 227.7 | 87.2 | 52.8 | 52.8 | 184.1 | 56.3 | 47.5 | 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 | 198 | 227.7 | 87.2 | 52.8 | 52.8 | 184.1 | 56.3 | 47.5 | 143.4 | 72.2 | 72.2 |
| LOS by Move: | F | F | F | F | D | D | F | E | D | F | E | E |
| HCM2k95thQ: | 29 | 124 | 159 | 9 | 23 | 23 | 12 | 5 | 32 | 29 | 20 | 20 |

Note: Queue reported is the number of cars per lane.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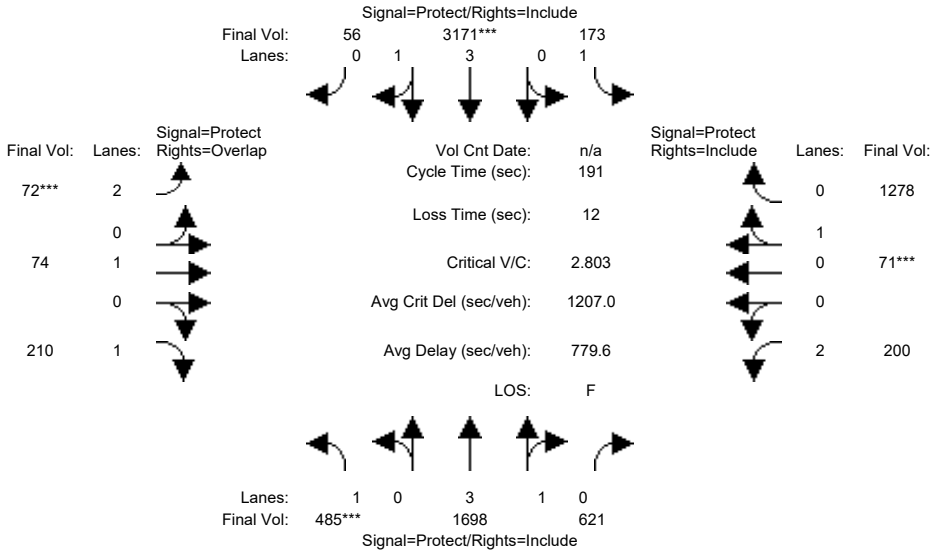
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #25: (2) 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: | 485 | 1698 | 621 | 173 | 3171 | 56 | 72 | 74 | 210 | 200 | 71 | 1278 |
| Growth Adj: | 1.00 | 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 | 1698 | 621 | 173 | 3171 | 56 | 72 | 74 | 210 | 200 | 71 | 1278 |
| Added Vol: | 0 | 0 | 0 | 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 | 1698 | 621 | 173 | 3171 | 56 | 72 | 74 | 210 | 200 | 71 | 1278 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1698 | 621 | 173 | 3171 | 56 | 72 | 74 | 210 | 200 | 71 | 1278 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 485 | 1698 | 621 | 173 | 3171 | 56 | 72 | 74 | 210 | 200 | 71 | 1278 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 485 | 1698 | 621 | 173 | 3171 | 56 | 72 | 74 | 210 | 200 | 71 | 1278 |
| Saturation Flow 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 | 3.93 | 0.07 | 2.00 | 1.00 | 1.00 | 2.00 | 0.05 | 0.95 |
| Final Sat.: | 1750 | 5700 | 1750 | 1750 | 7370 | 130 | 1575 | 760 | 1225 | 2205 | 38 | 682 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.30 | 0.35 | 0.10 | 0.43 | 0.43 | 0.05 | 0.10 | 0.17 | 0.09 | 1.87 | 1.87 |
| 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 | 0.64 | 0.76 | 0.68 | 1.43 | 1.43 | 0.68 | 0.61 | 0.37 | 0.86 | 9.52 | 9.52 |
| Delay/Veh: | 80.8 | 31.9 | 35.5 | 84.9 | 266 | 265.6 | 103.1 | 84.0 | 33.3 | 109.6 | 3923 | 3923 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 80.8 | 31.9 | 35.5 | 84.9 | 266 | 265.6 | 103.1 | 84.0 | 33.3 | 109.6 | 3923 | 3923 |
| LOS by Move: | F | C | D | F | F | F | F | F | C | F | F | F |
| HCM2k95thQ: | 49 | 34 | 46 | 19 | 114 | 114 | 7 | 10 | 16 | 17 | 354 | 354 |

Note: Queue reported is the number of cars per lane.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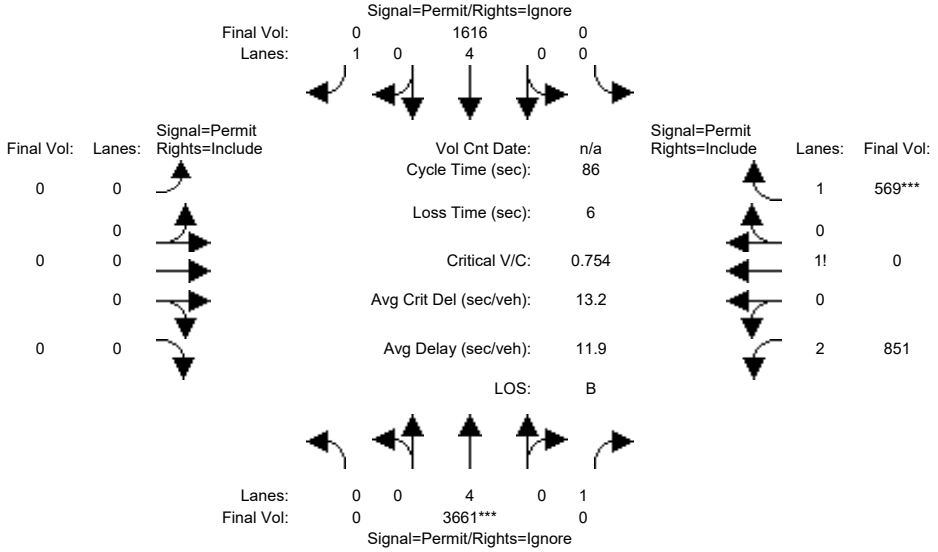
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #26: (3) 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 | 3661 | 0 | 0 | 1616 | 505 | 0 | 0 | 0 | 851 | 0 | 569 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3661 | 0 | 0 | 1616 | 505 | 0 | 0 | 0 | 851 | 0 | 569 |
| Added Vol: | 0 | 0 | 0 | 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 | 3661 | 0 | 0 | 1616 | 505 | 0 | 0 | 0 | 851 | 0 | 569 |
| 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 | 3661 | 0 | 0 | 1616 | 0 | 0 | 0 | 0 | 851 | 0 | 569 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3661 | 0 | 0 | 1616 | 0 | 0 | 0 | 0 | 851 | 0 | 569 |
| 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 | 3661 | 0 | 0 | 1616 | 0 | 0 | 0 | 0 | 851 | 0 | 569 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.52 | 0.00 | 1.48 |
| Final Sat.: | 0 | 7600 | 1750 | 0 | 7600 | 1750 | 0 | 0 | 0 | 4044 | 0 | 2588 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.22 |
| 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 | 0.80 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.79 | 0.00 | 0.68 |
| Delay/Veh: | 0.0 | 8.2 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 31.6 | 0.0 | 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: | 0.0 | 8.2 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 31.6 | 0.0 | 26.1 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | C |
| HCM2k95thQ: | 0 | 24 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 22 | 0 | 19 |

Note: Queue reported is the number of cars per lane.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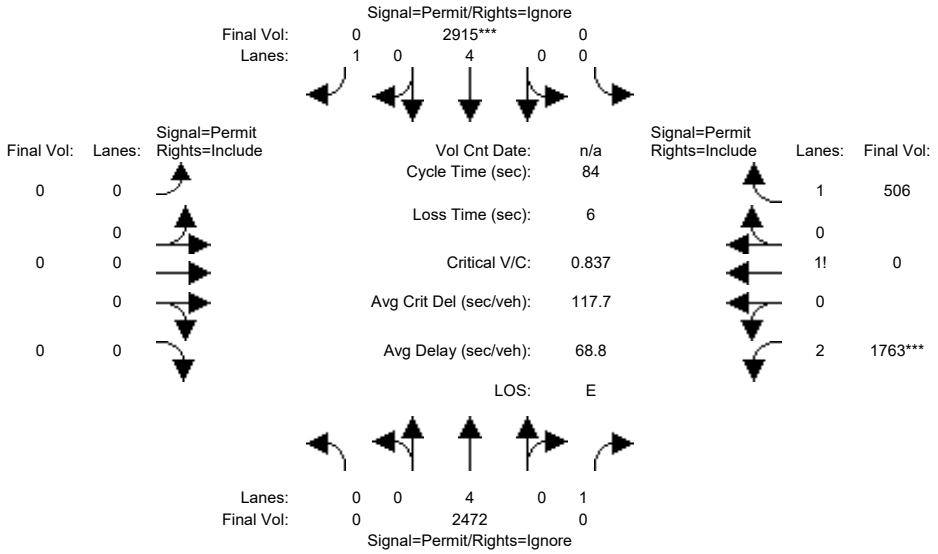
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #26: (3) 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 | 2472 | 0 | 0 | 2915 | 349 | 0 | 0 | 0 | 1763 | 0 | 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 | 2472 | 0 | 0 | 2915 | 349 | 0 | 0 | 0 | 1763 | 0 | 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 | 2472 | 0 | 0 | 2915 | 349 | 0 | 0 | 0 | 1763 | 0 | 506 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 2472 | 0 | 0 | 2915 | 0 | 0 | 0 | 0 | 1763 | 0 | 506 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2472 | 0 | 0 | 2915 | 0 | 0 | 0 | 0 | 1763 | 0 | 506 |
| 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 | 2472 | 0 | 0 | 2915 | 0 | 0 | 0 | 0 | 1763 | 0 | 506 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 0.87 | 1.00 | 0.92 |
| Lanes: | 0.00 | 4.00 | 1.00 | 0.00 | 4.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.71 | 0.00 | 1.29 |
| Final Sat.: | 0 | 7600 | 1750 | 0 | 7600 | 1750 | 0 | 0 | 0 | 4474 | 0 | 2255 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.33 | 0.00 | 0.00 | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.00 | 0.22 |
| 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 | 0.53 | 0.00 | 0.00 | 0.62 | 0.00 | 0.00 | 0.00 | 0.00 | 1.50 | 0.00 | 0.86 |
| Delay/Veh: | 0.0 | 13.2 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 261.6 | 0.0 | 32.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 13.2 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 261.6 | 0.0 | 32.5 |
| LOS by Move: | A | B | A | A | A | A | A | A | A | F | A | C |
| HCM2k95thQ: | 0 | 21 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 79 | 0 | 24 |

Note: Queue reported is the number of cars per lane.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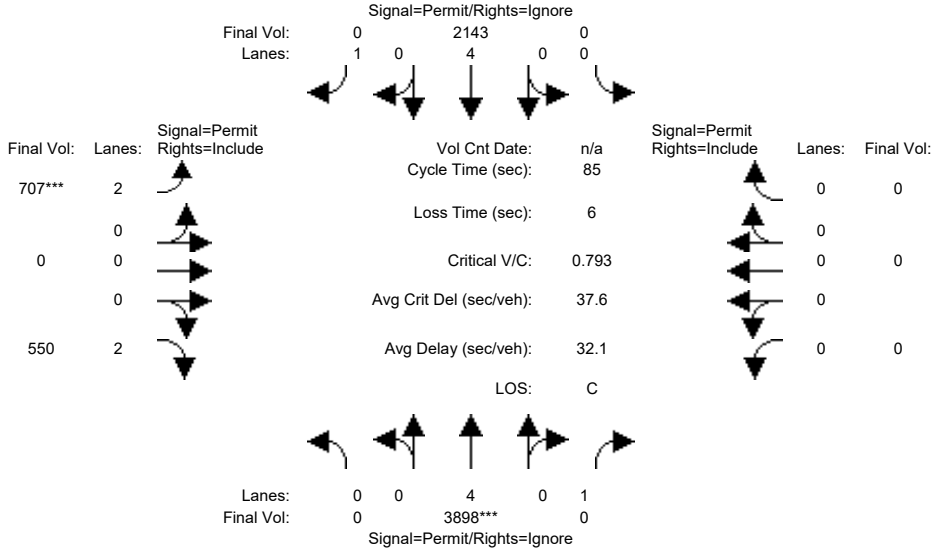
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #27: (4) 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 | 3898 | 1082 | 0 | 2143 | 0 | 707 | 0 | 550 | 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 | 3898 | 1082 | 0 | 2143 | 0 | 707 | 0 | 550 | 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 | 3898 | 1082 | 0 | 2143 | 0 | 707 | 0 | 550 | 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 | 3898 | 0 | 0 | 2143 | 0 | 707 | 0 | 550 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3898 | 0 | 0 | 2143 | 0 | 707 | 0 | 550 | 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 | 3898 | 0 | 0 | 2143 | 0 | 707 | 0 | 550 | 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 | 0.51 | 0.00 | 0.00 | 0.28 | 0.00 | 0.22 | 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 | 13.5 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.72 | 0.00 | 0.00 | 0.40 | 0.00 | 1.41 | 0.00 | 1.10 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 2.1 | 0.0 | 0.0 | 1.3 | 0.0 | 233.4 | 0.0 | 105.9 | 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 | 2.1 | 0.0 | 0.0 | 1.3 | 0.0 | 233.4 | 0.0 | 105.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | F | A | F | A | A | A |
| HCM2k95thQ: | 0 | 12 | 0 | 0 | 4 | 0 | 46 | 0 | 29 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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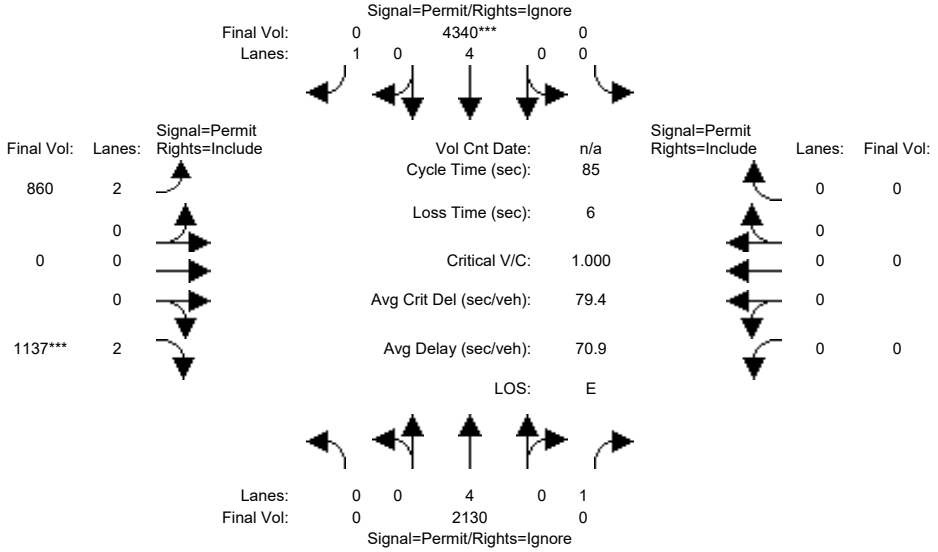
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #27: (4) 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 | 2130 | 424 | 0 | 4340 | 0 | 860 | 0 | 1137 | 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 | 2130 | 424 | 0 | 4340 | 0 | 860 | 0 | 1137 | 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 | 2130 | 424 | 0 | 4340 | 0 | 860 | 0 | 1137 | 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 | 2130 | 0 | 0 | 4340 | 0 | 860 | 0 | 1137 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2130 | 0 | 0 | 4340 | 0 | 860 | 0 | 1137 | 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 | 2130 | 0 | 0 | 4340 | 0 | 860 | 0 | 1137 | 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 | 0.28 | 0.00 | 0.00 | 0.57 | 0.00 | 0.27 | 0.00 | 0.36 | 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 | 0.38 | 0.00 | 0.00 | 0.76 | 0.00 | 1.33 | 0.00 | 1.75 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.1 | 0.0 | 0.0 | 0.6 | 0.0 | 192.2 | 0.0 | 380.2 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.1 | 0.0 | 0.0 | 0.6 | 0.0 | 192.2 | 0.0 | 380.2 | 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 | 4 | 0 | 51 | 0 | 85 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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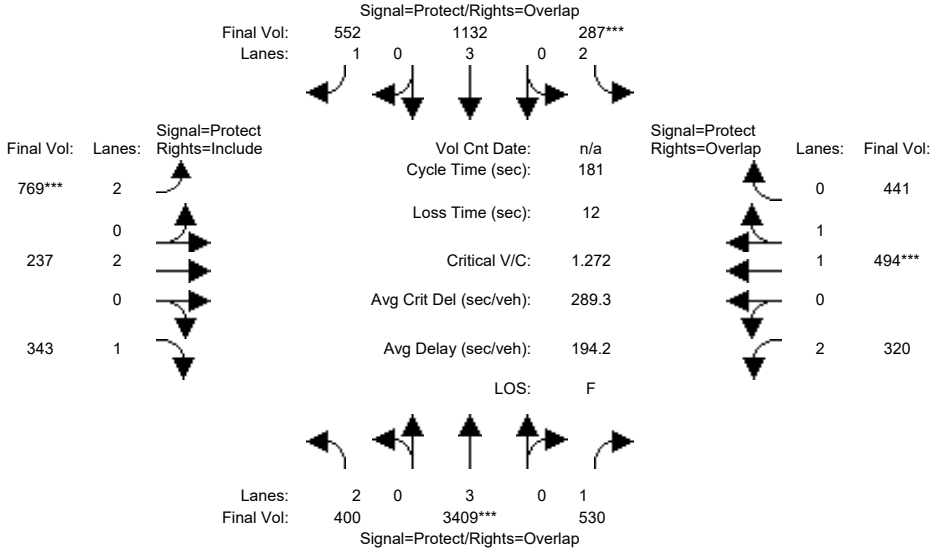
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #30: (51) 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 | 3918 | 530 | 287 | 1301 | 552 | 769 | 237 | 343 | 320 | 494 | 441 |
| Growth Adj: | 1.00 | 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 | 3918 | 530 | 287 | 1301 | 552 | 769 | 237 | 343 | 320 | 494 | 441 |
| Added Vol: | 0 | 0 | 0 | 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 | 3918 | 530 | 287 | 1301 | 552 | 769 | 237 | 343 | 320 | 494 | 441 |
| 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 | 3409 | 530 | 287 | 1132 | 552 | 769 | 237 | 343 | 320 | 494 | 441 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 400 | 3409 | 530 | 287 | 1132 | 552 | 769 | 237 | 343 | 320 | 494 | 441 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 400 | 3409 | 530 | 287 | 1132 | 552 | 769 | 237 | 343 | 320 | 494 | 441 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.03 | 0.97 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 1940 | 1732 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.60 | 0.30 | 0.09 | 0.20 | 0.32 | 0.24 | 0.06 | 0.20 | 0.10 | 0.25 | 0.25 |
| 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 | 1.07 | 0.49 | 0.96 | 0.39 | 0.54 | 3.45 | 0.39 | 1.23 | 1.70 | 1.71 | 1.05 |
| Delay/Veh: | 99.9 | 65.9 | 10.4 | 124.0 | 19.9 | 14.4 | 1199 | 68.7 | 207.7 | 422.6 | 406 | 111.9 |
| 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: | 99.9 | 65.9 | 10.4 | 124.0 | 19.9 | 14.4 | 1199 | 68.7 | 207.7 | 422.6 | 406 | 111.9 |
| LOS by Move: | F | E | B | F | B | B | F | E | F | F | F | F |
| HCM2k95thQ: | 22 | 103 | 16 | 23 | 16 | 23 | 98 | 11 | 48 | 34 | 76 | 47 |

Note: Queue reported is the number of cars per lane.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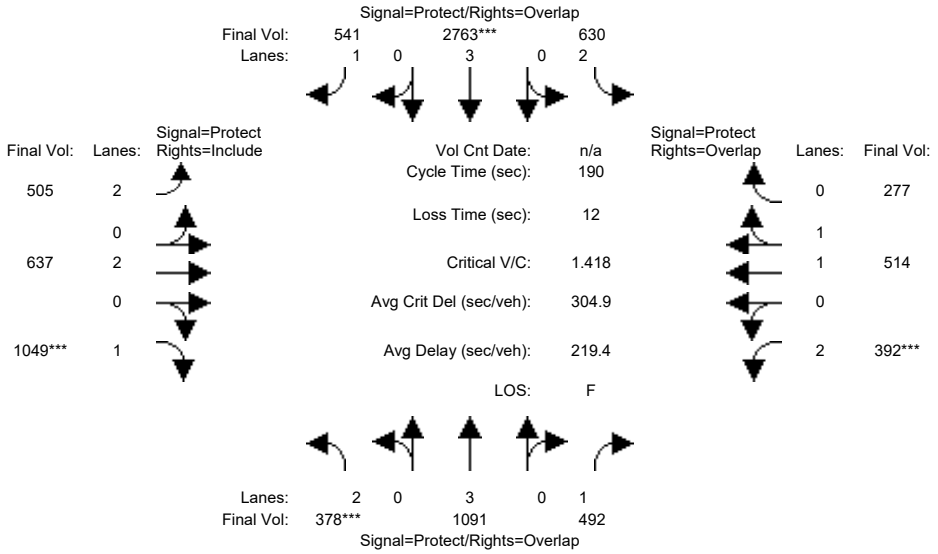
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #30: (51) 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: | 378 | 1364 | 492 | 630 | 3497 | 541 | 505 | 637 | 1049 | 392 | 514 | 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: | 378 | 1364 | 492 | 630 | 3497 | 541 | 505 | 637 | 1049 | 392 | 514 | 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: | 378 | 1364 | 492 | 630 | 3497 | 541 | 505 | 637 | 1049 | 392 | 514 | 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: | 378 | 1091 | 492 | 630 | 2763 | 541 | 505 | 637 | 1049 | 392 | 514 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 378 | 1091 | 492 | 630 | 2763 | 541 | 505 | 637 | 1049 | 392 | 514 | 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: | 378 | 1091 | 492 | 630 | 2763 | 541 | 505 | 637 | 1049 | 392 | 514 | 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 | 1.28 | 0.72 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 2403 | 1295 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.19 | 0.28 | 0.20 | 0.48 | 0.31 | 0.16 | 0.17 | 0.60 | 0.12 | 0.21 | 0.21 |
| 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: | 2.56 | 0.46 | 0.53 | 1.19 | 0.89 | 0.49 | 1.93 | 0.97 | 2.57 | 1.09 | 1.04 | 0.57 |
| Delay/Veh: | 816.8 | 58.7 | 51.1 | 193.3 | 72.8 | 41.1 | 518.0 | 104 | 786.5 | 157.8 | 121 | 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: | 816.8 | 58.7 | 51.1 | 193.3 | 72.8 | 41.1 | 518.0 | 104 | 786.5 | 157.8 | 121 | 48.2 |
| LOS by Move: | F | E | D | F | E | D | F | F | F | F | F | D |
| HCM2k95thQ: | 48 | 31 | 44 | 51 | 82 | 46 | 56 | 35 | 222 | 30 | 46 | 31 |

Note: Queue reported is the number of cars per lane.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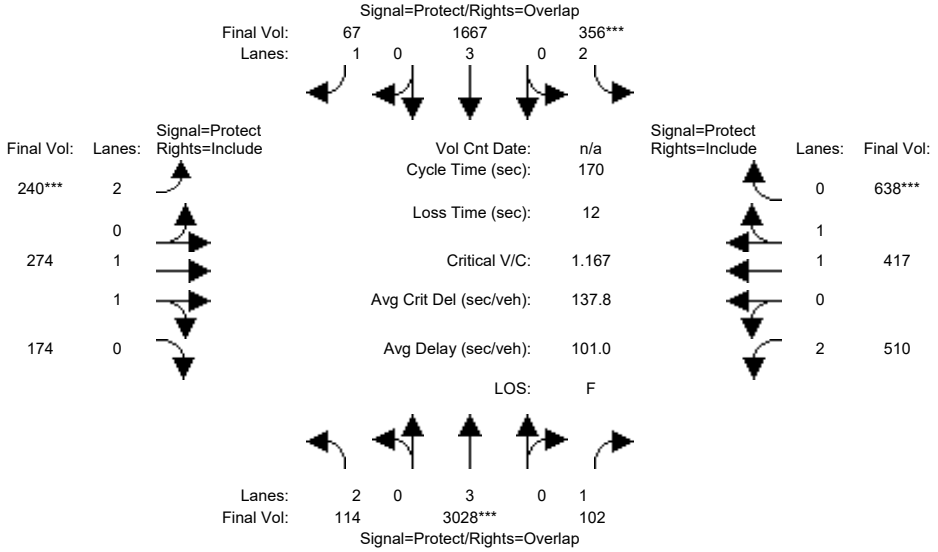
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #35: (54) Lawrence Expwy & Pruneridge Ave




| Street Name: | Lawrence Expwy | | | | | | Pruneridge Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 14 | 81 | 81 | 16 | 83 | 83 | 13 | 24 | 24 | 26 | 37 | 37 |
| Y+R: | 6.1 | 6.2 | 6.2 | 6.1 | 6.2 | 6.2 | 5.7 | 5.9 | 5.9 | 5.8 | 5.9 | 5.9 |
| Volume Module:7:30 AM - 8:30 AM | | | | | | | | | | | | |
| Base Vol: | 114 | 3480 | 102 | 356 | 1916 | 67 | 240 | 274 | 174 | 510 | 417 | 638 |
| Growth Adj: | 1.00 | 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 | 3480 | 102 | 356 | 1916 | 67 | 240 | 274 | 174 | 510 | 417 | 638 |
| Added Vol: | 0 | 0 | 0 | 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 | 3480 | 102 | 356 | 1916 | 67 | 240 | 274 | 174 | 510 | 417 | 638 |
| 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: | 114 | 3028 | 102 | 356 | 1667 | 67 | 240 | 274 | 174 | 510 | 417 | 638 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 114 | 3028 | 102 | 356 | 1667 | 67 | 240 | 274 | 174 | 510 | 417 | 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: | 114 | 3028 | 102 | 356 | 1667 | 67 | 240 | 274 | 174 | 510 | 417 | 638 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 1.00 | 0.92 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.20 | 0.80 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 2262 | 1436 | 3150 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.53 | 0.06 | 0.11 | 0.29 | 0.04 | 0.08 | 0.12 | 0.12 | 0.16 | 0.22 | 0.36 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green Time: | 13.9 | 81.4 | 106.9 | 15.5 | 83.0 | 95.4 | 12.4 | 23.6 | 23.6 | 25.5 | 36.8 | 48.7 |
| Volume/Cap: | 0.44 | 1.11 | 0.09 | 1.24 | 0.60 | 0.07 | 1.05 | 0.87 | 0.87 | 1.08 | 1.01 | 1.27 |
| Delay/Veh: | 75.6 | 109 | 18.1 | 211.0 | 25.0 | 11.3 | 150.5 | 86.9 | 86.9 | 136.7 | 97.9 | 192.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 75.6 | 109 | 18.1 | 211.0 | 25.0 | 11.3 | 150.5 | 86.9 | 86.9 | 136.7 | 97.9 | 192.7 |
| LOS by Move: | E | F | B | F | C | B | F | F | F | F | F | F |
| HCM2k95thQ: | 7 | 101 | 7 | 29 | 28 | 2 | 21 | 25 | 25 | 37 | 45 | 84 |

Note: Queue reported is the number of cars per lane.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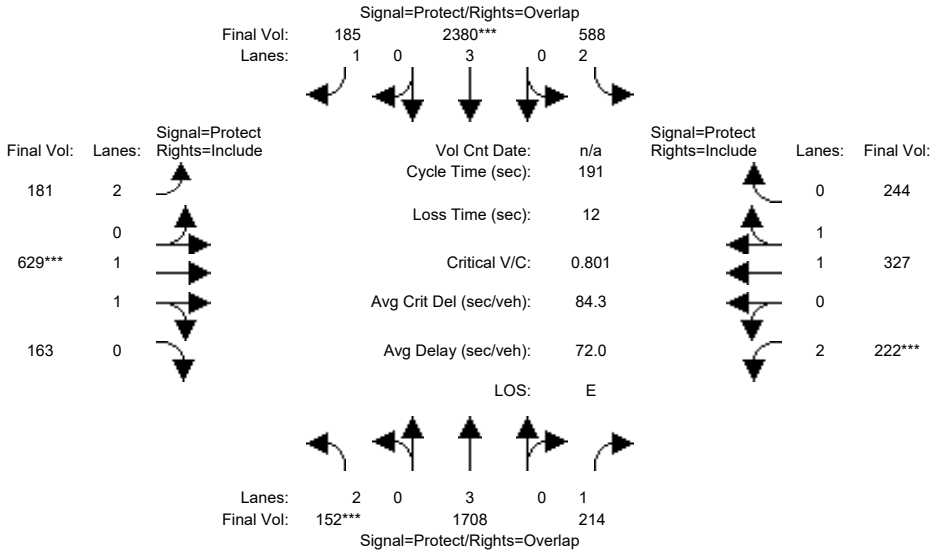
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #35: (54) Lawrence Expwy & Pruneridge Ave




| Street Name: | Lawrence Expwy | | | | | | Pruneridge Ave | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Min. Green: | 13 | 82 | 82 | 37 | 106 | 106 | 15 | 30 | 30 | 18 | 33 | 33 |
| Y+R: | 6.1 | 6.2 | 6.2 | 6.1 | 6.2 | 6.2 | 5.7 | 5.9 | 5.9 | 5.8 | 5.9 | 5.9 |
| Volume Module: | 4:30 PM - 5:30 PM | | | | | | | | | | | |
| Base Vol: | 152 | 2135 | 214 | 588 | 3013 | 185 | 181 | 629 | 163 | 222 | 327 | 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: | 152 | 2135 | 214 | 588 | 3013 | 185 | 181 | 629 | 163 | 222 | 327 | 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: | 152 | 2135 | 214 | 588 | 3013 | 185 | 181 | 629 | 163 | 222 | 327 | 244 |
| 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: | 152 | 1708 | 214 | 588 | 2380 | 185 | 181 | 629 | 163 | 222 | 327 | 244 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 152 | 1708 | 214 | 588 | 2380 | 185 | 181 | 629 | 163 | 222 | 327 | 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: | 152 | 1708 | 214 | 588 | 2380 | 185 | 181 | 629 | 163 | 222 | 327 | 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 | 0.98 | 0.95 | 0.83 | 0.99 | 0.95 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.58 | 0.42 | 2.00 | 1.12 | 0.88 |
| Final Sat.: | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 2938 | 761 | 3150 | 2118 | 1580 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.30 | 0.12 | 0.19 | 0.42 | 0.11 | 0.06 | 0.21 | 0.21 | 0.07 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 13.0 | 81.5 | 99.8 | 37.1 | 106 | 120.8 | 15.2 | 29.6 | 29.6 | 18.3 | 32.8 | 32.8 |
| Volume/Cap: | 0.71 | 0.70 | 0.23 | 0.96 | 0.76 | 0.17 | 0.72 | 1.38 | 1.38 | 0.74 | 0.90 | 0.90 |
| Delay/Veh: | 97.6 | 39.7 | 18.3 | 103.1 | 23.2 | 7.1 | 95.7 | 263 | 263.0 | 93.1 | 93.2 | 93.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 97.6 | 39.7 | 18.3 | 103.1 | 23.2 | 7.1 | 95.7 | 263 | 263.0 | 93.1 | 93.2 | 93.2 |
| LOS by Move: | F | D | B | F | C | A | F | F | F | F | F | F |
| HCM2k95thQ: | 11 | 39 | 9 | 35 | 43 | 4 | 14 | 61 | 61 | 17 | 33 | 33 |

Note: Queue reported is the number of cars per lane.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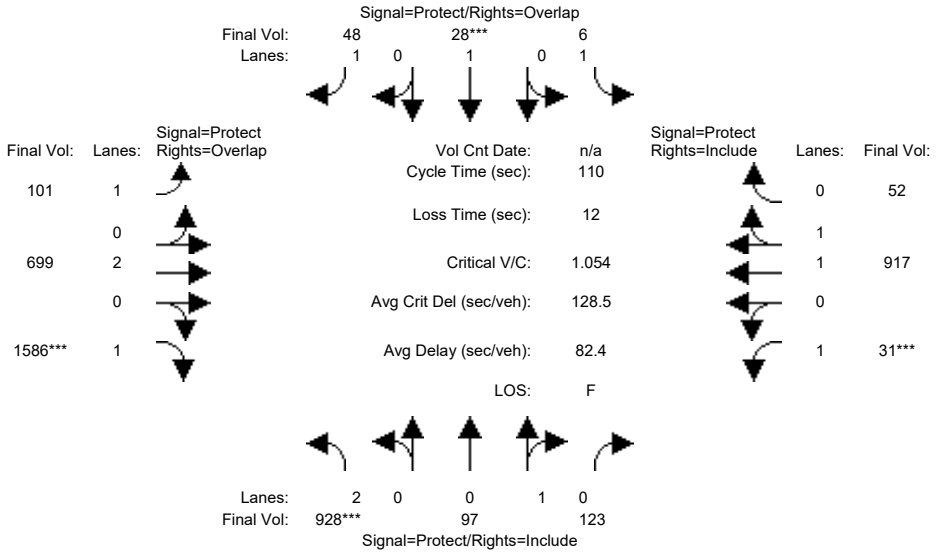
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #40: (6) 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: | 882 | 92 | 117 | 6 | 27 | 46 | 96 | 664 | 1507 | 29 | 871 | 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: | 882 | 92 | 117 | 6 | 27 | 46 | 96 | 664 | 1507 | 29 | 871 | 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: | 882 | 92 | 117 | 6 | 27 | 46 | 96 | 664 | 1507 | 29 | 871 | 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: | 928 | 97 | 123 | 6 | 28 | 48 | 101 | 699 | 1586 | 31 | 917 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 928 | 97 | 123 | 6 | 28 | 48 | 101 | 699 | 1586 | 31 | 917 | 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: | 928 | 97 | 123 | 6 | 28 | 48 | 101 | 699 | 1586 | 31 | 917 | 52 |
| 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 | 0.44 | 0.56 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.89 | 0.11 |
| Final Sat.: | 3150 | 792 | 1008 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3503 | 197 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.12 | 0.12 | 0.00 | 0.01 | 0.03 | 0.06 | 0.18 | 0.91 | 0.02 | 0.26 | 0.26 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 26.7 | 24.0 | 24.0 | 10.7 | 8.0 | 21.8 | 13.8 | 55.3 | 82.0 | 8.0 | 49.6 | 49.6 |
| Volume/Cap: | 1.22 | 0.56 | 0.56 | 0.04 | 0.21 | 0.14 | 0.46 | 0.37 | 1.22 | 0.24 | 0.58 | 0.58 |
| Delay/Veh: | 150.7 | 40.2 | 40.2 | 45.1 | 48.7 | 36.6 | 46.2 | 16.8 | 118.4 | 49.1 | 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: | 150.7 | 40.2 | 40.2 | 45.1 | 48.7 | 36.6 | 46.2 | 16.8 | 118.4 | 49.1 | 23.0 | 23.0 |
| LOS by Move: | F | D | D | D | D | D | D | B | F | D | C | C |
| HCM2k95thQ: | 54 | 14 | 14 | 0 | 2 | 3 | 7 | 13 | 144 | 2 | 22 | 22 |

Note: Queue reported is the number of cars per lane.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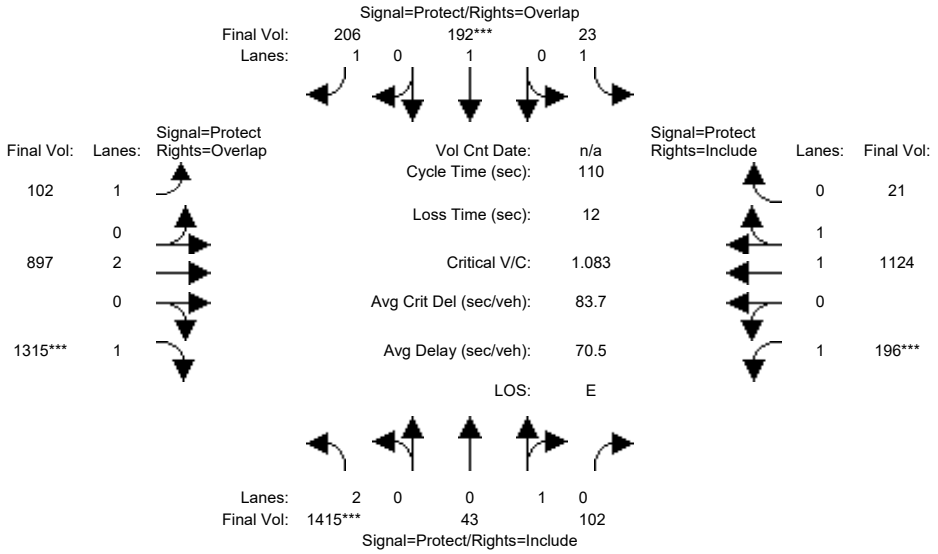
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #40: (6) 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: | 1373 | 42 | 99 | 22 | 186 | 200 | 99 | 870 | 1276 | 190 | 1090 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1373 | 42 | 99 | 22 | 186 | 200 | 99 | 870 | 1276 | 190 | 1090 | 20 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1373 | 42 | 99 | 22 | 186 | 200 | 99 | 870 | 1276 | 190 | 1090 | 20 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 1415 | 43 | 102 | 23 | 192 | 206 | 102 | 897 | 1315 | 196 | 1124 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1415 | 43 | 102 | 23 | 192 | 206 | 102 | 897 | 1315 | 196 | 1124 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1415 | 43 | 102 | 23 | 192 | 206 | 102 | 897 | 1315 | 196 | 1124 | 21 |
| 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 | 0.30 | 0.70 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.96 | 0.04 |
| Final Sat.: | 3150 | 536 | 1264 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3633 | 67 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.45 | 0.08 | 0.08 | 0.01 | 0.10 | 0.12 | 0.06 | 0.24 | 0.75 | 0.11 | 0.31 | 0.31 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 45.7 | 33.4 | 33.4 | 22.5 | 10.3 | 18.3 | 8.0 | 30.7 | 76.4 | 11.4 | 34.1 | 34.1 |
| Volume/Cap: | 1.08 | 0.27 | 0.27 | 0.06 | 1.08 | 0.71 | 0.80 | 0.85 | 1.08 | 1.08 | 1.00 | 1.00 |
| Delay/Veh: | 82.7 | 29.3 | 29.3 | 35.3 | 141 | 51.3 | 79.3 | 43.8 | 68.1 | 140.0 | 64.1 | 64.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 82.7 | 29.3 | 29.3 | 35.3 | 141 | 51.3 | 79.3 | 43.8 | 68.1 | 140.0 | 64.1 | 64.1 |
| LOS by Move: | F | C | C | D | F | D | E | D | E | F | E | E |
| HCM2k95thQ: | 64 | 8 | 8 | 1 | 21 | 16 | 8 | 27 | 98 | 19 | 40 | 40 |

Note: Queue reported is the number of cars per lane.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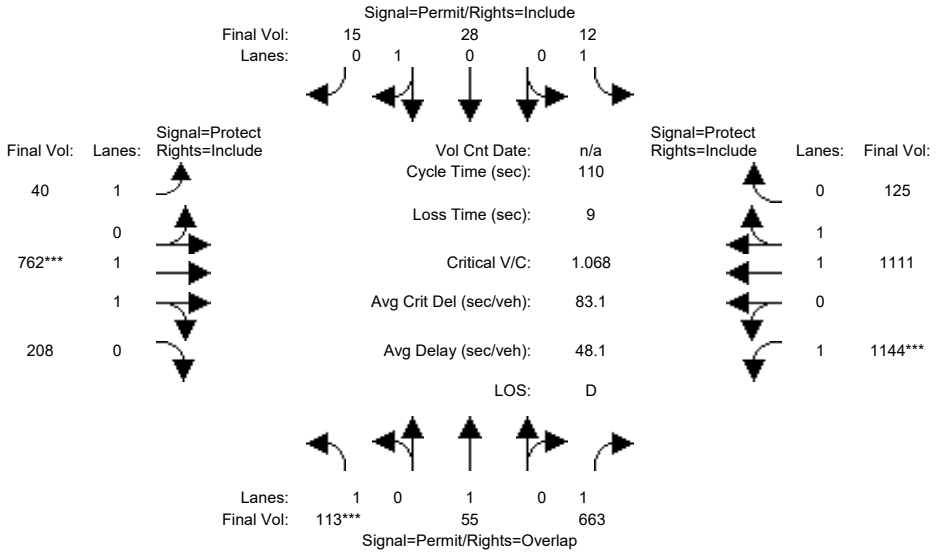
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #41: (7) 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: | 105 | 51 | 617 | 11 | 26 | 14 | 37 | 709 | 193 | 1064 | 1033 | 116 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 105 | 51 | 617 | 11 | 26 | 14 | 37 | 709 | 193 | 1064 | 1033 | 116 |
| Added Vol: | 0 | 0 | 0 | 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 | 51 | 617 | 11 | 26 | 14 | 37 | 709 | 193 | 1064 | 1033 | 116 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 113 | 55 | 663 | 12 | 28 | 15 | 40 | 762 | 208 | 1144 | 1111 | 125 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 113 | 55 | 663 | 12 | 28 | 15 | 40 | 762 | 208 | 1144 | 1111 | 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: | 113 | 55 | 663 | 12 | 28 | 15 | 40 | 762 | 208 | 1144 | 1111 | 125 |
| Saturation Flow 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 | 1.56 | 0.44 | 1.00 | 1.79 | 0.21 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1170 | 630 | 1750 | 2908 | 792 | 1750 | 3326 | 374 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.03 | 0.38 | 0.01 | 0.02 | 0.02 | 0.02 | 0.26 | 0.26 | 0.65 | 0.33 | 0.33 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 6.6 | 6.6 | 74.0 | 6.6 | 6.6 | 6.6 | 11.3 | 27.0 | 27.0 | 67.3 | 83.0 | 83.0 |
| Volume/Cap: | 1.07 | 0.48 | 0.56 | 0.11 | 0.40 | 0.40 | 0.22 | 1.07 | 1.07 | 1.07 | 0.44 | 0.44 |
| Delay/Veh: | 158.7 | 53.1 | 10.1 | 49.4 | 52.1 | 52.1 | 45.9 | 91.2 | 91.2 | 68.8 | 5.1 | 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: | 158.7 | 53.1 | 10.1 | 49.4 | 52.1 | 52.1 | 45.9 | 91.2 | 91.2 | 68.8 | 5.1 | 5.1 |
| LOS by Move: | F | D | B | D | D | D | D | F | F | E | A | A |
| HCM2k95thQ: | 15 | 5 | 23 | 1 | 4 | 4 | 3 | 38 | 38 | 81 | 14 | 14 |

Note: Queue reported is the number of cars per lane.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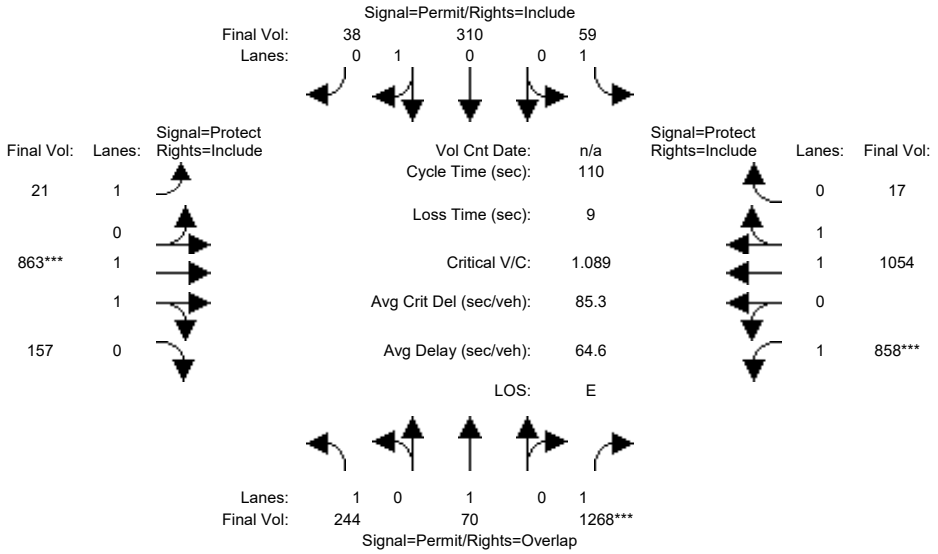
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #41: (7) 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: | 234 | 67 | 1217 | 57 | 298 | 36 | 20 | 828 | 151 | 824 | 1012 | 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: | 234 | 67 | 1217 | 57 | 298 | 36 | 20 | 828 | 151 | 824 | 1012 | 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: | 234 | 67 | 1217 | 57 | 298 | 36 | 20 | 828 | 151 | 824 | 1012 | 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: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 244 | 70 | 1268 | 59 | 310 | 38 | 21 | 863 | 157 | 858 | 1054 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 244 | 70 | 1268 | 59 | 310 | 38 | 21 | 863 | 157 | 858 | 1054 | 17 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 244 | 70 | 1268 | 59 | 310 | 38 | 21 | 863 | 157 | 858 | 1054 | 17 |
| Saturation Flow 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 | 0.89 | 0.11 | 1.00 | 1.68 | 0.32 | 1.00 | 1.97 | 0.03 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1606 | 194 | 1750 | 3129 | 571 | 1750 | 3642 | 58 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.04 | 0.72 | 0.03 | 0.19 | 0.19 | 0.01 | 0.28 | 0.28 | 0.49 | 0.29 | 0.29 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |
| Green Time: | 23.6 | 23.6 | 73.2 | 23.6 | 23.6 | 23.6 | 10.5 | 27.8 | 27.8 | 49.5 | 66.9 | 66.9 |
| Volume/Cap: | 0.65 | 0.17 | 1.09 | 0.16 | 0.90 | 0.90 | 0.12 | 1.09 | 1.09 | 1.09 | 0.48 | 0.48 |
| Delay/Veh: | 43.3 | 35.4 | 72.6 | 35.3 | 65.2 | 65.2 | 45.9 | 97.8 | 97.8 | 89.3 | 12.1 | 12.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.3 | 35.4 | 72.6 | 35.3 | 65.2 | 65.2 | 45.9 | 97.8 | 97.8 | 89.3 | 12.1 | 12.1 |
| LOS by Move: | D | D | E | D | E | E | D | F | F | F | B | B |
| HCM2k95thQ: | 17 | 4 | 97 | 4 | 27 | 27 | 1 | 39 | 39 | 61 | 17 | 17 |

Note: Queue reported is the number of cars per lane.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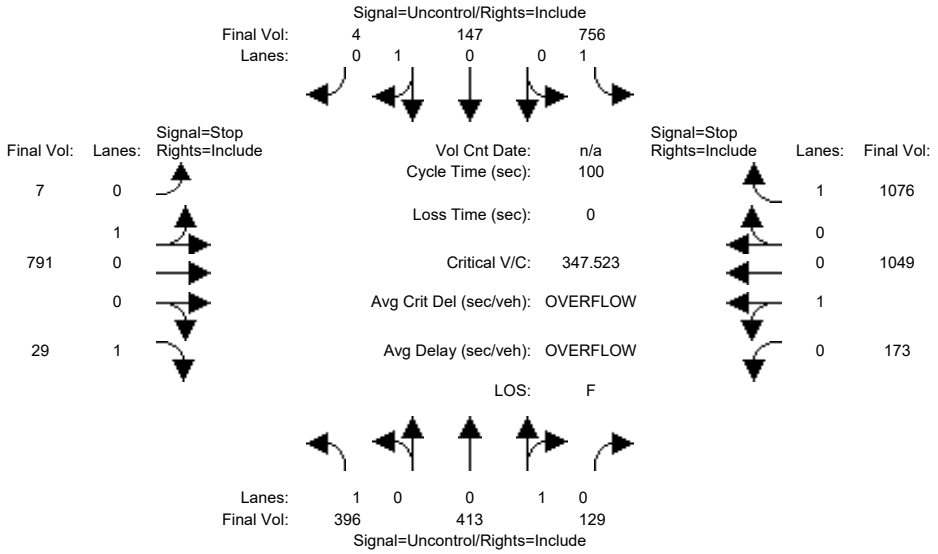
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides 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
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     356  372   116   680  132     4     6  712    26   156  944   968
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  356  372   116   680  132     4     6  712    26   156  944   968
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  356  372   116   680  132     4     6  712    26   156  944   968
User Adj:    1.00 1.00  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:   396  413   129   756  147     4     7  791    29   173 1049  1076
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  396  413   129   756  147     4     7  791    29   173 1049  1076
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  151 xxxx xxxxx   542 xxxx xxxxx  3991 2993   149  3339 2931   478
Potent Cap.: 1442 xxxx xxxxx  1037 xxxx xxxxx     2   14   903     5   15   592
Move Cap.:   1442 xxxx xxxxx  1037 xxxx xxxxx     0    3   903     0    3   592
Volume/Cap:  0.27 xxxx  xxxx  0.73 xxxx  xxxx  xxxx xxxx  0.03  xxxx xxxx  1.82
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.1 xxxx xxxxx   6.8 xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx  66.5
Control Del:  8.4 xxxx xxxxx  17.2 xxxx xxxxx xxxxx xxxx   9.1 xxxxx xxxx 392.2
LOS by Move:    A    *     *     C    *     *     *    *     A     *    *     F
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx     0 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             +Inf             +Inf
ApproachLOS:         *                *                F                F
Note: Queue reported is the number of cars per lane.
```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2000 HCM Unsignalized (Future Volume Alternative)
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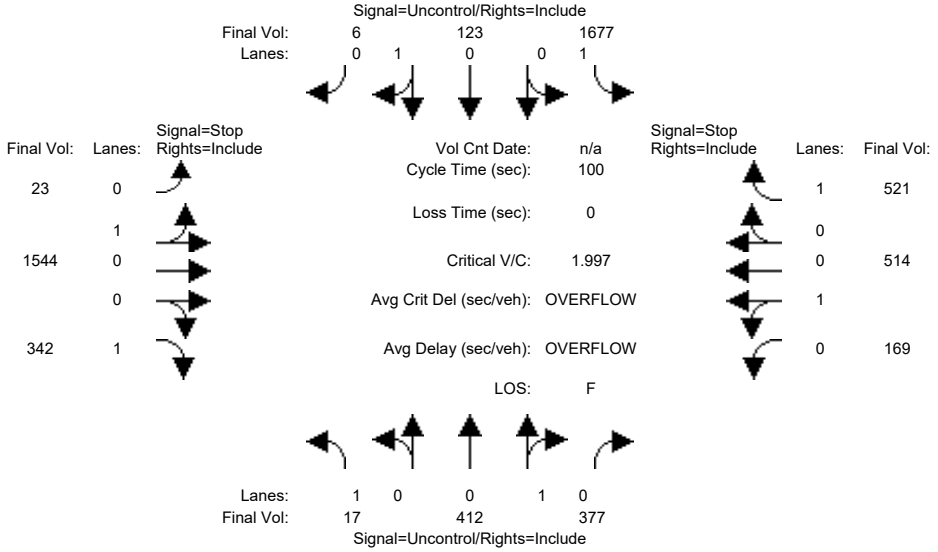
## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides 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
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15  371   339  1509  111     5    21 1390   308   152  463   469
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15  371   339  1509  111     5    21 1390   308   152  463   469
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   15  371   339  1509  111     5    21 1390   308   152  463   469
User Adj:    1.00 1.00  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:    17  412   377  1677  123     6    23 1544   342   169  514   521
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   17  412   377  1677  123     6    23 1544   342   169  514   521
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  129 xxxx xxxxx   789 xxxx xxxxx  4631 4302   126  5057 4116   601
Potent Cap.: 1469 xxxx xxxxx   840 xxxx xxxxx     1    2   930     0    2   504
Move Cap.:   1469 xxxx xxxxx   840 xxxx xxxxx     0    0   930     0    0   504
Volume/Cap:  0.01 xxxx  xxxx  2.00 xxxx  xxxx  xxxx xxxx  0.37  xxxx xxxx  1.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   110 xxxx xxxxx  xxxx xxxx   1.7  xxxx xxxx  15.1
Control Del:  7.5 xxxx xxxxx 466.1 xxxx xxxxx xxxxx xxxx  11.1 xxxxx xxxx  77.8
LOS by Move:    A    *     *     F    *     *     *    *     B     *    *     F
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx     0 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             +Inf             +Inf
ApproachLOS:         *                *                F                F
Note: Queue reported is the number of cars per lane.
```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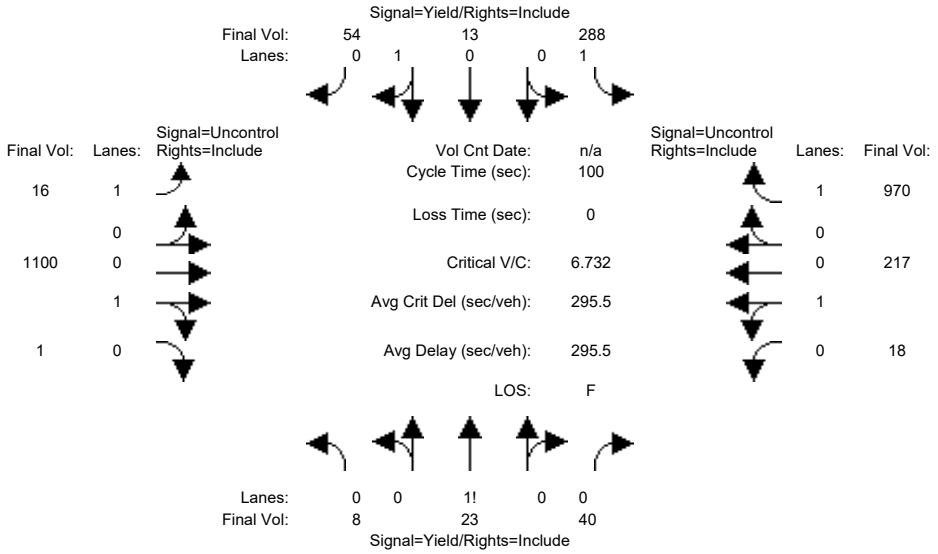
2000 HCM Unsignalized (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #43: (9) 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:
Base Vol:       7   21    36   259   12    49    14  990     1    16  195   873
Growth Adj:  1.00 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   21    36   259   12    49    14  990     1    16  195   873
Added Vol:      0    0     0     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   21    36   259   12    49    14  990     1    16  195   873
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     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:     8   23    40   288   13    54    16 1100     1    18  217   970
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    8   23    40   288   13    54    16 1100     1    18  217   970
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1903 2354  1101  1416 1384   217  1187 xxxx xxxxx  1101 xxxx xxxxx
Potent Cap.:   53   36   260   116  145   828   596 xxxx xxxxx   642 xxxx xxxxx
Move Cap.:     44   34   260    43  137   828   596 xxxx xxxxx   642 xxxx xxxxx
Volume/Cap:  0.18 0.68  0.15  6.73 0.10  0.07  0.03 xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  33.8 xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  2764 xxxx xxxxx  11.2 xxxx xxxxx  10.8 xxxx xxxxx
LOS by Move:    *    *     *     F    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   70 xxxxx  xxxx xxxx   416  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  5.2 xxxxx xxxxx xxxx   0.6 xxxxx xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx  211 xxxxx xxxxx xxxx  15.3 xxxxx xxxx xxxxx  10.8 xxxx xxxxx
Shared LOS:     *    F     *     *    *     C     *    *     *     B    *     *
ApproachDel:     211.3           2240.2           xxxxxx           xxxxxx
ApproachLOS:         F                F                *                *
Note: Queue reported is the number of cars per lane.
```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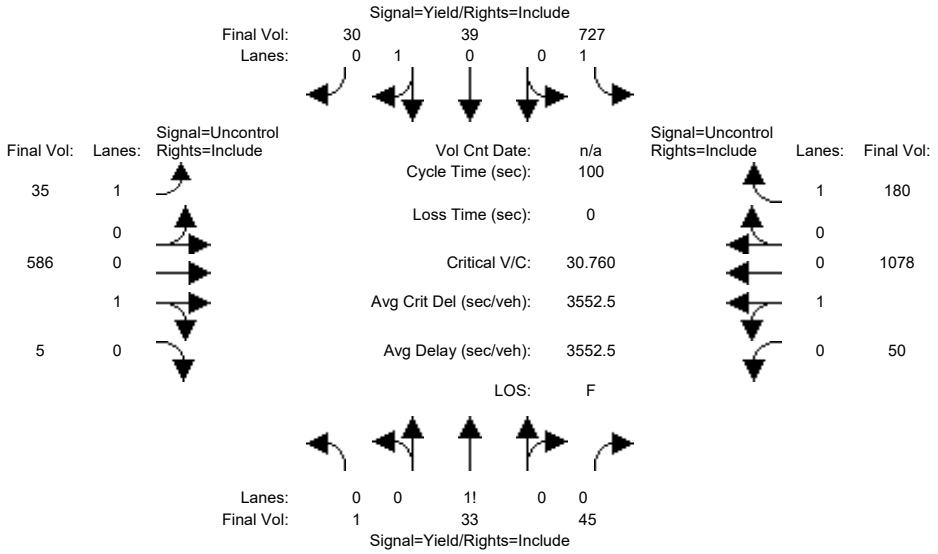
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #43: (9) 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:
Base Vol:       1   30    41   669   36    28    32  539     5    46  992   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:    1   30    41   669   36    28    32  539     5    46  992   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:    1   30    41   669   36    28    32  539     5    46  992   166
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     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:     1   33    45   727   39    30    35  586     5    50 1078   180
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1   33    45   727   39    30    35  586     5    50 1078   180
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1961 2017   589  1875 1839  1078  1259 xxxx xxxxx   591 xxxx xxxxx
Potent Cap.:   48   59   512    55   76   268   559 xxxx xxxxx   994 xxxx xxxxx
Move Cap.:     21   53   512    24   68   268   559 xxxx xxxxx   994 xxxx xxxxx
Volume/Cap:  0.05 0.62  0.09 30.76 0.58  0.11  0.06 xxxx  xxxx  0.05 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  90.9 xxxx xxxxx   0.2 xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 13705 xxxx xxxxx  11.9 xxxx xxxxx   8.8 xxxx xxxxx
LOS by Move:    *    *     *     F    *     *     B    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  103 xxxxx  xxxx xxxx   101  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  4.1 xxxxx xxxxx xxxx   3.5 xxxxx xxxx xxxxx   0.2 xxxx xxxxx
Shrd ConDel:xxxxx  107 xxxxx xxxxx xxxx  97.2 xxxxx xxxx xxxxx   8.8 xxxx xxxxx
Shared LOS:     *    F     *     *    *     F     *    *     *     A    *     *
ApproachDel:     107.2           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F                F                *                *
Note: Queue reported is the number of cars per lane.
```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Patrick Henry Specific Plan
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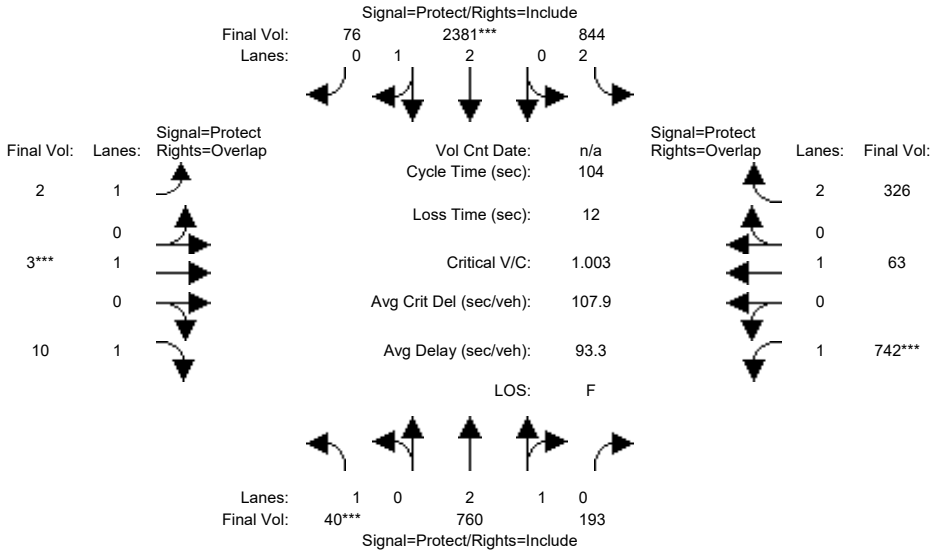
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #47: (12) 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 | 684 | 174 | 760 | 2143 | 68 | 2 | 3 | 9 | 668 | 57 | 293 |
| Growth Adj: | 1.00 | 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 | 684 | 174 | 760 | 2143 | 68 | 2 | 3 | 9 | 668 | 57 | 293 |
| Added Vol: | 0 | 0 | 0 | 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 | 684 | 174 | 760 | 2143 | 68 | 2 | 3 | 9 | 668 | 57 | 293 |
| User Adj: | 1.00 | 1.00 | 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 | 760 | 193 | 844 | 2381 | 76 | 2 | 3 | 10 | 742 | 63 | 326 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 760 | 193 | 844 | 2381 | 76 | 2 | 3 | 10 | 742 | 63 | 326 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 40 | 760 | 193 | 844 | 2381 | 76 | 2 | 3 | 10 | 742 | 63 | 326 |
| 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 | 2.37 | 0.63 | 2.00 | 2.90 | 0.10 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 4463 | 1135 | 3150 | 5428 | 172 | 1750 | 1900 | 1750 | 1750 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.17 | 0.17 | 0.27 | 0.44 | 0.44 | 0.00 | 0.00 | 0.01 | 0.42 | 0.03 | 0.10 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 4.0 | 17.0 | 17.0 | 26.7 | 39.7 | 39.7 | 21.5 | 10.0 | 14.0 | 38.3 | 26.9 | 53.6 |
| Volume/Cap: | 0.59 | 1.04 | 1.04 | 1.04 | 1.15 | 1.15 | 0.01 | 0.02 | 0.04 | 1.15 | 0.13 | 0.20 |
| Delay/Veh: | 62.7 | 85.5 | 85.5 | 82.4 | 106 | 105.8 | 32.8 | 42.6 | 39.2 | 117.6 | 29.7 | 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: | 62.7 | 85.5 | 85.5 | 82.4 | 106 | 105.8 | 32.8 | 42.6 | 39.2 | 117.6 | 29.7 | 13.7 |
| LOS by Move: | E | F | F | F | F | F | C | D | D | F | C | B |
| HCM2k95thQ: | 3 | 25 | 25 | 36 | 64 | 64 | 0 | 0 | 1 | 65 | 3 | 7 |

Note: Queue reported is the number of cars per lane.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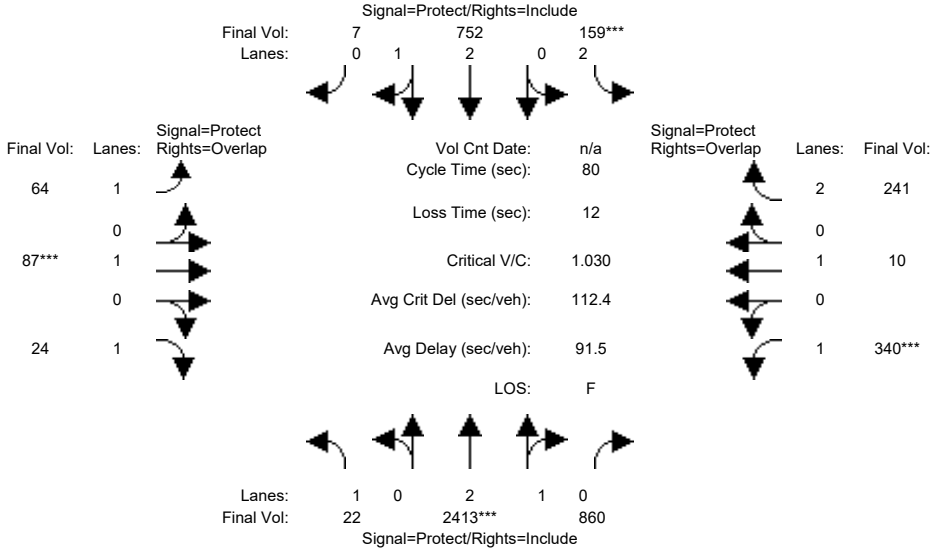
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #47: (12) 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 | 2268 | 808 | 149 | 707 | 7 | 60 | 82 | 23 | 320 | 9 | 227 |
| Growth Adj: | 1.00 | 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 | 2268 | 808 | 149 | 707 | 7 | 60 | 82 | 23 | 320 | 9 | 227 |
| Added Vol: | 0 | 0 | 0 | 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 | 2268 | 808 | 149 | 707 | 7 | 60 | 82 | 23 | 320 | 9 | 227 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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 | 2413 | 860 | 159 | 752 | 7 | 64 | 87 | 24 | 340 | 10 | 241 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 22 | 2413 | 860 | 159 | 752 | 7 | 64 | 87 | 24 | 340 | 10 | 241 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 22 | 2413 | 860 | 159 | 752 | 7 | 64 | 87 | 24 | 340 | 10 | 241 |
| 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 | 2.18 | 0.82 | 2.00 | 2.97 | 0.03 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 4127 | 1470 | 3150 | 5545 | 55 | 1750 | 1900 | 1750 | 1750 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.58 | 0.58 | 0.05 | 0.14 | 0.14 | 0.04 | 0.05 | 0.01 | 0.19 | 0.01 | 0.08 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 12.1 | 39.0 | 39.0 | 6.0 | 32.9 | 32.9 | 10.2 | 10.0 | 22.1 | 13.0 | 12.8 | 18.8 |
| Volume/Cap: | 0.08 | 1.20 | 1.20 | 0.67 | 0.33 | 0.33 | 0.29 | 0.37 | 0.05 | 1.20 | 0.03 | 0.33 |
| Delay/Veh: | 29.3 | 114 | 113.7 | 43.3 | 16.1 | 16.1 | 32.3 | 33.1 | 21.3 | 151.8 | 28.4 | 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: | 29.3 | 114 | 113.7 | 43.3 | 16.1 | 16.1 | 32.3 | 33.1 | 21.3 | 151.8 | 28.4 | 25.6 |
| LOS by Move: | C | F | F | D | B | B | C | C | C | F | C | C |
| HCM2k95thQ: | 1 | 76 | 76 | 5 | 8 | 8 | 4 | 5 | 1 | 34 | 0 | 6 |

Note: Queue reported is the number of cars per lane.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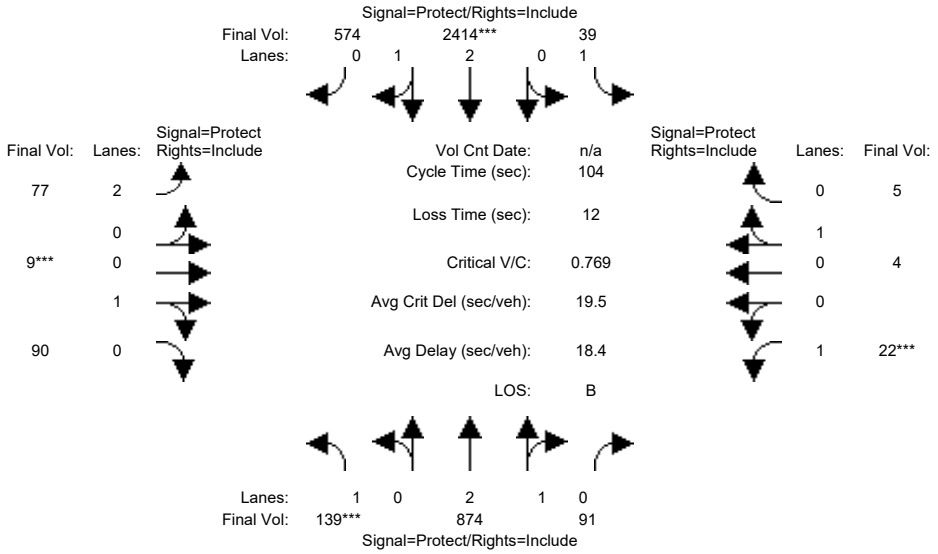
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #48: (13) GREAT AMERICA / 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 | 813 | 85 | 36 | 2245 | 534 | 72 | 8 | 84 | 20 | 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 | 813 | 85 | 36 | 2245 | 534 | 72 | 8 | 84 | 20 | 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 | 813 | 85 | 36 | 2245 | 534 | 72 | 8 | 84 | 20 | 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 | 874 | 91 | 39 | 2414 | 574 | 77 | 9 | 90 | 22 | 4 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 139 | 874 | 91 | 39 | 2414 | 574 | 77 | 9 | 90 | 22 | 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 | 874 | 91 | 39 | 2414 | 574 | 77 | 9 | 90 | 22 | 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 | 2.71 | 0.29 | 1.00 | 2.40 | 0.60 | 2.00 | 0.09 | 0.91 | 1.00 | 0.44 | 0.56 |
| Final Sat.: | 1750 | 5069 | 530 | 1750 | 4523 | 1076 | 3150 | 157 | 1643 | 1750 | 800 | 1000 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.17 | 0.17 | 0.02 | 0.53 | 0.53 | 0.02 | 0.05 | 0.05 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 10.0 | 60.2 | 60.2 | 16.8 | 67.0 | 67.0 | 5.4 | 10.0 | 10.0 | 5.0 | 9.6 | 9.6 |
| Volume/Cap: | 0.83 | 0.30 | 0.30 | 0.14 | 0.83 | 0.83 | 0.48 | 0.57 | 0.57 | 0.26 | 0.06 | 0.06 |
| Delay/Veh: | 73.8 | 11.2 | 11.2 | 37.6 | 15.8 | 15.8 | 50.2 | 49.5 | 49.5 | 49.3 | 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: | 73.8 | 11.2 | 11.2 | 37.6 | 15.8 | 15.8 | 50.2 | 49.5 | 49.5 | 49.3 | 43.2 | 43.2 |
| LOS by Move: | E | B | B | D | B | B | D | D | D | D | D | D |
| HCM2k95thQ: | 10 | 10 | 10 | 2 | 38 | 38 | 4 | 8 | 8 | 2 | 1 | 1 |

Note: Queue reported is the number of cars per lane.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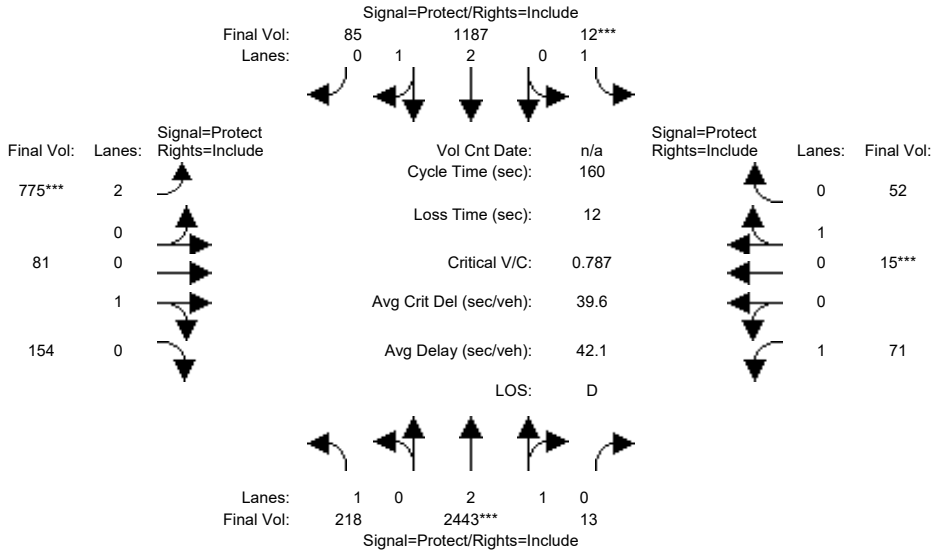
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #48: (13) GREAT AMERICA / 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: | 207 | 2321 | 12 | 11 | 1128 | 81 | 736 | 77 | 146 | 67 | 14 | 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: | 207 | 2321 | 12 | 11 | 1128 | 81 | 736 | 77 | 146 | 67 | 14 | 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: | 207 | 2321 | 12 | 11 | 1128 | 81 | 736 | 77 | 146 | 67 | 14 | 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: | 218 | 2443 | 13 | 12 | 1187 | 85 | 775 | 81 | 154 | 71 | 15 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 218 | 2443 | 13 | 12 | 1187 | 85 | 775 | 81 | 154 | 71 | 15 | 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: | 218 | 2443 | 13 | 12 | 1187 | 85 | 775 | 81 | 154 | 71 | 15 | 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 | 0.98 | 0.95 | 0.83 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.98 | 0.02 | 1.00 | 2.79 | 0.21 | 2.00 | 0.35 | 0.65 | 1.00 | 0.22 | 0.78 |
| Final Sat.: | 1750 | 5571 | 29 | 1750 | 5224 | 375 | 3150 | 622 | 1178 | 1750 | 400 | 1400 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.44 | 0.44 | 0.01 | 0.23 | 0.23 | 0.25 | 0.13 | 0.13 | 0.04 | 0.04 | 0.04 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 32.2 | 85.9 | 85.9 | 5.0 | 58.7 | 58.7 | 48.1 | 43.7 | 43.7 | 13.5 | 9.0 | 9.0 |
| Volume/Cap: | 0.62 | 0.82 | 0.82 | 0.21 | 0.62 | 0.62 | 0.82 | 0.48 | 0.48 | 0.48 | 0.65 | 0.65 |
| Delay/Veh: | 61.7 | 32.5 | 32.5 | 77.5 | 42.1 | 42.1 | 57.5 | 49.4 | 49.4 | 72.3 | 88.4 | 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: | 61.7 | 32.5 | 32.5 | 77.5 | 42.1 | 42.1 | 57.5 | 49.4 | 49.4 | 72.3 | 88.4 | 88.4 |
| LOS by Move: | E | C | C | E | D | D | E | D | D | E | F | F |
| HCM2k95thQ: | 18 | 50 | 50 | 1 | 29 | 29 | 38 | 19 | 19 | 8 | 9 | 9 |

