J. Trip Generation Estimates

FEHR PEERS

MEMORANDUM

Date:	April 30, 2015
To:	Dennis Ng and Debby Fernandez, City of Santa Clara Rich Walter, Erin Efner and Kirsten Chapman, ICF International
From:	Daniel Rubins, Sarah Thomas, Julie Morgan, and Jane Bierstedt, Fehr & Peers
Subject:	**City Place Santa Clara – Trip Generation Estimates**

SJ14-1528.00

This memorandum documents trip generation estimates used in the transportation analysis for the proposed City Place Santa Clara project. It also includes the results of the transit impacts analysis. The sections in this memorandum are:

- Project Description
- Vehicle Trip Estimates
- Private Shuttle and Public Transit Trip Estimates

PROJECT DESCRIPTION

The Project site is located north of the new Levi's Stadium in the northern portion of the City of Santa Clara. The boundaries of the Project site generally extend along State Route (SR) 237 to the north, the Guadalupe River to the east, Tasman Drive / Calle Del Mundo to the south, and Great America Parkway / San Tomas Aquino Creek to the west. The Project is divided into five parcels (1, 2, 3, 4, and 5), with Parcels 1 and 2 located on the eastern half and Parcels 3, 4 and 5 located on the western half of the Project site. There are six development schemes varying in land use type and size. **Table 1** summarizes the amount of land use in each of the six EIR schemes presented in terms of building size, while **Table 2** summarizes that same information in terms of number of employees and residents, which is the basis of the inputs used in the travel demand model.

VEHICLE TRIP GENERATION ESTIMATES

Vehicle trip generation for the proposed development was estimated using a combination of: 1) local trip generation rates observed at large technology employers in Silicon Valley; 2) trip generation rates for mixed-use sites from the calibrated Fehr & Peers' MXD+ tool; 3) available transit reduction data and research; and 4) the VTA travel demand model. The results indicate that the Project (Scheme B-2) is expected to generate approximately 140,730 daily vehicle trips, 10,020 AM Peak Hour vehicle trips (8,010 inbound and 2,010 outbound) and 12,310 PM Peak Hour vehicle trips (4,140 inbound and 8,170 outbound).

A project of this magnitude can alter travel patterns near the site and may have different trip estimates under future conditions than existing conditions due to changes in demographics, socio-economic characteristics, and travel costs in Santa Clara County and other nearby counties. A travel demand model is typically the best tool to capture these effects and evaluate the resulting changes in travel patterns and roadway traffic volumes; however, it can take time to evaluate each development scheme. Thus, it was decided to first determine the scheme with the highest vehicle trip generation, and then apply the travel demand model for that scheme to develop Project traffic assignments to the surrounding roadways. To accomplish this, a two-step process was conducted:

1. *Initial trip generation estimation:* Trip generation estimates were developed for each development scheme based on local trip generation surveys for the office uses, Institute of Transportation Engineers (ITE) rates for other uses, the MXD+ tool to estimate trip internalization, and transit reduction. The scheme with the highest trip generation resulting from this step (Scheme B-2) was then input into the travel demand model for the second step.
2. *Testing and application of VTA model:* The Scheme B land use data was added to the VTA model and its trip generation estimates were compared to those developed in Step 1. The results were used to capture the local effects of the project on the roadway system and to assign project traffic.

Further explanation of each step follows.

INITIAL TRIP GENERATION ESTIMATION

Initial morning and evening peak hour vehicle trip estimates were prepared to determine which project scheme has the greatest trip-making potential. These initial trip estimates were developed using a combination of local trip generation surveys, the Fehr & Peers MXD+ model, and data about reductions in vehicle trips attributable to the availability of public transit options near the site.

Local Office Trip Generation Surveys

Through prior work in Silicon Valley, trip generation rates have been directly observed at several large technology employers including Intuit, Apple, Facebook, and VM Ware. This local empirical data represents the most accurate forecast of trip making behavior of office developments in the Silicon Valley with a mix of high technology firms and their associated TDM programs. The trip surveys were collected over the past five years via driveway counts taken at large software companies located in Santa Clara County that did not have direct access to rail service and where moderate public bus transit service was available within ½-mile of the site. As compared with conventional office buildings, our observations indicate that these employers tend to have lower vehicle trip generation during the AM and PM Peak Hours, but higher total trip generation over the entire day. These results are likely due to several factors:

- **Employee density:** Large technology companies tend to have higher employee densities than are typical for non-technology office uses, with up to five employees per thousand square feet of gross floor area as compared to more typical densities of about 3 employees per thousand square feet.
- **Flexible working hours:** Technology companies tend to have later start and end times and greater flexibility in arrival and departure times than traditional office space, partly in response to congestion on nearby roadways and also in response to employee expectations.
- **Travel Demand Management:** Many technology companies in Silicon Valley have aggressive travel demand management (TDM) programs that provide employees with alternatives to solo driving, including carpooling, vanpooling and long-distance private commute shuttles.

Please see **Table 3** for a comparison of the building characteristics and employee densities from the local surveys and also from the ITE *Trip Generation Manual*. **Table 4** shows the trip generation rates from those same sources. The local trip generation rates for office employees during the AM and PM Peak Hours is approximately 40 percent less than ITE Single Tenant Office rates (vehicle trips per employee) and approximately 35 percent less than ITE office rates (vehicle trips per employee).

Mixed-Use Trip Generation

Because Parcels 4 and 5 contain a mix of land uses, it is appropriate to apply the Fehr & Peers' MXD+ tool, developed with the US Environmental Protection Agency and incorporating research from the Federal Highway Administration. MXD+ addresses concerns with typical trip generation rates, such as those published in the ITE *Trip Generation Manual* and *Handbook*, which are based on single-use sites and have been shown to overestimate peak traffic generation for mixed-use developments (MXDs) by an average of 35 percent. Unlike the ITE method, MXD+ takes into account development density, scale, design, accessibility, transit proximity, demographics and mix of uses, all of which affect site traffic generation. MXD+ applies a reduction to other trip generation rates, such as those from the ITE *Trip Generation Manual*, based on these site characteristics. **Table 5** summarizes the base ITE Land Use Code for each project land use type.

The City Place Santa Clara Project description includes a large proportion of restaurant space within Parcels 4 and 5. There are no other sites within Santa Clara County that contain such a large proportion of restaurant space. Therefore, the trip generation associated with the restaurant space was considered separately. See **Table 6** for the assumed allocation of restaurant types; it was assumed there would be 50-percent internalization of restaurant trips with the adjacent office, retail and entertainment uses in Parcels 4 and 5. Further, the year-round farmer's market/grocery store is assumed to primarily serve users from the Project site and thus a 100-percent trip internalization was applied.

Trip Reductions for Transit

The VTA *Transportation Impact Analysis Guidelines* (2014) includes guidance on applying vehicle trip reductions to account for transit usage for sites within 2,000 feet walking distance of a light rail, bus rapid transit, or Caltrain station; the allowed trip reductions are nine percent for housing uses and six percent for employment uses for all trip purposes combined.

The southern portion (Parcel 2, Phases 1-3 of Parcel 4, and Parcel 5) of the project site is within ½ mile walking distance of the Great America VTA light rail station and the multimodal Great America station served by ACE commuter rail, Capitol Corridor commuter rail, and eight connecting ACE shuttle routes. VTA bus service is available to the west of the site on Great America Parkway and to the south on Tasman Drive, including two express bus routes, two limited bus routes, and three local bus routes. In light of the VTA Guidelines and other research literature on transit mode shares for office workers in infill or transit-oriented sites, we have applied an additional peak hour trip reduction (from the MXD estimates) of five percent for Parcels 2, 4 (Phases 1, 2, and 3), and to account for likely transit usage. This five percent reduction in vehicle trips is based on a review of multiple sources including mode share data from the American Community Survey and Bay Area Transportation Survey, and a literature review on this topic[1]. As a result, for all trip purposes combined (home-based work, home-based other, and non-home based trips) the morning trip reduction to account for transit use is 3.7 percent while the evening reduction is 4.9 percent.

Conclusion

The vehicle trip generation results for each scheme are shown in **Attachment A**. Scheme B-2 has the highest total peak hour trip generation and was selected for further analysis using the VTA travel demand model.

APPLICATION OF TRAVEL DEMAND MODEL

A model run with 12,440 office employees (equating to approximately 3,360,000 square feet of office space) was conducted to determine the level of trip generation the model predicts for this type of land use. As shown in **Table 4**, the trip rates from the model are lower than the rates from local surveys in the AM Peak Hour, while the two sources are almost identical in the PM Peak Hour. In both cases, the trip rates are substantially lower than the rates from the ITE *Trip Generation Manual*. While not shown in **Table 4**, we also noticed that the model reflects less-

[1] Available literature for employment in-fill development indicate a 4 to 16 percent transit mode share during the morning peak hour and a 2 to 31 percent transit mode share during the evening peak hour for office buildings in San Francisco and Los Angeles (Daisa and Parker, Trip Generation Rates for Urban Infill Land Uses in California, ITE Journal, June 2009). While the Travel Characteristics of Transit-Oriented Development in California (Lund, Cervero, and Willson, 2004) indicates a transit commute mode share of 3 to 38 percent for office workers near transit oriented developments in the San Francisco Bay Area, Sacramento, San Diego, Hollywood and Anaheim.

pronounced directionality of trips than indicated by the local surveys; specifically, the model estimated that 78 percent of AM Peak Hour trips would be inbound and 67 percent of PM Peak Hour trips would be outbound, while the local surveys indicated 89 percent inbound trips during the AM Peak Hour and 80 percent outbound trips during the PM Peak Hour.

Scheme B-2 was added to transportation analysis zones 1230 and 1231 in the VTA model. The inbound and outbound trip generation for those zones was adjusted to closely match the total vehicle trips from Step 1 as shown in **Attachment A**. The specific adjustments made to the model's land use inputs are shown in **Attachment B**.

Table 7 summarizes the final trip generation estimates for Scheme B-2 of the Project. The trip generation estimates presented in **Table 7** are "external" trips, meaning trips that cross the project site boundaries and access the surrounding roadway system.

PRIVATE BUS SHUTTLE AND PUBLIC TRANSIT TRIP ESTIMATES

Based on the local trip surveys described above, local office uses have about 1.75 percent of inbound vehicles that are private shuttle buses. These buses typically have 39 to 51 seats and are used for longer distance commutes. Using the AM Peak Hour trip generation as a base, and estimating that 1.75 percent of inbound vehicles are private shuttle buses, each with 51 seats and a 65 percent occupancy rate, it is estimated that the office uses at the City Place project would generate approximately 105 inbound private shuttle bus trips during the AM Peak Hour and 86 outbound private shuttle bus trips during the PM Peak Hour, with 3,510 passengers in the morning and 2,940 passengers in the evening.

As noted previously, the southern portion of the project site is within ½-mile walking distance of rail transit options and there is also public bus service nearby. In addition to the private bus shuttle ridership discussed above, the development would generate approximately 8,320 daily public transit trips, including 530 during the AM Peak Hour and 820 during the PM Peak Hour. **Table 8** shows the private shuttle and public transit service ridership estimates during the AM and PM Peak Hours.

ATTACHMENTS

Tables

Table 1: City Place Santa Clara Development Schemes: Building Size
Table 2: City Place Santa Clara Development Schemes: Employees and Population
Table 3: Comparison of Building Characteristics
Table 4: Comparison of Trip Generation Rates
Table 5: City Place Santa Clara Development Scheme: ITE Land Use Codes
Table 6: City Place Santa Clara Development Scheme: Building Sizes for Parcels 4 and 5
Table 7: Trip Generation Estimates (Scheme B-2)
Table 8: Project Private Shuttle and Public Transit Ridership

Attachments

Attachment A: Initial Trip Generation Estimates for Schemes A-1 to A-3 and B-1 to B-3
Attachment B: Land Use Inputs into Travel Demand Model

TABLES

TABLE 1: CITY PLACE SANTA CLARA DEVELOPMENT SCHEMES: BUILDING SIZE

Scheme	Total Development by Parcel				
	Parcel 1	Parcel 2	Parcel 3	Parcel 4	Parcel 5
EIR Scheme A-1	1,200 KSF Office	2,160 KSF Office	720 KSF Office	1,386.4 KSF Office 298 KSF Hotel 1,000 KSF Retail 195 KSF Restaurants 35 KSF Grocery Store 1,160 Apartment Units 190 KSF Entertainment	258 KSF Office 280 KSF Hotel 62 KSF Retail 25 KSF Restaurants 200 Apartment Units
EIR Scheme A-2	1,200 KSF Office	1,960 KSF Office 200 KSF Retail	720 KSF Office	1,386.4 KSF Office 298 KSF Hotel 1,000 KSF Retail 195 KSF Restaurants 35 KSF Grocery Store 1,160 Apartment Units 190 KSF Entertainment	258 KSF Office 280 KSF Hotel 62 KSF Retail 25 KSF Restaurants 200 Apartment Units
EIR Scheme A-3	1,200 KSF Office	519 KSF Retail	720 KSF Office	1,386.4 KSF Office 298 KSF Hotel 1,000 KSF Retail 195 KSF Restaurants 35 KSF Grocery Store 1,160 Apartment Units 190 KSF Entertainment	258 KSF Office 280 KSF Hotel 62 KSF Retail 25 KSF Restaurants 200 Apartment Units
EIR Scheme B-1	1,200 KSF Office	2,160 KSF Office	720 KSF Office	2546.4 KSF Office 298 KSF Hotel 1,000 KSF Retail 190 KSF Restaurants 35 KSF Grocery Store 190 KSF Entertainment	258 KSF Office 280 KSF Hotel 62 KSF Retail 25 KSF Restaurants 200 Apartment Units

TABLE 1: CITY PLACE SANTA CLARA DEVELOPMENT SCHEMES: BUILDING SIZE

Scheme	Total Development by Parcel				
	Parcel 1	Parcel 2	Parcel 3	Parcel 4	Parcel 5
EIR Scheme B-2	1,200 KSF Office	1,960 KSF Office 200 KSF Retail	720 KSF Office	2546.4 KSF Office 298 KSF Hotel 1,000 KSF Retail 190 KSF Restaurants 35 KSF Grocery Store 190 KSF Entertainment	258 KSF Office 280 KSF Hotel 62 KSF Retail 25 KSF Restaurants 200 Apartment Units
EIR Scheme B-3	1,200 KSF Office	519 KSF Retail	720 KSF Office	2546.4 KSF Office 298 KSF Hotel 1,000 KSF Retail 190 KSF Restaurants 35 KSF Grocery Store 190 KSF Entertainment	258 KSF Office 280 KSF Hotel 62 KSF Retail 25 KSF Restaurants 200 Apartment Units

Notes:
Gross square footage shown in thousand square feet (KSF).
700 hotel rooms = 578,000 s.f. of hotel space.

Source: Related March 13, 2015; Fehr & Peers, June 2015.

TABLE 2: CITY PLACE SANTA CLARA DEVELOPMENT SCHEMES: EMPLOYEES AND POPULATION

Scheme	Total Development by Parcel				
	Parcel 1	Parcel 2	Parcel 3	Parcel 4	Parcel 5
EIR Scheme A-1	4,440 Office Employees	8,000 Office Employees	2,670 Office Employees	5,130 Office Employees 360 Hotel Employees 2,300 Retail Employees 420 Restaurant Employees 2,780 Residents 30 Residential Employees 420 Entertainment Employees	960 Office Employees 340 Hotel Employees 140 Retail Employees 60 Restaurant Employees 480 Residents 10 Residential Employees
EIR Scheme A-2	4,440 Office Employees	7,260 Office Employees 440 Retail Employees	2,670 Office Employees	5,130 Office Employees 360 Hotel Employees 2,300 Retail Employees 420 Restaurant Employees 2,780 Residents 30 Residential Employees 420 Entertainment Employees	960 Office Employees 340 Hotel Employees 140 Retail Employees 60 Restaurant Employees 480 Residents 10 Residential Employees
EIR Scheme A-3	4,440 Office Employees	1,150 Retail Employees	2,670 Office Employees	5,130 Office Employees 360 Hotel Employees 2,300 Retail Employees 420 Restaurant Employees 2,780 Residents 30 Residential Employees 420 Entertainment Employees	960 Office Employees 340 Hotel Employees 140 Retail Employees 60 Restaurant Employees 480 Residents 10 Residential Employees
EIR Scheme B-1	4,440 Office Employees	8,000 Office Employees	2,670 Office Employees	9,420 Office Employees 360 Hotel Employees 2,300 Retail Employees 420 Restaurant Employees 420 Entertainment Employees	960 Office Employees 340 Hotel Employees 140 Retail Employees 60 Restaurant Employees 480 Residents 10 Residential Employees
EIR Scheme B-2	4,440 Office Employees	7,260 Office Employees 440 Retail Employees	2,670 Office Employees	9,420 Office Employees 360 Hotel Employees 2,300 Retail Employees 420 Restaurant Employees 420 Entertainment Employees	960 Office Employees 340 Hotel Employees 140 Retail Employees 60 Restaurant Employees 480 Residents 10 Residential Employees

TABLE 2: CITY PLACE SANTA CLARA DEVELOPMENT SCHEMES: EMPLOYEES AND POPULATION

Scheme	Total Development by Parcel				
	Parcel 1	Parcel 2	Parcel 3	Parcel 4	Parcel 5
EIR Scheme B-3	4,440 Office Employees	1,150 Retail Employees	2,670 Office Employees	9,420 Office Employees 360 Hotel Employees 2,300 Retail Employees 420 Restaurant Employees 420 Entertainment Employees	960 Office Employees 340 Hotel Employees 140 Retail Employees 60 Restaurant Employees 480 Residents 10 Residential Employees

Note: For the City Place project, the assumed densities for the proposed land uses are as follows (note that the results have been rounded to the nearest 10 employees or residents):

Office = 270 s.f. per employee (3.7 employees per 1,000 square feet)
Hotel = 840 s.f. per employee (1.2 employees per 1,000 square feet; 1.03 employees per room)
Retail = 450 s.f. per employee (2.2 employees per 1,000 square feet)
Restaurant = 450 s.f. per employee (2.2 employees per 1,000 square feet)
Apartments = 2.4 residents per dwelling unit
Residential = 1 employee per 32 dwelling units
Entertainment = 450 s.f. per employee (2.2 employees per 1,000 square feet)

Source: Related March 13, 2015; Fehr & Peers, June 2015.

TABLE 3: COMPARISON OF BUILDING CHARACTERISTICS

Source	Building Size (sq. ft.)	Employees	Employee Density (employees/1,000 sq, ft.)
ITE: Single Tenant Office[1]	162,000[2] (50,000 to 575,000)	545[2] (50 to 2,300)	3.4 (estimated)
ITE: General Office[3]	222,000[4] (50,000 to 2,400,000)	700[4] (50 to 6,750)	3.1 (estimated)
Silicon Valley Single Tenant Offices[5]	1,001,600 (521,100 to 1,184,400)	3,000 (1,870 to 4,200)	3.7 (3.5 to 4.6)

Notes:

Average and (range).

1. Based on Institute of Transportation Engineers (ITE) single tenant office building land use (ITE land use code 715).
2. The average number of employees varies based on the available number of studies: 1) 15 studies for daily per employee and per 1,000 square feet rates, 2) 39 studies for peak hour per employee rates, and 3) 43 studies for peak hour per 1,000 square feet rates.
3. Based on Institute of Transportation Engineers (ITE) general office building land use (ITE land use code 710).
4. The average number of employees varies based on the available number of studies: 1) 62 studies for daily per employee and 197 studies for daily per 1,000 square feet rates, 2) 695 studies for AM peak hour per employee rates and 688 studies for PM peak hour employee rates, and 3) 222 studies for AM peak hour per 1,000 square feet rates and 215 studies for PM peak hour per 1,000 square feet rates.
5. Based on surveys of three single tenant offices in Silicon Valley: Intuit, Apple, and VM Ware.

Source: Fehr & Peers, June 2015.

TABLE 4: COMPARISON OF TRIP GENERATION RATES

Source	Daily	AM Peak Hour	PM Peak Hour
Vehicle Trips per Employee			
ITE: Single Tenant Office[1]	3.70 (2.09 to 7.75)	0.53 (0.27 to 1.01)	0.51 (0.29 to 1.14)
ITE: General Office[2]	3.32 (1.59 to 7.28)	0.48 (0.20 to 1.62)	0.46 (0.16 to 3.12)
Silicon Valley Single Tenant Offices[3]	2.95 (2.36 to 3.59)	0.31[4] (0.26 to 0.36)	0.30[5] (0.29 to 0.33)
VTA Travel Model Office rates from Parcels 1 & 2 under Existing with Project Conditions[6]	N/A	0.22[7]	0.29
VTA Travel Model Office rates from Parcels 1 & 2 under Cumulative with Project Conditions[6]	N/A	0.20	0.28

Notes:

Average rates and (range).

1. Average trip rates of Institute of Transportation Engineers (ITE) single tenant office building (ITE land use code 715) during the morning and evening peak hours.
2. Average trip rates of Institute of Transportation Engineers (ITE) general office building (ITE land use code 710) during the morning and evening peak hours.
3. Average trip rates of four single tenant offices in Silicon Valley: Intuit, Apple, Facebook, and VM Ware.
4. The inbound percentage for AM peak hour trips is 89%.
5. The outbound percentage for PM peak hour trips is 80%.
6. A test of 3,460,000 square feet of office and 12, 800 employees was placed in transportation analysis zone 1231
7. VTA travel model office rates have an inbound percentage for the AM peak hour of 78 percent, and an outbound percentage for the PM peak hour of 67 percent.

Source: Fehr & Peers, June 2015.

TABLE 5: CITY PLACE SANTA CLARA DEVELOPMENT SCHEMES: ITE LAND USE CODES

Parcel	Land Use	ITE Land Use
Parcel 1	Office	Silicon Valley Single Tenant Office
Parcel 2	Office	Silicon Valley Single Tenant Office
	Retail	Shopping Center (ITE Code 820)
Parcel 3	Office	Silicon Valley Single Tenant Office
Parcel 4	Office	Silicon Valley Single Tenant Office
	Hotel	Hotel (ITE Code 310)
	Retail	Shopping Center (ITE Code 820)
	Coffee/Juice Bar	Shopping Center (ITE Code 820)
	Quick Serve Dining	Fast-Food Restaurant with Drive Thru Window (ITE Code 934)
	Family Dining	High Turnover Sit Down Restaurant (ITE Code 932)
	Fine Dining	Fine Dining (ITE Code 931)
	Grocery Store	Supermarket (ITE Code 850)
	Entertainment	Multiplex Movie Theater (ITE Code 445)
Parcel 5	Office	Silicon Valley Single Tenant Office
	Hotel	Hotel (ITE Code 310)
	Retail	Shopping Center (ITE Code 820)
	Family Dining	High Turnover Sit Down Restaurant (ITE Code 932)
	Apartment Units	Apartment (ITE Code 220)

Notes:

1. The Silicon Valley Single Tenant Office trip generation rate is not from the ITE Trip Generation Manual, but instead is based on local empirical data for several large technology employers where trip generation rates were directly observed.

Source: Related March 13, 2015; Fehr & Peers, June 2015.

TABLE 6: CITY PLACE SANTA CLARA DEVELOPMENT SCHEMES: BUILDING SIZES FOR PARCELS 4 AND 5

Scheme	Total Development by Parcel	
	Parcel 4	Parcel 5
EIR Schemes A-1, A-2, A-3	1,386.4 KSF Office 298 KSF Hotel 1,000 KSF Retail 20 KSF Coffee/Juice Bar 10 KSF Quick Serve Dining 80 KSF Family Dining 80 KSF Fine Dining 35 KSF Grocery Store 1,160 Apartment Units 80 KSF Cinema/Dine-in Cinema 35 KSF Bowling/Arcade/Bar/Restaurant 15 KSF Nightclub 10 KSF Performance Venue (Jazz Club) 50 KSF Themed Entertainment Venues	258 KSF Office 280 KSF Hotel 62 KSF Retail 25 KSF Family Dining 200 Apartment Units
EIR Schemes B-1, B-2, B-3	2546.4 KSF Office 298 KSF Hotel 1,000 KSF Retail 20 KSF Coffee/Juice Bar 10 KSF Quick Serve Dining 80 KSF Family Dining 80 KSF Fine Dining 35 KSF Grocery Store 80 KSF Cinema/Dine-in Cinema 35 KSF Bowling/Arcade/Bar/Restaurant 15 KSF Nightclub 10 KSF Performance Venue (Jazz Club) 50 KSF Themed Entertainment Venues	258 KSF Office 280 KSF Hotel 62 KSF Retail 25 KSF Family Dining 200 Apartment Units

Note: 578,000 KSF hotel = 700 hotel rooms.
Source: Related March 13, 2015; Fehr & Peers, June 2015.

TABLE 7: TRIP GENERATION ESTIMATES (SCHEME B-2)

Trip Generation Estimates	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel 1							
Parcel 1	13,100	1,230	150	1,380	260	1,070	1,330
Parcel 2							
Parcel 2	32,040	2,150	340	2,490	890	2,240	3,130
Public Transit Reduction (5%)	*-1,600*	*-110*	*-10*	*-120*	*-50*	*-110*	*-160*
Parcel 2 Subtotal	*30,440*	*2,040*	*330*	*2,370*	*840*	*2,130*	*2,970*
Parcel 3							
Parcel 3	7,880	740	90	830	160	640	800
Parcel 4							
Parcel 4 (Phases 2 and 3)	64,760	2,420	1,100	3,520	2,200	2,820	5,020
Public Transit Reduction (5%)	*-3,240*	*-120*	*-60*	*-180*	*-110*	*-140*	*-250*
Parcel 4 (Phases 2 and 3) Subtotal	61,520	2,300	1,040	3,340	2,090	2,680	4,770
Parcel 4 (Phase 4)	11,650	1,090	140	1,230	240	950	1,190
Parcel 4 Subtotal	73,170	3,390	1,180	4,570	2,330	3,630	5,960
Parcel 5							
Parcel 5	16,990	640	280	920	580	740	1,320
Public Transit Reduction (5%)	*-850*	*-30*	*-20*	*-50*	*-30*	*-40*	*-70*
Parcel 5 Subtotal	16,140	610	260	870	550	700	1,250
Total without Public Transit Reduction							
East (Parcels 1 and 2) Subtotal	45,140	3,380	490	3,870	1,150	3,310	4,460
West (Parcels 3, 4, and 5) Subtotal	101,280	4,890	1,610	6,500	3,180	5,150	8,330
Subtotal	146,420	8,270	2,100	10,370	4,330	8,460	12,790
Public Transit Reduction (5%) for Parcels 2, 4 Phases 2 and 3, and Parcel 5	*-5,690*	*-260*	*-90*	*-350*	*-190*	*-290*	*-480*
Total with Public Transit Reduction							
East (Parcels 1 and 2) Subtotal	43,540	3,270	480	3,750	1,100	3,200	4,300
West (Parcels 3, 4, and 5) Subtotal	97,190	4,740	1,530	6,270	3,040	4,970	8,010
Total	**140,730**	**8,010**	**2,010**	**10,020**	**4,140**	**8,170**	**12,310**

Source: Fehr & Peers, June 2015.