Note: Queue reported is the number of cars per lane.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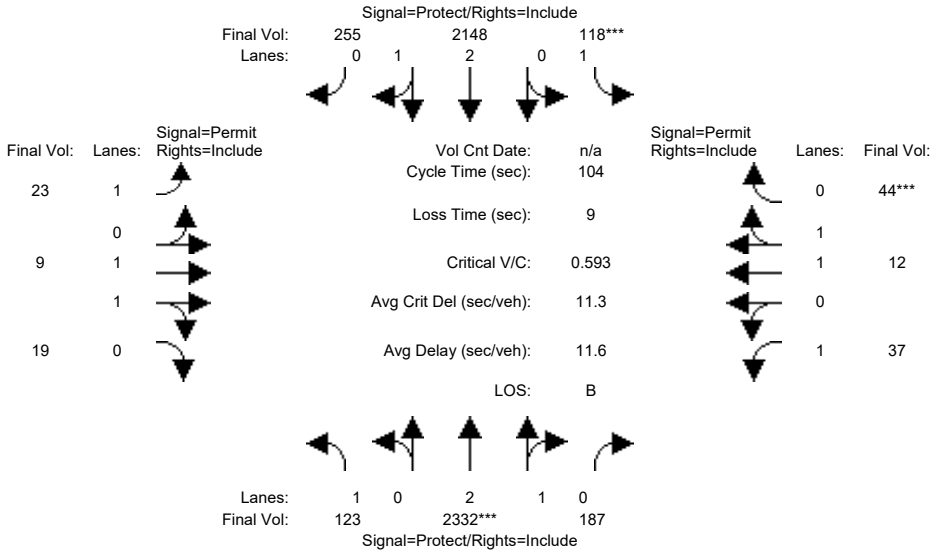
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #51: (14) GREAT AMERICA / 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 | 2122 | 170 | 107 | 1955 | 232 | 21 | 8 | 17 | 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 | 2122 | 170 | 107 | 1955 | 232 | 21 | 8 | 17 | 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 | 2122 | 170 | 107 | 1955 | 232 | 21 | 8 | 17 | 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 | 2332 | 187 | 118 | 2148 | 255 | 23 | 9 | 19 | 37 | 12 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 123 | 2332 | 187 | 118 | 2148 | 255 | 23 | 9 | 19 | 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 | 2332 | 187 | 118 | 2148 | 255 | 23 | 9 | 19 | 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 | 2.77 | 0.23 | 1.00 | 2.67 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 5184 | 415 | 1750 | 5005 | 594 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.45 | 0.45 | 0.07 | 0.43 | 0.43 | 0.01 | 0.00 | 0.01 | 0.02 | 0.01 | 0.03 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green Time: | 11.8 | 73.1 | 73.1 | 10.9 | 72.2 | 72.2 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Volume/Cap: | 0.62 | 0.64 | 0.64 | 0.64 | 0.62 | 0.62 | 0.12 | 0.04 | 0.10 | 0.20 | 0.06 | 0.24 |
| Delay/Veh: | 49.7 | 8.7 | 8.7 | 52.1 | 8.8 | 8.8 | 42.4 | 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: | 49.7 | 8.7 | 8.7 | 52.1 | 8.8 | 8.8 | 42.4 | 41.8 | 42.2 | 43.0 | 41.9 | 43.2 |
| LOS by Move: | D | A | A | D | A | A | D | D | D | D | D | D |
| HCM2k95thQ: | 8 | 26 | 26 | 8 | 25 | 25 | 2 | 1 | 1 | 3 | 1 | 3 |

Note: Queue reported is the number of cars per lane.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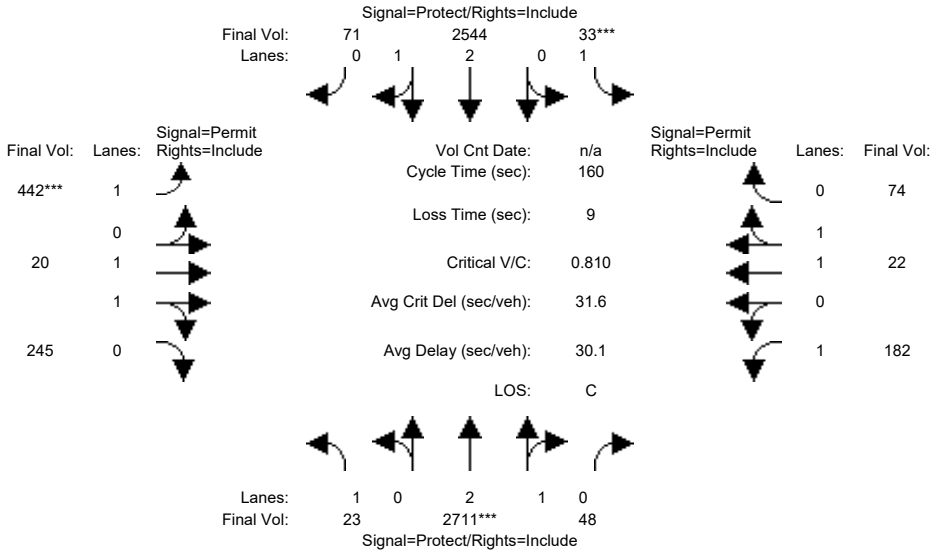
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #51: (14) GREAT AMERICA / 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 | 2603 | 46 | 32 | 2442 | 68 | 424 | 19 | 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: | 22 | 2603 | 46 | 32 | 2442 | 68 | 424 | 19 | 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: | 22 | 2603 | 46 | 32 | 2442 | 68 | 424 | 19 | 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: | 23 | 2711 | 48 | 33 | 2544 | 71 | 442 | 20 | 245 | 182 | 22 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 23 | 2711 | 48 | 33 | 2544 | 71 | 442 | 20 | 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: | 23 | 2711 | 48 | 33 | 2544 | 71 | 442 | 20 | 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 | 2.95 | 0.05 | 1.00 | 2.92 | 0.08 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 5503 | 97 | 1750 | 5448 | 152 | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.49 | 0.49 | 0.02 | 0.47 | 0.47 | 0.25 | 0.01 | 0.14 | 0.10 | 0.01 | 0.04 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |
| Green Time: | 5.1 | 97.2 | 97.2 | 4.0 | 96.1 | 96.1 | 49.8 | 49.8 | 49.8 | 49.8 | 49.8 | 49.8 |
| Volume/Cap: | 0.41 | 0.81 | 0.81 | 0.76 | 0.78 | 0.78 | 0.81 | 0.03 | 0.45 | 0.33 | 0.04 | 0.14 |
| Delay/Veh: | 80.7 | 25.8 | 25.8 | 132.2 | 25.2 | 25.2 | 59.7 | 38.4 | 44.7 | 42.7 | 38.4 | 39.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 80.7 | 25.8 | 25.8 | 132.2 | 25.2 | 25.2 | 59.7 | 38.4 | 44.7 | 42.7 | 38.4 | 39.7 |
| LOS by Move: | F | C | C | F | C | C | E | D | D | D | D | D |
| HCM2k95thQ: | 2 | 55 | 55 | 4 | 53 | 53 | 38 | 1 | 19 | 14 | 1 | 5 |

Note: Queue reported is the number of cars per lane.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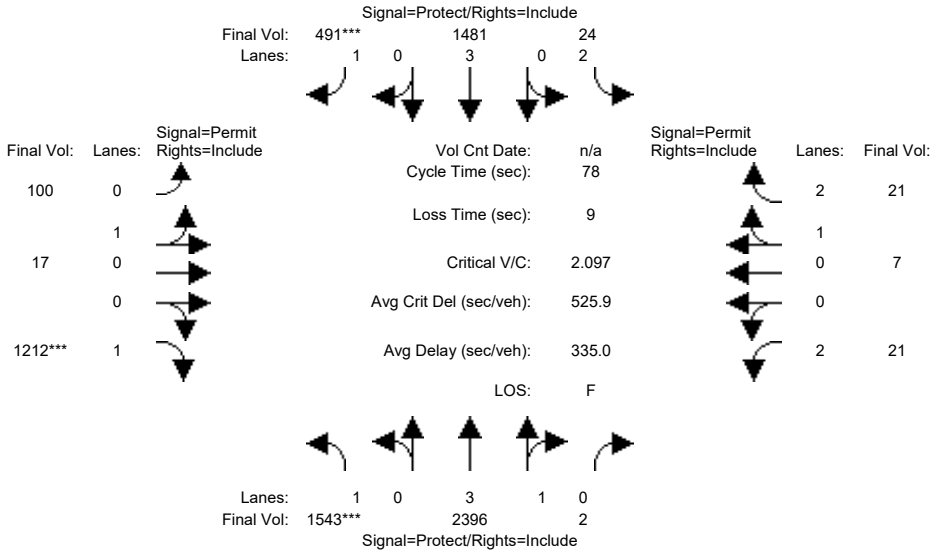
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #53: (16) 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: | 1389 | 2156 | 2 | 22 | 1333 | 442 | 90 | 15 | 1091 | 19 | 6 | 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: | 1389 | 2156 | 2 | 22 | 1333 | 442 | 90 | 15 | 1091 | 19 | 6 | 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: | 1389 | 2156 | 2 | 22 | 1333 | 442 | 90 | 15 | 1091 | 19 | 6 | 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 1543 | 2396 | 2 | 24 | 1481 | 491 | 100 | 17 | 1212 | 21 | 7 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1543 | 2396 | 2 | 24 | 1481 | 491 | 100 | 17 | 1212 | 21 | 7 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1543 | 2396 | 2 | 24 | 1481 | 491 | 100 | 17 | 1212 | 21 | 7 | 21 |
| 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 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.99 | 0.01 | 2.00 | 3.00 | 1.00 | 0.86 | 0.14 | 1.00 | 2.00 | 0.72 | 2.28 |
| Final Sat.: | 1750 | 7493 | 7 | 3150 | 5700 | 1750 | 1543 | 257 | 1750 | 3150 | 1296 | 4104 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.88 | 0.32 | 0.32 | 0.01 | 0.26 | 0.28 | 0.06 | 0.06 | 0.69 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | **** | | | **** | | | |
| Green Time: | 32.8 | 30.9 | 30.9 | 12.4 | 10.4 | 10.4 | 25.8 | 25.8 | 25.8 | 25.8 | 25.8 | 25.8 |
| Volume/Cap: | 2.10 | 0.81 | 0.81 | 0.05 | 1.94 | 2.10 | 0.20 | 0.20 | 2.10 | 0.02 | 0.02 | 0.02 |
| Delay/Veh: | 521.0 | 22.7 | 22.7 | 27.9 | 462 | 541.8 | 18.9 | 18.9 | 525.8 | 17.6 | 17.6 | 17.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 521.0 | 22.7 | 22.7 | 27.9 | 462 | 541.8 | 18.9 | 18.9 | 525.8 | 17.6 | 17.6 | 17.6 |
| LOS by Move: | F | C | C | C | F | F | B | B | F | B | B | B |
| HCM2k95thQ: | 220 | 24 | 24 | 1 | 64 | 72 | 4 | 4 | 175 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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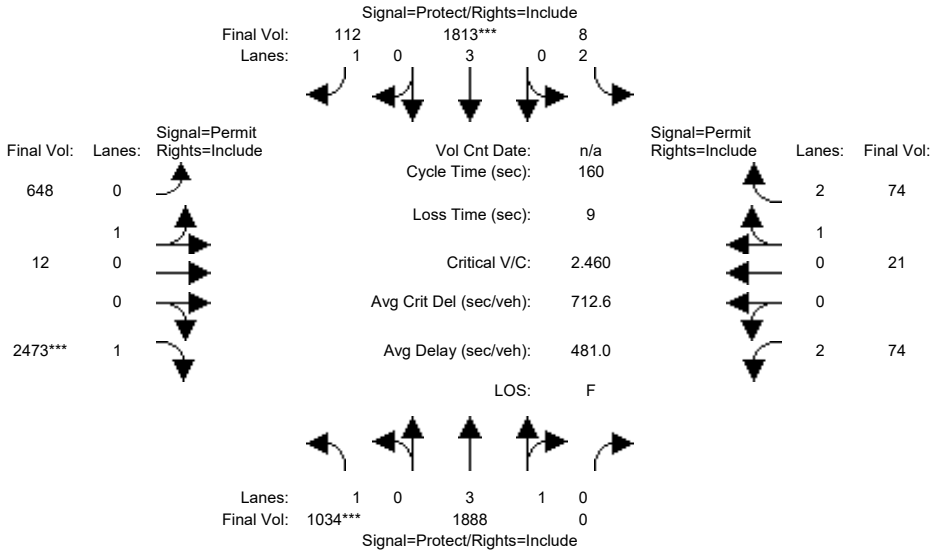
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #53: (16) 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: | 982 | 1794 | 0 | | 8 | 1722 | 106 | | 616 | 11 | 2349 | | 70 | 20 | 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: | 982 | 1794 | 0 | | 8 | 1722 | 106 | | 616 | 11 | 2349 | | 70 | 20 | 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: | 982 | 1794 | 0 | | 8 | 1722 | 106 | | 616 | 11 | 2349 | | 70 | 20 | 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: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 1034 | 1888 | 0 | | 8 | 1813 | 112 | | 648 | 12 | 2473 | | 74 | 21 | 74 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1034 | 1888 | 0 | | 8 | 1813 | 112 | | 648 | 12 | 2473 | | 74 | 21 | 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: | 1034 | 1888 | 0 | | 8 | 1813 | 112 | | 648 | 12 | 2473 | | 74 | 21 | 74 | |
| 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 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 4.00 | 0.00 | | 2.00 | 3.00 | 1.00 | | 0.98 | 0.02 | 1.00 | | 2.00 | 0.67 | 2.33 | |
| Final Sat.: | 1750 | 7500 | 0 | | 3150 | 5700 | 1750 | | 1768 | 32 | 1750 | | 3150 | 1200 | 4200 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.59 | 0.25 | 0.00 | | 0.00 | 0.32 | 0.06 | | 0.37 | 0.37 | 1.41 | | 0.02 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green Time: | 38.4 | 47.3 | 0.0 | | 11.8 | 20.7 | 20.7 | | 91.9 | 91.9 | 91.9 | | 91.9 | 91.9 | 91.9 | |
| Volume/Cap: | 2.46 | 0.85 | 0.00 | | 0.04 | 2.46 | 0.49 | | 0.64 | 0.64 | 2.46 | | 0.04 | 0.03 | 0.03 | |
| Delay/Veh: | 724.9 | 56.4 | 0.0 | | 68.9 | 731 | 66.5 | | 24.2 | 24.2 | 694.0 | | 14.8 | 14.8 | 14.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 724.9 | 56.4 | 0.0 | | 68.9 | 731 | 66.5 | | 24.2 | 24.2 | 694.0 | | 14.8 | 14.8 | 14.8 | |
| LOS by Move: | F | E | A | | E | F | E | | C | C | F | | B | B | B | |
| HCM2k95thQ: | 201 | 38 | 0 | | 0 | 109 | 11 | | 38 | 38 | 480 | | 2 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.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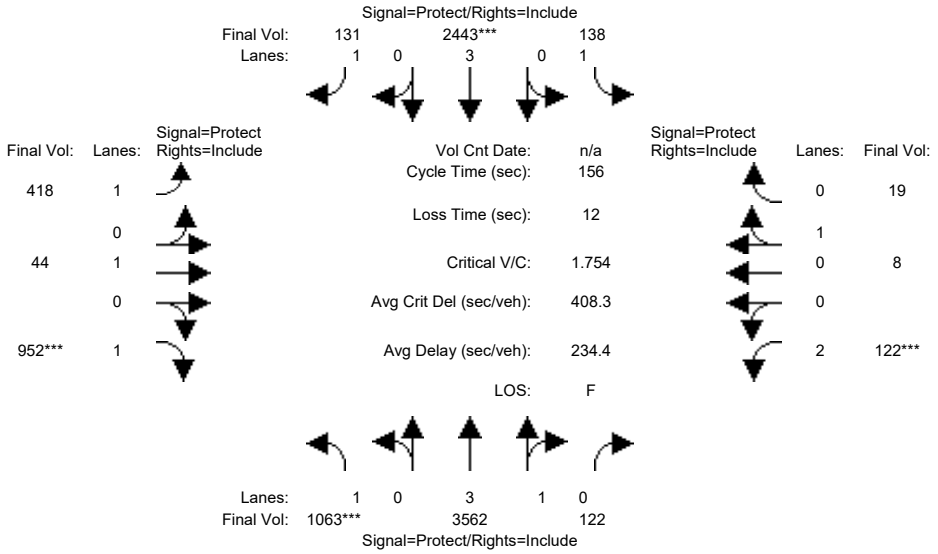
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #54: (17) GREAT AMERICA / 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: | 957 | 3206 | 110 | | 124 | 2199 | 118 | | 376 | 40 | 857 | | 110 | 7 | 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: | 957 | 3206 | 110 | | 124 | 2199 | 118 | | 376 | 40 | 857 | | 110 | 7 | 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: | 957 | 3206 | 110 | | 124 | 2199 | 118 | | 376 | 40 | 857 | | 110 | 7 | 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: | 1063 | 3562 | 122 | | 138 | 2443 | 131 | | 418 | 44 | 952 | | 122 | 8 | 19 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1063 | 3562 | 122 | | 138 | 2443 | 131 | | 418 | 44 | 952 | | 122 | 8 | 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: | 1063 | 3562 | 122 | | 138 | 2443 | 131 | | 418 | 44 | 952 | | 122 | 8 | 19 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.99 | 0.95 | | 0.92 | 1.00 | 0.92 | | 0.92 | 1.00 | 0.92 | | 0.83 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 3.86 | 0.14 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 0.29 | 0.71 | |
| Final Sat.: | 1750 | 7251 | 249 | | 1750 | 5700 | 1750 | | 1750 | 1900 | 1750 | | 3150 | 525 | 1275 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.61 | 0.49 | 0.49 | | 0.08 | 0.43 | 0.07 | | 0.24 | 0.02 | 0.54 | | 0.04 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green Time: | 53.1 | 78.0 | 78.0 | | 12.5 | 37.4 | 37.4 | | 40.5 | 47.5 | 47.5 | | 6.0 | 13.0 | 13.0 | |
| Volume/Cap: | 1.79 | 0.98 | 0.98 | | 0.98 | 1.79 | 0.31 | | 0.92 | 0.08 | 1.79 | | 1.01 | 0.18 | 0.18 | |
| Delay/Veh: | 412.2 | 49.3 | 49.3 | | 142.2 | 416 | 49.1 | | 80.1 | 38.7 | 415.7 | | 159.1 | 67.1 | 67.1 | |
| 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: | 412.2 | 49.3 | 49.3 | | 142.2 | 416 | 49.1 | | 80.1 | 38.7 | 415.7 | | 159.1 | 67.1 | 67.1 | |
| LOS by Move: | F | D | D | | F | F | D | | F | D | F | | F | E | E | |
| HCM2k95thQ: | 171 | 65 | 65 | | 16 | 123 | 10 | | 41 | 3 | 156 | | 12 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.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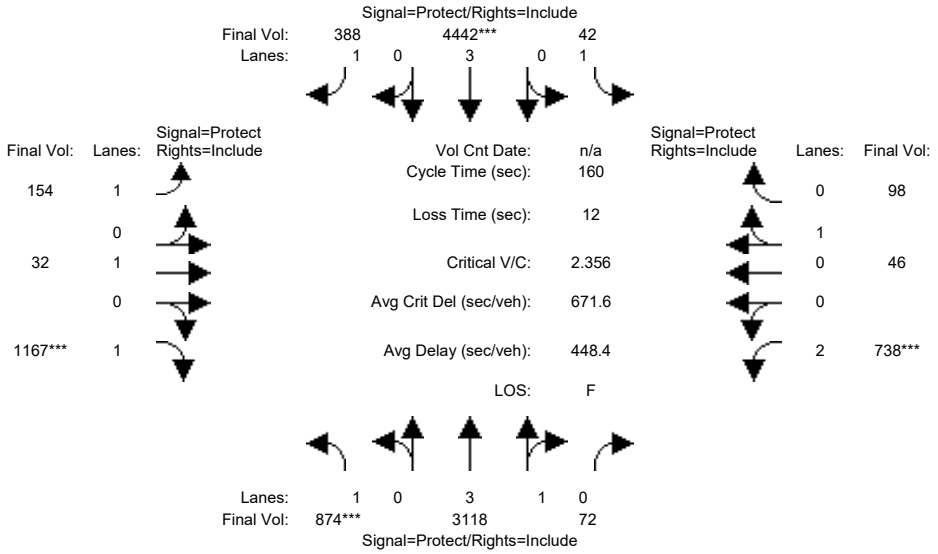
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #54: (17) GREAT AMERICA / 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: | 813 | 2900 | 67 | 39 | 4131 | 361 | 143 | 30 | 1085 | 686 | 43 | 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: | 813 | 2900 | 67 | 39 | 4131 | 361 | 143 | 30 | 1085 | 686 | 43 | 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: | 813 | 2900 | 67 | 39 | 4131 | 361 | 143 | 30 | 1085 | 686 | 43 | 91 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 874 | 3118 | 72 | 42 | 4442 | 388 | 154 | 32 | 1167 | 738 | 46 | 98 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 874 | 3118 | 72 | 42 | 4442 | 388 | 154 | 32 | 1167 | 738 | 46 | 98 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 874 | 3118 | 72 | 42 | 4442 | 388 | 154 | 32 | 1167 | 738 | 46 | 98 |
| 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 | 3.91 | 0.09 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.32 | 0.68 |
| Final Sat.: | 1750 | 7330 | 169 | 1750 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 578 | 1222 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.50 | 0.43 | 0.43 | 0.02 | 0.78 | 0.22 | 0.09 | 0.02 | 0.67 | 0.23 | 0.08 | 0.08 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 33.9 | 79.8 | 79.8 | 7.0 | 52.9 | 52.9 | 32.0 | 45.3 | 45.3 | 15.9 | 29.2 | 29.2 |
| Volume/Cap: | 2.36 | 0.85 | 0.85 | 0.55 | 2.36 | 0.67 | 0.44 | 0.06 | 2.36 | 2.36 | 0.44 | 0.44 |
| Delay/Veh: | 681.7 | 37.1 | 37.1 | 82.8 | 666 | 49.1 | 57.0 | 41.9 | 674.0 | 692.3 | 59.1 | 59.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 681.7 | 37.1 | 37.1 | 82.8 | 666 | 49.1 | 57.0 | 41.9 | 674.0 | 692.3 | 59.1 | 59.1 |
| LOS by Move: | F | D | D | F | F | D | E | D | F | F | E | E |
| HCM2k95thQ: | 166 | 51 | 51 | 5 | 260 | 30 | 14 | 2 | 224 | 82 | 13 | 13 |

Note: Queue reported is the number of cars per lane.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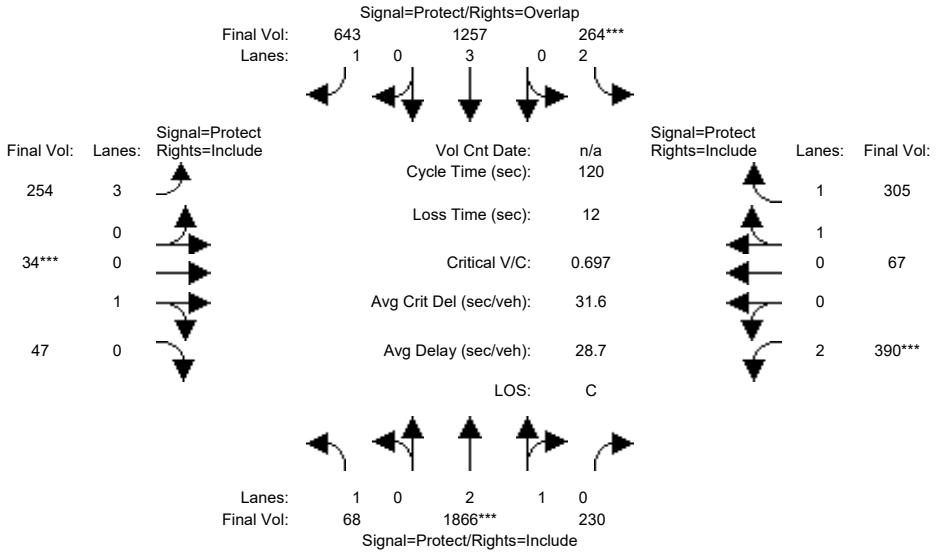
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #58: (21) 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 | | 1698 | | 209 | | 240 | | 1144 | | 585 | | 231 | | 31 | | 43 | | 355 | | 61 | | 278 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 62 | | 1698 | | 209 | | 240 | | 1144 | | 585 | | 231 | | 31 | | 43 | | 355 | | 61 | | 278 | |
| Added Vol: | 0 | | 0 | | 0 | | 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 | | 1698 | | 209 | | 240 | | 1144 | | 585 | | 231 | | 31 | | 43 | | 355 | | 61 | | 278 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 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 | | 1866 | | 230 | | 264 | | 1257 | | 643 | | 254 | | 34 | | 47 | | 390 | | 67 | | 305 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 68 | | 1866 | | 230 | | 264 | | 1257 | | 643 | | 254 | | 34 | | 47 | | 390 | | 67 | | 305 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 68 | | 1866 | | 230 | | 264 | | 1257 | | 643 | | 254 | | 34 | | 47 | | 390 | | 67 | | 305 | |
| 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 | | 2.66 | | 0.34 | | 2.00 | | 3.00 | | 1.00 | | 3.00 | | 0.42 | | 0.58 | | 2.00 | | 0.36 | | 1.64 | |
| Final Sat.: | 1750 | | 4985 | | 614 | | 3150 | | 5700 | | 1750 | | 4551 | | 754 | | 1046 | | 3150 | | 648 | | 2952 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | | 0.37 | | 0.37 | | 0.08 | | 0.22 | | 0.37 | | 0.06 | | 0.05 | | 0.05 | | 0.12 | | 0.10 | | 0.10 | |
| Crit Moves: | | | **** | | | | **** | | | | | | | | **** | | | | **** | | | | | |
| Green Time: | 13.3 | | 61.8 | | 61.8 | | 13.8 | | 62.2 | | 76.7 | | 14.5 | | 12.0 | | 12.0 | | 20.4 | | 18.0 | | 18.0 | |
| Volume/Cap: | 0.35 | | 0.73 | | 0.73 | | 0.73 | | 0.43 | | 0.57 | | 0.46 | | 0.45 | | 0.45 | | 0.73 | | 0.69 | | 0.69 | |
| Delay/Veh: | 50.4 | | 23.5 | | 23.5 | | 58.5 | | 17.9 | | 13.1 | | 49.8 | | 52.7 | | 52.7 | | 52.1 | | 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: | 50.4 | | 23.5 | | 23.5 | | 58.5 | | 17.9 | | 13.1 | | 49.8 | | 52.7 | | 52.7 | | 52.1 | | 52.2 | | 52.2 | |
| LOS by Move: | D | | C | | C | | E | | B | | B | | D | | D | | D | | D | | D | | D | |
| HCM2k95thQ: | 5 | | 32 | | 32 | | 11 | | 17 | | 25 | | 8 | | 7 | | 7 | | 18 | | 15 | | 15 | |

Note: Queue reported is the number of cars per lane.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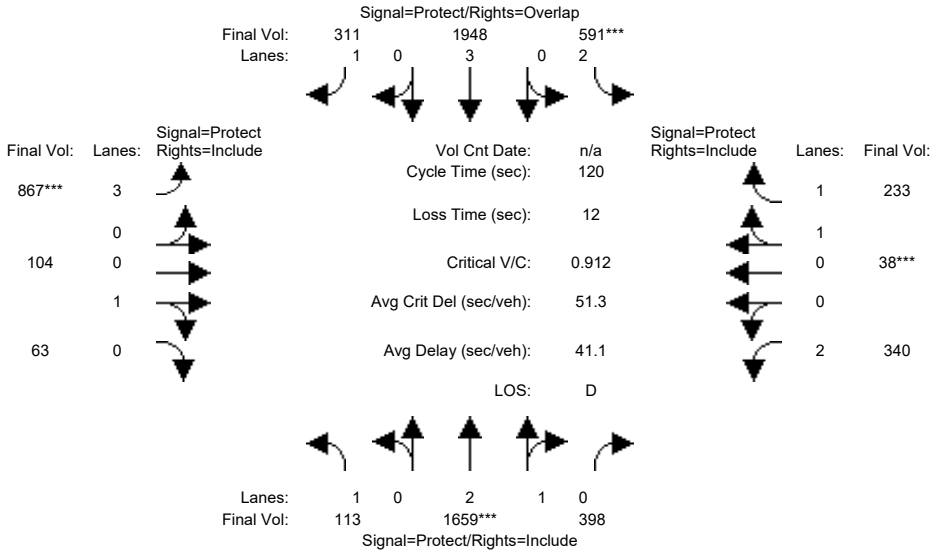
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #58: (21) 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: | 107 | 1576 | 378 | 561 | 1851 | 295 | 824 | 99 | 60 | 323 | 36 | 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: | 107 | 1576 | 378 | 561 | 1851 | 295 | 824 | 99 | 60 | 323 | 36 | 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: | 107 | 1576 | 378 | 561 | 1851 | 295 | 824 | 99 | 60 | 323 | 36 | 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: | 113 | 1659 | 398 | 591 | 1948 | 311 | 867 | 104 | 63 | 340 | 38 | 233 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 113 | 1659 | 398 | 591 | 1948 | 311 | 867 | 104 | 63 | 340 | 38 | 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: | 113 | 1659 | 398 | 591 | 1948 | 311 | 867 | 104 | 63 | 340 | 38 | 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 | 2.40 | 0.60 | 2.00 | 3.00 | 1.00 | 3.00 | 0.62 | 0.38 | 2.00 | 0.28 | 1.72 |
| Final Sat.: | 1750 | 4515 | 1083 | 3150 | 5700 | 1750 | 4551 | 1121 | 679 | 3150 | 504 | 3096 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.37 | 0.37 | 0.19 | 0.34 | 0.18 | 0.19 | 0.09 | 0.09 | 0.11 | 0.08 | 0.08 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 11.9 | 48.4 | 48.4 | 24.7 | 61.1 | 86.2 | 25.1 | 16.8 | 16.8 | 18.2 | 9.9 | 9.9 |
| Volume/Cap: | 0.65 | 0.91 | 0.91 | 0.91 | 0.67 | 0.25 | 0.91 | 0.66 | 0.66 | 0.71 | 0.91 | 0.91 |
| Delay/Veh: | 60.3 | 39.9 | 39.9 | 63.8 | 22.6 | 5.9 | 59.1 | 55.4 | 55.4 | 53.5 | 85.1 | 85.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.3 | 39.9 | 39.9 | 63.8 | 22.6 | 5.9 | 59.1 | 55.4 | 55.4 | 53.5 | 85.1 | 85.1 |
| LOS by Move: | E | D | D | E | C | A | E | E | E | D | F | F |
| HCM2k95thQ: | 8 | 38 | 38 | 25 | 30 | 8 | 29 | 14 | 14 | 16 | 15 | 15 |

Note: Queue reported is the number of cars per lane.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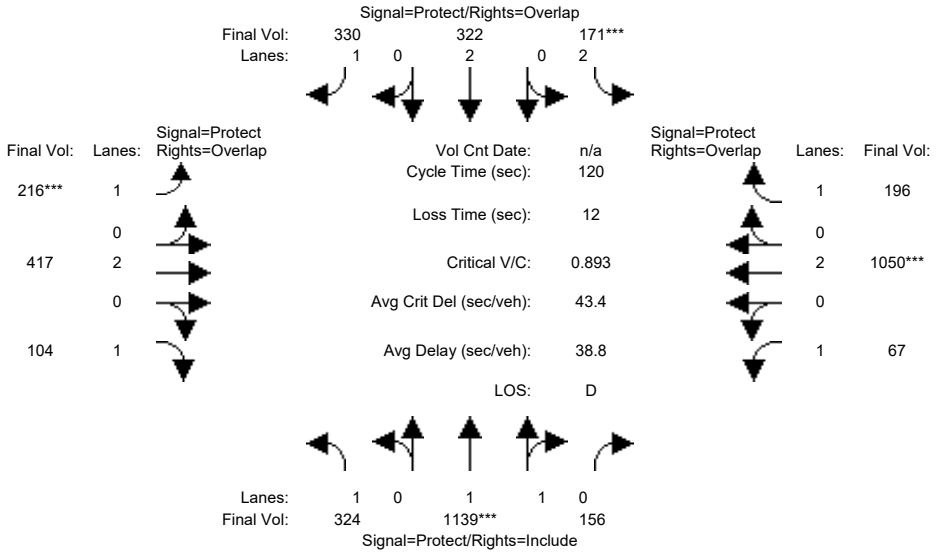
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #61: (24) 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 | 1025 | 140 | 154 | 290 | 297 | 194 | 375 | 94 | 60 | 945 | 176 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 292 | 1025 | 140 | 154 | 290 | 297 | 194 | 375 | 94 | 60 | 945 | 176 |
| Added Vol: | 0 | 0 | 0 | 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 | 1025 | 140 | 154 | 290 | 297 | 194 | 375 | 94 | 60 | 945 | 176 |
| User Adj: | 1.00 | 1.00 | 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 | 1139 | 156 | 171 | 322 | 330 | 216 | 417 | 104 | 67 | 1050 | 196 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 324 | 1139 | 156 | 171 | 322 | 330 | 216 | 417 | 104 | 67 | 1050 | 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: | 324 | 1139 | 156 | 171 | 322 | 330 | 216 | 417 | 104 | 67 | 1050 | 196 |
| Saturation 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 | 3255 | 445 | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.35 | 0.35 | 0.05 | 0.08 | 0.19 | 0.12 | 0.11 | 0.06 | 0.04 | 0.28 | 0.11 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 37.5 | 46.7 | 46.7 | 8.0 | 17.2 | 33.6 | 16.4 | 38.6 | 76.2 | 14.7 | 36.9 | 44.9 |
| Volume/Cap: | 0.59 | 0.90 | 0.90 | 0.81 | 0.59 | 0.67 | 0.90 | 0.34 | 0.09 | 0.31 | 0.90 | 0.30 |
| Delay/Veh: | 26.0 | 27.8 | 27.8 | 73.8 | 44.5 | 32.1 | 83.6 | 31.2 | 8.6 | 48.9 | 49.3 | 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: | 26.0 | 27.8 | 27.8 | 73.8 | 44.5 | 32.1 | 83.6 | 31.2 | 8.6 | 48.9 | 49.3 | 26.7 |
| LOS by Move: | C | C | C | E | D | C | F | C | A | D | D | C |
| HCM2k95thQ: | 16 | 36 | 36 | 8 | 10 | 19 | 18 | 11 | 3 | 5 | 37 | 11 |

Note: Queue reported is the number of cars per lane.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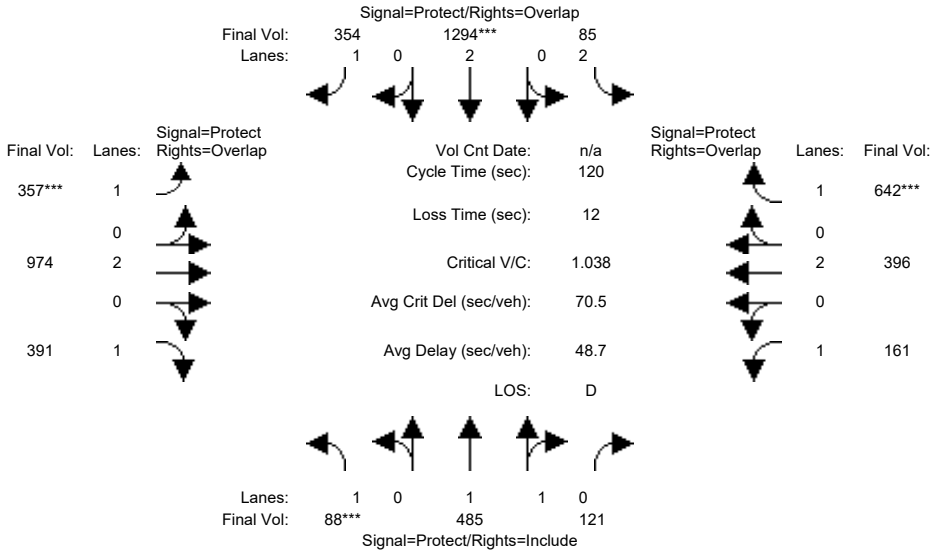
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #61: (24) 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: | 87 | 480 | 120 | 84 | 1281 | 350 | 353 | 964 | 387 | 159 | 392 | 636 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 87 | 480 | 120 | 84 | 1281 | 350 | 353 | 964 | 387 | 159 | 392 | 636 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 87 | 480 | 120 | 84 | 1281 | 350 | 353 | 964 | 387 | 159 | 392 | 636 |
| User Adj: | 1.00 | 1.00 | 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: | 88 | 485 | 121 | 85 | 1294 | 354 | 357 | 974 | 391 | 161 | 396 | 642 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 88 | 485 | 121 | 85 | 1294 | 354 | 357 | 974 | 391 | 161 | 396 | 642 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 88 | 485 | 121 | 85 | 1294 | 354 | 357 | 974 | 391 | 161 | 396 | 642 |
| Saturation 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 | 1.59 | 0.41 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 2959 | 740 | 3150 | 3800 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.16 | 0.16 | 0.03 | 0.34 | 0.20 | 0.20 | 0.26 | 0.22 | 0.09 | 0.10 | 0.37 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green Time: | 5.8 | 32.1 | 32.1 | 13.1 | 39.3 | 62.9 | 23.5 | 42.9 | 48.7 | 15.4 | 34.7 | 47.8 |
| Volume/Cap: | 1.04 | 0.61 | 0.61 | 0.25 | 1.04 | 0.39 | 1.04 | 0.72 | 0.55 | 0.72 | 0.36 | 0.92 |
| Delay/Veh: | 163.9 | 30.3 | 30.3 | 45.4 | 63.3 | 4.8 | 107.1 | 35.2 | 28.2 | 60.8 | 34.0 | 52.1 |
| 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: | 163.9 | 30.3 | 30.3 | 45.4 | 63.3 | 4.8 | 107.1 | 35.2 | 28.2 | 60.8 | 34.0 | 52.1 |
| LOS by Move: | F | C | C | D | E | A | F | D | C | E | C | D |
| HCM2k95thQ: | 9 | 16 | 16 | 3 | 44 | 5 | 28 | 25 | 20 | 14 | 11 | 46 |

Note: Queue reported is the number of cars per lane.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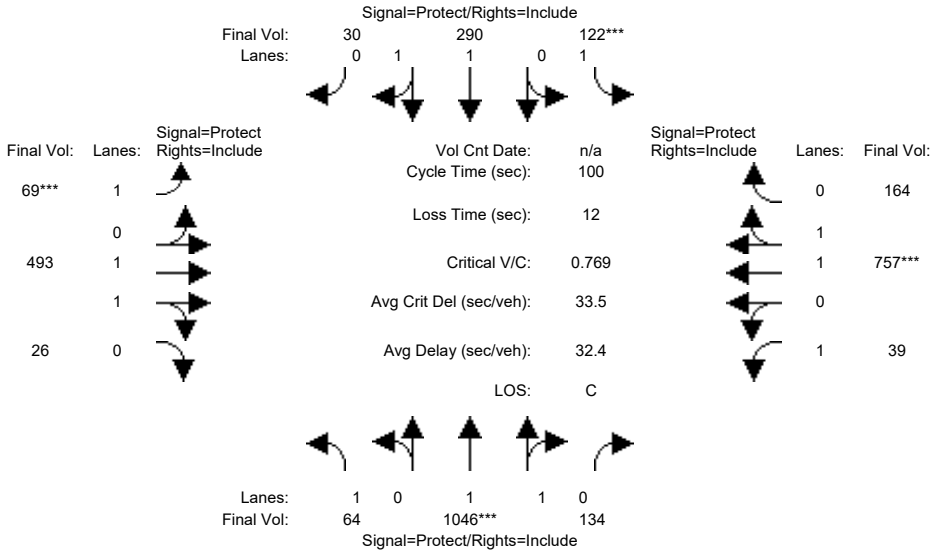
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #62: (55) 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 | 941 | 121 | 110 | 261 | 27 | 62 | 444 | 23 | 35 | 681 | 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: | 58 | 941 | 121 | 110 | 261 | 27 | 62 | 444 | 23 | 35 | 681 | 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: | 58 | 941 | 121 | 110 | 261 | 27 | 62 | 444 | 23 | 35 | 681 | 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: | 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 | 1046 | 134 | 122 | 290 | 30 | 69 | 493 | 26 | 39 | 757 | 164 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 1046 | 134 | 122 | 290 | 30 | 69 | 493 | 26 | 39 | 757 | 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: | 64 | 1046 | 134 | 122 | 290 | 30 | 69 | 493 | 26 | 39 | 757 | 164 |
| Saturation 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 | 1.77 | 0.23 | 1.00 | 1.81 | 0.19 | 1.00 | 1.90 | 0.10 | 1.00 | 1.63 | 0.37 |
| Final Sat.: | 1750 | 3278 | 422 | 1750 | 3353 | 347 | 1750 | 3518 | 182 | 1750 | 3039 | 660 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.32 | 0.32 | 0.07 | 0.09 | 0.09 | 0.04 | 0.14 | 0.14 | 0.02 | 0.25 | 0.25 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 18.5 | 41.4 | 41.4 | 9.1 | 32.0 | 32.0 | 5.1 | 27.6 | 27.6 | 9.8 | 32.4 | 32.4 |
| Volume/Cap: | 0.20 | 0.77 | 0.77 | 0.77 | 0.27 | 0.27 | 0.77 | 0.51 | 0.51 | 0.23 | 0.77 | 0.77 |
| Delay/Veh: | 34.8 | 27.6 | 27.6 | 64.6 | 25.4 | 25.4 | 79.4 | 30.9 | 30.9 | 42.2 | 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: | 34.8 | 27.6 | 27.6 | 64.6 | 25.4 | 25.4 | 79.4 | 30.9 | 30.9 | 42.2 | 33.6 | 33.6 |
| LOS by Move: | C | C | C | E | C | C | E | C | C | D | C | C |
| HCM2k95thQ: | 4 | 28 | 28 | 8 | 7 | 7 | 8 | 14 | 14 | 3 | 26 | 26 |

Note: Queue reported is the number of cars per lane.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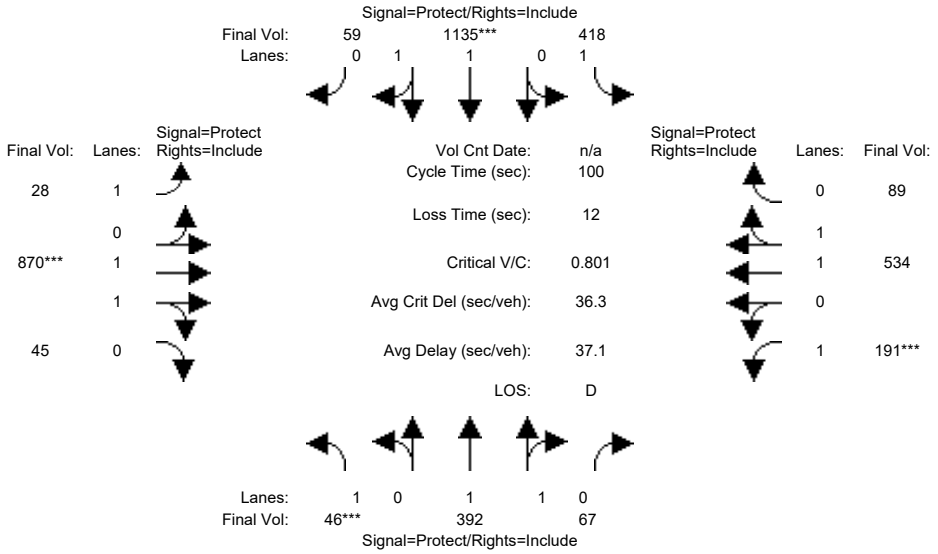
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #62: (55) 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 | 376 | 64 | 401 | 1090 | 57 | 27 | 835 | 43 | 183 | 513 | 85 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 44 | 376 | 64 | 401 | 1090 | 57 | 27 | 835 | 43 | 183 | 513 | 85 |
| Added Vol: | 0 | 0 | 0 | 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 | 376 | 64 | 401 | 1090 | 57 | 27 | 835 | 43 | 183 | 513 | 85 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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 | 392 | 67 | 418 | 1135 | 59 | 28 | 870 | 45 | 191 | 534 | 89 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 46 | 392 | 67 | 418 | 1135 | 59 | 28 | 870 | 45 | 191 | 534 | 89 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 46 | 392 | 67 | 418 | 1135 | 59 | 28 | 870 | 45 | 191 | 534 | 89 |
| Saturation 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 | 1.70 | 0.30 | 1.00 | 1.90 | 0.10 | 1.00 | 1.90 | 0.10 | 1.00 | 1.71 | 0.29 |
| Final Sat.: | 1750 | 3161 | 538 | 1750 | 3516 | 184 | 1750 | 3519 | 181 | 1750 | 3174 | 526 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.12 | 0.12 | 0.24 | 0.32 | 0.32 | 0.02 | 0.25 | 0.25 | 0.11 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 5.0 | 15.2 | 15.2 | 29.3 | 39.5 | 39.5 | 10.0 | 30.2 | 30.2 | 13.3 | 33.6 | 33.6 |
| Volume/Cap: | 0.52 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.16 | 0.82 | 0.82 | 0.82 | 0.50 | 0.50 |
| Delay/Veh: | 52.0 | 50.0 | 50.0 | 42.6 | 30.8 | 30.8 | 41.6 | 37.2 | 37.2 | 62.0 | 26.9 | 26.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.0 | 50.0 | 50.0 | 42.6 | 30.8 | 30.8 | 41.6 | 37.2 | 37.2 | 62.0 | 26.9 | 26.9 |
| LOS by Move: | D | D | D | D | C | C | D | D | D | E | C | C |
| HCM2k95thQ: | 3 | 14 | 14 | 22 | 27 | 27 | 2 | 27 | 27 | 16 | 15 | 15 |

Note: Queue reported is the number of cars per lane.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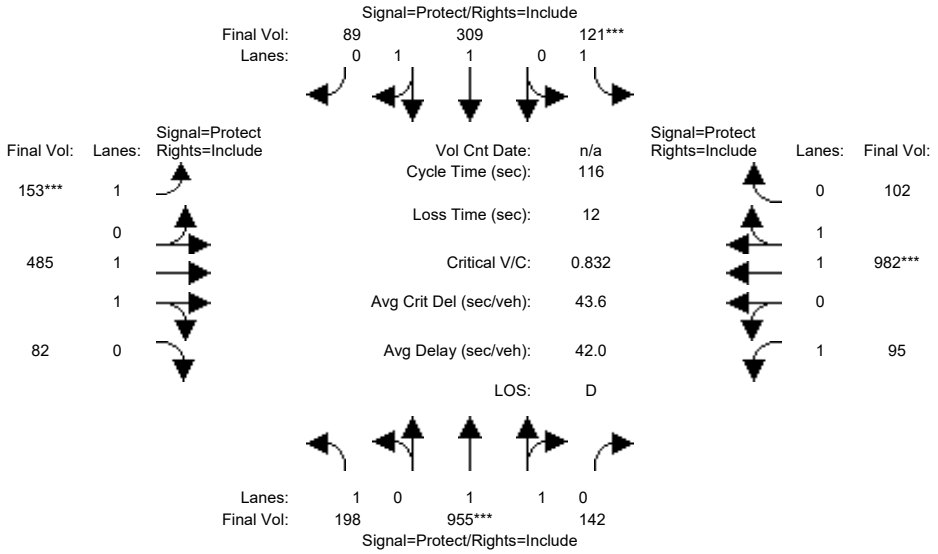
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #64: (57) Kiely Blvd & Benton St




| Street Name: | Kiely Blvd | | | | | | Benton 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: | 4 | 4 | 4 | 4 | 4 | 4 | 11 | 11 | 11 | 12 | 12 | 12 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 188 | 907 | 135 | 115 | 294 | 85 | 145 | 461 | 78 | 90 | 933 | 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: | 188 | 907 | 135 | 115 | 294 | 85 | 145 | 461 | 78 | 90 | 933 | 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: | 188 | 907 | 135 | 115 | 294 | 85 | 145 | 461 | 78 | 90 | 933 | 97 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 198 | 955 | 142 | 121 | 309 | 89 | 153 | 485 | 82 | 95 | 982 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 198 | 955 | 142 | 121 | 309 | 89 | 153 | 485 | 82 | 95 | 982 | 102 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 198 | 955 | 142 | 121 | 309 | 89 | 153 | 485 | 82 | 95 | 982 | 102 |
| Saturation 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 | 1.54 | 0.46 | 1.00 | 1.70 | 0.30 | 1.00 | 1.81 | 0.19 |
| Final Sat.: | 1750 | 3220 | 479 | 1750 | 2870 | 830 | 1750 | 3164 | 535 | 1750 | 3351 | 348 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.30 | 0.30 | 0.07 | 0.11 | 0.11 | 0.09 | 0.15 | 0.15 | 0.05 | 0.29 | 0.29 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 26.1 | 41.3 | 41.3 | 9.6 | 24.9 | 24.9 | 12.2 | 31.7 | 31.7 | 21.4 | 40.9 | 40.9 |
| Volume/Cap: | 0.50 | 0.83 | 0.83 | 0.83 | 0.50 | 0.50 | 0.83 | 0.56 | 0.56 | 0.29 | 0.83 | 0.83 |
| Delay/Veh: | 40.3 | 38.8 | 38.8 | 84.0 | 40.6 | 40.6 | 77.3 | 36.9 | 36.9 | 41.3 | 39.1 | 39.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.3 | 38.8 | 38.8 | 84.0 | 40.6 | 40.6 | 77.3 | 36.9 | 36.9 | 41.3 | 39.1 | 39.1 |
| LOS by Move: | D | D | D | F | D | D | E | D | D | D | D | D |
| HCM2k95thQ: | 12 | 30 | 30 | 10 | 12 | 12 | 15 | 17 | 17 | 7 | 34 | 34 |

Note: Queue reported is the number of cars per lane.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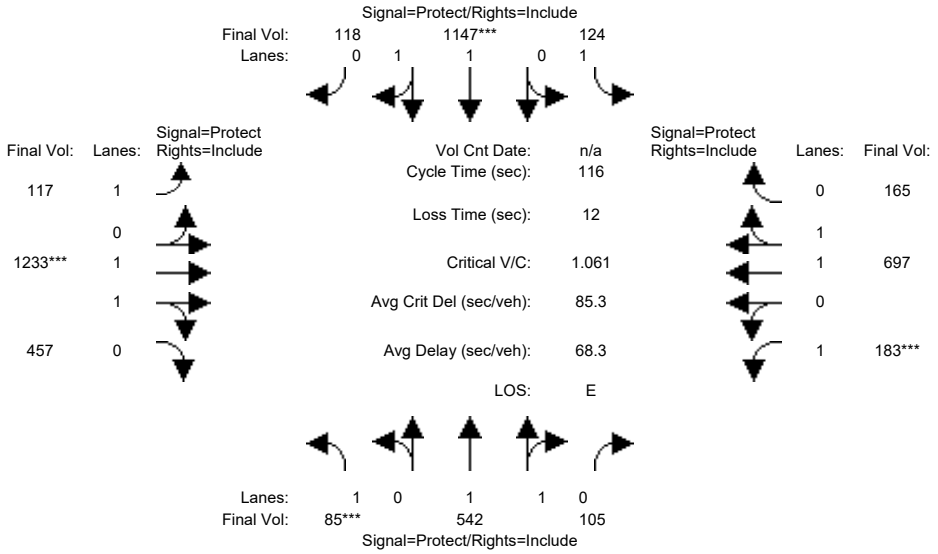
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #64: (57) Kiely Blvd & Benton St




| Street Name: | Kiely Blvd | | | | | | Benton 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: | 4 | 4 | 4 | 4 | 4 | 4 | 11 | 11 | 11 | 12 | 12 | 12 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 78 | 499 | 97 | 114 | 1055 | 109 | 108 | 1134 | 420 | 168 | 641 | 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: | 78 | 499 | 97 | 114 | 1055 | 109 | 108 | 1134 | 420 | 168 | 641 | 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: | 78 | 499 | 97 | 114 | 1055 | 109 | 108 | 1134 | 420 | 168 | 641 | 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: | 85 | 542 | 105 | 124 | 1147 | 118 | 117 | 1233 | 457 | 183 | 697 | 165 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 542 | 105 | 124 | 1147 | 118 | 117 | 1233 | 457 | 183 | 697 | 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: | 85 | 542 | 105 | 124 | 1147 | 118 | 117 | 1233 | 457 | 183 | 697 | 165 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.67 | 0.33 | 1.00 | 1.81 | 0.19 | 1.00 | 1.44 | 0.56 | 1.00 | 1.61 | 0.39 |
| Final Sat.: | 1750 | 3097 | 602 | 1750 | 3353 | 346 | 1750 | 2699 | 1000 | 1750 | 2990 | 709 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.18 | 0.18 | 0.07 | 0.34 | 0.34 | 0.07 | 0.46 | 0.46 | 0.10 | 0.23 | 0.23 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 5.3 | 30.2 | 30.2 | 12.2 | 37.1 | 37.1 | 17.8 | 49.6 | 49.6 | 12.0 | 43.8 | 43.8 |
| Volume/Cap: | 1.07 | 0.67 | 0.67 | 0.67 | 1.07 | 1.07 | 0.44 | 1.07 | 1.07 | 1.01 | 0.62 | 0.62 |
| Delay/Veh: | 176.2 | 40.4 | 40.4 | 59.3 | 85.8 | 85.8 | 45.7 | 76.5 | 76.5 | 121.2 | 30.2 | 30.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 176.2 | 40.4 | 40.4 | 59.3 | 85.8 | 85.8 | 45.7 | 76.5 | 76.5 | 121.2 | 30.2 | 30.2 |
| LOS by Move: | F | D | D | E | F | F | D | E | E | F | C | C |
| HCM2k95thQ: | 9 | 19 | 19 | 9 | 46 | 46 | 9 | 66 | 66 | 21 | 23 | 23 |

Note: Queue reported is the number of cars per lane.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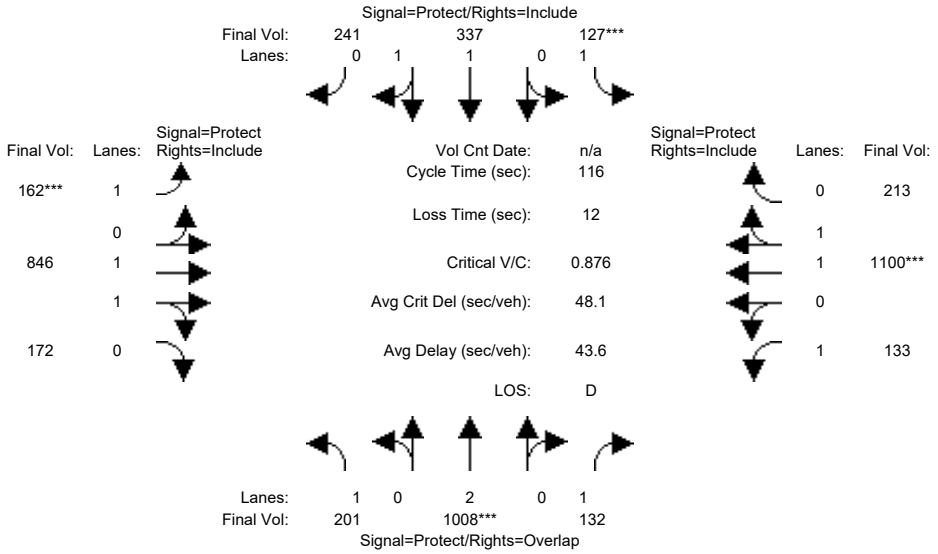
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #65: (58) Kiely Blvd & Homestead Rd




| Street Name: | Kiely Blvd | | | | | | Homestead 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: | 4 | 6 | 6 | 12 | 12 | 12 | 4 | 4 | 4 | 4 | 6 | 6 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 181 | 907 | 119 | 114 | 303 | 217 | 146 | 761 | 155 | 120 | 990 | 192 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 181 | 907 | 119 | 114 | 303 | 217 | 146 | 761 | 155 | 120 | 990 | 192 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 181 | 907 | 119 | 114 | 303 | 217 | 146 | 761 | 155 | 120 | 990 | 192 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 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: | 201 | 1008 | 132 | 127 | 337 | 241 | 162 | 846 | 172 | 133 | 1100 | 213 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 201 | 1008 | 132 | 127 | 337 | 241 | 162 | 846 | 172 | 133 | 1100 | 213 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 201 | 1008 | 132 | 127 | 337 | 241 | 162 | 846 | 172 | 133 | 1100 | 213 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.14 | 0.86 | 1.00 | 1.65 | 0.35 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 2155 | 1543 | 1750 | 3073 | 626 | 1750 | 3099 | 601 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.27 | 0.08 | 0.07 | 0.16 | 0.16 | 0.09 | 0.28 | 0.28 | 0.08 | 0.36 | 0.36 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 19.6 | 34.2 | 46.8 | 12.0 | 26.6 | 26.6 | 12.0 | 45.2 | 45.2 | 12.5 | 45.8 | 45.8 |
| Volume/Cap: | 0.68 | 0.90 | 0.19 | 0.70 | 0.68 | 0.68 | 0.90 | 0.71 | 0.71 | 0.71 | 0.90 | 0.90 |
| Delay/Veh: | 51.6 | 49.1 | 22.5 | 61.8 | 43.1 | 43.1 | 91.1 | 31.4 | 31.4 | 61.4 | 40.8 | 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: | 51.6 | 49.1 | 22.5 | 61.8 | 43.1 | 43.1 | 91.1 | 31.4 | 31.4 | 61.4 | 40.8 | 40.8 |
| LOS by Move: | D | D | C | E | D | D | F | C | C | E | D | D |
| HCM2k95thQ: | 14 | 32 | 6 | 9 | 18 | 18 | 17 | 29 | 29 | 12 | 43 | 43 |

Note: Queue reported is the number of cars per lane.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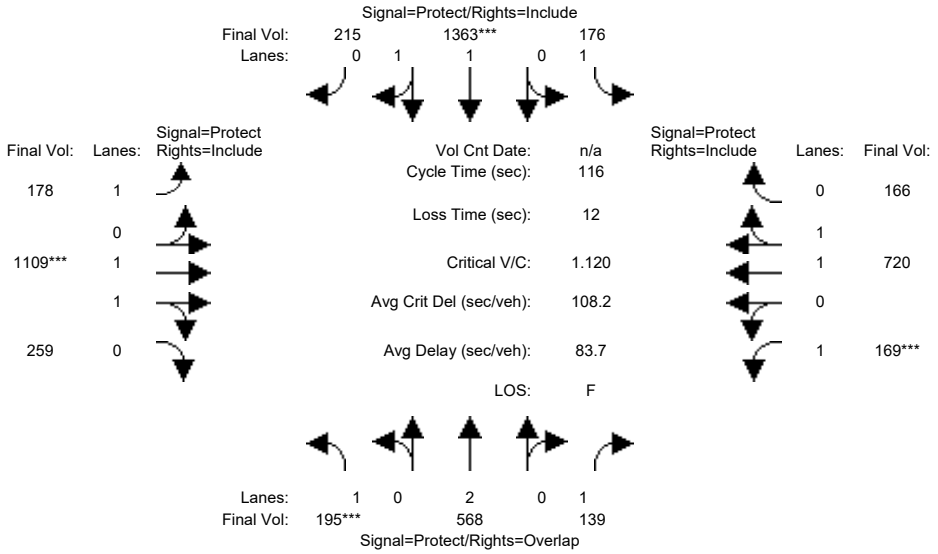
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #65: (58) Kiely Blvd & Homestead Rd




| Street Name: | Kiely Blvd | | | | | | Homestead 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: | 4 | 6 | 6 | 12 | 12 | 12 | 4 | 4 | 4 | 4 | 6 | 6 |
| Y+R: | 4.0 | 5.1 | 5.1 | 4.0 | 5.1 | 5.1 | 4.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 187 | 545 | 133 | 169 | 1308 | 206 | 171 | 1065 | 249 | 162 | 691 | 159 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 187 | 545 | 133 | 169 | 1308 | 206 | 171 | 1065 | 249 | 162 | 691 | 159 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 187 | 545 | 133 | 169 | 1308 | 206 | 171 | 1065 | 249 | 162 | 691 | 159 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 195 | 568 | 139 | 176 | 1363 | 215 | 178 | 1109 | 259 | 169 | 720 | 166 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 195 | 568 | 139 | 176 | 1363 | 215 | 178 | 1109 | 259 | 169 | 720 | 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: | 195 | 568 | 139 | 176 | 1363 | 215 | 178 | 1109 | 259 | 169 | 720 | 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 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.72 | 0.28 | 1.00 | 1.61 | 0.39 | 1.00 | 1.62 | 0.38 |
| Final Sat.: | 1750 | 3800 | 1750 | 1750 | 3196 | 503 | 1750 | 2998 | 701 | 1750 | 3007 | 692 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.15 | 0.08 | 0.10 | 0.43 | 0.43 | 0.10 | 0.37 | 0.37 | 0.10 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 11.5 | 32.9 | 42.9 | 22.8 | 44.2 | 44.2 | 14.4 | 38.3 | 38.3 | 10.0 | 33.9 | 33.9 |
| Volume/Cap: | 1.12 | 0.53 | 0.21 | 0.51 | 1.12 | 1.12 | 0.82 | 1.12 | 1.12 | 1.12 | 0.82 | 0.82 |
| Delay/Veh: | 156.3 | 35.5 | 25.2 | 43.0 | 99.9 | 99.9 | 70.7 | 104 | 104.1 | 162.1 | 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: | 156.3 | 35.5 | 25.2 | 43.0 | 99.9 | 99.9 | 70.7 | 104 | 104.1 | 162.1 | 43.2 | 43.2 |
| LOS by Move: | F | D | C | D | F | F | E | F | F | F | D | D |
| HCM2k95thQ: | 21 | 16 | 7 | 11 | 59 | 59 | 17 | 60 | 60 | 22 | 30 | 30 |

Note: Queue reported is the number of cars per lane.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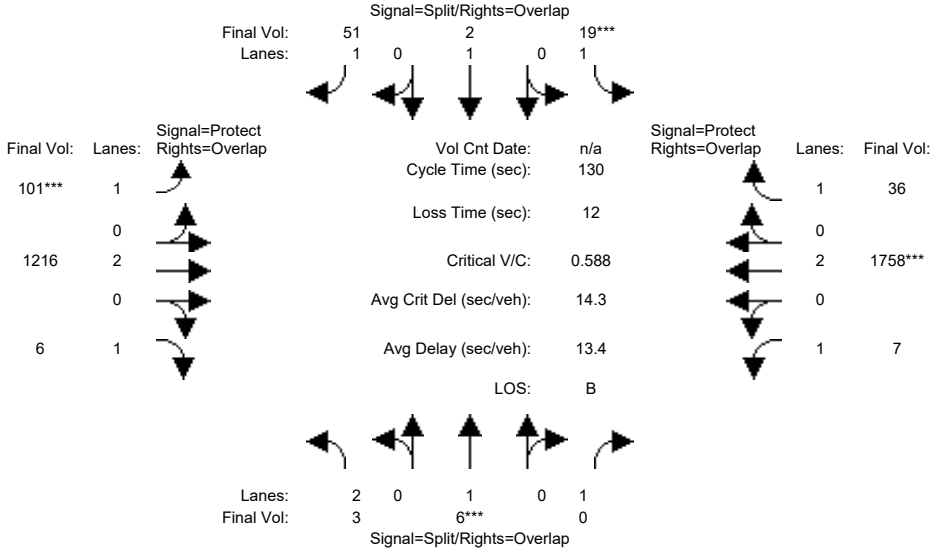
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #69: (36) CONVENTION CENTER / Tasman Dr




| Street Name: | CONVENTION CENTER | | | | | | 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 | 7 | 7 | 7 | 7 | 7 | 6 | 15 | 15 | 8 | 10 | 10 |
| Y+R: | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 3 | 5 | 0 | 17 | 2 | 46 | 91 | 1094 | 5 | 6 | 1582 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 3 | 5 | 0 | 17 | 2 | 46 | 91 | 1094 | 5 | 6 | 1582 | 32 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 3 | 5 | 0 | 17 | 2 | 46 | 91 | 1094 | 5 | 6 | 1582 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 3 | 6 | 0 | 19 | 2 | 51 | 101 | 1216 | 6 | 7 | 1758 | 36 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 3 | 6 | 0 | 19 | 2 | 51 | 101 | 1216 | 6 | 7 | 1758 | 36 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 3 | 6 | 0 | 19 | 2 | 51 | 101 | 1216 | 6 | 7 | 1758 | 36 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.03 | 0.06 | 0.32 | 0.00 | 0.00 | 0.46 | 0.02 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 7.0 | 7.0 | 0.0 | 7.0 | 7.0 | 18.5 | 11.5 | 87.2 | 94.2 | 16.8 | 92.5 | 99.5 |
| Volume/Cap: | 0.02 | 0.05 | 0.00 | 0.20 | 0.02 | 0.20 | 0.65 | 0.48 | 0.00 | 0.03 | 0.65 | 0.03 |
| Delay/Veh: | 58.3 | 58.6 | 0.0 | 59.9 | 58.3 | 49.6 | 66.6 | 10.5 | 4.9 | 49.5 | 10.7 | 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: | 58.3 | 58.6 | 0.0 | 59.9 | 58.3 | 49.6 | 66.6 | 10.5 | 4.9 | 49.5 | 10.7 | 3.7 |
| LOS by Move: | E | E | A | E | E | D | E | B | A | D | B | A |
| HCM2k95thQ: | 0 | 1 | 0 | 2 | 0 | 4 | 8 | 21 | 0 | 1 | 32 | 1 |

Note: Queue reported is the number of cars per lane.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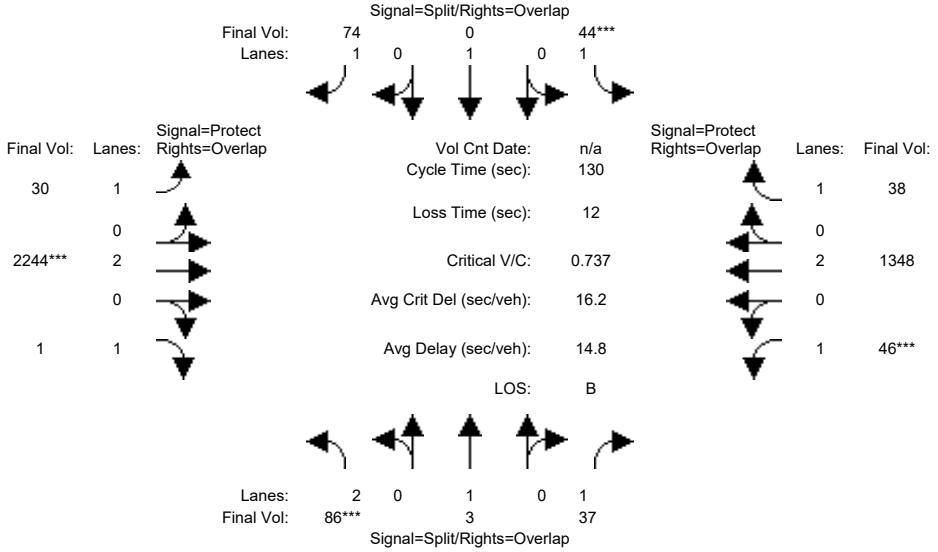
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #69: (36) CONVENTION CENTER / Tasman Dr




| Street Name: | CONVENTION CENTER | | | | | | 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 | 7 | 7 | 7 | 7 | 7 | 6 | 15 | 15 | 8 | 10 | 10 |
| Y+R: | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 81 | 3 | 35 | 41 | 0 | 70 | 28 | 2109 | 1 | 43 | 1267 | 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: | 81 | 3 | 35 | 41 | 0 | 70 | 28 | 2109 | 1 | 43 | 1267 | 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: | 81 | 3 | 35 | 41 | 0 | 70 | 28 | 2109 | 1 | 43 | 1267 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 86 | 3 | 37 | 44 | 0 | 74 | 30 | 2244 | 1 | 46 | 1348 | 38 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 3 | 37 | 44 | 0 | 74 | 30 | 2244 | 1 | 46 | 1348 | 38 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 86 | 3 | 37 | 44 | 0 | 74 | 30 | 2244 | 1 | 46 | 1348 | 38 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.02 | 0.02 | 0.00 | 0.04 | 0.02 | 0.59 | 0.00 | 0.03 | 0.35 | 0.02 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 7.0 | 7.0 | 15.0 | 7.0 | 0.0 | 19.0 | 12.0 | 96.0 | 103.0 | 8.0 | 92.0 | 99.0 |
| Volume/Cap: | 0.51 | 0.03 | 0.18 | 0.46 | 0.00 | 0.29 | 0.18 | 0.80 | 0.00 | 0.42 | 0.50 | 0.03 |
| Delay/Veh: | 62.3 | 58.4 | 52.4 | 63.2 | 0.0 | 50.2 | 55.1 | 12.6 | 2.8 | 61.5 | 8.7 | 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: | 62.3 | 58.4 | 52.4 | 63.2 | 0.0 | 50.2 | 55.1 | 12.6 | 2.8 | 61.5 | 8.7 | 3.8 |
| LOS by Move: | E | E | D | E | A | D | E | B | A | E | A | A |
| HCM2k95thQ: | 6 | 0 | 3 | 5 | 0 | 6 | 2 | 45 | 0 | 4 | 20 | 1 |

Note: Queue reported is the number of cars per lane.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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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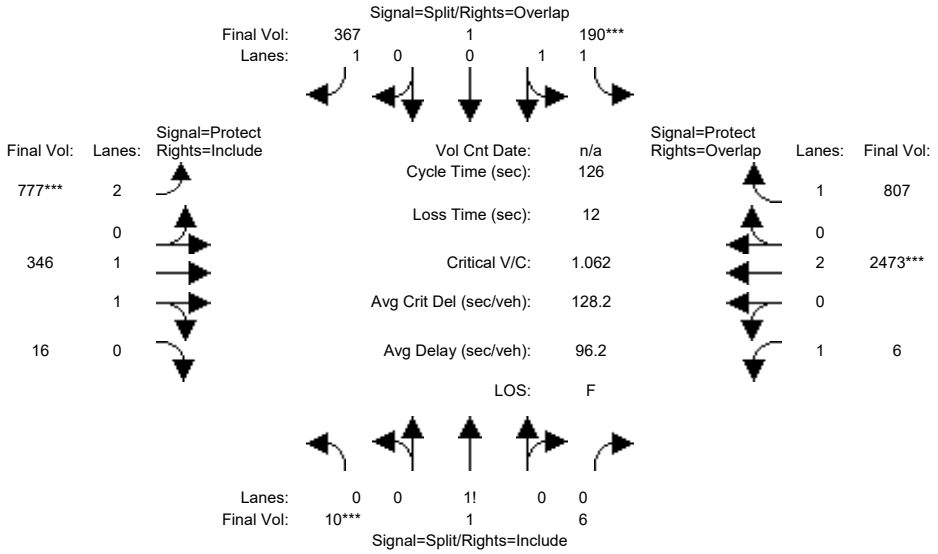
## Intersection #71: (37) TASMAN / CENTENNIAL




| 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: | 10 | 1 | 6 | 182 | 1 | 352 | 746 | 332 | 15 | 6 | 2374 | 775 |
| Growth Adj: | 1.00 | 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 | 1 | 6 | 182 | 1 | 352 | 746 | 332 | 15 | 6 | 2374 | 775 |
| Added Vol: | 0 | 0 | 0 | 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 | 1 | 6 | 182 | 1 | 352 | 746 | 332 | 15 | 6 | 2374 | 775 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 10 | 1 | 6 | 190 | 1 | 367 | 777 | 346 | 16 | 6 | 2473 | 807 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 1 | 6 | 190 | 1 | 367 | 777 | 346 | 16 | 6 | 2473 | 807 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 10 | 1 | 6 | 190 | 1 | 367 | 777 | 346 | 16 | 6 | 2473 | 807 |
| 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: | 0.59 | 0.06 | 0.35 | 1.99 | 0.01 | 1.00 | 2.00 | 1.91 | 0.09 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1029 | 103 | 618 | 3531 | 19 | 1750 | 3150 | 3540 | 160 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.05 | 0.05 | 0.21 | 0.25 | 0.10 | 0.10 | 0.00 | 0.65 | 0.46 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 35.8 | 25.8 | 75.2 | 75.2 | 18.8 | 68.2 | 78.2 |
| Volume/Cap: | 0.13 | 0.13 | 0.13 | 0.68 | 0.68 | 0.74 | 1.20 | 0.16 | 0.16 | 0.02 | 1.20 | 0.74 |
| Delay/Veh: | 54.4 | 54.4 | 54.4 | 62.9 | 62.9 | 46.5 | 155.7 | 11.4 | 11.4 | 45.8 | 125 | 19.7 |
| 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 | 54.4 | 62.9 | 62.9 | 46.5 | 155.7 | 11.4 | 11.4 | 45.8 | 125 | 19.7 |
| LOS by Move: | D | D | D | E | E | D | F | B | B | D | F | B |
| HCM2k95thQ: | 2 | 2 | 2 | 10 | 10 | 27 | 46 | 6 | 6 | 0 | 111 | 40 |

Note: Queue reported is the number of cars per lane.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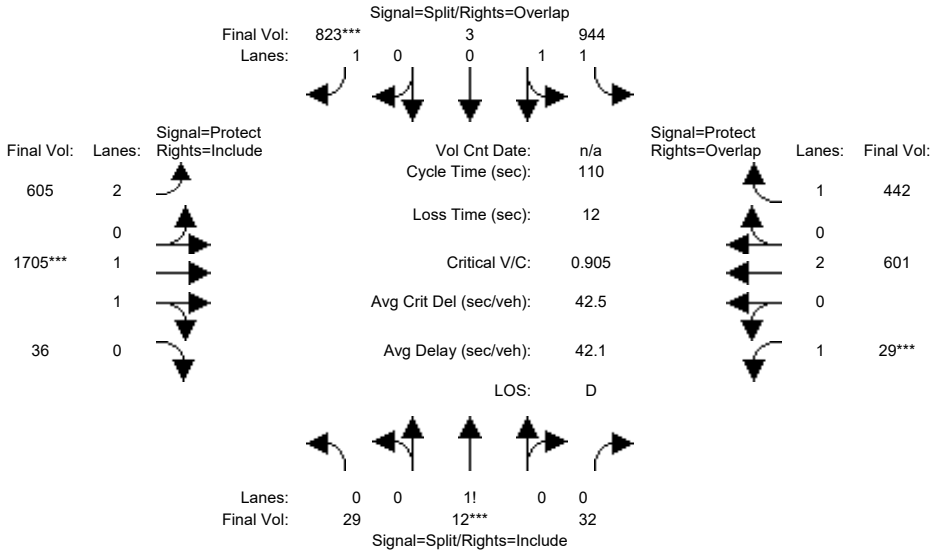
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #71: (37) 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: | 26 | 11 | 29 | 859 | 3 | 749 | 551 | 1552 | 33 | 26 | 547 | 402 |
| Growth Adj: | 1.00 | 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 | 11 | 29 | 859 | 3 | 749 | 551 | 1552 | 33 | 26 | 547 | 402 |
| Added Vol: | 0 | 0 | 0 | 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 | 11 | 29 | 859 | 3 | 749 | 551 | 1552 | 33 | 26 | 547 | 402 |
| User Adj: | 1.00 | 1.00 | 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: | 29 | 12 | 32 | 944 | 3 | 823 | 605 | 1705 | 36 | 29 | 601 | 442 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 12 | 32 | 944 | 3 | 823 | 605 | 1705 | 36 | 29 | 601 | 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: | 29 | 12 | 32 | 944 | 3 | 823 | 605 | 1705 | 36 | 29 | 601 | 442 |
| 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: | 0.39 | 0.17 | 0.44 | 1.99 | 0.01 | 1.00 | 2.00 | 1.96 | 0.04 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 689 | 292 | 769 | 3538 | 12 | 1750 | 3150 | 3623 | 77 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.27 | 0.27 | 0.47 | 0.19 | 0.47 | 0.47 | 0.02 | 0.16 | 0.25 |
| Crit Moves: | | **** | | | | **** | | **** | | **** | | |
| Green Time: | 10.0 | 10.0 | 10.0 | 30.8 | 30.8 | 60.2 | 29.4 | 52.2 | 52.2 | 5.0 | 27.8 | 58.6 |
| Volume/Cap: | 0.46 | 0.46 | 0.46 | 0.95 | 0.95 | 0.86 | 0.72 | 0.99 | 0.99 | 0.36 | 0.63 | 0.47 |
| Delay/Veh: | 49.5 | 49.5 | 49.5 | 57.0 | 57.0 | 29.2 | 39.6 | 48.4 | 48.4 | 53.7 | 37.8 | 16.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.5 | 49.5 | 49.5 | 57.0 | 57.0 | 29.2 | 39.6 | 48.4 | 48.4 | 53.7 | 37.8 | 16.4 |
| LOS by Move: | D | D | D | E | E | C | D | D | D | D | D | B |
| HCM2k95thQ: | 6 | 6 | 6 | 37 | 37 | 46 | 19 | 48 | 48 | 2 | 17 | 18 |

Note: Queue reported is the number of cars per lane.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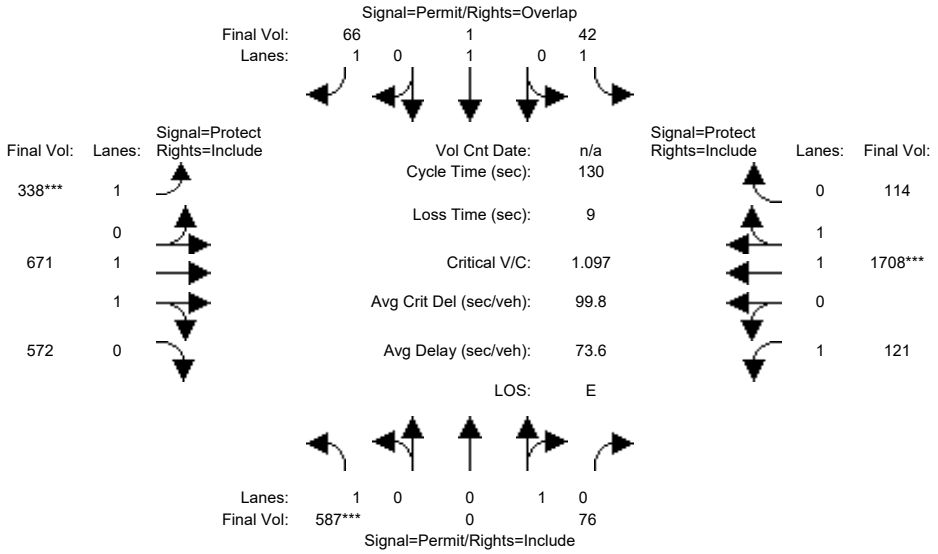
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #73: (27) 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 | 29 | 29 | 29 | 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: | 528 | 0 | 68 | 38 | 1 | 59 | 304 | 604 | 515 | 109 | 1537 | 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: | 528 | 0 | 68 | 38 | 1 | 59 | 304 | 604 | 515 | 109 | 1537 | 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: | 528 | 0 | 68 | 38 | 1 | 59 | 304 | 604 | 515 | 109 | 1537 | 103 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 587 | 0 | 76 | 42 | 1 | 66 | 338 | 671 | 572 | 121 | 1708 | 114 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 587 | 0 | 76 | 42 | 1 | 66 | 338 | 671 | 572 | 121 | 1708 | 114 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 587 | 0 | 76 | 42 | 1 | 66 | 338 | 671 | 572 | 121 | 1708 | 114 |
| 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 | 1.00 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.05 | 0.95 | 1.00 | 1.87 | 0.13 |
| Final Sat.: | 1750 | 0 | 1800 | 1750 | 1900 | 1750 | 1750 | 1996 | 1702 | 1750 | 3467 | 232 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.00 | 0.04 | 0.02 | 0.00 | 0.04 | 0.19 | 0.34 | 0.34 | 0.07 | 0.49 | 0.49 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 39.7 | 0.0 | 39.7 | 39.7 | 39.7 | 62.6 | 22.9 | 67.4 | 67.4 | 13.9 | 58.4 | 58.4 |
| Volume/Cap: | 1.10 | 0.00 | 0.14 | 0.08 | 0.00 | 0.08 | 1.10 | 0.65 | 0.65 | 0.65 | 1.10 | 1.10 |
| Delay/Veh: | 113.1 | 0.0 | 32.8 | 32.2 | 31.4 | 18.2 | 133.3 | 23.5 | 23.5 | 63.5 | 89.3 | 89.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 113.1 | 0.0 | 32.8 | 32.2 | 31.4 | 18.2 | 133.3 | 23.5 | 23.5 | 63.5 | 89.3 | 89.3 |
| LOS by Move: | F | A | C | C | C | B | F | C | C | E | F | F |
| HCM2k95thQ: | 57 | 0 | 5 | 3 | 0 | 3 | 33 | 31 | 31 | 10 | 77 | 77 |

Note: Queue reported is the number of cars per lane.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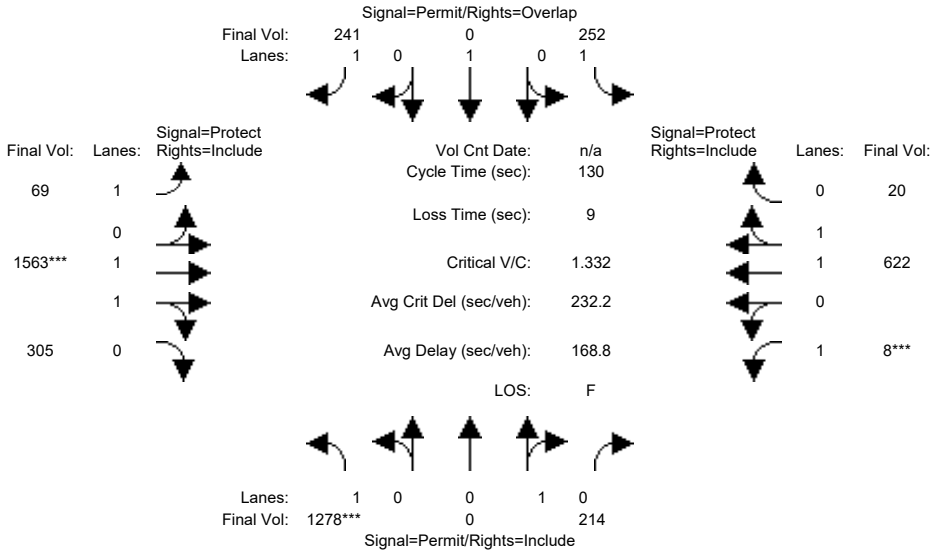
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #73: (27) 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 | 29 | 29 | 29 | 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: | 1240 | 0 | 208 | 244 | 0 | 234 | 67 | 1516 | 296 | 8 | 603 | 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: | 1240 | 0 | 208 | 244 | 0 | 234 | 67 | 1516 | 296 | 8 | 603 | 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: | 1240 | 0 | 208 | 244 | 0 | 234 | 67 | 1516 | 296 | 8 | 603 | 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: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 1278 | 0 | 214 | 252 | 0 | 241 | 69 | 1563 | 305 | 8 | 622 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1278 | 0 | 214 | 252 | 0 | 241 | 69 | 1563 | 305 | 8 | 622 | 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: | 1278 | 0 | 214 | 252 | 0 | 241 | 69 | 1563 | 305 | 8 | 622 | 20 |
| 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 | 1.66 | 0.34 | 1.00 | 1.94 | 0.06 |
| Final Sat.: | 1750 | 0 | 1800 | 1750 | 1900 | 1750 | 1750 | 3095 | 604 | 1750 | 3587 | 113 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.73 | 0.00 | 0.12 | 0.14 | 0.00 | 0.14 | 0.04 | 0.50 | 0.50 | 0.00 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 66.8 | 0.0 | 66.8 | 66.8 | 0.0 | 81.0 | 14.2 | 46.2 | 46.2 | 8.0 | 40.0 | 40.0 |
| Volume/Cap: | 1.42 | 0.00 | 0.23 | 0.28 | 0.00 | 0.22 | 0.36 | 1.42 | 1.42 | 0.08 | 0.56 | 0.56 |
| Delay/Veh: | 227.7 | 0.0 | 17.6 | 18.1 | 0.0 | 10.8 | 54.9 | 236 | 236.0 | 57.8 | 38.3 | 38.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 227.7 | 0.0 | 17.6 | 18.1 | 0.0 | 10.8 | 54.9 | 236 | 236.0 | 57.8 | 38.3 | 38.3 |
| LOS by Move: | F | A | B | B | A | B | D | F | F | E | D | D |
| HCM2k95thQ: | 157 | 0 | 9 | 12 | 0 | 9 | 5 | 108 | 108 | 1 | 20 | 20 |

Note: Queue reported is the number of cars per lane.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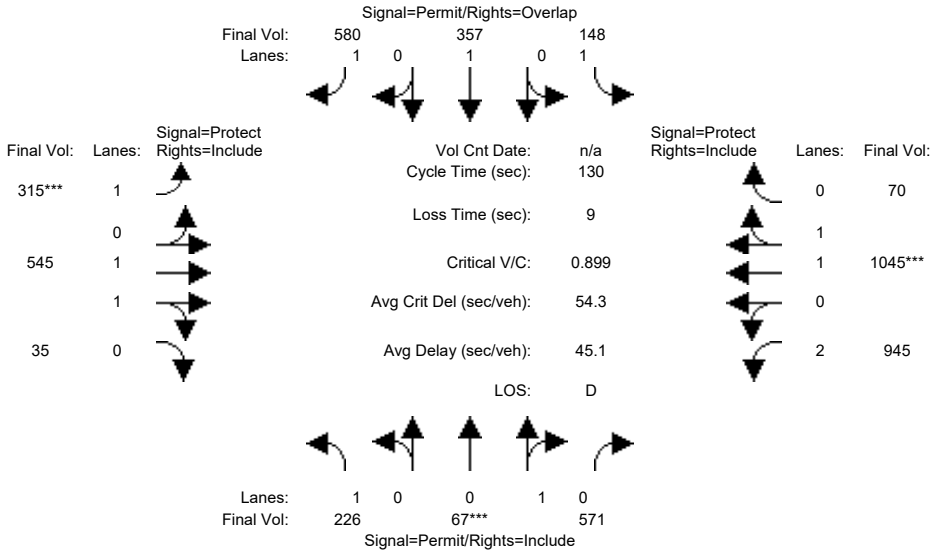
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #74: (28) 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: | 206 | 61 | 520 | 135 | 325 | 528 | 287 | 496 | 32 | 860 | 951 | 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: | 206 | 61 | 520 | 135 | 325 | 528 | 287 | 496 | 32 | 860 | 951 | 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: | 206 | 61 | 520 | 135 | 325 | 528 | 287 | 496 | 32 | 860 | 951 | 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: | 226 | 67 | 571 | 148 | 357 | 580 | 315 | 545 | 35 | 945 | 1045 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 226 | 67 | 571 | 148 | 357 | 580 | 315 | 545 | 35 | 945 | 1045 | 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: | 226 | 67 | 571 | 148 | 357 | 580 | 315 | 545 | 35 | 945 | 1045 | 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 | 0.10 | 0.90 | 1.00 | 1.00 | 1.00 | 1.00 | 1.88 | 0.12 | 2.00 | 1.87 | 0.13 |
| Final Sat.: | 1750 | 189 | 1611 | 1750 | 1900 | 1750 | 1750 | 3476 | 224 | 3150 | 3467 | 233 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.35 | 0.35 | 0.08 | 0.19 | 0.33 | 0.18 | 0.16 | 0.16 | 0.30 | 0.30 | 0.30 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green Time: | 51.3 | 51.3 | 51.3 | 51.3 | 51.3 | 77.4 | 26.1 | 23.9 | 23.9 | 45.8 | 43.6 | 43.6 |
| Volume/Cap: | 0.33 | 0.90 | 0.90 | 0.21 | 0.48 | 0.56 | 0.90 | 0.85 | 0.85 | 0.85 | 0.90 | 0.90 |
| Delay/Veh: | 27.6 | 51.2 | 51.2 | 26.2 | 29.8 | 16.6 | 75.4 | 61.4 | 61.4 | 45.5 | 50.1 | 50.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.6 | 51.2 | 51.2 | 26.2 | 29.8 | 16.6 | 75.4 | 61.4 | 61.4 | 45.5 | 50.1 | 50.1 |
| LOS by Move: | C | D | D | C | C | B | E | E | E | D | D | D |
| HCM2k95thQ: | 13 | 46 | 46 | 8 | 19 | 26 | 26 | 22 | 22 | 36 | 38 | 38 |

Note: Queue reported is the number of cars per lane.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Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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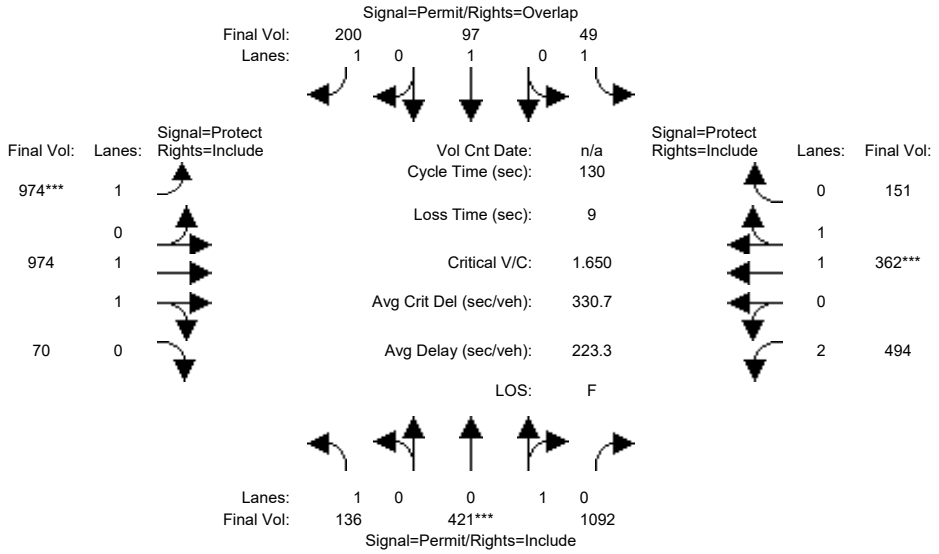
## Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE




| 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: | 132 | 408 | 1059 | 48 | 94 | 194 | 945 | 945 | 68 | 479 | 351 | 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: | 132 | 408 | 1059 | 48 | 94 | 194 | 945 | 945 | 68 | 479 | 351 | 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: | 132 | 408 | 1059 | 48 | 94 | 194 | 945 | 945 | 68 | 479 | 351 | 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: | 136 | 421 | 1092 | 49 | 97 | 200 | 974 | 974 | 70 | 494 | 362 | 151 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 136 | 421 | 1092 | 49 | 97 | 200 | 974 | 974 | 70 | 494 | 362 | 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: | 136 | 421 | 1092 | 49 | 97 | 200 | 974 | 974 | 70 | 494 | 362 | 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 | 0.28 | 0.72 | 1.00 | 1.00 | 1.00 | 1.00 | 1.86 | 0.14 | 2.00 | 1.40 | 0.60 |
| Final Sat.: | 1750 | 501 | 1299 | 1750 | 1900 | 1750 | 1750 | 3451 | 248 | 3150 | 2612 | 1087 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.84 | 0.84 | 0.03 | 0.05 | 0.11 | 0.56 | 0.28 | 0.28 | 0.16 | 0.14 | 0.14 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green Time: | 63.8 | 63.8 | 63.8 | 63.8 | 63.8 | 106.0 | 42.2 | 36.8 | 36.8 | 20.4 | 15.0 | 15.0 |
| Volume/Cap: | 0.16 | 1.71 | 1.71 | 0.06 | 0.10 | 0.14 | 1.71 | 1.00 | 1.00 | 1.00 | 1.20 | 1.20 |
| Delay/Veh: | 18.4 | 359 | 358.9 | 17.4 | 17.8 | 2.5 | 372.2 | 73.6 | 73.6 | 94.4 | 168 | 168.3 |
| 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: | 18.4 | 359 | 358.9 | 17.4 | 17.8 | 2.5 | 372.2 | 73.6 | 73.6 | 94.4 | 168 | 168.3 |
| LOS by Move: | B | F | F | B | B | A | F | E | E | F | F | F |
| HCM2k95thQ: | 6 | 215 | 215 | 2 | 4 | 4 | 142 | 42 | 42 | 26 | 29 | 29 |

Note: Queue reported is the number of cars per lane.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Patrick Henry Specific Plan
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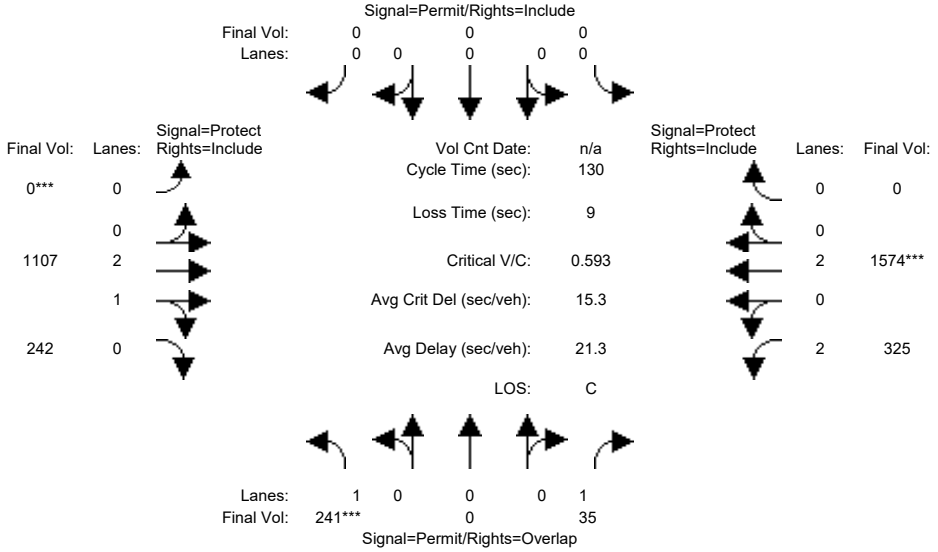
## Intersection #75: (30) JULIETTE / MISSION COLLEGE




| 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: | 222 | 0 | 32 | 0 | 0 | 0 | 0 | 1018 | 223 | 299 | 1448 | 0 |
| Growth Adj: | 1.00 | 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 | 0 | 32 | 0 | 0 | 0 | 0 | 1018 | 223 | 299 | 1448 | 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: | 222 | 0 | 32 | 0 | 0 | 0 | 0 | 1018 | 223 | 299 | 1448 | 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: | 241 | 0 | 35 | 0 | 0 | 0 | 0 | 1107 | 242 | 325 | 1574 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 241 | 0 | 35 | 0 | 0 | 0 | 0 | 1107 | 242 | 325 | 1574 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 241 | 0 | 35 | 0 | 0 | 0 | 0 | 1107 | 242 | 325 | 1574 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.44 | 0.56 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 4592 | 1006 | 3150 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.24 | 0.10 | 0.41 | 0.00 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 30.2 | 0.0 | 59.6 | 0.0 | 0.0 | 0.0 | 0.0 | 61.4 | 61.4 | 29.4 | 90.8 | 0.0 |
| Volume/Cap: | 0.59 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.51 | 0.51 | 0.46 | 0.59 | 0.00 |
| Delay/Veh: | 46.8 | 0.0 | 19.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24.0 | 24.0 | 43.9 | 10.5 | 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: | 46.8 | 0.0 | 19.5 | 0.0 | 0.0 | 0.0 | 0.0 | 24.0 | 24.0 | 43.9 | 10.5 | 0.0 |
| LOS by Move: | D | A | B | A | A | A | A | C | C | D | B | A |
| HCM2k95thQ: | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 21 | 21 | 12 | 27 | 0 |

Note: Queue reported is the number of cars per lane.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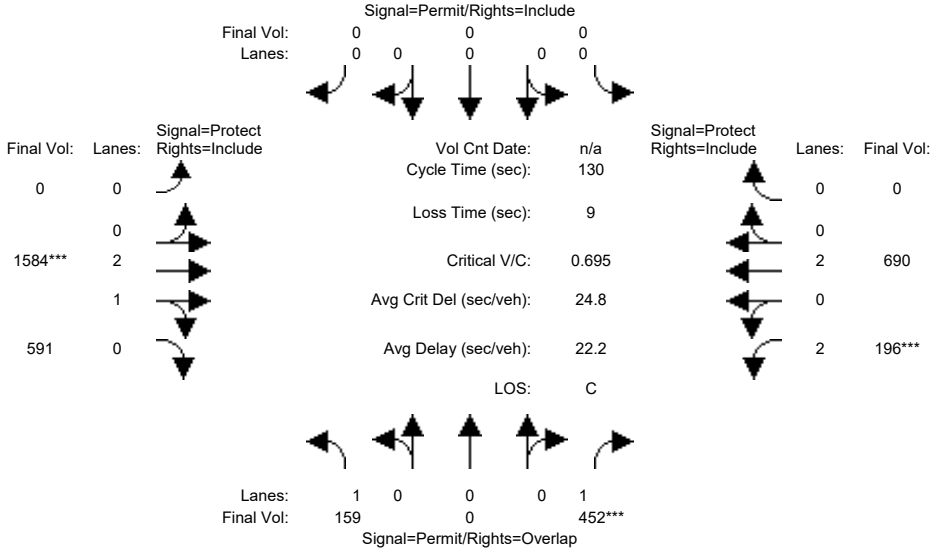
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #75: (30) 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: | 154 | 0 | 438 | 0 | 0 | 0 | 0 | 1536 | 573 | 190 | 669 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 154 | 0 | 438 | 0 | 0 | 0 | 0 | 1536 | 573 | 190 | 669 | 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: | 154 | 0 | 438 | 0 | 0 | 0 | 0 | 1536 | 573 | 190 | 669 | 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: | 159 | 0 | 452 | 0 | 0 | 0 | 0 | 1584 | 591 | 196 | 690 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 159 | 0 | 452 | 0 | 0 | 0 | 0 | 1584 | 591 | 196 | 690 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 159 | 0 | 452 | 0 | 0 | 0 | 0 | 1584 | 591 | 196 | 690 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 2.16 | 0.84 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 1750 | 0 | 1750 | 0 | 0 | 0 | 0 | 4077 | 1521 | 3150 | 3800 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.39 | 0.06 | 0.18 | 0.00 |
| Crit Moves: | | | **** | | | | | **** | | **** | | |
| Green Time: | 28.5 | 0.0 | 43.5 | 0.0 | 0.0 | 0.0 | 0.0 | 77.5 | 77.5 | 15.0 | 92.5 | 0.0 |
| Volume/Cap: | 0.41 | 0.00 | 0.77 | 0.00 | 0.00 | 0.00 | 0.00 | 0.65 | 0.65 | 0.54 | 0.25 | 0.00 |
| Delay/Veh: | 44.3 | 0.0 | 45.1 | 0.0 | 0.0 | 0.0 | 0.0 | 17.8 | 17.8 | 55.9 | 6.6 | 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: | 44.3 | 0.0 | 45.1 | 0.0 | 0.0 | 0.0 | 0.0 | 17.8 | 17.8 | 55.9 | 6.6 | 0.0 |
| LOS by Move: | D | A | D | A | A | A | A | B | B | E | A | A |
| HCM2k95thQ: | 12 | 0 | 32 | 0 | 0 | 0 | 0 | 31 | 31 | 9 | 9 | 0 |

Note: Queue reported is the number of cars per lane.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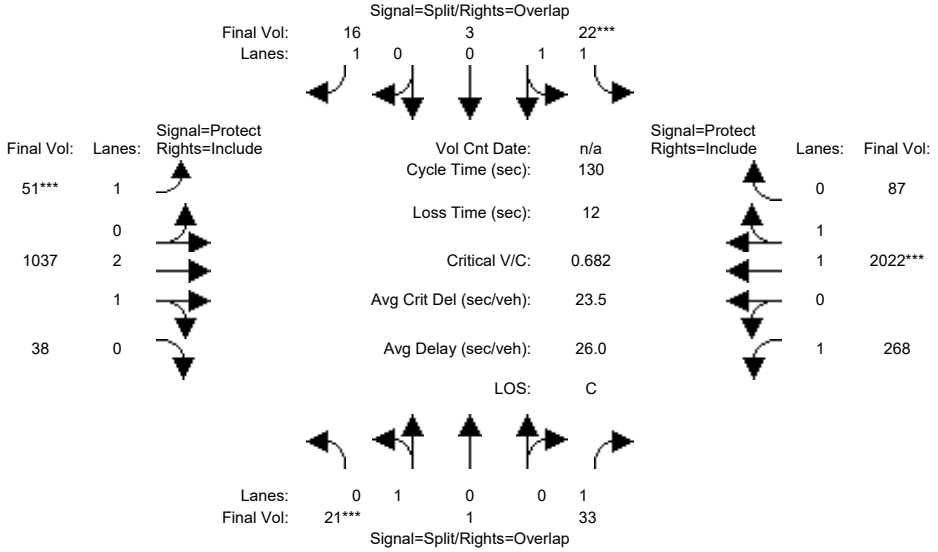
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #76: (31) 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 | 14 | 46 | 933 | 34 | 241 | 1820 | 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 | 14 | 46 | 933 | 34 | 241 | 1820 | 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 | 14 | 46 | 933 | 34 | 241 | 1820 | 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 | 16 | 51 | 1037 | 38 | 268 | 2022 | 87 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 1 | 33 | 22 | 3 | 16 | 51 | 1037 | 38 | 268 | 2022 | 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 | 16 | 51 | 1037 | 38 | 268 | 2022 | 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 | 2.89 | 0.11 | 1.00 | 1.92 | 0.08 |
| Final Sat.: | 1710 | 90 | 1750 | 3087 | 463 | 1750 | 1750 | 5403 | 197 | 1750 | 3548 | 152 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.03 | 0.19 | 0.19 | 0.15 | 0.57 | 0.57 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 12.0 | 12.0 | 54.1 | 11.0 | 11.0 | 21.0 | 10.0 | 52.9 | 52.9 | 42.1 | 85.0 | 85.0 |
| Volume/Cap: | 0.13 | 0.13 | 0.05 | 0.09 | 0.09 | 0.06 | 0.38 | 0.47 | 0.47 | 0.47 | 0.87 | 0.87 |
| Delay/Veh: | 54.6 | 54.6 | 22.6 | 55.0 | 55.0 | 46.2 | 58.8 | 28.5 | 28.5 | 35.7 | 21.9 | 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: | 54.6 | 54.6 | 22.6 | 55.0 | 55.0 | 46.2 | 58.8 | 28.5 | 28.5 | 35.7 | 21.9 | 21.9 |
| LOS by Move: | D | D | C | D | D | D | E | C | C | D | C | C |
| HCM2k95thQ: | 2 | 2 | 2 | 1 | 1 | 1 | 4 | 19 | 19 | 17 | 58 | 58 |

Note: Queue reported is the number of cars per lane.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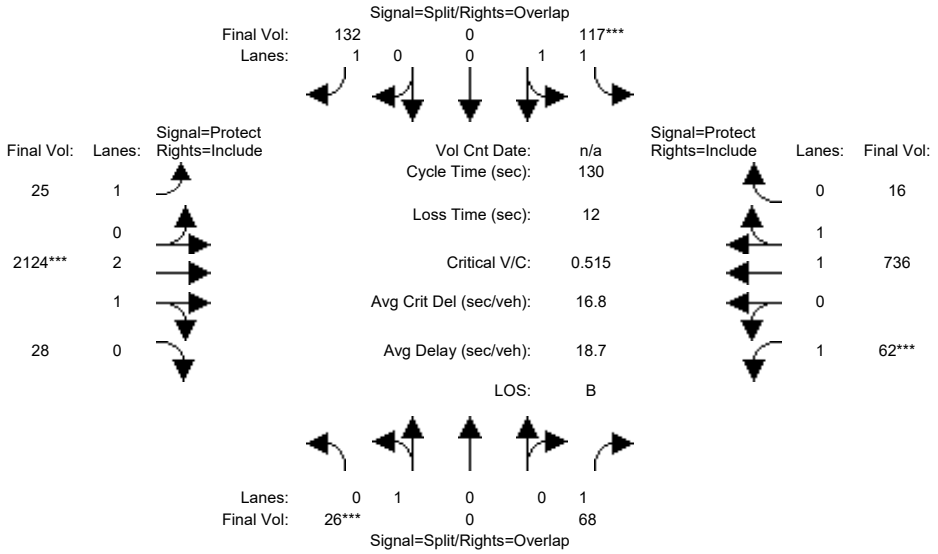
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #76: (31) 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 | 125 | 24 | 2018 | 27 | 59 | 699 | 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 | 125 | 24 | 2018 | 27 | 59 | 699 | 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 | 125 | 24 | 2018 | 27 | 59 | 699 | 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 | 132 | 25 | 2124 | 28 | 62 | 736 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 0 | 68 | 117 | 0 | 132 | 25 | 2124 | 28 | 62 | 736 | 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 | 132 | 25 | 2124 | 28 | 62 | 736 | 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 | 1.96 | 0.04 |
| Final Sat.: | 1800 | 0 | 1750 | 3550 | 0 | 1750 | 1750 | 5526 | 74 | 1750 | 3622 | 78 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.04 | 0.03 | 0.00 | 0.08 | 0.01 | 0.38 | 0.38 | 0.04 | 0.20 | 0.20 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green Time: | 12.0 | 0.0 | 22.0 | 11.0 | 0.0 | 37.1 | 26.1 | 85.0 | 85.0 | 10.0 | 68.9 | 68.9 |
| Volume/Cap: | 0.16 | 0.00 | 0.23 | 0.39 | 0.00 | 0.26 | 0.07 | 0.59 | 0.59 | 0.46 | 0.38 | 0.38 |
| Delay/Veh: | 54.8 | 0.0 | 47.1 | 57.2 | 0.0 | 36.2 | 42.2 | 12.9 | 12.9 | 59.9 | 18.1 | 18.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.8 | 0.0 | 47.1 | 57.2 | 0.0 | 36.2 | 42.2 | 12.9 | 12.9 | 59.9 | 18.1 | 18.1 |
| LOS by Move: | D | A | D | E | A | D | D | B | B | E | B | B |
| HCM2k95thQ: | 2 | 0 | 5 | 6 | 0 | 9 | 2 | 28 | 28 | 6 | 16 | 16 |

Note: Queue reported is the number of cars per lane.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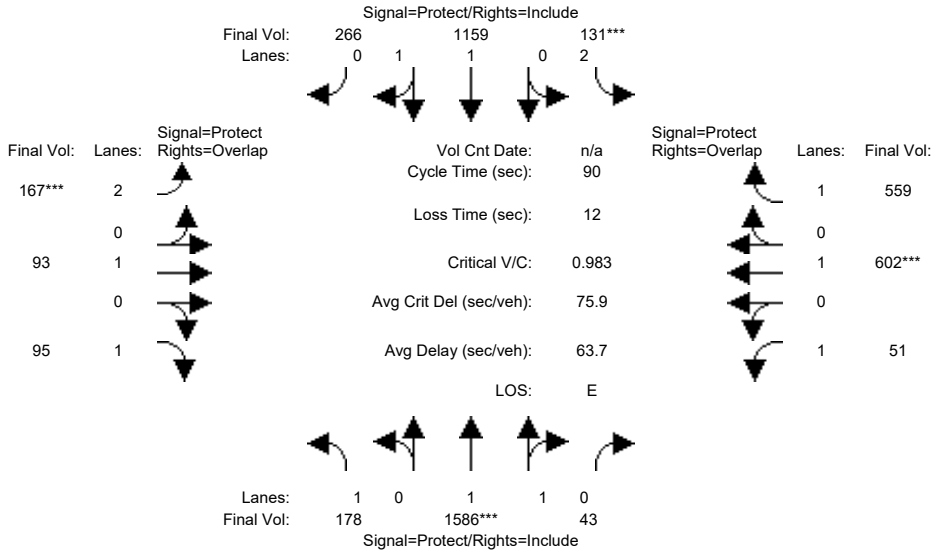
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #106: (41) 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: | 162 | 1443 | 39 | 119 | 1055 | 242 | 152 | 85 | 86 | 46 | 548 | 509 |
| Growth Adj: | 1.00 | 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 | 1443 | 39 | 119 | 1055 | 242 | 152 | 85 | 86 | 46 | 548 | 509 |
| Added Vol: | 0 | 0 | 0 | 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 | 1443 | 39 | 119 | 1055 | 242 | 152 | 85 | 86 | 46 | 548 | 509 |
| User Adj: | 1.00 | 1.00 | 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: | 178 | 1586 | 43 | 131 | 1159 | 266 | 167 | 93 | 95 | 51 | 602 | 559 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 178 | 1586 | 43 | 131 | 1159 | 266 | 167 | 93 | 95 | 51 | 602 | 559 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 178 | 1586 | 43 | 131 | 1159 | 266 | 167 | 93 | 95 | 51 | 602 | 559 |
| 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 | 1.62 | 0.38 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3603 | 97 | 3150 | 3009 | 690 | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.44 | 0.44 | 0.04 | 0.39 | 0.39 | 0.05 | 0.05 | 0.05 | 0.03 | 0.32 | 0.32 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 9.1 | 36.6 | 36.6 | 7.0 | 34.5 | 34.5 | 8.0 | 22.9 | 32.0 | 11.5 | 26.4 | 33.4 |
| Volume/Cap: | 1.00 | 1.08 | 1.08 | 0.53 | 1.00 | 1.00 | 0.60 | 0.19 | 0.15 | 0.23 | 1.08 | 0.86 |
| Delay/Veh: | 109.3 | 75.4 | 75.4 | 42.2 | 52.8 | 52.8 | 42.9 | 26.5 | 19.9 | 35.8 | 93.9 | 37.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 109.3 | 75.4 | 75.4 | 42.2 | 52.8 | 52.8 | 42.9 | 26.5 | 19.9 | 35.8 | 93.9 | 37.6 |
| LOS by Move: | F | E | E | D | D | D | D | C | B | D | F | D |
| HCM2k95thQ: | 14 | 54 | 54 | 4 | 42 | 42 | 6 | 4 | 4 | 3 | 44 | 32 |

Note: Queue reported is the number of cars per lane.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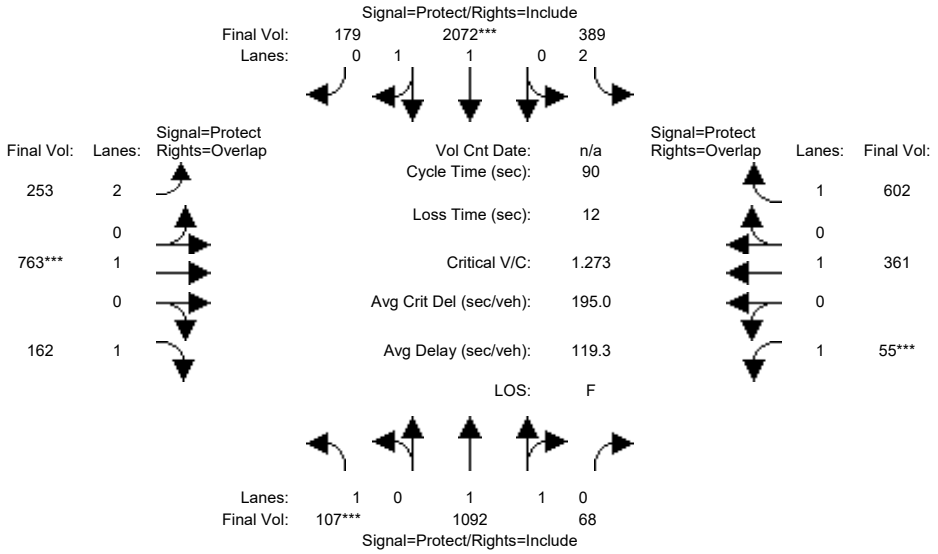
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #106: (41) 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 | 1070 | 67 | 381 | 2031 | 175 | 248 | 748 | 159 | 54 | 354 | 590 |
| Growth Adj: | 1.00 | 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 | 1070 | 67 | 381 | 2031 | 175 | 248 | 748 | 159 | 54 | 354 | 590 |
| Added Vol: | 0 | 0 | 0 | 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 | 1070 | 67 | 381 | 2031 | 175 | 248 | 748 | 159 | 54 | 354 | 590 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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 | 1092 | 68 | 389 | 2072 | 179 | 253 | 763 | 162 | 55 | 361 | 602 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 1092 | 68 | 389 | 2072 | 179 | 253 | 763 | 162 | 55 | 361 | 602 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 107 | 1092 | 68 | 389 | 2072 | 179 | 253 | 763 | 162 | 55 | 361 | 602 |
| Saturation 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 | 1.84 | 0.16 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 3482 | 218 | 3150 | 3406 | 293 | 3150 | 1900 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.31 | 0.31 | 0.12 | 0.61 | 0.61 | 0.08 | 0.40 | 0.09 | 0.03 | 0.19 | 0.34 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.0 | 34.3 | 34.3 | 13.5 | 39.8 | 39.8 | 8.7 | 26.2 | 34.2 | 4.0 | 21.6 | 35.0 |
| Volume/Cap: | 0.69 | 0.82 | 0.82 | 0.82 | 1.38 | 1.38 | 0.83 | 1.38 | 0.24 | 0.71 | 0.79 | 0.88 |
| Delay/Veh: | 52.1 | 29.2 | 29.2 | 48.3 | 199 | 198.9 | 57.4 | 213 | 19.2 | 68.3 | 41.4 | 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: | 52.1 | 29.2 | 29.2 | 48.3 | 199 | 198.9 | 57.4 | 213 | 19.2 | 68.3 | 41.4 | 38.6 |
| LOS by Move: | D | C | C | D | F | F | E | F | B | E | D | D |
| HCM2k95thQ: | 7 | 28 | 28 | 13 | 107 | 107 | 8 | 70 | 6 | 6 | 21 | 34 |

Note: Queue reported is the number of cars per lane.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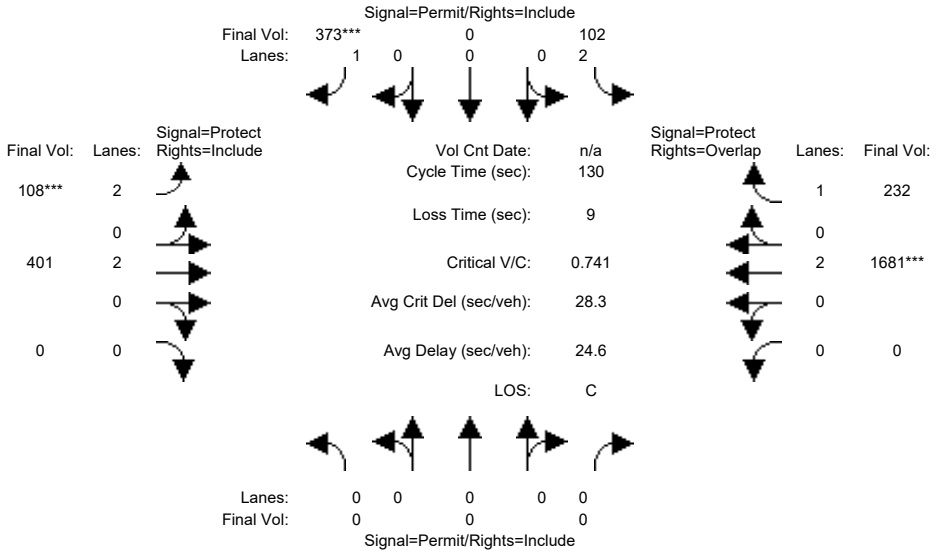
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #115: (38) TASMAN / CALLE DEL SOL




| 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 | 8 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 99 | 0 | 362 | 105 | 389 | 0 | 0 | 1631 | 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: | 0 | 0 | 0 | 99 | 0 | 362 | 105 | 389 | 0 | 0 | 1631 | 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: | 0 | 0 | 0 | 99 | 0 | 362 | 105 | 389 | 0 | 0 | 1631 | 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: | 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: | 0 | 0 | 0 | 102 | 0 | 373 | 108 | 401 | 0 | 0 | 1681 | 232 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 102 | 0 | 373 | 108 | 401 | 0 | 0 | 1681 | 232 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 102 | 0 | 373 | 108 | 401 | 0 | 0 | 1681 | 232 |
| Saturation 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3150 | 0 | 1750 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.21 | 0.03 | 0.11 | 0.00 | 0.00 | 0.44 | 0.13 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 36.7 | 0.0 | 36.7 | 8.0 | 84.3 | 0.0 | 0.0 | 76.3 | 76.3 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.75 | 0.56 | 0.16 | 0.00 | 0.00 | 0.75 | 0.23 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 34.6 | 0.0 | 49.0 | 62.9 | 9.0 | 0.0 | 0.0 | 21.4 | 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: | 0.0 | 0.0 | 0.0 | 34.6 | 0.0 | 49.0 | 62.9 | 9.0 | 0.0 | 0.0 | 21.4 | 12.9 |
| LOS by Move: | A | A | A | C | A | D | E | A | A | A | C | B |
| HCM2k95thQ: | 0 | 0 | 0 | 4 | 0 | 28 | 5 | 6 | 0 | 0 | 39 | 9 |

Note: Queue reported is the number of cars per lane.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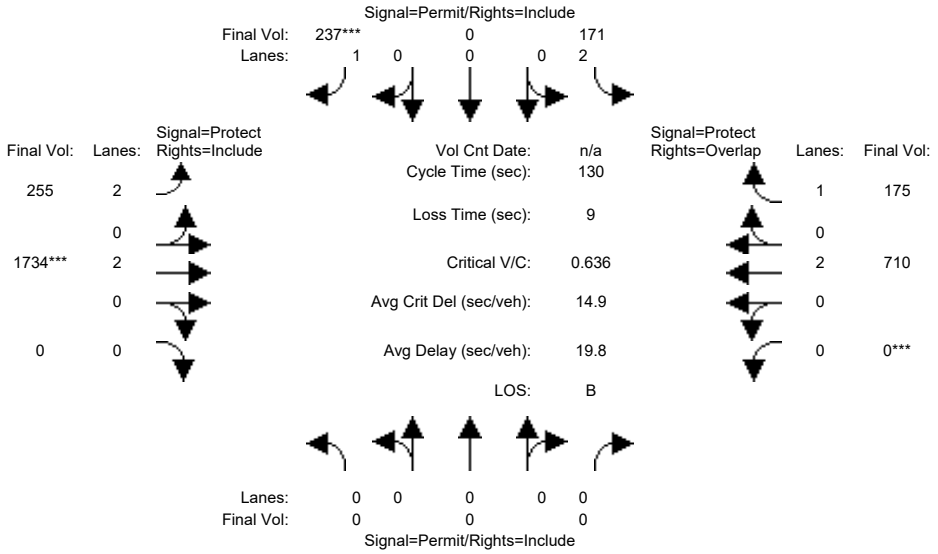
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #115: (38) TASMAN / CALLE DEL SOL




| 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 | 8 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 166 | 0 | 230 | 247 | 1682 | 0 | 0 | 689 | 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: | 0 | 0 | 0 | 166 | 0 | 230 | 247 | 1682 | 0 | 0 | 689 | 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: | 0 | 0 | 0 | 166 | 0 | 230 | 247 | 1682 | 0 | 0 | 689 | 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: | 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: | 0 | 0 | 0 | 171 | 0 | 237 | 255 | 1734 | 0 | 0 | 710 | 175 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 171 | 0 | 237 | 255 | 1734 | 0 | 0 | 710 | 175 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 171 | 0 | 237 | 255 | 1734 | 0 | 0 | 710 | 175 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3150 | 0 | 1750 | 3150 | 3800 | 0 | 0 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.14 | 0.08 | 0.46 | 0.00 | 0.00 | 0.19 | 0.10 |
| Crit Moves: | | | | | | **** | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 27.7 | 0.0 | 27.7 | 28.2 | 93.3 | 0.0 | 0.0 | 65.1 | 65.1 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.64 | 0.37 | 0.64 | 0.00 | 0.00 | 0.37 | 0.20 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 42.8 | 0.0 | 50.2 | 43.7 | 10.0 | 0.0 | 0.0 | 20.0 | 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 | 0.0 | 0.0 | 42.8 | 0.0 | 50.2 | 43.7 | 10.0 | 0.0 | 0.0 | 20.0 | 18.1 |
| LOS by Move: | A | A | A | D | A | D | D | B | A | A | C | B |
| HCM2k95thQ: | 0 | 0 | 0 | 7 | 0 | 19 | 10 | 31 | 0 | 0 | 16 | 8 |

Note: Queue reported is the number of cars per lane.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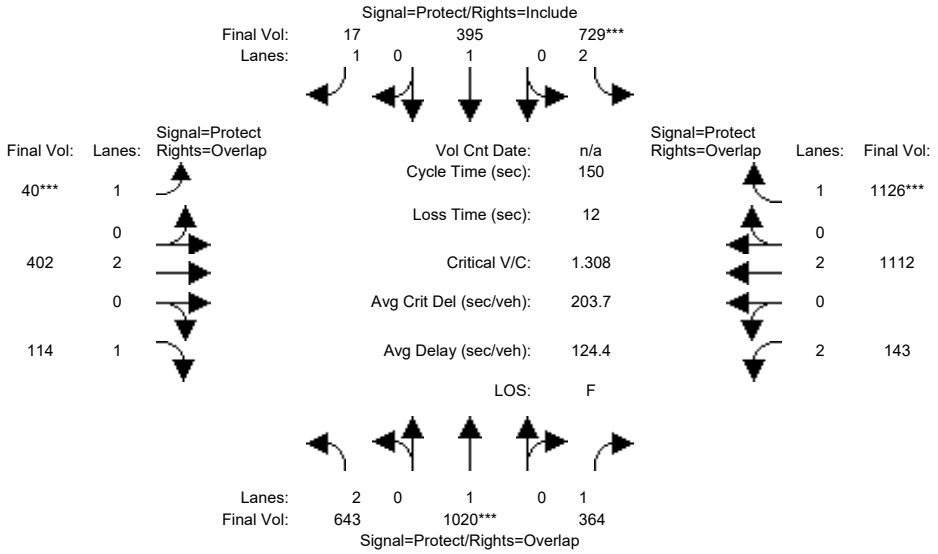
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #123: (39) 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: | 592 | 938 | | 335 | 671 | 363 | | 16 | 37 | 370 | | 105 | 132 | 1023 | | 1036 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Initial Bse: | 592 | 938 | | 335 | 671 | 363 | | 16 | 37 | 370 | | 105 | 132 | 1023 | | 1036 |
| Added Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| ATI: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Initial Fut: | 592 | 938 | | 335 | 671 | 363 | | 16 | 37 | 370 | | 105 | 132 | 1023 | | 1036 |
| User Adj: | 1.00 | 1.00 | | 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: | 643 | 1020 | | 364 | 729 | 395 | | 17 | 40 | 402 | | 114 | 143 | 1112 | | 1126 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 643 | 1020 | | 364 | 729 | 395 | | 17 | 40 | 402 | | 114 | 143 | 1112 | | 1126 |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| MLF Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| FinalVolume: | 643 | 1020 | | 364 | 729 | 395 | | 17 | 40 | 402 | | 114 | 143 | 1112 | | 1126 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | | 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: | 0.20 | 0.54 | | 0.21 | 0.23 | 0.21 | | 0.01 | 0.02 | 0.11 | | 0.07 | 0.05 | 0.29 | | 0.64 |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | | **** |
| Green Time: | 42.9 | 60.5 | | 76.0 | 26.1 | 43.6 | | 43.6 | 5.0 | 36.0 | | 78.9 | 15.5 | 46.4 | | 72.5 |
| Volume/Cap: | 0.71 | 1.33 | | 0.41 | 1.33 | 0.71 | | 0.03 | 0.69 | 0.44 | | 0.12 | 0.44 | 0.95 | | 1.33 |
| Delay/Veh: | 50.7 | 203 | | 23.4 | 223.1 | 52.0 | | 38.1 | 101.3 | 48.8 | | 18.1 | 64.2 | 65.6 | | 195.8 |
| User DelAdj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| AdjDel/Veh: | 50.7 | 203 | | 23.4 | 223.1 | 52.0 | | 38.1 | 101.3 | 48.8 | | 18.1 | 64.2 | 65.6 | | 195.8 |
| LOS by Move: | D | F | | C | F | D | | D | F | D | | B | E | E | | F |
| HCM2k95thQ: | 28 | 116 | | 20 | 56 | 29 | | 1 | 4 | 14 | | 6 | 7 | 45 | | 139 |

Note: Queue reported is the number of cars per lane.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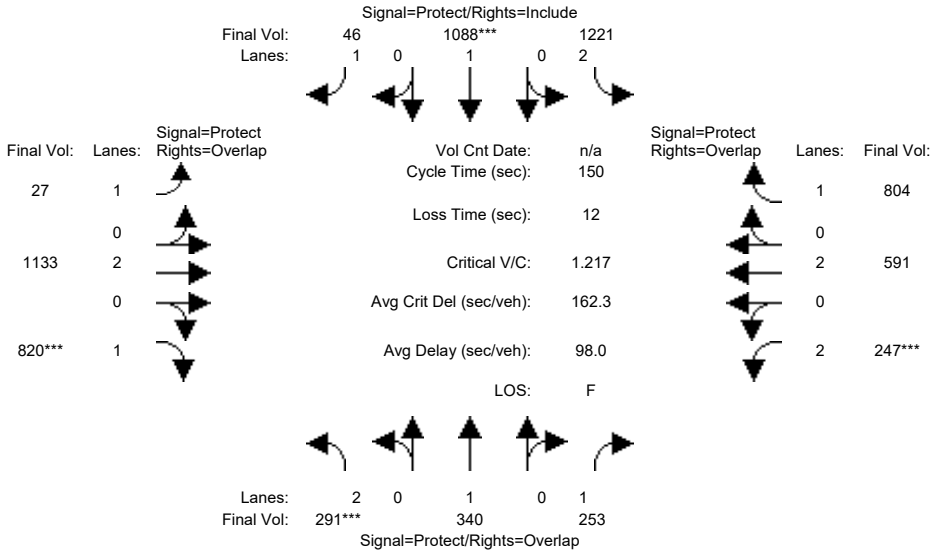
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #123: (39) 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: | 279 | | 326 | | 243 | | 1172 | | 1044 | | 44 | | 26 | | 1088 | | 787 | | 237 | | 567 | | 772 | |
| Growth Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 279 | | 326 | | 243 | | 1172 | | 1044 | | 44 | | 26 | | 1088 | | 787 | | 237 | | 567 | | 772 | |
| Added Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| ATI: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Initial Fut: | 279 | | 326 | | 243 | | 1172 | | 1044 | | 44 | | 26 | | 1088 | | 787 | | 237 | | 567 | | 772 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 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: | 291 | | 340 | | 253 | | 1221 | | 1088 | | 46 | | 27 | | 1133 | | 820 | | 247 | | 591 | | 804 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 291 | | 340 | | 253 | | 1221 | | 1088 | | 46 | | 27 | | 1133 | | 820 | | 247 | | 591 | | 804 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 291 | | 340 | | 253 | | 1221 | | 1088 | | 46 | | 27 | | 1133 | | 820 | | 247 | | 591 | | 804 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | | 1900 | | 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: | 0.09 | | 0.18 | | 0.14 | | 0.39 | | 0.57 | | 0.03 | | 0.02 | | 0.30 | | 0.47 | | 0.08 | | 0.16 | | 0.46 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | **** | | **** | | | | | |
| Green Time: | 11.4 | | 25.9 | | 35.5 | | 56.1 | | 70.6 | | 70.6 | | 9.9 | | 46.4 | | 57.8 | | 9.7 | | 46.2 | | 102.2 | |
| Volume/Cap: | 1.22 | | 1.04 | | 0.61 | | 1.04 | | 1.22 | | 0.06 | | 0.23 | | 0.96 | | 1.22 | | 1.22 | | 0.51 | | 0.67 | |
| Delay/Veh: | 198.6 | | 122 | | 53.7 | | 83.1 | | 147 | | 21.6 | | 67.5 | | 69.3 | | 156.8 | | 203.9 | | 42.9 | | 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: | 198.6 | | 122 | | 53.7 | | 83.1 | | 147 | | 21.6 | | 67.5 | | 69.3 | | 156.8 | | 203.9 | | 42.9 | | 15.6 | |
| LOS by Move: | F | | F | | D | | F | | F | | C | | E | | E | | F | | F | | D | | B | |
| HCM2k95thQ: | 22 | | 33 | | 20 | | 65 | | 112 | | 2 | | 3 | | 46 | | 91 | | 19 | | 20 | | 39 | |

Note: Queue reported is the number of cars per lane.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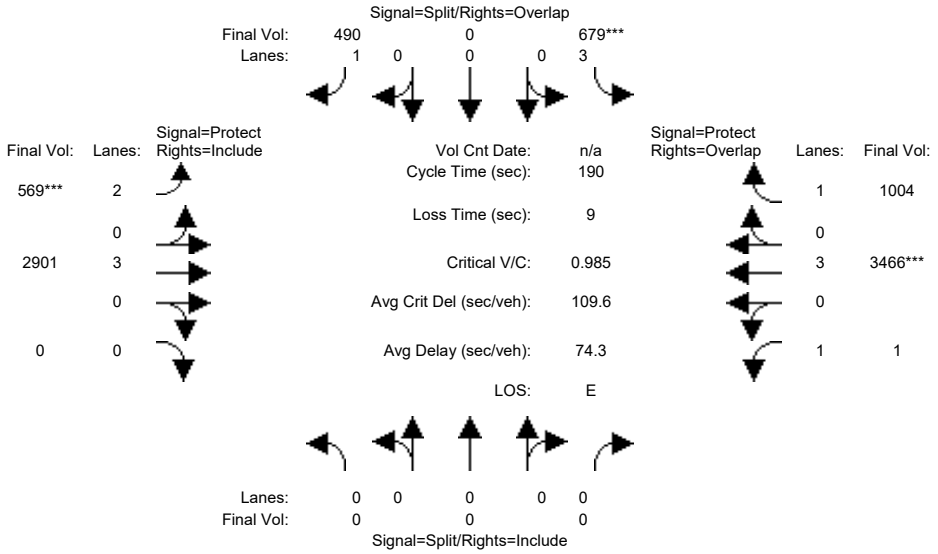
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #125: (46) 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 | 679 | 0 | 490 | 569 | 3335 | 0 | 1 | 3984 | 1004 |
| Growth Adj: | 1.00 | 1.00 | 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 | 679 | 0 | 490 | 569 | 3335 | 0 | 1 | 3984 | 1004 |
| Added Vol: | 0 | 0 | 0 | 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 | 679 | 0 | 490 | 569 | 3335 | 0 | 1 | 3984 | 1004 |
| 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 | 679 | 0 | 490 | 569 | 2901 | 0 | 1 | 3466 | 1004 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 679 | 0 | 490 | 569 | 2901 | 0 | 1 | 3466 | 1004 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 679 | 0 | 490 | 569 | 2901 | 0 | 1 | 3466 | 1004 |
| Saturation 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 | 0.51 | 0.00 | 0.00 | 0.61 | 0.57 |
| 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 | 1.12 | 0.00 | 1.26 | 2.03 | 0.72 | 0.00 | 0.01 | 0.88 | 0.70 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 154.9 | 0.0 | 209.2 | 563.2 | 16.7 | 0.0 | 84.8 | 26.3 | 8.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 154.9 | 0.0 | 209.2 | 563.2 | 16.7 | 0.0 | 84.8 | 26.3 | 8.6 |
| LOS by Move: | A | A | A | F | A | F | F | B | A | F | C | A |
| HCM2k95thQ: | 0 | 0 | 0 | 38 | 0 | 70 | 65 | 52 | 0 | 0 | 76 | 40 |

Note: Queue reported is the number of cars per lane.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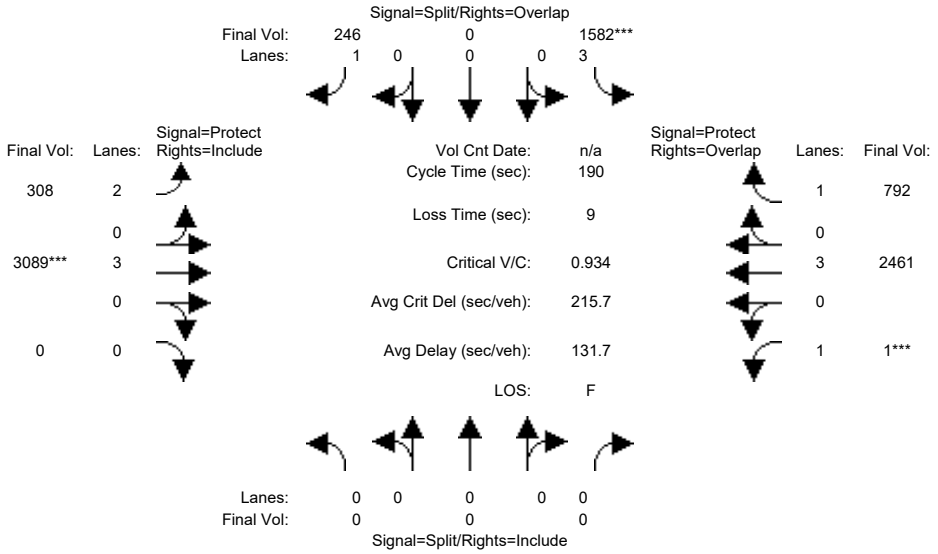
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #125: (46) 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 | 1582 | 0 | 246 | 308 | 3861 | 0 | 1 | 3619 | 792 |
| Growth Adj: | 1.00 | 1.00 | 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 | 1582 | 0 | 246 | 308 | 3861 | 0 | 1 | 3619 | 792 |
| Added Vol: | 0 | 0 | 0 | 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 | 1582 | 0 | 246 | 308 | 3861 | 0 | 1 | 3619 | 792 |
| 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 | 1582 | 0 | 246 | 308 | 3089 | 0 | 1 | 2461 | 792 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 1582 | 0 | 246 | 308 | 3089 | 0 | 1 | 2461 | 792 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 1582 | 0 | 246 | 308 | 3089 | 0 | 1 | 2461 | 792 |
| Saturation 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 | 0.35 | 0.00 | 0.14 | 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 | 2.14 | 0.00 | 0.51 | 0.88 | 0.78 | 0.00 | 0.01 | 0.68 | 0.57 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 596.1 | 0.0 | 59.3 | 104.9 | 21.0 | 0.0 | 84.8 | 22.6 | 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: | 0.0 | 0.0 | 0.0 | 596.1 | 0.0 | 59.3 | 104.9 | 21.0 | 0.0 | 84.8 | 22.6 | 7.6 |
| LOS by Move: | A | A | A | F | A | E | F | C | A | F | C | A |
| HCM2k95thQ: | 0 | 0 | 0 | 121 | 0 | 23 | 24 | 63 | 0 | 0 | 45 | 29 |

Note: Queue reported is the number of cars per lane.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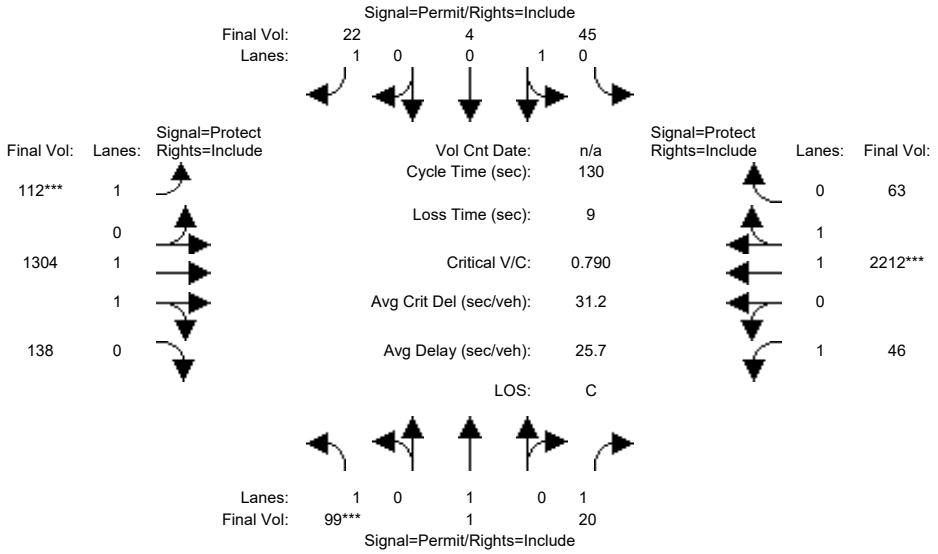
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #139: (26) 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: | 26 | 26 | 26 | 26 | 26 | 26 | 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: | 93 | 1 | 19 | 42 | 4 | 21 | 105 | 1226 | 130 | 43 | 2079 | 59 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 93 | 1 | 19 | 42 | 4 | 21 | 105 | 1226 | 130 | 43 | 2079 | 59 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 93 | 1 | 19 | 42 | 4 | 21 | 105 | 1226 | 130 | 43 | 2079 | 59 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 99 | 1 | 20 | 45 | 4 | 22 | 112 | 1304 | 138 | 46 | 2212 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 99 | 1 | 20 | 45 | 4 | 22 | 112 | 1304 | 138 | 46 | 2212 | 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: | 99 | 1 | 20 | 45 | 4 | 22 | 112 | 1304 | 138 | 46 | 2212 | 63 |
| Saturation 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 | 0.91 | 0.09 | 1.00 | 1.00 | 1.80 | 0.20 | 1.00 | 1.94 | 0.06 |
| Final Sat.: | 1750 | 1900 | 1750 | 1643 | 157 | 1750 | 1750 | 3345 | 355 | 1750 | 3598 | 102 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.00 | 0.01 | 0.03 | 0.03 | 0.01 | 0.06 | 0.39 | 0.39 | 0.03 | 0.61 | 0.61 |
| Crit Moves: | **** | | | | | | **** | | | | **** | |
| Green Time: | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 8.9 | 83.5 | 83.5 | 11.5 | 86.1 | 86.1 |
| Volume/Cap: | 0.28 | 0.00 | 0.06 | 0.14 | 0.14 | 0.06 | 0.93 | 0.61 | 0.61 | 0.29 | 0.93 | 0.93 |
| Delay/Veh: | 44.5 | 41.6 | 42.2 | 42.9 | 42.9 | 42.2 | 120.3 | 14.1 | 14.1 | 56.5 | 26.2 | 26.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.5 | 41.6 | 42.2 | 42.9 | 42.9 | 42.2 | 120.3 | 14.1 | 14.1 | 56.5 | 26.2 | 26.2 |
| LOS by Move: | D | D | D | D | D | D | F | B | B | E | C | C |
| HCM2k95thQ: | 7 | 0 | 1 | 3 | 3 | 2 | 11 | 30 | 30 | 3 | 60 | 60 |

Note: Queue reported is the number of cars per lane.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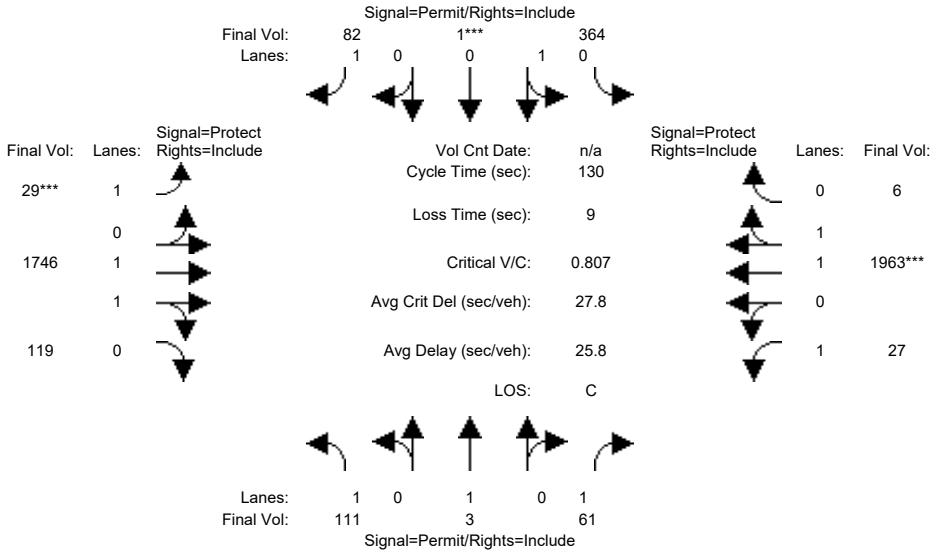
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #139: (26) 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: | 26 | 26 | 26 | 26 | 26 | 26 | 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 | 59 | 353 | 1 | 80 | 28 | 1694 | 115 | 26 | 1904 | 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: | 108 | 3 | 59 | 353 | 1 | 80 | 28 | 1694 | 115 | 26 | 1904 | 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: | 108 | 3 | 59 | 353 | 1 | 80 | 28 | 1694 | 115 | 26 | 1904 | 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: | 0.97 | 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 | 61 | 364 | 1 | 82 | 29 | 1746 | 119 | 27 | 1963 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 111 | 3 | 61 | 364 | 1 | 82 | 29 | 1746 | 119 | 27 | 1963 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 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 | 61 | 364 | 1 | 82 | 29 | 1746 | 119 | 27 | 1963 | 6 |
| Saturation 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 | 1.87 | 0.13 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 1750 | 1900 | 1750 | 1795 | 5 | 1750 | 1750 | 3465 | 235 | 1750 | 3688 | 12 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.00 | 0.03 | 0.20 | 0.20 | 0.05 | 0.02 | 0.50 | 0.50 | 0.02 | 0.53 | 0.53 |
| Crit Moves: | | | | | **** | | **** | | | | **** | |
| Green Time: | 31.4 | 31.4 | 31.4 | 31.4 | 31.4 | 31.4 | 7.0 | 80.9 | 80.9 | 8.6 | 82.6 | 82.6 |
| Volume/Cap: | 0.26 | 0.01 | 0.14 | 0.84 | 0.84 | 0.19 | 0.31 | 0.81 | 0.81 | 0.23 | 0.84 | 0.84 |
| Delay/Veh: | 40.2 | 37.4 | 38.9 | 60.2 | 60.2 | 39.4 | 61.0 | 20.9 | 20.9 | 58.5 | 21.3 | 21.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.2 | 37.4 | 38.9 | 60.2 | 60.2 | 39.4 | 61.0 | 20.9 | 20.9 | 58.5 | 21.3 | 21.3 |
| LOS by Move: | D | D | D | E | E | D | E | C | C | E | C | C |
| HCM2k95thQ: | 8 | 0 | 4 | 29 | 29 | 6 | 2 | 48 | 48 | 2 | 51 | 51 |

Note: Queue reported is the number of cars per lane.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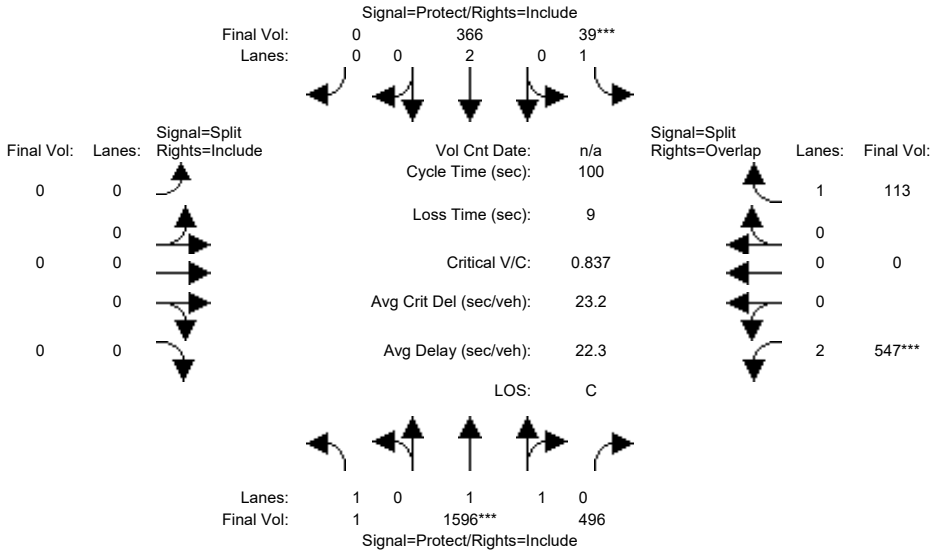
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #530: (40) LAFAYETTE / CALLE DE LUNA




| 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 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| Y+R: | 0.0 | 5.0 | 6.4 | 5.4 | 6.4 | 0.0 | 4.0 | 4.0 | 4.0 | 5.1 | 0.0 | 5.1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1 | 1596 | 496 | 39 | 366 | 0 | 0 | 0 | 0 | 547 | 0 | 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: | 1 | 1596 | 496 | 39 | 366 | 0 | 0 | 0 | 0 | 547 | 0 | 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: | 1 | 1596 | 496 | 39 | 366 | 0 | 0 | 0 | 0 | 547 | 0 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 1 | 1596 | 496 | 39 | 366 | 0 | 0 | 0 | 0 | 547 | 0 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 1596 | 496 | 39 | 366 | 0 | 0 | 0 | 0 | 547 | 0 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1 | 1596 | 496 | 39 | 366 | 0 | 0 | 0 | 0 | 547 | 0 | 113 |
| Saturation 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 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.51 | 0.49 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 1750 | 2822 | 877 | 1750 | 3800 | 0 | 0 | 0 | 0 | 3150 | 0 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.57 | 0.57 | 0.02 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.06 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green Time: | 20.2 | 66.6 | 66.6 | 4.0 | 50.4 | 0.0 | 0.0 | 0.0 | 0.0 | 20.4 | 0.0 | 24.4 |
| Volume/Cap: | 0.00 | 0.85 | 0.85 | 0.56 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.85 | 0.00 | 0.26 |
| Delay/Veh: | 31.9 | 15.9 | 15.9 | 56.7 | 13.7 | 0.0 | 0.0 | 0.0 | 0.0 | 48.7 | 0.0 | 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: | 31.9 | 15.9 | 15.9 | 56.7 | 13.7 | 0.0 | 0.0 | 0.0 | 0.0 | 48.7 | 0.0 | 30.9 |
| LOS by Move: | C | B | B | E | B | A | A | A | A | D | A | C |
| HCM2k95thQ: | 0 | 44 | 44 | 4 | 6 | 0 | 0 | 0 | 0 | 23 | 0 | 6 |