TABLE 8: PROJECT PRIVATE SHUTTLE AND PUBLIC TRANSIT RIDERSHIP

Trip Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Office Private Shuttle Riderships	3,460	50	3,510	80	2,860	2,940
Public Transit Ridership	430	100	530	240	580	820
Total Private Shuttle Riders / Public Transit Riders	**3,890**	**150**	**4,040**	**320**	**3,440**	**3,760**

Source: Fehr & Peers, June 2015.

Attachment A: Initial Trip Generation Estimates

Scheme A-1							
	Daily	AM Peak Hour			PM Peak Hour		
Parcel	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Parcel 1	13,100	1,230	150	1,380	260	1,070	1,330
Parcel 2	23,600	2,210	270	2,480	480	1,920	2,400
Parcel 3	7,880	740	90	830	160	640	800
Parcel 4a	56,700	1,510	1,130	2,640	2,030	1,990	4,020
Parcel 4b	11,650	1,090	140	1,230	240	950	1,190
Parcel 5	14,870	400	290	690	530	520	1,050
Subtotal	127,800	7,180	2,070	9,250	3,700	7,090	10,790
Public Transit Reduction (5%) Parcels 2, 4a, and 5	*-4,760*	*-210*	*-80*	*-290*	*-150*	*-220*	*-370*
Total	**123,040**	**6,970**	**1,990**	**8,960**	**3,550**	**6,870**	**10,420**

Scheme A-2							
	Daily	AM Peak Hour			PM Peak Hour		
Parcel	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Parcel 1	13,100	1,230	150	1,380	260	1,070	1,330
Parcel 2	32,040	2,150	340	2,490	890	2,240	3,130
Parcel 3	7,880	740	90	830	160	640	800
Parcel 4a	56,700	1,510	1,130	2,640	2,030	1,990	4,020
Parcel 4b	11,650	1,090	140	1,230	240	950	1,190
Parcel 5	14,870	400	290	690	530	520	1,050
Subtotal	136,240	7,120	2,140	9,260	4,110	7,410	11,520
Public Transit Reduction (5%) Parcels 2, 4a, and 5	*-5,180*	*-200*	*-90*	*-290*	*-170*	*-240*	*-410*
Total	**131,060**	**6,920**	**2,050**	**8,970**	**3,940**	**7,170**	**11,110**

Scheme A-3							
	Daily	AM Peak Hour			PM Peak Hour		
Parcel	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Parcel 1	13,100	1,230	150	1,380	260	1,070	1,330
Parcel 2	19,810	260	170	430	870	940	1,810
Parcel 3	7,880	740	90	830	160	640	800
Parcel 4a	56,700	1,510	1,130	2,640	2,030	1,990	4,020
Parcel 4b	11,650	1,090	140	1,230	240	950	1,190
Parcel 5	14,870	400	290	690	530	520	1,050
Subtotal	124,010	5,230	1,970	7,200	4,090	6,110	10,200
Public Transit Reduction (5%) Parcels 2, 4a, and 5	*-4,570*	*-110*	*-80*	*-190*	*-170*	*-170*	*-340*
Total	**119,440**	**5,120**	**1,890**	**7,010**	**3,920**	**5,940**	**9,860**

Scheme B-1							
	Daily	AM Peak Hour			PM Peak Hour		
Parcel	Total	In	Out	Total	In	Out	Total
Parcel 1	13,100	1,230	150	1,380	260	1,070	1,330
Parcel 2	23,600	2,210	270	2,480	480	1,920	2,400
Parcel 3	7,880	740	90	830	160	640	800
Parcel 4a	64,760	2,420	1,100	3,520	2,200	2,820	5,020
Parcel 4b	11,650	1,090	140	1,230	240	950	1,190
Parcel 5	16,990	640	280	920	580	740	1,320
Subtotal	137,980	8,330	2,030	10,360	3,920	8,140	12,060
Public Transit Reduction (5%) Parcels 2, 4a, and 5	*-5,270*	*-260*	*-80*	*-350*	*-160*	*-270*	*-440*
Total	**132,710**	**8,070**	**1,950**	**10,010**	**3,760**	**7,870**	**11,620**

Scheme B-2							
	Daily	AM Peak Hour			PM Peak Hour		
Parcel	Total	In	Out	Total	In	Out	Total
Parcel 1	13,100	1,230	150	1,380	260	1,070	1,330
Parcel 2	32,040	2,150	340	2,490	890	2,240	3,130
Parcel 3	7,880	740	90	830	160	640	800
Parcel 4a	64,760	2,420	1,100	3,520	2,200	2,820	5,020
Parcel 4b	11,650	1,090	140	1,230	240	950	1,190
Parcel 5	16,990	640	280	920	580	740	1,320
Subtotal	146,420	8,270	2,100	10,370	4,330	8,460	12,790
Public Transit Reduction (5%) Parcels 2, 4a, and 5	*-5,690*	*-260*	*-90*	*-350*	*-190*	*-290*	*-480*
Total	**140,730**	**8,010**	**2,010**	**10,020**	**4,140**	**8,170**	**12,310**

Scheme B-3							
	Daily	AM Peak Hour			PM Peak Hour		
Parcel	Total	In	Out	Total	In	Out	Total
Parcel 1	13,100	1,230	150	1,380	260	1,070	1,330
Parcel 2	19,810	260	170	430	870	940	1,810
Parcel 3	7,880	740	90	830	160	640	800
Parcel 4a	64,760	2,420	1,100	3,520	2,200	2,820	5,020
Parcel 4b	11,650	1,090	140	1,230	240	950	1,190
Parcel 5	16,990	640	280	920	580	740	1,320
Subtotal	134,190	6,380	1,930	8,310	4,310	7,160	11,470
Public Transit Reduction (5%) Parcels 2, 4a, and 5	*-5,080*	*-170*	*-80*	*-240*	*-180*	*-230*	*-410*
Total	**129,110**	**6,210**	**1,850**	**8,070**	**4,130**	**6,930**	**11,060**

Attachment B: Land Use Summary for Travel Model

Scenario	ZONE	SFHH	MFHH	RETEMP	SEREMP
Full Project Buildout	1230	0	200	3350	13750
	1231	0	0	440	11700
Phases 4 & 5 (Phases 1, 2, & 3) Project Buildout	1230	0	200	0	10390
	1231	0	0	0	0

K. Mitigation Intersection Level of Service

Base Scheme

Table K-1: Existing with-Project Conditions Mitigation Summary and Project Contribution

Study Int #	Intersection	Jurisdiction[1]	Peak Hour	Existing Conditions		Existing with Project Conditions (without mitigation)		Existing with Project Conditions (with mitigation)			Project Contribution					Mitigation Measure[7]	ROW Constraints?[8]	Project Responsibity[9]	Secondary Impacts? (Ped / Bike / Transit)[10]
				Delay[3] (D_E)	LOS	Delay[3] (D_{EP})	LOS	Delay[3]	LOS	Significance with Mitigation[4]	Total Existing Intersection Volume (V_E)	Total Existing with Project Intersection Volume (V_{EP})	Project Trips (V_P)	Contribution based on Total Traffic[5]	Contribution based on Average Delay[6]				
3	Lawrence Expressway / Tasman Drive	Santa Clara County (CMP)	AM	41.0	D	46.2	D	---	---	SU	4,813	6,220	970	15.6%	11.3%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	57.7	E	**94.6**	**F**	---	---	SU	5,617	7,050	1,470	20.9%	39.0%				
8	Great America Parkway / Tasman Drive	Santa Clara (CMP)	AM	26.0	C	34.1	C	34.0	C	LTS	5,138	7,530	1,980	26.3%	23.8%	Partial Mitigation: Add a southbound right-turn lane and add a third westbound left-turn lane.	Yes	100%	Yes
			PM	31.5	C	**171.2**	**F**	**100.3**	**F**	SU	5,701	10,100	4,140	41.0%	81.6%				
9	Convention Center / Tasman Drive	Santa Clara	AM	16.2	B	18.2	B	---	---	LTS	1,846	3,560	1,120	31.5%	11.0%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	20.2	C	**157.3**	**F**	---	---	SU	2,973	5,700	2,680	47.0%	87.2%				
11	Centennial Boulevard / Tasman Drive	Santa Clara	AM	19.8	B	52.9	D	---	---	LTS	2,155	4,310	1,540	35.7%	62.6%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	19.8	B	**134.7**	**F**	---	---	SU	3,033	6,630	3,570	53.8%	85.3%				
14	Lick Mill Boulevard / Tasman Drive	Santa Clara	AM	22.1	C	**57.7**	**E**	42.2	D	LTS	2,599	4,930	1,880	38.1%	61.7%	Partial Mitigation: Reconfigure northbound and southbound approaches to 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.	Yes	100%	Yes
			PM	24.4	C	**>180**	**F**	**83.8**	**F**	SU	3,563	7,270	3,620	49.8%	87.8%				
17	Rio Robles / Tasman Drive	San Jose	AM	24.2	C	28.2	C	27.8	C	SU	2,461	3,530	610	17.3%	14.2%	Widen the southbound approach to include one left-turn lane and one shared through/right-turn lane. Change phasing on northbound/southbound approach from split to protected.	Yes	Pay North San Jose fee or fair share contribution of mitigation	Yes
			PM	46.4	D	**101.8**	**F**	47.0	D	SU	2,516	3,480	1,220	35.1%	54.4%				
21	Mission College Boulevard / Montague Expressway	Santa Clara County (CMP)	AM	79.5	E	**99.1**	**F**	**99.1**	**F**	SU	8,823	9,850	410	4.2%	19.8%	Partial Mitigation: Add a third southbound left-turn lane (VTP 2040 #X14).	Possible	% of Total Traffic	Yes
			PM	76.1	E	**111.4**	**F**	**99.3**	**F**	SU	9,585	10,360	350	3.4%	31.7%				
			AM	79.5	E	**99.1**	**F**	---	---	SU	8,823	9,850	410	4.2%	19.8%	An interchange is identified at this intersection as a Tier 2 priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	76.1	E	**111.4**	**F**	---	---	SU	9,585	10,360	350	3.4%	31.7%				
22	Agnew Road-De La Cruz Boulevard / Montague Expressway	Santa Clara County (CMP)	AM	51.9	D	**107.3**	**F**	70.2	E	SU	7,238	7,980	620	7.8%	51.6%	Partial Mitigation: Add a second northbound left-turn lane.	Possible	100%	Yes
			PM	79.0	E	**107.4**	**F**	**93.5**	**F**	SU	8,943	9,750	600	6.2%	26.4%				
23	Lick Mill Boulevard / Montague Expressway	Santa Clara County	AM	21.4	C	21.9	C	21.3	C	SU	5,730	6,780	870	12.8%	2.3%	Add a third southbound left-turn lane.	No	100%	Yes
			PM	22.0	C	**100.9**	**F**	59.4	E	SU	6,024	7,430	1,230	16.6%	78.2%				
24	North 1st Street / Montague Expressway	Santa Clara County (CMP)[2]	AM	67.2	E	79.9	E	---	---	SU	7,097	7,890	860	10.9%	15.9%	No feasible mitigation (No right-of-way is available). Off-setting Mitigation: Future interchange, which includes grade separation of the light rail, is planned.	Yes	% of Total Traffic	Yes
			PM	**88.9**	**F**	**86.9**	**F**	---	---	SU	9,405	10,330	1,040	10.1%	-2.3%				
25	Zanker Road / Montague Expressway	Santa Clara County (CMP)[2]	AM	58.4	E	63.7	E	49.1	D	SU	5,938	6,480	620	9.6%	8.3%	Widen Zanker Road to three lanes in each direction and add second northbound and southbound left-turn lanes with no separate right-turn lanes (*North San Jose Deficiency Plan, January 2006*).	Yes	% of Total Traffic	Yes
			PM	**81.8**	**F**	**93.2**	**F**	60.7	E	SU	7,366	7,980	640	8.0%	12.2%				
26	Montague Expressway / Plumeria Drive-River Oaks Parkway	Santa Clara County[2]	AM	**89.7**	**F**	**88.0**	**F**	**87.5**	**F**	SU	5,646	6,230	500	8.0%	-1.9%	Install an eastbound right-turn overlap phase and limit northbound u-turns.	No	% of Total Traffic	No
			PM	**170.5**	**F**	**159.7**	**F**	**83.5**	**F**	SU	5,380	5,890	540	9.2%	-6.8%				
27	Trimble Road / Montague Expressway	Santa Clara County (CMP)[2]	AM	47.7	D	47.6	D	---	---	SU	6,627	7,140	500	7.0%	-0.2%	A "fly-over" is identified at this intersection as a Tier 1B priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	72.7	E	**87.3**	**F**	---	---	SU	6,617	7,120	550	7.7%	16.7%				
34	North 1st Street / Brokaw Road	San Jose (CMP)[2]	AM	47.4	D	50.5	D	50.2	D	SU	4,580	4,770	40	0.8%	6.1%	Partial Mitigation: Add a third westbound left-turn lane. Off-setting Mitigation: Bicycle facilities along North 1st Street between Brokaw Road and Gish Road, and continue the sidewalk on the southeast corner of the intersection to the US 101 northbound loop on-ramp.	No	Pay North San Jose fee or fair share contribution of mitigation	Yes
			PM	**58.9**	**E**	**73.6**	**E**	**66.3**	**E**	SU	5,176	5,480	180	3.3%	20.0%				
48	Lawrence Expressway / US 101 Southbound Ramps	Santa Clara County	AM	33.8	C	42.0	D	37.4	D	SU	6,962	7,840	710	9.1%	19.5%	Convert eastbound left-turn lane to a shared left-turn/right-turn lane.	No	100%	Yes
			PM	**90.8**	**F**	**84.5**	**F**	56.8	E	SU	7,053	8,050	760	9.4%	-7.5%				
50	Lawrence Expressway / Arques Avenue	Santa Clara County (CMP)	AM	41.2	D	46.4	D	---	---	SU	6,959	7,710	580	7.5%	11.2%	An interchange is identified at this intersection as a Tier 1B priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009; City of Sunnyvale Citywide Deficiency Plan, September 2005*).	Yes	% of Total Traffic	Yes
			PM	66.9	E	**93.3**	**F**	---	---	SU	7,651	8,680	740	8.5%	28.3%				
52	Lawrence Expressway / Reed Avenue-Monroe Street*	Santa Clara County (CMP)	AM	**98.2**	**F**	**115.0**	**F**	---	---	SU	7,718	8,510	500	5.9%	14.6%	An interchange is identified at this intersection as a Tier 1B priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009; City of Sunnyvale Citywide Deficiency Plan, September 2005*).	Yes	% of Total Traffic	Yes
			PM	76.2	E	**92.1**	**F**	---	---	SU	8,481	9,340	610	6.5%	17.3%				
54	Lawrence Expressway / Benton Street	Santa Clara County	AM	**80.6**	**F**	**89.2**	**F**	**88.7**	**F**	SU	6,923	7,300	250	3.4%	9.6%	Partial Mitigation: Add a second southbound left-turn lane and a second eastbound left-turn lane.	No	100%	Yes
			PM	47.3	D	52.9	D	51.5	D	SU	6,831	7,320	350	4.8%	10.6%				
57	Great America Parkway / SR 237 Westbound Ramps	Santa Clara (CMP)	AM	20.9	C	**116.5**	**F**	57.5	E	LTS	2,652	5,220	2,730	52.3%	82.1%	Add third westbound left-turn lane and associated receiving lane under underpass. Add a second westbound right-turn lane.	Yes	100%	Yes
			PM	18.9	B	55.3	E	39.4	D	LTS	2,043	3,420	1,700	49.7%	65.8%				
58	Great America Parkway / SR 237 Eastbound Ramps	Santa Clara (CMP)	AM	10.9	B	72.0	E	28.3	C	LTS	3,224	7,010	4,240	60.5%	84.9%	Add third southbound through lane (from Int. 57) and a second eastbound right-turn lane.	Yes	100%	Yes
			PM	8.6	A	11.6	B	11.5	B	LTS	3,127	4,610	2,340	50.8%	25.9%				
59	Great America Parkway / Yerba Buena (Great America) Way	Santa Clara	AM	27.0	C	**120.5**	**F**	**63.3**	**E**	SU	3,525	6,750	3,660	54.2%	77.6%	Partial Mitigation: Add a second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.	Yes	100%	Yes
			PM	31.4	C	**70.8**	**E**	27.2	C	LTS	3,574	5,150	2,200	42.7%	55.6%				
60	Great America Parkway / Old Mountain View-Alviso Road	Santa Clara	AM	19.2	B	**83.1**	**F**	**60.4**	**E**	SU	3,177	5,970	2,930	49.1%	76.9%	Partial Mitigation: Add a second eastbound left-turn lane.	Yes	100%	Yes
			PM	26.6	C	48.9	D	25.2	C	LTS	3,349	5,180	1,890	36.5%	45.6%				
64	Great America Parkway / Old Glory Lane	Santa Clara	AM	20.1	C	27.0	C	26.4	C	LTS	3,096	4,480	1,330	29.7%	25.6%	Partial Mitigation: Add a second northbound left-turn lane. Install an overlap phase for eastbound right turning vehicles (*Yahoo! Santa Clara Campus TIA, August 2009*).	No	100%	Yes
			PM	24.4	C	**>180**	**F**	**>180**	**F**	SU	3,565	6,130	2,130	34.7%	88.9%				
65	Great America Parkway / Patrick Henry Drive	Santa Clara	AM	19.7	B	19.9	B	16.1	B	LTS	3,656	5,000	1,290	25.8%	1.0%	Partial Mitigation: Add a second northbound left-turn lane and an eastbound free-right-turn lane. The eastbound right-turn lane includes the addition of a fourth southbound lane on Great America Parkway between Patrick Henry Drive and Mission College Boulevard (*Yahoo! Santa Clara Campus TIA, August 2009*).	Yes	100%	Yes
			PM	25.2	C	**85.8**	**F**	**58.0**	**E**	SU	4,302	6,790	2,070	30.5%	70.6%				
69	Bowers Avenue / Augustine Drive*	Santa Clara	AM	31.5	C	**33.4**	**C**	---	---	LTS	4,769	5,490	220	4.0%	5.7%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	44.6	D	**72.6**	**E**	---	---	SU	5,860	7,210	790	11.0%	38.6%				

Table K-1: Existing with-Project Conditions Mitigation Summary and Project Contribution

Study Int #	Intersection	Jurisdiction[1]	Peak Hour	Existing Conditions		Existing with Project Conditions (without mitigation)		Existing with Project Conditions (with mitigation)			Project Contribution					Mitigation Measure[7]	ROW Constraints?[8]	Project Responsilbity[9]	Secondary Impacts? (Ped / Bike / Transit)[10]
				Delay[3] (D_E)	LOS	Delay[3] (D_{EP})	LOS	Delay[3]	LOS	Significance with Mitigation[4]	Total Existing Intersection Volume (V_E)	Total Existing with Project Intersection Volume (V_{EP})	Project Trips (V_P)	Contribution based on Total Traffic[5]	Contribution based on Average Delay[6]				
71	Bowers Avenue / Central Expressway	Santa Clara County (CMP)	AM	49.9	D	54.3	D	51.7	D	SU	6,067	7,010	120	1.7%	8.1%	Partial Mitigation: Add third southbound left-turn lane and third eastbound left-turn lane.	No	100%	Yes
			PM	64.6	E	**112.4**	**F**	**102.1**	**F**	SU	7,742	9,080	420	4.6%	42.5%				
			AM	49.9	D	54.3	D	---	---	SU	6,067	7,010	120	1.7%	8.1%	An interchange is identified at this intersection as a Tier 2 priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	64.6	E	**112.4**	**F**	---	---	SU	7,742	9,080	420	4.6%	42.5%				
75	San Tomas Expressway / Scott Boulevard	Santa Clara County (CMP)	AM	58.4	E	**128.0**	**F**	**127.5**	**F**	SU	7,593	8,860	400	4.5%	54.4%	Partial Mitigation: A second westbound right-turn lane is identified as a Tier 1C priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009; City of Santa Clara Traffic Mitigation Program, June 2011*).	No	% of Total Traffic	Yes
			PM	66.2	E	78.1	E	77.3	E	SU	9,487	10,160	400	3.9%	15.2%				
			AM	58.4	E	**128.0**	**F**	---	---	SU	7,593	8,860	400	4.5%	54.4%	An interchange is identified at this intersection as a Tier 2 priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	No	% of Total Traffic	Yes
			PM	66.2	E	78.1	E	---	---	SU	9,487	10,160	400	3.9%	15.2%				
76	San Tomas Expressway / Walsh Avenue	Santa Clara County	AM	60.2	E	**83.1**	**F**	**83.1**	**F**	SU	6,993	7,590	360	4.7%	27.6%	Partial Mitigation: Add a second eastbound left-turn lane.	No	100%	Yes
			PM	48.0	D	53.3	D	53.0	D	SU	6,801	7,270	480	6.6%	9.9%				
77	San Tomas Expressway / Monroe Street	Santa Clara County (CMP)	AM	**103.7**	**F**	**124.7**	**F**	**124.3**	**F**	SU	7,918	8,440	350	4.1%	16.8%	Partial Mitigation: A second northbound left-turn lane is identified at this intersection as a Tier 3 priority (*Comprehensive County Expressway Planning Study Policy Advisory Board 2015 Update, March 23, 2015*).	Yes	% of Total Traffic	Yes
			PM	55.2	E	59.5	E	59.3	E	SU	7,687	8,050	460	5.7%	7.2%				
78	San Tomas Expressway / El Camino Real*	Santa Clara County (CMP)	AM	71.9	E	**86.4**	**F**	---	---	SU	8,513	8,960	320	3.6%	16.8%	An interchange is identified at this intersection as a Tier 2 priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	57.3	E	61.2	E	---	---	SU	7,992	8,420	400	4.8%	6.4%				
82	San Tomas Expressway / Pruneridge Avenue	Santa Clara County	AM	69.1	E	**90.1**	**F**	**89.2**	**F**	SU	5,299	5,740	250	4.4%	23.3%	Partial Mitigation: Add a second northbound left-turn lane.	No	100%	Yes
			PM	50.8	D	71.0	E	70.6	E	SU	5,726	6,450	310	4.8%	28.5%				
83	San Tomas Expressway / Saratoga Avenue	Santa Clara County (CMP)	AM	73.7	E	**93.1**	**F**	60.2	E	SU	5,351	5,790	230	4.0%	20.8%	Widen San Tomas to four lanes in each direction including exclusive right-turn lanes and maintain HOV lanes identified as a Tier 1A priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	55.4	E	68.7	E	46.1	D	SU	6,044	6,660	290	4.4%	19.4%				
84	Gold Street / Gold Street Connector	San Jose	AM	22.7	C	**113.8**	**F**	25.7	C	SU	996	2,360	1,360	57.6%	80.1%	Add second northbound left-turn lane and second eastbound right-turn lane (move pedestrian crossing to north leg of intersection).	Yes	100%	Yes
			PM	21.7	C	29.8	C	23.6	C	SU	1,201	2,500	1,310	52.4%	27.2%				
98	Lafayette Street / Central Expressway	Santa Clara County (CMP)	AM	60.5	E	77.3	E	62.9	E	SU	5,783	6,460	460	7.1%	21.7%	Partial Mitigation: HOV lane conversion to mixed-flow lanes on Central Expressway identified as a Tier 1A priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	No	% of Total Traffic	Yes
			PM	63.5	E	**113.4**	**F**	**101.8**	**F**	SU	6,312	7,190	740	10.3%	44.0%				
			AM	60.5	E	77.3	E	---	---	SU	5,783	6,460	460	7.1%	21.7%	Grade separation of Central Expressway and Lafayette Street.	Yes	% of Total Traffic	Yes
			PM	63.5	E	**113.4**	**F**	---	---	SU	6,312	7,190	740	10.3%	44.0%				
121	De La Cruz Boulevard / Central Expressway	Santa Clara County (CMP)	AM	**115.7**	**F**	**129.7**	**F**	59.0	E	SU	5,685	5,940	130	2.2%	10.8%	HOV lane conversion to mixed-flow lanes on Central Expressway identified as a Tier 1A priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*). Add second southbound right-turn lane.	Yes	% of Total Traffic	Yes
			PM	43.7	D	73.2	E	67.3	E	SU	5,911	6,330	260	4.1%	40.3%				
123	Great America Parkway / Gold Street Connector	Santa Clara	AM	11.8	B	34.1	C	9.9	A	LTS	942	2,280	1,300	57.0%	65.4%	Add a second northbound right-turn lane (from Int. 57 dual westbound right-turn lanes).	Yes	100%	Yes
			PM	13.1	B	12.5	B	10.0	A	LTS	964	1,620	630	38.9%	-4.8%				
124	Scott Boulevard / Central Expressway	Santa Clara County (CMP)	AM	45.9	D	47.2	D	43.2	D	SU	4,349	4,600	10	0.2%	2.8%	HOV lane conversion to mixed-flow lanes on Central Expressway identified as a Tier 1A priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*). Add a third southbound left-turn lane.	No	% of Total Traffic	Yes
			PM	71.7	E	**87.1**	**F**	64.8	E	SU	4,945	5,360	20	0.4%	17.7%				

Notes:

Bold text indicates intersection operates at a deficient Level of Service. **Bold and highlighted** indicates a significant impact.