Note: Queue reported is the number of cars per lane.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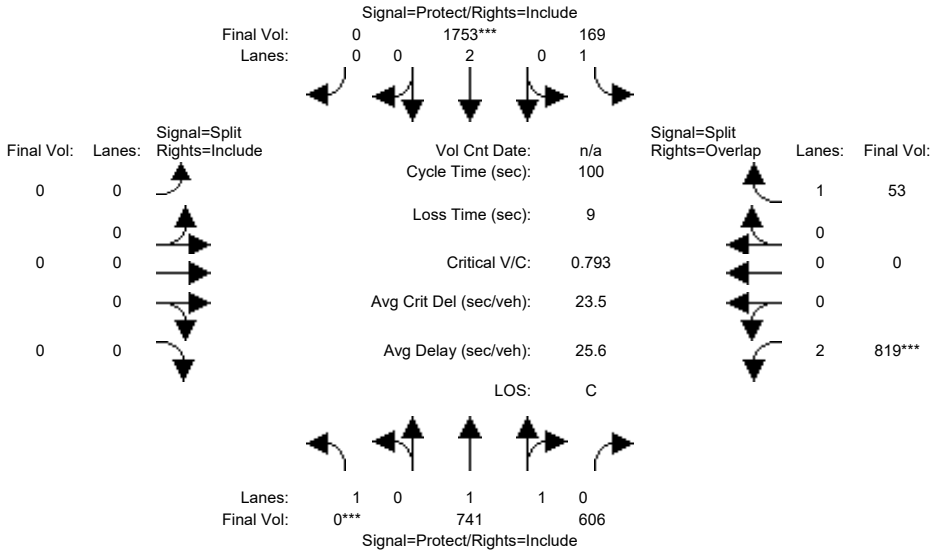
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #530: (40) LAFAYETTE / CALLE DE LUNA




| 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 | | 0 | | 0 | | 0 | | 0 | | 8 | | 0 | | 8 | |
| Y+R: | 0.0 | | 5.0 | | 6.4 | | 5.4 | | 6.4 | | 0.0 | | 4.0 | | 4.0 | | 4.0 | | 5.1 | | 0.0 | | 5.1 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | | 741 | | 606 | | 169 | | 1753 | | 0 | | 0 | | 0 | | 0 | | 819 | | 0 | | 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: | 0 | | 741 | | 606 | | 169 | | 1753 | | 0 | | 0 | | 0 | | 0 | | 819 | | 0 | | 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: | 0 | | 741 | | 606 | | 169 | | 1753 | | 0 | | 0 | | 0 | | 0 | | 819 | | 0 | | 53 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Volume: | 0 | | 741 | | 606 | | 169 | | 1753 | | 0 | | 0 | | 0 | | 0 | | 819 | | 0 | | 53 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | | 741 | | 606 | | 169 | | 1753 | | 0 | | 0 | | 0 | | 0 | | 819 | | 0 | | 53 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 0 | | 741 | | 606 | | 169 | | 1753 | | 0 | | 0 | | 0 | | 0 | | 819 | | 0 | | 53 | |
| 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 | | 1.00 | | 0.92 | | 0.83 | | 1.00 | | 0.92 | |
| Lanes: | 1.00 | | 1.08 | | 0.92 | | 1.00 | | 2.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 2.00 | | 0.00 | | 1.00 | |
| Final Sat.: | 1750 | | 2034 | | 1664 | | 1750 | | 3800 | | 0 | | 0 | | 0 | | 0 | | 3150 | | 0 | | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | | 0.36 | | 0.36 | | 0.10 | | 0.46 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.26 | | 0.00 | | 0.03 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | | | **** | | | | | |
| Green Time: | 0.0 | | 46.0 | | 46.0 | | 12.2 | | 58.2 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 32.8 | | 0.0 | | 45.0 | |
| Volume/Cap: | 0.00 | | 0.79 | | 0.79 | | 0.79 | | 0.79 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.79 | | 0.00 | | 0.07 | |
| Delay/Veh: | 0.0 | | 25.5 | | 25.5 | | 60.7 | | 18.3 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 34.8 | | 0.0 | | 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: | 0.0 | | 25.5 | | 25.5 | | 60.7 | | 18.3 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 34.8 | | 0.0 | | 15.6 | |
| LOS by Move: | A | | C | | C | | E | | B | | A | | A | | A | | A | | C | | A | | B | |
| HCM2k95thQ: | 0 | | 32 | | 32 | | 14 | | 37 | | 0 | | 0 | | 0 | | 0 | | 27 | | 0 | | 2 | |

Note: Queue reported is the number of cars per lane.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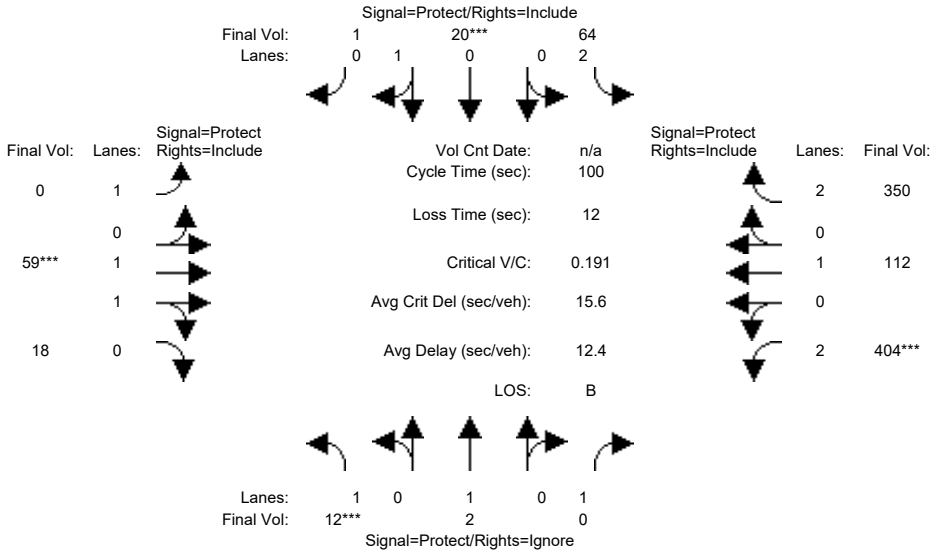
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd




| Street Name: | Mission College Blvd Loop | | | | | | 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: | 8 | 8 | 8 | 8 | 8 | 8 | 10 | 10 | 10 | 15 | 10 | 10 |
| Y+R: | 4.6 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 5.6 | 5.6 | 5.6 | 5.5 | 5.5 | 5.5 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 11 | 2 | 478 | 58 | 18 | 1 | 0 | 53 | 16 | 364 | 101 | 315 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 11 | 2 | 478 | 58 | 18 | 1 | 0 | 53 | 16 | 364 | 101 | 315 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 11 | 2 | 478 | 58 | 18 | 1 | 0 | 53 | 16 | 364 | 101 | 315 |
| 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: | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 12 | 2 | 0 | 64 | 20 | 1 | 0 | 59 | 18 | 404 | 112 | 350 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 2 | 0 | 64 | 20 | 1 | 0 | 59 | 18 | 404 | 112 | 350 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 12 | 2 | 0 | 64 | 20 | 1 | 0 | 59 | 18 | 404 | 112 | 350 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 1.00 | 0.83 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.95 | 0.05 | 1.00 | 1.52 | 0.48 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1705 | 95 | 1750 | 2841 | 858 | 3150 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.00 | 0.02 | 0.01 | 0.01 | 0.00 | 0.02 | 0.02 | 0.13 | 0.06 | 0.11 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 8.0 | 8.0 | 0.0 | 8.0 | 8.0 | 8.0 | 0.0 | 10.0 | 10.0 | 62.0 | 72.0 | 72.0 |
| Volume/Cap: | 0.09 | 0.01 | 0.00 | 0.26 | 0.15 | 0.15 | 0.00 | 0.21 | 0.21 | 0.21 | 0.08 | 0.15 |
| Delay/Veh: | 42.9 | 42.4 | 0.0 | 43.7 | 43.3 | 43.3 | 0.0 | 41.6 | 41.6 | 8.3 | 4.2 | 4.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.9 | 42.4 | 0.0 | 43.7 | 43.3 | 43.3 | 0.0 | 41.6 | 41.6 | 8.3 | 4.2 | 4.4 |
| LOS by Move: | D | D | A | D | D | D | A | D | D | A | A | A |
| HCM2k95thQ: | 1 | 0 | 0 | 3 | 2 | 2 | 0 | 3 | 3 | 6 | 2 | 4 |

Note: Queue reported is the number of cars per lane.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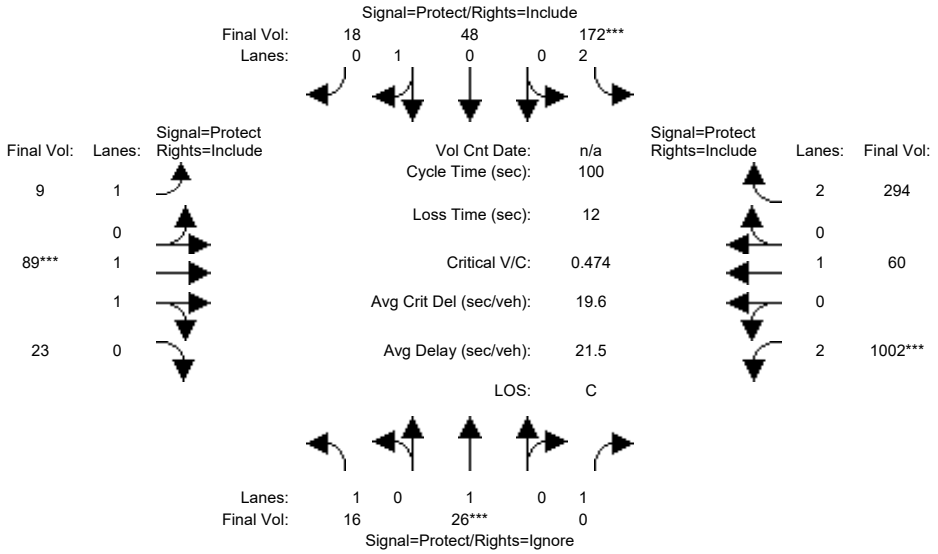
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd




| Street Name: | Mission College Blvd Loop | | | | | | 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: | 8 | 8 | 8 | 8 | 8 | 8 | 10 | 10 | 10 | 15 | 10 | 10 |
| Y+R: | 4.6 | 6.0 | 6.0 | 4.0 | 6.0 | 6.0 | 5.6 | 5.6 | 5.6 | 5.5 | 5.5 | 5.5 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 15 | 25 | 687 | 163 | 46 | 17 | 9 | 85 | 22 | 952 | 57 | 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: | 15 | 25 | 687 | 163 | 46 | 17 | 9 | 85 | 22 | 952 | 57 | 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: | 15 | 25 | 687 | 163 | 46 | 17 | 9 | 85 | 22 | 952 | 57 | 279 |
| 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: | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 16 | 26 | 0 | 172 | 48 | 18 | 9 | 89 | 23 | 1002 | 60 | 294 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 16 | 26 | 0 | 172 | 48 | 18 | 9 | 89 | 23 | 1002 | 60 | 294 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 16 | 26 | 0 | 172 | 48 | 18 | 9 | 89 | 23 | 1002 | 60 | 294 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.83 | 1.00 | 0.83 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.73 | 0.27 | 1.00 | 1.58 | 0.42 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1314 | 486 | 1750 | 2939 | 761 | 3150 | 1900 | 3150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.05 | 0.04 | 0.04 | 0.01 | 0.03 | 0.03 | 0.32 | 0.03 | 0.09 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 9.1 | 8.0 | 0.0 | 10.2 | 9.1 | 9.1 | 34.9 | 10.0 | 10.0 | 59.8 | 34.9 | 34.9 |
| Volume/Cap: | 0.10 | 0.17 | 0.00 | 0.53 | 0.40 | 0.40 | 0.02 | 0.30 | 0.30 | 0.53 | 0.09 | 0.27 |
| Delay/Veh: | 41.9 | 43.5 | 0.0 | 44.3 | 44.5 | 44.5 | 21.3 | 42.2 | 42.2 | 12.2 | 22.0 | 23.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.9 | 43.5 | 0.0 | 44.3 | 44.5 | 44.5 | 21.3 | 42.2 | 42.2 | 12.2 | 22.0 | 23.5 |
| LOS by Move: | D | D | A | D | D | D | C | D | D | B | C | C |
| HCM2k95thQ: | 1 | 2 | 0 | 7 | 5 | 5 | 0 | 4 | 4 | 20 | 2 | 7 |

Note: Queue reported is the number of cars per lane.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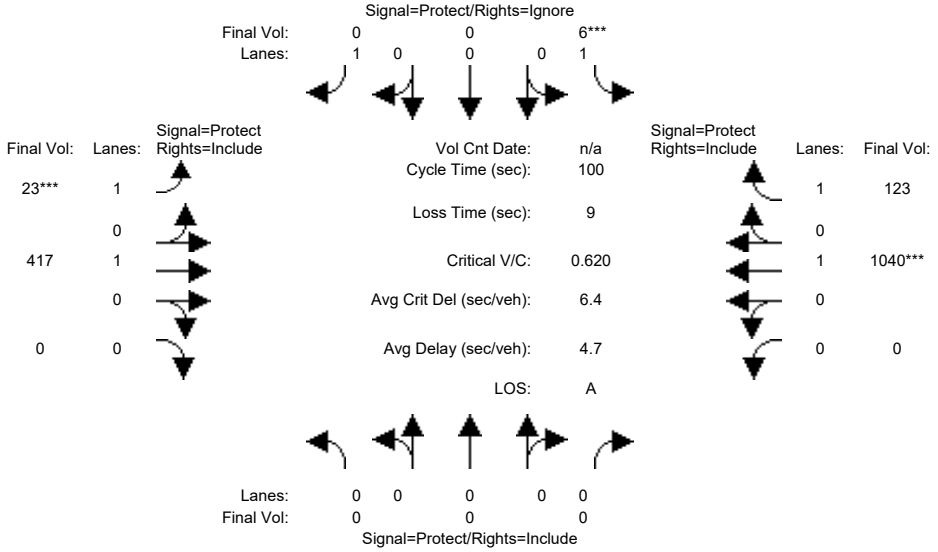
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #580: (29) Great America Emp Entr and Agnew Rd




| Street Name: | Great America Emp Entr | | | | | | Agnew 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: | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 15 | 0 | 0 | 5 | 5 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.5 | 0.0 | 0.0 | 4.5 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 6 | 0 | 10 | 22 | 392 | 0 | 0 | 978 | 116 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 6 | 0 | 10 | 22 | 392 | 0 | 0 | 978 | 116 |
| Added Vol: | 0 | 0 | 0 | 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 | 6 | 0 | 10 | 22 | 392 | 0 | 0 | 978 | 116 |
| 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 6 | 0 | 0 | 23 | 417 | 0 | 0 | 1040 | 123 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 6 | 0 | 0 | 23 | 417 | 0 | 0 | 1040 | 123 |
| 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: | 0 | 0 | 0 | 6 | 0 | 0 | 23 | 417 | 0 | 0 | 1040 | 123 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.22 | 0.00 | 0.00 | 0.55 | 0.07 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 5.0 | 86.0 | 0.0 | 0.0 | 81.0 | 81.0 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | 0.27 | 0.26 | 0.00 | 0.00 | 0.68 | 0.09 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 45.6 | 0.0 | 0.0 | 47.4 | 1.3 | 0.0 | 0.0 | 5.2 | 2.0 |
| User DelAdj: | 1.00 | 1.00 | 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 | 45.6 | 0.0 | 0.0 | 47.4 | 1.3 | 0.0 | 0.0 | 5.2 | 2.0 |
| LOS by Move: | A | A | A | D | A | A | D | A | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 22 | 2 |

Note: Queue reported is the number of cars per lane.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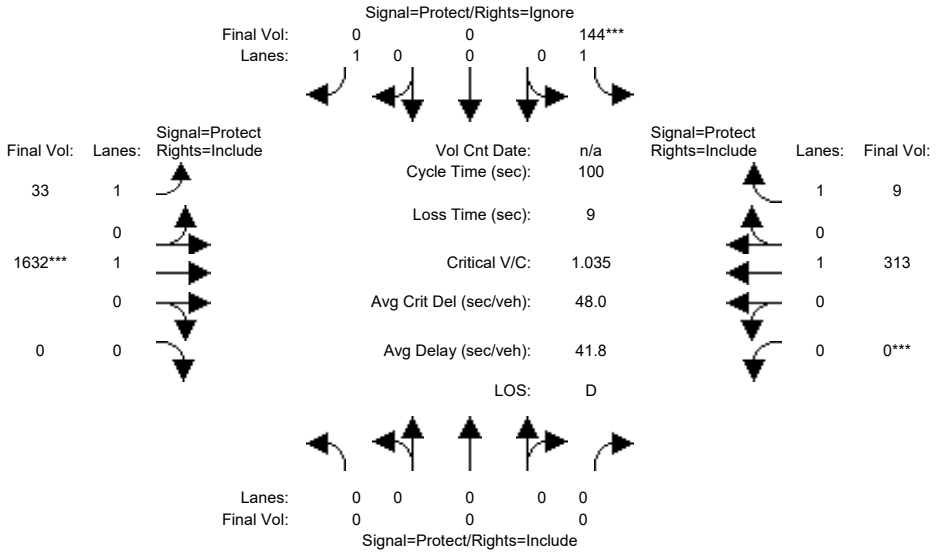
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #580: (29) Great America Emp Entr and Agnew Rd




| Street Name: | Great America Emp Entr | | | | | | Agnew 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: | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 15 | 0 | 0 | 5 | 5 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.5 | 0.0 | 0.0 | 4.5 | 5.0 | 0.0 | 0.0 | 5.0 | 5.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 130 | 0 | 54 | 30 | 1469 | 0 | 0 | 282 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 130 | 0 | 54 | 30 | 1469 | 0 | 0 | 282 | 8 |
| Added Vol: | 0 | 0 | 0 | 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 | 130 | 0 | 54 | 30 | 1469 | 0 | 0 | 282 | 8 |
| 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 0 | 0 | 144 | 0 | 0 | 33 | 1632 | 0 | 0 | 313 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 144 | 0 | 0 | 33 | 1632 | 0 | 0 | 313 | 9 |
| 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: | 0 | 0 | 0 | 144 | 0 | 0 | 33 | 1632 | 0 | 0 | 313 | 9 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1750 | 0 | 1750 | 1750 | 1900 | 0 | 0 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 0.02 | 0.86 | 0.00 | 0.00 | 0.16 | 0.01 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | 19.3 | 83.0 | 0.0 | 0.0 | 63.7 | 63.7 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 1.03 | 0.00 | 0.00 | 0.10 | 1.03 | 0.00 | 0.00 | 0.26 | 0.01 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 131.7 | 0.0 | 0.0 | 33.3 | 40.6 | 0.0 | 0.0 | 8.0 | 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: | 0.0 | 0.0 | 0.0 | 131.7 | 0.0 | 0.0 | 33.3 | 40.6 | 0.0 | 0.0 | 8.0 | 6.6 |
| LOS by Move: | A | A | A | F | A | A | C | D | A | A | A | A |
| HCM2k95thQ: | 0 | 0 | 0 | 17 | 0 | 0 | 2 | 83 | 0 | 0 | 8 | 0 |

Note: Queue reported is the number of cars per lane.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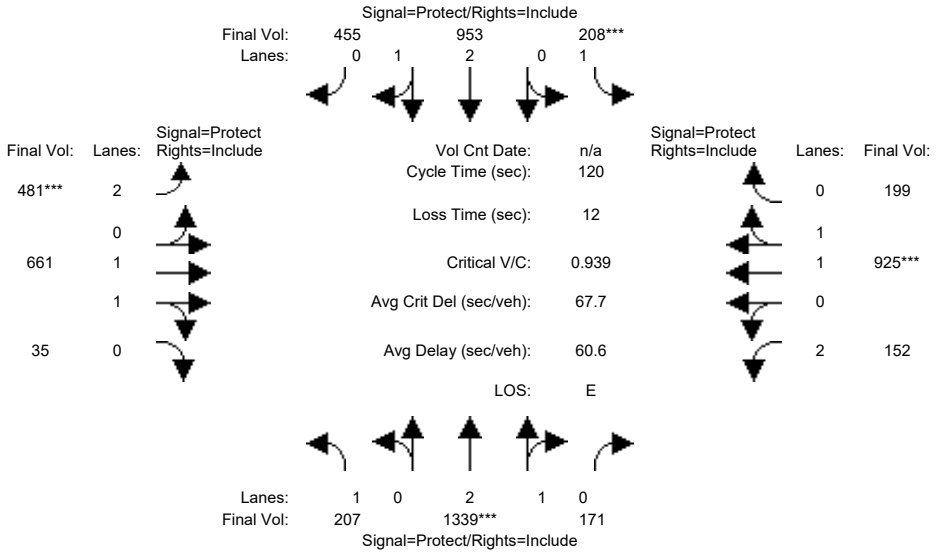
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #1200: (22) 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: | 207 | 1339 | 171 | 208 | 953 | 455 | 481 | 661 | 35 | 152 | 925 | 199 |
| Growth Adj: | 1.00 | 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 | 1339 | 171 | 208 | 953 | 455 | 481 | 661 | 35 | 152 | 925 | 199 |
| Added Vol: | 0 | 0 | 0 | 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 | 1339 | 171 | 208 | 953 | 455 | 481 | 661 | 35 | 152 | 925 | 199 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 207 | 1339 | 171 | 208 | 953 | 455 | 481 | 661 | 35 | 152 | 925 | 199 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 207 | 1339 | 171 | 208 | 953 | 455 | 481 | 661 | 35 | 152 | 925 | 199 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 207 | 1339 | 171 | 208 | 953 | 455 | 481 | 661 | 35 | 152 | 925 | 199 |
| 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 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 2.65 | 0.35 | 1.00 | 2.00 | 1.00 | 2.00 | 1.90 | 0.10 | 2.00 | 1.64 | 0.36 |
| Final Sat.: | 1750 | 4965 | 634 | 1750 | 3797 | 1800 | 3150 | 3514 | 186 | 3150 | 3044 | 655 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.27 | 0.27 | 0.12 | 0.25 | 0.25 | 0.15 | 0.19 | 0.19 | 0.05 | 0.30 | 0.30 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 20.9 | 32.7 | 32.7 | 20.0 | 31.7 | 31.7 | 18.5 | 33.2 | 33.2 | 22.1 | 36.8 | 36.8 |
| Volume/Cap: | 0.68 | 0.99 | 0.99 | 0.71 | 0.95 | 0.96 | 0.99 | 0.68 | 0.68 | 0.26 | 0.99 | 0.99 |
| Delay/Veh: | 52.4 | 64.2 | 64.2 | 55.4 | 56.5 | 57.7 | 88.9 | 40.5 | 40.5 | 42.2 | 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: | 52.4 | 64.2 | 64.2 | 55.4 | 56.5 | 57.7 | 88.9 | 40.5 | 40.5 | 42.2 | 65.7 | 65.7 |
| LOS by Move: | D | E | E | E | E | E | F | D | D | D | E | E |
| HCM2k95thQ: | 14 | 34 | 34 | 15 | 33 | 34 | 21 | 20 | 20 | 6 | 41 | 41 |

Note: Queue reported is the number of cars per lane.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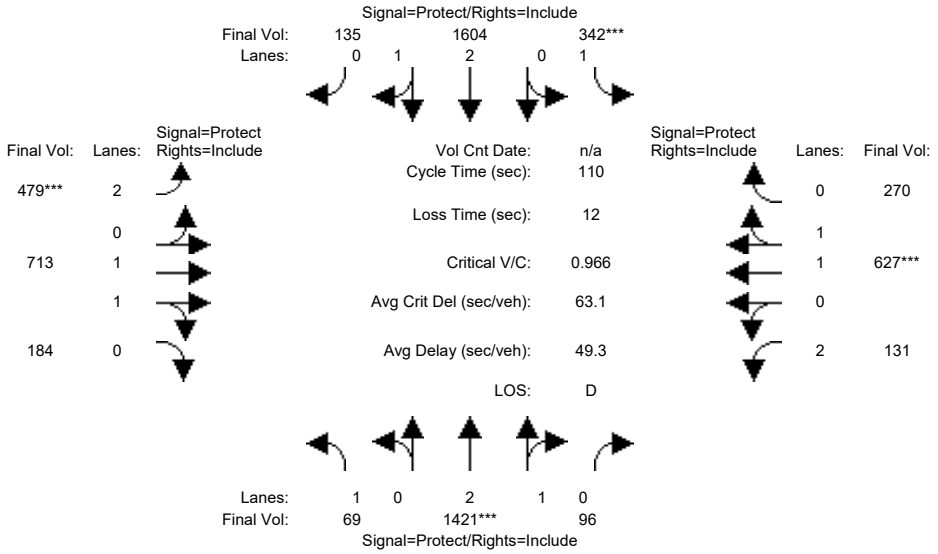
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #1200: (22) 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: | 69 | 1421 | 96 | 342 | 1604 | 135 | 479 | 713 | 184 | 131 | 627 | 270 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 69 | 1421 | 96 | 342 | 1604 | 135 | 479 | 713 | 184 | 131 | 627 | 270 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 69 | 1421 | 96 | 342 | 1604 | 135 | 479 | 713 | 184 | 131 | 627 | 270 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 69 | 1421 | 96 | 342 | 1604 | 135 | 479 | 713 | 184 | 131 | 627 | 270 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 69 | 1421 | 96 | 342 | 1604 | 135 | 479 | 713 | 184 | 131 | 627 | 270 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 69 | 1421 | 96 | 342 | 1604 | 135 | 479 | 713 | 184 | 131 | 627 | 270 |
| Saturation 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 | 0.98 | 0.95 | 0.83 | 0.99 | 0.95 |
| Lanes: | 1.00 | 2.80 | 0.20 | 1.00 | 2.76 | 0.24 | 2.00 | 1.58 | 0.42 | 2.00 | 1.38 | 0.62 |
| Final Sat.: | 1750 | 5245 | 354 | 1750 | 5165 | 435 | 3150 | 2940 | 759 | 3150 | 2585 | 1113 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.27 | 0.27 | 0.20 | 0.31 | 0.31 | 0.15 | 0.24 | 0.24 | 0.04 | 0.24 | 0.24 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 9.0 | 30.8 | 30.8 | 22.2 | 44.1 | 44.1 | 17.3 | 35.6 | 35.6 | 9.3 | 27.6 | 27.6 |
| Volume/Cap: | 0.48 | 0.97 | 0.97 | 0.97 | 0.78 | 0.78 | 0.97 | 0.75 | 0.75 | 0.49 | 0.97 | 0.97 |
| Delay/Veh: | 50.8 | 54.5 | 54.5 | 82.3 | 30.4 | 30.4 | 77.9 | 35.9 | 35.9 | 49.5 | 62.4 | 62.4 |
| 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: | 50.8 | 54.5 | 54.5 | 82.3 | 30.4 | 30.4 | 77.9 | 35.9 | 35.9 | 49.5 | 62.4 | 62.4 |
| LOS by Move: | D | D | D | F | C | C | E | D | D | D | E | E |
| HCM2k95thQ: | 5 | 34 | 34 | 25 | 30 | 30 | 20 | 24 | 24 | 5 | 31 | 31 |

Note: Queue reported is the number of cars per lane.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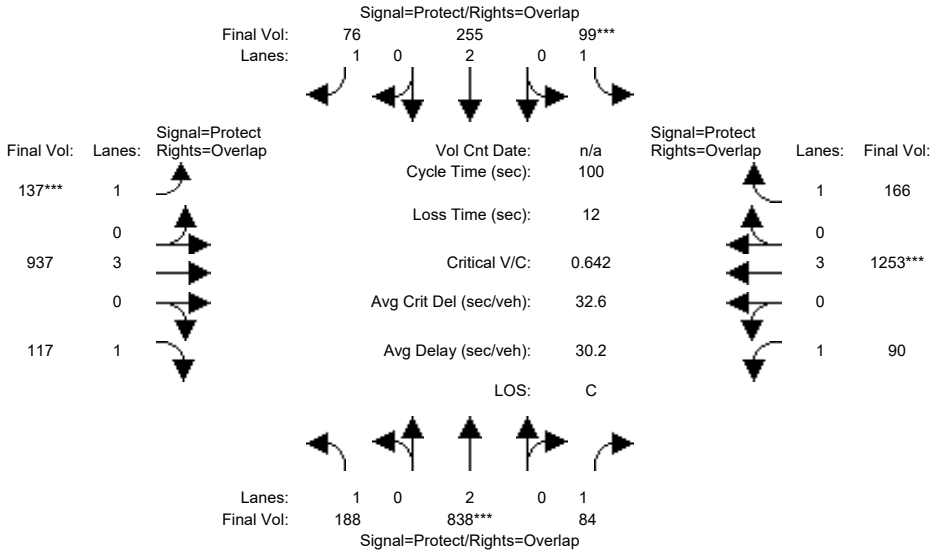
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #1201: (56) 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 | 838 | 84 | 99 | 255 | 76 | 137 | 937 | 117 | 90 | 1253 | 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: | 188 | 838 | 84 | 99 | 255 | 76 | 137 | 937 | 117 | 90 | 1253 | 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: | 188 | 838 | 84 | 99 | 255 | 76 | 137 | 937 | 117 | 90 | 1253 | 166 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 188 | 838 | 84 | 99 | 255 | 76 | 137 | 937 | 117 | 90 | 1253 | 166 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 838 | 84 | 99 | 255 | 76 | 137 | 937 | 117 | 90 | 1253 | 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: | 188 | 838 | 84 | 99 | 255 | 76 | 137 | 937 | 117 | 90 | 1253 | 166 |
| 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 | 0.07 | 0.04 | 0.07 | 0.16 | 0.06 | 0.05 | 0.22 | 0.09 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 25.3 | 34.4 | 44.6 | 8.1 | 17.2 | 28.4 | 11.2 | 35.3 | 60.6 | 10.2 | 34.3 | 42.4 |
| Volume/Cap: | 0.39 | 0.64 | 0.10 | 0.64 | 0.39 | 0.14 | 0.64 | 0.47 | 0.10 | 0.47 | 0.64 | 0.21 |
| Delay/Veh: | 33.3 | 30.1 | 16.3 | 63.2 | 38.5 | 27.2 | 56.3 | 25.8 | 8.4 | 50.2 | 29.3 | 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: | 33.3 | 30.1 | 16.3 | 63.2 | 38.5 | 27.2 | 56.3 | 25.8 | 8.4 | 50.2 | 29.3 | 18.8 |
| LOS by Move: | C | C | B | E | D | C | E | C | A | D | C | B |
| HCM2k95thQ: | 9 | 18 | 3 | 7 | 7 | 4 | 10 | 14 | 3 | 5 | 17 | 6 |

Note: Queue reported is the number of cars per lane.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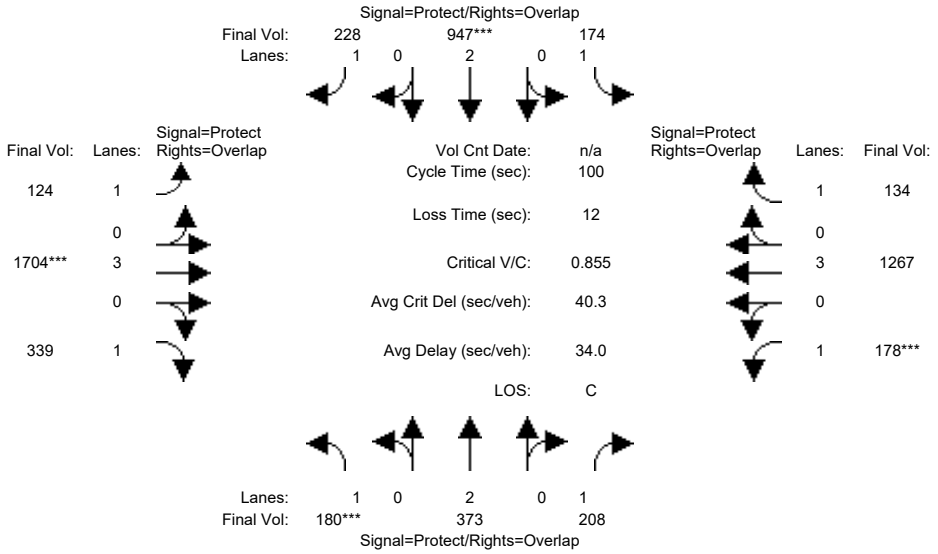
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #1201: (56) 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: | 180 | 373 | 208 | 174 | 947 | 228 | 124 | 1704 | 339 | 178 | 1267 | 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: | 180 | 373 | 208 | 174 | 947 | 228 | 124 | 1704 | 339 | 178 | 1267 | 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: | 180 | 373 | 208 | 174 | 947 | 228 | 124 | 1704 | 339 | 178 | 1267 | 134 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 180 | 373 | 208 | 174 | 947 | 228 | 124 | 1704 | 339 | 178 | 1267 | 134 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 180 | 373 | 208 | 174 | 947 | 228 | 124 | 1704 | 339 | 178 | 1267 | 134 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 180 | 373 | 208 | 174 | 947 | 228 | 124 | 1704 | 339 | 178 | 1267 | 134 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 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: | 0.10 | 0.10 | 0.12 | 0.10 | 0.25 | 0.13 | 0.07 | 0.30 | 0.19 | 0.10 | 0.22 | 0.08 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 12.0 | 20.6 | 32.5 | 20.5 | 29.1 | 40.5 | 11.3 | 34.9 | 47.0 | 11.9 | 35.5 | 56.0 |
| Volume/Cap: | 0.86 | 0.48 | 0.37 | 0.48 | 0.86 | 0.32 | 0.63 | 0.86 | 0.41 | 0.86 | 0.63 | 0.14 |
| Delay/Veh: | 70.5 | 35.4 | 26.2 | 36.1 | 40.1 | 20.6 | 48.5 | 34.1 | 17.8 | 70.8 | 27.4 | 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: | 70.5 | 35.4 | 26.2 | 36.1 | 40.1 | 20.6 | 48.5 | 34.1 | 17.8 | 70.8 | 27.4 | 10.5 |
| LOS by Move: | E | D | C | D | D | C | D | C | B | E | C | B |
| HCM2k95thQ: | 12 | 9 | 10 | 9 | 24 | 9 | 10 | 32 | 14 | 11 | 19 | 4 |

Note: Queue reported is the number of cars per lane.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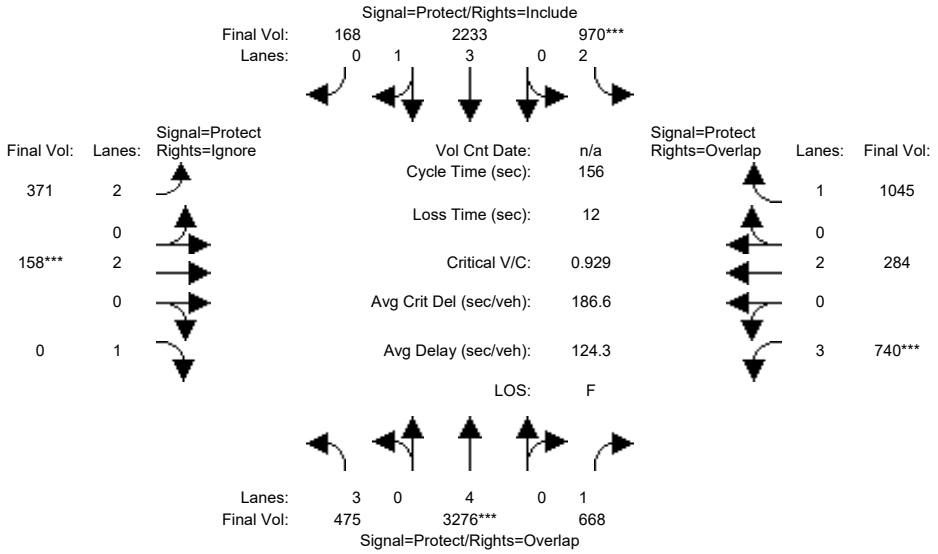
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #1206: (18) 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 | 45 | 45 | 5 | 42 | 42 |
| 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: | 475 | 3276 | 668 | 970 | 2233 | 168 | 371 | 158 | 193 | 740 | 284 | 1045 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 475 | 3276 | 668 | 970 | 2233 | 168 | 371 | 158 | 193 | 740 | 284 | 1045 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 475 | 3276 | 668 | 970 | 2233 | 168 | 371 | 158 | 193 | 740 | 284 | 1045 |
| 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: | 475 | 3276 | 668 | 970 | 2233 | 168 | 371 | 158 | 0 | 740 | 284 | 1045 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 475 | 3276 | 668 | 970 | 2233 | 168 | 371 | 158 | 0 | 740 | 284 | 1045 |
| 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: | 475 | 3276 | 668 | 970 | 2233 | 168 | 371 | 158 | 0 | 740 | 284 | 1045 |
| 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 | 3.72 | 0.28 | 2.00 | 2.00 | 1.00 | 3.00 | 2.00 | 1.00 |
| Final Sat.: | 5700 | 7600 | 1900 | 3800 | 7068 | 532 | 3800 | 3800 | 1900 | 5700 | 3800 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.43 | 0.35 | 0.26 | 0.32 | 0.32 | 0.10 | 0.04 | 0.00 | 0.13 | 0.07 | 0.55 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 17.4 | 52.3 | 68.0 | 31.0 | 65.9 | 65.9 | 15.1 | 45.0 | 0.0 | 15.7 | 45.6 | 76.6 |
| Volume/Cap: | 0.75 | 1.29 | 0.81 | 1.29 | 0.75 | 0.75 | 1.01 | 0.14 | 0.00 | 1.29 | 0.26 | 1.12 |
| Delay/Veh: | 75.1 | 184 | 46.5 | 201.2 | 39.7 | 39.7 | 119.3 | 41.5 | 0.0 | 211.6 | 42.8 | 108.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 75.1 | 184 | 46.5 | 201.2 | 39.7 | 39.7 | 119.3 | 41.5 | 0.0 | 211.6 | 42.8 | 108.0 |
| LOS by Move: | E | F | D | F | D | D | F | D | A | F | D | F |
| HCM2k95thQ: | 14 | 101 | 48 | 56 | 36 | 36 | 20 | 6 | 0 | 29 | 10 | 100 |

Note: Queue reported is the number of cars per lane.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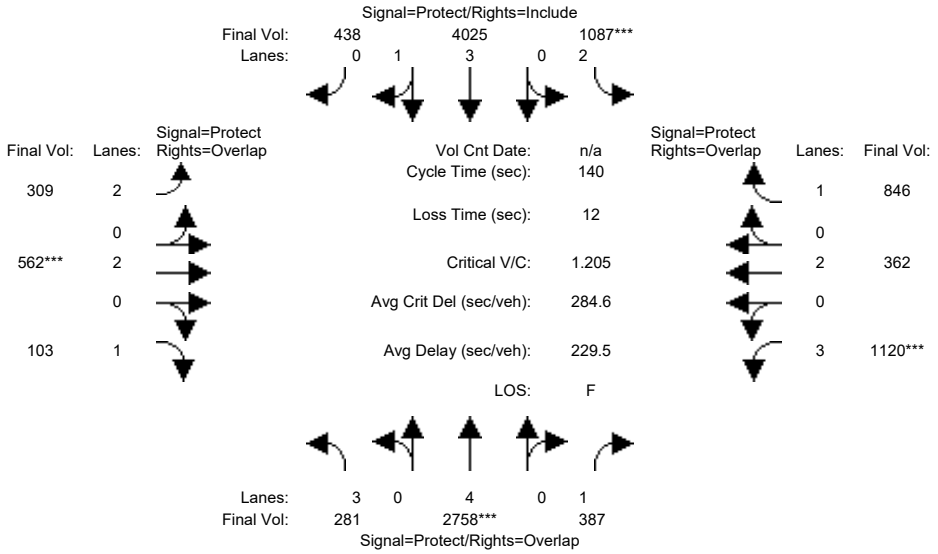
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #1206: (18) 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 | 45 | 45 | 7 | 42 | 42 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 281 | 2758 | 387 | 1087 | 4025 | 438 | 309 | 562 | 103 | 1120 | 362 | 846 |
| Growth Adj: | 1.00 | 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 | 2758 | 387 | 1087 | 4025 | 438 | 309 | 562 | 103 | 1120 | 362 | 846 |
| Added Vol: | 0 | 0 | 0 | 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 | 2758 | 387 | 1087 | 4025 | 438 | 309 | 562 | 103 | 1120 | 362 | 846 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 2758 | 387 | 1087 | 4025 | 438 | 309 | 562 | 103 | 1120 | 362 | 846 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 281 | 2758 | 387 | 1087 | 4025 | 438 | 309 | 562 | 103 | 1120 | 362 | 846 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 281 | 2758 | 387 | 1087 | 4025 | 438 | 309 | 562 | 103 | 1120 | 362 | 846 |
| 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 | 3.59 | 0.41 | 2.00 | 2.00 | 1.00 | 3.00 | 2.00 | 1.00 |
| Final Sat.: | 4551 | 7600 | 1750 | 3150 | 6763 | 736 | 3150 | 3800 | 1750 | 4551 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.36 | 0.22 | 0.35 | 0.60 | 0.60 | 0.10 | 0.15 | 0.06 | 0.25 | 0.10 | 0.48 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 6.0 | 37.0 | 56.1 | 26.9 | 57.8 | 57.8 | 15.8 | 45.0 | 51.0 | 19.1 | 48.3 | 75.2 |
| Volume/Cap: | 1.44 | 1.37 | 0.55 | 1.80 | 1.44 | 1.44 | 0.87 | 0.46 | 0.16 | 1.80 | 0.28 | 0.90 |
| Delay/Veh: | 291.8 | 223 | 33.2 | 422.8 | 241 | 241.1 | 80.9 | 38.1 | 30.2 | 426.5 | 33.3 | 40.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 291.8 | 223 | 33.2 | 422.8 | 241 | 241.1 | 80.9 | 38.1 | 30.2 | 426.5 | 33.3 | 40.6 |
| LOS by Move: | F | F | C | F | F | F | F | D | C | F | C | D |
| HCM2k95thQ: | 18 | 80 | 24 | 94 | 132 | 132 | 16 | 17 | 6 | 69 | 10 | 55 |

Note: Queue reported is the number of cars per lane.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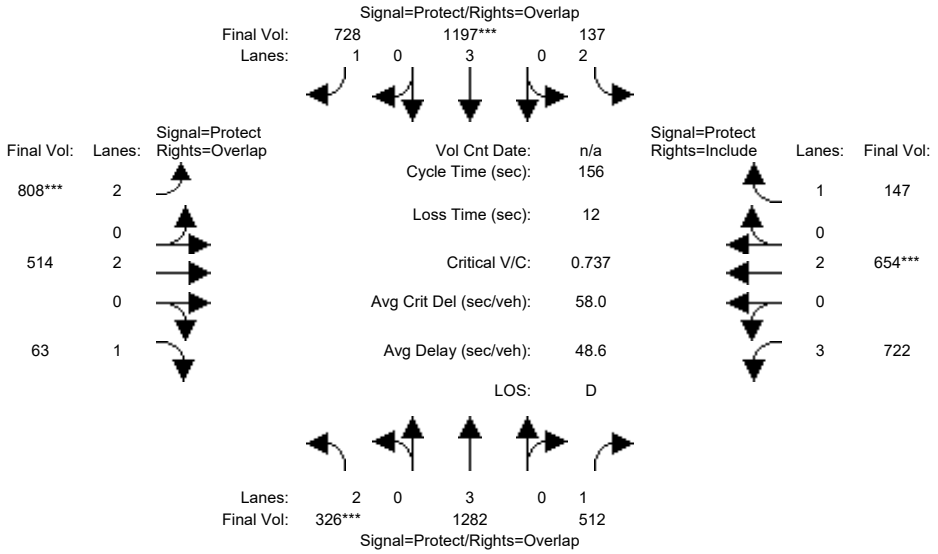
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #1207: (15) 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: | 326 | 1282 | 512 | 137 | 1197 | 728 | 808 | 514 | 63 | 722 | 654 | 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: | 326 | 1282 | 512 | 137 | 1197 | 728 | 808 | 514 | 63 | 722 | 654 | 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: | 326 | 1282 | 512 | 137 | 1197 | 728 | 808 | 514 | 63 | 722 | 654 | 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: | 326 | 1282 | 512 | 137 | 1197 | 728 | 808 | 514 | 63 | 722 | 654 | 147 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 326 | 1282 | 512 | 137 | 1197 | 728 | 808 | 514 | 63 | 722 | 654 | 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: | 326 | 1282 | 512 | 137 | 1197 | 728 | 808 | 514 | 63 | 722 | 654 | 147 |
| 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: | 0.09 | 0.22 | 0.27 | 0.04 | 0.21 | 0.38 | 0.21 | 0.14 | 0.03 | 0.13 | 0.17 | 0.08 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 18.2 | 52.2 | 91.5 | 10.4 | 44.4 | 89.4 | 45.0 | 42.0 | 60.2 | 39.4 | 36.4 | 36.4 |
| Volume/Cap: | 0.74 | 0.67 | 0.46 | 0.54 | 0.74 | 0.67 | 0.74 | 0.50 | 0.09 | 0.50 | 0.74 | 0.33 |
| Delay/Veh: | 77.1 | 46.5 | 19.6 | 78.5 | 53.5 | 26.3 | 54.6 | 49.9 | 30.7 | 51.2 | 60.8 | 51.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 77.1 | 46.5 | 19.6 | 78.5 | 53.5 | 26.3 | 54.6 | 49.9 | 30.7 | 51.2 | 60.8 | 51.7 |
| LOS by Move: | E | D | B | E | D | C | D | D | C | D | E | D |
| HCM2k95thQ: | 15 | 30 | 23 | 7 | 29 | 39 | 26 | 17 | 4 | 17 | 24 | 11 |

Note: Queue reported is the number of cars per lane.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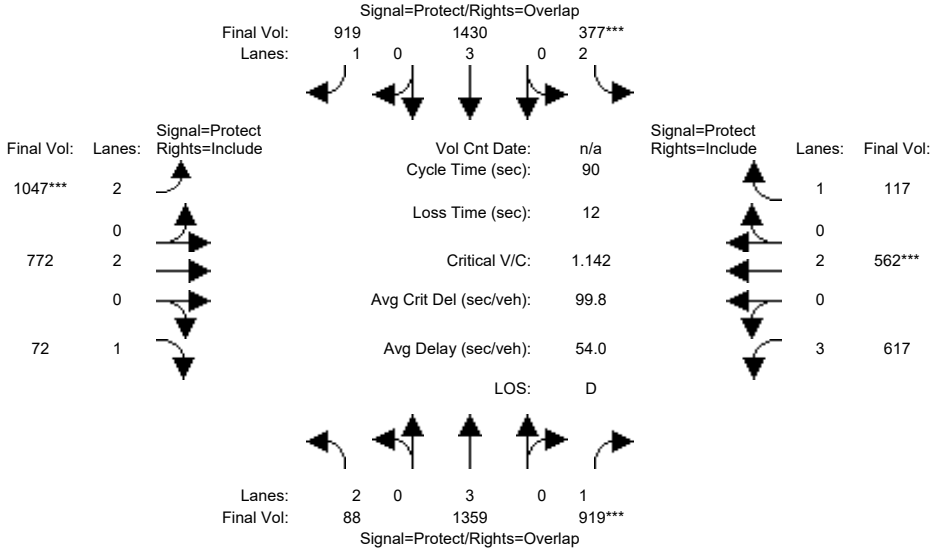
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #1207: (15) 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: | 88 | 1359 | | 919 | | 377 | 1430 | | 919 | | | 1047 | 772 | | 72 | | 617 | 562 | | 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: | 88 | 1359 | | 919 | | 377 | 1430 | | 919 | | | 1047 | 772 | | 72 | | 617 | 562 | | 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: | 88 | 1359 | | 919 | | 377 | 1430 | | 919 | | | 1047 | 772 | | 72 | | 617 | 562 | | 117 | | | | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | |
| PHF Volume: | 88 | 1359 | | 919 | | 377 | 1430 | | 919 | | | 1047 | 772 | | 72 | | 617 | 562 | | 117 | | | | |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | | | |
| Reduced Vol: | 88 | 1359 | | 919 | | 377 | 1430 | | 919 | | | 1047 | 772 | | 72 | | 617 | 562 | | 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: | 88 | 1359 | | 919 | | 377 | 1430 | | 919 | | | 1047 | 772 | | 72 | | 617 | 562 | | 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 | | 0.80 | 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 | 0.24 | | 0.53 | | 0.12 | 0.25 | | 0.53 | | | 0.33 | 0.20 | | 0.04 | | 0.14 | 0.15 | | 0.07 | | | | |
| Crit Moves: | | | | **** | | **** | | | | | | **** | | | | | | **** | | | | | | |
| Green Time: | 9.5 | 30.7 | | 45.9 | | 9.4 | 30.6 | | 56.8 | | | 26.2 | 22.7 | | 22.7 | | 15.2 | 11.7 | | 11.7 | | | | |
| Volume/Cap: | 0.26 | 0.70 | | 1.03 | | 1.14 | 0.74 | | 0.83 | | | 1.14 | 0.81 | | 0.16 | | 0.81 | 1.14 | | 0.52 | | | | |
| Delay/Veh: | 37.5 | 26.8 | | 60.3 | | 134.0 | 27.6 | | 18.3 | | | 108.8 | 36.6 | | 26.4 | | 42.2 | 125 | | 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: | 37.5 | 26.8 | | 60.3 | | 134.0 | 27.6 | | 18.3 | | | 108.8 | 36.6 | | 26.4 | | 42.2 | 125 | | 38.6 | | | | |
| LOS by Move: | D | C | | E | | F | C | | B | | | F | D | | C | | D | F | | D | | | | |
| HCM2k95thQ: | 3 | 20 | | 57 | | 19 | 21 | | 36 | | | 43 | 17 | | 3 | | 14 | 23 | | 6 | | | | |

Note: Queue reported is the number of cars per lane.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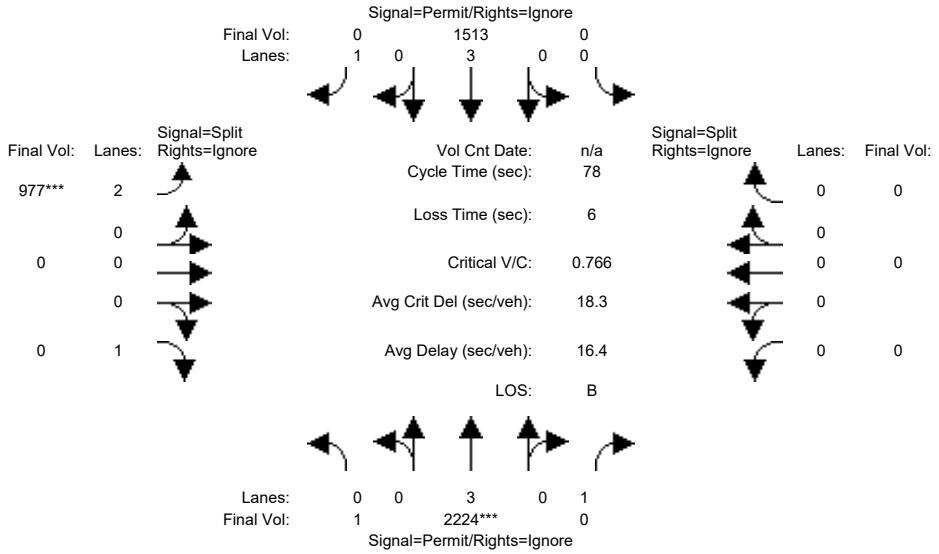
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #1208: (20) 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 | 2224 | 248 | 0 | 1513 | 860 | 977 | 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: | 1 | 2224 | 248 | 0 | 1513 | 860 | 977 | 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: | 1 | 2224 | 248 | 0 | 1513 | 860 | 977 | 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: | 1 | 2224 | 0 | 0 | 1513 | 0 | 977 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 2224 | 0 | 0 | 1513 | 0 | 977 | 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 | 2224 | 0 | 0 | 1513 | 0 | 977 | 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: | 0.40 | 0.40 | 0.00 | 0.00 | 0.27 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green Time: | 40.4 | 40.4 | 0.0 | 0.0 | 40.4 | 0.0 | 31.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.77 | 0.77 | 0.00 | 0.00 | 0.51 | 0.00 | 0.77 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 16.3 | 16.3 | 0.0 | 0.0 | 12.5 | 0.0 | 22.9 | 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: | 16.3 | 16.3 | 0.0 | 0.0 | 12.5 | 0.0 | 22.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | B | B | A | A | B | A | C | A | A | A | A | A |
| HCM2k95thQ: | 25 | 25 | 0 | 0 | 15 | 0 | 25 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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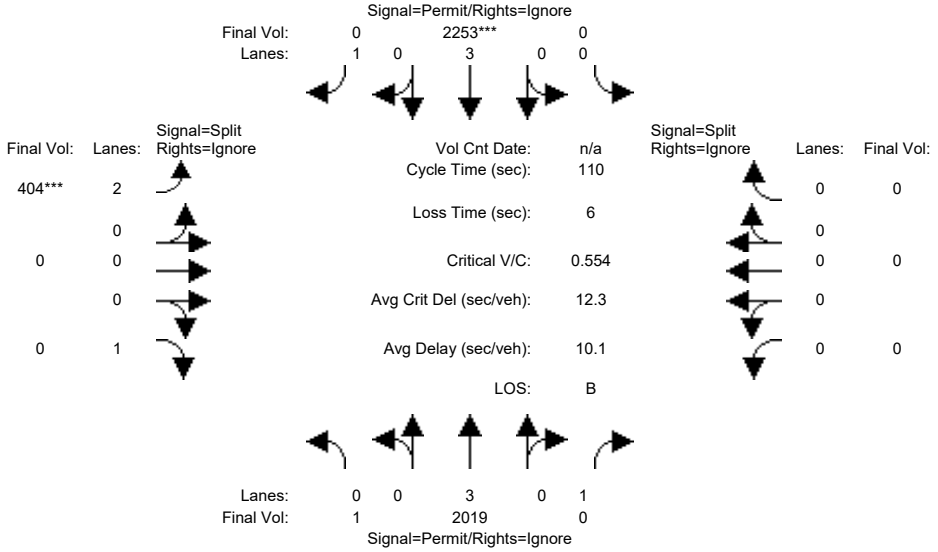
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #1208: (20) 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 | 2019 | 789 | | 0 | 2253 | 1334 | | 404 | 0 | 354 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 2019 | 789 | | 0 | 2253 | 1334 | | 404 | 0 | 354 | | 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 | 2019 | 789 | | 0 | 2253 | 1334 | | 404 | 0 | 354 | | 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 | 2019 | 0 | | 0 | 2253 | 0 | | 404 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 2019 | 0 | | 0 | 2253 | 0 | | 404 | 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 | 2019 | 0 | | 0 | 2253 | 0 | | 404 | 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: | 0.36 | 0.36 | 0.00 | | 0.00 | 0.40 | 0.00 | | 0.13 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green Time: | 78.5 | 78.5 | 0.0 | | 0.0 | 78.5 | 0.0 | | 25.5 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Volume/Cap: | 0.51 | 0.51 | 0.00 | | 0.00 | 0.55 | 0.00 | | 0.55 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 7.2 | 7.2 | 0.0 | | 0.0 | 7.6 | 0.0 | | 38.2 | 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: | 7.2 | 7.2 | 0.0 | | 0.0 | 7.6 | 0.0 | | 38.2 | 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 | 21 | 0 | | 15 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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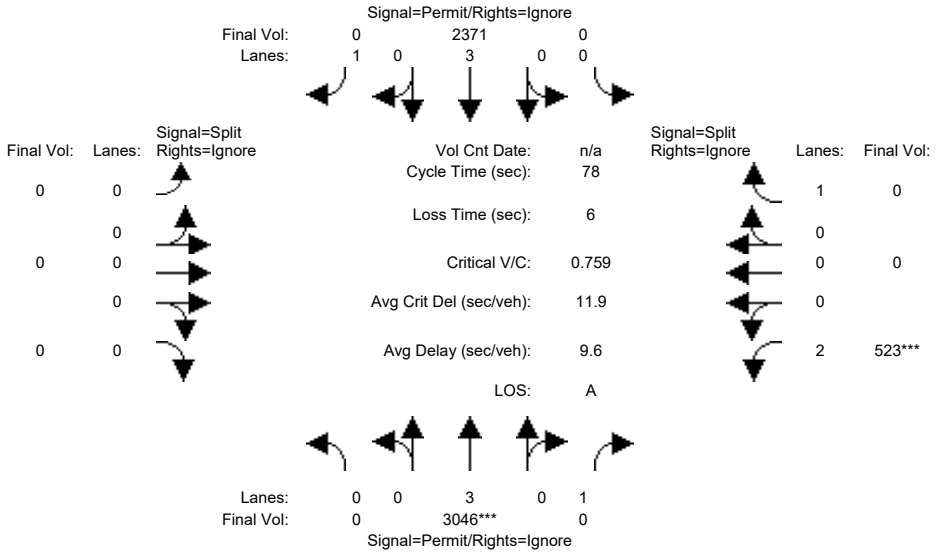
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #1209: (19) 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 | 3046 | 152 | 0 | 2371 | 599 | 0 | 0 | 0 | 523 | 0 | 2065 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3046 | 152 | 0 | 2371 | 599 | 0 | 0 | 0 | 523 | 0 | 2065 |
| Added Vol: | 0 | 0 | 0 | 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 | 3046 | 152 | 0 | 2371 | 599 | 0 | 0 | 0 | 523 | 0 | 2065 |
| 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 | 3046 | 0 | 0 | 2371 | 0 | 0 | 0 | 0 | 523 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3046 | 0 | 0 | 2371 | 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 | 3046 | 0 | 0 | 2371 | 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 | 0.53 | 0.00 | 0.00 | 0.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | | **** | | |
| Green Time: | 0.0 | 54.9 | 0.0 | 0.0 | 54.9 | 0.0 | 0.0 | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.76 | 0.00 | 0.00 | 0.59 | 0.00 | 0.00 | 0.00 | 0.00 | 0.76 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 8.2 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 33.4 | 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 | 8.2 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 33.4 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | A |
| HCM2k95thQ: | 0 | 27 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 17 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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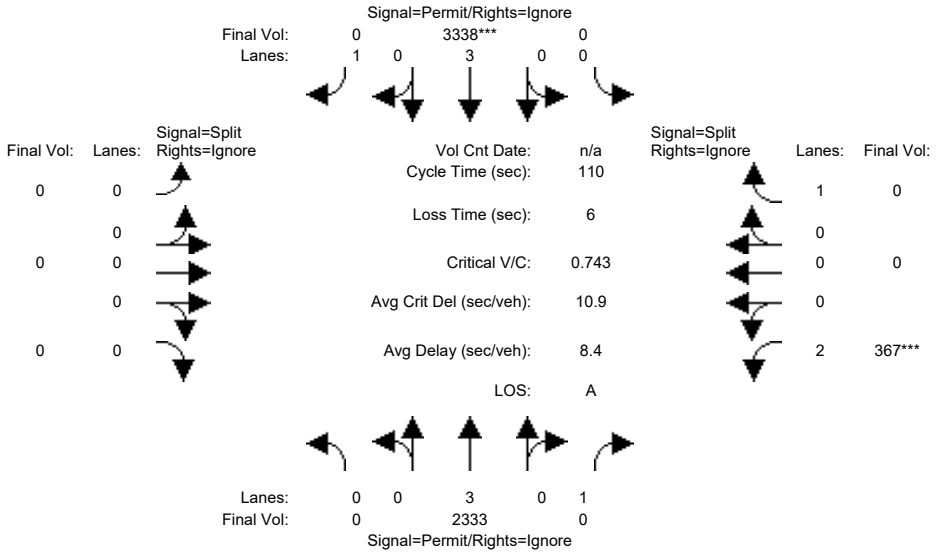
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #1209: (19) 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 | 2333 | | 298 | | | 0 | 3338 | | 1495 | | | 0 | | 0 | | 0 | | 367 | | 0 | | 1144 | |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| Initial Bse: | 0 | 2333 | | 298 | | | 0 | 3338 | | 1495 | | | 0 | | 0 | | 0 | | 367 | | 0 | | 1144 | |
| Added Vol: | 0 | 0 | | 0 | | | 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 | 2333 | | 298 | | | 0 | 3338 | | 1495 | | | 0 | | 0 | | 0 | | 367 | | 0 | | 1144 | |
| 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 | 2333 | | 0 | | | 0 | 3338 | | 0 | | | 0 | | 0 | | 0 | | 367 | | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | | 0 | 0 | | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | 2333 | | 0 | | | 0 | 3338 | | 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 | 2333 | | 0 | | | 0 | 3338 | | 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 | 0.59 | | 0.00 | | | 0.00 | | 0.00 | | 0.00 | | 0.12 | | 0.00 | | 0.00 | |
| Crit Moves: | | | | | | | | **** | | | | | | | | | | | **** | | | | | |
| Green Time: | 0.0 | 86.7 | | 0.0 | | | 0.0 | 86.7 | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | 17.3 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | 0.52 | | 0.00 | | | 0.00 | 0.74 | | 0.00 | | | 0.00 | | 0.00 | | 0.00 | | 0.74 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | 4.3 | | 0.0 | | | 0.0 | 6.6 | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | 50.2 | | 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 | 4.3 | | 0.0 | | | 0.0 | 6.6 | | 0.0 | | | 0.0 | | 0.0 | | 0.0 | | 50.2 | | 0.0 | | 0.0 | |
| LOS by Move: | A | A | | A | | | A | A | | A | | | A | | A | | A | | D | | A | | A | |
| HCM2k95thQ: | 0 | 17 | | 0 | | | 0 | 34 | | 0 | | | 0 | | 0 | | 0 | | 16 | | 0 | | 0 | |

Note: Queue reported is the number of cars per lane.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Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #3028: (10) 237/GREAT AMERICA (N)

Signal=Protect/Rights=Include

| | | | | | |
|---|---|---|---|---|---|
| Final Vol: | 512 | | 99*** | | 0 |
| Lanes: | 1 | 1 | 0 | 0 | 0 |

| Final Vol: | Lanes: | Signal=Split Rights=Include |
|---|---|---|
| 0 | 0 | |
| | 0 | |
| 0 | 0 | |
| | 0 | |
| 0 | 0 | |

| | |
|---|---|
| Vol Cnt Date: | n/a |
| Cycle Time (sec): | 52 |
| Loss Time (sec): | 9 |
| Critical V/C: | 0.560 |
| Avg Crit Del (sec/veh): | 14.7 |
| Avg Delay (sec/veh): | 13.8 |
| LOS: | B |

| Signal=Split Rights=Overlap | Lanes: | Final Vol: |
|---|---|---|
| | 2 | 156 |
| | 0 | |
| | 0 | 68*** |
| | 1 | |
| | 2 | 1091 |

| | | | | | |
|---|---|---|---|---|---|
| Lanes: | 2 | 0 | 2 | 0 | 0 |
| Final Vol: | 186*** | | 258 | | 0 |

Signal=Protect/Rights=Include

| Approach: | North 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: | 186 | | 258 | | 0 | | 0 | | 99 | | 512 | | 0 | | 0 | | 0 | | 1091 | | 68 | | 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: | 186 | | 258 | | 0 | | 0 | | 99 | | 512 | | 0 | | 0 | | 0 | | 1091 | | 68 | | 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: | 186 | | 258 | | 0 | | 0 | | 99 | | 512 | | 0 | | 0 | | 0 | | 1091 | | 68 | | 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: | 186 | | 258 | | 0 | | 0 | | 99 | | 512 | | 0 | | 0 | | 0 | | 1091 | | 68 | | 156 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 186 | | 258 | | 0 | | 0 | | 99 | | 512 | | 0 | | 0 | | 0 | | 1091 | | 68 | | 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: | 186 | | 258 | | 0 | | 0 | | 99 | | 512 | | 0 | | 0 | | 0 | | 1091 | | 68 | | 156 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | | 1900 | |
| Adjustment: | 0.83 | | 1.00 | | 0.92 | | 0.92 | | 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 | | 0.32 | | 1.68 | | 0.00 | | 0.00 | | 0.00 | | 2.84 | | 0.16 | | 2.00 | |
| Final Sat.: | 3150 | | 3800 | | 0 | | 0 | | 583 | | 3017 | | 0 | | 0 | | 0 | | 4657 | | 290 | | 3150 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | | 0.07 | | 0.00 | | 0.00 | | 0.17 | | 0.17 | | 0.00 | | 0.00 | | 0.00 | | 0.23 | | 0.23 | | 0.05 | |
| Crit Moves: | **** | | | | | | | | **** | | | | | | | | | | | | **** | | | |
| Green Time: | 7.0 | | 22.1 | | 0.0 | | 0.0 | | 15.1 | | 15.1 | | 0.0 | | 0.0 | | 0.0 | | 20.9 | | 20.9 | | 20.9 | |
| Volume/Cap: | 0.44 | | 0.16 | | 0.00 | | 0.00 | | 0.58 | | 0.58 | | 0.00 | | 0.00 | | 0.00 | | 0.58 | | 0.58 | | 0.12 | |
| Delay/Veh: | 21.4 | | 9.3 | | 0.0 | | 0.0 | | 16.6 | | 16.6 | | 0.0 | | 0.0 | | 0.0 | | 12.6 | | 12.6 | | 9.8 | |
| 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: | 21.4 | | 9.3 | | 0.0 | | 0.0 | | 16.6 | | 16.6 | | 0.0 | | 0.0 | | 0.0 | | 12.6 | | 12.6 | | 9.8 | |
| LOS by Move: | C | | A | | A | | A | | B | | B | | A | | A | | A | | B | | B | | A | |
| HCM2k95thQ: | 3 | | 3 | | 0 | | 0 | | 9 | | 9 | | 0 | | 0 | | 0 | | 12 | | 12 | | 2 | |

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


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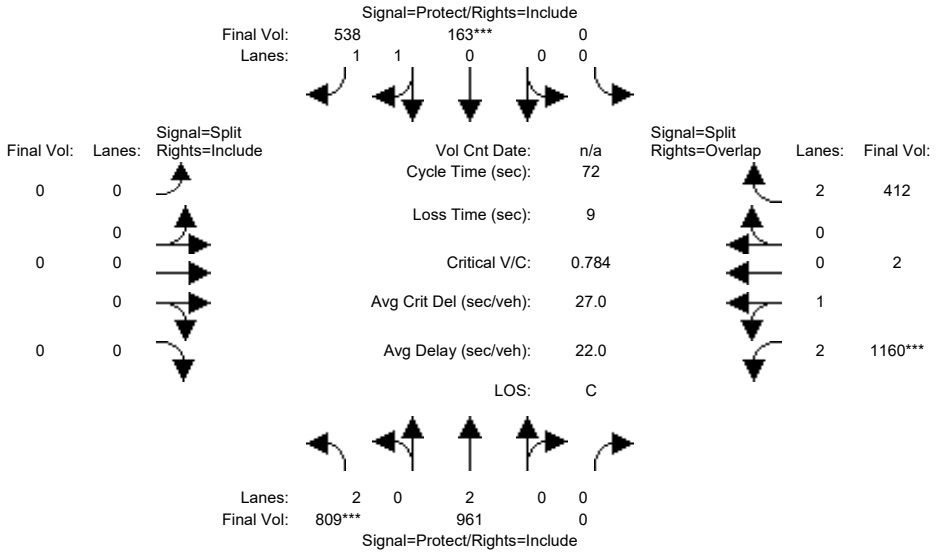
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #3028: (10) 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: | 809 | 961 | 0 | | 0 | 163 | 538 | | 0 | 0 | 0 | | 1160 | 2 | 412 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 809 | 961 | 0 | | 0 | 163 | 538 | | 0 | 0 | 0 | | 1160 | 2 | 412 | |
| Added Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| ATI: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Initial Fut: | 809 | 961 | 0 | | 0 | 163 | 538 | | 0 | 0 | 0 | | 1160 | 2 | 412 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 809 | 961 | 0 | | 0 | 163 | 538 | | 0 | 0 | 0 | | 1160 | 2 | 412 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 809 | 961 | 0 | | 0 | 163 | 538 | | 0 | 0 | 0 | | 1160 | 2 | 412 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 809 | 961 | 0 | | 0 | 163 | 538 | | 0 | 0 | 0 | | 1160 | 2 | 412 | |
| Saturation 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 | 0.47 | 1.53 | | 0.00 | 0.00 | 0.00 | | 2.99 | 0.01 | 2.00 | |
| Final Sat.: | 3150 | 3800 | 0 | | 0 | 837 | 2763 | | 0 | 0 | 0 | | 4941 | 9 | 3150 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.25 | 0.00 | | 0.00 | 0.19 | 0.19 | | 0.00 | 0.00 | 0.00 | | 0.23 | 0.23 | 0.13 | |
| Crit Moves: | **** | | | | | **** | | | | | | | **** | | | |
| Green Time: | 23.6 | 41.5 | 0.0 | | 0.0 | 17.9 | 17.9 | | 0.0 | 0.0 | 0.0 | | 21.5 | 21.5 | 21.5 | |
| Volume/Cap: | 0.78 | 0.44 | 0.00 | | 0.00 | 0.78 | 0.78 | | 0.00 | 0.00 | 0.00 | | 0.78 | 0.78 | 0.44 | |
| Delay/Veh: | 25.9 | 8.8 | 0.0 | | 0.0 | 29.9 | 29.9 | | 0.0 | 0.0 | 0.0 | | 25.9 | 25.9 | 20.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 25.9 | 8.8 | 0.0 | | 0.0 | 29.9 | 29.9 | | 0.0 | 0.0 | 0.0 | | 25.9 | 25.9 | 20.7 | |
| LOS by Move: | C | A | A | | A | C | C | | A | A | A | | C | C | C | |
| HCM2k95thQ: | 18 | 11 | 0 | | 0 | 15 | 15 | | 0 | 0 | 0 | | 20 | 20 | 9 | |

Note: Queue reported is the number of cars per lane.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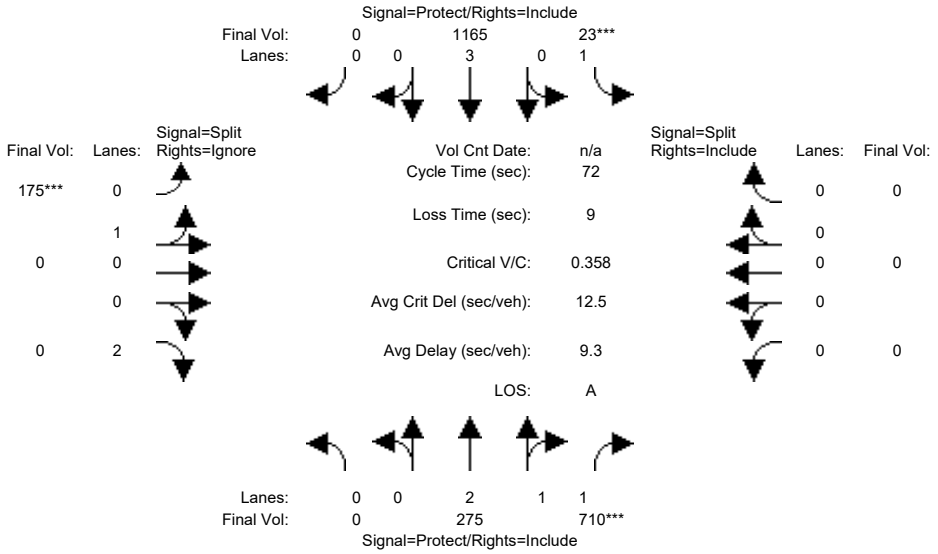
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #3029: (11) 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 | 275 | 710 | 23 | 1165 | 0 | 175 | 0 | 1840 | 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 | 275 | 710 | 23 | 1165 | 0 | 175 | 0 | 1840 | 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 | 275 | 710 | 23 | 1165 | 0 | 175 | 0 | 1840 | 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 | 275 | 710 | 23 | 1165 | 0 | 175 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 275 | 710 | 23 | 1165 | 0 | 175 | 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 | 275 | 710 | 23 | 1165 | 0 | 175 | 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 | 0.20 | 0.01 | 0.20 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | **** | **** | | | **** | | | | | |
| Green Time: | 0.0 | 37.9 | 37.9 | 7.0 | 44.9 | 0.0 | 18.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Volume/Cap: | 0.00 | 0.14 | 0.39 | 0.14 | 0.33 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 8.7 | 10.3 | 30.1 | 6.5 | 0.0 | 22.9 | 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 | 8.7 | 10.3 | 30.1 | 6.5 | 0.0 | 22.9 | 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 | 9 | 1 | 8 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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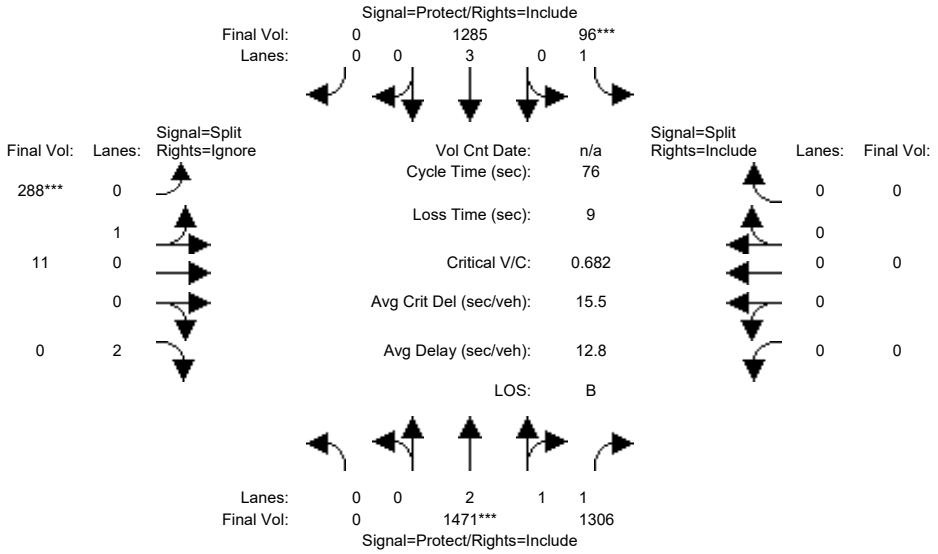
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #3029: (11) 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 | 1471 | | 1306 | | | 96 | 1285 | | | 0 | | 288 | | 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 | 1471 | | 1306 | | | 96 | 1285 | | | 0 | | 288 | | 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 | 1471 | | 1306 | | | 96 | 1285 | | | 0 | | 288 | | 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 | 1471 | | 1306 | | | 96 | 1285 | | | 0 | | 288 | | 11 | | 0 | | 0 | | 0 | | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | | | 0 | 0 | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 0 | 1471 | | 1306 | | | 96 | 1285 | | | 0 | | 288 | | 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 | 1471 | | 1306 | | | 96 | 1285 | | | 0 | | 288 | | 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 | 3870 | | 3436 | | | 1750 | 5700 | | | 0 | | 1734 | | 66 | | 3150 | | 0 | | 0 | | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | | 0.38 | | | 0.05 | 0.23 | | | 0.00 | | 0.17 | | 0.17 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Crit Moves: | | **** | | | | | **** | | | | | | **** | | | | | | | | | | | |
| Green Time: | 0.0 | 41.8 | | 41.8 | | | 7.0 | 48.8 | | | 0.0 | | 18.2 | | 18.2 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Volume/Cap: | 0.00 | 0.69 | | 0.69 | | | 0.60 | 0.35 | | | 0.00 | | 0.69 | | 0.69 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| Delay/Veh: | 0.0 | 13.0 | | 13.0 | | | 39.1 | 6.4 | | | 0.0 | | 31.1 | | 31.1 | | 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 | 13.0 | | 13.0 | | | 39.1 | 6.4 | | | 0.0 | | 31.1 | | 31.1 | | 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 | 20 | | 20 | | | 5 | 9 | | | 0 | | 15 | | 15 | | 0 | | 0 | | 0 | | 0 | |

Note: Queue reported is the number of cars per lane.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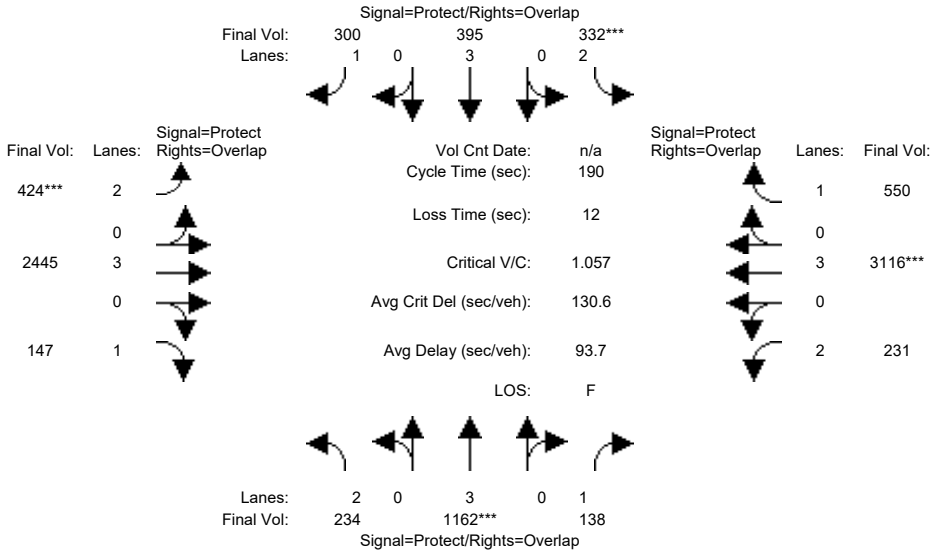
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5329: (23) 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 | 1162 | 138 | 332 | 395 | 300 | 424 | 2445 | 147 | 231 | 3116 | 550 |
| Growth Adj: | 1.00 | 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 | 1162 | 138 | 332 | 395 | 300 | 424 | 2445 | 147 | 231 | 3116 | 550 |
| Added Vol: | 0 | 0 | 0 | 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 | 1162 | 138 | 332 | 395 | 300 | 424 | 2445 | 147 | 231 | 3116 | 550 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1162 | 138 | 332 | 395 | 300 | 424 | 2445 | 147 | 231 | 3116 | 550 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 234 | 1162 | 138 | 332 | 395 | 300 | 424 | 2445 | 147 | 231 | 3116 | 550 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 234 | 1162 | 138 | 332 | 395 | 300 | 424 | 2445 | 147 | 231 | 3116 | 550 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.20 | 0.08 | 0.11 | 0.07 | 0.17 | 0.13 | 0.43 | 0.08 | 0.07 | 0.55 | 0.31 |
| 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 | 0.92 | 0.24 | 1.34 | 0.38 | 0.49 | 0.80 | 0.81 | 0.13 | 0.70 | 1.17 | 0.57 |
| Delay/Veh: | 84.1 | 83.6 | 47.0 | 263.0 | 68.2 | 48.7 | 84.3 | 48.5 | 19.4 | 88.4 | 140 | 37.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 84.1 | 83.6 | 47.0 | 263.0 | 68.2 | 48.7 | 84.3 | 48.5 | 19.4 | 88.4 | 140 | 37.9 |
| LOS by Move: | F | F | D | F | E | D | F | D | B | F | F | D |
| HCM2k95thQ: | 14 | 36 | 11 | 30 | 12 | 24 | 28 | 66 | 10 | 17 | 119 | 44 |

Note: Queue reported is the number of cars per lane.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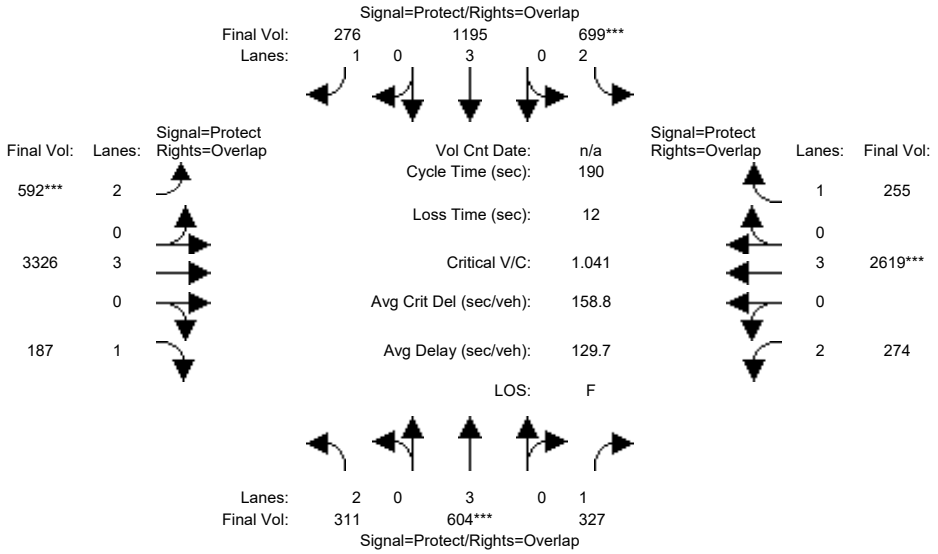
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5329: (23) 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: | 311 | 604 | 327 | 699 | 1195 | 276 | 592 | 3326 | 187 | 274 | 2619 | 255 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 311 | 604 | 327 | 699 | 1195 | 276 | 592 | 3326 | 187 | 274 | 2619 | 255 |
| Added Vol: | 0 | 0 | 0 | 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 | 604 | 327 | 699 | 1195 | 276 | 592 | 3326 | 187 | 274 | 2619 | 255 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 604 | 327 | 699 | 1195 | 276 | 592 | 3326 | 187 | 274 | 2619 | 255 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 311 | 604 | 327 | 699 | 1195 | 276 | 592 | 3326 | 187 | 274 | 2619 | 255 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 311 | 604 | 327 | 699 | 1195 | 276 | 592 | 3326 | 187 | 274 | 2619 | 255 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.11 | 0.19 | 0.22 | 0.21 | 0.16 | 0.19 | 0.58 | 0.11 | 0.09 | 0.46 | 0.15 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 20.1 | 39.0 | 53.9 | 23.8 | 42.8 | 62.9 | 20.2 | 100 | 120.3 | 14.9 | 95.0 | 118.8 |
| Volume/Cap: | 0.94 | 0.52 | 0.66 | 1.77 | 0.93 | 0.48 | 1.77 | 1.11 | 0.17 | 1.11 | 0.92 | 0.23 |
| Delay/Veh: | 117.3 | 67.5 | 63.1 | 439.7 | 84.3 | 51.1 | 450.0 | 132 | 30.9 | 176.1 | 39.1 | 8.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 117.3 | 67.5 | 63.1 | 439.7 | 84.3 | 51.1 | 450.0 | 132 | 30.9 | 176.1 | 39.1 | 8.1 |
| LOS by Move: | F | E | E | F | F | D | F | F | C | F | D | A |
| HCM2k95thQ: | 21 | 18 | 30 | 71 | 39 | 23 | 63 | 119 | 17 | 25 | 72 | 7 |

Note: Queue reported is the number of cars per lane.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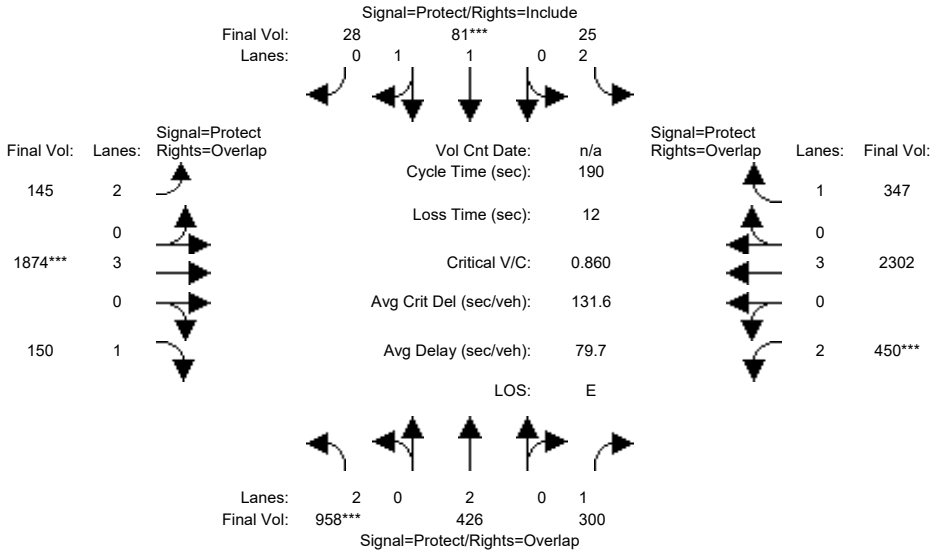
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5332: (42) 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: | 958 | 426 | 300 | 25 | 81 | 28 | 145 | 1874 | 150 | 450 | 2302 | 347 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 958 | 426 | 300 | 25 | 81 | 28 | 145 | 1874 | 150 | 450 | 2302 | 347 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 958 | 426 | 300 | 25 | 81 | 28 | 145 | 1874 | 150 | 450 | 2302 | 347 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 958 | 426 | 300 | 25 | 81 | 28 | 145 | 1874 | 150 | 450 | 2302 | 347 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 958 | 426 | 300 | 25 | 81 | 28 | 145 | 1874 | 150 | 450 | 2302 | 347 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 958 | 426 | 300 | 25 | 81 | 28 | 145 | 1874 | 150 | 450 | 2302 | 347 |
| Saturation Flow 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 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 2749 | 950 | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.11 | 0.17 | 0.01 | 0.03 | 0.03 | 0.05 | 0.33 | 0.09 | 0.14 | 0.40 | 0.20 |
| 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: | 1.52 | 0.41 | 0.43 | 0.15 | 0.23 | 0.23 | 0.55 | 0.68 | 0.13 | 1.13 | 0.77 | 0.34 |
| Delay/Veh: | 318.4 | 56.7 | 41.7 | 86.4 | 75.0 | 75.0 | 85.9 | 30.4 | 3.4 | 168.8 | 27.1 | 13.3 |
| 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: | 318.4 | 56.7 | 41.7 | 86.4 | 75.0 | 75.0 | 85.9 | 30.4 | 3.4 | 168.8 | 27.1 | 13.3 |
| LOS by Move: | F | E | D | F | E | E | F | C | A | F | C | B |
| HCM2k95thQ: | 87 | 18 | 23 | 2 | 6 | 6 | 11 | 38 | 2 | 33 | 45 | 12 |

Note: Queue reported is the number of cars per lane.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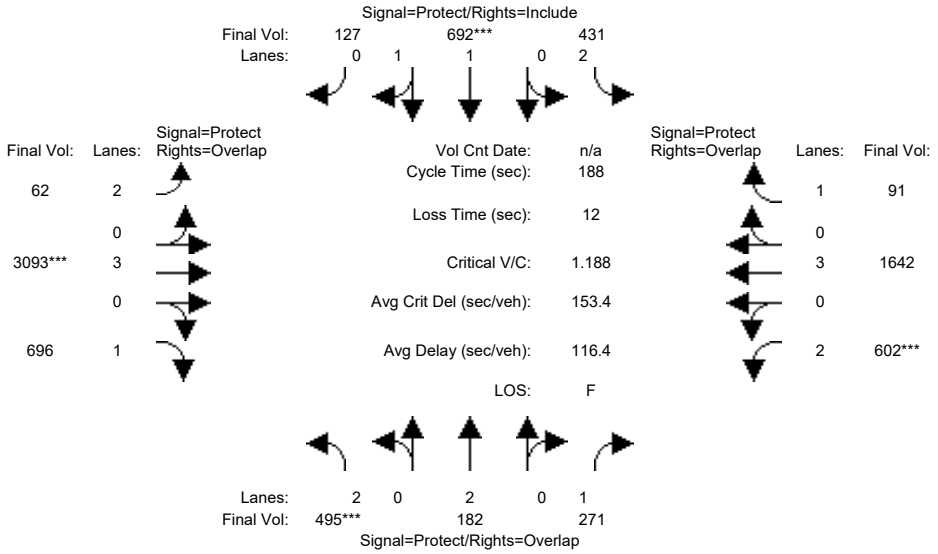
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5332: (42) 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: | 495 | 182 | 271 | 431 | 692 | 127 | 62 | 3093 | 696 | 602 | 1642 | 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: | 495 | 182 | 271 | 431 | 692 | 127 | 62 | 3093 | 696 | 602 | 1642 | 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: | 495 | 182 | 271 | 431 | 692 | 127 | 62 | 3093 | 696 | 602 | 1642 | 91 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 495 | 182 | 271 | 431 | 692 | 127 | 62 | 3093 | 696 | 602 | 1642 | 91 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 495 | 182 | 271 | 431 | 692 | 127 | 62 | 3093 | 696 | 602 | 1642 | 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: | 495 | 182 | 271 | 431 | 692 | 127 | 62 | 3093 | 696 | 602 | 1642 | 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 | 0.83 | 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 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 3126 | 574 | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.05 | 0.15 | 0.14 | 0.22 | 0.22 | 0.02 | 0.54 | 0.40 | 0.19 | 0.29 | 0.05 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 22.1 | 39.0 | 65.9 | 18.1 | 35.0 | 35.0 | 12.7 | 92.0 | 114.1 | 26.9 | 106 | 124.3 |
| Volume/Cap: | 1.34 | 0.23 | 0.44 | 1.42 | 1.19 | 1.19 | 0.29 | 1.11 | 0.66 | 1.34 | 0.51 | 0.08 |
| Delay/Veh: | 251.5 | 62.2 | 47.4 | 292.4 | 176 | 175.7 | 84.1 | 114 | 35.5 | 246.3 | 16.5 | 4.6 |
| 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: | 251.5 | 62.2 | 47.4 | 292.4 | 176 | 175.7 | 84.1 | 114 | 35.5 | 246.3 | 16.5 | 4.6 |
| LOS by Move: | F | E | D | F | F | F | F | F | D | F | B | A |
| HCM2k95thQ: | 43 | 8 | 22 | 39 | 50 | 50 | 5 | 110 | 54 | 51 | 22 | 2 |

Note: Queue reported is the number of cars per lane.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Patrick Henry Specific Plan
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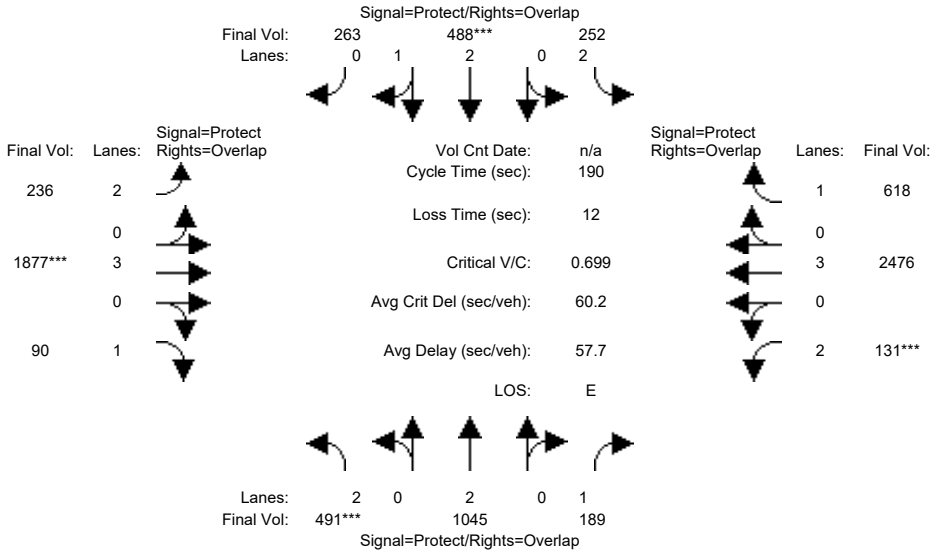
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5334: (43) 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: | 491 | 1045 | 189 | 252 | 488 | 263 | 236 | 1877 | 90 | 131 | 2476 | 618 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 491 | 1045 | 189 | 252 | 488 | 263 | 236 | 1877 | 90 | 131 | 2476 | 618 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 491 | 1045 | 189 | 252 | 488 | 263 | 236 | 1877 | 90 | 131 | 2476 | 618 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 491 | 1045 | 189 | 252 | 488 | 263 | 236 | 1877 | 90 | 131 | 2476 | 618 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 491 | 1045 | 189 | 252 | 488 | 263 | 236 | 1877 | 90 | 131 | 2476 | 618 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 491 | 1045 | 189 | 252 | 488 | 263 | 236 | 1877 | 90 | 131 | 2476 | 618 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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: | 0.16 | 0.28 | 0.11 | 0.08 | 0.13 | 0.15 | 0.07 | 0.33 | 0.05 | 0.04 | 0.43 | 0.35 |
| 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 | 1.02 | 0.29 | 0.89 | 0.60 | 0.48 | 0.79 | 0.69 | 0.08 | 0.42 | 0.90 | 0.62 |
| Delay/Veh: | 152.9 | 104 | 42.7 | 113.8 | 67.8 | 53.4 | 97.5 | 31.4 | 7.5 | 81.2 | 39.6 | 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: | 152.9 | 104 | 42.7 | 113.8 | 67.8 | 53.4 | 97.5 | 31.4 | 7.5 | 81.2 | 39.6 | 18.1 |
| LOS by Move: | F | F | D | F | E | D | F | C | A | F | D | B |
| HCM2k95thQ: | 37 | 56 | 15 | 18 | 22 | 23 | 15 | 38 | 2 | 8 | 66 | 30 |

Note: Queue reported is the number of cars per lane.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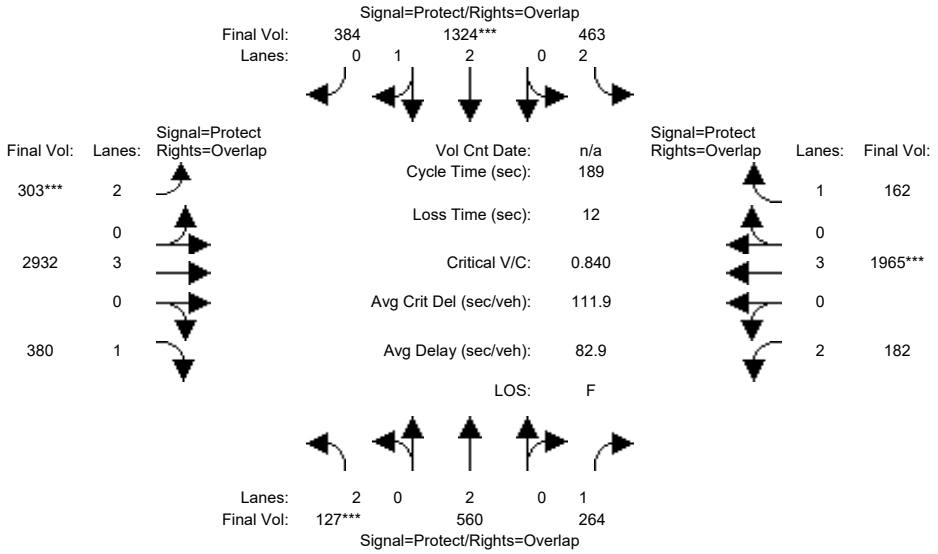
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5334: (43) 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 | 560 | 264 | 463 | 1324 | 384 | 303 | 2932 | 380 | 182 | 1965 | 162 |
| Growth Adj: | 1.00 | 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 | 560 | 264 | 463 | 1324 | 384 | 303 | 2932 | 380 | 182 | 1965 | 162 |
| Added Vol: | 0 | 0 | 0 | 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 | 560 | 264 | 463 | 1324 | 384 | 303 | 2932 | 380 | 182 | 1965 | 162 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 127 | 560 | 264 | 463 | 1324 | 384 | 303 | 2932 | 380 | 182 | 1965 | 162 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 127 | 560 | 264 | 463 | 1324 | 384 | 303 | 2932 | 380 | 182 | 1965 | 162 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 127 | 560 | 264 | 463 | 1324 | 384 | 303 | 2932 | 380 | 182 | 1965 | 162 |
| Saturation Flow 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 | 2.30 | 0.70 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3150 | 3800 | 1750 | 3150 | 4339 | 1259 | 3150 | 5700 | 1750 | 3150 | 5700 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.15 | 0.15 | 0.15 | 0.31 | 0.31 | 0.10 | 0.51 | 0.22 | 0.06 | 0.34 | 0.09 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 13.0 | 30.8 | 47.1 | 28.5 | 46.4 | 61.0 | 14.6 | 101 | 114.4 | 16.2 | 103 | 131.5 |
| Volume/Cap: | 0.59 | 0.90 | 0.61 | 0.97 | 1.24 | 0.95 | 1.24 | 0.96 | 0.36 | 0.67 | 0.63 | 0.13 |
| Delay/Veh: | 89.5 | 94.2 | 65.2 | 114.1 | 187 | 73.3 | 226.4 | 62.6 | 26.6 | 90.3 | 30.3 | 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 | 94.2 | 65.2 | 114.1 | 187 | 73.3 | 226.4 | 62.6 | 26.6 | 90.3 | 30.3 | 9.7 |
| LOS by Move: | F | F | E | F | F | E | F | E | C | F | C | A |
| HCM2k95thQ: | 9 | 30 | 25 | 32 | 73 | 56 | 25 | 80 | 27 | 12 | 42 | 7 |

Note: Queue reported is the number of cars per lane.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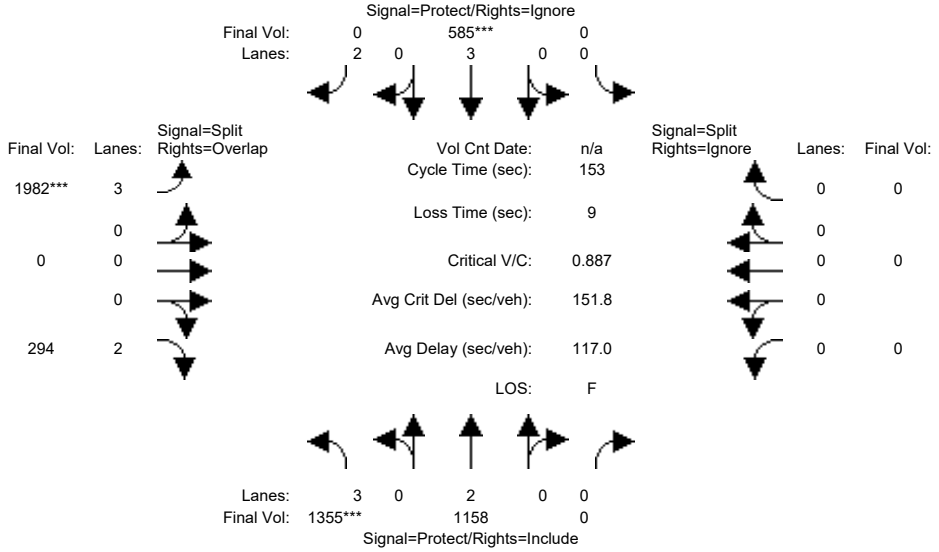
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5335: (44) 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: | 1355 | 1158 | 0 | | 0 | 585 | 1970 | | 1982 | 0 | 294 | | 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: | 1355 | 1158 | 0 | | 0 | 585 | 1970 | | 1982 | 0 | 294 | | 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: | 1355 | 1158 | 0 | | 0 | 585 | 1970 | | 1982 | 0 | 294 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 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: | 1355 | 1158 | 0 | | 0 | 585 | 0 | | 1982 | 0 | 294 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1355 | 1158 | 0 | | 0 | 585 | 0 | | 1982 | 0 | 294 | | 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: | 1355 | 1158 | 0 | | 0 | 585 | 0 | | 1982 | 0 | 294 | | 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 | | 0.80 | 1.00 | 0.83 | | 0.92 | 1.00 | 0.92 | |
| Lanes: | 3.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 2.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 4551 | 3800 | 0 | | 0 | 5700 | 3150 | | 4551 | 0 | 3150 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.30 | 0.00 | | 0.00 | 0.10 | 0.00 | | 0.44 | 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: | 1.59 | 0.60 | 0.00 | | 0.00 | 0.32 | 0.00 | | 1.01 | 0.00 | 0.15 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 334.7 | 27.3 | 0.0 | | 0.0 | 39.7 | 0.0 | | 59.9 | 0.0 | 6.6 | | 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: | 334.7 | 27.3 | 0.0 | | 0.0 | 39.7 | 0.0 | | 59.9 | 0.0 | 6.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | C | A | | A | D | A | | E | A | A | | A | A | A | |
| HCM2k95thQ: | 81 | 33 | 0 | | 0 | 13 | 0 | | 68 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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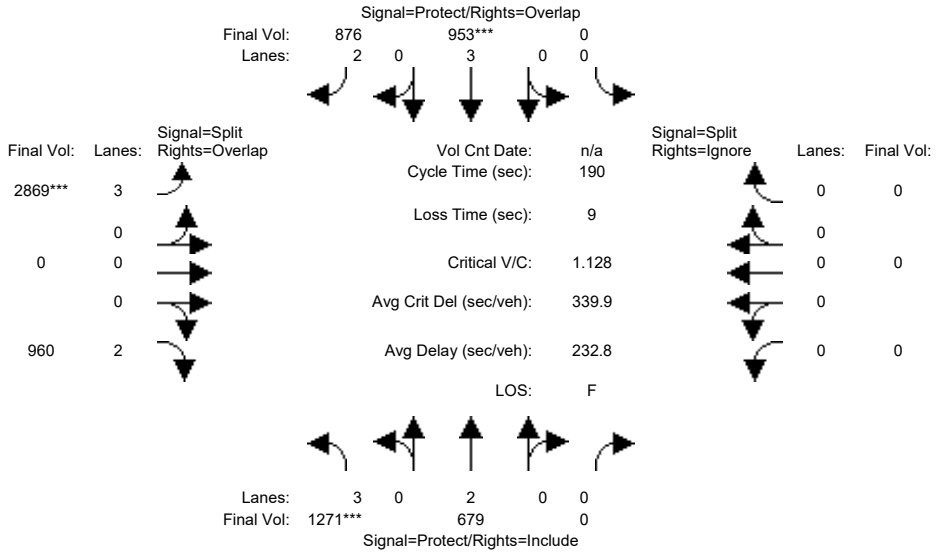
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5335: (44) 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: | 1271 | 679 | 0 | | 0 | 953 | 876 | | 2869 | 0 | 960 | | 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: | 1271 | 679 | 0 | | 0 | 953 | 876 | | 2869 | 0 | 960 | | 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: | 1271 | 679 | 0 | | 0 | 953 | 876 | | 2869 | 0 | 960 | | 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 | 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: | 1271 | 679 | 0 | | 0 | 953 | 876 | | 2869 | 0 | 960 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1271 | 679 | 0 | | 0 | 953 | 876 | | 2869 | 0 | 960 | | 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: | 1271 | 679 | 0 | | 0 | 953 | 876 | | 2869 | 0 | 960 | | 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 | | 0.80 | 1.00 | 0.83 | | 0.92 | 1.00 | 0.92 | |
| Lanes: | 3.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 2.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 4551 | 3800 | 0 | | 0 | 5700 | 3150 | | 4551 | 0 | 3150 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.18 | 0.00 | | 0.00 | 0.17 | 0.28 | | 0.63 | 0.00 | 0.30 | | 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: | 3.27 | 0.46 | 0.00 | | 0.00 | 0.55 | 0.32 | | 1.12 | 0.00 | 0.47 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 1119 | 45.0 | 0.0 | | 0.0 | 57.8 | 2.4 | | 88.5 | 0.0 | 8.0 | | 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: | 1119 | 45.0 | 0.0 | | 0.0 | 57.8 | 2.4 | | 88.5 | 0.0 | 8.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | D | A | | A | E | A | | F | A | A | | A | A | A | |
| HCM2k95thQ: | 116 | 26 | 0 | | 0 | 27 | 12 | | 127 | 0 | 14 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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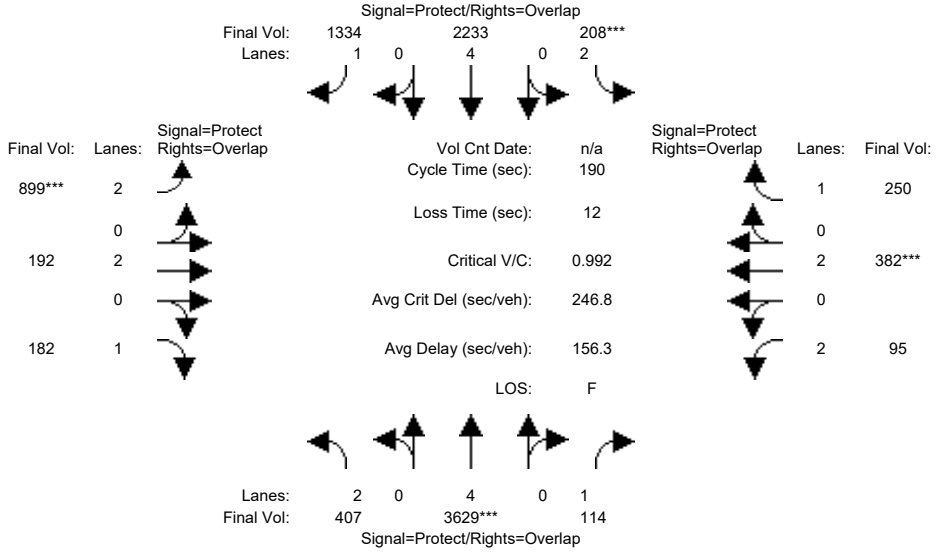
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5408: (33) 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 | 3629 | 114 | 208 | 2233 | 1334 | 899 | 192 | 182 | 95 | 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 | 3629 | 114 | 208 | 2233 | 1334 | 899 | 192 | 182 | 95 | 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 | 3629 | 114 | 208 | 2233 | 1334 | 899 | 192 | 182 | 95 | 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 | 3629 | 114 | 208 | 2233 | 1334 | 899 | 192 | 182 | 95 | 382 | 250 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 407 | 3629 | 114 | 208 | 2233 | 1334 | 899 | 192 | 182 | 95 | 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 | 3629 | 114 | 208 | 2233 | 1334 | 899 | 192 | 182 | 95 | 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 | 0.48 | 0.07 | 0.07 | 0.29 | 0.76 | 0.29 | 0.05 | 0.10 | 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 | 0.81 | 0.10 | 0.63 | 0.53 | 1.21 | 3.62 | 0.29 | 0.33 | 0.44 | 0.62 | 0.53 |
| Delay/Veh: | 102.6 | 19.5 | 4.9 | 85.2 | 18.3 | 119.1 | 1274 | 68.6 | 50.0 | 86.4 | 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 | 19.5 | 4.9 | 85.2 | 18.3 | 119.1 | 1274 | 68.6 | 50.0 | 86.4 | 75.8 | 60.5 |
| LOS by Move: | F | B | A | F | B | F | F | E | D | F | E | E |
| HCM2k95thQ: | 29 | 51 | 2 | 15 | 25 | 169 | 118 | 9 | 15 | 6 | 18 | 23 |

Note: Queue reported is the number of cars per lane.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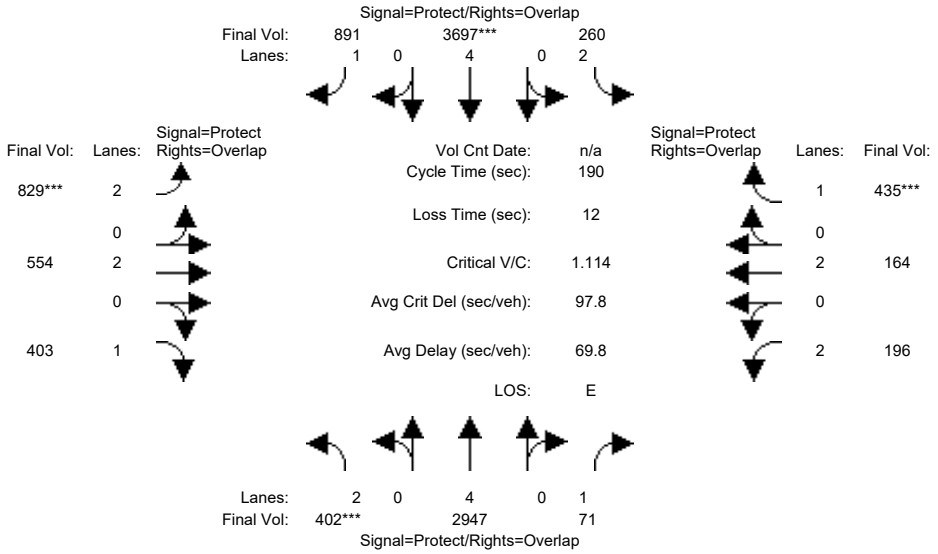
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5408: (33) 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: | 402 | 2947 | 71 | 260 | 3697 | 891 | 829 | 554 | 403 | 196 | 164 | 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: | 402 | 2947 | 71 | 260 | 3697 | 891 | 829 | 554 | 403 | 196 | 164 | 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: | 402 | 2947 | 71 | 260 | 3697 | 891 | 829 | 554 | 403 | 196 | 164 | 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: | 402 | 2947 | 71 | 260 | 3697 | 891 | 829 | 554 | 403 | 196 | 164 | 435 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 402 | 2947 | 71 | 260 | 3697 | 891 | 829 | 554 | 403 | 196 | 164 | 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: | 402 | 2947 | 71 | 260 | 3697 | 891 | 829 | 554 | 403 | 196 | 164 | 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: | 0.13 | 0.39 | 0.04 | 0.08 | 0.49 | 0.51 | 0.26 | 0.15 | 0.23 | 0.06 | 0.04 | 0.25 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green Time: | 19.3 | 94.9 | 107.5 | 22.4 | 98.0 | 137.8 | 39.8 | 48.1 | 67.4 | 12.6 | 27.0 | 49.4 |
| Volume/Cap: | 1.26 | 0.78 | 0.07 | 0.70 | 0.94 | 0.70 | 1.26 | 0.58 | 0.65 | 0.94 | 0.30 | 0.96 |
| Delay/Veh: | 223.5 | 30.9 | 12.2 | 86.4 | 60.3 | 27.3 | 202.4 | 62.9 | 53.8 | 132.7 | 73.4 | 100.4 |
| 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: | 223.5 | 30.9 | 12.2 | 86.4 | 60.3 | 27.3 | 202.4 | 62.9 | 53.8 | 132.7 | 73.4 | 100.4 |
| LOS by Move: | F | C | B | F | E | C | F | E | D | F | E | F |
| HCM2k95thQ: | 37 | 48 | 2 | 18 | 84 | 66 | 64 | 24 | 34 | 15 | 8 | 47 |

Note: Queue reported is the number of cars per lane.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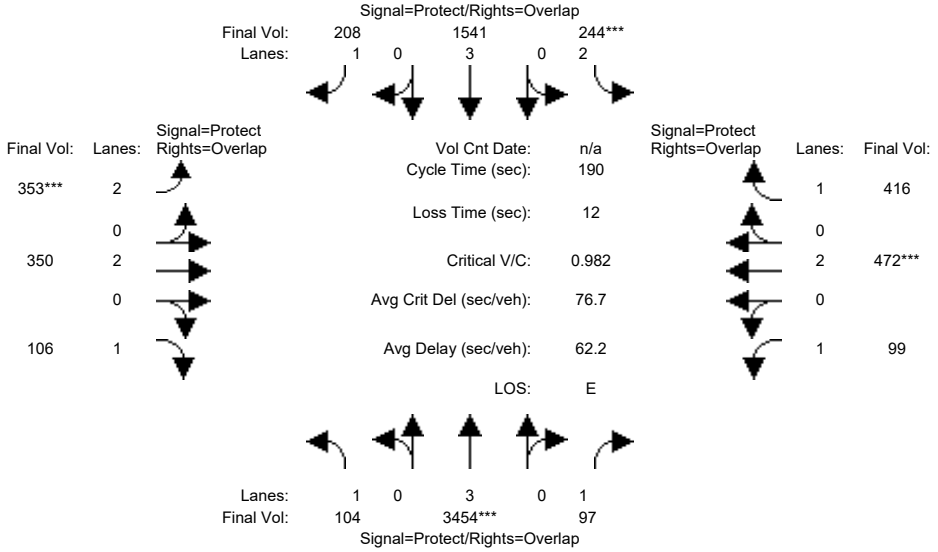
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5414: (34) 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: | 104 | 4064 | 97 | 244 | 1813 | 208 | 353 | 350 | 106 | 99 | 472 | 416 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 104 | 4064 | 97 | 244 | 1813 | 208 | 353 | 350 | 106 | 99 | 472 | 416 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 104 | 4064 | 97 | 244 | 1813 | 208 | 353 | 350 | 106 | 99 | 472 | 416 |
| 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: | 104 | 3454 | 97 | 244 | 1541 | 208 | 353 | 350 | 106 | 99 | 472 | 416 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 104 | 3454 | 97 | 244 | 1541 | 208 | 353 | 350 | 106 | 99 | 472 | 416 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 104 | 3454 | 97 | 244 | 1541 | 208 | 353 | 350 | 106 | 99 | 472 | 416 |
| Saturation 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 | 0.61 | 0.06 | 0.08 | 0.27 | 0.12 | 0.11 | 0.09 | 0.06 | 0.06 | 0.12 | 0.24 |
| 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: | 0.66 | 1.06 | 0.08 | 1.23 | 0.49 | 0.18 | 1.06 | 0.45 | 0.21 | 0.60 | 0.64 | 0.92 |
| Delay/Veh: | 94.0 | 58.9 | 4.2 | 227.1 | 18.4 | 5.7 | 152.6 | 66.5 | 50.5 | 88.4 | 72.2 | 92.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 94.0 | 58.9 | 4.2 | 227.1 | 18.4 | 5.7 | 152.6 | 66.5 | 50.5 | 88.4 | 72.2 | 92.9 |
| LOS by Move: | F | E | A | F | B | A | F | E | D | F | E | F |
| HCM2k95thQ: | 11 | 106 | 1 | 22 | 23 | 4 | 30 | 17 | 9 | 13 | 23 | 47 |

Note: Queue reported is the number of cars per lane.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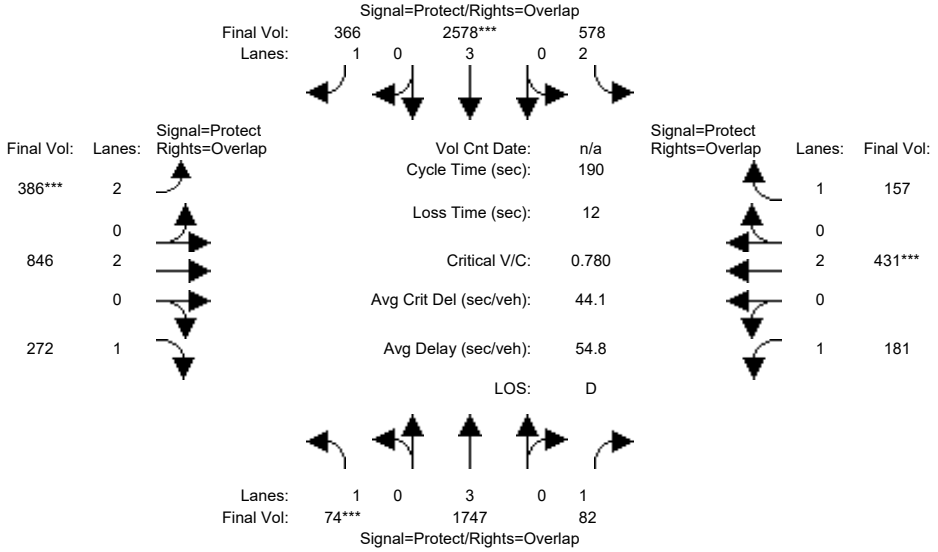
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5414: (34) 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: | 74 | 2426 | 82 | 578 | 3532 | 366 | 386 | 846 | 272 | 181 | 431 | 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: | 74 | 2426 | 82 | 578 | 3532 | 366 | 386 | 846 | 272 | 181 | 431 | 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: | 74 | 2426 | 82 | 578 | 3532 | 366 | 386 | 846 | 272 | 181 | 431 | 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: | 74 | 1747 | 82 | 578 | 2578 | 366 | 386 | 846 | 272 | 181 | 431 | 157 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 74 | 1747 | 82 | 578 | 2578 | 366 | 386 | 846 | 272 | 181 | 431 | 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: | 74 | 1747 | 82 | 578 | 2578 | 366 | 386 | 846 | 272 | 181 | 431 | 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 | 0.31 | 0.05 | 0.18 | 0.45 | 0.21 | 0.12 | 0.22 | 0.16 | 0.10 | 0.11 | 0.09 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 11.0 | 78.1 | 98.7 | 34.9 | 102 | 127.0 | 25.0 | 44.4 | 55.4 | 20.6 | 40.0 | 74.9 |
| Volume/Cap: | 0.73 | 0.75 | 0.09 | 1.00 | 0.84 | 0.31 | 0.93 | 0.95 | 0.53 | 0.95 | 0.54 | 0.23 |
| Delay/Veh: | 111.5 | 43.3 | 17.0 | 114.6 | 28.5 | 5.1 | 109.3 | 91.5 | 57.6 | 135.9 | 67.5 | 38.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 111.5 | 43.3 | 17.0 | 114.6 | 28.5 | 5.1 | 109.3 | 91.5 | 57.6 | 135.9 | 67.5 | 38.5 |
| LOS by Move: | F | D | B | F | C | A | F | F | E | F | E | D |
| HCM2k95thQ: | 9 | 41 | 3 | 39 | 59 | 7 | 29 | 46 | 25 | 26 | 20 | 12 |

Note: Queue reported is the number of cars per lane.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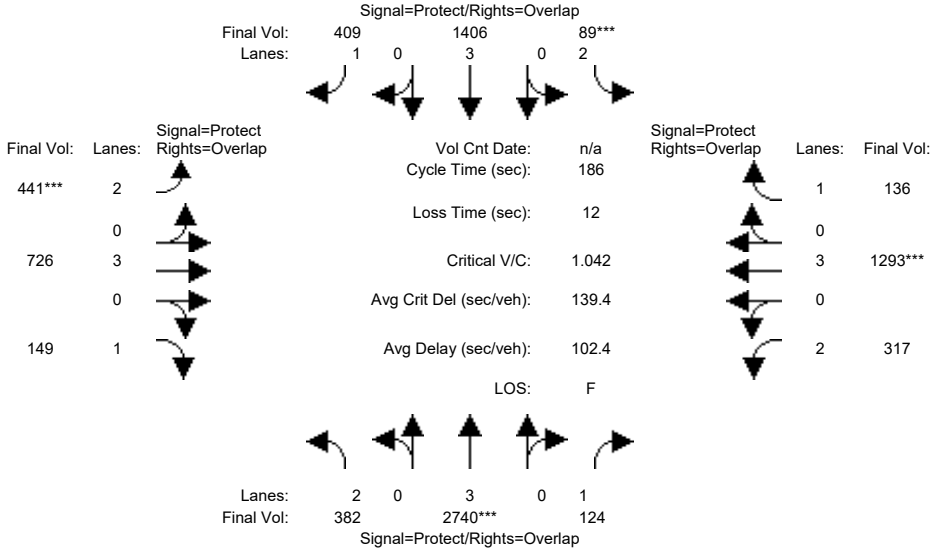
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5416: (35) 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 | 3224 | 124 | 89 | 1654 | 409 | 441 | 726 | 149 | 317 | 1293 | 136 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 382 | 3224 | 124 | 89 | 1654 | 409 | 441 | 726 | 149 | 317 | 1293 | 136 |
| Added Vol: | 0 | 0 | 0 | 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 | 3224 | 124 | 89 | 1654 | 409 | 441 | 726 | 149 | 317 | 1293 | 136 |
| 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 | 2740 | 124 | 89 | 1406 | 409 | 441 | 726 | 149 | 317 | 1293 | 136 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 382 | 2740 | 124 | 89 | 1406 | 409 | 441 | 726 | 149 | 317 | 1293 | 136 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 382 | 2740 | 124 | 89 | 1406 | 409 | 441 | 726 | 149 | 317 | 1293 | 136 |
| 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 | 0.25 | 0.23 | 0.14 | 0.13 | 0.09 | 0.10 | 0.23 | 0.08 |
| 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 | 1.11 | 0.11 | 0.35 | 0.54 | 0.39 | 1.00 | 0.66 | 0.25 | 0.72 | 1.17 | 0.28 |
| Delay/Veh: | 98.7 | 133 | 26.5 | 81.7 | 43.6 | 27.6 | 123.3 | 70.8 | 44.7 | 82.2 | 162 | 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: | 98.7 | 133 | 26.5 | 81.7 | 43.6 | 27.6 | 123.3 | 70.8 | 44.7 | 82.2 | 162 | 53.4 |
| LOS by Move: | F | F | C | F | D | C | F | E | D | F | F | D |
| HCM2k95thQ: | 24 | 98 | 11 | 6 | 36 | 29 | 30 | 22 | 12 | 19 | 53 | 12 |

Note: Queue reported is the number of cars per lane.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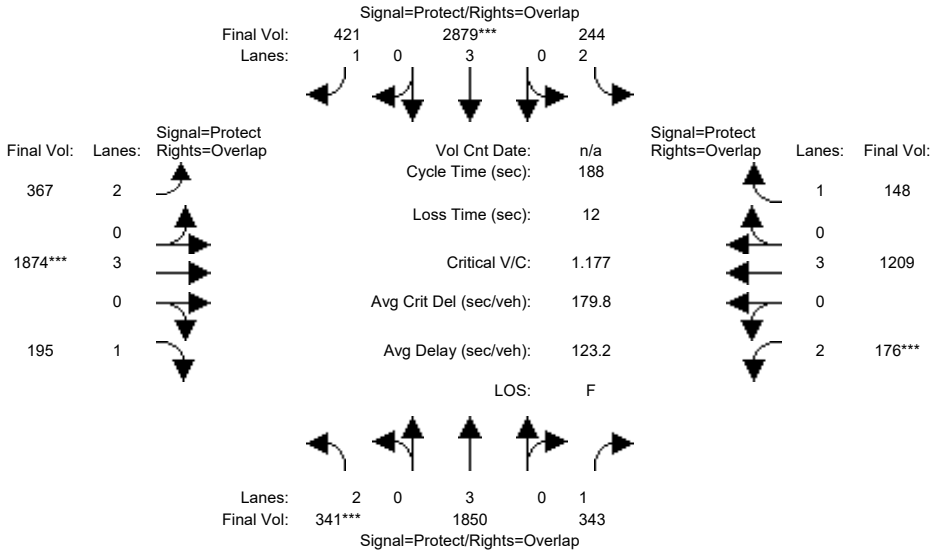
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5416: (35) 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: | 341 | 2202 | 343 | 244 | 3511 | 421 | 367 | 1874 | 195 | 176 | 1209 | 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: | 341 | 2202 | 343 | 244 | 3511 | 421 | 367 | 1874 | 195 | 176 | 1209 | 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: | 341 | 2202 | 343 | 244 | 3511 | 421 | 367 | 1874 | 195 | 176 | 1209 | 148 |
| 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: | 341 | 1850 | 343 | 244 | 2879 | 421 | 367 | 1874 | 195 | 176 | 1209 | 148 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 341 | 1850 | 343 | 244 | 2879 | 421 | 367 | 1874 | 195 | 176 | 1209 | 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: | 341 | 1850 | 343 | 244 | 2879 | 421 | 367 | 1874 | 195 | 176 | 1209 | 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 | 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: | 0.11 | 0.32 | 0.20 | 0.08 | 0.61 | 0.24 | 0.12 | 0.33 | 0.11 | 0.06 | 0.21 | 0.08 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 16.2 | 84.5 | 100.5 | 22.5 | 90.8 | 113.8 | 23.0 | 53.0 | 69.2 | 16.0 | 46.0 | 68.5 |
| Volume/Cap: | 1.26 | 0.72 | 0.37 | 0.65 | 1.26 | 0.40 | 0.95 | 1.17 | 0.30 | 0.66 | 0.87 | 0.23 |
| Delay/Veh: | 229.0 | 51.0 | 32.8 | 90.0 | 199 | 39.2 | 115.5 | 149 | 42.5 | 89.2 | 74.1 | 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: | 229.0 | 51.0 | 32.8 | 90.0 | 199 | 39.2 | 115.5 | 149 | 42.5 | 89.2 | 74.1 | 41.7 |
| LOS by Move: | F | D | C | F | F | D | F | F | D | F | E | D |
| HCM2k95thQ: | 30 | 50 | 26 | 15 | 116 | 35 | 23 | 70 | 15 | 12 | 39 | 12 |

Note: Queue reported is the number of cars per lane.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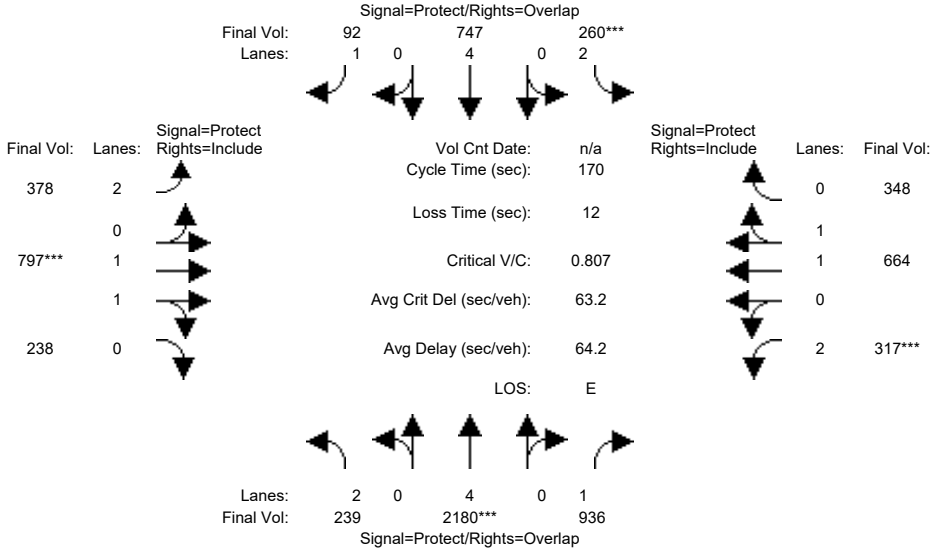
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5603: (1) 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: | 239 | 2180 | 936 | 260 | 747 | 92 | 378 | 797 | 238 | 317 | 664 | 348 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 239 | 2180 | 936 | 260 | 747 | 92 | 378 | 797 | 238 | 317 | 664 | 348 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 239 | 2180 | 936 | 260 | 747 | 92 | 378 | 797 | 238 | 317 | 664 | 348 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 239 | 2180 | 936 | 260 | 747 | 92 | 378 | 797 | 238 | 317 | 664 | 348 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 239 | 2180 | 936 | 260 | 747 | 92 | 378 | 797 | 238 | 317 | 664 | 348 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 239 | 2180 | 936 | 260 | 747 | 92 | 378 | 797 | 238 | 317 | 664 | 348 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 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 | 1.53 | 0.47 | 2.00 | 1.29 | 0.71 |
| Final Sat.: | 3150 | 7600 | 1750 | 3150 | 7600 | 1750 | 3150 | 2849 | 851 | 3150 | 2427 | 1272 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.29 | 0.53 | 0.08 | 0.10 | 0.05 | 0.12 | 0.28 | 0.28 | 0.10 | 0.27 | 0.27 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 18.4 | 73.0 | 96.0 | 16.0 | 70.6 | 93.6 | 23.0 | 46.0 | 46.0 | 23.0 | 46.0 | 46.0 |
| Volume/Cap: | 0.70 | 0.67 | 0.95 | 0.88 | 0.24 | 0.10 | 0.89 | 1.03 | 1.03 | 0.74 | 1.01 | 1.01 |
| Delay/Veh: | 79.5 | 39.3 | 51.9 | 100.2 | 32.3 | 18.2 | 91.8 | 99.6 | 99.6 | 77.6 | 93.2 | 93.2 |
| 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: | 79.5 | 39.3 | 51.9 | 100.2 | 32.3 | 18.2 | 91.8 | 99.6 | 99.6 | 77.6 | 93.2 | 93.2 |
| LOS by Move: | E | D | D | F | C | B | F | F | F | E | F | F |
| HCM2k95thQ: | 13 | 38 | 74 | 17 | 14 | 6 | 23 | 53 | 53 | 18 | 51 | 51 |

Note: Queue reported is the number of cars per lane.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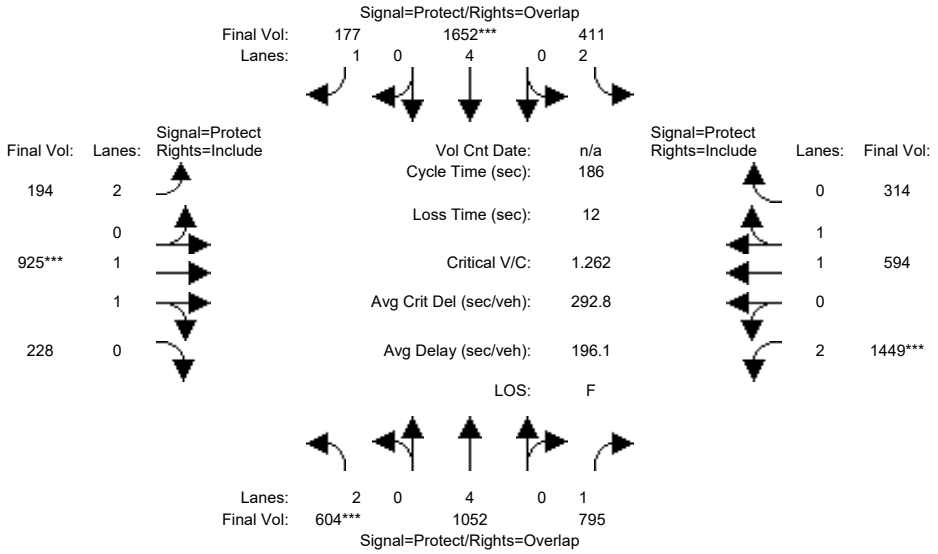
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5603: (1) 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: | 604 | 1052 | 795 | 411 | 1652 | 177 | 194 | 925 | 228 | 1449 | 594 | 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: | 604 | 1052 | 795 | 411 | 1652 | 177 | 194 | 925 | 228 | 1449 | 594 | 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: | 604 | 1052 | 795 | 411 | 1652 | 177 | 194 | 925 | 228 | 1449 | 594 | 314 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 604 | 1052 | 795 | 411 | 1652 | 177 | 194 | 925 | 228 | 1449 | 594 | 314 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 604 | 1052 | 795 | 411 | 1652 | 177 | 194 | 925 | 228 | 1449 | 594 | 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: | 604 | 1052 | 795 | 411 | 1652 | 177 | 194 | 925 | 228 | 1449 | 594 | 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 | 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 | 1.29 | 0.71 |
| Final Sat.: | 3150 | 7600 | 1750 | 3150 | 7600 | 1750 | 3150 | 2968 | 732 | 3150 | 2420 | 1279 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.14 | 0.45 | 0.13 | 0.22 | 0.10 | 0.06 | 0.31 | 0.31 | 0.46 | 0.25 | 0.25 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 19.0 | 58.8 | 99.8 | 28.2 | 68.0 | 108.1 | 40.1 | 46.0 | 46.0 | 41.0 | 46.9 | 46.9 |
| Volume/Cap: | 1.88 | 0.44 | 0.85 | 0.86 | 0.59 | 0.17 | 0.29 | 1.26 | 1.26 | 2.09 | 0.97 | 0.97 |
| Delay/Veh: | 489.8 | 50.6 | 43.9 | 91.4 | 48.2 | 18.2 | 61.2 | 196 | 196.0 | 566.5 | 91.9 | 91.9 |
| 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: | 489.8 | 50.6 | 43.9 | 91.4 | 48.2 | 18.2 | 61.2 | 196 | 196.0 | 566.5 | 91.9 | 91.9 |
| LOS by Move: | F | D | D | F | D | B | E | F | F | F | F | F |
| HCM2k95thQ: | 64 | 22 | 69 | 26 | 34 | 13 | 10 | 75 | 75 | 155 | 48 | 48 |

Note: Queue reported is the number of cars per lane.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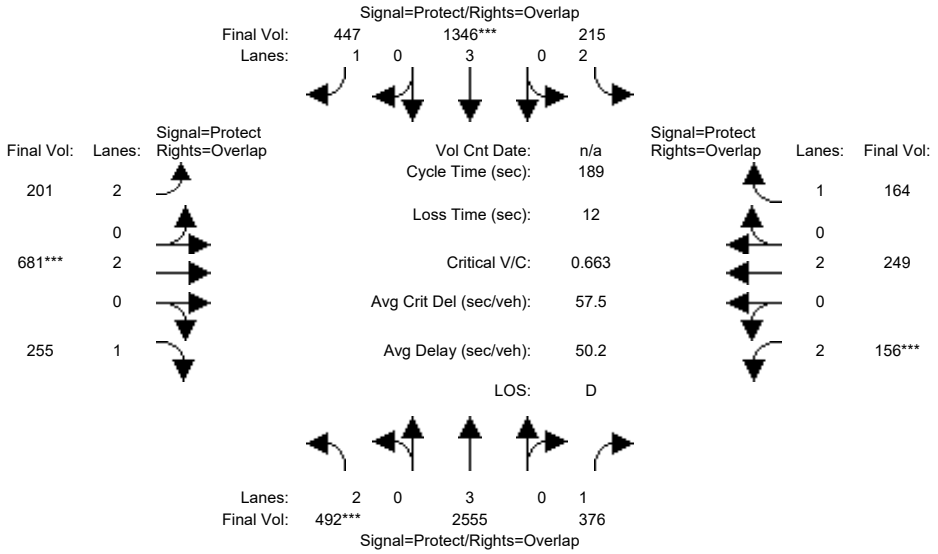
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5611: (5) 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: | 492 | 2937 | 376 | 215 | 1547 | 447 | 201 | 681 | 255 | 156 | 249 | 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: | 492 | 2937 | 376 | 215 | 1547 | 447 | 201 | 681 | 255 | 156 | 249 | 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: | 492 | 2937 | 376 | 215 | 1547 | 447 | 201 | 681 | 255 | 156 | 249 | 164 |
| 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: | 492 | 2555 | 376 | 215 | 1346 | 447 | 201 | 681 | 255 | 156 | 249 | 164 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 492 | 2555 | 376 | 215 | 1346 | 447 | 201 | 681 | 255 | 156 | 249 | 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: | 492 | 2555 | 376 | 215 | 1346 | 447 | 201 | 681 | 255 | 156 | 249 | 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 | 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 | 0.45 | 0.21 | 0.07 | 0.24 | 0.26 | 0.06 | 0.18 | 0.16 | 0.05 | 0.07 | 0.09 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 33.1 | 107 | 120.9 | 18.2 | 92.0 | 108.6 | 16.6 | 37.9 | 71.0 | 14.0 | 35.4 | 53.5 |
| Volume/Cap: | 0.89 | 0.79 | 0.34 | 0.71 | 0.49 | 0.44 | 0.73 | 0.89 | 0.42 | 0.67 | 0.35 | 0.33 |
| Delay/Veh: | 93.0 | 44.5 | 23.3 | 90.5 | 25.8 | 14.9 | 93.4 | 86.4 | 44.3 | 92.5 | 67.1 | 54.0 |
| User DelAdj: | 1.00 | 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 | 44.5 | 23.3 | 90.5 | 25.8 | 14.9 | 93.4 | 86.4 | 44.3 | 92.5 | 67.1 | 54.0 |
| LOS by Move: | F | D | C | F | C | B | F | F | D | F | E | D |
| HCM2k95thQ: | 33 | 67 | 26 | 14 | 23 | 18 | 15 | 37 | 21 | 10 | 11 | 14 |

Note: Queue reported is the number of cars per lane.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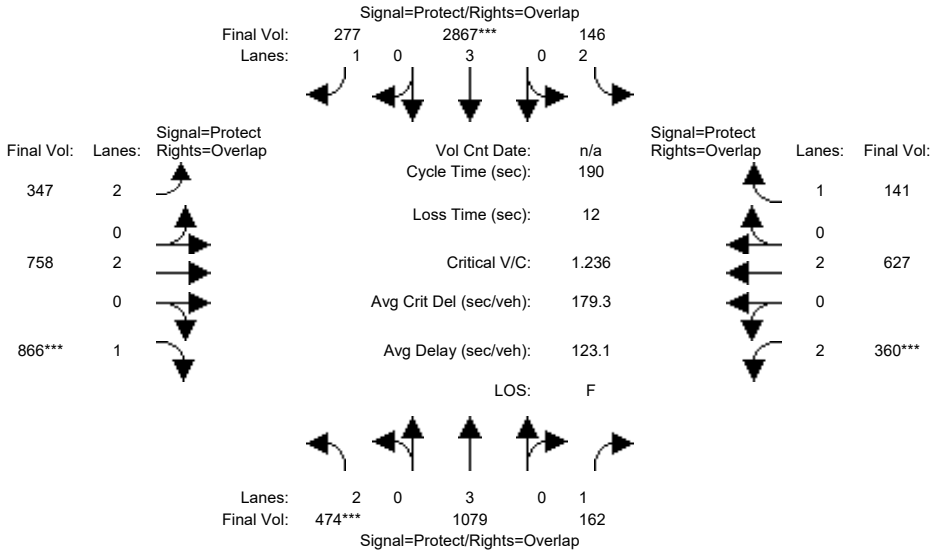
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5611: (5) 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: | 474 | 1610 | 162 | 146 | 3584 | 277 | 347 | 758 | 866 | 360 | 627 | 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: | 474 | 1610 | 162 | 146 | 3584 | 277 | 347 | 758 | 866 | 360 | 627 | 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: | 474 | 1610 | 162 | 146 | 3584 | 277 | 347 | 758 | 866 | 360 | 627 | 141 |
| 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: | 474 | 1079 | 162 | 146 | 2867 | 277 | 347 | 758 | 866 | 360 | 627 | 141 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 474 | 1079 | 162 | 146 | 2867 | 277 | 347 | 758 | 866 | 360 | 627 | 141 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 474 | 1079 | 162 | 146 | 2867 | 277 | 347 | 758 | 866 | 360 | 627 | 141 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.84 | 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: | 0.15 | 0.19 | 0.09 | 0.05 | 0.50 | 0.16 | 0.11 | 0.20 | 0.54 | 0.11 | 0.17 | 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: | 1.30 | 0.42 | 0.16 | 0.59 | 1.21 | 0.28 | 0.74 | 0.72 | 1.37 | 0.90 | 0.65 | 0.24 |
| Delay/Veh: | 237.6 | 29.4 | 11.6 | 88.1 | 162 | 28.6 | 83.2 | 64.0 | 234.0 | 105.4 | 64.6 | 46.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 237.6 | 29.4 | 11.6 | 88.1 | 162 | 28.6 | 83.2 | 64.0 | 234.0 | 105.4 | 64.6 | 46.0 |
| LOS by Move: | F | C | B | F | F | C | F | E | F | F | E | D |
| HCM2k95thQ: | 43 | 20 | 5 | 10 | 114 | 21 | 23 | 34 | 128 | 22 | 26 | 11 |

Note: Queue reported is the number of cars per lane.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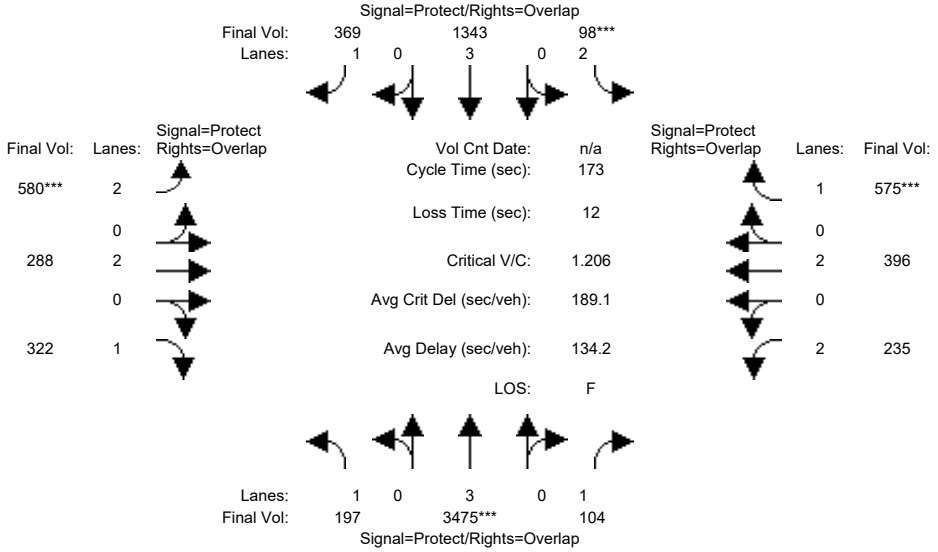
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5613: (52) 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: | 197 | 3994 | 104 | 98 | 1544 | 369 | 580 | 288 | 322 | 235 | 396 | 575 |
| Growth Adj: | 1.00 | 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 | 3994 | 104 | 98 | 1544 | 369 | 580 | 288 | 322 | 235 | 396 | 575 |
| Added Vol: | 0 | 0 | 0 | 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 | 3994 | 104 | 98 | 1544 | 369 | 580 | 288 | 322 | 235 | 396 | 575 |
| 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: | 197 | 3475 | 104 | 98 | 1343 | 369 | 580 | 288 | 322 | 235 | 396 | 575 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 197 | 3475 | 104 | 98 | 1343 | 369 | 580 | 288 | 322 | 235 | 396 | 575 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 197 | 3475 | 104 | 98 | 1343 | 369 | 580 | 288 | 322 | 235 | 396 | 575 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1750 | 5700 | 1750 | 3150 | 5700 | 1750 | 3150 | 3800 | 1750 | 3150 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.61 | 0.06 | 0.03 | 0.24 | 0.21 | 0.18 | 0.08 | 0.18 | 0.07 | 0.10 | 0.33 |
| 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: | 1.38 | 1.31 | 0.11 | 0.41 | 0.51 | 0.35 | 1.38 | 0.34 | 0.61 | 0.75 | 0.55 | 1.24 |
| Delay/Veh: | 288.5 | 180 | 11.4 | 77.3 | 27.2 | 10.8 | 260.0 | 56.8 | 53.3 | 85.1 | 64.6 | 190.5 |
| 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: | 288.5 | 180 | 11.4 | 77.3 | 27.2 | 10.8 | 260.0 | 56.8 | 53.3 | 85.1 | 64.6 | 190.5 |
| LOS by Move: | F | F | B | E | C | B | F | E | D | F | E | F |
| HCM2k95thQ: | 32 | 141 | 3 | 6 | 23 | 12 | 51 | 12 | 28 | 16 | 18 | 76 |