Underlined text indicates intersection is not an impacted internation, but mitigation measures from nearby intersections will influence a geometric change at this intersection.

* Intersection improvement identified at this intersection and included under existing no-project conditions. See Appendix 3.3-D.

1 CMP = Denotes Congestion Management Program intersection (VTA).

2 A LOS D threshold is used for study intersections within San Jose including CMP designated intersections. Santa Clara County intersections in San Jose use an LOS E threshold.

3 Signalized intersections: whole-intersection average control delay per vehicle (seconds). Unsignalized intersections: worst-approach average control delay per vehicle (seconds).

4 LTS = Less than significant with mitigation, SU = significant and unavoidable. Significance determination is based on draft mitigation and responsible jurisdiction of the intersection.

5 Contribution based on total traffic = $V_P/(V_{EP})$

6 Contribution based on the average intersection delay of vehicles $[(D_{EP}-D_E)/D_{EP}]$.

7 Off-setting Mitigation: In the North San José Deficiency Plan area, off-setting local street network, transit, bicycle, and pedestrian improvements were identified to accommodate future travel growth, but not directly mitigate the intersection with the identified impact. Partial Mitigation: The proposed mitigation measure mitigates the impact at one but not the other peak hour or reduces the delay but not enough to mitigate the impact.

8 ROW = right-of-way. "Yes" = additional right-of-way is required to construct the proposed mitigation measure. This includes relocating existing curbs and gutters. "Possible" = additional right-of-way may be needed to maintain bike lanes or transit facilities, such as bus duck-outs. "No" = the proposed mitigation measure will fit within the existing right-of-way and existing curb-to-curb widths. Curbs and gutters will not need to be relocated, but the median may need to be modified.

9 "100%" = The cost and construction of the proposed mitigation measure is the full responsibility of the Project Developer. These are discrete mitigation measures that either fully or partially mitigate significant Project impacts. "0%" = There is no feasible mitigation measure. "% of Total Traffic" = Project Developer shall pay a fair share contribution to the proposed mitigation measure, which is typically a larger transportation improvement, such as an expressway interchange, that has been identified in an adopted plan. "Pay North San José fee or fair share contribution of mitigation" = The Project Developer can pay the North San José fee or a fair share contribution for the mitigation measure or off-setting mitigation measure based on the amount of Project's percent contribution of the traffic volume growth at the intersection.

10 These street improvements may cause secondary impacts often associated with constructing new infrastructure or modifying existing facilities, such as the removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Table K-2: Existing with-Project Phases 1, 2, and 3 Conditions Mitigation Summary and Project Contribution

Study Int #	Intersection	Jurisdiction[1]	Peak Hour	Existing Conditions		Existing with Project Phases 1, 2, and 3 Conditions (without mitigation)		Existing with Project Phases 1, 2, and 3 Conditions (with mitigation)			Existing with Project Phases 1, 2, and 3 Contribution					Mitigation Measure[7]	ROW Constraints?[8]	Project Responsilbity[9]	Secondary Impacts? (Ped / Bike / Transit)[10]
				Delay[3] (D_E)	LOS	Delay[3] (D_{EPP})	LOS	Delay[3]	LOS	Significance with Mitigation[4]	Total Existing Intersection Volume (V_E)	Total Existing with Partial Project Intersection Volume (V_{EPP})	Project Trips (V_P)	Contribution based on Total Traffic[5]	Contribution based on Average Delay[6]				
3	Lawrence Expressway / Tasman Drive	Santa Clara County (CMP)	AM	41.0	D	42.1	D	---	---	SU	4,813	5,190	380	7.3%	2.6%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	57.7	E	**118.2**	**F**	---	---	SU	5,617	6,470	780	12.1%	51.2%				
11	Centennial Boulevard / Tasman Drive	Santa Clara	AM	19.8	B	48.7	D	---	---	LTS	2,155	3,610	1,390	38.5%	59.3%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	19.8	B	**121.7**	**F**	---	---	SU	3,033	5,640	2,850	50.5%	83.7%				
17	Rio Robles / Tasman Drive	San Jose	AM	24.2	C	25.6	C	25.2	C	SU	2,461	2,920	220	7.5%	5.5%	Widen the southbound approach to include one left-turn lane and one through, right-turn lane. Change phasing on northbound/southbound approach from split to protected.	Yes	Pay North San Jose fee or fair share contribution of mitigation	Yes
			PM	46.4	D	**92.7**	**F**	41.5	D	SU	2,516	3,210	870	27.1%	49.9%				
21	Mission College Boulevard / Montague Expressway	Santa Clara County (CMP)	AM	79.5	E	**92.3**	**F**	**92.3**	**F**	SU	8,823	9,110	40	0.4%	13.9%	Partial Mitigation: Add a third southbound left-turn lane (VTP 2040 #X14).	Possible	% of Total Traffic	Yes
			PM	76.1	E	**94.6**	**F**	**82.0**	**F**	SU	9,585	9,990	40	0.4%	19.6%				
			AM	79.5	E	**92.3**	**F**	---	---	SU	8,823	9,110	40	0.4%	13.9%	An interchange is identified at this intersection as a Tier 2 priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	76.1	E	**94.6**	**F**	---	---	SU	9,585	9,990	40	0.4%	19.6%				
22	Agnew Road-De La Cruz Boulevard / Montague Expressway	Santa Clara County (CMP)	AM	51.9	D	52.4	D	51.3	D	SU	7,238	7,290	40	0.5%	1.0%	Partial Mitigation: Add a second northbound left-turn lane.	Possible	100%	Yes
			PM	79.0	E	**83.1**	**F**	**82.6**	**F**	SU	8,943	9,200	190	2.1%	4.9%				
25	Zanker Road / Montague Expressway	Santa Clara County (CMP)[2]	AM	58.4	E	61.2	E	46.8	D	SU	5,938	6,060	280	4.6%	4.6%	Widen Zanker Road to three lanes in each direction and add second northbound and southbound left-turn lanes with no separate right-turn lanes (*North San Jose Deficiency Plan, January 2006*).	Yes	% of Total Traffic	Yes
			PM	**81.8**	**F**	**86.3**	**F**	56.7	E	SU	7,366	7,690	340	4.4%	5.2%				
26	Montague Expressway / Plumeria Drive-River Oaks Parkway	Santa Clara County[2]	AM	**89.7**	**F**	**89.8**	**F**	**89.2**	**F**	SU	5,646	5,900	230	3.9%	0.1%	Install an eastbound right-turn overlap phase and limit northbound u-turns.	No	% of Total Traffic	No
			PM	**170.5**	**F**	**164.2**	**F**	**85.5**	**F**	SU	5,380	5,710	280	4.9%	-3.8%				
27	Trimble Road / Montague Expressway	Santa Clara County (CMP)[2]	AM	47.7	D	47.9	D	---	---	SU	6,627	6,860	230	3.4%	0.4%	A "fly-over" is identified at this intersection as a Tier 1B priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	72.7	E	**87.6**	**F**	---	---	SU	6,617	6,950	290	4.2%	17.0%				
28	McCarthy Boulevard-O'Toole Avenue / Montague Expressway	Santa Clara County (CMP)[2]	AM	48.2	D	51.0	D	---	---	SU	7,672	7,830	230	2.9%	5.5%	An interchange is identified at this intersection as a Tier 1B priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	63.8	E	**67.2**	**E**	---	---	SU	7,490	7,630	280	3.7%	5.1%				
34	North 1st Street / Brokaw Road	San Jose (CMP)[2]	AM	47.4	D	48.7	D	48.6	D	SU	4,580	4,700	10	0.2%	2.7%	Partial Mitigation: Add a third westbound left-turn lane. Off-setting Mitigation: Bicycle facilities along North 1st Street between Brokaw Road and Gish Road, and continue the sidewalk on the southeast corner of the intersection to the US 101 northbound loop on-ramp.	No	Pay North San Jose fee or fair share contribution of mitigation	Yes
			PM	**58.9**	**E**	**68.2**	**E**	**64.2**	**E**	SU	5,176	5,410	130	2.4%	13.6%				
48	Lawrence Expressway / US 101 Southbound Ramps	Santa Clara County	AM	33.8	C	35.9	D	24.6	C	SU	6,962	7,130	300	4.2%	5.8%	Convert eastbound left-turn lane to a shared left-turn/right-turn lane.	No	100%	Yes
			PM	**90.8**	**F**	**87.6**	**F**	50.4	D	SU	7,053	7,440	470	6.3%	-3.7%				
50	Lawrence Expressway / Arques Avenue	Santa Clara County (CMP)	AM	41.2	D	41.8	D	---	---	SU	6,959	7,030	240	3.4%	1.4%	An interchange is identified at this intersection as a Tier 1B priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009; City of Sunnyvale Citywide Deficiency Plan, September 2005*).	Yes	% of Total Traffic	Yes
			PM	66.9	E	**80.7**	**F**	---	---	SU	7,651	8,150	410	5.0%	17.1%				
52	Lawrence Expressway / Reed Avenue-Monroe Street*	Santa Clara County (CMP)	AM	**98.2**	**F**	**110.0**	**F**	---	---	SU	7,718	7,950	220	2.8%	10.7%	An interchange is identified at this intersection as a Tier 1B priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009; City of Sunnyvale Citywide Deficiency Plan, September 2005*).	Yes	% of Total Traffic	Yes
			PM	76.2	E	**81.9**	**F**	---	---	SU	8,481	8,700	340	3.9%	7.0%				
54	Lawrence Expressway / Benton Street	Santa Clara County	AM	**80.6**	**F**	**86.6**	**F**	**86.0**	**F**	SU	6,923	7,050	120	1.7%	6.9%	Partial Mitigation: Add a second southbound left-turn lane and a second eastbound left-turn lane.	No	100%	Yes
			PM	47.3	D	50.0	D	48.5	D	SU	6,831	7,020	200	2.8%	5.4%				
57	Great America Parkway / SR 237 Westbound Ramps	Santa Clara (CMP)	AM	20.9	C	**98.8**	**F**	37.9	D	LTS	2,652	3,880	1,240	32.0%	78.8%	Add third westbound left-turn lane and associated receiving lane under underpass. Add a second westbound right-turn lane.	Yes	100%	Yes
			PM	18.9	B	24.0	C	21.4	C	LTS	2,043	2,900	1,060	36.6%	21.3%				
58	Great America Parkway / SR 237 Eastbound Ramps	Santa Clara (CMP)	AM	10.9	B	11.9	B	10.2	B	LTS	3,224	5,730	2,690	46.9%	8.4%	Add third southbound through lane (from Int. 57) and a second eastbound right-turn lane.	Yes	100%	Yes
			PM	8.6	A	8.4	A	8.3	A	LTS	3,127	4,540	1,950	43.0%	-2.4%				
59	Great America Parkway / Yerba Buena (Great America) Way	Santa Clara	AM	27.0	C	**70.2**	**E**	**66.5**	**E**	SU	3,525	6,100	2,690	44.1%	61.5%	Partial Mitigation: Add a second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.	Yes	100%	Yes
			PM	31.4	C	39.4	D	26.7	C	LTS	3,574	5,320	1,940	36.5%	20.3%				
60	Great America Parkway / Old Mountain View-Alviso Road	Santa Clara	AM	19.2	B	**69.3**	**E**	55.0	D	LTS	3,177	5,780	2,670	46.2%	72.3%	Add a second eastbound left-turn lane.	Yes	100%	Yes
			PM	26.6	C	**56.2**	**E**	25.8	C	LTS	3,349	5,270	1,990	37.8%	52.7%				
64	Great America Parkway / Old Glory Lane	Santa Clara	AM	20.1	C	22.1	C	21.1	C	LTS	3,096	3,880	820	21.1%	9.0%	Partial Mitigation: Add a second northbound left-turn lane. Install an overlap phase for eastbound right turning vehicles (*Yahoo! Santa Clara Campus TIA, August 2009*).	No	100%	Yes
			PM	24.4	C	**56.1**	**E**	**56.1**	**E**	SU	3,565	4,590	870	19.0%	56.5%				
98	Lafayette Street / Central Expressway	Santa Clara County (CMP)	AM	60.5	E	64.0	E	53.6	D	SU	5,783	5,990	170	2.8%	5.5%	HOV lane conversion to mixed-flow lanes on Central Expressway identified as a Tier 1A priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	No	% of Total Traffic	Yes
			PM	63.5	E	**81.2**	**F**	72.3	E	SU	6,312	6,620	370	5.6%	21.8%				
			AM	60.5	E	64.0	E	---	---	SU	5,783	5,990	170	2.8%	5.5%	Grade separation of Central Expressway and Lafayette Street.	Yes	% of Total Traffic	Yes
			PM	63.5	E	**81.2**	**F**	---	---	SU	6,312	6,620	370	5.6%	21.8%				
121	De La Cruz Boulevard / Central Expressway	Santa Clara County (CMP)	AM	**115.7**	**F**	**121.0**	**F**	48.8	D	SU	5,685	5,750	20	0.3%	4.4%	HOV lane conversion to mixed-flow lanes on Central Expressway identified as a Tier 1A priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*). Add second southbound right-turn lane.	Yes	% of Total Traffic	Yes
			PM	43.7	D	64.2	E	53.5	D	SU	5,911	6,110	110	1.8%	31.9%				

Table K-2: Existing with-Project Phases 1, 2, and 3 Conditions Mitigation Summary and Project Contribution

Study Int #	Intersection	Jurisdiction[1]	Peak Hour	Existing Conditions		Existing with Project Phases 1, 2, and 3 Conditions (without mitigation)		Existing with Project Phases 1, 2, and 3 Conditions (with mitigation)			Existing with Project Phases 1, 2, and 3 Contribution					Mitigation Measure[7]	ROW Constraints?[8]	Project Responsilbity[9]	Secondary Impacts? (Ped / Bike / Transit)[10]
				Delay[3] (D_E)	LOS	Delay[3] (D_{EPP})	LOS	Delay[3]	LOS	Significance with Mitigation[4]	Total Existing Intersection Volume (V_E)	Total Existing with Partial Project Intersection Volume (V_{EPP})	Project Trips (V_P)	Contribution based on Total Traffic[5]	Contribution based on Average Delay[6]				
123	Great America Parkway / Gold Street Connector	Santa Clara	AM	11.8	B	12.0	B	12.0	B	LTS	942	1,000	20	2.0%	1.7%	Add a second northbound right-turn lane (from Int. 57 dual westbound right-turn lanes).	Yes	100%	Yes
			PM	13.1	B	13.4	B	13.6	B	LTS	964	1,000	10	1.0%	2.2%				

Notes:

Bold text indicates intersection operates at a deficient Level of Service. **Bold and highlighted** indicates a significant impact.

Underlined text indicates intersection is not an impacted internation, but mitigation measures from nearby intersections will influence a geometric change at this intersection.

* Intersection improvement identified at this intersection and included under existing no-project conditions. See Appendix 3.3-D.

1 CMP = Denotes Congestion Management Program intersection (VTA).

2 A LOS D threshold is used for study intersections within San Jose including CMP designated intersections. Santa Clara County intersections in San Jose use an LOS E threshold.

3 Signalized intersections: whole-intersection average control delay per vehicle (seconds). Unsignalized intersections: worst-approach average control delay per vehicle (seconds).

4 LTS = Less than significant with mitigation, SU = significant and unavoidable. Significance determination is based on draft mitigation and responsible jurisdiction of the intersection.

5 Contribution based on total traffic = $V_{PP}/(V_{EPP})$

6 Contribution based on the average intersection delay of vehicles $[(D_{EPP}-D_E)/D_{EPP}]$.

7 Off-setting Mitigation: In the North San José Deficiency Plan area, off-setting local street network, transit, bicycle, and pedestrian improvements were identified to accommodate future travel growth, but not directly mitigate the intersection with the identified impact. Partial Mitigation: The proposed mitigation measure mitigates the impact at one but not the other peak hour or reduces the delay but not enough to mitigate the impact.

8 ROW = right-of-way. "Yes" = additional right-of-way is required to construct the proposed mitigation measure. This includes relocating existing curbs and gutters. "Possible" = additional right-of-way may be needed to maintain bike lanes or transit facilities, such as bus duck-outs. "No" = the proposed mitigation measure will fit within the existing right-of-way and existing curb-to-curb widths. Curbs and gutters will not need to be relocated, but the median may need to be modified.

9 "100%" = The cost and construction of the proposed mitigation measure is the full responsibility of the Project Developer. These are discrete mitigation measures that either fully or partially mitigate significant Project impacts. "0%" = There is no feasible mitigation measure. "% of Total Traffic" = Project Developer shall pay a fair share contribution to the proposed mitigation measure, which is typically a larger transportation improvement, such as an expressway interchange, that has been identified in an adopted plan. "Pay North San José fee or fair share contribution of mitigation" = The Project Developer can pay the North San José fee or a fair share contribution for the mitigation measure or off-setting mitigation measure based on the amount of Project's percent contribution of the traffic volume growth at the intersection.

10 These street improvements may cause secondary impacts often associated with constructing new infrastructure or modifying existing facilities, such as the removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Table K-3: Background with-Project Conditions Mitigation Summary and Project Contribution

Study Int #	Intersection	Jurisdiction[1]	Peak Hour	Background Conditions		Background with Project Conditions (without mitigation)		Background with Project Conditions (with mitigation)			Project Contribution					Mitigation Mitigation[7]	ROW Constraints?[8]	Project Responsilbity[9]	Secondary Impacts? (Ped / Bike / Transit)[10]
				Delay[3] (D_B)	LOS	Delay[3] (D_{BP})	LOS	Delay[3]	LOS	Significance with Mitigation[4]	Total Background Intersection Volume (V_B)	Total Background with Project Intersection Volume (V_{BP})	Project Trips (V_P)	Contribution based on Total Traffic[5]	Contribution based on Average Delay[6]				
3	Lawrence Expressway / Tasman Drive	Santa Clara County (CMP)	AM	70.6	E	**85.3**	**F**	---	---	SU	5,730	6,940	940	13.5%	17.2%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	**81.9**	**F**	**106.5**	**F**	---	---	SU	7,400	8,280	1,030	12.4%	23.1%				
8	Great America Parkway / Tasman Drive*	Santa Clara (CMP)	AM	34.7	C	**89.9**	**F**	**88.6**	**F**	SU	6,160	8,270	1,650	20.0%	61.4%	Partial Mitigation: Add a southbound right-turn lane and add a third westbound left-turn lane.	Yes	100%	Yes
			PM	51.8	D	**>180**	**F**	**162.1**	**F**	SU	6,820	10,490	3,850	36.7%	78.6%				
9	Convention Center / Tasman Drive*	Santa Clara	AM	17.3	B	46.0	D	---	---	LTS	2,460	4,040	1,000	24.8%	62.4%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	21.9	C	**120.7**	**F**	---	---	SU	3,570	5,650	2,570	45.5%	81.9%				
11	Centennial Boulevard / Tasman Drive*	Santa Clara	AM	20.4	C	**110.3**	**F**	---	---	SU	2,780	4,860	1,490	30.7%	81.5%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	24.1	C	**>180**	**F**	---	---	SU	3,650	6,450	3,210	49.8%	86.9%				
13	Calle Del Sol / Tasman Drive*	Santa Clara	AM	13.2	B	46.7	D	13.8	B	LTS	2,650	4,550	1,580	34.7%	71.7%	Add a westbound right-turn lane. Reconfigure southbound approach to include two left-turn lanes and one right-turn lane with overlap phase.	Yes	100%	Yes
			PM	19.0	B	**68.8**	**E**	18.8	B	LTS	3,220	5,330	2,490	46.7%	72.4%				
14	Lick Mill Boulevard / Tasman Drive	Santa Clara	AM	23.1	C	**92.8**	**F**	**72.7**	**E**	SU	3,280	5,670	2,010	35.4%	75.1%	Partial Mitigation: Reconfigure northbound and southbound approaches to 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.	Yes	100%	Yes
			PM	32.3	C	**148.3**	**F**	**56.7**	**E**	SU	4,060	6,880	2,860	41.6%	78.2%				
17	Rio Robles / Tasman Drive	San Jose	AM	26.3	C	**62.1**	**E**	**55.6**	**E**	SU	3,050	4,130	830	20.1%	57.6%	Partial Mitigation: Widen the southbound approach to include one left-turn lane and one shared through/right-turn lane. Change phasing on northbound/southbound approach from split to protected.	Yes	Pay North San Jose fee or fair share contribution of mitigation	Yes
			PM	54.2	D	**68.6**	**E**	34.4	C	SU	2,790	3,360	950	28.3%	21.0%				
18	North 1st Street / Tasman Drive	San Jose	AM	45.3	D	**74.1**	**E**	---	---	SU	4,930	5,800	700	12.1%	38.9%	No feasible mitigation (No right-of-way is available). Off-setting Mitigation: A new bus/shuttle stop (including right-of-way) is a proposed improvement at this location.	Yes	Pay North San Jose fee or fair share contribution of mitigation	No
			PM	45.3	D	48.3	D	---	---	SU	5,050	5,680	810	14.3%	6.2%				
21	Mission College Boulevard / Montague Expressway	Santa Clara County (CMP)	AM	**158.1**	**F**	**167.3**	**F**	**167.2**	**F**	SU	10,610	11,590	410	3.5%	5.5%	Partial Mitigation: Add a third southbound left-turn lane (VTP 2040 #X14).	Possible	% of Total Traffic	Yes
			PM	**109.4**	**F**	**132.5**	**F**	**111.2**	**F**	SU	10,830	11,310	280	2.5%	17.4%				
			AM	**158.1**	**F**	**167.3**	**F**	---	---	SU	10,610	11,590	410	3.5%	5.5%	An interchange is identified at this intersection as a Tier 2 priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	**109.4**	**F**	**132.5**	**F**	---	---	SU	10,830	11,310	280	2.5%	17.4%				
22	Agnew Road-De La Cruz Boulevard / Montague Expressway	Santa Clara County (CMP)	AM	**90.9**	**F**	**>180**	**F**	**153.8**	**F**	SU	8,370	9,530	850	8.9%	63.2%	Partial Mitigation: Add a second northbound left-turn lane.	Possible	100%	Yes
			PM	**121.5**	**F**	**145.6**	**F**	**124.2**	**F**	SU	10,150	11,020	660	6.0%	16.6%				
24	North 1st Street / Montague Expressway	Santa Clara County (CMP)[2]	AM	77.7	E	**95.7**	**F**	---	---	SU	8,470	9,590	710	7.4%	18.8%	No feasible mitigation (No right-of-way is available). Off-setting Mitigation: Future interchange, which includes grade separation of the light rail, is planned.	Yes	% of Total Traffic	Yes
			PM	**125.8**	**F**	**138.9**	**F**	---	---	SU	11,010	11,380	820	7.2%	9.4%				
25	Zanker Road / Montague Expressway*	Santa Clara County (CMP)[2]	AM	48.8	D	55.4	E	---	---	SU	6,750	7,520	440	5.9%	11.9%	No feasible mitigation (No right-of-way is available). Off-setting Mitigation: HOV-type signal improvements that could support future Bus Rapid Transit facilities.	No	% of Total Traffic	No
			PM	**100.1**	**F**	**113.3**	**F**	---	---	SU	9,090	9,470	650	6.9%	11.7%				
26	Montague Expressway / Plumeria Drive-River Oaks Parkway	Santa Clara County[2]	AM	**92.4**	**F**	**95.4**	**F**	**94.8**	**F**	SU	5,940	6,540	300	4.6%	3.1%	Partial Mitigation: Install an eastbound right-turn overlap phase and limit northbound u-turns.	No	% of Total Traffic	No
			PM	**157.7**	**F**	**155.6**	**F**	**82.8**	**F**	SU	6,040	6,140	440	7.2%	-1.3%				
27	Trimble Road / Montague Expressway	Santa Clara County (CMP)[2]	AM	48.3	D	47.8	D	---	---	SU	6,920	7,460	300	4.0%	-1.0%	A "fly-over" is identified at this intersection as a Tier 1B priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	**90.0**	**F**	**94.4**	**F**	---	---	SU	7,310	7,580	440	5.8%	4.7%				
29	De La Cruz Boulevard / Trimble Road	San Jose (CMP)[2]	AM	30.8	C	45.8	D	45.7	D	SU	4,560	5,130	680	13.3%	32.8%	Partial Mitigation: Add a third southbound left-turn lane.	Yes	Pay North San Jose fee or fair share contribution of mitigation	Yes
			PM	41.4	D	**93.4**	**F**	**62.1**	**E**	SU	5,480	6,390	520	8.1%	55.7%				
30	North 1st Street / Trimble Road	San Jose (CMP)[2]	AM	52.8	D	**61.9**	**E**	47.8	D	SU	5,260	5,530	230	4.2%	14.7%	Add a second eastbound left-turn lane and add an exclusive westbound right-turn lane (*North San Jose Deficiency Plan, January 2006*).	Yes	Pay North San Jose fee or fair share contribution of mitigation	Yes
			PM	48.5	D	54.6	D	53.0	D	SU	5,920	6,490	170	2.6%	11.2%				
34	North 1st Street / Brokaw Road	San Jose (CMP)[2]	AM	**69.1**	**E**	**79.4**	**E**	**79.1**	**E**	SU	5,500	5,670	50	0.9%	13.0%	Partial Mitigation: Add a third westbound left-turn lane. Off-setting Mitigation: Bicycle facilities along North 1st Street between Brokaw Road and Gish Road, and continue the sidewalk on the southeast corner of the intersection to the US 101 northbound loop on-ramp.	No	Pay North San Jose fee or fair share contribution of mitigation	Yes
			PM	**77.8**	**E**	**105.0**	**F**	**94.5**	**F**	SU	5,860	6,360	130	2.0%	25.9%				
50	Lawrence Expressway / Arques Avenue	Santa Clara County (CMP)	AM	44.2	D	58.5	E	---	---	SU	7,430	8,240	600	7.3%	24.4%	An interchange is identified at this intersection as a Tier 1B priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009; City of Sunnyvale Citywide Deficiency Plan, September 2005*).	Yes	% of Total Traffic	Yes
			PM	**97.1**	**F**	**127.5**	**F**	---	---	SU	9,050	10,100	790	7.8%	23.8%				
52	Lawrence Expressway / Reed Avenue-Monroe Street*	Santa Clara County (CMP)	AM	**107.8**	**F**	**121.3**	**F**	---	---	SU	8,470	9,150	540	5.9%	11.1%	An interchange is identified at this intersection as a Tier 1B priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009; City of Sunnyvale Citywide Deficiency Plan, September 2005*).	Yes	% of Total Traffic	Yes
			PM	**112.9**	**F**	**129.6**	**F**	---	---	SU	9,990	10,730	670	6.2%	12.9%				
53	Lawrence Expressway / Cabrillo Avenue	Santa Clara County	AM	62.4	E	75.4	E	---	---	SU	7,010	7,510	410	5.5%	17.2%	An interchange is identified at this intersection as a Tier 3 priority (*Comprehensive County Expressway Planning Study Policy Advisory Board 2015 Update, March 23, 2015*).	Yes	% of Total Traffic	Yes
			PM	**83.9**	**F**	**98.6**	**F**	---	---	SU	8,070	8,630	570	6.6%	14.9%				
54	Lawrence Expressway / Benton Street	Santa Clara County	AM	**113.2**	**F**	**122.9**	**F**	**122.1**	**F**	SU	7,610	7,970	290	3.6%	7.9%	Partial Mitigation: Add a second southbound left-turn lane and a second eastbound left-turn lane.	No	100%	Yes
			PM	74.2	E	**86.0**	**F**	78.1	E	SU	8,060	8,510	440	5.2%	13.7%				
55	Lawrence Expressway / Homestead Road	Santa Clara County (CMP)	AM	**92.1**	**F**	**98.6**	**F**	**87.5**	**F**	SU	8,860	9,200	250	2.7%	6.6%	Add a third eastbound through lane and a third westbound through lane (*Yahoo! Santa Clara Campus TIA, August 2009; City of Sunnyvale Citywide Deficiency Plan, September 2005; and City of Santa Clara Traffic Mitigation Program, June 2011*).	Possible	100%	Yes
			PM	**99.0**	**F**	**115.0**	**F**	**92.0**	**F**	SU	10,690	11,210	420	3.7%	13.9%				
56	Lawrence Expressway / Pruneridge Avenue	Santa Clara County	AM	72.7	E	79.9	E	---	---	SU	8,160	8,420	230	2.7%	9.0%	An interchange is identified at this intersection as a Tier 3 priority (*Comprehensive County Expressway Planning Study Policy Advisory Board 2015 Update, March 23, 2015*).	Yes	% of Total Traffic	Yes
			PM	**81.1**	**F**	**85.6**	**F**	---	---	SU	9,140	9,520	330	3.5%	5.3%				
57	Great America Parkway / SR 237 Westbound Ramps	Santa Clara (CMP)	AM	26.5	C	**104.7**	**F**	52.1	D	LTS	2,980	5,060	2,590	51.2%	74.7%	Add third westbound left-turn lane and associated receiving lane under underpass. Add a second westbound right-turn lane.	Yes	100%	Yes
			PM	19.5	B	72.8	E	49.9	D	LTS	2,230	3,720	1,840	49.5%	73.2%				
58	Great America Parkway / SR 237 Eastbound Ramps	Santa Clara (CMP)	AM	11.9	B	68.8	E	30.6	C	LTS	3,570	7,260	4,210	58.0%	82.7%	Add third southbound through lane (from Int. 57) and a second eastbound right-turn lane.	Yes	100%	Yes
			PM	10.9	B	23.4	C	23.3	C	LTS	3,800	5,770	2,830	49.0%	53.4%				