Note: Queue reported is the number of cars per lane.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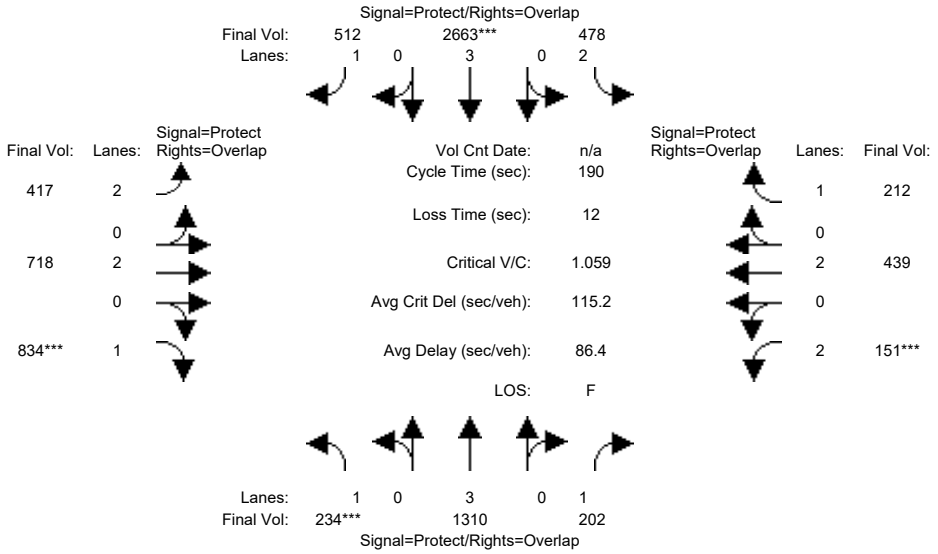
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5613: (52) 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: | 234 | 1638 | 202 | 478 | 3371 | 512 | 417 | 718 | 834 | 151 | 439 | 212 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 234 | 1638 | 202 | 478 | 3371 | 512 | 417 | 718 | 834 | 151 | 439 | 212 |
| Added Vol: | 0 | 0 | 0 | 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 | 1638 | 202 | 478 | 3371 | 512 | 417 | 718 | 834 | 151 | 439 | 212 |
| 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: | 234 | 1310 | 202 | 478 | 2663 | 512 | 417 | 718 | 834 | 151 | 439 | 212 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 234 | 1310 | 202 | 478 | 2663 | 512 | 417 | 718 | 834 | 151 | 439 | 212 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 234 | 1310 | 202 | 478 | 2663 | 512 | 417 | 718 | 834 | 151 | 439 | 212 |
| Saturation 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 | 0.23 | 0.12 | 0.15 | 0.47 | 0.29 | 0.13 | 0.19 | 0.48 | 0.05 | 0.12 | 0.12 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 18.0 | 90.0 | 104.0 | 28.0 | 100 | 125.5 | 25.5 | 46.0 | 64.0 | 14.0 | 34.5 | 62.5 |
| Volume/Cap: | 1.41 | 0.49 | 0.21 | 1.03 | 0.89 | 0.44 | 0.99 | 0.78 | 1.41 | 0.65 | 0.64 | 0.37 |
| Delay/Veh: | 304.4 | 27.6 | 15.2 | 131.1 | 54.6 | 24.0 | 121.7 | 71.6 | 259.6 | 92.0 | 73.9 | 49.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 304.4 | 27.6 | 15.2 | 131.1 | 54.6 | 24.0 | 121.7 | 71.6 | 259.6 | 92.0 | 73.9 | 49.1 |
| LOS by Move: | F | C | B | F | D | C | F | E | F | F | E | D |
| HCM2k95thQ: | 40 | 24 | 8 | 31 | 72 | 35 | 32 | 35 | 127 | 12 | 22 | 18 |

Note: Queue reported is the number of cars per lane.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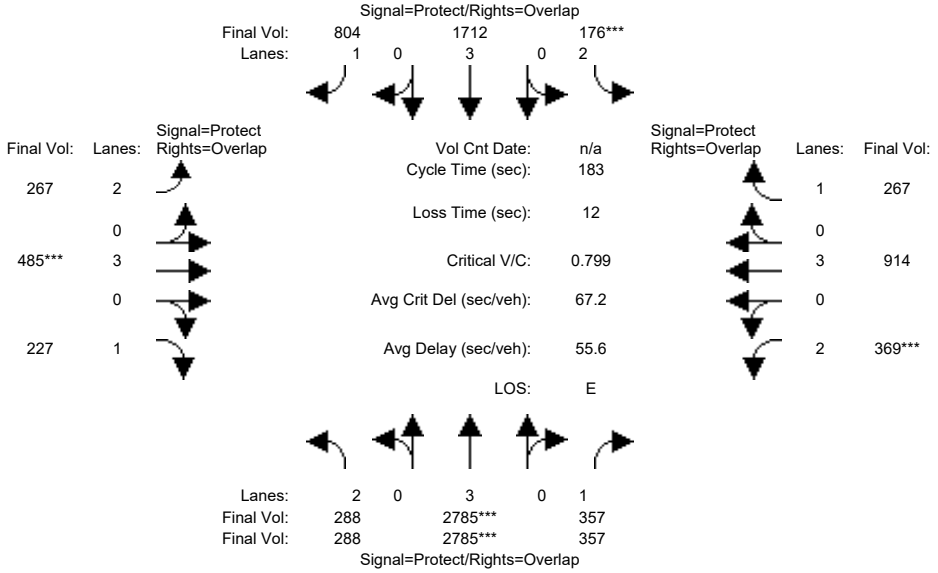
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5625: (53) Lawrence Expwy & Homestead Rd




| Street Name: | Lawrence Expwy | | | | | | Homestead 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: | 18 | 85 | 85 | 13 | 75 | 75 | 15 | 40 | 40 | 21 | 46 | 46 |
| Y+R: | 6.4 | 6.2 | 6.2 | 5.9 | 6.2 | 6.2 | 6.1 | 6.0 | 6.0 | 5.8 | 5.9 | 5.9 |
| Volume Module: | 8:00 AM - 9:00 AM | | | | | | | | | | | |
| Base Vol: | 288 | 3201 | 357 | 176 | 1968 | 804 | 267 | 485 | 227 | 369 | 914 | 267 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 288 | 3201 | 357 | 176 | 1968 | 804 | 267 | 485 | 227 | 369 | 914 | 267 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 288 | 3201 | 357 | 176 | 1968 | 804 | 267 | 485 | 227 | 369 | 914 | 267 |
| 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: | 288 | 2785 | 357 | 176 | 1712 | 804 | 267 | 485 | 227 | 369 | 914 | 267 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 288 | 2785 | 357 | 176 | 1712 | 804 | 267 | 485 | 227 | 369 | 914 | 267 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 288 | 2785 | 357 | 176 | 1712 | 804 | 267 | 485 | 227 | 369 | 914 | 267 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 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 | 0.49 | 0.20 | 0.06 | 0.30 | 0.46 | 0.08 | 0.09 | 0.13 | 0.12 | 0.16 | 0.15 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green Time: | 21.2 | 96.6 | 117.2 | 13.0 | 88.4 | 103.2 | 14.8 | 40.4 | 61.6 | 20.6 | 46.1 | 59.1 |
| Volume/Cap: | 0.79 | 0.93 | 0.32 | 0.79 | 0.62 | 0.81 | 1.05 | 0.39 | 0.39 | 1.04 | 0.64 | 0.47 |
| Delay/Veh: | 89.7 | 56.5 | 22.2 | 100.3 | 28.1 | 26.4 | 153.5 | 60.9 | 46.7 | 139.9 | 61.9 | 50.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 89.7 | 56.5 | 22.2 | 100.3 | 28.1 | 26.4 | 153.5 | 60.9 | 46.7 | 139.9 | 61.9 | 50.1 |
| LOS by Move: | F | E | C | F | C | C | F | E | D | F | E | D |
| HCM2k95thQ: | 16 | 72 | 23 | 12 | 32 | 52 | 24 | 14 | 19 | 30 | 27 | 23 |

Note: Queue reported is the number of cars per lane.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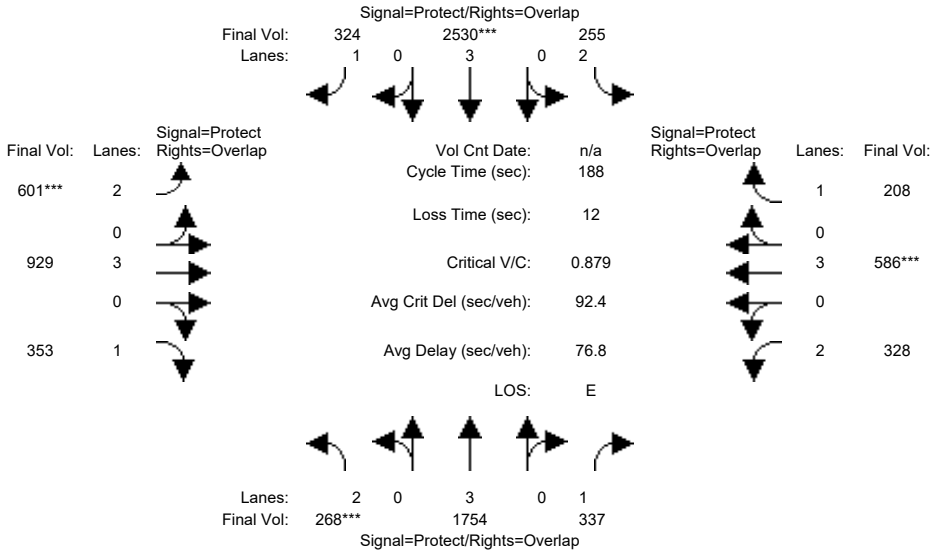
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5625: (53) Lawrence Expwy & Homestead Rd




| Street Name: | Lawrence Expwy | | | | | | Homestead 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: | 14 | 80 | 80 | 20 | 91 | 91 | 22 | 42 | 42 | 17 | 37 | 37 |
| Y+R: | 6.4 | 6.2 | 6.2 | 5.9 | 6.2 | 6.2 | 6.1 | 6.0 | 6.0 | 5.8 | 5.9 | 5.9 |
| Volume Module: | 5:15 PM - 6:15 PM | | | | | | | | | | | |
| Base Vol: | 268 | 2192 | 337 | 255 | 3203 | 324 | 601 | 929 | 353 | 328 | 586 | 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: | 268 | 2192 | 337 | 255 | 3203 | 324 | 601 | 929 | 353 | 328 | 586 | 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: | 268 | 2192 | 337 | 255 | 3203 | 324 | 601 | 929 | 353 | 328 | 586 | 208 |
| 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: | 268 | 1754 | 337 | 255 | 2530 | 324 | 601 | 929 | 353 | 328 | 586 | 208 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 268 | 1754 | 337 | 255 | 2530 | 324 | 601 | 929 | 353 | 328 | 586 | 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: | 268 | 1754 | 337 | 255 | 2530 | 324 | 601 | 929 | 353 | 328 | 586 | 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 | 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 | 0.31 | 0.19 | 0.08 | 0.44 | 0.19 | 0.19 | 0.16 | 0.20 | 0.10 | 0.10 | 0.12 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 14.8 | 84.6 | 107.0 | 21.2 | 91.0 | 124.2 | 33.2 | 47.9 | 62.7 | 22.3 | 37.0 | 58.2 |
| Volume/Cap: | 1.08 | 0.68 | 0.34 | 0.72 | 0.92 | 0.28 | 1.08 | 0.64 | 0.60 | 0.88 | 0.52 | 0.38 |
| Delay/Veh: | 171.7 | 64.2 | 40.9 | 94.3 | 78.6 | 30.7 | 139.1 | 63.4 | 54.1 | 101.7 | 68.0 | 51.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 171.7 | 64.2 | 40.9 | 94.3 | 78.6 | 30.7 | 139.1 | 63.4 | 54.1 | 101.7 | 68.0 | 51.3 |
| LOS by Move: | F | E | D | F | E | C | F | E | D | F | E | D |
| HCM2k95thQ: | 21 | 49 | 29 | 17 | 77 | 28 | 45 | 28 | 31 | 24 | 19 | 18 |

Note: Queue reported is the number of cars per lane.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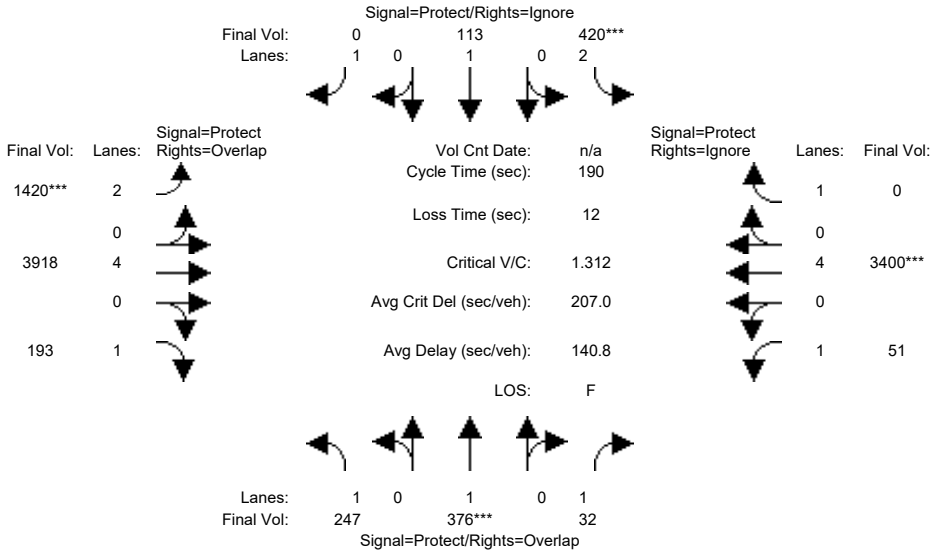
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5805: (32) 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: | 247 | 376 | 32 | 420 | 113 | 562 | 1420 | 3918 | 193 | 51 | 3400 | 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: | 247 | 376 | 32 | 420 | 113 | 562 | 1420 | 3918 | 193 | 51 | 3400 | 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: | 247 | 376 | 32 | 420 | 113 | 562 | 1420 | 3918 | 193 | 51 | 3400 | 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: | 247 | 376 | 32 | 420 | 113 | 0 | 1420 | 3918 | 193 | 51 | 3400 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 247 | 376 | 32 | 420 | 113 | 0 | 1420 | 3918 | 193 | 51 | 3400 | 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: | 247 | 376 | 32 | 420 | 113 | 0 | 1420 | 3918 | 193 | 51 | 3400 | 0 |
| Saturation 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 | 0.20 | 0.02 | 0.13 | 0.06 | 0.00 | 0.45 | 0.52 | 0.11 | 0.03 | 0.45 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 31.0 | 26.3 | 38.3 | 17.7 | 13.0 | 0.0 | 60.0 | 122 | 153.0 | 12.0 | 74.0 | 0.0 |
| Volume/Cap: | 0.87 | 1.43 | 0.09 | 1.43 | 0.87 | 0.00 | 1.43 | 0.80 | 0.14 | 0.46 | 1.15 | 0.00 |
| Delay/Veh: | 100.7 | 296 | 61.8 | 298.4 | 129 | 0.0 | 283.2 | 56.2 | 15.3 | 92.8 | 154 | 0.0 |
| User DelAdj: | 1.00 | 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 | 296 | 61.8 | 298.4 | 129 | 0.0 | 283.2 | 56.2 | 15.3 | 92.8 | 154 | 0.0 |
| LOS by Move: | F | F | E | F | F | A | F | E | B | F | F | A |
| HCM2k95thQ: | 30 | 58 | 3 | 42 | 16 | 0 | 121 | 81 | 16 | 7 | 97 | 0 |

Note: Queue reported is the number of cars per lane.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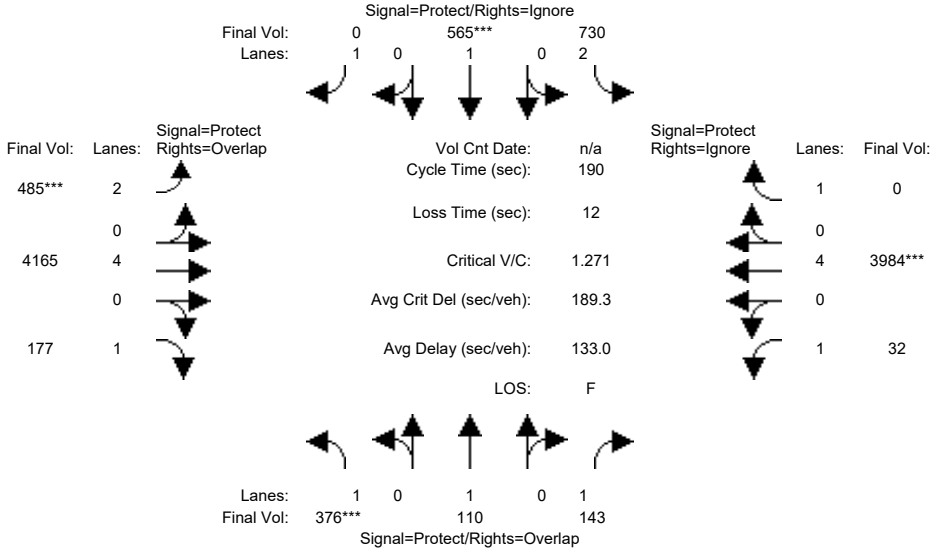
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5805: (32) 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: | 376 | 110 | 143 | 730 | 565 | 1236 | 485 | 4165 | 177 | 32 | 3984 | 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: | 376 | 110 | 143 | 730 | 565 | 1236 | 485 | 4165 | 177 | 32 | 3984 | 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: | 376 | 110 | 143 | 730 | 565 | 1236 | 485 | 4165 | 177 | 32 | 3984 | 235 |
| 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: | 376 | 110 | 143 | 730 | 565 | 0 | 485 | 4165 | 177 | 32 | 3984 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 376 | 110 | 143 | 730 | 565 | 0 | 485 | 4165 | 177 | 32 | 3984 | 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: | 376 | 110 | 143 | 730 | 565 | 0 | 485 | 4165 | 177 | 32 | 3984 | 0 |
| Saturation 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: | 0.21 | 0.06 | 0.08 | 0.23 | 0.30 | 0.00 | 0.15 | 0.55 | 0.10 | 0.02 | 0.52 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 31.0 | 15.9 | 24.2 | 58.1 | 43.0 | 0.0 | 24.0 | 95.7 | 126.8 | 8.3 | 80.0 | 0.0 |
| Volume/Cap: | 1.32 | 0.69 | 0.64 | 0.76 | 1.32 | 0.00 | 1.22 | 1.09 | 0.15 | 0.42 | 1.25 | 0.00 |
| Delay/Veh: | 244.0 | 97.0 | 85.1 | 63.1 | 231 | 0.0 | 202.3 | 80.5 | 4.5 | 92.2 | 177 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 244.0 | 97.0 | 85.1 | 63.1 | 231 | 0.0 | 202.3 | 80.5 | 4.5 | 92.2 | 177 | 0.0 |
| LOS by Move: | F | F | F | E | F | A | F | F | A | F | F | A |
| HCM2k95thQ: | 58 | 14 | 17 | 39 | 77 | 0 | 42 | 110 | 3 | 5 | 123 | 0 |

Note: Queue reported is the number of cars per lane.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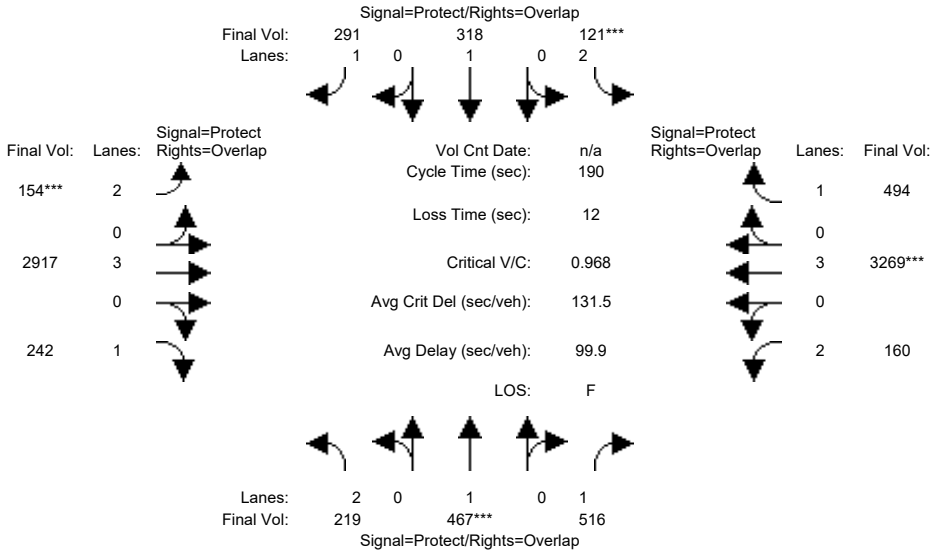
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5806: (45) 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: | 219 | 467 | 516 | 121 | 318 | 291 | 154 | 3353 | 242 | 160 | 3757 | 494 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 219 | 467 | 516 | 121 | 318 | 291 | 154 | 3353 | 242 | 160 | 3757 | 494 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 219 | 467 | 516 | 121 | 318 | 291 | 154 | 3353 | 242 | 160 | 3757 | 494 |
| 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: | 219 | 467 | 516 | 121 | 318 | 291 | 154 | 2917 | 242 | 160 | 3269 | 494 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 219 | 467 | 516 | 121 | 318 | 291 | 154 | 2917 | 242 | 160 | 3269 | 494 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 219 | 467 | 516 | 121 | 318 | 291 | 154 | 2917 | 242 | 160 | 3269 | 494 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.25 | 0.29 | 0.04 | 0.17 | 0.17 | 0.05 | 0.51 | 0.14 | 0.05 | 0.57 | 0.28 |
| 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: | 0.54 | 0.95 | 0.88 | 0.56 | 0.85 | 0.59 | 0.58 | 1.07 | 0.23 | 0.65 | 1.21 | 0.52 |
| Delay/Veh: | 78.9 | 97.4 | 73.1 | 88.9 | 90.3 | 60.8 | 87.0 | 88.5 | 17.1 | 91.2 | 140 | 19.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 78.9 | 97.4 | 73.1 | 88.9 | 90.3 | 60.8 | 87.0 | 88.5 | 17.1 | 91.2 | 140 | 19.9 |
| LOS by Move: | E | F | E | F | F | E | F | F | B | F | F | B |
| HCM2k95thQ: | 14 | 48 | 53 | 10 | 34 | 30 | 11 | 101 | 13 | 12 | 130 | 24 |

Note: Queue reported is the number of cars per lane.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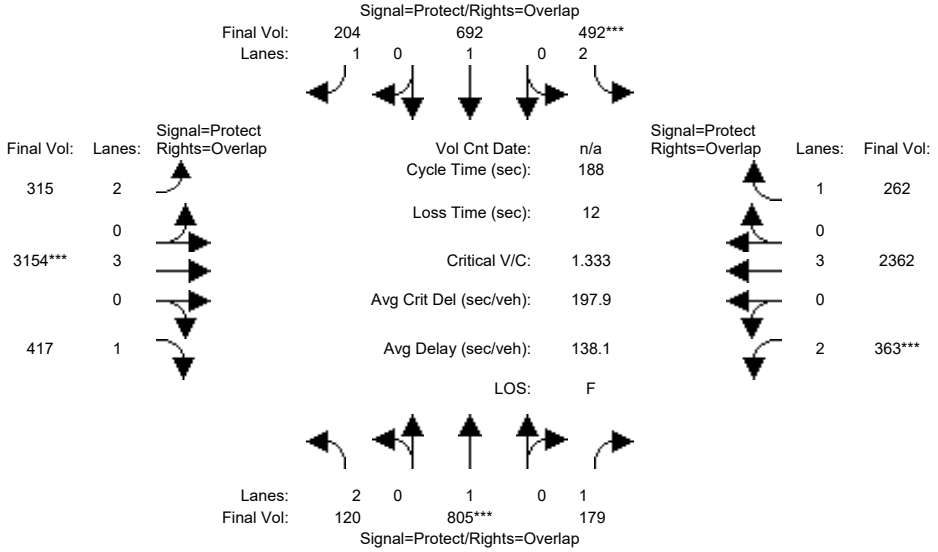
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5806: (45) 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: | 120 | 805 | 179 | 492 | 692 | 204 | 315 | 3942 | 417 | 363 | 3473 | 262 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 120 | 805 | 179 | 492 | 692 | 204 | 315 | 3942 | 417 | 363 | 3473 | 262 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 120 | 805 | 179 | 492 | 692 | 204 | 315 | 3942 | 417 | 363 | 3473 | 262 |
| 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: | 120 | 805 | 179 | 492 | 692 | 204 | 315 | 3154 | 417 | 363 | 2362 | 262 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 120 | 805 | 179 | 492 | 692 | 204 | 315 | 3154 | 417 | 363 | 2362 | 262 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 120 | 805 | 179 | 492 | 692 | 204 | 315 | 3154 | 417 | 363 | 2362 | 262 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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: | 0.04 | 0.42 | 0.10 | 0.16 | 0.36 | 0.12 | 0.10 | 0.55 | 0.24 | 0.12 | 0.41 | 0.15 |
| 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: | 0.60 | 1.63 | 0.27 | 1.47 | 1.20 | 0.28 | 0.85 | 1.22 | 0.46 | 0.98 | 0.92 | 0.27 |
| Delay/Veh: | 90.5 | 360 | 40.8 | 310.4 | 172 | 36.0 | 98.8 | 147 | 21.8 | 125.5 | 62.9 | 28.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 90.5 | 360 | 40.8 | 310.4 | 172 | 36.0 | 98.8 | 147 | 21.8 | 125.5 | 62.9 | 28.6 |
| LOS by Move: | F | F | D | F | F | D | F | F | C | F | E | C |
| HCM2k95thQ: | 7 | 122 | 13 | 48 | 84 | 15 | 23 | 126 | 21 | 29 | 71 | 20 |

Note: Queue reported is the number of cars per lane.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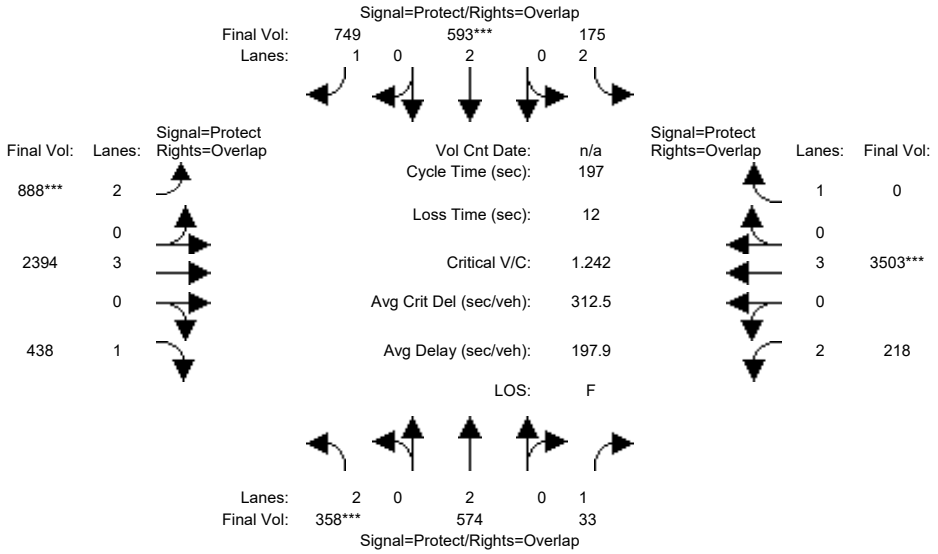
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5807: (47) 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: | 358 | 574 | 33 | 175 | 593 | 749 | 888 | 2752 | 438 | 218 | 4026 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 358 | 574 | 33 | 175 | 593 | 749 | 888 | 2752 | 438 | 218 | 4026 | 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: | 358 | 574 | 33 | 175 | 593 | 749 | 888 | 2752 | 438 | 218 | 4026 | 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: | 358 | 574 | 33 | 175 | 593 | 749 | 888 | 2394 | 438 | 218 | 3503 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 358 | 574 | 33 | 175 | 593 | 749 | 888 | 2394 | 438 | 218 | 3503 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 358 | 574 | 33 | 175 | 593 | 749 | 888 | 2394 | 438 | 218 | 3503 | 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 | 0.06 | 0.16 | 0.43 | 0.28 | 0.42 | 0.25 | 0.07 | 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: | 1.39 | 0.71 | 0.07 | 0.49 | 0.64 | 1.02 | 1.63 | 0.86 | 0.44 | 1.07 | 1.62 | 0.00 |
| Delay/Veh: | 288.5 | 74.6 | 52.4 | 83.0 | 68.0 | 97.0 | 374.8 | 47.4 | 24.6 | 176.0 | 341 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 288.5 | 74.6 | 52.4 | 83.0 | 68.0 | 97.0 | 374.8 | 47.4 | 24.6 | 176.0 | 341 | 0.0 |
| LOS by Move: | F | E | D | F | E | F | F | D | C | F | F | A |
| HCM2k95thQ: | 35 | 28 | 3 | 12 | 28 | 85 | 86 | 65 | 27 | 16 | 180 | 0 |

Note: Queue reported is the number of cars per lane.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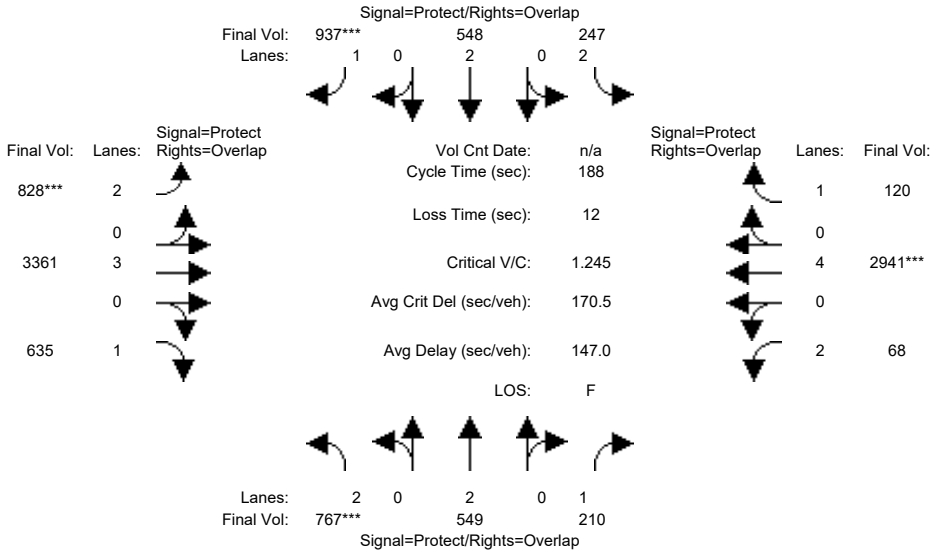
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5807: (47) 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: | 767 | 549 | 210 | 247 | 548 | 937 | 828 | 4365 | 635 | 68 | 2941 | 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: | 767 | 549 | 210 | 247 | 548 | 937 | 828 | 4365 | 635 | 68 | 2941 | 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: | 767 | 549 | 210 | 247 | 548 | 937 | 828 | 4365 | 635 | 68 | 2941 | 120 |
| 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: | 767 | 549 | 210 | 247 | 548 | 937 | 828 | 3361 | 635 | 68 | 2941 | 120 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 767 | 549 | 210 | 247 | 548 | 937 | 828 | 3361 | 635 | 68 | 2941 | 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: | 767 | 549 | 210 | 247 | 548 | 937 | 828 | 3361 | 635 | 68 | 2941 | 120 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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: | 0.24 | 0.14 | 0.12 | 0.08 | 0.14 | 0.54 | 0.26 | 0.59 | 0.36 | 0.02 | 0.39 | 0.07 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green Time: | 34.7 | 39.9 | 49.9 | 33.6 | 48.0 | 85.5 | 37.5 | 92.5 | 127.2 | 10.0 | 65.0 | 98.6 |
| Volume/Cap: | 1.32 | 0.68 | 0.45 | 0.44 | 0.56 | 1.18 | 1.32 | 1.20 | 0.54 | 0.41 | 1.12 | 0.13 |
| Delay/Veh: | 232.1 | 70.5 | 58.3 | 69.3 | 61.7 | 144.2 | 242.4 | 172 | 37.5 | 91.0 | 143 | 39.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 232.1 | 70.5 | 58.3 | 69.3 | 61.7 | 144.2 | 242.4 | 172 | 37.5 | 91.0 | 143 | 39.7 |
| LOS by Move: | F | E | E | E | E | F | F | F | D | F | F | D |
| HCM2k95thQ: | 63 | 26 | 19 | 15 | 24 | 117 | 66 | 127 | 52 | 5 | 79 | 11 |

Note: Queue reported is the number of cars per lane.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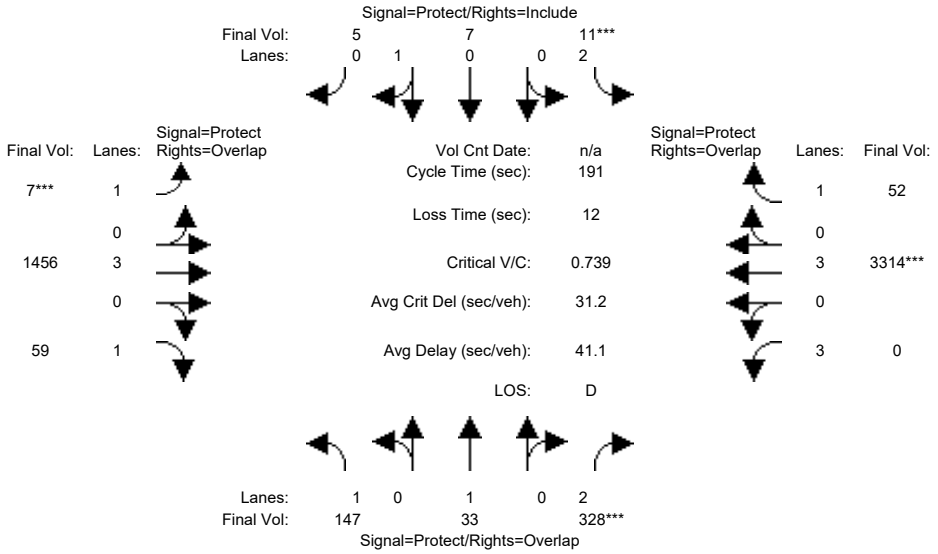
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5808: (49) 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: | | | | | | | | | | | | |
| Base Vol: | 147 | 33 | 377 | 11 | 7 | 5 | 7 | 1673 | 59 | 0 | 3809 | 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: | 147 | 33 | 377 | 11 | 7 | 5 | 7 | 1673 | 59 | 0 | 3809 | 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: | 147 | 33 | 377 | 11 | 7 | 5 | 7 | 1673 | 59 | 0 | 3809 | 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: | 147 | 33 | 328 | 11 | 7 | 5 | 7 | 1456 | 59 | 0 | 3314 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 147 | 33 | 328 | 11 | 7 | 5 | 7 | 1456 | 59 | 0 | 3314 | 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: | 147 | 33 | 328 | 11 | 7 | 5 | 7 | 1456 | 59 | 0 | 3314 | 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: | 0.08 | 0.02 | 0.10 | 0.00 | 0.01 | 0.01 | 0.00 | 0.26 | 0.03 | 0.00 | 0.58 | 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: | 0.94 | 0.15 | 0.22 | 0.11 | 0.09 | 0.09 | 0.08 | 0.74 | 0.08 | 0.00 | 0.89 | 0.04 |
| Delay/Veh: | 140.2 | 76.6 | 29.6 | 90.3 | 82.4 | 82.4 | 86.4 | 56.1 | 31.4 | 0.0 | 31.1 | 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: | 140.2 | 76.6 | 29.6 | 90.3 | 82.4 | 82.4 | 86.4 | 56.1 | 31.4 | 0.0 | 31.1 | 10.0 |
| LOS by Move: | F | E | C | F | F | F | F | E | C | A | C | A |
| HCM2k95thQ: | 19 | 3 | 12 | 1 | 1 | 1 | 1 | 41 | 4 | 0 | 77 | 2 |

Note: Queue reported is the number of cars per lane.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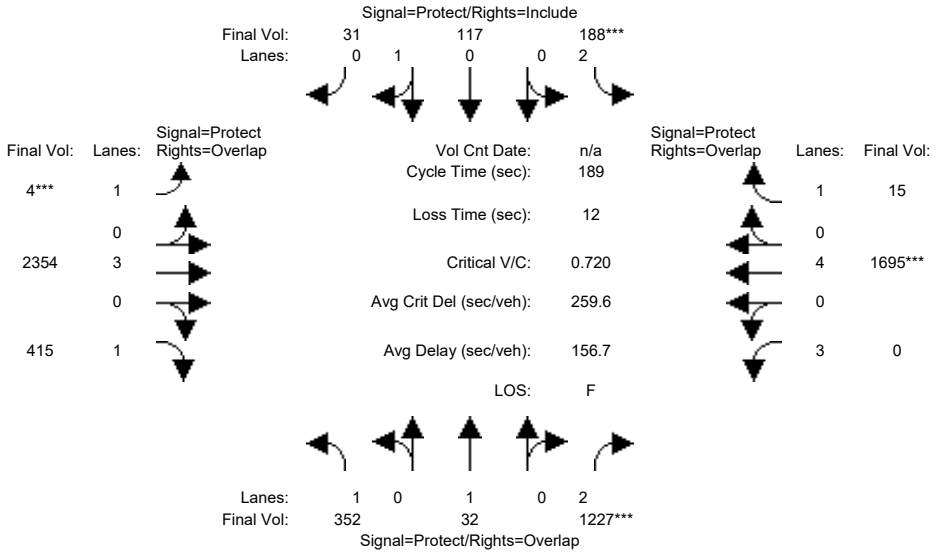
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5808: (49) 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: | | | | | | | | | | | | |
| Base Vol: | 352 | 32 | 1496 | 188 | 117 | 31 | 4 | 2980 | 415 | 0 | 1695 | 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: | 352 | 32 | 1496 | 188 | 117 | 31 | 4 | 2980 | 415 | 0 | 1695 | 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: | 352 | 32 | 1496 | 188 | 117 | 31 | 4 | 2980 | 415 | 0 | 1695 | 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: | 352 | 32 | 1227 | 188 | 117 | 31 | 4 | 2354 | 415 | 0 | 1695 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 352 | 32 | 1227 | 188 | 117 | 31 | 4 | 2354 | 415 | 0 | 1695 | 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: | 352 | 32 | 1227 | 188 | 117 | 31 | 4 | 2354 | 415 | 0 | 1695 | 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: | 0.20 | 0.02 | 0.39 | 0.06 | 0.08 | 0.08 | 0.00 | 0.41 | 0.24 | 0.00 | 0.22 | 0.01 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green Time: | 24.0 | 34.0 | 34.0 | 25.0 | 35.0 | 35.0 | 7.0 | 118 | 142.0 | 0.0 | 111 | 136.0 |
| Volume/Cap: | 1.58 | 0.09 | 2.16 | 0.45 | 0.44 | 0.44 | 0.06 | 0.66 | 0.32 | 0.00 | 0.38 | 0.01 |
| Delay/Veh: | 365.7 | 64.8 | 607.5 | 76.4 | 69.3 | 69.3 | 88.2 | 23.2 | 7.8 | 0.0 | 28.5 | 12.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 365.7 | 64.8 | 607.5 | 76.4 | 69.3 | 69.3 | 88.2 | 23.2 | 7.8 | 0.0 | 28.5 | 12.9 |
| LOS by Move: | F | E | F | E | E | E | F | C | A | A | C | B |
| HCM2k95thQ: | 61 | 3 | 135 | 12 | 15 | 15 | 0 | 46 | 16 | 0 | 29 | 1 |

Note: Queue reported is the number of cars per lane.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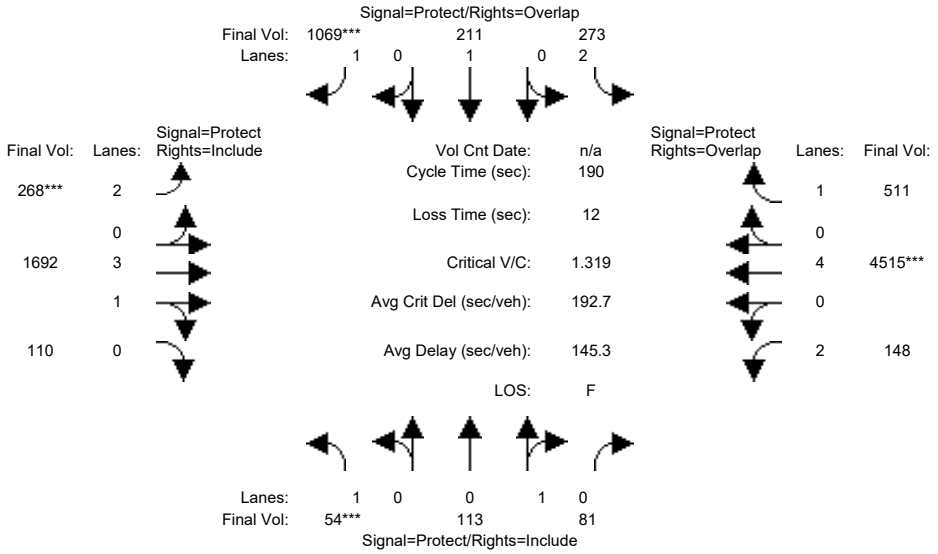
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5809: (50) 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 | | 113 | | 81 | | 273 | | 211 | | 1069 | | 268 | | 1692 | | 110 | | 148 | | 4515 | | 511 | |
| Growth Adj: | 1.00 | | 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 | | 113 | | 81 | | 273 | | 211 | | 1069 | | 268 | | 1692 | | 110 | | 148 | | 4515 | | 511 | |
| Added Vol: | 0 | | 0 | | 0 | | 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 | | 113 | | 81 | | 273 | | 211 | | 1069 | | 268 | | 1692 | | 110 | | 148 | | 4515 | | 511 | |
| User Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| PHF Adj: | 1.00 | | 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 | | 113 | | 81 | | 273 | | 211 | | 1069 | | 268 | | 1692 | | 110 | | 148 | | 4515 | | 511 | |
| Reduct Vol: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Reduced Vol: | 54 | | 113 | | 81 | | 273 | | 211 | | 1069 | | 268 | | 1692 | | 110 | | 148 | | 4515 | | 511 | |
| PCE Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| MLF Adj: | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | |
| FinalVolume: | 54 | | 113 | | 81 | | 273 | | 211 | | 1069 | | 268 | | 1692 | | 110 | | 148 | | 4515 | | 511 | |
| 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 | | 0.58 | | 0.42 | | 2.00 | | 1.00 | | 1.00 | | 2.00 | | 3.75 | | 0.25 | | 2.00 | | 4.00 | | 1.00 | |
| Final Sat.: | 1750 | | 1048 | | 752 | | 3150 | | 1900 | | 1750 | | 3150 | | 7041 | | 458 | | 3150 | | 7600 | | 1750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | | 0.11 | | 0.11 | | 0.09 | | 0.11 | | 0.61 | | 0.09 | | 0.24 | | 0.24 | | 0.05 | | 0.59 | | 0.29 | |
| 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 | | 0.71 | | 0.71 | | 1.38 | | 0.76 | | 2.46 | | 0.83 | | 0.41 | | 0.41 | | 0.55 | | 1.05 | | 0.46 | |
| Delay/Veh: | 87.3 | | 85.1 | | 85.1 | | 290.3 | | 90.0 | | 737.2 | | 99.8 | | 22.0 | | 22.0 | | 85.8 | | 70.5 | | 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: | 87.3 | | 85.1 | | 85.1 | | 290.3 | | 90.0 | | 737.2 | | 99.8 | | 22.0 | | 22.0 | | 85.8 | | 70.5 | | 18.8 | |
| LOS by Move: | F | | F | | F | | F | | F | | F | | F | | C | | C | | F | | E | | B | |
| HCM2k95thQ: | 7 | | 22 | | 22 | | 27 | | 22 | | 223 | | 17 | | 24 | | 24 | | 11 | | 114 | | 28 | |

Note: Queue reported is the number of cars per lane.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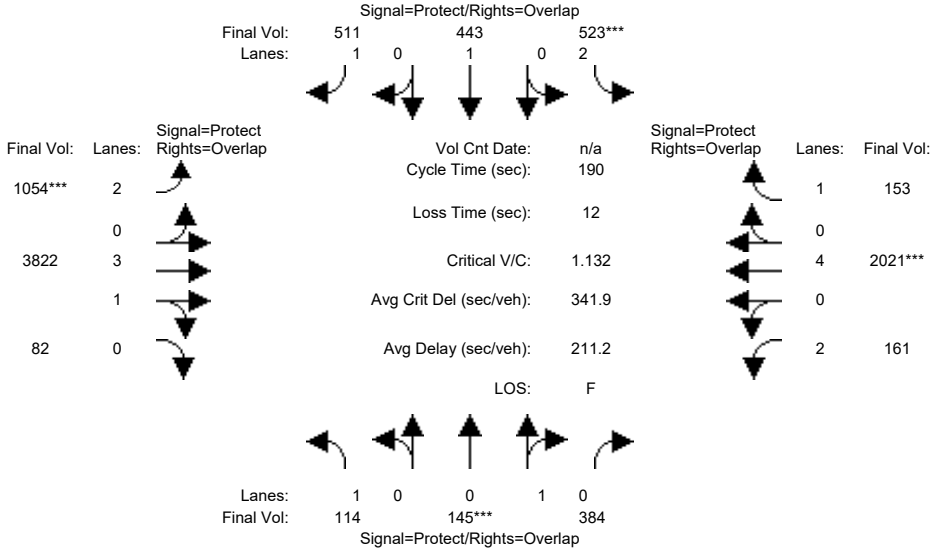
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5809: (50) 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: | 114 | 145 | 384 | 523 | 443 | 511 | 1054 | 3822 | 82 | 161 | 2021 | 153 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 114 | 145 | 384 | 523 | 443 | 511 | 1054 | 3822 | 82 | 161 | 2021 | 153 |
| Added Vol: | 0 | 0 | 0 | 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 | 145 | 384 | 523 | 443 | 511 | 1054 | 3822 | 82 | 161 | 2021 | 153 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 114 | 145 | 384 | 523 | 443 | 511 | 1054 | 3822 | 82 | 161 | 2021 | 153 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 114 | 145 | 384 | 523 | 443 | 511 | 1054 | 3822 | 82 | 161 | 2021 | 153 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 114 | 145 | 384 | 523 | 443 | 511 | 1054 | 3822 | 82 | 161 | 2021 | 153 |
| 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 | 0.27 | 0.73 | 2.00 | 1.00 | 1.00 | 2.00 | 3.93 | 0.07 | 2.00 | 4.00 | 1.00 |
| Final Sat.: | 1750 | 493 | 1307 | 3150 | 1900 | 1750 | 3150 | 5537 | 119 | 3150 | 7600 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.29 | 0.29 | 0.17 | 0.23 | 0.29 | 0.33 | 0.69 | 0.69 | 0.05 | 0.27 | 0.09 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 11.1 | 23.0 | 37.0 | 28.0 | 39.9 | 64.9 | 25.0 | 113 | 124.1 | 14.0 | 102 | 130.0 |
| Volume/Cap: | 1.11 | 2.43 | 1.51 | 1.13 | 1.11 | 0.86 | 2.54 | 1.16 | 1.06 | 0.69 | 0.50 | 0.13 |
| Delay/Veh: | 211.4 | 740 | 319.9 | 162.2 | 154 | 69.8 | 792.3 | 152 | 106.9 | 99.2 | 49.3 | 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: | 211.4 | 740 | 319.9 | 162.2 | 154 | 69.8 | 792.3 | 152 | 106.9 | 99.2 | 49.3 | 25.4 |
| LOS by Move: | F | F | F | F | F | E | F | F | F | F | D | C |
| HCM2k95thQ: | 21 | 109 | 85 | 40 | 52 | 50 | 124 | 110 | 130 | 13 | 41 | 14 |

Note: Queue reported is the number of cars per lane.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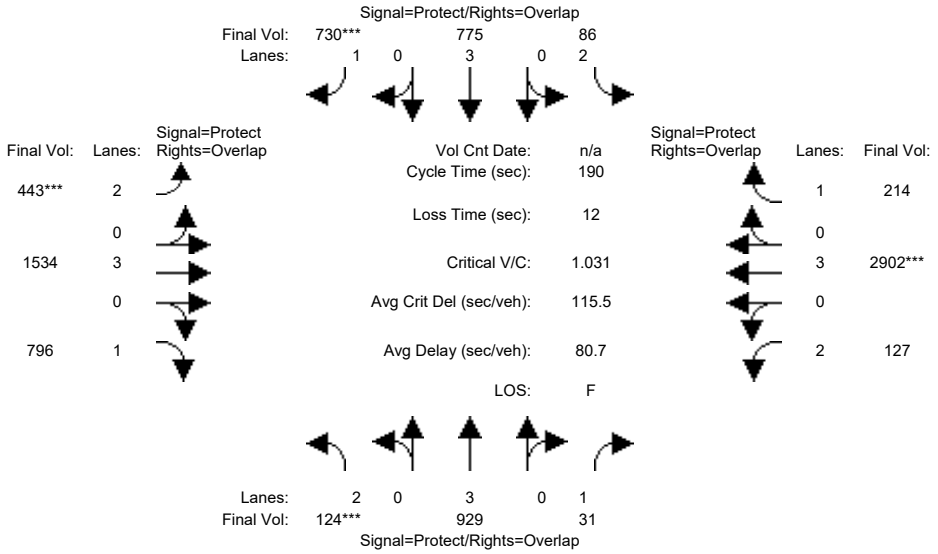
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5812: (48) 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 | 929 | 31 | 86 | 775 | 730 | 443 | 1763 | 796 | 127 | 3336 | 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: | 124 | 929 | 31 | 86 | 775 | 730 | 443 | 1763 | 796 | 127 | 3336 | 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: | 124 | 929 | 31 | 86 | 775 | 730 | 443 | 1763 | 796 | 127 | 3336 | 214 |
| 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 | 929 | 31 | 86 | 775 | 730 | 443 | 1534 | 796 | 127 | 2902 | 214 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 124 | 929 | 31 | 86 | 775 | 730 | 443 | 1534 | 796 | 127 | 2902 | 214 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 124 | 929 | 31 | 86 | 775 | 730 | 443 | 1534 | 796 | 127 | 2902 | 214 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.02 | 0.03 | 0.14 | 0.42 | 0.14 | 0.27 | 0.45 | 0.04 | 0.51 | 0.12 |
| 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 | 0.81 | 0.07 | 0.41 | 0.73 | 1.23 | 0.91 | 0.48 | 0.71 | 0.71 | 1.10 | 0.23 |
| Delay/Veh: | 84.7 | 77.3 | 53.5 | 86.2 | 75.7 | 180.0 | 100.5 | 25.4 | 24.6 | 100.5 | 103 | 24.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 84.7 | 77.3 | 53.5 | 86.2 | 75.7 | 180.0 | 100.5 | 25.4 | 24.6 | 100.5 | 103 | 24.0 |
| LOS by Move: | F | E | D | F | E | F | F | C | C | F | F | C |
| HCM2k95thQ: | 8 | 31 | 3 | 6 | 25 | 97 | 27 | 29 | 50 | 11 | 104 | 13 |

Note: Queue reported is the number of cars per lane.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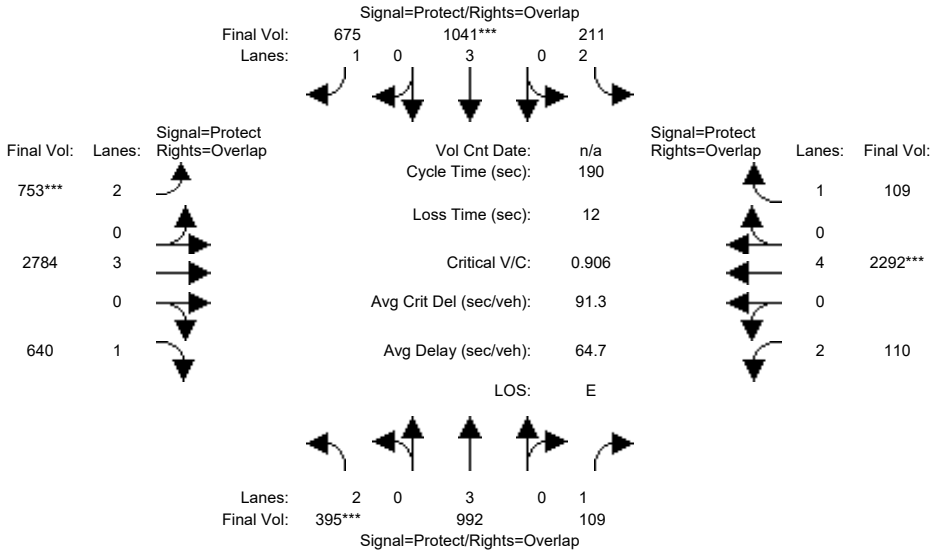
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5812: (48) 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: | 395 | 992 | 109 | 211 | 1041 | 675 | 753 | 3437 | 640 | 110 | 2292 | 109 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 395 | 992 | 109 | 211 | 1041 | 675 | 753 | 3437 | 640 | 110 | 2292 | 109 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATI: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 395 | 992 | 109 | 211 | 1041 | 675 | 753 | 3437 | 640 | 110 | 2292 | 109 |
| 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: | 395 | 992 | 109 | 211 | 1041 | 675 | 753 | 2784 | 640 | 110 | 2292 | 109 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 395 | 992 | 109 | 211 | 1041 | 675 | 753 | 2784 | 640 | 110 | 2292 | 109 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 395 | 992 | 109 | 211 | 1041 | 675 | 753 | 2784 | 640 | 110 | 2292 | 109 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.17 | 0.06 | 0.07 | 0.18 | 0.39 | 0.24 | 0.49 | 0.37 | 0.03 | 0.30 | 0.06 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 20.3 | 48.2 | 60.2 | 13.1 | 41.0 | 79.7 | 38.7 | 105 | 125.0 | 12.0 | 78.0 | 91.1 |
| Volume/Cap: | 1.17 | 0.69 | 0.20 | 0.97 | 0.85 | 0.92 | 1.17 | 0.89 | 0.56 | 0.55 | 0.73 | 0.13 |
| Delay/Veh: | 189.9 | 65.4 | 47.4 | 141.9 | 77.1 | 68.8 | 169.6 | 28.9 | 7.8 | 89.8 | 55.1 | 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: | 189.9 | 65.4 | 47.4 | 141.9 | 77.1 | 68.8 | 169.6 | 28.9 | 7.8 | 89.8 | 55.1 | 33.5 |
| LOS by Move: | F | E | D | F | E | E | F | C | A | F | E | C |
| HCM2k95thQ: | 32 | 30 | 9 | 16 | 34 | 66 | 52 | 60 | 17 | 9 | 48 | 9 |

Note: Queue reported is the number of cars per lane.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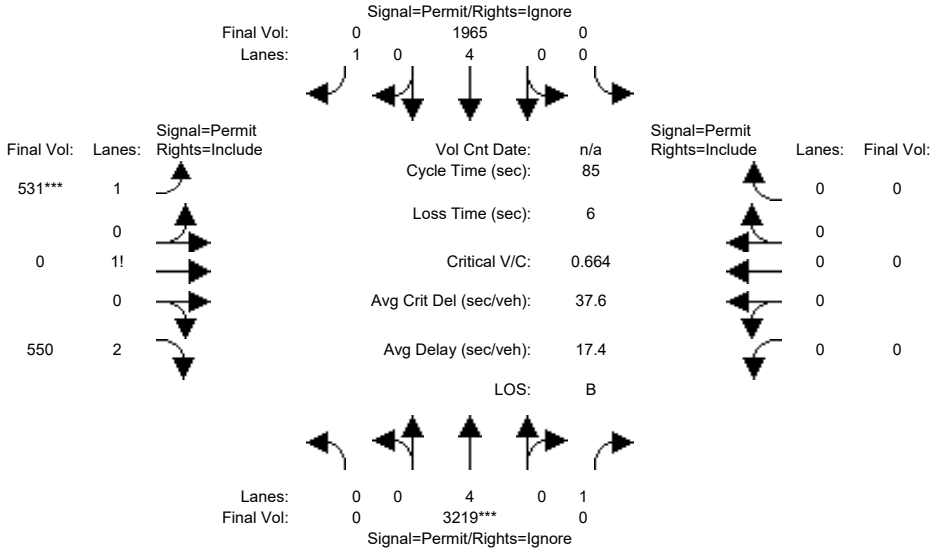
# Level of Service Calculations with Improvements
# (2030 FC Buildout)

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #27: (4) 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 | 3219 | 869 | 0 | 1965 | 0 | 531 | 0 | 550 | 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 | 3219 | 869 | 0 | 1965 | 0 | 531 | 0 | 550 | 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 | 3219 | 869 | 0 | 1965 | 0 | 531 | 0 | 550 | 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 | 3219 | 0 | 0 | 1965 | 0 | 531 | 0 | 550 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3219 | 0 | 0 | 1965 | 0 | 531 | 0 | 550 | 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 | 3219 | 0 | 0 | 1965 | 0 | 531 | 0 | 550 | 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 | 2741 | 0 | 3840 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.42 | 0.00 | 0.00 | 0.26 | 0.00 | 0.19 | 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 | 0.60 | 0.00 | 0.00 | 0.37 | 0.00 | 1.22 | 0.00 | 0.90 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 1.6 | 0.0 | 0.0 | 1.3 | 0.0 | 144.9 | 0.0 | 44.7 | 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 | 1.6 | 0.0 | 0.0 | 1.3 | 0.0 | 144.9 | 0.0 | 44.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | F | A | D | A | A | A |
| HCM2k95thQ: | 0 | 7 | 0 | 0 | 3 | 0 | 35 | 0 | 19 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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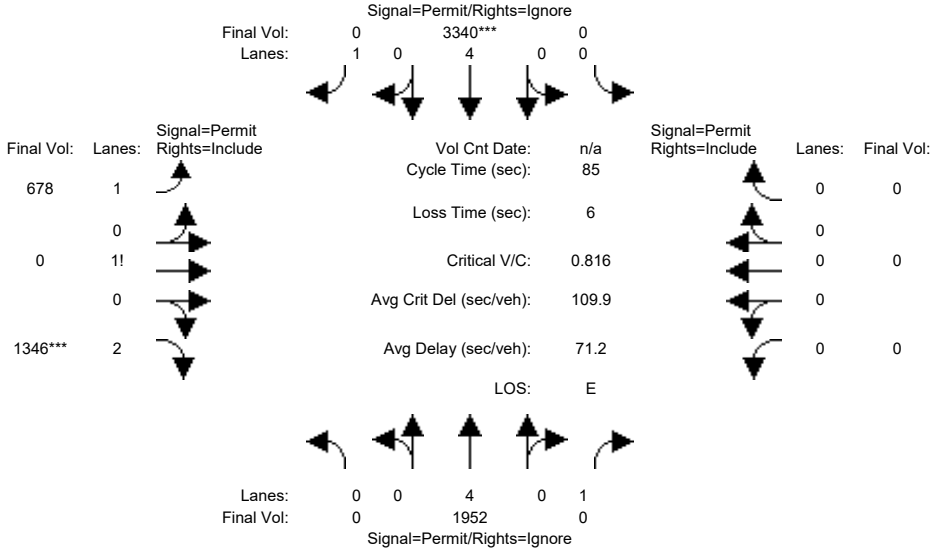
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #27: (4) 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 | 1952 | 467 | 0 | 3387 | 0 | 678 | 0 | 1346 | 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 | 1952 | 467 | 0 | 3387 | 0 | 678 | 0 | 1346 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | 0 | 0 | 0 | 0 | -47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1952 | 467 | 0 | 3340 | 0 | 678 | 0 | 1346 | 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 | 1952 | 0 | 0 | 3340 | 0 | 678 | 0 | 1346 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1952 | 0 | 0 | 3340 | 0 | 678 | 0 | 1346 | 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 | 1952 | 0 | 0 | 3340 | 0 | 678 | 0 | 1346 | 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 | 1.41 | 0.00 | 2.59 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 7600 | 1750 | 0 | 7600 | 1750 | 2470 | 0 | 4190 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.00 | 0.00 | 0.44 | 0.00 | 0.27 | 0.00 | 0.32 | 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 | 0.34 | 0.00 | 0.00 | 0.59 | 0.00 | 1.33 | 0.00 | 1.56 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.1 | 0.0 | 0.0 | 0.2 | 0.0 | 189.5 | 0.0 | 290.9 | 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 | 0.2 | 0.0 | 189.5 | 0.0 | 290.9 | 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 | 52 | 0 | 70 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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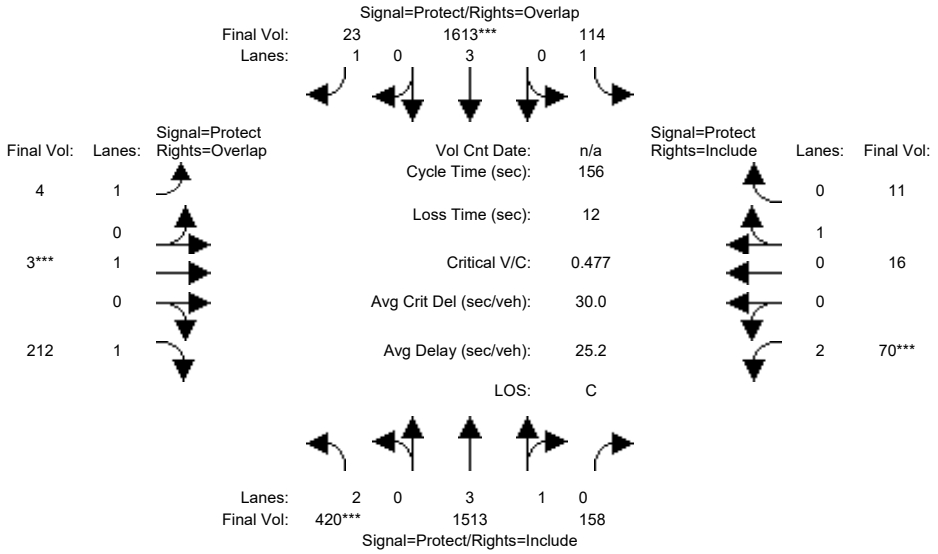
## Intersection #54: (17) GREAT AMERICA / PATRICK HENRY




| 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: | 379 | 1386 | 149 | 113 | 1498 | 21 | 4 | 3 | 191 | 72 | 14 | 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: | 379 | 1386 | 149 | 113 | 1498 | 21 | 4 | 3 | 191 | 72 | 14 | 11 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -1 | -24 | -7 | -10 | -46 | 0 | 0 | 0 | 0 | -9 | 0 | -1 |
| Initial Fut: | 378 | 1362 | 142 | 103 | 1452 | 21 | 4 | 3 | 191 | 63 | 14 | 10 |
| User Adj: | 1.00 | 1.00 | 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: | 420 | 1513 | 158 | 114 | 1613 | 23 | 4 | 3 | 212 | 70 | 16 | 11 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 420 | 1513 | 158 | 114 | 1613 | 23 | 4 | 3 | 212 | 70 | 16 | 11 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 420 | 1513 | 158 | 114 | 1613 | 23 | 4 | 3 | 212 | 70 | 16 | 11 |
| 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 | 3.61 | 0.39 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.58 | 0.42 |
| Final Sat.: | 3150 | 6791 | 708 | 1750 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 1050 | 750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.22 | 0.22 | 0.07 | 0.28 | 0.01 | 0.00 | 0.00 | 0.12 | 0.02 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green Time: | 40.1 | 96.9 | 96.9 | 28.4 | 85.2 | 91.4 | 6.2 | 12.0 | 52.1 | 6.7 | 12.5 | 12.5 |
| Volume/Cap: | 0.52 | 0.36 | 0.36 | 0.36 | 0.52 | 0.02 | 0.06 | 0.02 | 0.36 | 0.52 | 0.19 | 0.19 |
| Delay/Veh: | 50.2 | 14.5 | 14.5 | 56.5 | 22.6 | 13.6 | 72.5 | 66.6 | 39.7 | 76.6 | 67.7 | 67.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.2 | 14.5 | 14.5 | 56.5 | 22.6 | 13.6 | 72.5 | 66.6 | 39.7 | 76.6 | 67.7 | 67.7 |
| LOS by Move: | D | B | B | E | C | B | E | E | D | E | E | E |
| HCM2k95thQ: | 18 | 17 | 17 | 10 | 28 | 1 | 1 | 0 | 15 | 5 | 3 | 3 |

Note: Queue reported is the number of cars per lane.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Patrick Henry Specific Plan
City of Santa Clara

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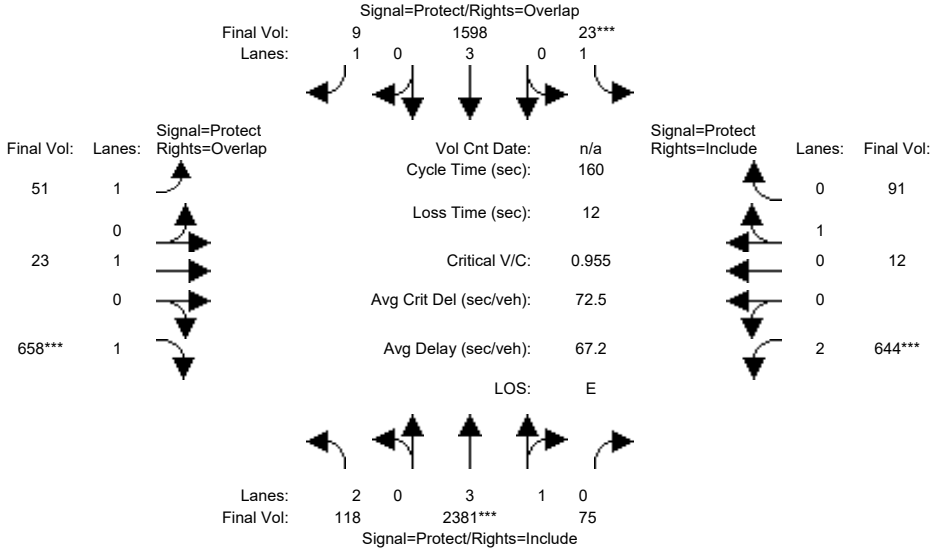
## Intersection #54: (17) GREAT AMERICA / PATRICK HENRY




| 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: | 111 | 2277 | 74 | 23 | 1506 | 8 | 47 | 21 | 614 | 651 | 11 | 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: | 111 | 2277 | 74 | 23 | 1506 | 8 | 47 | 21 | 614 | 651 | 11 | 89 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -1 | -63 | -4 | -2 | -20 | 0 | 0 | 0 | -2 | -52 | 0 | -4 |
| Initial Fut: | 110 | 2214 | 70 | 21 | 1486 | 8 | 47 | 21 | 612 | 599 | 11 | 85 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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 | 2381 | 75 | 23 | 1598 | 9 | 51 | 23 | 658 | 644 | 12 | 91 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 2381 | 75 | 23 | 1598 | 9 | 51 | 23 | 658 | 644 | 12 | 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: | 118 | 2381 | 75 | 23 | 1598 | 9 | 51 | 23 | 658 | 644 | 12 | 91 |
| 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 | 3.87 | 0.13 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.11 | 0.89 |
| Final Sat.: | 3150 | 7270 | 230 | 1750 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 206 | 1594 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.33 | 0.33 | 0.01 | 0.28 | 0.00 | 0.03 | 0.01 | 0.38 | 0.20 | 0.06 | 0.06 |
| Crit Moves: | | **** | | **** | | | | | **** | **** | | |
| Green Time: | 7.0 | 53.4 | 53.4 | 6.0 | 52.4 | 81.9 | 29.5 | 55.2 | 62.2 | 33.4 | 59.1 | 59.1 |
| Volume/Cap: | 0.86 | 0.98 | 0.98 | 0.34 | 0.86 | 0.01 | 0.16 | 0.03 | 0.97 | 0.98 | 0.16 | 0.16 |
| Delay/Veh: | 113.6 | 66.5 | 66.5 | 78.2 | 54.4 | 19.1 | 55.0 | 34.7 | 74.2 | 93.2 | 33.9 | 33.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 113.6 | 66.5 | 66.5 | 78.2 | 54.4 | 19.1 | 55.0 | 34.7 | 74.2 | 93.2 | 33.9 | 33.9 |
| LOS by Move: | F | E | E | E | D | B | E | C | E | F | C | C |
| HCM2k95thQ: | 7 | 47 | 47 | 2 | 42 | 0 | 5 | 1 | 61 | 39 | 7 | 7 |

Note: Queue reported is the number of cars per lane.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Patrick Henry Specific Plan
City of Santa Clara

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2000 HCM Operations (Future Volume Alternative)
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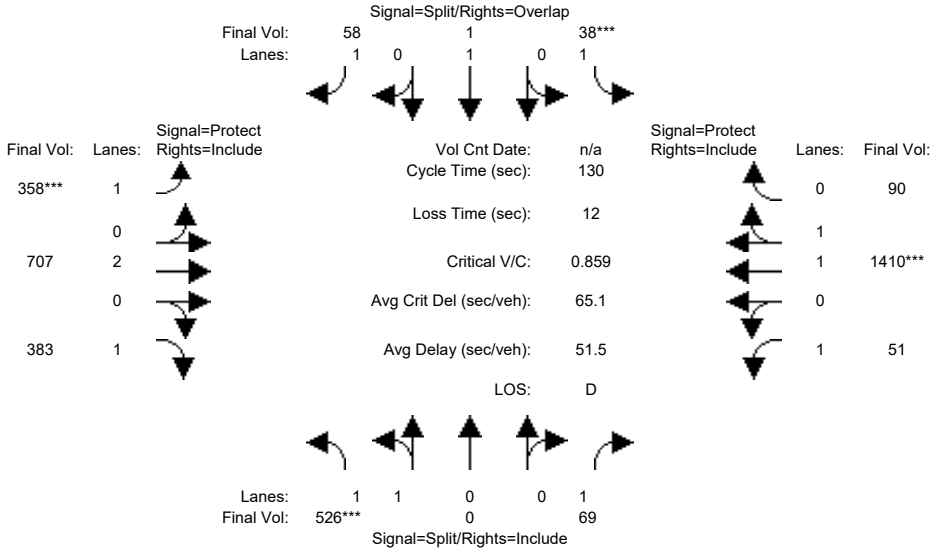
## Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE




| 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: | 529 | 0 | 68 | 39 | 1 | 59 | 364 | 655 | 382 | 55 | 1346 | 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: | 529 | 0 | 68 | 39 | 1 | 59 | 364 | 655 | 382 | 55 | 1346 | 96 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -56 | 0 | -6 | -5 | 0 | -7 | -42 | -19 | -37 | -9 | -77 | -15 |
| Initial Fut: | 473 | 0 | 62 | 34 | 1 | 52 | 322 | 636 | 345 | 46 | 1269 | 81 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 526 | 0 | 69 | 38 | 1 | 58 | 358 | 707 | 383 | 51 | 1410 | 90 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 526 | 0 | 69 | 38 | 1 | 58 | 358 | 707 | 383 | 51 | 1410 | 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: | 526 | 0 | 69 | 38 | 1 | 58 | 358 | 707 | 383 | 51 | 1410 | 90 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 2.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.88 | 0.12 |
| Final Sat.: | 3550 | 0 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3478 | 222 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.00 | 0.04 | 0.02 | 0.00 | 0.03 | 0.20 | 0.19 | 0.22 | 0.03 | 0.41 | 0.41 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 29.0 | 0.0 | 29.0 | 10.0 | 10.0 | 36.5 | 26.5 | 61.7 | 61.7 | 17.3 | 52.5 | 52.5 |
| Volume/Cap: | 0.66 | 0.00 | 0.18 | 0.28 | 0.01 | 0.12 | 1.00 | 0.39 | 0.46 | 0.22 | 1.00 | 1.00 |
| Delay/Veh: | 48.2 | 0.0 | 41.1 | 57.8 | 55.4 | 34.9 | 100.3 | 22.2 | 23.4 | 50.8 | 62.9 | 62.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.2 | 0.0 | 41.1 | 57.8 | 55.4 | 34.9 | 100.3 | 22.2 | 23.4 | 50.8 | 62.9 | 62.9 |
| LOS by Move: | D | A | D | E | E | C | F | C | C | D | E | E |
| HCM2k95thQ: | 20 | 0 | 5 | 4 | 0 | 4 | 31 | 16 | 19 | 4 | 57 | 57 |