Table K-3: Background with-Project Conditions Mitigation Summary and Project Contribution

Study Int #	Intersection	Jurisdiction[1]	Peak Hour	Background Conditions		Background with Project Conditions (without mitigation)		Background with Project Conditions (with mitigation)			Project Contribution					Mitigation Mitigation[7]	ROW Constraints?[8]	Project Responsilbity[9]	Secondary Impacts? (Ped / Bike / Transit)[10]
				Delay[3] (D_B)	LOS	Delay[3] (D_{BP})	LOS	Delay[3]	LOS	Significance with Mitigation[4]	Total Background Intersection Volume (V_B)	Total Background with Project Intersection Volume (V_{BP})	Project Trips (V_P)	Contribution based on Total Traffic[5]	Contribution based on Average Delay[6]				
59	Great America Parkway / Yerba Buena (Great America) Way	Santa Clara	AM	29.3	C	**123.1**	**F**	**69.5**	**E**	SU	3,870	6,870	3,610	52.5%	76.2%	Partial Mitigation: Add a second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.	Yes	100%	Yes
			PM	34.7	C	**139.3**	**F**	40.8	D	LTS	4,280	6,260	2,250	35.9%	75.1%				
60	Great America Parkway / Old Mountain View-Alviso Road	Santa Clara	AM	20.6	C	**91.6**	**F**	**91.6**	**F**	SU	3,540	6,140	2,880	46.9%	77.5%	Partial Mitigation: Add a second eastbound left-turn lane.	Yes	100%	Yes
			PM	37.2	D	**112.2**	**F**	55.0	D	LTS	3,980	6,080	2,280	37.5%	66.8%				
64	Great America Parkway / Old Glory Lane	Santa Clara	AM	**76.0**	**E**	**138.6**	**F**	**64.4**	**E**	LTS	4,040	5,080	940	18.5%	45.2%	Partial Mitigation: Add a second northbound left-turn lane. Install an overlap phase for eastbound right turning vehicles (*Yahoo! Santa Clara Campus TIA, August 2009*).	No	100%	Yes
			PM	**70.4**	**E**	**>180**	**F**	**>180**	**F**	SU	4,900	7,390	2,180	29.5%	75.3%				
65	Great America Parkway / Patrick Henry Drive	Santa Clara	AM	25.4	C	45.7	D	21.2	C	LTS	4,520	5,690	890	15.6%	44.4%	Partial Mitigation: Add a second northbound left-turn lane and an eastbound free-right-turn lane. The eastbound right-turn lane includes the addition of a fourth southbound lane on Great America Parkway between Patrick Henry Drive and Mission College Boulevard (*Yahoo! Santa Clara Campus TIA, August 2009*).	Yes	100%	Yes
			PM	**73.9**	**E**	**>180**	**F**	**136.6**	**F**	SU	5,840	8,290	2,120	25.6%	65.6%				
66	Great America Parkway / Mission College Boulevard*	Santa Clara (CMP)	AM	47.0	D	68.5	E	52.8	D	LTS	6,060	7,170	890	12.4%	31.4%	Partial Mitigation: Add a southbound and a westbound right-turn pocket (*Yahoo! Santa Clara Campus TIA, August 2009*).	Possible	100%	Yes
			PM	51.9	D	**108.7**	**F**	**98.6**	**F**	SU	8,750	11,450	2,070	18.1%	52.3%				
69	Bowers Avenue / Augustine Drive*	Santa Clara	AM	34.6	C	36.4	D	---	---	LTS	5,350	6,120	230	3.8%	4.9%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	**68.3**	**E**	**115.8**	**F**	---	---	SU	7,000	7,850	860	11.0%	41.0%				
71	Bowers Avenue / Central Expressway	Santa Clara County (CMP)	AM	**80.3**	**F**	**94.3**	**F**	**80.8**	**F**	SU	7,910	8,740	140	1.6%	14.8%	Partial Mitigation: Add third southbound left-turn lane and third eastbound left-turn lane.	No	100%	Yes
			PM	**117.1**	**F**	**147.9**	**F**	**128.0**	**F**	SU	9,440	10,100	390	3.9%	20.8%				
			AM	**80.3**	**F**	**94.3**	**F**	---	---	SU	7,910	8,740	140	1.6%	14.8%	An interchange is identified at this intersection as a Tier 2 priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	**117.1**	**F**	**147.9**	**F**	---	---	SU	9,440	10,100	390	3.9%	20.8%				
73	Bowers Avenue / Monroe Street	Santa Clara	AM	35.9	D	36.3	D	30.9	C	LTS	2,610	2,670	50	1.9%	1.1%	Add a northbound and a southbound left-turn lane. Change the northbound and southbound from split to protected left-turn phasing	No	100%	Yes
			PM	48.6	D	**56.1**	**E**	29.9	C	LTS	3,310	3,430	110	3.2%	13.4%				
75	San Tomas Expressway / Scott Boulevard	Santa Clara County (CMP)	AM	**99.6**	**F**	**167.0**	**F**	**166.0**	**F**	SU	9,320	10,540	410	3.9%	40.4%	Partial Mitigation: A second westbound right-turn lane is identified as a Tier 1C priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009; City of Santa Clara Traffic Mitigation Program, June 2011*).	No	% of Total Traffic	Yes
			PM	79.7	E	**90.9**	**F**	**95.9**	**F**	SU	10,680	11,390	280	2.5%	12.3%				
			AM	**99.6**	**F**	**167.0**	**F**	---	---	SU	9,320	10,540	410	3.9%	40.4%	An interchange is identified at this intersection as a Tier 2 priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	No	% of Total Traffic	Yes
			PM	79.7	E	**90.9**	**F**	---	---	SU	10,680	11,390	280	2.5%	12.3%				
76	San Tomas Expressway / Walsh Avenue	Santa Clara County	AM	**101.9**	**F**	**118.9**	**F**	**117.5**	**F**	SU	8,590	9,020	370	4.1%	14.3%	Partial Mitigation: Add a second eastbound left-turn lane.	No	100%	Yes
			PM	68.4	E	76.4	E	61.1	E	SU	8,060	8,450	360	4.3%	10.5%				
77	San Tomas Expressway / Monroe Street	Santa Clara County (CMP)	AM	**158.1**	**F**	**171.4**	**F**	**171.1**	**F**	SU	9,300	9,640	360	3.7%	7.8%	Partial Mitigation: A second northbound left-turn lane is identified at this intersection as a Tier 3 priority (*Comprehensive County Expressway Planning Study Policy Advisory Board 2015 Update, March 23, 2015*).	Yes	% of Total Traffic	Yes
			PM	69.4	E	71.3	E	71.2	E	SU	8,480	8,640	340	3.9%	2.7%				
78	San Tomas Expressway / El Camino Real*	Santa Clara County (CMP)	AM	**142.0**	**F**	**152.9**	**F**	---	---	SU	10,190	10,530	310	2.9%	7.1%	An interchange is identified at this intersection as a Tier 2 priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	**92.8**	**F**	**101.6**	**F**	---	---	SU	9,400	9,730	310	3.2%	8.7%				
79	San Tomas Expressway / Benton Street*	Santa Clara County	AM	77.0	E	**88.7**	**F**	65.8	E	SU	7,710	8,040	290	3.6%	13.2%	Add a second eastbound left-turn lane.	Possible	100%	Yes
			PM	55.9	E	57.5	E	52.3	D	SU	7,370	7,650	310	4.1%	2.8%				
82	San Tomas Expressway / Pruneridge Avenue	Santa Clara County	AM	**128.3**	**F**	**139.4**	**F**	**125.6**	**F**	SU	6,550	6,900	250	3.6%	8.0%	Partial Mitigation: Add a second northbound left-turn lane.	No	100%	Yes
			PM	**81.5**	**F**	**85.9**	**F**	**82.3**	**F**	SU	7,150	7,510	240	3.2%	5.1%				
83	San Tomas Expressway / Saratoga Avenue	Santa Clara County (CMP)	AM	**132.3**	**F**	**142.6**	**F**	74.1	E	SU	6,460	6,720	220	3.3%	7.2%	Widen San Tomas to four lanes in each direction including exclusive right-turn lanes and maintain HOV lanes identified as a Tier 1A priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	75.3	E	**80.4**	**F**	63.8	E	SU	7,180	7,500	230	3.1%	6.3%				
84	Gold Street / Gold Street Connector	San Jose	AM	23.3	C	**115.8**	**F**	27.6	C	SU	1,180	2,520	1,340	53.2%	79.9%	Add second northbound left-turn lane and second eastbound right-turn lane (move pedestrian crossing to north leg of intersection).	Yes	100%	Yes
			PM	21.7	C	34.4	C	24.5	C	SU	1,320	2,680	1,350	50.4%	36.9%				
90	Lafayette Street / Calle De Luna	Santa Clara	AM	16.4	B	**70.3**	**E**	48.9	D	LTS	1,690	3,690	2,100	56.9%	76.7%	Reconstruct the westbound approach to include two left-turn lanes and one right-turn lane.	No	100%	Yes
			PM	19.6	B	24.4	C	22.0	C	LTS	2,060	4,250	2,390	56.2%	19.7%				
94	Lafayette Street / Agnew Road	Santa Clara	AM	38.1	D	44.1	D	36.7	D	LTS	2,520	4,420	1,760	39.8%	13.6%	Add a second eastbound left-turn lane and a second southbound left-turn lane.	No	100%	Yes
			PM	41.5	D	**56.1**	**E**	45.4	D	LTS	3,050	5,100	1,800	35.3%	26.0%				
96	Lafayette Street / Montague Expressway Westbound Ramps	Santa Clara	AM	37.7	D	**87.8**	**F**	44.1	D	LTS	2,180	3,900	1,680	43.1%	57.1%	Add second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.	No	100%	Yes
			PM	35.7	D	32.6	C	29.6	C	LTS	2,440	4,050	1,340	33.1%	-9.5%				
98	Lafayette Street / Central Expressway	Santa Clara County (CMP)	AM	**118.5**	**F**	**129.0**	**F**	**85.6**	**F**	SU	6,850	7,540	490	6.5%	8.1%	Partial Mitigation: HOV lane conversion to mixed-flow lanes on Central Expressway identified as a Tier 1A priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	No	% of Total Traffic	Yes
			PM	**90.9**	**F**	**118.8**	**F**	**95.2**	**F**	SU	7,560	8,430	820	9.7%	23.5%				
			AM	**118.5**	**F**	**129.0**	**F**	---	---	SU	6,850	7,540	490	6.5%	8.1%	Grade separation of Central Expressway and Lafayette Street.	Yes	% of Total Traffic	Yes
			PM	**90.9**	**F**	**118.8**	**F**	---	---	SU	7,560	8,430	820	9.7%	23.5%				
103	Lafayette Street / Lewis Street	Santa Clara	AM	8.7	A	8.0	A	---	---	LTS	2,130	2,480	320	12.9%	-8.7%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	**73.8**	**E**	**89.4**	**F**	---	---	SU	2,990	3,210	370	11.5%	17.4%				
109	Liberty Street / Taylor Street	San Jose	AM	8.9	A	8.9	A	13.2	B	SU	460	460	50	10.9%	0.0%	Signalize.	Possible	100%	Yes
			PM	10.6	B	**76.0**	**F**	15.8	B	SU	740	1,340	540	40.3%	86.1%				
114	Calle Del Sol / Calle Del Luna	Santa Clara	AM	15.6	C	32.0	D	16.4	B	LTS	590	980	390	39.8%	51.3%	Signalize.	Possible	100%	Yes
			PM	23.2	C	**74.4**	**F**	13.0	B	LTS	860	1,290	550	42.6%	68.8%				
120	De La Cruz Boulevard / Laurelwood Road	Santa Clara	AM	27.7	C	**141.9**	**F**	13.5	B	LTS	1,960	2,540	660	26.0%	80.5%	Reconfigure the northbound and southbound approach to include one left-turn lane, one through, and one shared through/right-turn lane and change the phasing from split to protected in the northbound and southbound directions, and increase cycle length.	No	100%	Yes
			PM	21.0	C	**91.3**	**F**	21.8	C	LTS	2,290	3,250	540	16.6%	77.0%				

Table K-3: Background with-Project Conditions Mitigation Summary and Project Contribution

Study Int #	Intersection	Jurisdiction[1]	Peak Hour	Background Conditions		Background with Project Conditions (without mitigation)		Background with Project Conditions (with mitigation)			Project Contribution					Mitigation Mitigation[7]	ROW Constraints?[8]	Project Responsilbity[9]	Secondary Impacts? (Ped / Bike / Transit)[10]
				Delay[3] (D_B)	LOS	Delay[3] (D_{BP})	LOS	Delay[3]	LOS	Significance with Mitigation[4]	Total Background Intersection Volume (V_B)	Total Background with Project Intersection Volume (V_{BP})	Project Trips (V_P)	Contribution based on Total Traffic[5]	Contribution based on Average Delay[6]				
121	De La Cruz Boulevard / Central Expressway	Santa Clara County (CMP)	AM	**>180**	**F**	**>180**	**F**	70.8	E	SU	6,310	6,640	140	2.1%	11.8%	HOV lane conversion to mixed-flow lanes on Central Expressway identified as a Tier 1A priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*). Add second southbound right-turn lane and add a third northbound left-turn lane.	Yes	% of Total Traffic	Yes
			PM	**97.8**	**F**	**111.3**	**F**	**94.9**	**F**	SU	6,800	7,080	310	4.4%	12.1%				
123	Great America Parkway / Gold Street Connector	Santa Clara	AM	11.9	B	29.1	C	9.8	A	LTS	1,060	2,260	1,260	55.8%	59.1%	Add a second northbound right-turn lane (from Int. 57 dual westbound right-turn lanes).	Yes	100%	Yes
			PM	13.6	B	13.0	B	9.6	A	LTS	1,040	1,740	720	41.4%	-4.6%				
124	Scott Boulevard / Central Expressway	Santa Clara County (CMP)	AM	55.2	E	56.5	E	45.0	D	SU	5,470	5,660	10	0.2%	2.3%	HOV lane conversion to mixed-flow lanes on Central Expressway identified as a Tier 1A priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*). Add third southbound left-turn lane.	Yes	% of Total Traffic	Yes
			PM	**150.1**	**F**	**164.7**	**F**	**122.5**	**F**	SU	6,440	6,860	100	1.5%	8.9%				
125	San Tomas Expressway / Stevens Creek Boulevard	Santa Clara County (CMP)	AM	**118.7**	**F**	**122.0**	**F**	**106.7**	**F**	SU	7,220	7,420	160	2.2%	2.7%	Widen San Tomas to four lanes in each direction including exclusive right-turn lanes and maintain HOV lanes identified as a Tier 1A priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	65.4	E	71.5	E	67.7	E	SU	7,220	7,600	180	2.4%	8.5%				
			AM	**118.7**	**F**	**122.0**	**F**	---	---	SU	7,220	7,420	160	2.2%	2.7%	An interchange is identified at this intersection as a Tier 2 priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	65.4	E	71.5	E	---	---	SU	7,220	7,600	180	2.4%	8.5%				

Notes:

Bold text indicates intersection operates at a deficient Level of Service. **Bold and highlighted** indicates a significant impact.

Underlined text indicates intersection is not an impacted internation, but mitigation measures from nearby intersections will influence a geometric change at this intersection.

* Intersection improvement identified at this intersection and included under background no-project conditions. See Appendix 3.3-D.

1 CMP = Denotes Congestion Management Program intersection (VTA).

2 A LOS D threshold is used for study intersections within San Jose including CMP designated intersections. Santa Clara County intersections in San Jose use an LOS E threshold.

3 Signalized intersections: whole-intersection average control delay per vehicle (seconds). Unsignalized intersections: worst-approach average control delay per vehicle (seconds).

4 LTS = Less than significant with mitigation, SU = significant and unavoidable. Significance determination is based on draft mitigation and responsible jurisdiction of the intersection.

5 Contribution based on total traffic = $V_P/(V_{BP})$

6 Contribution based on the average intersection delay of vehicles $[(D_{BP}-D_B)/D_{BP}]$.

7 Off-setting Mitigation: In the North San José Deficiency Plan area, off-setting local street network, transit, bicycle, and pedestrian improvements were identified to accommodate future travel growth, but not directly mitigate the intersection with the identified impact. Partial Mitigation: The proposed mitigation measure mitigates the impact at one but not the other peak hour or reduces the delay but not enough to mitigate the impact.

8 ROW = right-of-way. "Yes" = additional right-of-way is required to construct the proposed mitigation measure. This includes relocating existing curbs and gutters. "Possible" = additional right-of-way may be needed to maintain bike lanes or transit facilities, such as bus duck-outs. "No" = the proposed mitigation measure will fit within the existing right-of-way and existing curb-to-curb widths. Curbs and gutters will not need to be relocated, but the median may need to be modified.

9 "100%" = The cost and construction of the proposed mitigation measure is the full responsibility of the Project Developer. These are discrete mitigation measures that either fully or partially mitigate significant Project impacts. "0%" = There is no feasible mitigation measure. "% of Total Traffic" = Project Developer shall pay a fair share contribution to the proposed mitigation measure, which is typically a larger transportation improvement, such as an expressway interchange, that has been identified in an adopted plan. "Pay North San José fee or fair share contribution of mitigation" = The Project Developer can pay the North San José fee or a fair share contribution for the mitigation measure or off-setting mitigation measure based on the amount of Project's percent contribution of the traffic volume growth at the intersection.

10 These street improvements may cause secondary impacts often associated with constructing new infrastructure or modifying existing facilities, such as the removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Table K-4: Cumulative with-Project Conditions Mitigation Summary and Project Contribution

Study Int #	Intersection	Jurisdiction[1]	Peak Hour	Cumulative Conditions		Cumulative with Project Conditions (without mitigation)		Cumulative with Project Conditions (with mitigation)			Project Contribution					Mitigation Measure[7]	ROW Constraints?[8]	Project Responsilbity[9]	Secondary Impacts? (Ped / Bike / Transit)[10]
				Delay[3] (D_C)	LOS	Delay[3] (D_{CP})	LOS	Delay[3]	LOS	Significance with Mitigation[4]	Total Cumulative Intersection Volume (V_C)	Total Cumulative with Project Intersection Volume (V_{CP})	Project Trips (V_P)	Contribution based on Total Traffic[5]	Contribution based on Average Delay[6]				
1	Fair Oaks Avenue / Tasman Drive	Sunnyvale	AM	39.1	D	38.8	D	38.8	D	SU	3,890	4,120	70	1.7%	-0.8%	Reconfigure the eastbound approach to include one left-turn lane, one through lane, and one shared through/right-turn lane.	Possible	% of Total Traffic	No
			PM	46.6	D	**56.1**	**E**	52.0	D	SU	5,040	5,550	450	8.1%	16.9%				
3	Lawrence Expressway / Tasman Drive	Santa Clara County (CMP)	AM	**176.2**	**F**	**>180**	**F**	---	---	SU	7,840	8,890	990	11.1%	5.8%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	**122.3**	**F**	**>180**	**F**	---	---	SU	8,640	9,600	1,550	16.1%	33.5%				
8	Great America Parkway / Tasman Drive*	Santa Clara (CMP)	AM	**128.4**	**F**	**162.5**	**F**	**149.8**	**F**	SU	7,650	9,580	1,890	19.7%	21.0%	Partial Mitigation: Add a southbound right-turn lane and add a third westbound left-turn lane.	Yes	100%	Yes
			PM	**125.7**	**F**	**>180**	**F**	**>180**	**F**	SU	8,380	11,740	4,210	35.9%	60.0%				
9	Convention Center / Tasman Drive*	Santa Clara	AM	**125.3**	**F**	**131.0**	**F**	---	---	SU	3,740	4,910	1,150	23.4%	4.4%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	36.9	D	**163.4**	**F**	---	---	SU	4,370	6,110	2,710	44.4%	77.4%				
11	Centennial Boulevard / Tasman Drive*	Santa Clara	AM	**111.1**	**F**	**167.9**	**F**	---	---	SU	3,930	5,610	1,670	29.8%	33.8%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	46.1	D	**>180**	**F**	---	---	SU	4,310	6,660	3,360	50.5%	77.0%				
13	Calle Del Sol / Tasman Drive*	Santa Clara	AM	44.0	D	**127.1**	**F**	43.1	D	LTS	3,700	5,410	1,770	32.7%	65.4%	Add a westbound right-turn lane. Reconfigure southbound approach to include two left-turn lanes and one right-turn lane with overlap phase.	Yes	100%	Yes
			PM	20.9	C	**100.4**	**F**	23.3	C	LTS	4,350	5,700	2,590	45.4%	79.2%				
14	Lick Mill Boulevard / Tasman Drive	Santa Clara	AM	**61.1**	**E**	**>180**	**F**	**154.9**	**F**	SU	4,550	6,810	2,250	33.0%	66.6%	Partial Mitigation: Reconfigure northbound and southbound approaches to 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.	Yes	100%	Yes
			PM	**89.7**	**F**	**>180**	**F**	**115.7**	**F**	SU	5,670	8,060	2,950	36.6%	63.1%				
15	Renaissance Drive / Tasman Drive	San Jose	AM	22.9	C	**63.5**	**E**	---	---	SU	3,850	4,960	1,160	23.4%	63.9%	No feasible mitigation (No right-of-way is available). Off-setting Mitigation: Light rail operations capital improvements.	No	Pay North San Jose fee or fair share contribution of mitigation	No
			PM	21.9	C	29.6	C	---	---	SU	4,660	5,010	1,270	25.3%	26.0%				
17	Rio Robles / Tasman Drive	San Jose	AM	48.3	D	**127.2**	**F**	44.3	D	SU	3,930	4,860	960	19.8%	62.0%	Widen the southbound approach to include one left-turn lane and one shared through/right-turn lane. Change phasing on northbound/southbound approach from split to protected.	Yes	Pay North San Jose fee or fair share contribution of mitigation	Yes
			PM	**105.6**	**F**	**125.8**	**F**	**60.0**	**E**	SU	4,270	4,630	970	21.0%	16.1%				
18	North 1st Street / Tasman Drive	San Jose	AM	**114.4**	**F**	**>180**	**F**	---	---	SU	7,430	8,290	830	10.0%	37.4%	No feasible mitigation (No right-of-way is available). Off-setting Mitigation: A new bus/shuttle stop (including right-of-way) is a proposed improvement at this location.	Yes	Pay North San Jose fee or fair share contribution of mitigation	No
			PM	**60.3**	**E**	**75.4**	**E**	---	---	SU	6,830	7,430	830	11.2%	20.0%				
19	Zanker Road / Tasman Drive	San Jose	AM	**66.7**	**E**	**92.3**	**F**	---	---	SU	8,030	8,590	570	6.6%	27.7%	No feasible mitigation (No right-of-way is available). Off-Setting Mitigation: Light rail operations capital improvements.	No	Pay North San Jose fee or fair share contribution of mitigation	No
			PM	48.4	D	50.8	D	---	---	SU	7,980	8,370	430	5.1%	4.7%				
20	McCarthy Boulevard / Tasman Drive	Milpitas	AM	**102.5**	**F**	**146.6**	**F**	---	---	SU	4,750	5,060	460	9.1%	30.1%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	49.6	D	51.8	D	---	---	SU	5,720	5,850	270	4.6%	4.2%				
21	Mission College Boulevard / Montague Expressway	Santa Clara County (CMP)	AM	**>180**	**F**	**>180**	**F**	**>180**	**F**	SU	13,580	14,350	310	2.2%	2.2%	Partial Mitigation: Add a third southbound left-turn lane (VTP 2040 #X14).	Possible	% of Total Traffic	Yes
			PM	**166.3**	**F**	**175.0**	**F**	**141.6**	**F**	SU	12,090	12,330	270	2.2%	5.0%				
			AM	**>180**	**F**	**>180**	**F**	---	---	SU	13,580	14,350	310	2.2%	2.2%	An interchange is identified at this intersection as a Tier 2 priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	**166.3**	**F**	**175.0**	**F**	---	---	SU	12,090	12,330	270	2.2%	5.0%				
22	Agnew Road-De La Cruz Boulevard / Montague Expressway	Santa Clara County (CMP)	AM	**>180**	**F**	**>180**	**F**	**>180**	**F**	SU	11,690	12,850	930	7.2%	40.3%	Partial Mitigation: Add a second northbound left-turn lane.	Possible	100%	Yes
			PM	**>180**	**F**	**>180**	**F**	**>180**	**F**	SU	12,570	13,380	980	7.3%	17.2%				
23	Lick Mill Boulevard / Montague Expressway	Santa Clara County	AM	55.3	E	65.8	E	65.8	E	SU	10,090	11,120	740	6.7%	16.0%	Partial Mitigation: Add a third southbound left-turn lane.	No	100%	Yes
			PM	38.4	D	**103.5**	**F**	**86.1**	**F**	SU	8,630	10,010	990	9.9%	62.9%				
24	North 1st Street / Montague Expressway	Santa Clara County (CMP)[2]	AM	**162.0**	**F**	**176.0**	**F**	---	---	SU	12,410	13,280	680	5.1%	8.0%	No feasible mitigation (No right-of-way is available). Off-setting Mitigation: Future interchange, which includes grade separation of the light rail, is planned.	Yes	% of Total Traffic	Yes
			PM	**165.9**	**F**	**>180**	**F**	---	---	SU	12,350	13,190	860	6.5%	16.8%				
25	Zanker Road / Montague Expressway*	Santa Clara County (CMP)[2]	AM	**148.6**	**F**	**169.1**	**F**	---	---	SU	10,420	11,110	460	4.1%	12.1%	No feasible mitigation (No right-of-way is available). Off-setting Mitigation: HOV-type signal improvements that could support future Bus Rapid Transit facilities.	No	% of Total Traffic	No
			PM	**118.0**	**F**	**126.3**	**F**	---	---	SU	11,030	11,470	730	6.4%	6.6%				
26	Montague Expressway / Plumeria Drive-River Oaks Parkway	Santa Clara County[2]	AM	**105.5**	**F**	**110.6**	**F**	**110.1**	**F**	SU	7,700	8,130	310	3.8%	4.6%	Partial Mitigation: Install an eastbound right-turn overlap phase and limit northbound u-turns.	No	% of Total Traffic	No
			PM	**167.5**	**F**	**164.0**	**F**	**100.1**	**F**	SU	6,970	7,190	510	7.1%	-2.1%				
27	Trimble Road / Montague Expressway	Santa Clara County (CMP)[2]	AM	50.0	D	51.6	D	---	---	SU	8,670	9,080	310	3.4%	3.1%	A "fly-over" is identified at this intersection as a Tier 1B priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	**113.2**	**F**	**143.5**	**F**	---	---	SU	8,560	9,140	520	5.7%	21.1%				
28	McCarthy Boulevard-O'Toole Avenue / Montague Expressway	Santa Clara County (CMP)[2]	AM	60.0	E	68.8	E	---	---	SU	9,600	10,030	310	3.1%	12.8%	An interchange is identified at this intersection as a Tier 1B priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	**116.2**	**F**	**122.1**	**F**	---	---	SU	9,660	9,890	490	5.0%	4.8%				
29	De La Cruz Boulevard / Trimble Road	San Jose (CMP)[2]	AM	34.2	C	**76.9**	**E**	**76.0**	**E**	SU	5,220	6,310	780	12.4%	55.5%	Partial Mitigation: Add a third southbound left-turn lane.	Yes	Pay North San Jose fee or fair share contribution of mitigation	Yes
			PM	**151.1**	**F**	**>180**	**F**	**>180**	**F**	SU	7,330	8,300	790	9.5%	38.8%				
30	North 1st Street / Trimble Road	San Jose (CMP)[2]	AM	**86.1**	**F**	**111.4**	**F**	**87.8**	**F**	SU	7,040	7,540	180	2.4%	22.7%	Partial Mitigation: Add a second eastbound left-turn lane and add an exclusive westbound right-turn lane (*North San Jose Deficiency Plan, January 2006*).	Yes	Pay North San Jose fee or fair share contribution of mitigation	Yes
			PM	**74.1**	**E**	**87.6**	**F**	**73.8**	**E**	SU	7,670	8,180	300	3.7%	15.4%				
31	Zanker Road / Trimble Road*	San Jose (CMP)[2]	AM	**59.3**	**E**	**78.0**	**E**	---	---	SU	5,480	5,920	80	1.4%	24.0%	No feasible mitigation (No right-of-way is available). Off-setting Mitigation: Pedestrian facilities along both sides of Zanker Road between Trimble Road and Charcot Avenue.	No	Pay North San Jose fee or fair share contribution of mitigation	No
			PM	**79.4**	**E**	**82.7**	**F**	---	---	SU	7,470	8,340	260	3.1%	4.0%				
34	North 1st Street / Brokaw Road	San Jose (CMP)[2]	AM	**143.6**	**F**	**141.1**	**F**	**140.4**	**F**	SU	7,340	7,560	80	1.1%	-1.8%	Add a third westbound left-turn lane. Off-setting Mitigation: Bicycle facilities along North 1st Street between Brokaw Road and Gish Road, and continue the sidewalk on the southeast corner of the intersection to the US 101 northbound loop on-ramp.	No	Pay North San Jose fee or fair share contribution of mitigation	Yes
			PM	**144.4**	**F**	**164.9**	**F**	**136.7**	**F**	SU	7,410	7,760	150	1.9%	12.4%				
36	Zanker Road / Brokaw Road*	San Jose (CMP)[2]	AM	**68.4**	**E**	**83.6**	**F**	**60.9**	**E**	SU	5,930	6,130	80	1.3%	18.2%	Add a second eastbound left-turn lane, a second northbound left-turn lane, and a second southbound left-turn lane (*North San Jose Deficiency Plan, January 2006*).	Possible	Pay North San Jose fee or fair share contribution of mitigation	Yes
			PM	**95.0**	**F**	**109.6**	**F**	**56.9**	**E**	SU	7,720	8,130	240	3.0%	13.3%				
37	Fair Oaks Avenue / Fair Oaks Way	Sunnyvale	AM	17.9	B	18.0	B	17.9	B	SU	2,550	2,570	20	0.8%	0.6%	Add a second eastbound right-turn lane.	Possible	% of Total Traffic	Yes
			PM	44.4	D	**71.5**	**E**	29.2	C	SU	2,980	3,170	170	5.4%	37.9%				

Table K-4: Cumulative with-Project Conditions Mitigation Summary and Project Contribution

Study Int #	Intersection	Jurisdiction[1]	Peak Hour	Cumulative Conditions		Cumulative with Project Conditions (without mitigation)		Cumulative with Project Conditions (with mitigation)			Project Contribution					Mitigation Measure[7]	ROW Constraints?[8]	Project Responsilbity[9]	Secondary Impacts? (Ped / Bike / Transit)[10]
				Delay[3] (D_C)	LOS	Delay[3] (D_{CP})	LOS	Delay[3]	LOS	Significance with Mitigation[4]	Total Cumulative Intersection Volume (V_C)	Total Cumulative with Project Intersection Volume (V_{CP})	Project Trips (V_P)	Contribution based on Total Traffic[5]	Contribution based on Average Delay[6]				
43	Fair Oaks Avenue / Maude Avenue	Sunnyvale	AM	33.7	C	34.5	C	34.5	C	SU	2,000	2,080	0	0.0%	2.3%	Add an eastbound right-turn lane.	Yes	% of Total Traffic	Yes
			PM	**61.5**	**E**	**73.6**	**E**	49.9	D	SU	3,180	3,440	90	2.6%	16.4%				
44	Fair Oaks Avenue / E Arques Avenue	Sunnyvale	AM	34.4	C	34.8	C	33.8	C	SU	2,710	2,790	0	0.0%	1.1%	Partial Mitigation: Add a southbound right-turn lane (identified in the Sunnyvale Deficiency Plan).	No	% of Total Traffic	Yes
			PM	**65.9**	**E**	**95.3**	**F**	**74.6**	**E**	SU	3,970	4,280	120	2.8%	30.8%				
45	Fair Oaks Avenue / Evelyn Avenue	Sunnyvale	AM	28.7	C	29.3	C	29.3	C	SU	3,070	3,140	0	0.0%	2.0%	Add a southbound right-turn lane.	Yes	% of Total Traffic	Yes
			PM	**56.4**	**E**	**62.4**	**E**	39.2	D	SU	4,370	4,490	110	2.4%	9.6%				
46	Lawrence Expressway / Sandia Avenue	Santa Clara County	AM	71.7	E	**95.4**	**F**	**94.9**	**F**	SU	6,420	7,170	790	11.0%	24.8%	Partial Mitigation: Signalize Lawrence Expressway / Bridgewood Way-Lakewood Way.	Possible	% of Total Traffic	Yes
			PM	74.6	E	**81.3**	**F**	79.0	E	SU	6,350	6,830	640	9.4%	8.2%				
48	Lawrence Expressway / US 101 Southbound Ramps	Santa Clara County	AM	31.5	C	30.5	C	21.0	C	SU	8,440	9,110	700	7.7%	-3.3%	Convert eastbound left-turn lane to shared left-turn/right-turn lane.	No	100%	Yes
			PM	77.5	E	**85.8**	**F**	53.7	D	SU	9,890	11,250	830	7.4%	9.7%				
49	Lawrence Expressway / Oakmead Parkway	Santa Clara County	AM	**81.2**	**F**	**128.2**	**F**	---	---	SU	8,170	8,910	700	7.9%	36.7%	Grade separation of Lawrence Expressway and Oakmead Parkway.	Yes	% of Total Traffic	Yes
			PM	**90.2**	**F**	**141.7**	**F**	---	---	SU	10,050	11,350	810	7.1%	36.3%				
51	Lawrence Expressway / Kifer Road	Santa Clara County	AM	61.4	E	**92.0**	**F**	---	---	SU	9,350	10,000	520	5.2%	33.3%	An interchange is identified at this intersection as a Tier 1B priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009; City of Sunnyvale Citywide Deficiency Plan, September 2005*).	Yes	% of Total Traffic	Yes
			PM	**91.5**	**F**	**106.8**	**F**	---	---	SU	9,770	10,420	680	6.5%	14.3%				
52	Lawrence Expressway / Reed Avenue-Monroe Street*	Santa Clara County (CMP)	AM	**155.0**	**F**	**>180**	**F**	---	---	SU	9,910	10,570	510	4.8%	15.3%	An interchange is identified at this intersection as a Tier 1B priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009; City of Sunnyvale Citywide Deficiency Plan, September 2005*).	Yes	% of Total Traffic	Yes
			PM	**174.2**	**F**	**>180**	**F**	---	---	SU	11,570	12,120	680	5.6%	7.6%				
53	Lawrence Expressway / Cabrillo Avenue	Santa Clara County	AM	**90.7**	**F**	**115.3**	**F**	---	---	SU	8,000	8,530	380	4.5%	21.3%	An interchange is identified at this intersection as a Tier 3 priority (*Comprehensive County Expressway Planning Study Policy Advisory Board 2015 Update, March 23, 2015*).	Yes	% of Total Traffic	Yes
			PM	**107.7**	**F**	**125.9**	**F**	---	---	SU	8,960	9,450	550	5.8%	14.5%				
54	Lawrence Expressway / Benton Street	Santa Clara County	AM	**125.5**	**F**	**141.9**	**F**	**137.3**	**F**	SU	8,510	8,870	270	3.0%	11.6%	Partial Mitigation: Add a second southbound left-turn lane and a second eastbound left-turn lane.	Possible	100%	Yes
			PM	**121.8**	**F**	**140.2**	**F**	**132.6**	**F**	SU	9,670	10,190	450	4.4%	13.1%				
55	Lawrence Expressway / Homestead Road	Santa Clara County (CMP)	AM	**135.3**	**F**	**144.0**	**F**	**111.9**	**F**	SU	10,480	10,870	250	2.3%	6.0%	Add a third eastbound through lane and a third westbound through lane (*Yahoo! Santa Clara Campus TIA, August 2009; City of Sunnyvale Citywide Deficiency Plan, September 2005; and City of Santa Clara Traffic Mitigation Program, June 2011*).	Possible	100%	Yes
			PM	**168.8**	**F**	**>180**	**F**	**154.5**	**F**	SU	12,890	13,560	390	2.9%	12.0%				
56	Lawrence Expressway / Pruneridge Avenue	Santa Clara County	AM	**100.8**	**F**	**110.2**	**F**	---	---	SU	9,410	9,620	230	2.4%	8.5%	An interchange is identified at this intersection as a Tier 3 priority (*Comprehensive County Expressway Planning Study Policy Advisory Board 2015 Update, March 23, 2015*).	Yes	% of Total Traffic	Yes
			PM	**147.9**	**F**	**159.5**	**F**	---	---	SU	10,910	11,390	310	2.7%	7.3%				
57	Great America Parkway / SR 237 Westbound Ramps	Santa Clara (CMP)	AM	27.9	C	**90.4**	**F**	45.8	D	LTS	3,050	4,840	2,310	47.7%	69.1%	Add third westbound left-turn lane and associated receiving lane under underpass. Add a second westbound right-turn lane.	Yes	100%	Yes
			PM	20.0	B	42.7	D	32.8	C	LTS	2,390	3,510	1,700	48.4%	53.2%				
58	Great America Parkway / SR 237 Eastbound Ramps	Santa Clara (CMP)	AM	13.3	B	61.7	E	27.7	C	LTS	3,730	6,560	3,690	56.3%	78.4%	Add third southbound through lane (from Int. 57) and a second eastbound right-turn lane.	Yes	100%	Yes
			PM	13.5	B	27.4	C	27.3	C	LTS	4,090	5,480	2,520	46.0%	50.7%				
59	Great America Parkway / Yerba Buena (Great America) Way	Santa Clara	AM	29.9	C	**76.9**	**E**	50.7	D	LTS	3,960	6,390	3,180	49.8%	61.1%	Partial Mitigation: Add a second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.	Yes	100%	Yes
			PM	**59.0**	**E**	**165.9**	**F**	**67.7**	**E**	SU	4,700	6,320	2,390	37.8%	64.4%				
60	Great America Parkway / Old Mountain View-Alviso Road	Santa Clara	AM	21.9	C	**91.0**	**F**	**90.9**	**F**	SU	3,700	5,940	2,540	42.8%	75.9%	Partial Mitigation: Add a second eastbound left-turn lane.	Yes	100%	Yes
			PM	48.9	D	**113.1**	**F**	**55.1**	**E**	SU	4,310	5,880	2,130	36.2%	56.8%				
64	Great America Parkway / Old Glory Lane	Santa Clara	AM	**112.5**	**F**	**168.3**	**F**	**86.5**	**F**	LTS	4,390	5,310	850	16.0%	33.2%	Partial Mitigation: Add a second northbound left-turn lane. Install an overlap phase for eastbound right-turning vehicles (*Yahoo! Santa Clara Campus TIA, August 2009*).	No	100%	Yes
			PM	**104.4**	**F**	**>180**	**F**	**>180**	**F**	SU	5,520	7,340	2,150	29.3%	63.5%				
65	Great America Parkway / Patrick Henry Drive	Santa Clara	AM	52.7	D	**65.1**	**E**	23.9	C	LTS	5,030	5,940	790	13.3%	19.0%	Partial Mitigation: Add a second northbound left-turn lane and an eastbound free-right-turn lane. The eastbound right-turn lane includes the addition of a fourth southbound lane on Great America Parkway between Patrick Henry Drive and Mission College Boulevard (*Yahoo! Santa Clara Campus TIA, August 2009*).	Yes	100%	Yes
			PM	**88.6**	**F**	**>180**	**F**	**119.3**	**F**	SU	6,330	8,180	2,100	25.7%	54.4%				
66	Great America Parkway / Mission College Boulevard*	Santa Clara (CMP)	AM	56.0	E	74.5	E	74.8	E	LTS	6,830	7,780	800	10.3%	24.8%	Partial Mitigation: Add a southbound and a westbound right-turn pocket (*Yahoo! Santa Clara Campus TIA, August 2009*).	Possible	100%	Yes
			PM	60.1	E	**121.5**	**F**	**111.2**	**F**	SU	9,590	11,740	2,100	17.9%	50.5%				
69	Bowers Avenue / Augustine Drive*	Santa Clara	AM	**36.6**	**D**	43.0	D	---	---	LTS	6,320	6,940	280	4.0%	14.9%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	**88.7**	**F**	**123.1**	**F**	---	---	SU	7,530	8,050	870	10.8%	27.9%				
70	Bowers Avenue / Scott Boulevard*	Santa Clara (CMP)	AM	54.2	D	**80.4**	**F**	48.8	D	LTS	6,420	7,410	260	3.5%	32.6%	Add a second southbound left-turn lane.	No	% of Total Traffic	Yes
			PM	56.0	E	**93.7**	**F**	67.5	E	LTS	8,020	8,790	800	9.1%	40.2%				
71	Bowers Avenue / Central Expressway	Santa Clara County (CMP)	AM	**>180**	**F**	**>180**	**F**	**>180**	**F**	SU	12,620	13,450	150	1.1%	4.4%	Partial Mitigation: Add third southbound left-turn lane and third eastbound left-turn lane.	No	100%	Yes
			PM	**>180**	**F**	**>180**	**F**	**>180**	**F**	SU	13,300	13,690	460	3.4%	6.9%				
			AM	**>180**	**F**	**>180**	**F**	---	---	SU	12,620	13,450	150	1.1%	4.4%	An interchange is identified at this intersection as a Tier 2 priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	**>180**	**F**	**>180**	**F**	---	---	SU	13,300	13,690	460	3.4%	6.9%				
72	Bowers Avenue / Kifer Road-Walsh Avenue	Santa Clara	AM	35.7	D	43.6	D	38.1	D	LTS	3,790	3,970	90	2.3%	18.1%	Partial Mitigation: Add a second eastbound left-turn lane.	No	% of Total Traffic	Yes
			PM	**68.7**	**E**	**84.0**	**F**	**71.7**	**E**	SU	5,660	6,150	300	4.9%	18.2%				
73	Bowers Avenue / Monroe Street	Santa Clara	AM	36.6	D	37.1	D	31.5	C	LTS	2,750	2,820	50	1.8%	1.3%	Add a northbound and a southbound left-turn lane. Change the northbound and southbound from split to protected left-turn phasing	No	100%	Yes
			PM	**116.1**	**F**	**172.9**	**F**	**56.5**	**E**	LTS	4,260	4,680	150	3.2%	32.9%				
74	Bowers Avenue / El Camino Real*	Santa Clara (CMP)	AM	75.9	E	**81.1**	**F**	66.9	E	LTS	6,010	6,120	50	0.8%	6.4%	Add a second eastbound left-turn lane.	Possible	% of Total Traffic	Yes
			PM	76.2	E	**82.6**	**F**	69.4	E	LTS	6,260	6,480	100	1.5%	7.7%				

Table K-4: Cumulative with-Project Conditions Mitigation Summary and Project Contribution

Study Int #	Intersection	Jurisdiction[1]	Peak Hour	Cumulative Conditions		Cumulative with Project Conditions (without mitigation)		Cumulative with Project Conditions (with mitigation)			Project Contribution					Mitigation Measure[7]	ROW Constraints?[8]	Project Responsilbity[9]	Secondary Impacts? (Ped / Bike / Transit)[10]
				Delay[3] (D_C)	LOS	Delay[3] (D_{CP})	LOS	Delay[3]	LOS	Significance with Mitigation[4]	Total Cumulative Intersection Volume (V_C)	Total Cumulative with Project Intersection Volume (V_{CP})	Project Trips (V_P)	Contribution based on Total Traffic[5]	Contribution based on Average Delay[6]				
75	San Tomas Expressway / Scott Boulevard	Santa Clara County (CMP)	AM	**>180**	**F**	**>180**	**F**	**>180**	**F**	SU	13,120	14,080	370	2.6%	32.9%	Partial Mitigation: A second westbound right-turn lane is identified as a Tier 1C priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009; City of Santa Clara Traffic Mitigation Program, June 2011*).	No	% of Total Traffic	Yes
			PM	**88.3**	**F**	**111.8**	**F**	**151.9**	**F**	SU	11,610	12,460	290	2.3%	21.0%				
			AM	**>180**	**F**	**>180**	**F**	**---**	**---**	SU	13,120	14,080	370	2.6%	32.9%	An interchange is identified at the intersection as a Tier 2 priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	No	% of Total Traffic	Yes
			PM	**88.3**	**F**	**111.8**	**F**	**---**	**---**	SU	11,610	12,460	290	2.3%	21.0%				
76	San Tomas Expressway / Walsh Avenue	Santa Clara County	AM	**163.9**	**F**	**>180**	**F**	**175.4**	**F**	SU	10,980	11,320	340	3.0%	11.4%	Partial Mitigation: Add a second eastbound left-turn lane.	No	100%	Yes
			PM	**107.7**	**F**	**137.1**	**F**	**111.7**	**F**	SU	9,380	9,860	370	3.8%	21.4%				
77	San Tomas Expressway / Monroe Street	Santa Clara County (CMP)	AM	**>180**	**F**	**>180**	**F**	**>180**	**F**	SU	11,490	11,840	310	2.6%	8.6%	Partial Mitigation: A second northbound left-turn lane is identified at this intersection as a Tier 3 priority (*Comprehensive County Expressway Planning Study Policy Advisory Board 2015 Update, March 23, 2015*).	Yes	% of Total Traffic	Yes
			PM	**90.6**	**F**	**98.3**	**F**	**98.2**	**F**	SU	9,700	10,080	360	3.6%	7.8%				
78	San Tomas Expressway / El Camino Real*	Santa Clara County (CMP)	AM	**>180**	**F**	**>180**	**F**	**---**	**---**	SU	13,060	13,450	280	2.1%	7.0%	An interchange is identified at the intersection as a Tier 2 priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	**118.5**	**F**	**126.9**	**F**	**---**	**---**	SU	10,290	10,600	320	3.0%	6.6%				
79	San Tomas Expressway / Benton Street*	Santa Clara County	AM	**138.1**	**F**	**156.9**	**F**	**140.1**	**F**	SU	10,020	10,350	270	2.6%	12.0%	Partial Mitigation: Add a second eastbound left-turn lane.	Possible	100%	Yes
			PM	57.9	E	58.3	E	53.4	D	SU	7,920	8,090	300	3.7%	0.7%				
80	San Tomas Expressway / Homestead Road*	Santa Clara County (CMP)	AM	**144.4**	**F**	**167.3**	**F**	**131.9**	**F**	SU	10,310	10,760	260	2.4%	13.7%	Add a second eastbound left-turn lane.	Possible	% of Total Traffic	Yes
			PM	**109.4**	**F**	**120.4**	**F**	**108.2**	**F**	SU	9,370	9,790	300	3.1%	9.1%				
82	San Tomas Expressway / Pruneridge Avenue*	Santa Clara County	AM	**>180**	**F**	**>180**	**F**	**156.2**	**F**	SU	9,300	9,730	240	2.5%	7.6%	Partial Mitigation: Add a second northbound left-turn lane.	No	100%	Yes
			PM	**82.0**	**F**	**87.5**	**F**	**83.0**	**F**	SU	8,560	8,880	290	3.3%	6.3%				
83	San Tomas Expressway / Saratoga Avenue*	Santa Clara County (CMP)	AM	**116.8**	**F**	**132.1**	**F**	**116.2**	**F**	SU	8,850	9,190	220	2.4%	11.6%	Add a third eastbound left-turn lane.	Yes	% of Total Traffic	Yes
			PM	**120.8**	**F**	**130.7**	**F**	**120.7**	**F**	SU	9,150	9,420	280	3.0%	7.6%				
84	Gold Street / Gold Street Connector	San Jose	AM	24.3	C	**96.7**	**F**	28.1	C	SU	1,290	2,530	1,260	49.8%	74.9%	Add second northbound left-turn lane and a second eastbound right-turn lane (move pedestrian crossing to north leg of intersection).	Yes	100%	Yes
			PM	21.8	C	32.5	C	25.2	C	SU	1,640	2,630	1,130	43.0%	32.9%				
90	Lafayette Street / Calle De Luna	Santa Clara	AM	17.9	B	**105.5**	**F**	**77.7**	**E**	SU	1,840	3,920	2,230	56.9%	83.0%	Partial Mitigation: Reconstruct the westbound approach to include two left-turn lanes and one right-turn lane.	No	100%	Yes
			PM	18.5	B	26.4	C	23.4	C	LTS	2,510	4,530	2,720	60.0%	29.9%				
94	Lafayette Street / Agnew Road	Santa Clara	AM	36.6	D	51.0	D	43.0	D	LTS	2,910	4,760	1,850	38.9%	28.2%	Add a second eastbound left-turn lane and a second southbound left-turn lane.	No	100%	Yes
			PM	43.9	D	**87.0**	**F**	52.5	D	LTS	3,620	5,580	2,000	35.8%	49.5%				
96	Lafayette Street / Montague Expressway Westbound Ramps	Santa Clara	AM	41.4	D	**111.5**	**F**	47.4	D	LTS	2,610	4,390	1,770	40.3%	62.9%	Add second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.	No	100%	Yes
			PM	38.2	D	37.7	D	34.6	C	LTS	2,940	4,410	1,670	37.9%	-1.3%				
98	Lafayette Street / Central Expressway	Santa Clara County (CMP)	AM	**>180**	**F**	**>180**	**F**	**---**	**---**	SU	9,850	10,840	630	5.8%	9.2%	Grade separation of Central Expressway and Lafayette Street.	Yes	% of Total Traffic	Yes
			PM	**115.5**	**F**	**127.0**	**F**	**---**	**---**	SU	10,200	11,040	840	7.6%	9.1%				
102	Lafayette Street / El Camino Real*	Santa Clara (CMP)	AM	**87.4**	**F**	**118.9**	**F**	**92.3**	**F**	SU	5,550	6,040	360	6.0%	26.5%	Partial Mitigation: Add a second eastbound left-turn lane.	No	% of Total Traffic	Yes
			PM	64.3	E	78.8	E	65.7	E	LTS	5,750	6,150	390	6.3%	18.4%				
103	Lafayette Street / Lewis Street	Santa Clara	AM	8.1	A	8.0	A	**---**	**---**	LTS	2,480	2,770	360	13.0%	-1.3%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	**122.0**	**F**	**141.2**	**F**	**---**	**---**	SU	3,370	3,590	320	8.9%	13.6%				
114	Calle Del Sol / Calle Del Luna	Santa Clara	AM	18.4	C	**49.2**	**E**	13.6	B	LTS	670	1,100	410	37.3%	62.6%	Signalize.	No	100%	Possible
			PM	27.9	D	**118.6**	**F**	12.3	B	LTS	910	1,350	590	43.7%	76.5%				
119	De La Cruz Boulevard / Aldo Avenue	Santa Clara	AM	16.2	B	16.7	B	16.1	B	LTS	1,830	2,610	790	30.3%	3.0%	Add an eastbound overlap phase.	No	% of Total Traffic	Yes
			PM	49.8	D	**66.0**	**E**	31.9	C	LTS	3,090	3,660	780	21.3%	24.5%				
120	De La Cruz Boulevard / Laurelwood Road	Santa Clara	AM	55.1	E	**>180**	**F**	15.0	B	LTS	2,160	2,930	780	26.6%	77.1%	Reconfigure the northbound and southbound approaches to include one left-turn lane, one through, and one shared through/right turn lane and change the phasing from split to protected in the northbound and southbound directions, and increase cycle length.	No	100%	Yes
			PM	**122.4**	**F**	**>180**	**F**	24.9	C	LTS	3,460	3,970	790	19.9%	41.4%				
121	De La Cruz Boulevard / Central Expressway*	Santa Clara County (CMP)	AM	**>180**	**F**	**>180**	**F**	**>180**	**F**	SU	8,880	9,520	230	2.4%	11.5%	Partial Mitigation: Install second southbound right-turn lane and a third northbound left-turn lane.	Yes	% of Total Traffic	Yes
			PM	**>180**	**F**	**>180**	**F**	**>180**	**F**	SU	8,930	9,550	340	3.6%	31.0%				
122	De La Cruz Boulevard / Reed Avenue	Santa Clara	AM	**>180**	**F**	**>180**	**F**	**---**	**---**	SU	5,600	5,830	110	1.9%	13.4%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	**90.2**	**F**	**91.5**	**F**	**---**	**---**	SU	5,780	6,270	240	3.8%	1.4%				
123	Great America Parkway / Gold Street Connector	Santa Clara	AM	11.5	B	22.7	C	9.3	A	LTS	1,120	2,230	1,110	49.8%	49.3%	Add a second northbound right-turn lane (from Int. 57 dual westbound right-turn lanes).	Yes	100%	Yes
			PM	13.8	B	12.8	B	9.8	A	LTS	1,180	1,680	620	36.9%	-7.8%				
124	Scott Boulevard / Central Expressway	Santa Clara County (CMP)	AM	**149.0**	**F**	**156.1**	**F**	**146.9**	**F**	SU	8,540	8,790	10	0.1%	4.5%	Partial Mitigation: Add third southbound left-turn lane.	Yes	% of Total Traffic	Yes
			PM	**>180**	**F**	**>180**	**F**	**>180**	**F**	SU	9,550	10,330	150	1.5%	17.3%				