Note: Queue reported is the number of cars per lane.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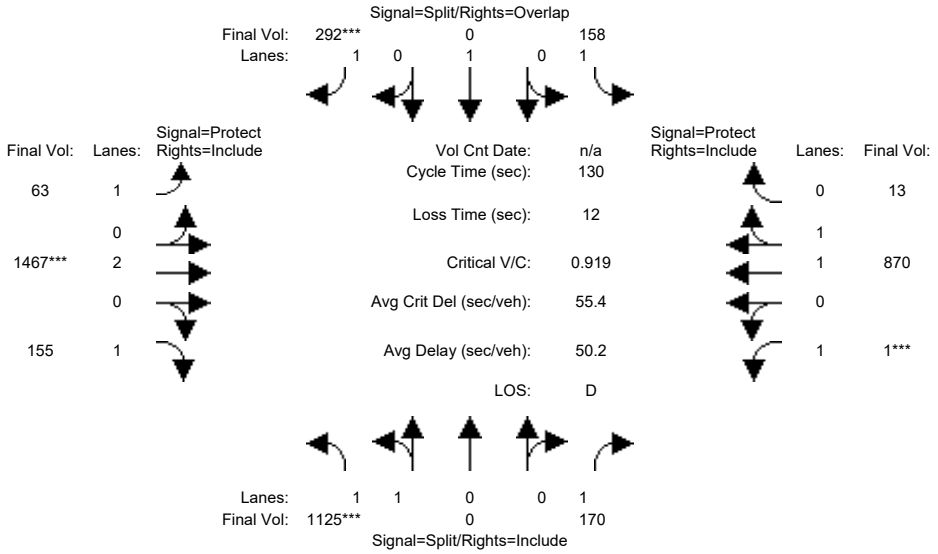
## Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE




| 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: | 1573 | 0 | | 174 | 183 | 0 | | 323 | 69 | 1488 | | 164 | 8 | 882 | | 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: | 1573 | 0 | | 174 | 183 | 0 | | 323 | 69 | 1488 | | 164 | 8 | 882 | | 15 |
| Added Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| 10% TDM: | -482 | 0 | | -9 | -30 | 0 | | -40 | -8 | -65 | | -14 | -7 | -38 | | -2 |
| Initial Fut: | 1091 | 0 | | 165 | 153 | 0 | | 283 | 61 | 1423 | | 150 | 1 | 844 | | 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: | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 |
| PHF Volume: | 1125 | 0 | | 170 | 158 | 0 | | 292 | 63 | 1467 | | 155 | 1 | 870 | | 13 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 1125 | 0 | | 170 | 158 | 0 | | 292 | 63 | 1467 | | 155 | 1 | 870 | | 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: | 1125 | 0 | | 170 | 158 | 0 | | 292 | 63 | 1467 | | 155 | 1 | 870 | | 13 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 |
| Adjustment: | 0.93 | 1.00 | | 0.92 | 0.92 | 1.00 | | 0.92 | 0.92 | 1.00 | | 0.92 | 0.92 | 0.97 | | 0.95 |
| Lanes: | 2.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 2.00 | | 1.00 | 1.00 | 1.97 | | 0.03 |
| Final Sat.: | 3550 | 0 | | 1750 | 1750 | 1900 | | 1750 | 1750 | 3800 | | 1750 | 1750 | 3644 | | 56 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.32 | 0.00 | | 0.10 | 0.09 | 0.00 | | 0.17 | 0.04 | 0.39 | | 0.09 | 0.00 | 0.24 | | 0.24 |
| Crit Moves: | **** | | | | | | | **** | | **** | | | **** | | | |
| Green Time: | 43.1 | 0.0 | | 43.1 | 14.3 | 0.0 | | 26.7 | 12.4 | 52.6 | | 52.6 | 8.0 | 48.1 | | 48.1 |
| Volume/Cap: | 0.95 | 0.00 | | 0.29 | 0.82 | 0.00 | | 0.81 | 0.38 | 0.95 | | 0.22 | 0.01 | 0.64 | | 0.64 |
| Delay/Veh: | 59.0 | 0.0 | | 32.4 | 79.8 | 0.0 | | 62.2 | 56.6 | 51.3 | | 25.5 | 57.3 | 34.9 | | 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: | 59.0 | 0.0 | | 32.4 | 79.8 | 0.0 | | 62.2 | 56.6 | 51.3 | | 25.5 | 57.3 | 34.9 | | 34.9 |
| LOS by Move: | E | A | | C | E | A | | E | E | D | | C | E | C | | C |
| HCM2k95thQ: | 46 | 0 | | 10 | 17 | 0 | | 25 | 5 | 49 | | 8 | 0 | 26 | | 26 |

Note: Queue reported is the number of cars per lane.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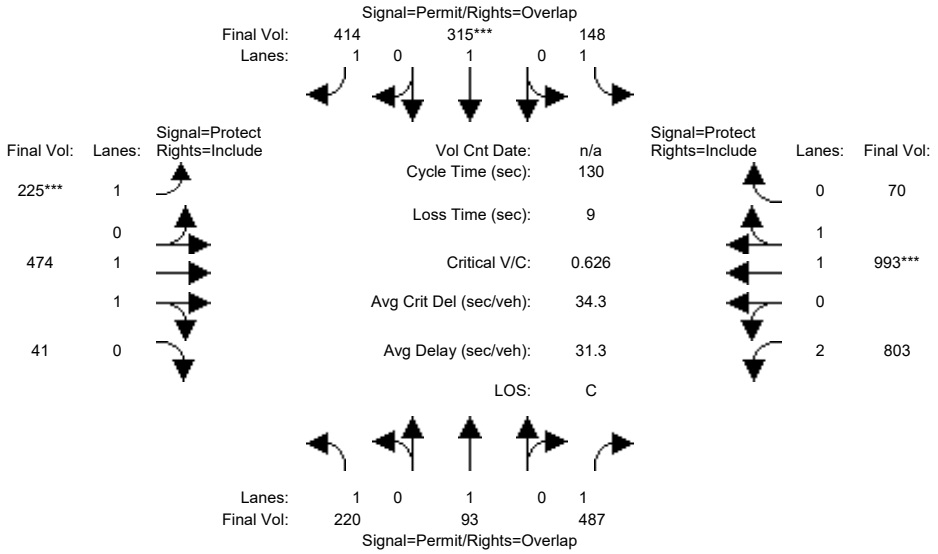
## Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE




| 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: | 222 | 93 | 482 | 135 | 316 | 391 | 207 | 449 | 40 | 824 | 985 | 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: | 222 | 93 | 482 | 135 | 316 | 391 | 207 | 449 | 40 | 824 | 985 | 64 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -22 | -8 | -39 | 0 | -29 | -14 | -2 | -18 | -3 | -93 | -81 | 0 |
| Initial Fut: | 200 | 85 | 443 | 135 | 287 | 377 | 205 | 431 | 37 | 731 | 904 | 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: | 220 | 93 | 487 | 148 | 315 | 414 | 225 | 474 | 41 | 803 | 993 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 220 | 93 | 487 | 148 | 315 | 414 | 225 | 474 | 41 | 803 | 993 | 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: | 220 | 93 | 487 | 148 | 315 | 414 | 225 | 474 | 41 | 803 | 993 | 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 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.84 | 0.16 | 2.00 | 1.86 | 0.14 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3407 | 293 | 3150 | 3455 | 245 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.05 | 0.28 | 0.08 | 0.17 | 0.24 | 0.13 | 0.14 | 0.14 | 0.26 | 0.29 | 0.29 |
| Crit Moves: | | | | | **** | | **** | | | | **** | |
| Green Time: | 36.0 | 36.0 | 91.0 | 36.0 | 36.0 | 62.3 | 26.3 | 30.0 | 30.0 | 55.0 | 58.7 | 58.7 |
| Volume/Cap: | 0.45 | 0.18 | 0.40 | 0.31 | 0.60 | 0.49 | 0.64 | 0.60 | 0.60 | 0.60 | 0.64 | 0.64 |
| Delay/Veh: | 39.5 | 35.9 | 8.3 | 37.5 | 42.7 | 23.6 | 51.3 | 45.9 | 45.9 | 29.8 | 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: | 39.5 | 35.9 | 8.3 | 37.5 | 42.7 | 23.6 | 51.3 | 45.9 | 45.9 | 29.8 | 28.3 | 28.3 |
| LOS by Move: | D | D | A | D | D | C | D | D | D | C | C | C |
| HCM2k95thQ: | 15 | 6 | 16 | 10 | 20 | 21 | 17 | 17 | 17 | 25 | 28 | 28 |

Note: Queue reported is the number of cars per lane.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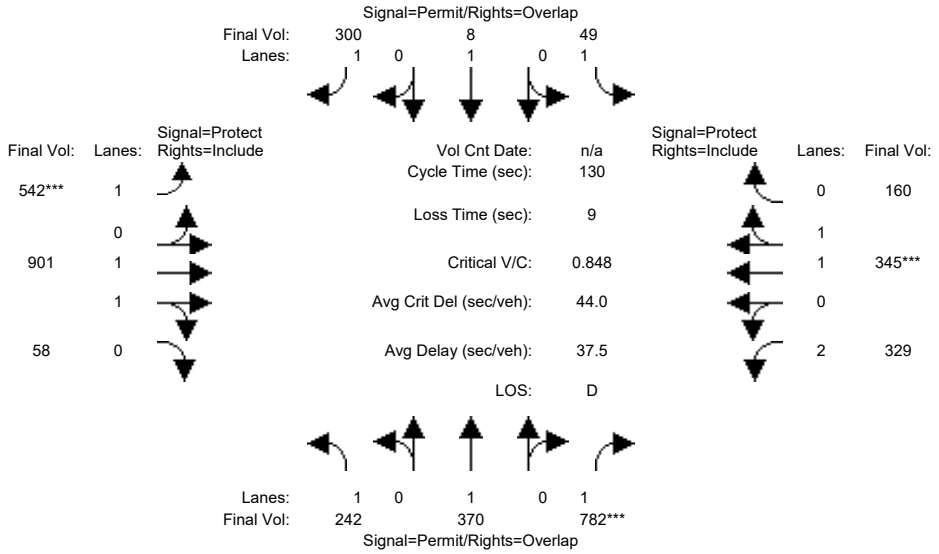
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #74: (28) 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: | 262 | 396 | 857 | 48 | 105 | 294 | 542 | 954 | 61 | 356 | 355 | 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: | 262 | 396 | 857 | 48 | 105 | 294 | 542 | 954 | 61 | 356 | 355 | 155 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -27 | -37 | -98 | 0 | -97 | -3 | -16 | -80 | -5 | -37 | -20 | 0 |
| Initial Fut: | 235 | 359 | 759 | 48 | 8 | 291 | 526 | 874 | 56 | 319 | 335 | 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: | 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: | 242 | 370 | 782 | 49 | 8 | 300 | 542 | 901 | 58 | 329 | 345 | 160 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 242 | 370 | 782 | 49 | 8 | 300 | 542 | 901 | 58 | 329 | 345 | 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: | 242 | 370 | 782 | 49 | 8 | 300 | 542 | 901 | 58 | 329 | 345 | 160 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 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 | 0.99 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.88 | 0.12 | 2.00 | 1.35 | 0.65 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3477 | 223 | 3150 | 2529 | 1170 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.19 | 0.45 | 0.03 | 0.00 | 0.17 | 0.31 | 0.26 | 0.26 | 0.10 | 0.14 | 0.14 |
| Crit Moves: | | | **** | | | | **** | | | | **** | |
| Green Time: | 52.5 | 52.5 | 72.2 | 52.5 | 52.5 | 100.1 | 47.5 | 48.8 | 48.8 | 19.7 | 20.9 | 20.9 |
| Volume/Cap: | 0.34 | 0.48 | 0.81 | 0.07 | 0.01 | 0.22 | 0.85 | 0.69 | 0.69 | 0.69 | 0.85 | 0.85 |
| Delay/Veh: | 27.1 | 29.1 | 28.2 | 23.8 | 23.2 | 4.2 | 48.2 | 35.7 | 35.7 | 56.6 | 64.0 | 64.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.1 | 29.1 | 28.2 | 23.8 | 23.2 | 4.2 | 48.2 | 35.7 | 35.7 | 56.6 | 64.0 | 64.0 |
| LOS by Move: | C | C | C | C | C | A | D | D | D | E | E | E |
| HCM2k95thQ: | 13 | 20 | 46 | 3 | 0 | 7 | 38 | 29 | 29 | 14 | 19 | 19 |

Note: Queue reported is the number of cars per lane.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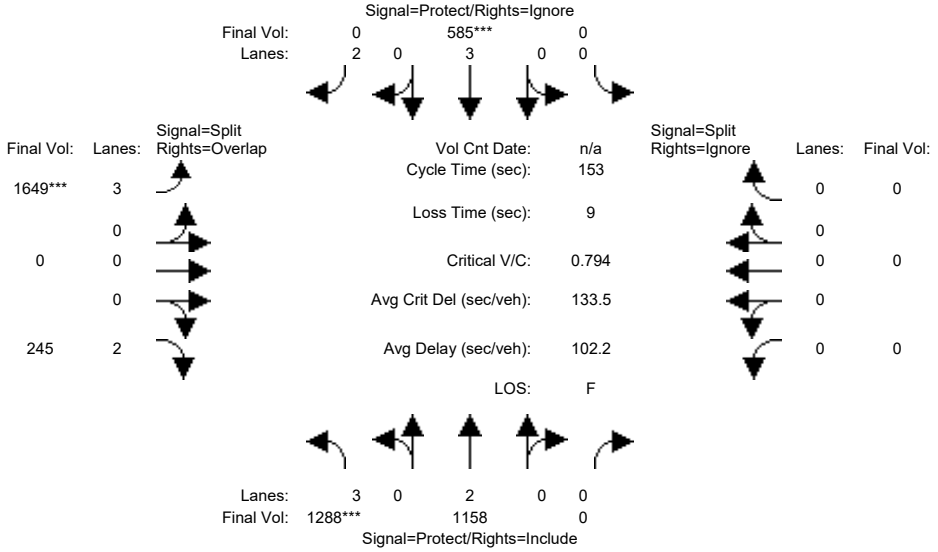
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5335: (44) 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: | 1297 | 1158 | 0 | | 0 | 585 | 1947 | | 1649 | 0 | 246 | | 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: | 1297 | 1158 | 0 | | 0 | 585 | 1947 | | 1649 | 0 | 246 | | 0 | 0 | 0 | |
| Added Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 10% TDM: | -9 | 0 | 0 | | 0 | 0 | -1 | | 0 | 0 | -1 | | 0 | 0 | 0 | |
| Initial Fut: | 1288 | 1158 | 0 | | 0 | 585 | 1946 | | 1649 | 0 | 245 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 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: | 1288 | 1158 | 0 | | 0 | 585 | 0 | | 1649 | 0 | 245 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1288 | 1158 | 0 | | 0 | 585 | 0 | | 1649 | 0 | 245 | | 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: | 1288 | 1158 | 0 | | 0 | 585 | 0 | | 1649 | 0 | 245 | | 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 | | 0.80 | 1.00 | 0.83 | | 0.92 | 1.00 | 0.92 | |
| Lanes: | 3.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 2.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 4551 | 3800 | 0 | | 0 | 5700 | 3150 | | 4551 | 0 | 3150 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.30 | 0.00 | | 0.00 | 0.10 | 0.00 | | 0.36 | 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: | 1.51 | 0.60 | 0.00 | | 0.00 | 0.32 | 0.00 | | 0.84 | 0.00 | 0.13 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 299.8 | 27.3 | 0.0 | | 0.0 | 39.7 | 0.0 | | 37.0 | 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: | 299.8 | 27.3 | 0.0 | | 0.0 | 39.7 | 0.0 | | 37.0 | 0.0 | 6.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | C | A | | A | D | A | | D | A | A | | A | A | A | |
| HCM2k95thQ: | 75 | 33 | 0 | | 0 | 13 | 0 | | 44 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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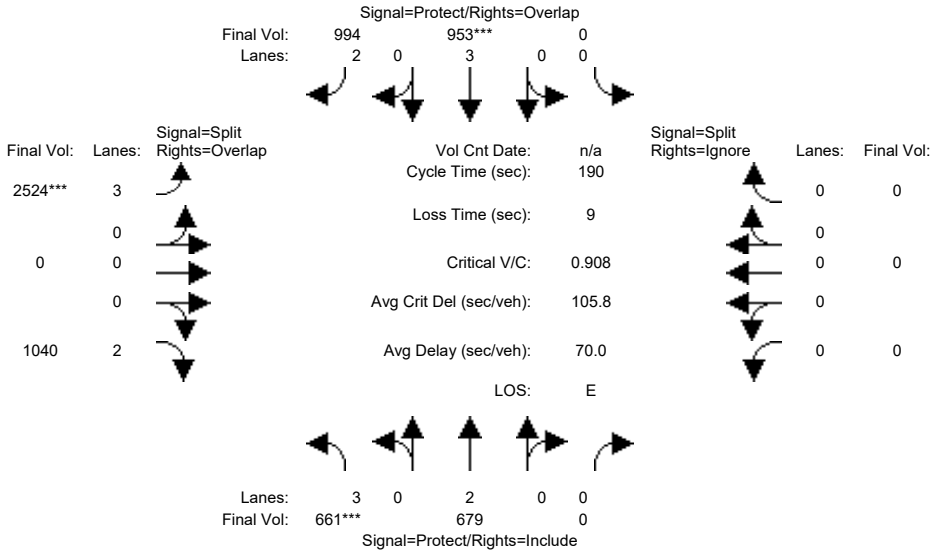
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5335: (44) 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: | 663 | 679 | 0 | | 0 | 953 | 994 | | 2524 | 0 | 1055 | | 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: | 663 | 679 | 0 | | 0 | 953 | 994 | | 2524 | 0 | 1055 | | 0 | 0 | 0 | |
| Added Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 10% TDM: | -2 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | -15 | | 0 | 0 | 0 | |
| Initial Fut: | 661 | 679 | 0 | | 0 | 953 | 994 | | 2524 | 0 | 1040 | | 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 | 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: | 661 | 679 | 0 | | 0 | 953 | 994 | | 2524 | 0 | 1040 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 661 | 679 | 0 | | 0 | 953 | 994 | | 2524 | 0 | 1040 | | 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: | 661 | 679 | 0 | | 0 | 953 | 994 | | 2524 | 0 | 1040 | | 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 | | 0.80 | 1.00 | 0.83 | | 0.92 | 1.00 | 0.92 | |
| Lanes: | 3.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 2.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 4551 | 3800 | 0 | | 0 | 5700 | 3150 | | 4551 | 0 | 3150 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.18 | 0.00 | | 0.00 | 0.17 | 0.32 | | 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: | 1.70 | 0.46 | 0.00 | | 0.00 | 0.55 | 0.36 | | 0.99 | 0.00 | 0.51 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 417.0 | 45.0 | 0.0 | | 0.0 | 57.8 | 2.6 | | 42.5 | 0.0 | 8.4 | | 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: | 417.0 | 45.0 | 0.0 | | 0.0 | 57.8 | 2.6 | | 42.5 | 0.0 | 8.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | D | A | | A | E | A | | D | A | A | | A | A | A | |
| HCM2k95thQ: | 51 | 26 | 0 | | 0 | 27 | 14 | | 95 | 0 | 17 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.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Patrick Henry Specific Plan
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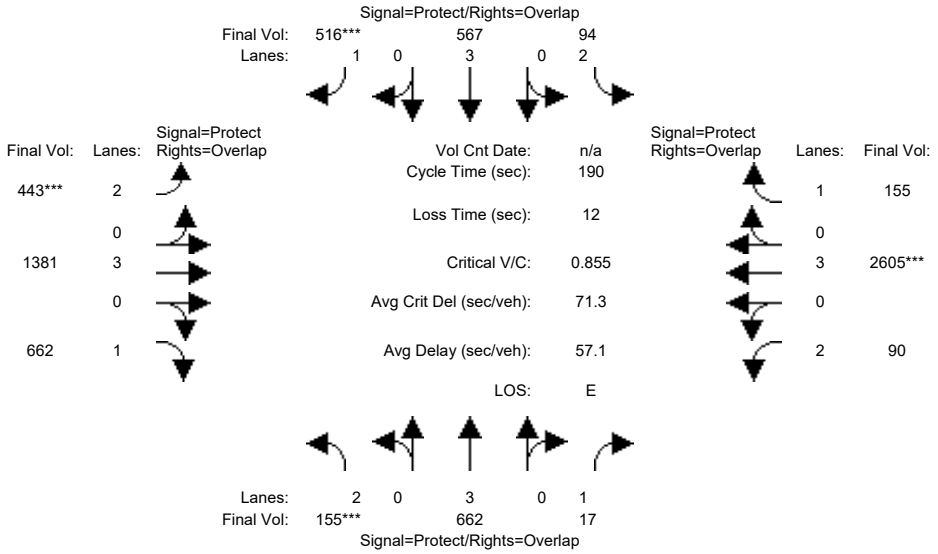
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

## Intersection #5812: (48) 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: | 158 | 665 | 17 | 95 | 568 | 516 | 443 | 1587 | 664 | 90 | 3004 | 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: | 158 | 665 | 17 | 95 | 568 | 516 | 443 | 1587 | 664 | 90 | 3004 | 155 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -3 | -3 | 0 | -1 | -1 | 0 | 0 | 0 | -2 | 0 | -10 | 0 |
| Initial Fut: | 155 | 662 | 17 | 94 | 567 | 516 | 443 | 1587 | 662 | 90 | 2994 | 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: | 155 | 662 | 17 | 94 | 567 | 516 | 443 | 1381 | 662 | 90 | 2605 | 155 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 155 | 662 | 17 | 94 | 567 | 516 | 443 | 1381 | 662 | 90 | 2605 | 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: | 155 | 662 | 17 | 94 | 567 | 516 | 443 | 1381 | 662 | 90 | 2605 | 155 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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: | 0.05 | 0.12 | 0.01 | 0.03 | 0.10 | 0.29 | 0.14 | 0.24 | 0.38 | 0.03 | 0.46 | 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: | 0.60 | 0.58 | 0.04 | 0.44 | 0.54 | 0.87 | 0.91 | 0.43 | 0.59 | 0.50 | 0.99 | 0.17 |
| Delay/Veh: | 88.0 | 69.5 | 53.0 | 86.6 | 70.6 | 71.7 | 100.5 | 24.5 | 20.5 | 89.3 | 65.3 | 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: | 88.0 | 69.5 | 53.0 | 86.6 | 70.6 | 71.7 | 100.5 | 24.5 | 20.5 | 89.3 | 65.3 | 23.1 |
| LOS by Move: | F | E | D | F | E | E | F | C | C | F | E | C |
| HCM2k95thQ: | 10 | 21 | 2 | 6 | 18 | 51 | 28 | 26 | 38 | 7 | 84 | 9 |

Note: Queue reported is the number of cars per lane.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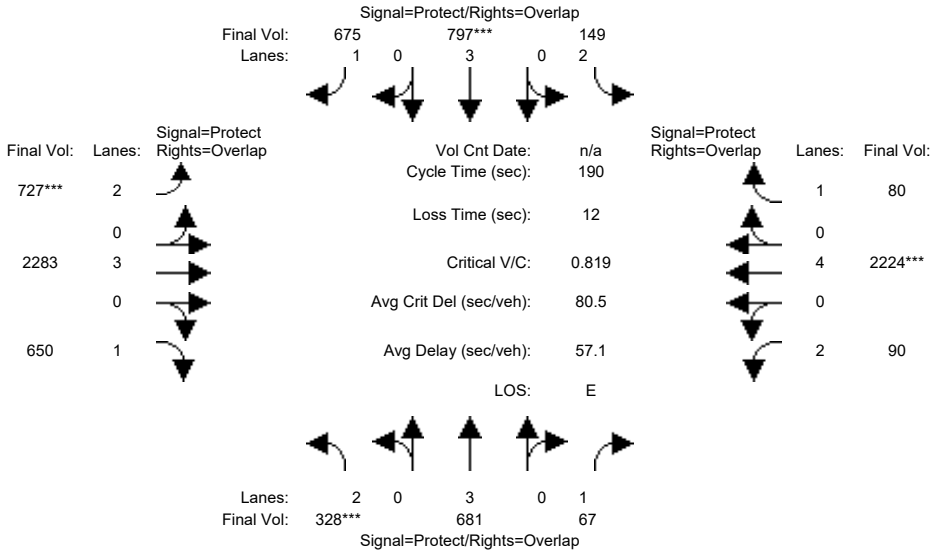
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

## Intersection #5812: (48) 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 | 681 | 67 | 152 | 798 | 675 | 727 | 2836 | 650 | 90 | 2224 | 80 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 328 | 681 | 67 | 152 | 798 | 675 | 727 | 2836 | 650 | 90 | 2224 | 80 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | 0 | 0 | 0 | -3 | -1 | 0 | 0 | -17 | 0 | 0 | 0 | 0 |
| Initial Fut: | 328 | 681 | 67 | 149 | 797 | 675 | 727 | 2819 | 650 | 90 | 2224 | 80 |
| 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 | 681 | 67 | 149 | 797 | 675 | 727 | 2283 | 650 | 90 | 2224 | 80 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 328 | 681 | 67 | 149 | 797 | 675 | 727 | 2283 | 650 | 90 | 2224 | 80 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 328 | 681 | 67 | 149 | 797 | 675 | 727 | 2283 | 650 | 90 | 2224 | 80 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 1.00 | 0.92 | 0.83 | 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: | 0.10 | 0.12 | 0.04 | 0.05 | 0.14 | 0.39 | 0.23 | 0.40 | 0.37 | 0.03 | 0.29 | 0.05 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green Time: | 20.0 | 48.0 | 60.0 | 13.0 | 41.0 | 80.0 | 39.0 | 105 | 125.0 | 12.0 | 78.0 | 91.0 |
| Volume/Cap: | 0.99 | 0.47 | 0.12 | 0.69 | 0.65 | 0.92 | 1.12 | 0.73 | 0.56 | 0.45 | 0.71 | 0.10 |
| Delay/Veh: | 131.3 | 60.5 | 46.3 | 95.8 | 69.1 | 68.0 | 150.3 | 22.3 | 8.0 | 87.4 | 54.3 | 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: | 131.3 | 60.5 | 46.3 | 95.8 | 69.1 | 68.0 | 150.3 | 22.3 | 8.0 | 87.4 | 54.3 | 32.9 |
| LOS by Move: | F | E | D | F | E | E | F | C | A | F | D | C |
| HCM2k95thQ: | 24 | 20 | 6 | 10 | 25 | 66 | 48 | 38 | 17 | 7 | 47 | 7 |

Note: Queue reported is the number of cars per lane.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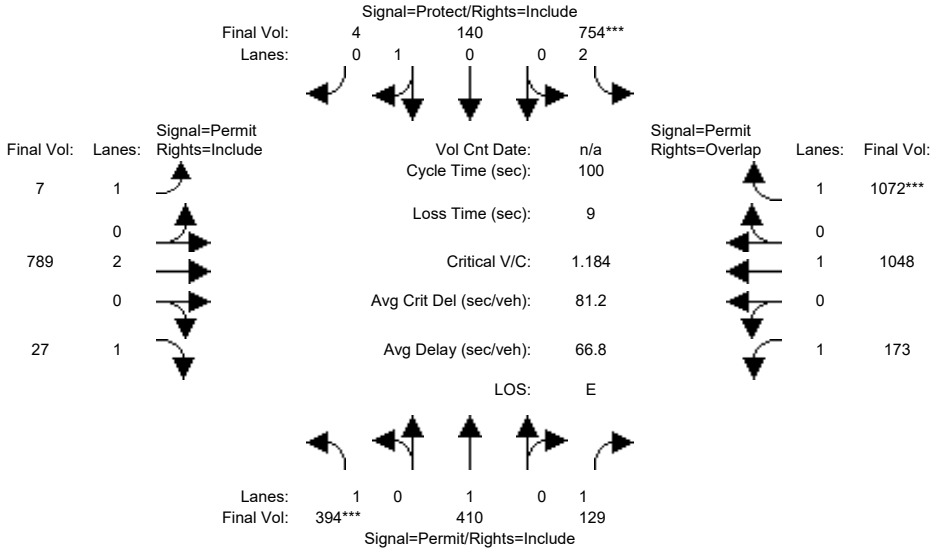
# Level of Service Calculations with Improvements
# (2040 FC Buildout)

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




| Street Name: | Old Ironsides 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 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 356 | 372 | 116 | 680 | 132 | 4 | 6 | 712 | 26 | 156 | 944 | 968 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 356 | 372 | 116 | 680 | 132 | 4 | 6 | 712 | 26 | 156 | 944 | 968 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -1 | -3 | 0 | -1 | -6 | 0 | 0 | -2 | -2 | 0 | -1 | -3 |
| Initial Fut: | 355 | 369 | 116 | 679 | 126 | 4 | 6 | 710 | 24 | 156 | 943 | 965 |
| User Adj: | 1.00 | 1.00 | 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: | 394 | 410 | 129 | 754 | 140 | 4 | 7 | 789 | 27 | 173 | 1048 | 1072 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 394 | 410 | 129 | 754 | 140 | 4 | 7 | 789 | 27 | 173 | 1048 | 1072 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 394 | 410 | 129 | 754 | 140 | 4 | 7 | 789 | 27 | 173 | 1048 | 1072 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.97 | 0.03 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1745 | 55 | 1750 | 3800 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.22 | 0.07 | 0.24 | 0.08 | 0.08 | 0.00 | 0.21 | 0.02 | 0.10 | 0.55 | 0.61 |
| Crit Moves: | **** | | | **** | | | | | | | | **** |
| Green Time: | 19.0 | 19.0 | 19.0 | 20.2 | 39.3 | 39.3 | 51.7 | 51.7 | 51.7 | 51.7 | 51.7 | 72.0 |
| Volume/Cap: | 1.18 | 1.13 | 0.39 | 1.18 | 0.20 | 0.20 | 0.01 | 0.40 | 0.03 | 0.19 | 1.07 | 0.85 |
| Delay/Veh: | 149.7 | 129 | 36.1 | 138.1 | 20.2 | 20.2 | 11.7 | 14.8 | 11.8 | 13.0 | 72.1 | 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: | 149.7 | 129 | 36.1 | 138.1 | 20.2 | 20.2 | 11.7 | 14.8 | 11.8 | 13.0 | 72.1 | 15.9 |
| LOS by Move: | F | F | D | F | C | C | B | B | B | B | E | B |
| HCM2k95thQ: | 40 | 37 | 8 | 39 | 6 | 0 | 0 | 14 | 1 | 6 | 68 | 45 |

Note: Queue reported is the number of cars per lane.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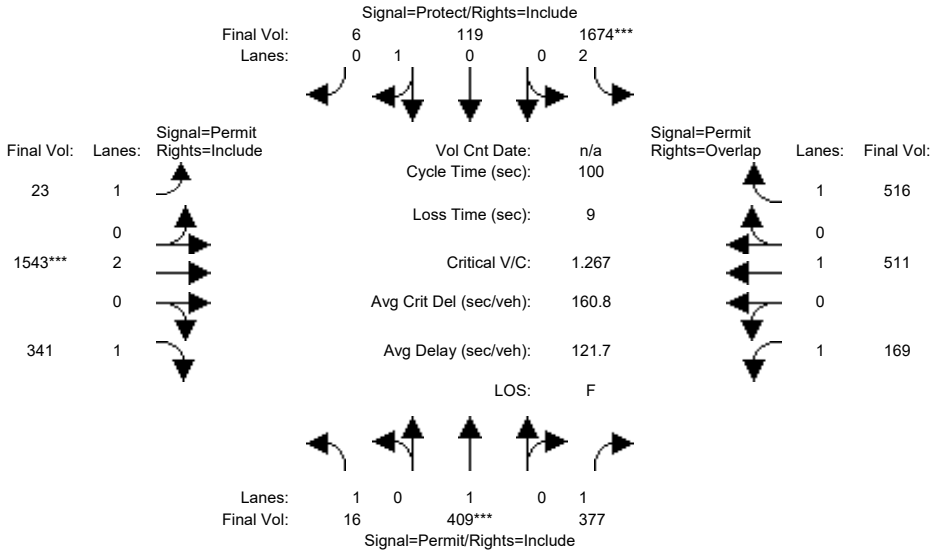
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




| Street Name: | Old Ironsides 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 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 15 | 371 | 339 | 1509 | 111 | 5 | 21 | 1390 | 308 | 152 | 463 | 469 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 15 | 371 | 339 | 1509 | 111 | 5 | 21 | 1390 | 308 | 152 | 463 | 469 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -1 | -3 | 0 | -2 | -4 | 0 | 0 | -1 | -1 | 0 | -3 | -5 |
| Initial Fut: | 14 | 368 | 339 | 1507 | 107 | 5 | 21 | 1389 | 307 | 152 | 460 | 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: | 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: | 16 | 409 | 377 | 1674 | 119 | 6 | 23 | 1543 | 341 | 169 | 511 | 516 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 16 | 409 | 377 | 1674 | 119 | 6 | 23 | 1543 | 341 | 169 | 511 | 516 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 16 | 409 | 377 | 1674 | 119 | 6 | 23 | 1543 | 341 | 169 | 511 | 516 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.96 | 0.04 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1720 | 80 | 1750 | 3800 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.22 | 0.22 | 0.53 | 0.07 | 0.07 | 0.01 | 0.41 | 0.19 | 0.10 | 0.27 | 0.29 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green Time: | 17.0 | 17.0 | 17.0 | 42.0 | 58.9 | 58.9 | 32.1 | 32.1 | 32.1 | 32.1 | 32.1 | 74.0 |
| Volume/Cap: | 0.05 | 1.27 | 1.27 | 1.27 | 0.12 | 0.12 | 0.04 | 1.27 | 0.61 | 0.30 | 0.84 | 0.40 |
| Delay/Veh: | 34.8 | 184 | 185.7 | 155.3 | 9.1 | 9.1 | 23.4 | 161 | 30.6 | 25.9 | 41.6 | 5.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.8 | 184 | 185.7 | 155.3 | 9.1 | 9.1 | 23.4 | 161 | 30.6 | 25.9 | 41.6 | 5.0 |
| LOS by Move: | C | F | F | F | A | A | C | F | C | C | D | A |
| HCM2k95thQ: | 1 | 42 | 42 | 85 | 3 | 0 | 1 | 71 | 19 | 8 | 27 | 12 |

Note: Queue reported is the number of cars per lane.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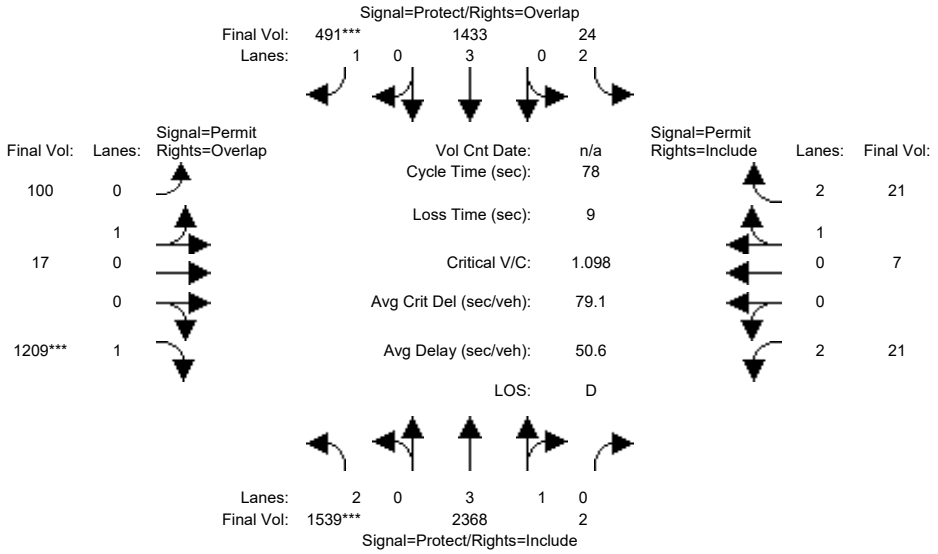
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #53: (16) 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: | 1389 | 2156 | 2 | 22 | 1333 | 442 | 90 | 15 | 1091 | 19 | 6 | 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: | 1389 | 2156 | 2 | 22 | 1333 | 442 | 90 | 15 | 1091 | 19 | 6 | 19 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -4 | -25 | 0 | 0 | -43 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| Initial Fut: | 1385 | 2131 | 2 | 22 | 1290 | 442 | 90 | 15 | 1088 | 19 | 6 | 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 1539 | 2368 | 2 | 24 | 1433 | 491 | 100 | 17 | 1209 | 21 | 7 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1539 | 2368 | 2 | 24 | 1433 | 491 | 100 | 17 | 1209 | 21 | 7 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1539 | 2368 | 2 | 24 | 1433 | 491 | 100 | 17 | 1209 | 21 | 7 | 21 |
| 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 | 0.95 | 0.95 |
| Lanes: | 2.00 | 3.99 | 0.01 | 2.00 | 3.00 | 1.00 | 0.86 | 0.14 | 1.00 | 2.00 | 0.72 | 2.28 |
| Final Sat.: | 3150 | 7493 | 7 | 3150 | 5700 | 1750 | 1543 | 257 | 1750 | 3150 | 1296 | 4104 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.49 | 0.32 | 0.32 | 0.01 | 0.25 | 0.28 | 0.06 | 0.06 | 0.69 | 0.01 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | **** | | | **** | | | |
| Green Time: | 34.7 | 38.9 | 38.9 | 15.8 | 19.9 | 19.9 | 14.4 | 14.4 | 49.1 | 14.4 | 14.4 | 14.4 |
| Volume/Cap: | 1.10 | 0.63 | 0.63 | 0.04 | 0.98 | 1.10 | 0.35 | 0.35 | 1.10 | 0.04 | 0.03 | 0.03 |
| Delay/Veh: | 77.2 | 14.7 | 14.7 | 25.0 | 48.6 | 100.9 | 28.4 | 28.4 | 72.5 | 26.2 | 26.1 | 26.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 77.2 | 14.7 | 14.7 | 25.0 | 48.6 | 100.9 | 28.4 | 28.4 | 72.5 | 26.2 | 26.1 | 26.1 |
| LOS by Move: | E | B | B | C | D | F | C | C | E | C | C | C |
| HCM2k95thQ: | 55 | 19 | 19 | 1 | 26 | 35 | 5 | 5 | 75 | 1 | 0 | 0 |

Note: Queue reported is the number of cars per lane.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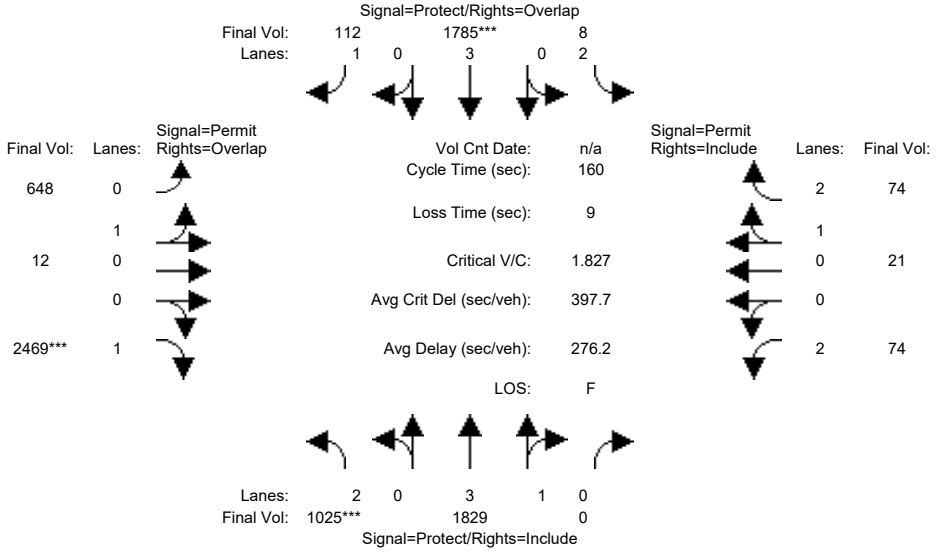
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #53: (16) 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: | 982 | 1794 | 0 | 8 | 1722 | 106 | 616 | 11 | 2349 | 70 | 20 | 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: | 982 | 1794 | 0 | 8 | 1722 | 106 | 616 | 11 | 2349 | 70 | 20 | 70 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -8 | -56 | 0 | 0 | -26 | 0 | 0 | 0 | -3 | 0 | 0 | 0 |
| Initial Fut: | 974 | 1738 | 0 | 8 | 1696 | 106 | 616 | 11 | 2346 | 70 | 20 | 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: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 1025 | 1829 | 0 | 8 | 1785 | 112 | 648 | 12 | 2469 | 74 | 21 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1025 | 1829 | 0 | 8 | 1785 | 112 | 648 | 12 | 2469 | 74 | 21 | 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: | 1025 | 1829 | 0 | 8 | 1785 | 112 | 648 | 12 | 2469 | 74 | 21 | 74 |
| 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 | 0.95 | 0.95 |
| Lanes: | 2.00 | 4.00 | 0.00 | 2.00 | 3.00 | 1.00 | 0.98 | 0.02 | 1.00 | 2.00 | 0.67 | 2.33 |
| Final Sat.: | 3150 | 7500 | 0 | 3150 | 5700 | 1750 | 1768 | 32 | 1750 | 3150 | 1200 | 4200 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.33 | 0.24 | 0.00 | 0.00 | 0.31 | 0.06 | 0.37 | 0.37 | 1.41 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green Time: | 32.6 | 48.0 | 0.0 | 12.3 | 27.7 | 27.7 | 90.6 | 90.6 | 123.3 | 90.6 | 90.6 | 90.6 |
| Volume/Cap: | 1.60 | 0.81 | 0.00 | 0.03 | 1.81 | 0.37 | 0.65 | 0.65 | 1.83 | 0.04 | 0.03 | 0.03 |
| Delay/Veh: | 339.7 | 54.2 | 0.0 | 68.4 | 434 | 59.2 | 25.2 | 25.2 | 395.3 | 15.4 | 15.3 | 15.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 339.7 | 54.2 | 0.0 | 68.4 | 434 | 59.2 | 25.2 | 25.2 | 395.3 | 15.4 | 15.3 | 15.3 |
| LOS by Move: | F | D | A | E | F | E | C | C | F | B | B | B |
| HCM2k95thQ: | 88 | 36 | 0 | 0 | 92 | 10 | 36 | 36 | 407 | 2 | 1 | 1 |

Note: Queue reported is the number of cars per lane.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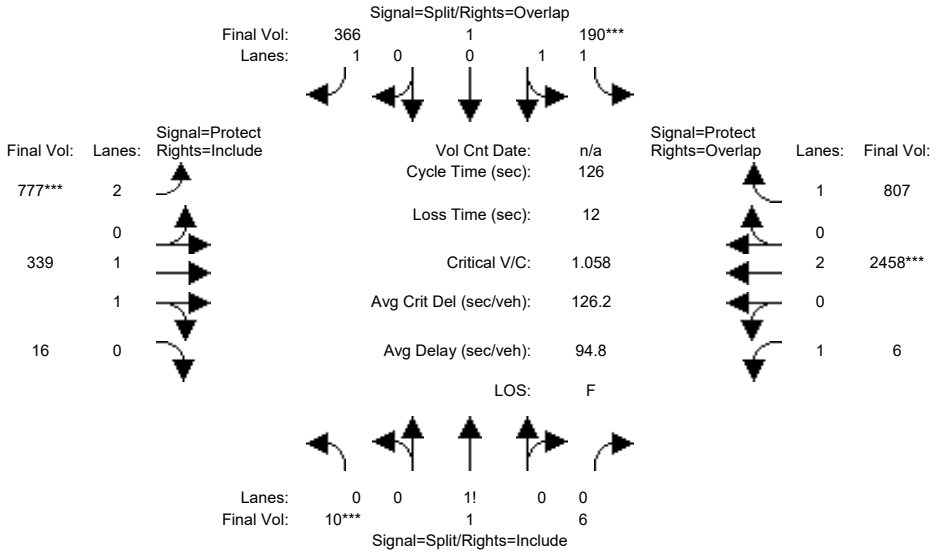
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #71: (37) 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: | 10 | 1 | 6 | 182 | 1 | 352 | 746 | 332 | 15 | 6 | 2374 | 775 |
| Growth Adj: | 1.00 | 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 | 1 | 6 | 182 | 1 | 352 | 746 | 332 | 15 | 6 | 2374 | 775 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | 0 | 0 | 0 | 0 | 0 | -1 | 0 | -7 | 0 | 0 | -14 | 0 |
| Initial Fut: | 10 | 1 | 6 | 182 | 1 | 351 | 746 | 325 | 15 | 6 | 2360 | 775 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 10 | 1 | 6 | 190 | 1 | 366 | 777 | 339 | 16 | 6 | 2458 | 807 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 1 | 6 | 190 | 1 | 366 | 777 | 339 | 16 | 6 | 2458 | 807 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 10 | 1 | 6 | 190 | 1 | 366 | 777 | 339 | 16 | 6 | 2458 | 807 |
| 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: | 0.59 | 0.06 | 0.35 | 1.99 | 0.01 | 1.00 | 2.00 | 1.91 | 0.09 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1029 | 103 | 618 | 3531 | 19 | 1750 | 3150 | 3537 | 163 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.05 | 0.05 | 0.21 | 0.25 | 0.10 | 0.10 | 0.00 | 0.65 | 0.46 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 35.9 | 25.9 | 75.2 | 75.2 | 18.8 | 68.1 | 78.1 |
| Volume/Cap: | 0.13 | 0.13 | 0.13 | 0.68 | 0.68 | 0.73 | 1.20 | 0.16 | 0.16 | 0.02 | 1.20 | 0.74 |
| Delay/Veh: | 54.4 | 54.4 | 54.4 | 62.9 | 62.9 | 46.2 | 153.5 | 11.4 | 11.4 | 45.8 | 123 | 19.8 |
| 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: | 54.4 | 54.4 | 54.4 | 62.9 | 62.9 | 46.2 | 153.5 | 11.4 | 11.4 | 45.8 | 123 | 19.8 |
| LOS by Move: | D | D | D | E | E | D | F | B | B | D | F | B |
| HCM2k95thQ: | 2 | 2 | 2 | 10 | 10 | 26 | 46 | 6 | 6 | 0 | 110 | 40 |

Note: Queue reported is the number of cars per lane.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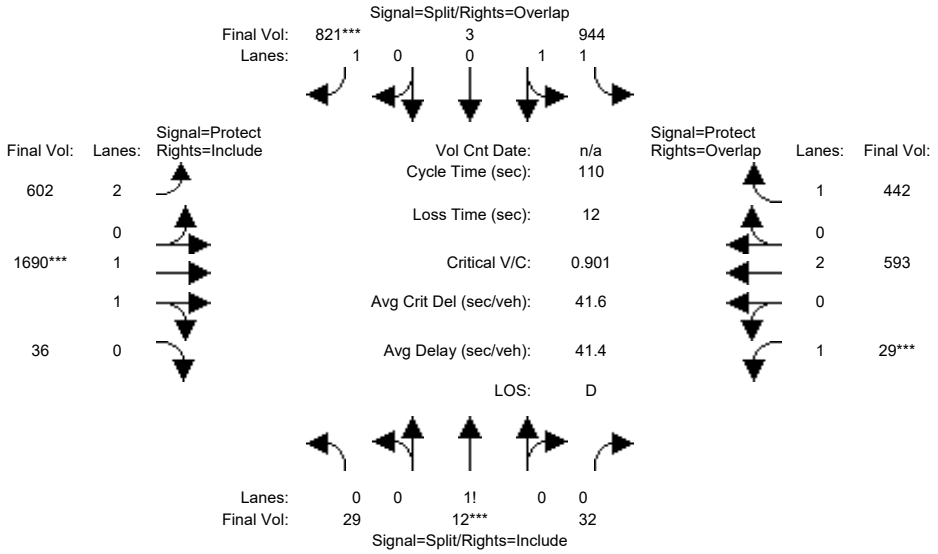
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #71: (37) 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: | 26 | 11 | 29 | 859 | 3 | 749 | 551 | 1552 | 33 | 26 | 547 | 402 |
| Growth Adj: | 1.00 | 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 | 11 | 29 | 859 | 3 | 749 | 551 | 1552 | 33 | 26 | 547 | 402 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | 0 | 0 | 0 | 0 | 0 | -2 | -3 | -14 | 0 | 0 | -7 | 0 |
| Initial Fut: | 26 | 11 | 29 | 859 | 3 | 747 | 548 | 1538 | 33 | 26 | 540 | 402 |
| User Adj: | 1.00 | 1.00 | 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: | 29 | 12 | 32 | 944 | 3 | 821 | 602 | 1690 | 36 | 29 | 593 | 442 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 12 | 32 | 944 | 3 | 821 | 602 | 1690 | 36 | 29 | 593 | 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: | 29 | 12 | 32 | 944 | 3 | 821 | 602 | 1690 | 36 | 29 | 593 | 442 |
| 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: | 0.39 | 0.17 | 0.44 | 1.99 | 0.01 | 1.00 | 2.00 | 1.96 | 0.04 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 689 | 292 | 769 | 3538 | 12 | 1750 | 3150 | 3622 | 78 | 1750 | 3800 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.27 | 0.27 | 0.47 | 0.19 | 0.47 | 0.47 | 0.02 | 0.16 | 0.25 |
| Crit Moves: | | **** | | | | **** | | **** | | **** | | |
| Green Time: | 10.0 | 10.0 | 10.0 | 31.0 | 31.0 | 60.2 | 29.2 | 52.0 | 52.0 | 5.0 | 27.8 | 58.8 |
| Volume/Cap: | 0.46 | 0.46 | 0.46 | 0.95 | 0.95 | 0.86 | 0.72 | 0.99 | 0.99 | 0.36 | 0.62 | 0.47 |
| Delay/Veh: | 49.5 | 49.5 | 49.5 | 55.9 | 55.9 | 29.0 | 39.7 | 47.0 | 47.0 | 53.7 | 37.6 | 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: | 49.5 | 49.5 | 49.5 | 55.9 | 55.9 | 29.0 | 39.7 | 47.0 | 47.0 | 53.7 | 37.6 | 16.3 |
| LOS by Move: | D | D | D | E | E | C | D | D | D | D | D | B |
| HCM2k95thQ: | 6 | 6 | 6 | 36 | 36 | 46 | 19 | 47 | 47 | 2 | 16 | 18 |

Note: Queue reported is the number of cars per lane.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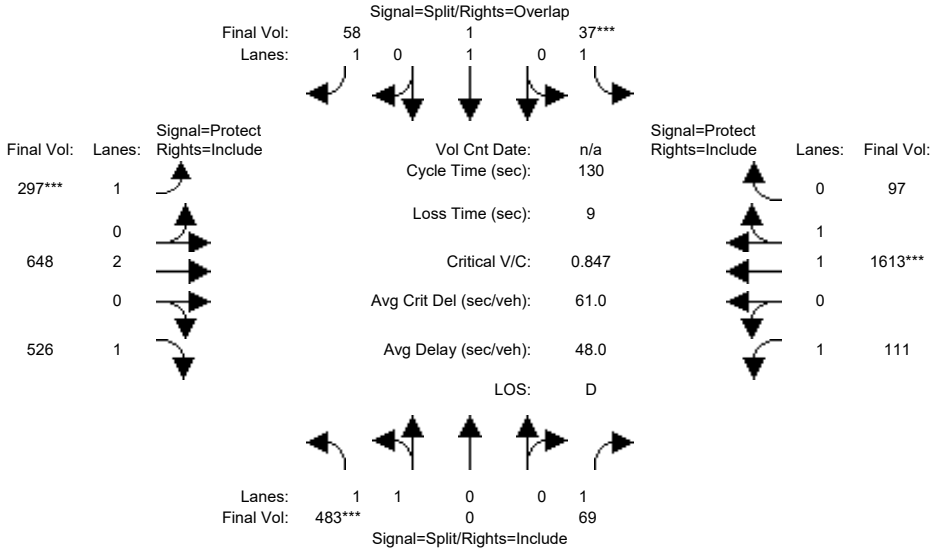
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #73: (27) 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: | 528 | 0 | 68 | 38 | 1 | 59 | 304 | 604 | 515 | 109 | 1537 | 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: | 528 | 0 | 68 | 38 | 1 | 59 | 304 | 604 | 515 | 109 | 1537 | 103 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -93 | 0 | -6 | -5 | 0 | -7 | -37 | -21 | -42 | -9 | -85 | -16 |
| Initial Fut: | 435 | 0 | 62 | 33 | 1 | 52 | 267 | 583 | 473 | 100 | 1452 | 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: | 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: | 483 | 0 | 69 | 37 | 1 | 58 | 297 | 648 | 526 | 111 | 1613 | 97 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 483 | 0 | 69 | 37 | 1 | 58 | 297 | 648 | 526 | 111 | 1613 | 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: | 483 | 0 | 69 | 37 | 1 | 58 | 297 | 648 | 526 | 111 | 1613 | 97 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 2.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.88 | 0.12 |
| Final Sat.: | 3550 | 0 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3491 | 209 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.00 | 0.04 | 0.02 | 0.00 | 0.03 | 0.17 | 0.17 | 0.30 | 0.06 | 0.46 | 0.46 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 29.0 | 0.0 | 29.0 | 10.0 | 10.0 | 32.0 | 22.0 | 67.7 | 67.7 | 14.3 | 60.0 | 60.0 |
| Volume/Cap: | 0.61 | 0.00 | 0.18 | 0.27 | 0.01 | 0.13 | 1.00 | 0.33 | 0.58 | 0.58 | 1.00 | 1.00 |
| Delay/Veh: | 46.8 | 0.0 | 41.1 | 57.7 | 55.4 | 38.3 | 106.7 | 18.1 | 22.3 | 59.2 | 57.1 | 57.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.8 | 0.0 | 41.1 | 57.7 | 55.4 | 38.3 | 106.7 | 18.1 | 22.3 | 59.2 | 57.1 | 57.1 |
| LOS by Move: | D | A | D | E | E | D | F | B | C | E | E | E |
| HCM2k95thQ: | 18 | 0 | 5 | 4 | 0 | 4 | 27 | 13 | 26 | 9 | 64 | 64 |

Note: Queue reported is the number of cars per lane.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Patrick Henry Specific Plan
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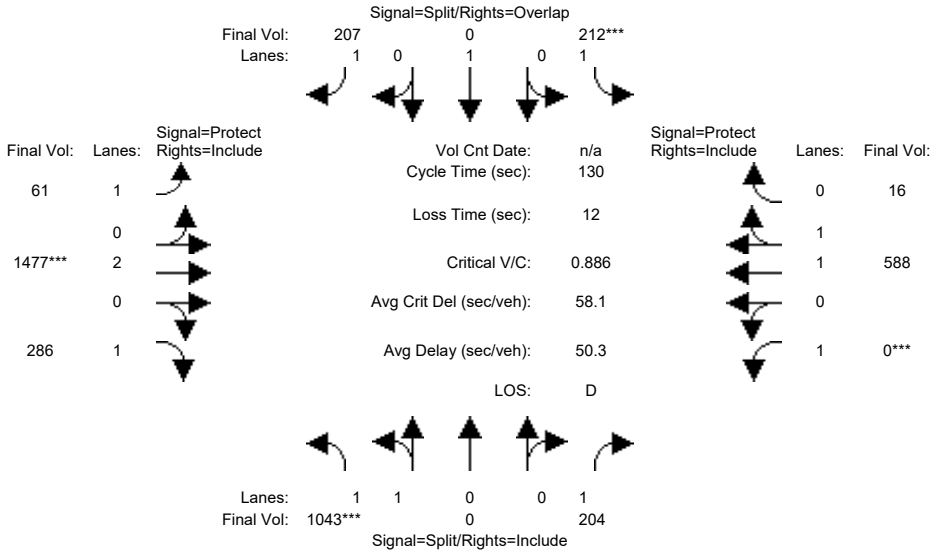
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #73: (27) 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: | 1240 | | 0 | 208 | 244 | | 0 | 234 | 67 | | 1516 | 296 | 8 | | 603 | 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: | 1240 | | 0 | 208 | 244 | | 0 | 234 | 67 | | 1516 | 296 | 8 | | 603 | 19 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 10% TDM: | -228 | | 0 | -10 | -38 | | 0 | -33 | -8 | | -83 | -19 | -8 | | -33 | -3 |
| Initial Fut: | 1012 | | 0 | 198 | 206 | | 0 | 201 | 59 | | 1433 | 277 | 0 | | 570 | 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: | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 |
| PHF Volume: | 1043 | | 0 | 204 | 212 | | 0 | 207 | 61 | | 1477 | 286 | 0 | | 588 | 16 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 1043 | | 0 | 204 | 212 | | 0 | 207 | 61 | | 1477 | 286 | 0 | | 588 | 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: | 1043 | | 0 | 204 | 212 | | 0 | 207 | 61 | | 1477 | 286 | 0 | | 588 | 16 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 |
| Adjustment: | 0.93 | | 1.00 | 0.92 | 0.92 | | 1.00 | 0.92 | 0.92 | | 1.00 | 0.92 | 0.92 | | 0.97 | 0.95 |
| Lanes: | 2.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.94 | 0.06 |
| Final Sat.: | 3550 | | 0 | 1750 | 1750 | | 1900 | 1750 | 1750 | | 3800 | 1750 | 1750 | | 3599 | 101 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | | 0.00 | 0.12 | 0.12 | | 0.00 | 0.12 | 0.03 | | 0.39 | 0.16 | 0.00 | | 0.16 | 0.16 |
| Crit Moves: | **** | | | | **** | | | | | | **** | | **** | | | |
| Green Time: | 40.2 | | 0.0 | 40.2 | 16.6 | | 0.0 | 33.4 | 16.7 | | 53.2 | 53.2 | 0.0 | | 44.4 | 44.4 |
| Volume/Cap: | 0.95 | | 0.00 | 0.38 | 0.95 | | 0.00 | 0.46 | 0.27 | | 0.95 | 0.40 | 0.00 | | 0.48 | 0.48 |
| Delay/Veh: | 60.5 | | 0.0 | 35.5 | 102.5 | | 0.0 | 41.5 | 51.8 | | 50.0 | 27.5 | 0.0 | | 33.9 | 33.9 |
| User DelAdj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 60.5 | | 0.0 | 35.5 | 102.5 | | 0.0 | 41.5 | 51.8 | | 50.0 | 27.5 | 0.0 | | 33.9 | 33.9 |
| LOS by Move: | E | | A | D | F | | A | D | D | | D | C | A | | C | C |
| HCM2k95thQ: | 43 | | 0 | 13 | 23 | | 0 | 15 | 4 | | 48 | 15 | 0 | | 17 | 17 |

Note: Queue reported is the number of cars per lane.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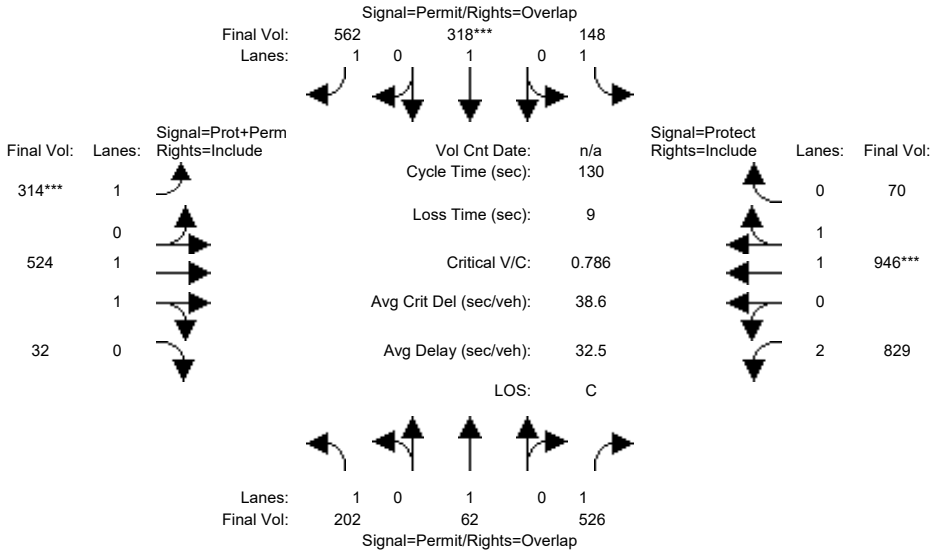
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #74: (28) 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: | 206 | 61 | 520 | 135 | 325 | 528 | 287 | 496 | 32 | 860 | 951 | 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: | 206 | 61 | 520 | 135 | 325 | 528 | 287 | 496 | 32 | 860 | 951 | 64 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -22 | -5 | -41 | 0 | -36 | -17 | -1 | -19 | -3 | -106 | -90 | 0 |
| Initial Fut: | 184 | 56 | 479 | 135 | 289 | 511 | 286 | 477 | 29 | 754 | 861 | 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: | 202 | 62 | 526 | 148 | 318 | 562 | 314 | 524 | 32 | 829 | 946 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 202 | 62 | 526 | 148 | 318 | 562 | 314 | 524 | 32 | 829 | 946 | 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: | 202 | 62 | 526 | 148 | 318 | 562 | 314 | 524 | 32 | 829 | 946 | 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 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.88 | 0.12 | 2.00 | 1.86 | 0.14 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3488 | 212 | 3150 | 3444 | 256 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.03 | 0.30 | 0.08 | 0.17 | 0.32 | 0.00 | 0.15 | 0.15 | 0.26 | 0.27 | 0.27 |
| Crit Moves: | | | | | **** | | **** | | | | **** | |
| Green Time: | 36.0 | 36.0 | 90.1 | 36.0 | 36.0 | 69.6 | 33.6 | 30.9 | 30.9 | 54.1 | 51.4 | 51.4 |
| Volume/Cap: | 0.42 | 0.12 | 0.43 | 0.31 | 0.60 | 0.60 | 0.69 | 0.63 | 0.63 | 0.63 | 0.69 | 0.69 |
| Delay/Veh: | 39.0 | 35.2 | 9.0 | 37.5 | 42.8 | 21.7 | 48.2 | 46.0 | 46.0 | 31.1 | 34.2 | 34.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.0 | 35.2 | 9.0 | 37.5 | 42.8 | 21.7 | 48.2 | 46.0 | 46.0 | 31.1 | 34.2 | 34.2 |
| LOS by Move: | D | D | A | D | D | C | D | D | D | C | C | C |
| HCM2k95thQ: | 14 | 4 | 18 | 10 | 20 | 28 | 22 | 19 | 19 | 27 | 29 | 29 |

Note: Queue reported is the number of cars per lane.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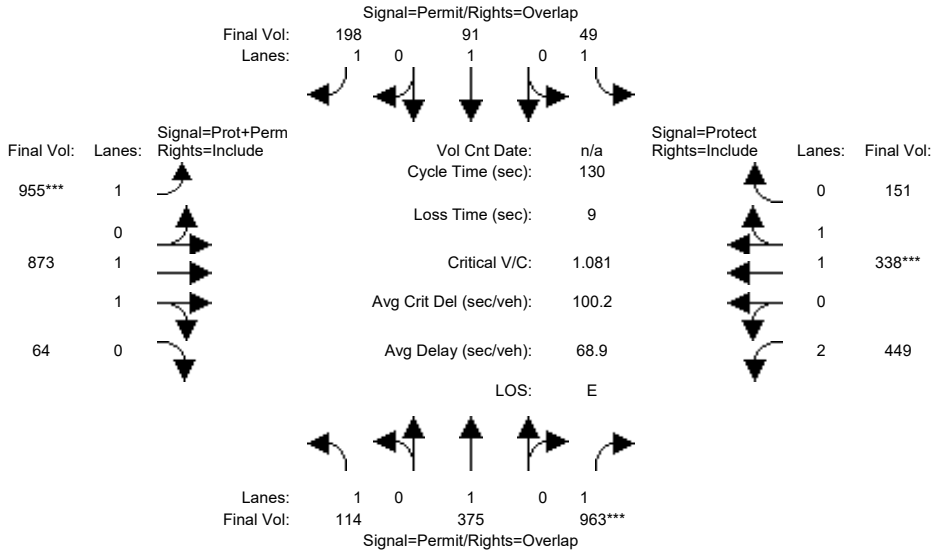
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #74: (28) 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: | 132 | 408 | 1059 | 48 | 94 | 194 | 945 | 945 | 68 | 479 | 351 | 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: | 132 | 408 | 1059 | 48 | 94 | 194 | 945 | 945 | 68 | 479 | 351 | 146 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -21 | -44 | -125 | 0 | -6 | -2 | -19 | -98 | -6 | -43 | -23 | 0 |
| Initial Fut: | 111 | 364 | 934 | 48 | 88 | 192 | 926 | 847 | 62 | 436 | 328 | 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: | 114 | 375 | 963 | 49 | 91 | 198 | 955 | 873 | 64 | 449 | 338 | 151 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 114 | 375 | 963 | 49 | 91 | 198 | 955 | 873 | 64 | 449 | 338 | 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: | 114 | 375 | 963 | 49 | 91 | 198 | 955 | 873 | 64 | 449 | 338 | 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 | 0.98 | 0.95 | 0.83 | 0.99 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.86 | 0.14 | 2.00 | 1.37 | 0.63 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3447 | 252 | 3150 | 2559 | 1139 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.20 | 0.55 | 0.03 | 0.05 | 0.11 | 0.00 | 0.25 | 0.25 | 0.14 | 0.13 | 0.13 |
| Crit Moves: | | | **** | | | | **** | | | | **** | |
| Green Time: | 45.3 | 45.3 | 72.6 | 45.3 | 45.3 | 106.0 | 60.7 | 48.4 | 48.4 | 27.3 | 15.0 | 15.0 |
| Volume/Cap: | 0.19 | 0.57 | 0.99 | 0.08 | 0.14 | 0.14 | 1.17 | 0.68 | 0.68 | 0.68 | 1.14 | 1.14 |
| Delay/Veh: | 29.7 | 35.5 | 53.3 | 28.4 | 29.1 | 2.5 | 123.7 | 35.7 | 35.7 | 50.2 | 147 | 147.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.7 | 35.5 | 53.3 | 28.4 | 29.1 | 2.5 | 123.7 | 35.7 | 35.7 | 50.2 | 147 | 147.0 |
| LOS by Move: | C | D | D | C | C | A | F | D | D | D | F | F |
| HCM2k95thQ: | 7 | 22 | 73 | 3 | 5 | 4 | 92 | 28 | 28 | 18 | 26 | 26 |

Note: Queue reported is the number of cars per lane.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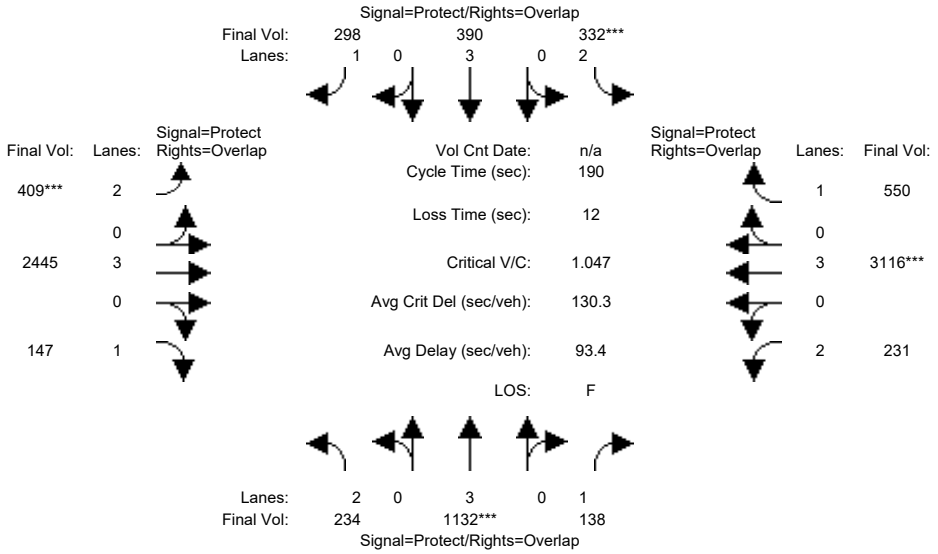
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #5329: (23) 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 | 1162 | 138 | 332 | 395 | 300 | 424 | 2445 | 147 | 231 | 3116 | 550 |
| Growth Adj: | 1.00 | 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 | 1162 | 138 | 332 | 395 | 300 | 424 | 2445 | 147 | 231 | 3116 | 550 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | 0 | -30 | 0 | 0 | -5 | -2 | -15 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 234 | 1132 | 138 | 332 | 390 | 298 | 409 | 2445 | 147 | 231 | 3116 | 550 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1132 | 138 | 332 | 390 | 298 | 409 | 2445 | 147 | 231 | 3116 | 550 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 234 | 1132 | 138 | 332 | 390 | 298 | 409 | 2445 | 147 | 231 | 3116 | 550 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 234 | 1132 | 138 | 332 | 390 | 298 | 409 | 2445 | 147 | 231 | 3116 | 550 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.20 | 0.08 | 0.11 | 0.07 | 0.17 | 0.13 | 0.43 | 0.08 | 0.07 | 0.55 | 0.31 |
| 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 | 0.90 | 0.24 | 1.34 | 0.37 | 0.48 | 0.77 | 0.81 | 0.13 | 0.70 | 1.17 | 0.57 |
| Delay/Veh: | 84.1 | 80.8 | 47.0 | 263.0 | 68.1 | 48.6 | 82.3 | 48.5 | 19.4 | 88.4 | 140 | 37.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 84.1 | 80.8 | 47.0 | 263.0 | 68.1 | 48.6 | 82.3 | 48.5 | 19.4 | 88.4 | 140 | 37.9 |
| LOS by Move: | F | F | D | F | E | D | F | D | B | F | F | D |
| HCM2k95thQ: | 14 | 35 | 11 | 30 | 12 | 24 | 27 | 66 | 10 | 17 | 119 | 44 |

Note: Queue reported is the number of cars per lane.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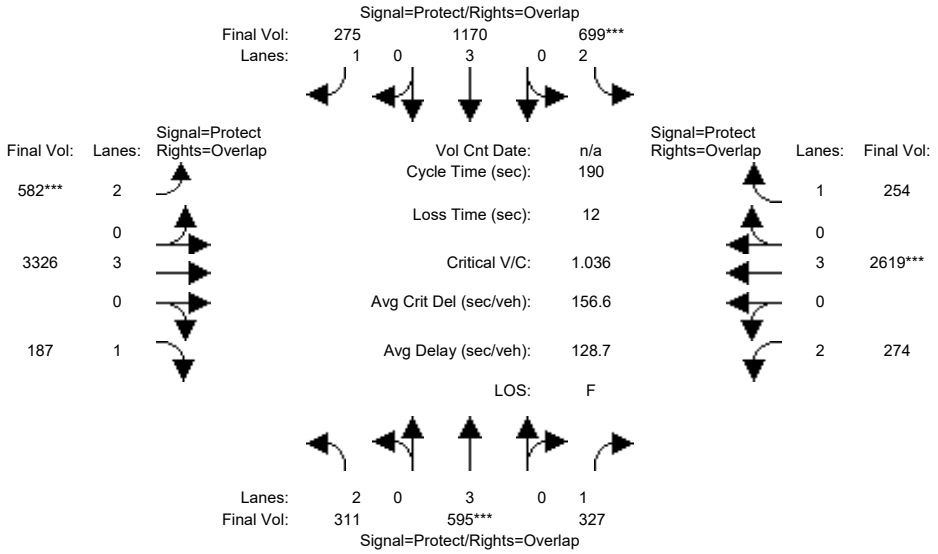
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #5329: (23) 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: | 311 | 604 | 327 | 699 | 1195 | 276 | 592 | 3326 | 187 | 274 | 2619 | 255 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 311 | 604 | 327 | 699 | 1195 | 276 | 592 | 3326 | 187 | 274 | 2619 | 255 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | 0 | -9 | 0 | 0 | -25 | -1 | -10 | 0 | 0 | 0 | 0 | -1 |
| Initial Fut: | 311 | 595 | 327 | 699 | 1170 | 275 | 582 | 3326 | 187 | 274 | 2619 | 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: | 311 | 595 | 327 | 699 | 1170 | 275 | 582 | 3326 | 187 | 274 | 2619 | 254 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 311 | 595 | 327 | 699 | 1170 | 275 | 582 | 3326 | 187 | 274 | 2619 | 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: | 311 | 595 | 327 | 699 | 1170 | 275 | 582 | 3326 | 187 | 274 | 2619 | 254 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 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 | 0.10 | 0.19 | 0.22 | 0.21 | 0.16 | 0.18 | 0.58 | 0.11 | 0.09 | 0.46 | 0.15 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green Time: | 20.1 | 39.0 | 53.9 | 24.0 | 42.9 | 62.9 | 20.0 | 100 | 120.2 | 14.9 | 95.0 | 119.0 |
| Volume/Cap: | 0.93 | 0.51 | 0.66 | 1.76 | 0.91 | 0.47 | 1.76 | 1.11 | 0.17 | 1.11 | 0.92 | 0.23 |
| Delay/Veh: | 116.5 | 67.4 | 63.2 | 433.4 | 81.3 | 51.1 | 444.1 | 132 | 30.9 | 176.8 | 39.1 | 8.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 116.5 | 67.4 | 63.2 | 433.4 | 81.3 | 51.1 | 444.1 | 132 | 30.9 | 176.8 | 39.1 | 8.0 |
| LOS by Move: | F | E | E | F | F | D | F | F | C | F | D | A |
| HCM2k95thQ: | 21 | 18 | 30 | 70 | 37 | 23 | 62 | 119 | 17 | 25 | 72 | 7 |

Note: Queue reported is the number of cars per lane.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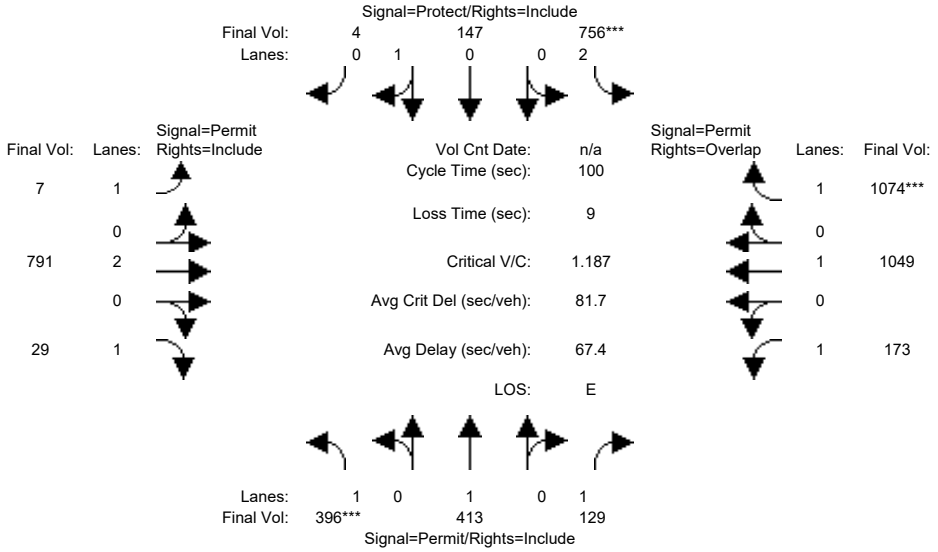
# Level of Service Calculations with Improvements
# (2040 Greystar)