Table K-4: Cumulative with-Project Conditions Mitigation Summary and Project Contribution

Study Int #	Intersection	Jurisdiction[1]	Peak Hour	Cumulative Conditions		Cumulative with Project Conditions (without mitigation)		Cumulative with Project Conditions (with mitigation)			Project Contribution					Mitigation Measure[7]	ROW Constraints?[8]	Project Responsilbity[9]	Secondary Impacts? (Ped / Bike / Transit)[10]
				Delay[3] (D_C)	LOS	Delay[3] (D_{CP})	LOS	Delay[3]	LOS	Significance with Mitigation[4]	Total Cumulative Intersection Volume (V_C)	Total Cumulative with Project Intersection Volume (V_{CP})	Project Trips (V_P)	Contribution based on Total Traffic[5]	Contribution based on Average Delay[6]				
125	San Tomas Expressway / Stevens Creek Boulevard*	Santa Clara County (CMP)	AM	**>180**	**F**	**>180**	**F**	**144.4**	**F**	SU	10,350	10,640	170	1.6%	4.8%	Add a westbound right-turn lane and add a third southbound left-turn lane.	Yes	% of Total Traffic	Yes
			PM	**142.6**	**F**	**147.8**	**F**	**141.9**	**F**	SU	11,220	11,500	230	2.0%	3.5%				
			AM	**>180**	**F**	**>180**	**F**	**---**	**---**	SU	10,350	10,640	170	1.6%	4.8%	An interchange is identified at this intersection as a Tier 2 priority (*Comprehensive County Expressway Planning Study 2008 Update, March 2009*).	Yes	% of Total Traffic	Yes
			PM	**142.6**	**F**	**147.8**	**F**	**---**	**---**	SU	11,220	11,500	230	2.0%	3.5%				

Notes:

Bold text indicates intersection operates at a deficient Level of Service. **Bold and highlighted** indicates a significant impact.

Underlined text indicates intersection is not an impacted internation, but mitigation measures from nearby intersections will influence a geometric change at this intersection.

* Intersection improvement identified at this intersection and included under cumulative no-project conditions. See Appendix 3.3-D.

1 CMP = Denotes Congestion Management Program intersection (VTA).

2 A LOS D threshold is used for study intersections within San Jose including CMP designated intersections. Santa Clara County intersections in San Jose use an LOS E threshold.

3 Signalized intersections: whole-intersection average control delay per vehicle (seconds). Unsignalized intersections: worst-approach average control delay per vehicle (seconds).

4 LTS = Less than significant with mitigation, SU = significant and unavoidable. Significance determination is based on draft mitigation and responsible jurisdiction of the intersection.

5 Contribution based on total traffic = $V_P/(V_{CP})$

6 Contribution based on the average intersection delay of vehicles $[(D_{CP}-D_C)/D_{CP}]$.

7 Off-setting Mitigation: In the North San José Deficiency Plan area, off-setting local street network, transit, bicycle, and pedestrian improvements were identified to accommodate future travel growth, but not directly mitigate the intersection with the identified impact. Partial Mitigation: The proposed mitigation measure mitigates the impact at one but not the other peak hour or reduces the delay but not enough to mitigate the impact.

8 ROW = right-of-way. "Yes" = additional right-of-way is required to construct the proposed mitigation measure. This includes relocating existing curbs and gutters. "Possible" = additional right-of-way may be needed to maintain bike lanes or transit facilities, such as bus duck-outs. "No" = the proposed mitigation measure will fit within the existing right-of-way and existing curb-to-curb widths. Curbs and gutters will not need to be relocated, but the median may need to be modified.

9 "100%" = The cost and construction of the proposed mitigation measure is the full responsibility of the Project Developer. These are discrete mitigation measures that either fully or partially mitigate significant Project impacts. "0%" = There is no feasible mitigation measure. "% of Total Traffic" = Project Developer shall pay a fair share contribution to the proposed mitigation measure, which is typically a larger transportation improvement, such as an expressway interchange, that has been identified in an adopted plan. "Pay North San José fee or fair share contribution of mitigation" = The Project Developer can pay the North San José fee or a fair share contribution for the mitigation measure or off-setting mitigation measure based on the amount of Project's percent contribution of the traffic volume growth at the intersection.

10 These street improvements may cause secondary impacts often associated with constructing new infrastructure or modifying existing facilities, such as the removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Santa Clara City Place EIR
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Existing with-Project Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing with-Project Mit AM				Existing with-Project Mit PM													
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#8	Great America Parkway / Tasman Drive (CMP)	C-	34.0	0.932	41.0	F	100.3	1.169	135.7										
#14	Lick Mill Boulevard / Tasman Drive	D	42.2	0.912	62.3	F	83.8	1.177	122.3										
#17	Rio Robles / Tasman Drive	C	27.8	0.823	29.1	D	47.0	0.902	55.4										
#21	Mission College Boulevard / Montague Expressway (CMP)	F	99.1	1.032	155.8	F	99.3	0.874	143.5										
#22	Agnew Road-De La Cruz Boulevard / Montague Expressway	E	70.2	0.853	94.3	F	93.5	0.933	108.2										
#23	Lick Mill Boulevard / Montague Expressway	C+	21.3	0.495	18.2	E+	59.4	0.783	96.5										
#25	Zanker Road / Montague Expressway (CMP)	D	49.1	0.783	68.0	E	60.7	1.005	77.6										
#26	Montague Expressway / Plumeria Drive-River Oaks Parkway	F	87.5	0.555	157.3	F	83.5	0.875	115.6										
#34	N First Street / Brokaw Road (CMP)	D	50.2	0.980	75.4	E	66.3	0.998	75.8										
#48	Lawrence Expressway / US 101 SB Ramps	D+	37.4	0.688	66.0	E+	56.8	0.589	109.2										
#54	Lawrence Expressway / Benton Street	F	88.7	0.921	112.4	D-	51.5	0.770	59.0										
#57	Great America Parkway / SR 237 WB Ramps (CMP)	E+	57.5	1.094	79.6	D	39.4	0.976	49.0										
#58	Great America Parkway / SR 237 EB Ramps (CMP)	C	28.3	0.931	30.0	B+	11.5	0.699	14.4										
#59	Great America Parkway / Yerba Buena (Great America) Way	E	63.3	1.005	85.3	C	27.2	0.731	27.4										
#60	Great America Parkway / Old Mountain View-Alviso Road	E	60.4	0.892	90.3	C	25.2	0.717	26.7										
#64	Great America Parkway / Old Glory Lane	C	26.4	0.460	26.9	F	220.8	0.870	355.3										
#65	Great America Parkway / Patrick Henry Drive	B	16.1	0.471	13.6	E+	58.0	0.912	82.2										
#71	Bowers Avenue / Central Expressway (CMP)	D-	51.7	0.758	59.6	F	102.1	0.832	122.7										
#75	San Tomas Expressway / Scott Boulevard (CMP)	F	127.5	0.940	191.2	E-	77.3	0.905	82.3										
#76	San Tomas Expressway / Walsh Avenue	F	83.1	0.876	108.8	D-	53.0	0.747	60.1										
#77	San Tomas Expressway / Monroe Street (CMP)	F	124.3	0.967	167.1	E+	59.3	0.825	64.5										
#82	San Tomas Expressway / Pruneridge Avenue	F	89.2	0.976	115.6	E	70.6	0.931	88.5										
#83	San Tomas Expressway / Saratoga Avenue (CMP)	E	60.2	0.731	75.2	D	46.1	0.684	47.0										
#84	Gold Street / Gold Street Connector	C	25.7	0.699	27.0	C	23.6	0.510	29.1										
#98	Lafayette Street / Central Expressway (CMP)	E	62.9	0.595	88.8	F	101.8	0.862	105.5										
#121	De La Cruz Boulevard / Central Expressway (CMP)	E+	59.0	0.828	104.5	E	67.3	1.123	123.8										

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Santa Clara City Place EIR
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Existing with-Project Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	Existing with-Project Mit AM				Existing with-Project Mit PM													
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#123 Great America Parkway and Gold Street Connector	A	9.9	0.500	9.3	B+	10.0	0.330	12.4										
#124 Scott Boulevard and Central Expressway (CMP)	D	43.2	0.578	43.6	E	64.8	0.702	73.3										

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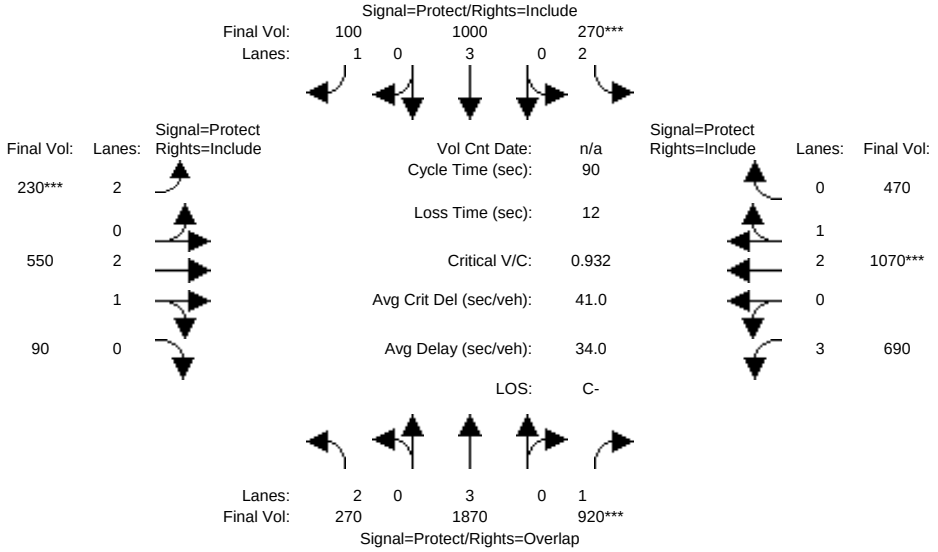
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #8: Great America Parkway / Tasman Drive (CMP)



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	1870	920	270	1000	100	230	550	90	690	1070	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:	270	1870	920	270	1000	100	230	550	90	690	1070	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	1870	920	270	1000	100	230	550	90	690	1070	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:	270	1870	920	270	1000	100	230	550	90	690	1070	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1870	920	270	1000	100	230	550	90	690	1070	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:	270	1870	920	270	1000	100	230	550	90	690	1070	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.80	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.56	0.44	3.00	2.05	0.95
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	4811	787	4551	3889	1708
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.53	0.09	0.18	0.06	0.07	0.11	0.11	0.15	0.28	0.28
Crit Moves:			****	****			****				****	
Green Time:	14.6	36.1	55.3	8.3	29.8	29.8	7.0	14.4	14.4	19.2	26.6	26.6
Volume/Cap:	0.53	0.82	0.86	0.93	0.53	0.17	0.93	0.71	0.71	0.71	0.93	0.93
Delay/Veh:	35.6	26.4	21.0	75.9	24.7	21.5	80.4	38.5	38.5	35.4	40.9	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	26.4	21.0	75.9	24.7	21.5	80.4	38.5	38.5	35.4	40.9	40.9
LOS by Move:	D+	C	C+	E-	C	C+	F	D+	D+	D+	D	D
HCM2k95thQ:	8	26	36	11	14	4	9	11	11	14	27	27

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

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Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

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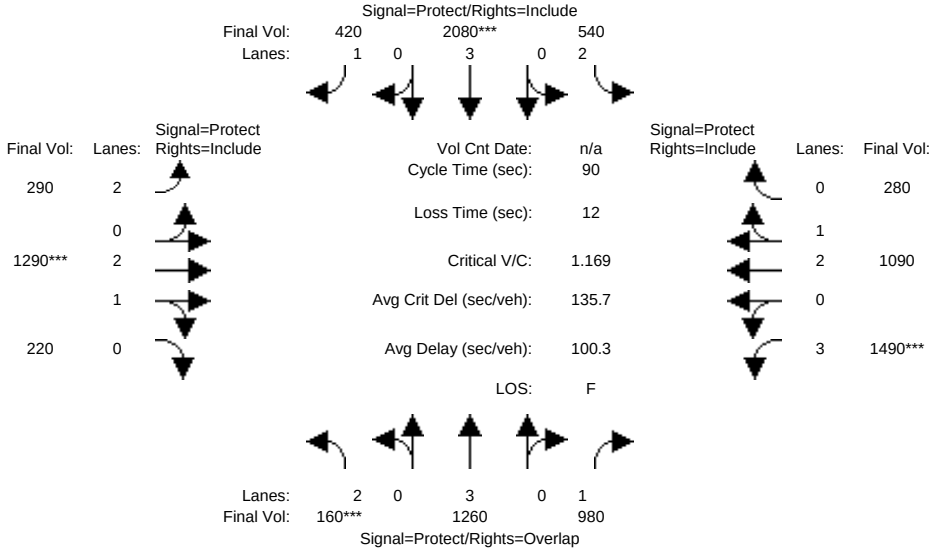
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #8: Great America Parkway / Tasman Drive (CMP)



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1260	980	540	2080	420	290	1290	220	1490	1090	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1260	980	540	2080	420	290	1290	220	1490	1090	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1260	980	540	2080	420	290	1290	220	1490	1090	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	1260	980	540	2080	420	290	1290	220	1490	1090	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1260	980	540	2080	420	290	1290	220	1490	1090	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	1260	980	540	2080	420	290	1290	220	1490	1090	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.80	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.55	0.45	3.00	2.36	0.64
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	4783	816	4551	4454	1144
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.56	0.17	0.36	0.24	0.09	0.27	0.27	0.33	0.24	0.24
Crit Moves:	****				****			****		****		
Green Time:	7.0	19.5	43.7	14.4	26.9	26.9	12.0	19.9	19.9	24.2	32.0	32.0
Volume/Cap:	0.65	1.02	1.15	1.07	1.22	0.80	0.69	1.22	1.22	1.22	0.69	0.69
Delay/Veh:	46.5	65.5	105.5	98.4	136	37.7	41.9	141	141.3	139.3	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	65.5	105.5	98.4	136	37.7	41.9	141	141.3	139.3	25.8	25.8
LOS by Move:	D	E	F	F	F	D+	D	F	F	F	C	C
HCM2k95thQ:	5	24	71	22	54	21	9	42	42	48	18	18

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

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Santa Clara City Place EIR
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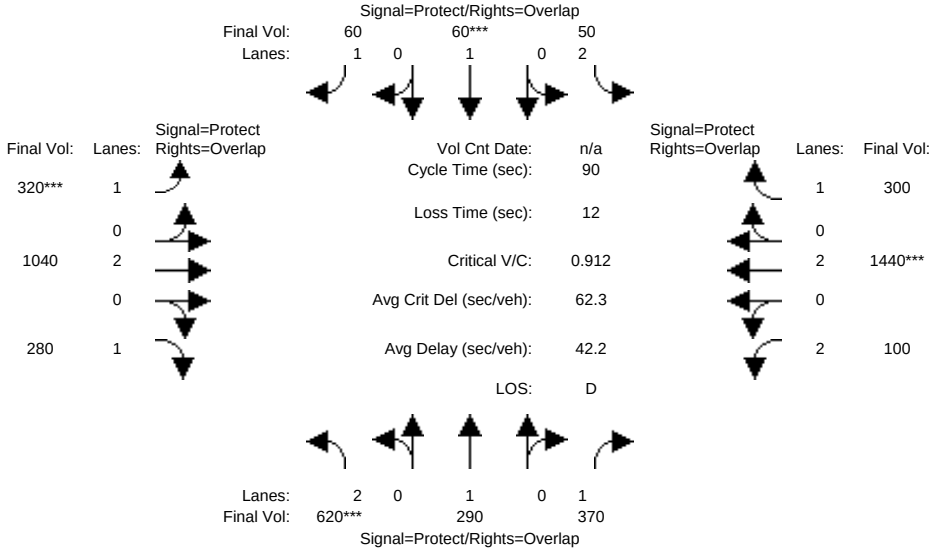
Intersection #14: Lick Mill Boulevard / Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	620	290	370	50	60	60	320	1040	280	100	1440	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:	620	290	370	50	60	60	320	1040	280	100	1440	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	290	370	50	60	60	320	1040	280	100	1440	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	290	370	50	60	60	320	1040	280	100	1440	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	290	370	50	60	60	320	1040	280	100	1440	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	620	290	370	50	60	60	320	1040	280	100	1440	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	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	0.15	0.21	0.02	0.03	0.03	0.18	0.27	0.16	0.03	0.38	0.17
Crit Moves:	****				****		****				****	
Green Time:	17.6	19.3	30.4	8.4	10.0	26.4	16.4	39.2	56.9	11.1	34.0	42.3
Volume/Cap:	1.00	0.71	0.63	0.17	0.28	0.12	1.00	0.63	0.25	0.26	1.00	0.36
Delay/Veh:	73.4	38.6	27.1	37.9	37.5	23.4	88.2	20.5	7.4	36.0	52.8	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.4	38.6	27.1	37.9	37.5	23.4	88.2	20.5	7.4	36.0	52.8	15.5
LOS by Move:	E	D+	C	D+	D+	C	F	C+	A	D+	D-	B
HCM2k95thQ:	24	14	17	2	4	3	22	20	7	3	40	11

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

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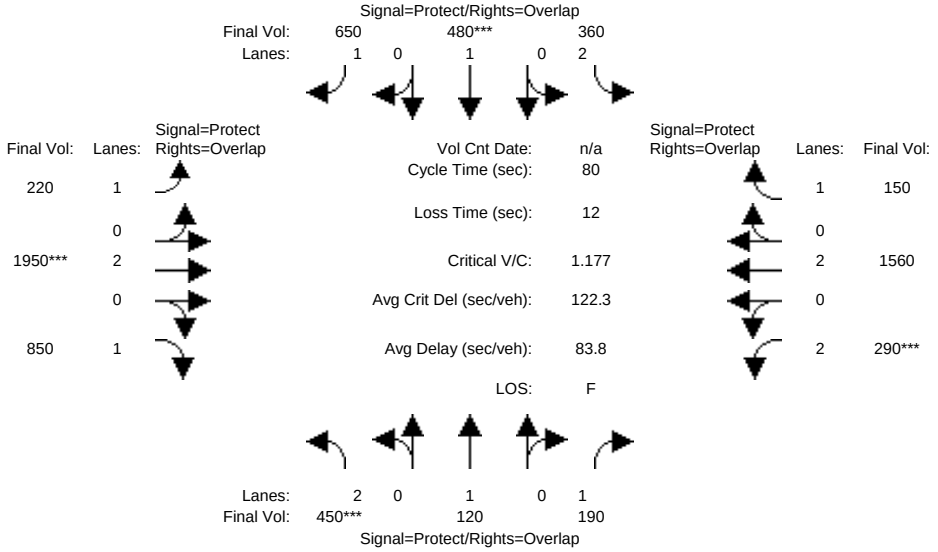
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #14: Lick Mill Boulevard / Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	120	190	360	480	650	220	1950	850	290	1560	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:	450	120	190	360	480	650	220	1950	850	290	1560	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	120	190	360	480	650	220	1950	850	290	1560	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:	450	120	190	360	480	650	220	1950	850	290	1560	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	120	190	360	480	650	220	1950	850	290	1560	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:	450	120	190	360	480	650	220	1950	850	290	1560	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	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:	0.14	0.06	0.11	0.11	0.25	0.37	0.13	0.51	0.49	0.09	0.41	0.09
Crit Moves:	****				****			****		****		
Green Time:	9.6	13.9	20.9	12.7	17.0	26.7	9.7	34.4	44.0	7.0	31.7	44.4
Volume/Cap:	1.19	0.36	0.42	0.72	1.19	1.11	1.03	1.19	0.88	1.05	1.03	0.15
Delay/Veh:	144.8	29.9	25.1	37.1	140	99.2	106.3	115	25.3	105.1	56.9	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	144.8	29.9	25.1	37.1	140	99.2	106.3	115	25.3	105.1	56.9	8.7
LOS by Move:	F	C	C	D+	F	F	F	F	C	F	E+	A
HCM2k95thQ:	23	5	8	13	41	49	13	65	32	12	40	4

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

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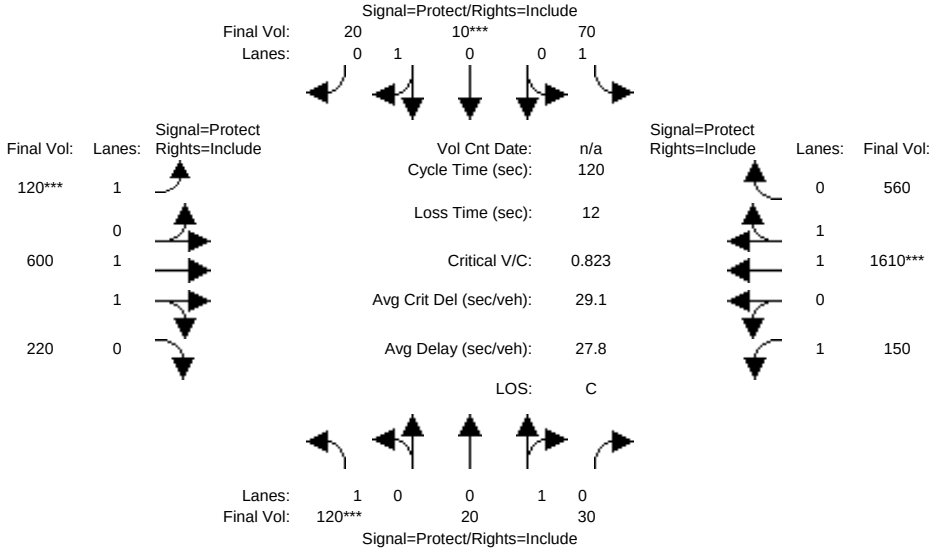
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #17: Rio Robles / Tasman Drive



Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	20	30	70	10	20	120	600	220	150	1610	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	20	30	70	10	20	120	600	220	150	1610	560
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	20	30	70	10	20	120	600	220	150	1610	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	30	70	10	20	120	600	220	150	1610	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	20	30	70	10	20	120	600	220	150	1610	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:	120	20	30	70	10	20	120	600	220	150	1610	560
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.40	0.60	1.00	0.33	0.67	1.00	1.45	0.55	1.00	1.47	0.53
Final Sat.:	1750	720	1080	1750	600	1200	1750	2707	992	1750	2744	955
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.03	0.04	0.02	0.02	0.07	0.22	0.22	0.09	0.59	0.59
Crit Moves:	****				****		****				****	
Green Time:	9.3	11.3	11.3	7.9	10.0	10.0	9.3	64.0	64.0	24.7	79.4	79.4
Volume/Cap:	0.89	0.29	0.29	0.60	0.20	0.20	0.89	0.42	0.42	0.42	0.89	0.89
Delay/Veh:	99.9	51.6	51.6	63.3	51.9	51.9	99.9	16.9	16.9	42.1	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.9	51.6	51.6	63.3	51.9	51.9	99.9	16.9	16.9	42.1	20.9	20.9
LOS by Move:	F	D-	D-	E	D-	D-	F	B	B	D	C+	C+
HCM2k95thQ:	14	4	4	7	3	3	11	17	17	10	54	54

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

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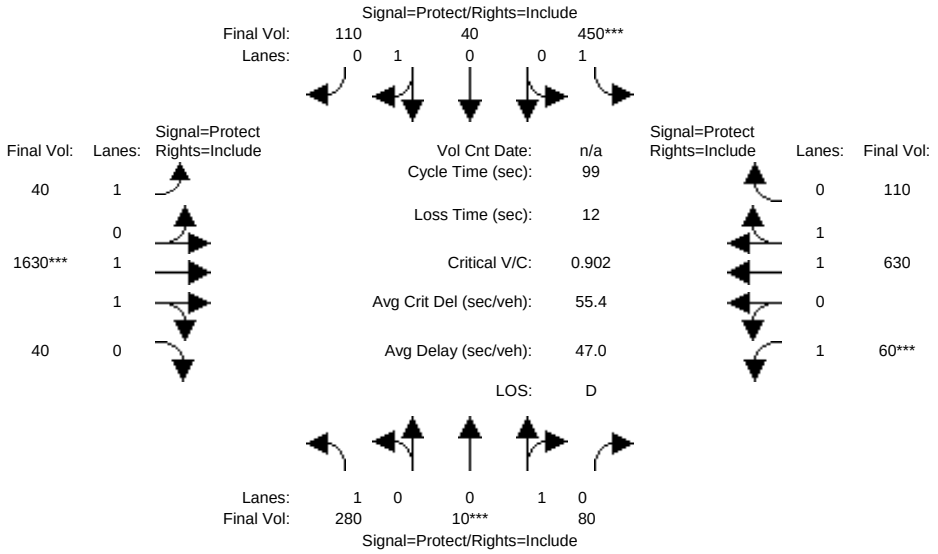
Existing with-Project Mit PM

Intersection #17: Rio Robles / Tasman Drive



Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	10	80	450	40	110	40	1630	40	60	630	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:	280	10	80	450	40	110	40	1630	40	60	630	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	10	80	450	40	110	40	1630	40	60	630	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:	280	10	80	450	40	110	40	1630	40	60	630	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	10	80	450	40	110	40	1630	40	60	630	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:	280	10	80	450	40	110	40	1630	40	60	630	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.11	0.89	1.00	0.27	0.73	1.00	1.95	0.05	1.00	1.69	0.31
Final Sat.:	1750	200	1600	1750	480	1320	1750	3611	89	1750	3150	550
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.05	0.26	0.08	0.08	0.02	0.45	0.45	0.03	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	21.7	10.0	10.0	25.4	13.7	13.7	13.5	44.6	44.6	7.0	38.1	38.1
Volume/Cap:	0.73	0.50	0.50	1.00	0.60	0.60	0.17	1.00	1.00	0.48	0.52	0.52
Delay/Veh:	42.9	44.2	44.2	79.8	44.2	44.2	38.1	49.7	49.7	47.2	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	44.2	44.2	79.8	44.2	44.2	38.1	49.7	49.7	47.2	23.7	23.7
LOS by Move:	D	D	D	E-	D	D	D+	D	D	D	C	C
HCM2k95thQ:	19	7	7	36	11	11	2	47	47	4	16	16

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

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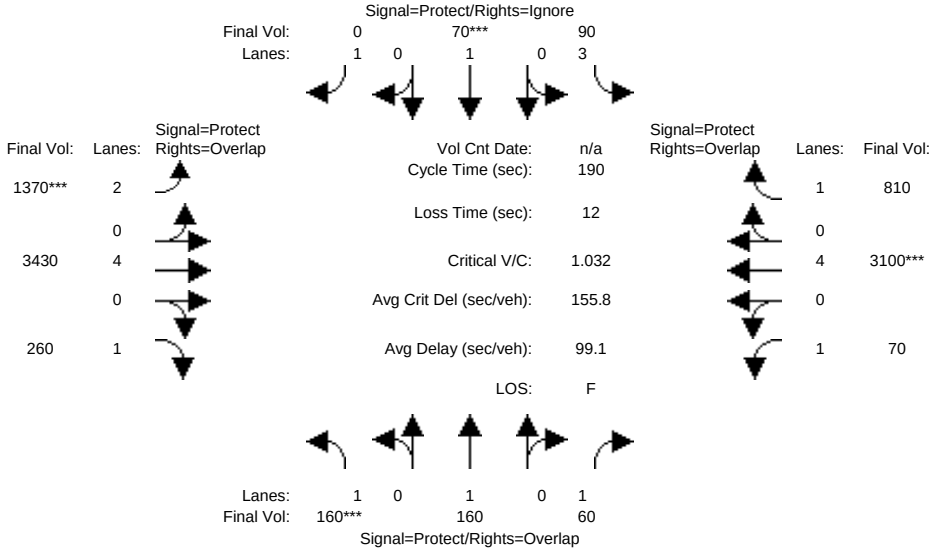
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #21: Mission College Boulevard / Montague Expressway (CMP)



Street Name:	Mission College Boulevard						Montague 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:	28	37	37	15	24	24	66	122	122	16	72	72
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	160	60	90	70	270	1370	3430	260	70	3100	810
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	160	60	90	70	270	1370	3430	260	70	3100	810
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	160	60	90	70	270	1370	3430	260	70	3100	810
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	160	60	90	70	0	1370	3430	260	70	3100	810
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	160	60	90	70	0	1370	3430	260	70	3100	810
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:	160	160	60	90	70	0	1370	3430	260	70	3100	810
Saturation 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:	1.00	1.00	1.00	3.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	4551	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.03	0.02	0.04	0.00	0.43	0.45	0.15	0.04	0.41	0.46
Crit Moves:	****				****		****				****	
Green Time:	26.3	34.8	49.9	14.1	22.6	0.0	62.1	115	141.1	15.0	67.7	81.8
Volume/Cap:	0.66	0.46	0.13	0.27	0.31	0.00	1.33	0.75	0.20	0.50	1.14	1.07
Delay/Veh:	89.0	74.5	57.0	88.7	82.2	0.0	223.7	29.6	7.9	92.2	131	104.2
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:	89.0	74.5	57.0	88.7	82.2	0.0	223.7	29.6	7.9	92.2	131	104.2
LOS by Move:	F	E	E+	F	F	A	F	C	A	F	F	F
HCM2k95thQ:	21	18	7	4	8	0	114	59	10	8	86	89

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

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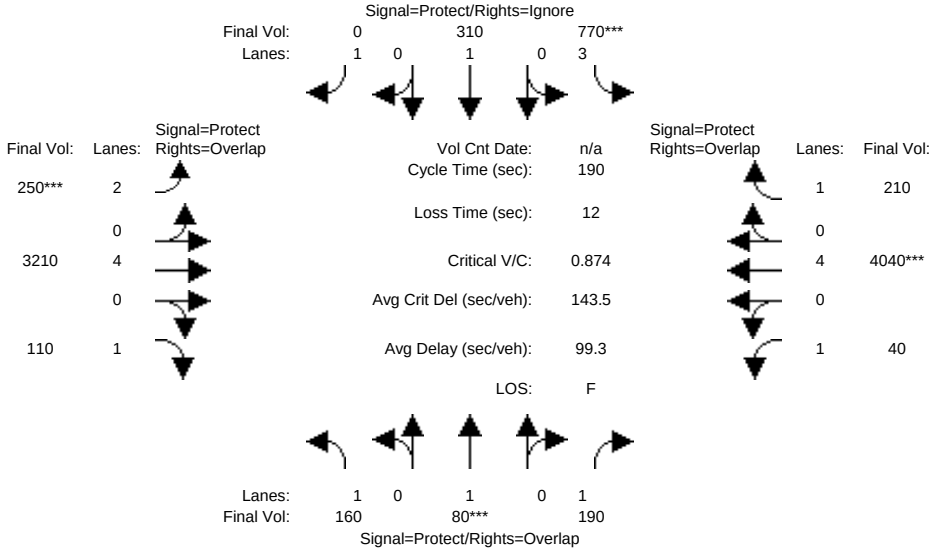
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #21: Mission College Boulevard / Montague Expressway (CMP)



Street Name:	Mission College Boulevard						Montague 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:	29	36	36	37	44	44	30	105	105	12	87	87
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	80	190	770	310	990	250	3210	110	40	4040	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:	160	80	190	770	310	990	250	3210	110	40	4040	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	80	190	770	310	990	250	3210	110	40	4040	210
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	80	190	770	310	0	250	3210	110	40	4040	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	80	190	770	310	0	250	3210	110	40	4040	210
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:	160	80	190	770	310	0	250	3210	110	40	4040	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	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	3.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	4551	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.11	0.17	0.16	0.00	0.08	0.42	0.06	0.02	0.53	0.12
Crit Moves:		****		****			****				****	
Green Time:	27.3	33.9	45.1	34.8	41.4	0.0	28.2	98.8	126.0	11.3	81.8	116.6
Volume/Cap:	0.64	0.24	0.46	0.92	0.75	0.00	0.53	0.81	0.09	0.38	1.23	0.20
Delay/Veh:	86.9	71.6	66.7	96.9	81.3	0.0	80.7	41.7	12.2	93.8	158	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	71.6	66.7	96.9	81.3	0.0	80.7	41.7	12.2	93.8	158	9.3
LOS by Move:	F	E	E	F	F	A	F	D	B	F	F	A
HCM2k95thQ:	20	9	22	32	30	0	17	64	5	5	122	6

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

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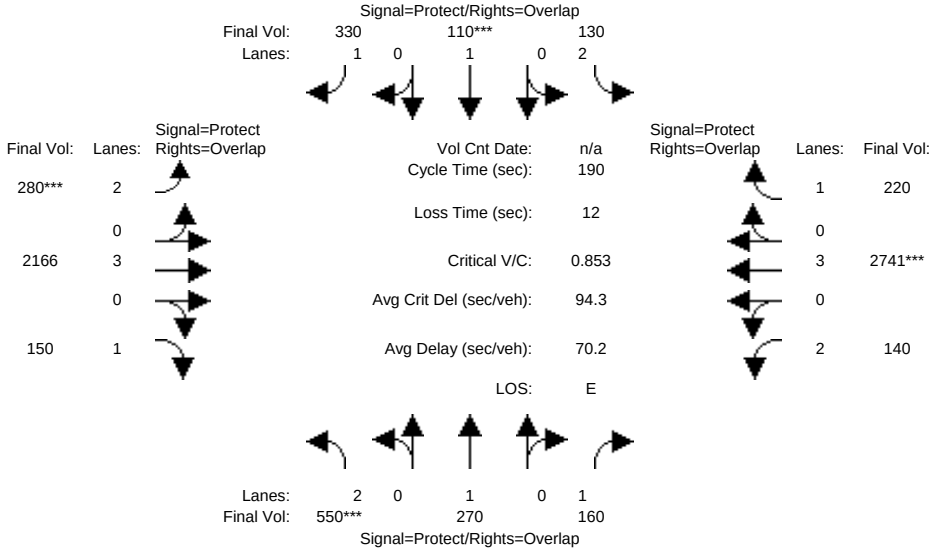
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #22: Agnew Road-De La Cruz Boulevard / Montague Expressway (CMP)



Street Name:	Agnew Road-De La Cruz Boulevard						Montague 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:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	270	160	130	110	330	280	2490	150	140	3150	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	270	160	130	110	330	280	2490	150	140	3150	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	270	160	130	110	330	280	2490	150	140	3150	220
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:	550	270	160	130	110	330	280	2166	150	140	2741	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	270	160	130	110	330	280	2166	150	140	2741	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	550	270	160	130	110	330	280	2166	150	140	2741	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	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:	0.17	0.14	0.09	0.04	0.06	0.19	0.09	0.38	0.09	0.04	0.48	0.13
Crit Moves:	****				****		****				****	
Green Time:	24.3	45.9	63.8	17.8	39.3	63.6	24.3	97.2	121.5	17.9	90.8	108.6
Volume/Cap:	1.36	0.59	0.27	0.44	0.28	0.56	0.69	0.74	0.13	0.47	1.01	0.22
Delay/Veh:	267.3	70.1	49.5	88.0	68.2	56.6	89.9	40.1	14.5	88.3	61.1	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:	267.3	70.1	49.5	88.0	68.2	56.6	89.9	40.1	14.5	88.3	61.1	13.7
LOS by Move:	F	E	D	F	E	E+	F	D	B	F	E	B
HCM2k95thQ:	50	27	17	9	12	34	18	54	7	9	94	8

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

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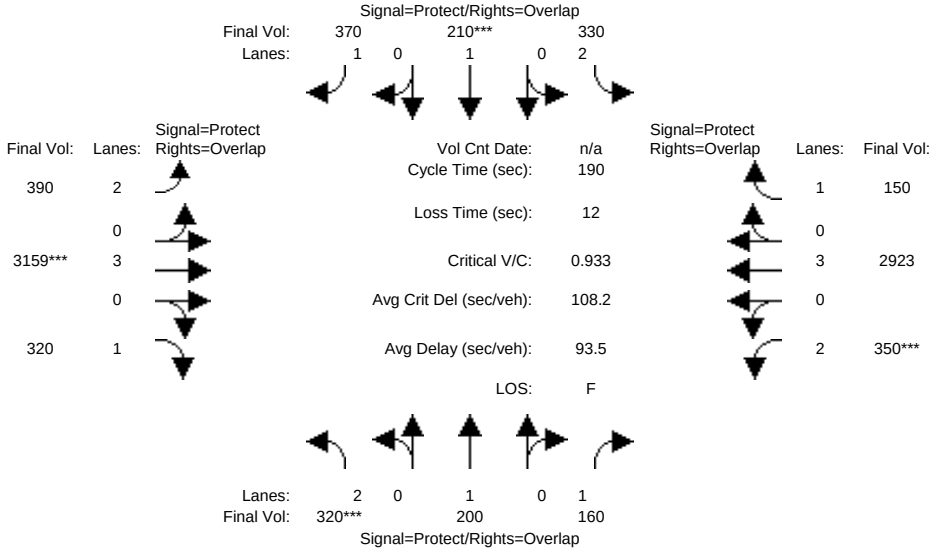
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #22: Agnew Road-De La Cruz Boulevard / Montague Expressway (CMP)



Street Name:	Agnew Road-De La Cruz Boulevard						Montague 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	42	42	24	48	48	31	102	102	21	93	93
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	200	160	330	210	370	390	3590	320	350	3360	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:	320	200	160	330	210	370	390	3590	320	350	3360	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	200	160	330	210	370	390	3590	320	350	3360	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	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:	320	200	160	330	210	370	390	3159	320	350	2923	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	200	160	330	210	370	390	3159	320	350	2923	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:	320	200	160	330	210	370	390	3159	320	350	2923	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	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:	0.10	0.11	0.09	0.10	0.11	0.21	0.12	0.55	0.18	0.11	0.51	0.09
Crit Moves:	****				****			****		****		
Green Time:	17.6	39.9	59.7	22.8	45.1	71.9	26.7	96.2	113.8	19.8	89.2	112.1
Volume/Cap:	1.09	0.50	0.29	0.87	0.47	0.56	0.88	1.09	0.31	1.07	1.09	0.15
Delay/Veh:	172.0	71.4	52.6	106.6	66.8	50.6	103.3	98.8	20.0	159.7	91.7	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:	172.0	71.4	52.6	106.6	66.8	50.6	103.3	98.8	20.0	159.7	91.7	11.2
LOS by Move:	F	E	D-	F	E	D	F	F	C+	F	F	B+
HCM2k95thQ:	27	21	17	23	21	37	25	113	18	27	107	5

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

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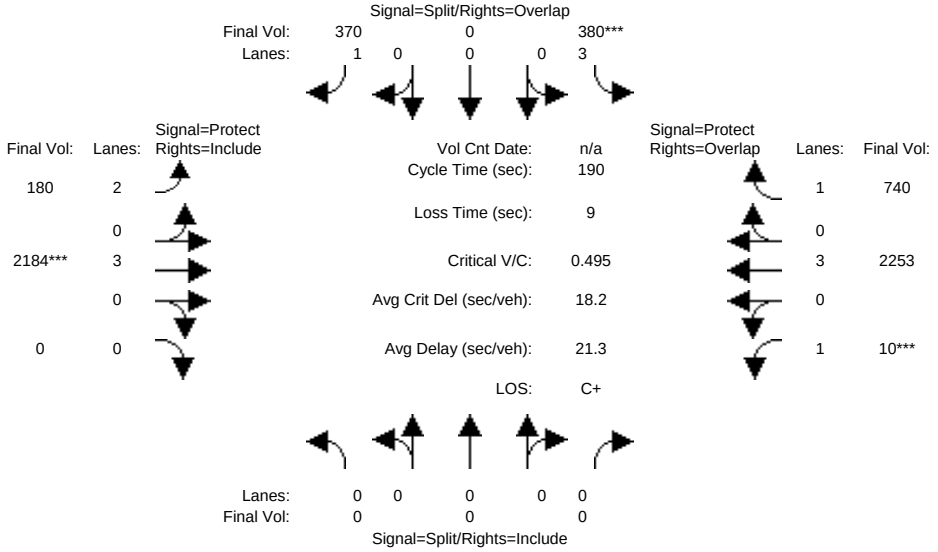
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #23: Lick Mill Boulevard / Montague Expressway



Street Name:	Lick Mill Boulevard						Montague 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:	0	0	0	31	0	31	20	157	0	2	139	139
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	380	0	370	180	2510	0	10	2590	740
Growth Adj:	1.00	1.00	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	380	0	370	180	2510	0	10	2590	740
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	380	0	370	180	2510	0	10	2590	740
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	380	0	370	180	2184	0	10	2253	740
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	380	0	370	180	2184	0	10	2253	740
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	380	0	370	180	2184	0	10	2253	740
Saturation 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	0.08	0.00	0.21	0.06	0.38	0.00	0.01	0.40	0.42
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	29.6	0.0	48.7	19.1	150	0.0	1.9	133	162.3
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.82	0.57	0.49	0.00	0.57	0.57	0.49
Delay/Veh:	0.0	0.0	0.0	78.2	0.0	81.6	87.8	7.3	0.0	135.4	15.2	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	78.2	0.0	81.6	87.8	7.3	0.0	135.4	15.2	3.9
LOS by Move:	A	A	A	E-	A	F	F	A	A	F	B	A
HCM2k95thQ:	0	0	0	16	0	39	12	26	0	1	36	22

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

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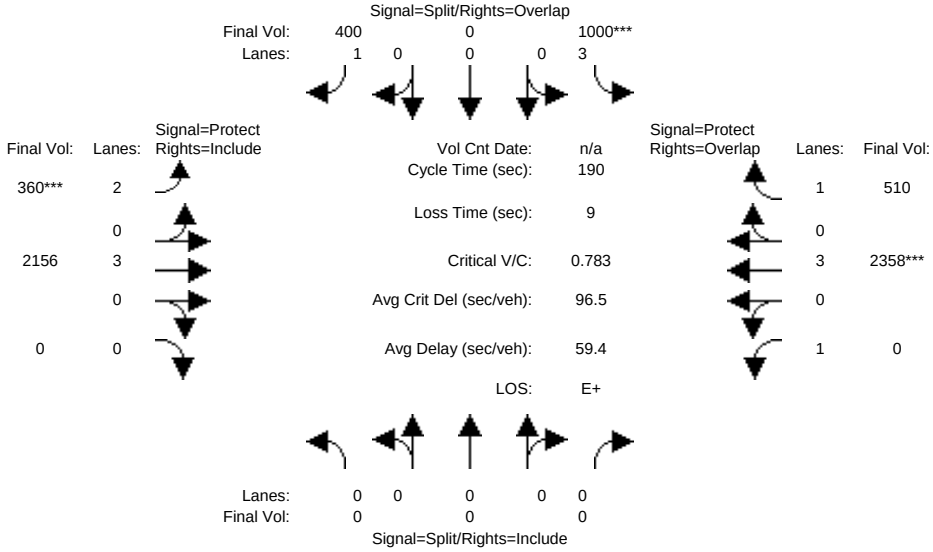
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #23: Lick Mill Boulevard / Montague Expressway



Street Name:	Lick Mill Boulevard						Montague 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:	0	0	0	31	0	31	29	157	0	2	130	130
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1000	0	400	360	2450	0	0	2710	510
Growth Adj:	1.00	1.00	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	1000	0	400	360	2450	0	0	2710	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1000	0	400	360	2450	0	0	2710	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	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	1000	0	400	360	2156	0	0	2358	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1000	0	400	360	2156	0	0	2358	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1000	0	400	360	2156	0	0	2358	510
Saturation 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	0.22	0.00	0.23	0.11	0.38	0.00	0.00	0.41	0.29
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	29.6	0.0	57.3	27.7	152	0.0	0.0	124	153.7
Volume/Cap:	0.00	0.00	0.00	1.41	0.00	0.76	0.78	0.47	0.00	0.00	0.63	0.36
Delay/Veh:	0.0	0.0	0.0	277.1	0.0	69.2	90.6	6.5	0.0	0.0	20.8	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	277.1	0.0	69.2	90.6	6.5	0.0	0.0	20.8	5.3
LOS by Move:	A	A	A	F	A	E	F	A	A	A	C+	A
HCM2k95thQ:	0	0	0	62	0	39	21	23	0	0	43	16

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

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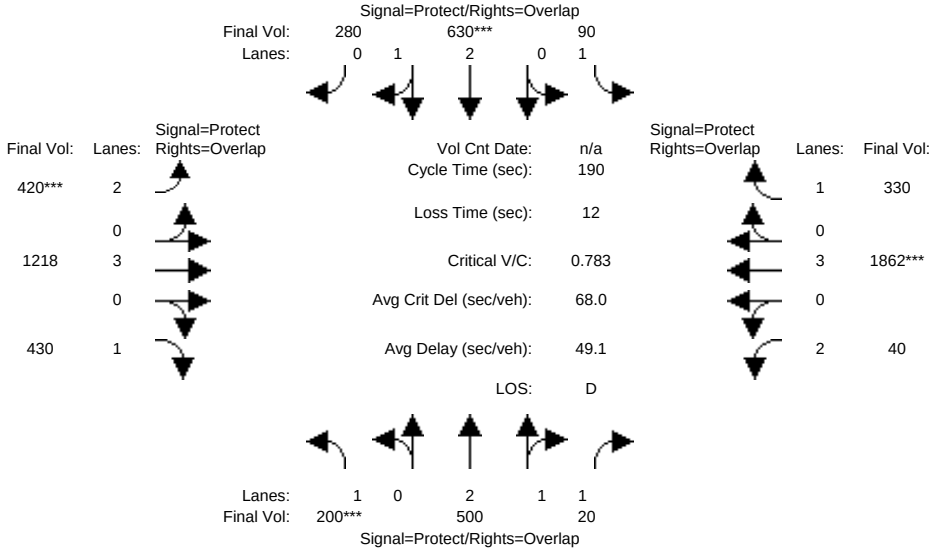
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #25: Zanker Road / Montague Expressway (CMP)



Street Name:	Zanker Road						Montague 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:	21	44	44	15	39	39	32	118	118	12	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	500	20	90	630	280	420	1400	430	40	2140	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	500	20	90	630	280	420	1400	430	40	2140	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	500	20	90	630	280	420	1400	430	40	2140	330
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:	200	500	20	90	630	280	420	1218	430	40	1862	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	500	20	90	630	280	420	1218	430	40	1862	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	500	20	90	630	280	420	1218	430	40	1862	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.04	0.96	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	5608	1800	1750	3875	1722	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.01	0.05	0.16	0.16	0.13	0.21	0.25	0.01	0.33	0.19
Crit Moves:	****				****		****				****	
Green Time:	19.7	41.9	53.2	14.3	36.5	66.5	30.0	111	130.9	11.3	92.7	106.9
Volume/Cap:	1.10	0.40	0.04	0.68	0.85	0.46	0.85	0.36	0.36	0.21	0.67	0.34
Delay/Veh:	188.7	67.9	53.2	105.4	85.5	51.4	95.8	13.5	4.1	91.5	40.2	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	188.7	67.9	53.2	105.4	85.5	51.4	95.8	13.5	4.1	91.5	40.2	24.1
LOS by Move:	F	E	D-	F	F	D-	F	B	A	F	D	C
HCM2k95thQ:	32	18	2	12	33	29	27	14	7	3	46	21