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




| Street Name: | Old Ironsides 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 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 356 | 372 | 116 | 680 | 132 | 4 | 6 | 712 | 26 | 156 | 944 | 968 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 356 | 372 | 116 | 680 | 132 | 4 | 6 | 712 | 26 | 156 | 944 | 968 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 |
| Initial Fut: | 356 | 372 | 116 | 680 | 132 | 4 | 6 | 712 | 26 | 156 | 944 | 967 |
| User Adj: | 1.00 | 1.00 | 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: | 396 | 413 | 129 | 756 | 147 | 4 | 7 | 791 | 29 | 173 | 1049 | 1074 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 396 | 413 | 129 | 756 | 147 | 4 | 7 | 791 | 29 | 173 | 1049 | 1074 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 396 | 413 | 129 | 756 | 147 | 4 | 7 | 791 | 29 | 173 | 1049 | 1074 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.97 | 0.03 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1747 | 53 | 1750 | 3800 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.22 | 0.07 | 0.24 | 0.08 | 0.08 | 0.00 | 0.21 | 0.02 | 0.10 | 0.55 | 0.61 |
| Crit Moves: | **** | | | **** | | | | | | | | **** |
| Green Time: | 19.0 | 19.0 | 19.0 | 20.2 | 39.3 | 39.3 | 51.7 | 51.7 | 51.7 | 51.7 | 51.7 | 72.0 |
| Volume/Cap: | 1.19 | 1.14 | 0.39 | 1.19 | 0.21 | 0.21 | 0.01 | 0.40 | 0.03 | 0.19 | 1.07 | 0.85 |
| Delay/Veh: | 150.6 | 132 | 36.1 | 139.1 | 20.3 | 20.3 | 11.7 | 14.8 | 11.9 | 13.0 | 72.5 | 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: | 150.6 | 132 | 36.1 | 139.1 | 20.3 | 20.3 | 11.7 | 14.8 | 11.9 | 13.0 | 72.5 | 16.0 |
| LOS by Move: | F | F | D | F | C | C | B | B | B | B | E | B |
| HCM2k95thQ: | 37 | 34 | 7 | 39 | 6 | 0 | 0 | 14 | 1 | 6 | 68 | 45 |

Note: Queue reported is the number of cars per lane.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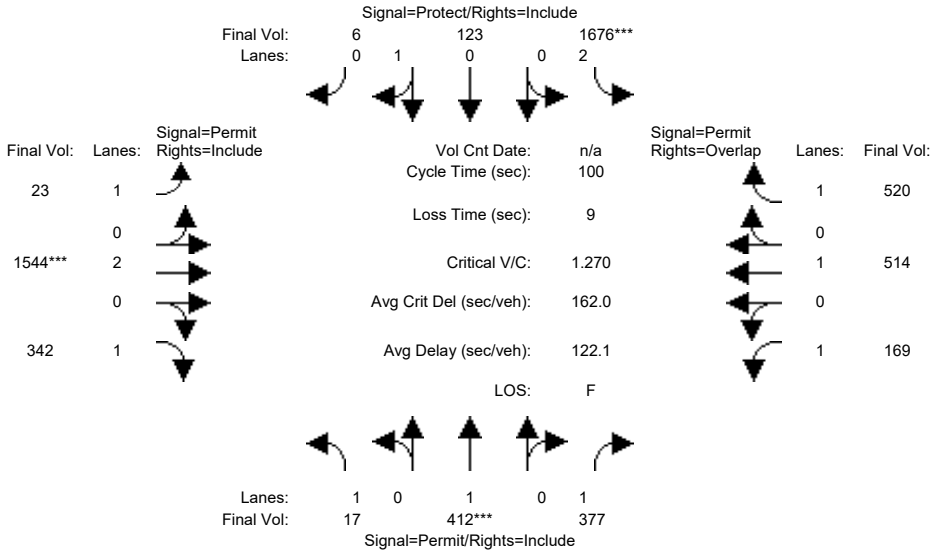
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #42: (8) Old Ironsides Dr & Old Glory Ln




| Street Name: | Old Ironsides 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 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 15 | 371 | 339 | 1509 | 111 | 5 | 21 | 1390 | 308 | 152 | 463 | 469 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 15 | 371 | 339 | 1509 | 111 | 5 | 21 | 1390 | 308 | 152 | 463 | 469 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 |
| Initial Fut: | 15 | 371 | 339 | 1508 | 111 | 5 | 21 | 1390 | 308 | 152 | 463 | 468 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 17 | 412 | 377 | 1676 | 123 | 6 | 23 | 1544 | 342 | 169 | 514 | 520 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 412 | 377 | 1676 | 123 | 6 | 23 | 1544 | 342 | 169 | 514 | 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: | 17 | 412 | 377 | 1676 | 123 | 6 | 23 | 1544 | 342 | 169 | 514 | 520 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.83 | 0.95 | 0.95 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.96 | 0.04 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1750 | 1900 | 1750 | 3150 | 1722 | 78 | 1750 | 3800 | 1750 | 1750 | 1900 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.22 | 0.22 | 0.53 | 0.07 | 0.07 | 0.01 | 0.41 | 0.20 | 0.10 | 0.27 | 0.30 |
| Crit Moves: | | **** | | **** | | | | **** | | | | |
| Green Time: | 17.1 | 17.1 | 17.1 | 41.9 | 59.0 | 59.0 | 32.0 | 32.0 | 32.0 | 32.0 | 32.0 | 73.9 |
| Volume/Cap: | 0.06 | 1.27 | 1.26 | 1.27 | 0.12 | 0.12 | 0.04 | 1.27 | 0.61 | 0.30 | 0.85 | 0.40 |
| Delay/Veh: | 34.8 | 185 | 182.4 | 156.5 | 9.1 | 9.1 | 23.5 | 162 | 30.7 | 25.9 | 42.3 | 5.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.8 | 185 | 182.4 | 156.5 | 9.1 | 9.1 | 23.5 | 162 | 30.7 | 25.9 | 42.3 | 5.0 |
| LOS by Move: | C | F | F | F | A | A | C | F | C | C | D | A |
| HCM2k95thQ: | 1 | 40 | 39 | 85 | 3 | 0 | 1 | 71 | 19 | 8 | 28 | 12 |

Note: Queue reported is the number of cars per lane.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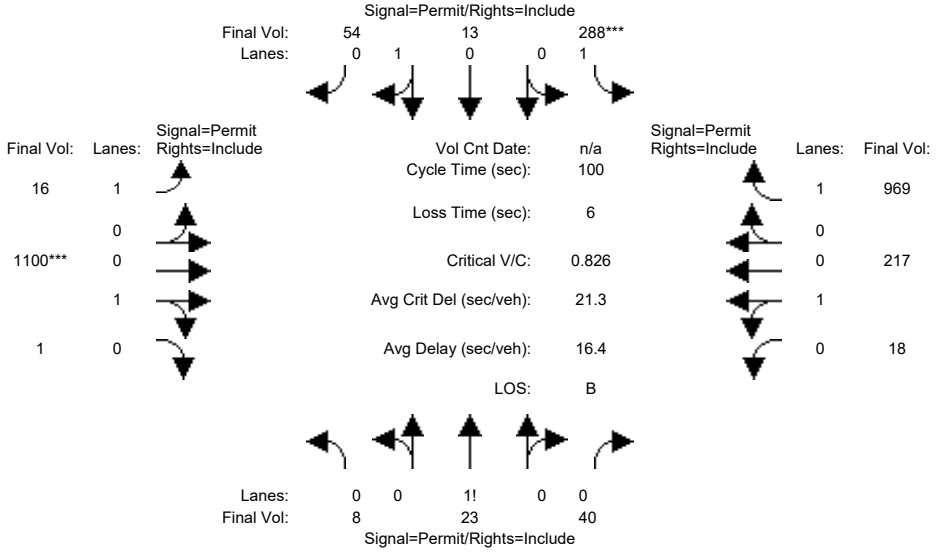
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #43: (9) 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 |
| 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: | 7 | 21 | 36 | 259 | 12 | 49 | 14 | 990 | 1 | 16 | 195 | 873 |
| Growth Adj: | 1.00 | 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 | 21 | 36 | 259 | 12 | 49 | 14 | 990 | 1 | 16 | 195 | 873 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 |
| Initial Fut: | 7 | 21 | 36 | 259 | 12 | 49 | 14 | 990 | 1 | 16 | 195 | 872 |
| User Adj: | 1.00 | 1.00 | 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: | 8 | 23 | 40 | 288 | 13 | 54 | 16 | 1100 | 1 | 18 | 217 | 969 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 8 | 23 | 40 | 288 | 13 | 54 | 16 | 1100 | 1 | 18 | 217 | 969 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 8 | 23 | 40 | 288 | 13 | 54 | 16 | 1100 | 1 | 18 | 217 | 969 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.95 | 0.92 |
| Lanes: | 0.11 | 0.33 | 0.56 | 1.00 | 0.20 | 0.80 | 1.00 | 0.99 | 0.01 | 0.08 | 0.92 | 1.00 |
| Final Sat.: | 191 | 574 | 984 | 1750 | 354 | 1446 | 1750 | 1798 | 2 | 136 | 1664 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.16 | 0.04 | 0.04 | 0.01 | 0.61 | 0.61 | 0.13 | 0.13 | 0.55 |
| Crit Moves: | | | | **** | | | | **** | | | | |
| Green Time: | 19.9 | 19.9 | 19.9 | 19.9 | 19.9 | 19.9 | 74.1 | 74.1 | 74.1 | 74.1 | 74.1 | 74.1 |
| Volume/Cap: | 0.20 | 0.20 | 0.20 | 0.83 | 0.19 | 0.19 | 0.01 | 0.83 | 0.83 | 0.18 | 0.18 | 0.75 |
| Delay/Veh: | 33.7 | 33.7 | 33.7 | 53.2 | 33.6 | 33.6 | 3.4 | 13.0 | 13.0 | 3.9 | 3.9 | 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: | 33.7 | 33.7 | 33.7 | 53.2 | 33.6 | 33.6 | 3.4 | 13.0 | 13.0 | 3.9 | 3.9 | 10.0 |
| LOS by Move: | C | C | C | D | C | C | A | B | B | A | A | A |
| HCM2k95thQ: | 4 | 4 | 4 | 18 | 4 | 4 | 0 | 42 | 42 | 5 | 5 | 33 |

Note: Queue reported is the number of cars per lane.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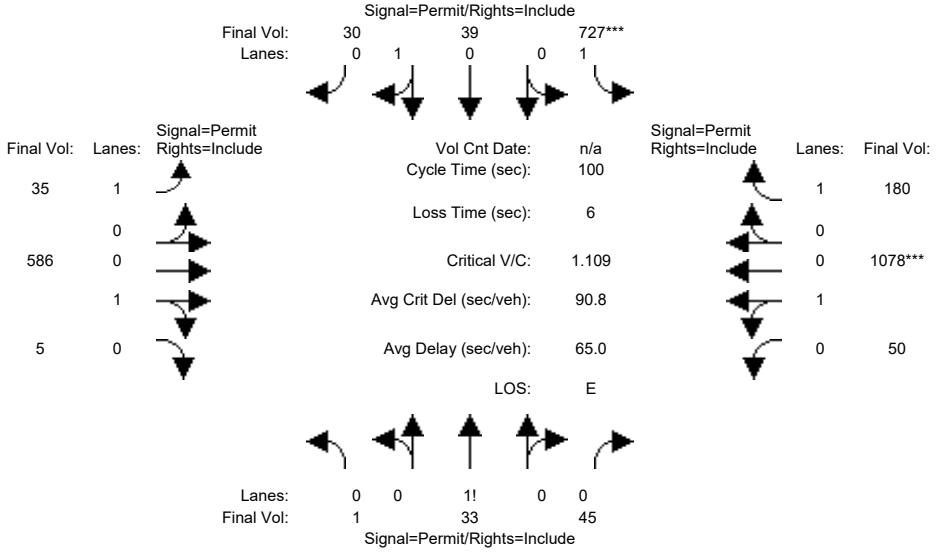
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #43: (9) 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 |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1 | 30 | 41 | 669 | 36 | 28 | 32 | 539 | 5 | 46 | 992 | 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: | 1 | 30 | 41 | 669 | 36 | 28 | 32 | 539 | 5 | 46 | 992 | 166 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 1 | 30 | 41 | 669 | 36 | 28 | 32 | 539 | 5 | 46 | 992 | 166 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 1 | 33 | 45 | 727 | 39 | 30 | 35 | 586 | 5 | 50 | 1078 | 180 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 33 | 45 | 727 | 39 | 30 | 35 | 586 | 5 | 50 | 1078 | 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: | 1 | 33 | 45 | 727 | 39 | 30 | 35 | 586 | 5 | 50 | 1078 | 180 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.95 | 0.92 |
| Lanes: | 0.01 | 0.42 | 0.57 | 1.00 | 0.56 | 0.44 | 1.00 | 0.99 | 0.01 | 0.04 | 0.96 | 1.00 |
| Final Sat.: | 24 | 729 | 997 | 1750 | 1012 | 787 | 1750 | 1783 | 17 | 80 | 1720 | 1750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.42 | 0.04 | 0.04 | 0.02 | 0.33 | 0.33 | 0.63 | 0.63 | 0.10 |
| Crit Moves: | | | | **** | | | | | | | **** | |
| Green Time: | 37.5 | 37.5 | 37.5 | 37.5 | 37.5 | 37.5 | 56.5 | 56.5 | 56.5 | 56.5 | 56.5 | 56.5 |
| Volume/Cap: | 0.12 | 0.12 | 0.12 | 1.11 | 0.10 | 0.10 | 0.04 | 0.58 | 0.58 | 1.11 | 1.11 | 0.18 |
| Delay/Veh: | 20.5 | 20.5 | 20.5 | 100.1 | 20.4 | 20.4 | 9.7 | 14.9 | 14.9 | 84.7 | 84.7 | 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: | 20.5 | 20.5 | 20.5 | 100.1 | 20.4 | 20.4 | 9.7 | 14.9 | 14.9 | 84.7 | 84.7 | 10.6 |
| LOS by Move: | C | C | C | F | C | C | A | B | B | F | F | B |
| HCM2k95thQ: | 3 | 3 | 3 | 57 | 3 | 3 | 1 | 23 | 23 | 81 | 81 | 6 |

Note: Queue reported is the number of cars per lane.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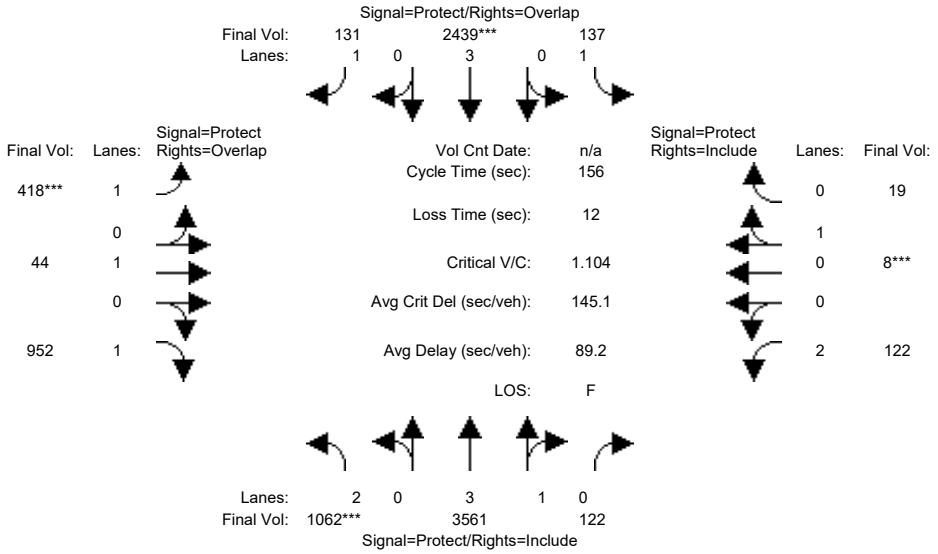
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #54: (17) GREAT AMERICA / 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: | 957 | 3206 | | 110 | 124 | 2199 | | 118 | 376 | | 40 | 857 | 110 | | 7 | 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: | 957 | 3206 | | 110 | 124 | 2199 | | 118 | 376 | | 40 | 857 | 110 | | 7 | 17 |
| Added Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 10% TDM: | -1 | -1 | | 0 | -1 | -4 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Initial Fut: | 956 | 3205 | | 110 | 123 | 2195 | | 118 | 376 | | 40 | 857 | 110 | | 7 | 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: | 1062 | 3561 | | 122 | 137 | 2439 | | 131 | 418 | | 44 | 952 | 122 | | 8 | 19 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 1062 | 3561 | | 122 | 137 | 2439 | | 131 | 418 | | 44 | 952 | 122 | | 8 | 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: | 1062 | 3561 | | 122 | 137 | 2439 | | 131 | 418 | | 44 | 952 | 122 | | 8 | 19 |
| 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 | 3.86 | | 0.14 | 1.00 | 3.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 2.00 | | 0.29 | 0.71 |
| Final Sat.: | 3150 | 7251 | | 249 | 1750 | 5700 | | 1750 | 1750 | | 1900 | 1750 | 3150 | | 525 | 1275 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.49 | | 0.49 | 0.08 | 0.43 | | 0.07 | 0.24 | | 0.02 | 0.54 | 0.04 | | 0.01 | 0.01 |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green Time: | 44.3 | 86.8 | | 86.8 | 13.8 | 56.3 | | 87.7 | 31.4 | | 36.5 | 80.9 | 6.9 | | 12.0 | 12.0 |
| Volume/Cap: | 1.19 | 0.88 | | 0.88 | 0.88 | 1.19 | | 0.13 | 1.19 | | 0.10 | 1.05 | 0.88 | | 0.19 | 0.19 |
| Delay/Veh: | 151.0 | 32.7 | | 32.7 | 110.6 | 139 | | 16.2 | 171.2 | | 46.9 | 81.3 | 117.9 | | 68.1 | 68.1 |
| User DelAdj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 151.0 | 32.7 | | 32.7 | 110.6 | 139 | | 16.2 | 171.2 | | 46.9 | 81.3 | 117.9 | | 68.1 | 68.1 |
| LOS by Move: | F | C | | C | F | F | | B | F | | D | F | F | | E | E |
| HCM2k95thQ: | 64 | 57 | | 57 | 15 | 84 | | 6 | 48 | | 3 | 85 | 11 | | 3 | 3 |

Note: Queue reported is the number of cars per lane.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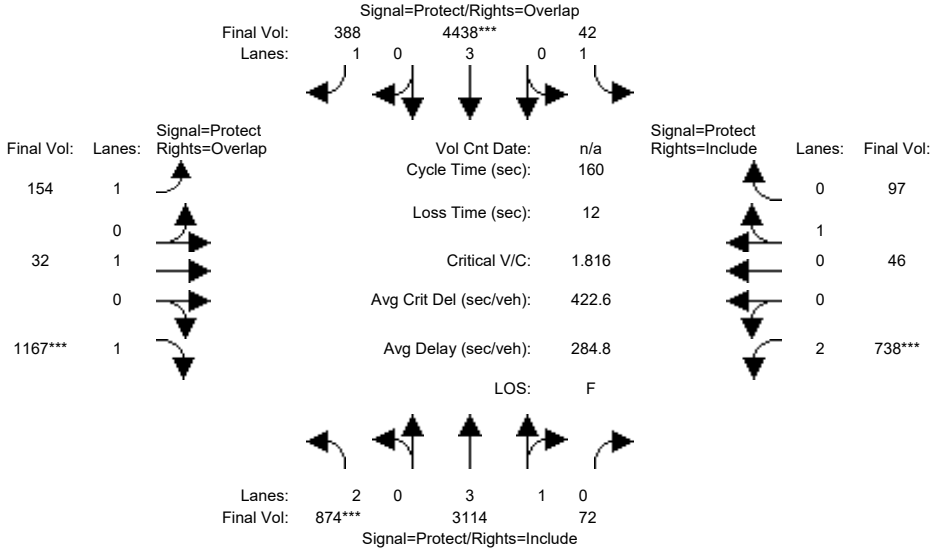
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #54: (17) GREAT AMERICA / 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: | 813 | 2900 | 67 | 39 | 4131 | 361 | 143 | 30 | 1085 | 686 | 43 | 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: | 813 | 2900 | 67 | 39 | 4131 | 361 | 143 | 30 | 1085 | 686 | 43 | 91 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | 0 | -4 | 0 | 0 | -4 | 0 | 0 | 0 | 0 | 0 | 0 | -1 |
| Initial Fut: | 813 | 2896 | 67 | 39 | 4127 | 361 | 143 | 30 | 1085 | 686 | 43 | 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: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 874 | 3114 | 72 | 42 | 4438 | 388 | 154 | 32 | 1167 | 738 | 46 | 97 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 874 | 3114 | 72 | 42 | 4438 | 388 | 154 | 32 | 1167 | 738 | 46 | 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: | 874 | 3114 | 72 | 42 | 4438 | 388 | 154 | 32 | 1167 | 738 | 46 | 97 |
| 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 | 0.32 | 0.68 |
| Final Sat.: | 3150 | 7330 | 170 | 1750 | 5700 | 1750 | 1750 | 1900 | 1750 | 3150 | 582 | 1218 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.42 | 0.42 | 0.02 | 0.78 | 0.22 | 0.09 | 0.02 | 0.67 | 0.23 | 0.08 | 0.08 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green Time: | 24.5 | 85.5 | 85.5 | 7.5 | 68.6 | 97.5 | 28.8 | 34.3 | 58.8 | 20.6 | 26.1 | 26.1 |
| Volume/Cap: | 1.82 | 0.79 | 0.79 | 0.51 | 1.82 | 0.36 | 0.49 | 0.08 | 1.82 | 1.82 | 0.49 | 0.49 |
| Delay/Veh: | 442.9 | 31.3 | 31.3 | 79.5 | 414 | 15.9 | 60.1 | 50.3 | 423.7 | 446.3 | 62.2 | 62.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 442.9 | 31.3 | 31.3 | 79.5 | 414 | 15.9 | 60.1 | 50.3 | 423.7 | 446.3 | 62.2 | 62.2 |
| LOS by Move: | F | C | C | E | F | B | E | D | F | F | E | E |
| HCM2k95thQ: | 81 | 48 | 48 | 4 | 226 | 18 | 13 | 2 | 193 | 72 | 13 | 13 |

Note: Queue reported is the number of cars per lane.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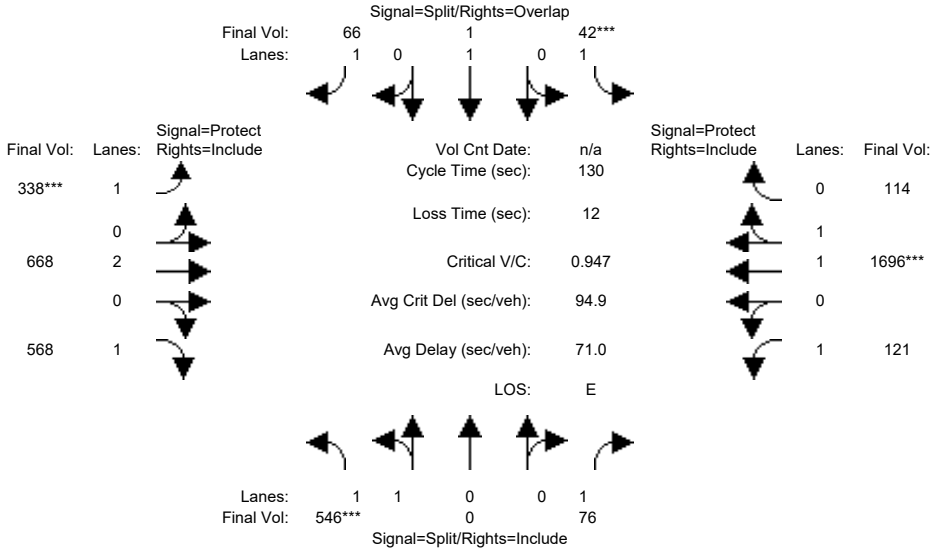
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #73: (27) 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: | 528 | 0 | 68 | 38 | 1 | 59 | 304 | 604 | 515 | 109 | 1537 | 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: | 528 | 0 | 68 | 38 | 1 | 59 | 304 | 604 | 515 | 109 | 1537 | 103 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -37 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | -4 | 0 | -11 | 0 |
| Initial Fut: | 491 | 0 | 68 | 38 | 1 | 59 | 304 | 601 | 511 | 109 | 1526 | 103 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 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: | 546 | 0 | 76 | 42 | 1 | 66 | 338 | 668 | 568 | 121 | 1696 | 114 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 546 | 0 | 76 | 42 | 1 | 66 | 338 | 668 | 568 | 121 | 1696 | 114 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 546 | 0 | 76 | 42 | 1 | 66 | 338 | 668 | 568 | 121 | 1696 | 114 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 1.00 | 0.92 | 0.92 | 0.98 | 0.95 |
| Lanes: | 2.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.87 | 0.13 |
| Final Sat.: | 3550 | 0 | 1750 | 1750 | 1900 | 1750 | 1750 | 3800 | 1750 | 1750 | 3466 | 234 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.00 | 0.04 | 0.02 | 0.00 | 0.04 | 0.19 | 0.18 | 0.32 | 0.07 | 0.49 | 0.49 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green Time: | 29.0 | 0.0 | 29.0 | 10.0 | 10.0 | 32.4 | 22.4 | 65.1 | 65.1 | 13.9 | 56.6 | 56.6 |
| Volume/Cap: | 0.69 | 0.00 | 0.19 | 0.31 | 0.01 | 0.15 | 1.12 | 0.35 | 0.65 | 0.65 | 1.12 | 1.12 |
| Delay/Veh: | 48.9 | 0.0 | 41.2 | 58.1 | 55.4 | 38.3 | 142.9 | 19.8 | 25.7 | 63.4 | 101 | 100.7 |
| 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: | 48.9 | 0.0 | 41.2 | 58.1 | 55.4 | 38.3 | 142.9 | 19.8 | 25.7 | 63.4 | 101 | 100.7 |
| LOS by Move: | D | A | D | E | E | D | F | B | C | E | F | F |
| HCM2k95thQ: | 21 | 0 | 5 | 4 | 0 | 4 | 35 | 14 | 30 | 10 | 79 | 79 |

Note: Queue reported is the number of cars per lane.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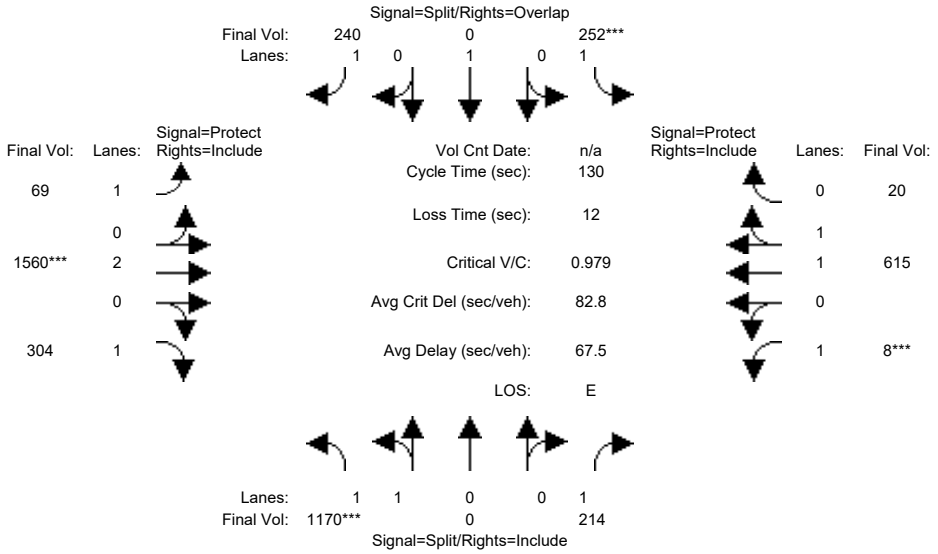
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #73: (27) 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: | 1240 | | 0 | 208 | 244 | | 0 | 234 | 67 | | 1516 | 296 | 8 | | 603 | 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: | 1240 | | 0 | 208 | 244 | | 0 | 234 | 67 | | 1516 | 296 | 8 | | 603 | 19 |
| Added Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 10% TDM: | -105 | | 0 | 0 | 0 | | 0 | -1 | 0 | | -3 | -1 | 0 | | -6 | 0 |
| Initial Fut: | 1135 | | 0 | 208 | 244 | | 0 | 233 | 67 | | 1513 | 295 | 8 | | 597 | 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: | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 |
| PHF Volume: | 1170 | | 0 | 214 | 252 | | 0 | 240 | 69 | | 1560 | 304 | 8 | | 615 | 20 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 1170 | | 0 | 214 | 252 | | 0 | 240 | 69 | | 1560 | 304 | 8 | | 615 | 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: | 1170 | | 0 | 214 | 252 | | 0 | 240 | 69 | | 1560 | 304 | 8 | | 615 | 20 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 |
| Adjustment: | 0.93 | | 1.00 | 0.92 | 0.92 | | 1.00 | 0.92 | 0.92 | | 1.00 | 0.92 | 0.92 | | 0.97 | 0.95 |
| Lanes: | 2.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.94 | 0.06 |
| Final Sat.: | 3550 | | 0 | 1750 | 1750 | | 1900 | 1750 | 1750 | | 3800 | 1750 | 1750 | | 3586 | 114 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.33 | | 0.00 | 0.12 | 0.14 | | 0.00 | 0.14 | 0.04 | | 0.41 | 0.17 | 0.00 | | 0.17 | 0.17 |
| Crit Moves: | **** | | | | **** | | | | | | **** | | **** | | | |
| Green Time: | 41.0 | | 0.0 | 41.0 | 17.9 | | 0.0 | 33.5 | 15.6 | | 51.1 | 51.1 | 8.0 | | 43.5 | 43.5 |
| Volume/Cap: | 1.04 | | 0.00 | 0.39 | 1.04 | | 0.00 | 0.53 | 0.33 | | 1.04 | 0.44 | 0.08 | | 0.51 | 0.51 |
| Delay/Veh: | 83.8 | | 0.0 | 35.2 | 126.2 | | 0.0 | 42.8 | 53.3 | | 75.3 | 29.4 | 57.8 | | 35.1 | 35.1 |
| User DelAdj: | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 83.8 | | 0.0 | 35.2 | 126.2 | | 0.0 | 42.8 | 53.3 | | 75.3 | 29.4 | 57.8 | | 35.1 | 35.1 |
| LOS by Move: | F | | A | D | F | | A | D | D | | E | C | E | | D | D |
| HCM2k95thQ: | 53 | | 0 | 14 | 29 | | 0 | 17 | 5 | | 57 | 17 | 1 | | 19 | 19 |

Note: Queue reported is the number of cars per lane.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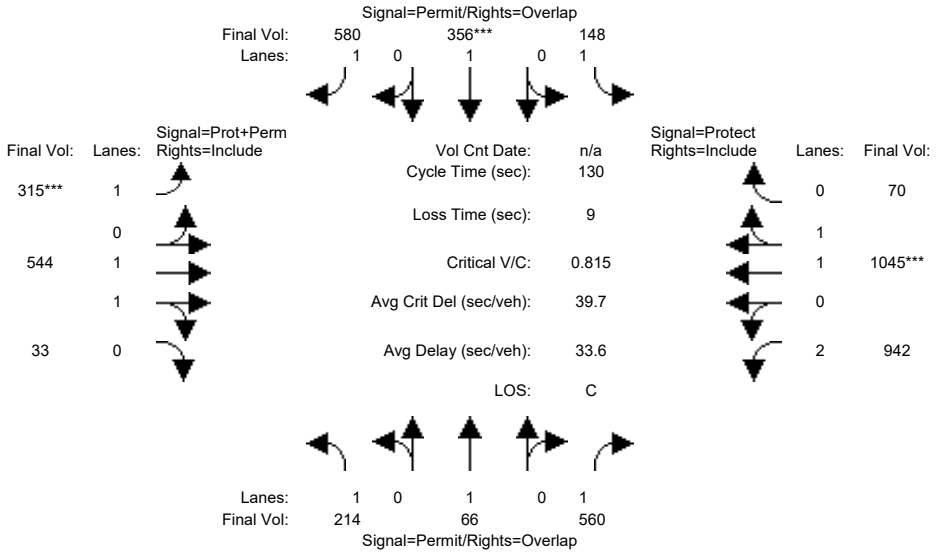
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

## Intersection #74: (28) 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: | 206 | 61 | 520 | 135 | 325 | 528 | 287 | 496 | 32 | 860 | 951 | 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: | 206 | 61 | 520 | 135 | 325 | 528 | 287 | 496 | 32 | 860 | 951 | 64 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -11 | -1 | -10 | 0 | -1 | 0 | 0 | -1 | -2 | -3 | 0 | 0 |
| Initial Fut: | 195 | 60 | 510 | 135 | 324 | 528 | 287 | 495 | 30 | 857 | 951 | 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: | 214 | 66 | 560 | 148 | 356 | 580 | 315 | 544 | 33 | 942 | 1045 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 214 | 66 | 560 | 148 | 356 | 580 | 315 | 544 | 33 | 942 | 1045 | 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: | 214 | 66 | 560 | 148 | 356 | 580 | 315 | 544 | 33 | 942 | 1045 | 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 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.88 | 0.12 | 2.00 | 1.87 | 0.13 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3488 | 211 | 3150 | 3467 | 233 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.03 | 0.32 | 0.08 | 0.19 | 0.33 | 0.00 | 0.16 | 0.16 | 0.30 | 0.30 | 0.30 |
| Crit Moves: | | | | | **** | | **** | | | | **** | |
| Green Time: | 36.0 | 36.0 | 91.9 | 36.0 | 36.0 | 67.8 | 31.8 | 29.1 | 29.1 | 55.9 | 53.2 | 53.2 |
| Volume/Cap: | 0.44 | 0.13 | 0.45 | 0.31 | 0.68 | 0.64 | 0.74 | 0.70 | 0.70 | 0.70 | 0.74 | 0.74 |
| Delay/Veh: | 39.4 | 35.3 | 8.5 | 37.5 | 45.3 | 23.8 | 51.8 | 49.0 | 49.0 | 31.8 | 34.4 | 34.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.4 | 35.3 | 8.5 | 37.5 | 45.3 | 23.8 | 51.8 | 49.0 | 49.0 | 31.8 | 34.4 | 34.4 |
| LOS by Move: | D | D | A | D | D | C | D | D | D | C | C | C |
| HCM2k95thQ: | 15 | 4 | 19 | 10 | 23 | 31 | 23 | 20 | 20 | 31 | 32 | 32 |

Note: Queue reported is the number of cars per lane.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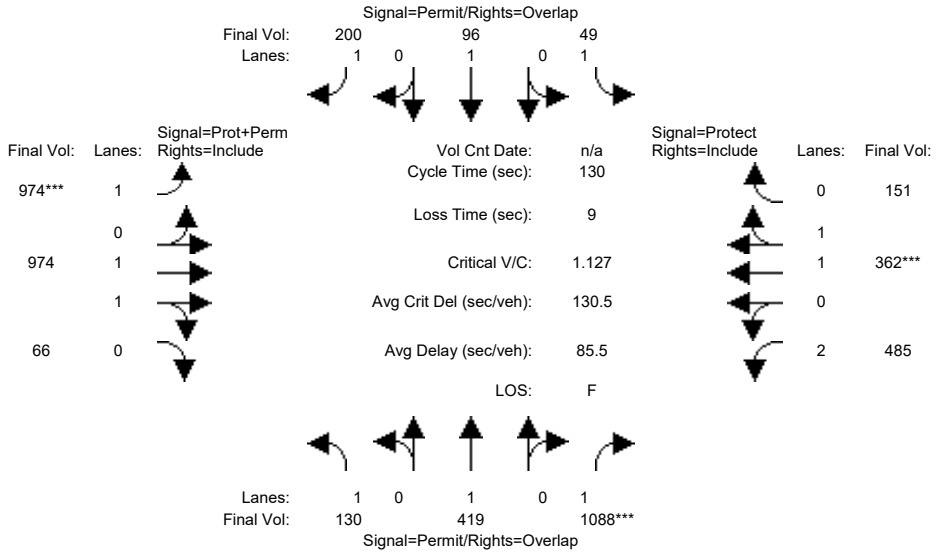
Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

## Intersection #74: (28) 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: | 132 | 408 | 1059 | 48 | 94 | 194 | 945 | 945 | 68 | 479 | 351 | 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: | 132 | 408 | 1059 | 48 | 94 | 194 | 945 | 945 | 68 | 479 | 351 | 146 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10% TDM: | -6 | -2 | -4 | 0 | -1 | 0 | 0 | 0 | -4 | -9 | 0 | 0 |
| Initial Fut: | 126 | 406 | 1055 | 48 | 93 | 194 | 945 | 945 | 64 | 470 | 351 | 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: | 130 | 419 | 1088 | 49 | 96 | 200 | 974 | 974 | 66 | 485 | 362 | 151 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 130 | 419 | 1088 | 49 | 96 | 200 | 974 | 974 | 66 | 485 | 362 | 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: | 130 | 419 | 1088 | 49 | 96 | 200 | 974 | 974 | 66 | 485 | 362 | 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 | 0.98 | 0.95 | 0.83 | 0.98 | 0.95 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.87 | 0.13 | 2.00 | 1.40 | 0.60 |
| Final Sat.: | 1750 | 1900 | 1750 | 1750 | 1900 | 1750 | 1750 | 3465 | 235 | 3150 | 2612 | 1087 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.22 | 0.62 | 0.03 | 0.05 | 0.11 | 0.00 | 0.28 | 0.28 | 0.15 | 0.14 | 0.14 |
| Crit Moves: | | | **** | | | | **** | | | | **** | |
| Green Time: | 48.4 | 48.4 | 74.1 | 48.4 | 48.4 | 106.0 | 57.6 | 46.9 | 46.9 | 25.7 | 15.0 | 15.0 |
| Volume/Cap: | 0.20 | 0.59 | 1.09 | 0.08 | 0.14 | 0.14 | 1.26 | 0.78 | 0.78 | 0.78 | 1.20 | 1.20 |
| Delay/Veh: | 27.8 | 34.2 | 84.5 | 26.4 | 27.1 | 2.5 | 162.0 | 39.9 | 39.9 | 55.7 | 168 | 168.3 |
| 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: | 27.8 | 34.2 | 84.5 | 26.4 | 27.1 | 2.5 | 162.0 | 39.9 | 39.9 | 55.7 | 168 | 168.3 |
| LOS by Move: | C | C | F | C | C | A | F | D | D | E | F | F |
| HCM2k95thQ: | 7 | 24 | 95 | 3 | 5 | 4 | 104 | 33 | 33 | 21 | 29 | 29 |

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

## Signal Warrant Analysis

*Freedom Circel Focus Area Traffic Study*

## TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: LJ date: 1/28/21

Major Street: Old Ironside Dr — Critical Approach Speed* (mph) 25

Minor Street: Old Glory Ln/ — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..……..……..…….. ☑

In built up area of isolated community of < 10,000 population……..……..……. ☐

OR } **Rural (R)**

☐ **Urban (U)**

**AM PEAK PERIOD**

**Warrant 3 - Peak Hour**

**PART A**

(All parts 1, 2, and 3 below must be satisfied)

AM PEAK PERIOD

| | Existing | 2030 No Project | 2030 GreyStar | 2030 FC Buildout | 2040 FC No Proj | 2040 FC (Ph2 w FC wo MCB Conn) | | | |
|---|---|---|---|---|---|---|---|---|---|
| Minor Street Approach Direction w/ Highest Delay | WB | WB | WB | WB | WB | WB | | | |
| Highest Minor Street Average Delay (sec/veh) | 8.7 | 8.8 | 8.8 | 9.4 | OVFL | OVFL | | | |
| Corresponding Minor Street Approach Volume (veh/hr) | 36 | 44 | 43 | 36 | 1823 | 2068 | | | |
| Minor Street Total Delay (veh-hrs) | 0.1 | 0.1 | 0.1 | 0.1 | >4 | >4 | | | |
| 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 | No | No | No | 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 | No | No | No | No | 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. | No | No | No | No | Yes | Yes | | | |
| **Signal Warranted based on Part A?** | **No** | **No** | **No** | **No** | **Yes** | **Yes** | | | |

*OVFL denotes delay greater than 300s

**PART B**

AM PEAK PERIOD

| | | Approach Lanes: One | Approach Lanes: 2 or More | Existing | 2030 No Project | 2030 GreyStar | 2030 FC Buildout | 2040 FC No Proj | 2040 FC (Ph2 w FC wo MCB Conn) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Major Street - Both Approaches | Old Ironside Dr | X | | 56 | 61 | 59 | 190 | 1797 | 1661 | | | |
| Minor Street - Highest Approach | Old Glory Ln/ | X | | 36 | 44 | 43 | 36 | 1823 | 2068 | | | |
| **Signal Warranted based on Part B?** | | | | **No** | **No** | **No** | **No** | **Yes** | **Yes** | | | |

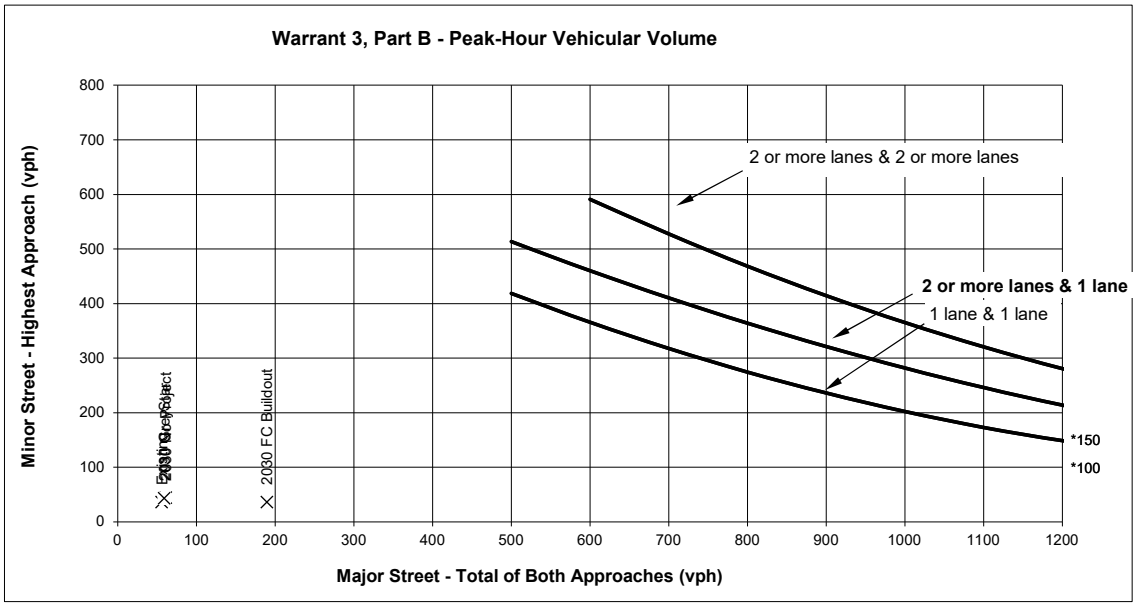
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California 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:*

*Freedom Circel Focus Area Traffic Study*

**Old Ironside Drive and Old Glory Ln** **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 | Existing | 2030 No Project | 2030 GreyStar | 2030 FC Buildout | 2040 FC No Proj | 2040 FC (Ph2 w FC wo MCB Conn) | | | |
| Major Street - Both Approaches | Old Ironside Dr | X | | 56 | 61 | 59 | 190 | 1797 | 1661 | | | |
| Minor Street - Highest Approach | Old Glory Ln/ | X | | 36 | 44 | 43 | 36 | 1823 | 2068 | | | |
| **Signal Warranted Based on Part B - Peak-Hour Volumes?** | | | | **No** | **No** | **No** | **No** | **Yes** | **Yes** | | | |

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

*Freedom Circel Focus Area Traffic Study*

## TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: LJ date: 1/28/21

Major Street: Old Ironside Dr — Critical Approach Speed* (mph) 25

Minor Street: Old Glory Ln/ — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..……..……..…….. ☑

In built up area of isolated community of < 10,000 population……..……..……. ☐

OR } **Rural (R)**

☐ **Urban (U)**

**AM PEAK PERIOD**

**Warrant 3 - Peak Hour**

**PART A**

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

| | Existing | 2030 No Project | 2030 GreyStar | 2030 FC Buildout | 2040 FC No Proj | 2040 FC (Ph2 w FC wo MCB Conn) | | | |
|---|---|---|---|---|---|---|---|---|---|
| Minor Street Approach Direction w/ Highest Delay | WB | WB | WB | WB | WB | WB | | | |
| Highest Minor Street Average Delay (sec/veh) | 9.6 | 10.1 | 10.0 | 9.4 | OVFL | OVFL | | | |
| Corresponding Minor Street Approach Volume (veh/hr) | 11 | 16 | 15 | 104 | 996 | 1084 | | | |
| Minor Street Total Delay (veh-hrs) | 0.0 | 0.0 | 0.0 | 0.3 | >4 | >4 | | | |
| 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 | No | No | No | 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 | No | No | No | Yes | 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. | No | No | No | No | Yes | Yes | | | |
| **Signal Warranted based on Part A?** | **No** | **No** | **No** | **No** | **Yes** | **Yes** | | | |

*OVFL denotes delay greater than 300s

**PART B**

PM PEAK HOUR

| | | Approach Lanes One | Approach Lanes 2 or More | Existing | 2030 No Project | 2030 GreyStar | 2030 FC Buildout | 2040 FC No Proj | 2040 FC (Ph2 w FC wo MCB Conn) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Major Street - Both Approaches | Old Ironside Dr | X | | 224 | 232 | 234 | 295 | 2337 | 2350 | | | |
| Minor Street - Highest Approach | Old Glory Ln/ | X | | 11 | 16 | 15 | 104 | 1859 | 1718 | | | |
| **Signal Warranted based on Part B?** | | | | **No** | **No** | **No** | **No** | **Yes** | **Yes** | | | |

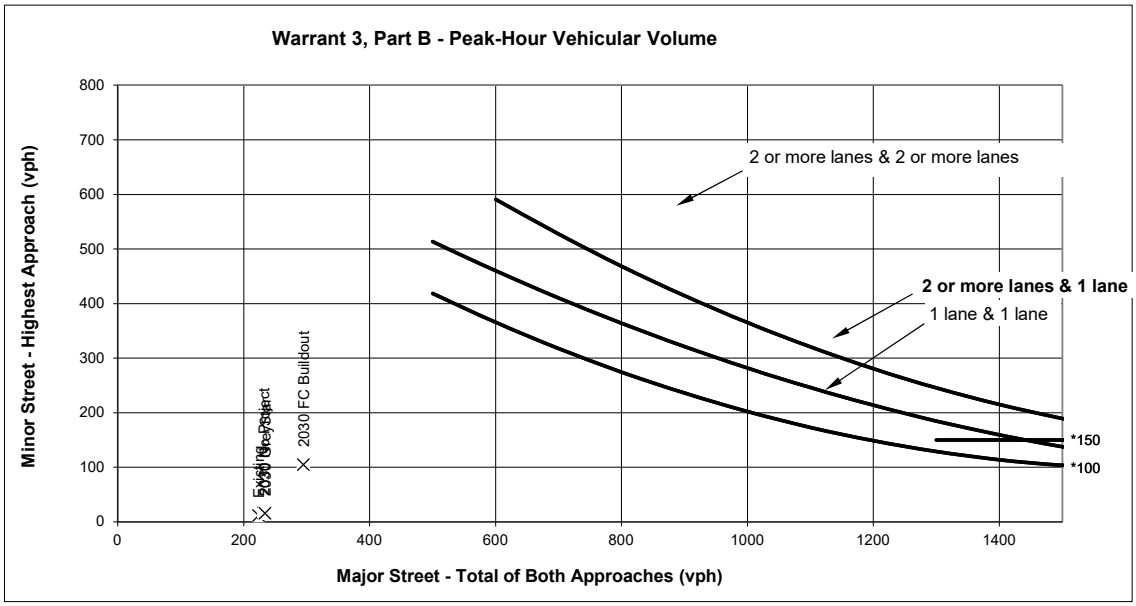
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California 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:*

*Freedom Circel Focus Area Traffic Study*

**Old Ironside Drive and Old Glory Ln** **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 | Existing | 2030 No Project | 2030 GreyStar | 2030 FC Buildout | 2040 FC No Proj | 2040 FC (Ph2 w FC wo MCB Conn) | | | |
| Major Street - Both Approaches | Old Ironside Dr | X | | 224 | 232 | 234 | 295 | 2337 | 2350 | | | |
| Minor Street - Highest Approach | Old Glory Ln/ | X | | 11 | 16 | 15 | 104 | 1859 | 1718 | | | |
| **Signal Warranted Based on Part B - Peak-Hour Volumes?** | | | | **No** | **No** | **No** | **No** | **Yes** | **Yes** | | | |

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

*Freedom Circle Focus Area Traffic Study*

## TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: LJ date: 1/28/21

Major Street: Patrick Henry Drive — Critical Approach Speed* (mph) 25

Minor Street: Old Ironside Drive — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..……..……..

In built up area of isolated community of < 10,000 population……..……..

☐ ☐ } **Rural (R)**

☑ **Urban (U)**

**AM PEAK PERIOD**

**Warrant 3 - Peak Hour**

**PART A**

(All parts 1, 2, and 3 below must be satisfied)

AM PEAK PERIOD

| | Existing | 2030 No Project | 2030 GreyStar | 2030 FC Buildout | 2040 FC No Proj | 2040 FC (Ph2 w FC wo MCB Conn) | | | |
|---|---|---|---|---|---|---|---|---|---|
| Minor Street Approach Direction w/ Highest Delay | SB | SB | SB | SB | SB | SB | | | |
| Highest Minor Street Average Delay (sec/veh) | 10.8 | 10.8 | 10.9 | 12.1 | 6027.5 | 2240.2 | | | |
| Corresponding Minor Street Approach Volume (veh/hr) | 29 | 32 | 31 | 110 | 242 | 319 | | | |
| Minor Street Total Delay (veh-hrs) | 0.1 | 0.1 | 0.1 | 0.4 | 404.6 | >4 | | | |
| 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 | No | No | No | 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 | No | No | No | Yes | 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. | No | No | No | No | Yes | Yes | | | |
| **Signal Warranted based on Part A?** | **No** | **No** | **No** | **No** | **Yes** | **Yes** | | | |

*OVFL denotes delay greater than 300s

**PART B**

AM PEAK PERIOD

| | | Approach Lanes: One | Approach Lanes: 2 or More | Existing | 2030 No Project | 2030 GreyStar | 2030 FC Buildout | 2040 FC No Proj | 2040 FC (Ph2 w FC wo MCB Conn) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Major Street - Both Approaches | Patrick Henry Drive | | X | 420 | 420 | 427 | 424 | 2297 | 2089 | | | |
| Minor Street - Highest Approach | Old Ironside Drive | X | | 29 | 32 | 31 | 110 | 242 | 319 | | | |
| **Signal Warranted based on Part B?** | | | | **No** | **No** | **No** | **No** | **Yes** | **Yes** | | | |

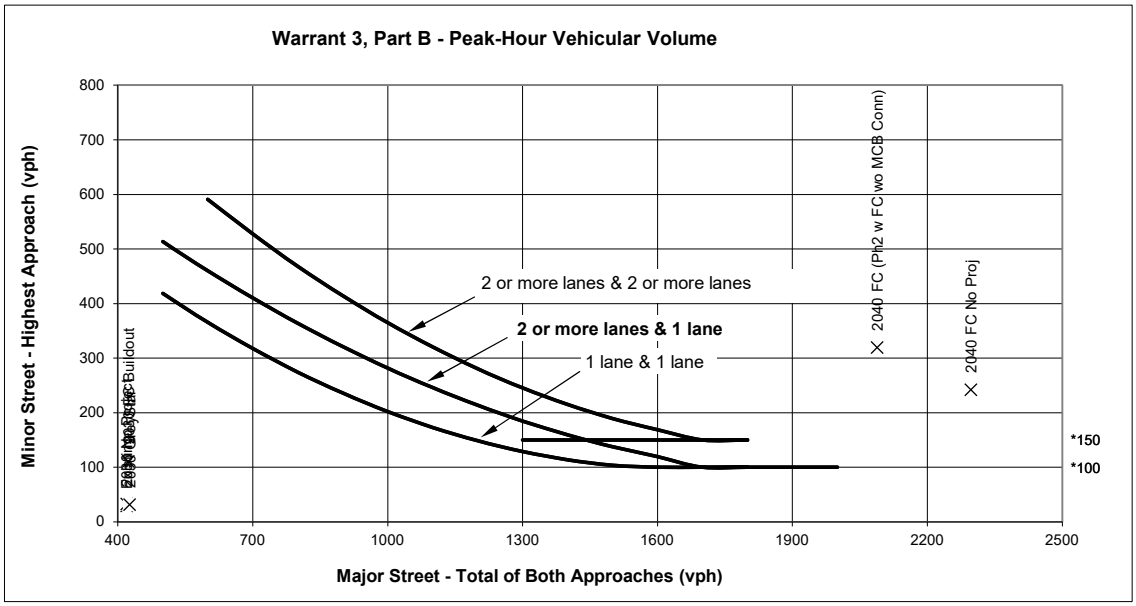
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California 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:*

*Freedom Circle Focus Area Traffic Study*

**Old Ironside Drive and Patrick Henry Drive** **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 | Existing | 2030 No Project | 2030 GreyStar | 2030 FC Buildout | 2040 FC No Proj | 2040 FC (Ph2 w FC wo MCB Conn) | | | |
| Major Street - Both Approaches | Patrick Henry Drive | | X | 420 | 420 | 427 | 424 | 2297 | 2089 | | | |
| Minor Street - Highest Approach | Old Ironside Drive | X | | 29 | 32 | 31 | 110 | 242 | 319 | | | |
| **Signal Warranted Based on Part B - Peak-Hour Volumes?** | | | | **No** | **No** | **No** | **No** | **Yes** | **Yes** | | | |

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

*Freedom Circle Focus Area Traffic Study*

## TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: LJ date: 1/28/21

Major Street: Patrick Henry Drive — Critical Approach Speed* (mph) 25

Minor Street: Old Ironside Drive — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……..……..……..…….. ☐

In built up area of isolated community of < 10,000 population……..……..……. ☐

OR — **Rural (R)**

☑ **Urban (U)**

**AM PEAK PERIOD**

**Warrant 3 - Peak Hour**

**PART A**

(All parts 1, 2, and 3 below must be satisfied)

| | PM PEAK HOUR | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Existing | 2030 No Project | 2030 GreyStar | 2030 FC Buildout | 2040 FC No Proj | 2040 FC (Ph2 w FC wo MCB Conn) | | | |
| Minor Street Approach Direction w/ Highest Delay | SB | SB | SB | SB | SB | SB | | | |
| Highest Minor Street Average Delay (sec/veh) | 21.5 | 29.7 | 30.7 | 24.1 | OVFL | OVFL | | | |
| Corresponding Minor Street Approach Volume (veh/hr) | 131 | 131 | 132 | 136 | 936 | 733 | | | |
| Minor Street Total Delay (veh-hrs) | 0.8 | 1.1 | 1.1 | 0.9 | >4 | >4 | | | |
| 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 | No | No | No | 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 | Yes | Yes | 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 | Yes | Yes | Yes | Yes | | | |
| **Signal Warranted based on Part A?** | **No** | **No** | **No** | **No** | **Yes** | **Yes** | | | |

*OVFL denotes delay greater than 300s

**PART B**

| | | Approach Lanes | | PM PEAK HOUR | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | One | 2 or More | Existing | 2030 No Project | 2030 GreyStar | 2030 FC Buildout | 2040 FC No Proj | 2040 FC (Ph2 w FC wo MCB Conn) | | | |
| Major Street - Both Approaches | Patrick Henry Drive | | X | 694 | 848 | 859 | 748 | 1865 | 1780 | | | |
| Minor Street - Highest Approach | Old Ironside Drive | X | | 131 | 131 | 132 | 136 | 936 | 733 | | | |
| **Signal Warranted based on Part B?** | | | | **No** | **No** | **No** | **No** | **Yes** | **Yes** | | | |

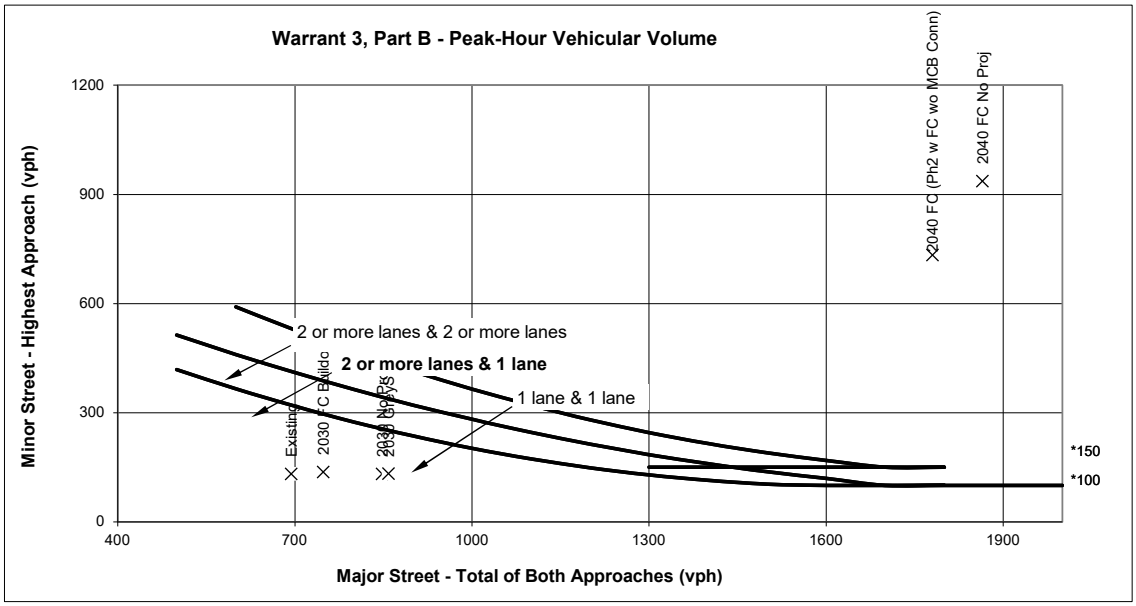
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California 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:*

*Freedom Circle Focus Area Traffic Study*

**Old Ironside Drive and Patrick Henry Drive** **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 | Existing | 2030 No Project | 2030 GreyStar | 2030 FC Buildout | 2040 FC No Proj | 2040 FC (Ph2 w FC wo MCB Conn) | | | |
| Major Street - Both Approaches | Patrick Henry Drive | | X | 694 | 848 | 859 | 748 | 1865 | 1780 | | | |
| Minor Street - Highest Approach | Old Ironside Drive | X | | 131 | 131 | 132 | 136 | 936 | 733 | | | |
| **Signal Warranted Based on Part B - Peak-Hour Volumes?** | | | | **No** | **No** | **No** | **No** | **Yes** | **Yes** | | | |

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

**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**

**BE IT RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:**

**WHEREAS**, the California Environmental Quality Act (CEQA) was enacted by the State of California in 1970 to ensure the long-term protection of the environment and requires public agencies to analyze and disclose the effects of their actions on the environment;

**WHEREAS**, the California Office of Planning and Research develops the CEQA Guidelines to interpret CEQA statutes and published court decisions, including several appendices to the CEQA Guidelines that contain forms and guidance for lead agencies when performing environmental review;

**WHEREAS**, in order to carry out their mandate under CEQA, public agencies are encouraged to develop standards and procedures necessary to evaluate their actions including thresholds of significance;

**WHEREAS**, thresholds of significance are identifiable quantitative, qualitative or performance level measures of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant, and compliance with which means the effect normally will be determined to be less than significant;

**WHEREAS**, in circumstances where public agencies decide to develop their own thresholds of significance for general use, the CEQA Guidelines provide that thresholds of significance must be formally adopted through a public review process and supported by substantial evidence;

**WHEREAS**, the City of Santa Clara ("City"), as a lead agency on certain projects, implements CEQA pursuant to the Santa Clara Charter and City Code;

//

**WHEREAS**, on June 23, 1992, the City Council adopted Resolution No. 5713 which adopted local environmental review procedures;

**WHEREAS**, the City of Santa Clara has established Level of Service Analysis as the methodology to meet CEQA requirements and enables the City to require that projects include mitigation measures to reduce its transportation impacts and to conform to City of Santa Clara General Plan. This methodology addressed impacts to Level of Service ("LOS") at signalized intersections and required mitigation, typically in the form of expanded roadways and intersections, to accommodate estimated increases in vehicular traffic associated with projects;

**WHEREAS**, pursuant to establishment of LOS methodology, LOS is utilized to measure automobile delay at intersections and is represented as a letter grade A through F. LOS A represents little to no automobile delay, while LOS F represents congestion conditions with substantial amounts of automobile delay. Under the LOS methodology, a project causing the LOS at signalized intersections to degrade below the LOS D standard represents a significant impact under CEQA;

**WHEREAS**, pursuant to the General Plan, the Valley Transportation Authority's Congestion Management Program (CMP) establishes minimum LOS performance level at LOS E at designated regional transportation intersections. LOS is utilized to measure automobile delay at intersections and is represented as a letter grade A through F. Under the CMP methodology, a project causing the LOS at signalized intersections to degrade below the LOS E standard represents a significant impact under CEQA;

**WHEREAS**, LOS is still in effect today and provides a process for the analysis and consideration of the overall conformance of a project with the City's General Plan sustainability, and multimodal transportation policies. It is also used as the environmental analysis threshold of significance and as a tool for transportation planning and operational analysis;

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**WHEREAS,** the General Plan contains policy goals (including but not limited to 5.1.1-P12, 5.3.1-G1, 5.3.1-G3, 5.3.1-P13, 5.3.1-P14, 5.3.4-G3) to:

- implement an alternate vehicular Level of Service standards or other substantiated threshold as a City-wide criteria for streets and intersections under the City's jurisdiction,
- reduce dependence on single occupant automobile use,
- promote projects that minimize vehicle miles traveled, capitalize on public investment in transit, and are compatible with surrounding land uses,
- support high density and intensity projects within a quarter mile of transit hubs and stations and along transit corridors,
- encourage transportation demand management strategies and the provision of bicycle and pedestrian amenities in new development, and
- promote mixed-use projects that maximize accessibility to alternate transportation modes and integrate pedestrian, bicycle, transit, open space and outdoor uses to encourage active centers.

**WHEREAS**, in 2013, the State of California Legislature passed and Governor Brown signed Senate Bill 743 (Steinberg). Senate Bill 743 directs the California Office of Planning and Research to produce new CEQA guidance for cities that removes automobile LOS from transportation analysis under CEQA and replaces it with Vehicle Miles Traveled ("VMT"), or another measure that "promote(s) the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." The intent of this change is to shift the focus of transportation analysis from driver delay to the reduction of greenhouse gas (GHG) emissions, creation of multimodal networks, and promotion of integrated land uses;

**WHEREAS**, VMT measures the amount and distance people drive, taking the number of passengers within a vehicle into account. Typically, projects at a greater distance from other uses, located in areas with limited access to non-auto modes of travel, generate more driving

than those that are located proximate to other complementary uses and/or where there are transportation options other than the automobile. The information used to calculate VMT is already required to calculate and factor air quality and greenhouse gas emissions;

**WHEREAS**, on December 28, 2018, the California Natural Resources Agency certified and adopted a CEQA Guidelines update package, including the Guidelines section implementing Senate Bill 743 (§ 15064.3) and directs all public agencies to utilize VMT as a threshold of significance by July 1, 2020;

**WHEREAS**, the City is adopting this Policy to bring the City of Santa Clara's transportation analysis methodology in line with State and City goals pursuant to Senate Bill 743 and the City of Santa Clara General Plan;

**WHEREAS**, the City proposes to amend Resolution 5713 to append Exhibit A ("Local Procedure for Implementing the California Environmental Quality Act of 1970") with the "Transportation Analysis Policy" attached hereto and incorporated herein by this reference, which establishes:

1. The transportation analysis framework for proposed projects, developments, land use plans, and transportation projects in the City of Santa Clara;
2. VMT based analysis for transportation impacts under CEQA; and
3. The requirement that projects perform Transportation Operational Analysis to analyze Intersection Level of Service and other transportation elements for their conformance with the multimodal transportation strategies, goals, and policies in the General Plan including Congestion Management Program requirements; and address operational deficiencies found in that analysis to the transportation system;

**WHEREAS**, CEQA Guidelines Section 15064.7(b) directs the City to adopt thresholds of significance based on substantial evidence by ordinance, resolution, rule or regulation through a public process;

//

**WHEREAS**, outreach efforts were conducted with the community including hosting two public outreach meetings (October 24, 2019 and October 30, 2019), presenting at the City's Bicycle and Pedestrian Advisory Committee meeting (January 27, 2020), and conducting study sessions before the Planning Commission (December 11, 2019 and April 22, 2020) and City Council (November 5, 2019 and May 12, 2020) to review the policy components;

**WHEREAS**, on June 10, 2020, the Planning Commission held a public hearing on this policy and adopted a resolution in support of this policy;

**WHEREAS**, pursuant to Public Resources Code Section 21080(b)(1), the adoption of a Transportation Analysis Policy is a ministerial action and pursuant to Guidelines 15268(a), a ministerial action is exempt from the requirements of CEQA;

**WHEREAS**, the City Council of the City of Santa Clara is the decision-making body for this Resolution and has considered the environmental clearance described above prior to taking any action on this Resolution; and,

**WHEREAS**, on June 23, 2020, the City Council held a duly noticed public hearing to consider the Transportation Analysis Policy, at which time all interested persons were given an opportunity to present evidence and provide testimony, both in support of and in opposition to the proposed Policy.

**NOW THEREFORE, BE IT FURTHER RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:**

1. That the City of Santa Clara hereby finds that the above Recitals are true and correct and by this reference makes them a part hereof.

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2. That the City of Santa Clara hereby amends Resolution 5713 to append Exhibit A ("Local Procedure for Implementing the California Environmental Quality Act of 1970") with the attached Transportation Analysis Policy, attached hereto as Exhibit A and made a part of this Resolution, and that said exhibit is hereby approved and adopted.

3. Effective date. This resolution shall become effective immediately.

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED AND ADOPTED BY THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE 23RD DAY OF JUNE, 2020, BY THE FOLLOWING VOTE:

| | | |
|---|---|---|
| AYES: | COUNCILORS: | Chahal, Davis, O'Neill, and Watanabe, and Mayor Gillmor |
| NOES: | COUNCILORS: | None |
| ABSENT: | COUNCILORS: | Hardy |
| ABSTAINED: | COUNCILORS: | None |

ATTEST: _____
NORA PIMENTEL, MMC
ASSISTANT CITY CLERK
CITY OF SANTA CLARA

Attachments incorporated by reference:
1. Exhibit A – Transportation Analysis Policy

# EXHIBIT A

## Transportation Analysis Policy

*Purpose/Intent*
The California Environmental Quality Act (CEQA) requires all California Cities to evaluate and disclose potential transportation environmental impacts of any proposed "Project." It is the intent of this policy to establish Vehicle Miles Traveled (VMT) as the methodology for analyzing transportation environmental impacts and establish baseline, threshold and exemptions for environmental review to comply with State law. This policy also establishes the requirement of a transportation operational analysis to address transportation deficiencies resulting from a Project.

*Policy*
This policy requires all projects to evaluate and disclose transportation environmental impacts by measuring Vehicle Miles Traveled (VMT) per CEQA and also establishes Level of Service (LOS) as an operational measure of intersection efficiency, which is not defined as transportation environmental impact per CEQA.

Evaluating Vehicle Miles Traveled (VMT)
The City will use the Countywide Average VMT as the established environmental baseline. To evaluate whether a proposed project will have a significant impact under CEQA, the City will compare the project's VMT with this baseline. As detailed in Table 1, for residential and office projects, a Project will have a less than significant impact if the Project results in a 15% VMT reduction compared to the baseline. Consult Table 1 for other project types.

Evaluating Level of Service (LOS)
To evaluate LOS, the City will continue to rely upon the standards set by the City's General Plan. The General Plan Mobility and Transportation Diagram references the LOS "D" standard for local City streets for the Phase I of the plan (2010-2015). For Phase II (2015-2023) and Phase III (2023-2035), the plan allows for exemptions and modifications to the LOS standard based on the context, location and circumstance. The plan also establishes a LOS "E" on the regional roadway facilities.

*Applicability*
All proposed projects are required to undergo environmental review as part of the City's approval process. This includes an analysis of CEQA impacts (VMT) and non CEQA operational measures of intersection efficiency (LOS).

In addition to establishing the baseline and significant impact threshold, this policy establishes certain projects that are presumed to have a less than significant impact per the State's guidance and will not require a VMT analysis. The following is the list of projects that do not require VMT analysis:

- Small Projects (generating 110 daily trips or less)
- Retail uses of 50,000 square feet or less ("Local Serving Retail")
- Local serving public projects such as fire stations, neighborhood parks, libraries, and community centers

- 100% Affordable Housing projects[1]
- "Transit Supportive Projects." A project will qualify as a Transit Supportive Project if it meets the following requirements:
    - The Project is located within ½ mile of an existing Major Transit Stop[2] or an existing transit stop along a High-Quality Transit Corridor[3]
    - For Office/R&D projects, a minimum Floor Area Ratio of 0.75
    - For Residential projects, a minimum density of 35 units/acre
    - Project promotes multimodal transportation networks
    - Project includes transit-oriented design elements
    - No excess parking: the project does not include more parking for use by residents, customers, or employees of the project than required by the City Code
    - No loss of affordable dwelling units: the project does not replace affordable residential units with a smaller number of affordable units, and any replacement units are at the same level of affordability

Projects that do not meet the above requirements are required to evaluate and disclose potential VMT environmental impacts with the established baseline and threshold criteria. Projects that do not require VMT analysis will be required to measure LOS as part of an operational analysis, as appropriate, and provide improvements or address project related operational deficiencies.

The following chart outlines the types of projects and the VMT analysis requirement:

**Table 1. Project Type and VMT Thresholds of Significance**

| **Project Type** | **Threshold for Determination of Significant Transportation Impact** |
|---|---|
| Residential Units | 15% below the existing Countywide VMT per resident. If project VMT per resident exceeds this amount, impact is significant. |
| Employment (e.g. office, R&D) | 15% below the existing Countywide VMT per employee. If project VMT per employee exceeds this amount, impact is significant. |
| Industrial Uses (e.g. warehouse, manufacturing and distribution uses) | 15% below the existing Countywide VMT per employee. If project VMT per employee exceeds this amount, impact is significant. This applies to the work trip element of the project (employee commute only). |

[1] "100% Affordable" means one hundred percent of the total units, exclusive of a manager's unit or units, are for lower income households, as defined by Section 50079.5 of the Health and Safety Code

[2] "Major transit stop" means 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 (c) a major transit stop that is included in Plan Bay Area 2040. Pub. Res. Code §§ 21064.3, 21155(b).

[3] "High-Quality Transit Corridor" means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Pub. Res. Code § 21155(b).

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| Retail Uses | Existing Countywide VMT for retail uses. If Project will result in a net increase in the total existing VMT for the County for regional retail, impact is significant. |
| Uses With a Regional Draw | Land use projects drawing visitors from outside the City shall be analyzed using the most relevant threshold as determined by the Director of Public Works |
| Mixed Uses | Each land use component of a mixed-use project will be analyzed independently, applying the significance threshold for each land use in this Table 1 |
| Change of Use or Additions to Existing Development | Change of use or additions to existing developments shall be analyzed when the change of land use or addition to existing development results in additional trips in excess of the small Project threshold (110 daily trips or less) |
| Focus growth Area Plans, Specific Plans or Precise Plans | Each land use component of a mixed-use project will be analyzed independently, applying the significance threshold for each land use in this Table 1. |
| General Plan Amendments (GPAs), if not covered by other categories on this Table 1. ("Standalone GPAs") | Net increase in VMT greater than the 2035 12.19 VMT per service population target consistent with Santa Clara General Plan Transportation and Mobility[4] |
| Transportation Projects | Net increase in VMT greater than the 2035 12.19 VMT per service population target consistent with Santa Clara General Plan Transportation and Mobility Assumptions[3] |

*Existing Approvals*
Projects that are currently approved, or that are scheduled for adoption prior to July 1, 2020 (and actually adopted by that date), will not require any supplemental VMT environmental review unless the 'Project" requires supplemental environmental review not covered by an addendum.

*Outcomes*
Implementation of this policy will result in reducing VMT growth, promoting the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses and ultimately, meeting the State's long-term climate goals. This policy supports and aligns with the General Plan land use and transportation goals and facilitates the implementation of the three phases of development envisioned in the plan. Lastly, this policy will also support a more sustainable, healthy and livable community as outlined in the City's Climate Action Plan.

[4] Santa Clara General Plan, Appendix 8.7 Transportation and Mobility Assumptions, Table 8.7-4, pages 8.7-7