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

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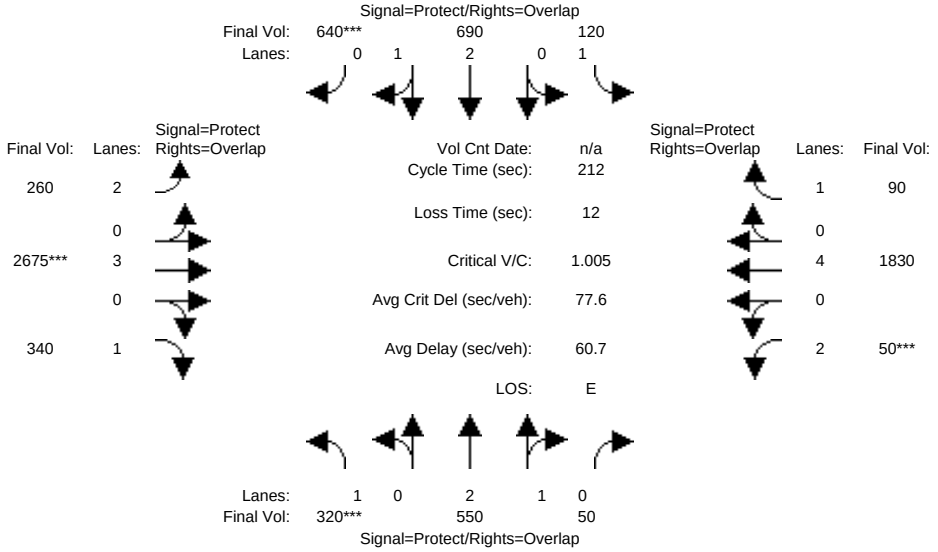
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #25: Zanker Road / Montague Expressway (CMP)



Street Name:	Zanker Road						Montague 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:	26	53	53	21	48	48	26	126	126	11	111	111
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	550	50	120	690	640	260	3040	340	50	1830	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	550	50	120	690	640	260	3040	340	50	1830	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	550	50	120	690	640	260	3040	340	50	1830	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	550	50	120	690	640	260	2675	340	50	1830	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	550	50	120	690	640	260	2675	340	50	1830	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:	320	550	50	120	690	640	260	2675	340	50	1830	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.74	0.26	1.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	5133	467	1750	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.11	0.07	0.18	0.37	0.08	0.47	0.19	0.02	0.24	0.05
Crit Moves:	****					****		****		****		
Green Time:	29.8	50.4	60.8	20.0	45.6	70.3	24.7	120	149.6	10.5	106	125.5
Volume/Cap:	1.30	0.45	0.37	0.73	0.84	1.10	0.71	0.83	0.28	0.32	0.48	0.09
Delay/Veh:	258.1	72.8	63.6	113.3	88.2	133.1	101.1	27.9	2.9	103.6	37.1	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	258.1	72.8	63.6	113.3	88.2	133.1	101.1	27.9	2.9	103.6	37.1	19.6
LOS by Move:	F	E	E	F	F	F	F	C	A	F	D+	B-
HCM2k95thQ:	55	23	22	17	39	86	17	58	4	4	33	5

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

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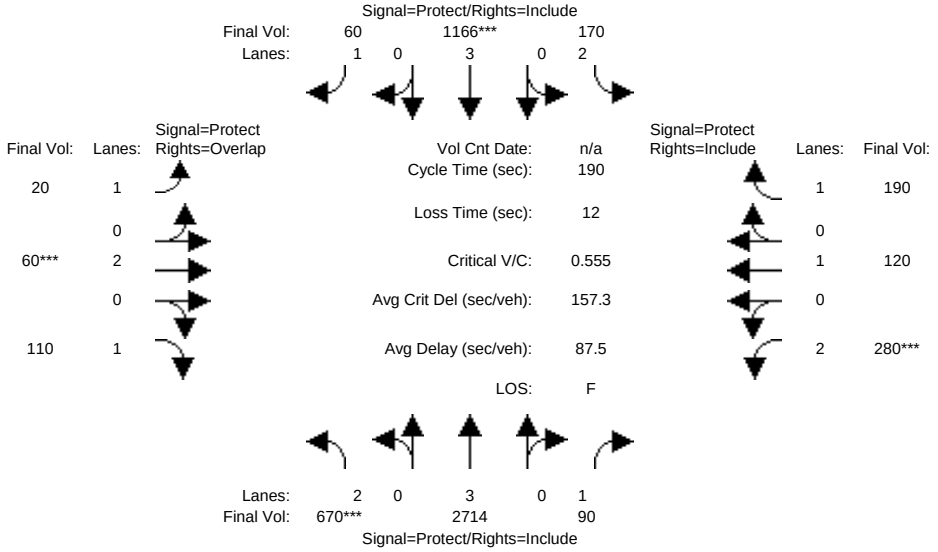
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #26: Montague Expressway / Plumeria Drive-River Oaks Parkway



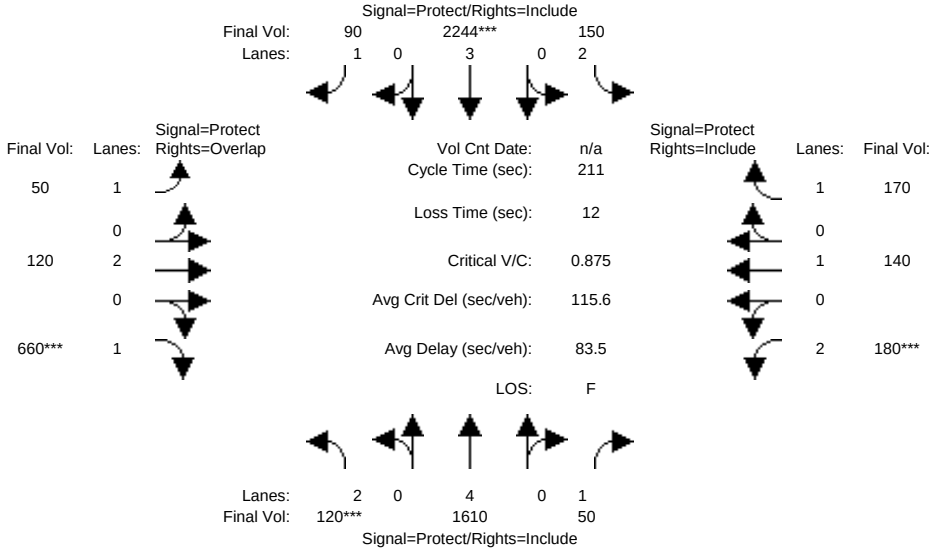
Street Name:	Montague Expressway						Plumeria Drive-River Oaks Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	116	116	26	117	117	9	24	24	24	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	670	3120	90	170	1340	60	20	60	110	280	120	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:	670	3120	90	170	1340	60	20	60	110	280	120	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	670	3120	90	170	1340	60	20	60	110	280	120	190
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:	670	2714	90	170	1166	60	20	60	110	280	120	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	670	2714	90	170	1166	60	20	60	110	280	120	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	670	2714	90	170	1166	60	20	60	110	280	120	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.48	0.05	0.05	0.20	0.03	0.01	0.02	0.06	0.09	0.06	0.11
Crit Moves:	****				****			****		****		
Green Time:	23.5	109	109.1	24.5	110	110.0	8.5	22.6	46.1	22.6	36.7	36.7
Volume/Cap:	1.72	0.83	0.09	0.42	0.35	0.06	0.26	0.13	0.26	0.75	0.33	0.56
Delay/Veh:	422.6	37.5	19.5	84.2	22.8	18.6	101.0	80.3	63.3	98.9	72.6	80.4
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:	422.6	37.5	19.5	84.2	22.8	18.6	101.0	80.3	63.3	98.9	72.6	80.4
LOS by Move:	F	D+	B-	F	C+	B-	F	F	E	F	E	F
HCM2k95thQ:	73	78	6	11	20	4	4	4	11	19	12	20

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

Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #26: Montague Expressway / Plumeria Drive-River Oaks Parkway



Street Name:	Montague Expressway						Plumeria Drive-River Oaks Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	150	150	12	140	140	15	27	27	23	35	35
Y+R:	4.0	4.0	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	1610	50	150	2550	90	50	120	660	180	140	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:	120	1610	50	150	2550	90	50	120	660	180	140	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1610	50	150	2550	90	50	120	660	180	140	170
User Adj:	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1610	50	150	2244	90	50	120	660	180	140	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1610	50	150	2244	90	50	120	660	180	140	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1610	50	150	2244	90	50	120	660	180	140	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.03	0.05	0.39	0.05	0.03	0.03	0.38	0.06	0.07	0.10
Crit Moves:	****				****				****	****		
Green Time:	20.7	141	141.3	11.3	132	131.9	14.1	25.4	46.2	21.7	33.0	33.0
Volume/Cap:	0.39	0.32	0.04	0.89	0.63	0.08	0.43	0.26	1.72	0.56	0.47	0.62
Delay/Veh:	98.3	15.7	12.7	150.3	26.8	16.8	111.3	90.8	424.2	102.4	91.4	98.5
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:	98.3	15.7	12.7	150.3	26.8	16.8	111.3	90.8	424.2	102.4	91.4	98.5
LOS by Move:	F	B	B	F	C	B	F	F	F	F	F	F
HCM2k95thQ:	9	20	3	12	49	6	8	8	135	14	16	21

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

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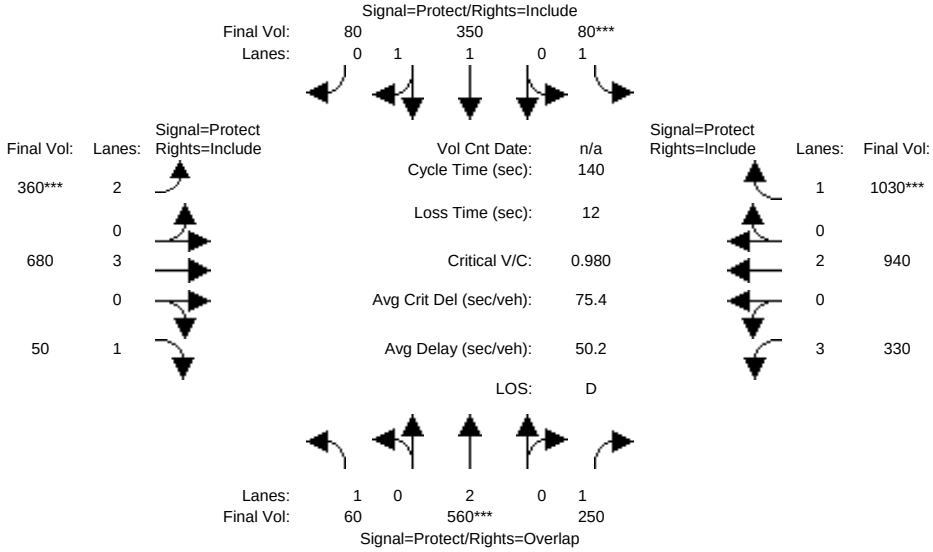
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #34: N First Street / Brokaw Road (CMP)



Street Name:	N First Street						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	560	250	80	350	80	360	680	50	330	940	1030
Growth Adj:	1.00	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	560	250	80	350	80	360	680	50	330	940	1030
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	560	250	80	350	80	360	680	50	330	940	1030
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	560	250	80	350	80	360	680	50	330	940	1030
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	560	250	80	350	80	360	680	50	330	940	1030
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	560	250	80	350	80	360	680	50	330	940	1030
Saturation Flow 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	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	2.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3011	688	3150	5700	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.14	0.05	0.12	0.12	0.11	0.12	0.03	0.07	0.25	0.59
Crit Moves:		****		****			****					****
Green Time:	8.4	21.0	58.8	7.0	19.6	19.6	16.3	62.2	62.2	37.8	83.8	83.8
Volume/Cap:	0.57	0.98	0.34	0.91	0.83	0.83	0.98	0.27	0.06	0.27	0.41	0.98
Delay/Veh:	71.3	92.8	27.8	134.5	69.6	69.6	104.3	24.6	22.3	40.3	15.1	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:	71.3	92.8	27.8	134.5	69.6	69.6	104.3	24.6	22.3	40.3	15.1	51.3
LOS by Move:	E	F	C	F	E	E	F	C	C+	D	B	D-
HCM2k95thQ:	7	29	14	9	18	18	24	11	3	9	19	78

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

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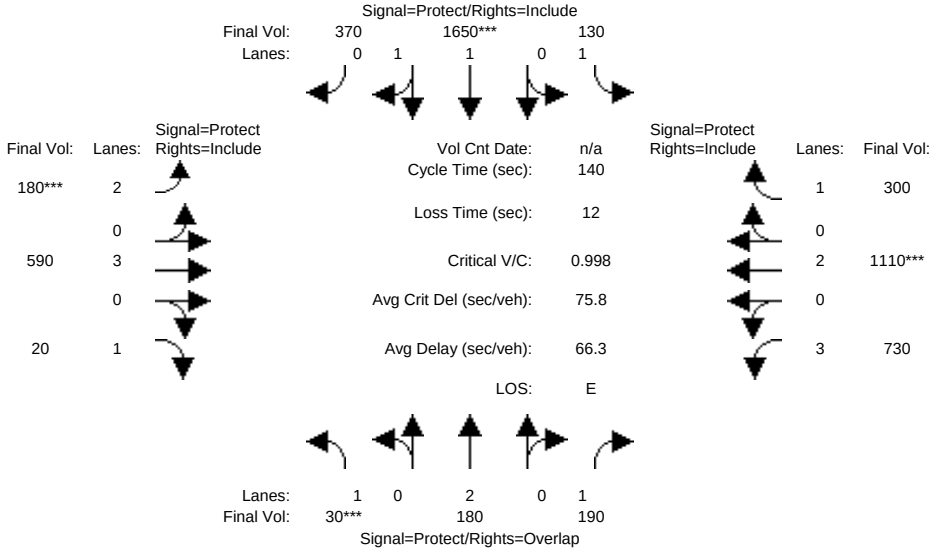
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #34: N First Street / Brokaw Road (CMP)



Street Name:	N First Street						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	180	190	130	1650	370	180	590	20	730	1110	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:	30	180	190	130	1650	370	180	590	20	730	1110	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	180	190	130	1650	370	180	590	20	730	1110	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	180	190	130	1650	370	180	590	20	730	1110	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	180	190	130	1650	370	180	590	20	730	1110	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	180	190	130	1650	370	180	590	20	730	1110	300
Saturation Flow 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	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	2.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3022	678	3150	5700	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.11	0.07	0.55	0.55	0.06	0.10	0.01	0.16	0.29	0.17
Crit Moves:	****				****		****				****	
Green Time:	7.0	39.6	68.3	41.2	73.8	73.8	7.7	18.5	18.5	28.7	39.5	39.5
Volume/Cap:	0.34	0.17	0.22	0.25	1.04	1.04	1.04	0.78	0.09	0.78	1.04	0.61
Delay/Veh:	66.6	37.9	20.7	37.9	63.4	63.4	144.2	64.1	53.5	57.1	87.5	45.7
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:	66.6	37.9	20.7	37.9	63.4	63.4	144.2	64.1	53.5	57.1	87.5	45.7
LOS by Move:	E	D+	C+	D+	E	E	F	E	D-	E+	F	D
HCM2k95thQ:	4	6	10	9	80	80	15	18	2	23	47	21

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

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Santa Clara City Place EIR
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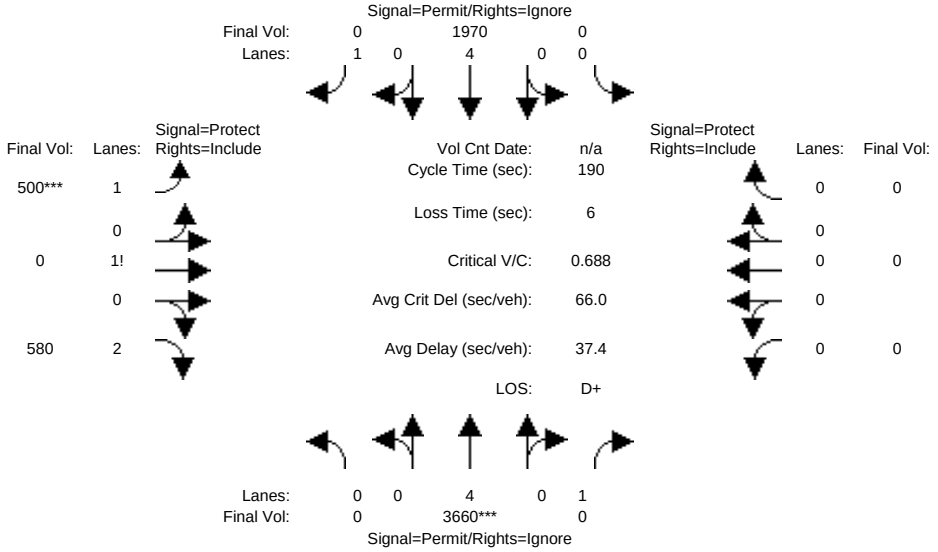
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #48: Lawrence Expressway / US 101 SB Ramps



Street Name:	Lawrence Expressway						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	164	164	0	147	147	26	0	17	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	3660	770	0	1970	360	500	0	580	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	3660	770	0	1970	360	500	0	580	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3660	770	0	1970	360	500	0	580	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	3660	0	0	1970	0	500	0	580	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3660	0	0	1970	0	500	0	580	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	3660	0	0	1970	0	500	0	580	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	0.84	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.54	0.00	2.46	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2695	0	3905	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.00	0.26	0.00	0.19	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	159	0.0	0.0	159	0.0	25.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.00	0.00	0.31	0.00	1.40	0.00	1.12	0.00	0.00	0.00
Delay/Veh:	0.0	5.2	0.0	0.0	3.6	0.0	272.3	0.0	152.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.2	0.0	0.0	3.6	0.0	272.3	0.0	152.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	28	0	0	13	0	55	0	39	0	0	0

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

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Santa Clara City Place EIR
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Existing with-Project Mitigations

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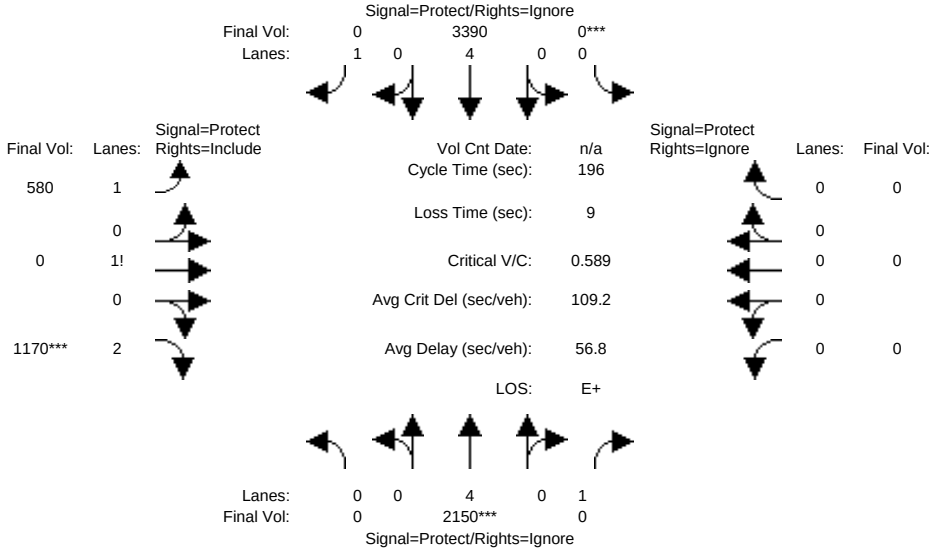
Existing with-Project Mit PM

Intersection #48: Lawrence Expressway / US 101 SB Ramps



Street Name:	Lawrence Expressway						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	146	146	0	115	115	38	0	38	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	2150	470	0	3390	290	580	0	1170	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	2150	470	0	3390	290	580	0	1170	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2150	470	0	3390	290	580	0	1170	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2150	0	0	3390	0	580	0	1170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2150	0	0	3390	0	580	0	1170	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2150	0	0	3390	0	580	0	1170	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	2463	0	4197	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.45	0.00	0.24	0.00	0.28	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	146	0.0	0.0	146	0.0	41.0	0.0	41.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.00	0.00	0.60	0.00	1.13	0.00	1.33	0.00	0.00	0.00
Delay/Veh:	0.0	8.9	0.0	0.0	11.7	0.0	143.0	0.0	232.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	0.0	0.0	11.7	0.0	143.0	0.0	232.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B+	A	F	A	F	A	A	A
HCM2k95thQ:	0	20	0	0	38	0	56	0	75	0	0	0

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

Santa Clara City Place EIR
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Existing with-Project Mitigations

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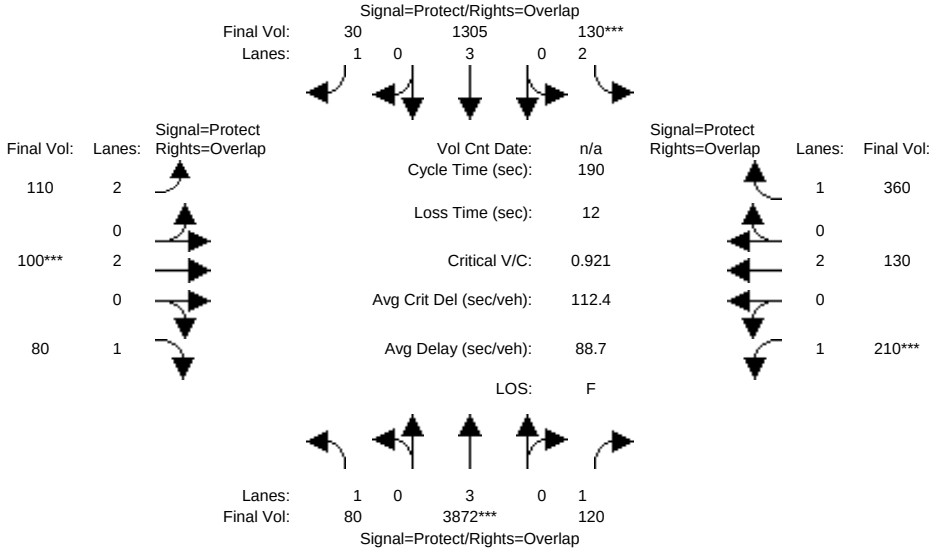
Existing with-Project Mit AM

Intersection #54: Lawrence Expressway / Benton Street



Street Name:	Lawrence Expressway						Benton 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:	21	119	119	20	119	119	22	26	26	25	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	4450	120	130	1500	30	110	100	80	210	130	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:	80	4450	120	130	1500	30	110	100	80	210	130	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	4450	120	130	1500	30	110	100	80	210	130	360
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:	80	3872	120	130	1305	30	110	100	80	210	130	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	3872	120	130	1305	30	110	100	80	210	130	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:	80	3872	120	130	1305	30	110	100	80	210	130	360
Saturation 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:	0.05	0.68	0.07	0.04	0.23	0.02	0.03	0.03	0.05	0.12	0.03	0.21
Crit Moves:		****		****				****		****		
Green Time:	19.7	112	135.7	18.7	111	132.0	20.6	24.3	44.0	23.4	27.1	45.9
Volume/Cap:	0.44	1.15	0.10	0.42	0.39	0.02	0.32	0.21	0.20	0.97	0.24	0.85
Delay/Veh:	87.2	112	8.9	87.0	22.6	9.6	84.2	79.5	63.1	142.5	77.4	88.8
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:	87.2	112	8.9	87.0	22.6	9.6	84.2	79.5	63.1	142.5	77.4	88.8
LOS by Move:	F	F	A	F	C+	A	F	E-	E	F	E-	F
HCM2k95thQ:	9	142	5	9	25	1	8	6	8	31	7	41

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

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Santa Clara City Place EIR
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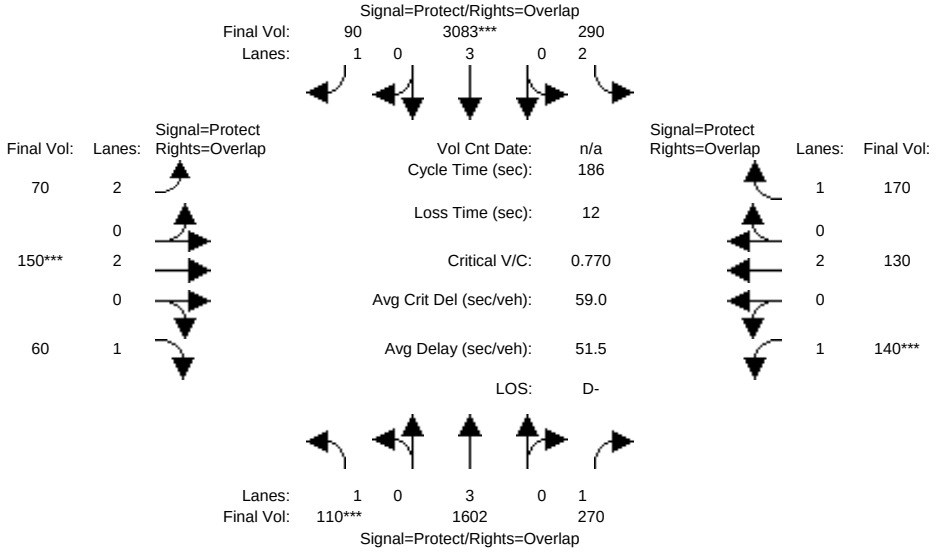
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #54: Lawrence Expressway / Benton Street



Street Name:	Lawrence Expressway						Benton 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:	24	96	96	37	109	109	16	29	29	24	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:	110	2080	270	290	3760	90	70	150	60	140	130	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:	110	2080	270	290	3760	90	70	150	60	140	130	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	2080	270	290	3760	90	70	150	60	140	130	170
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1602	270	290	3083	90	70	150	60	140	130	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1602	270	290	3083	90	70	150	60	140	130	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1602	270	290	3083	90	70	150	60	140	130	170
Saturation 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	0.28	0.15	0.09	0.54	0.05	0.02	0.04	0.03	0.08	0.03	0.10
Crit Moves:	****				****			****		****		
Green Time:	22.5	90.2	112.7	34.8	102	117.4	15.0	27.2	49.8	22.5	34.8	69.5
Volume/Cap:	0.52	0.58	0.25	0.49	0.98	0.08	0.28	0.27	0.13	0.66	0.18	0.26
Delay/Veh:	83.8	36.9	18.3	72.7	55.8	14.2	86.1	75.4	55.1	90.6	67.9	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:	83.8	36.9	18.3	72.7	55.8	14.2	86.1	75.4	55.1	90.6	67.9	43.2
LOS by Move:	F	D+	B-	E	E+	B	F	E-	E+	F	E	D
HCM2k95thQ:	13	37	15	16	88	4	5	8	6	18	6	14

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

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Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

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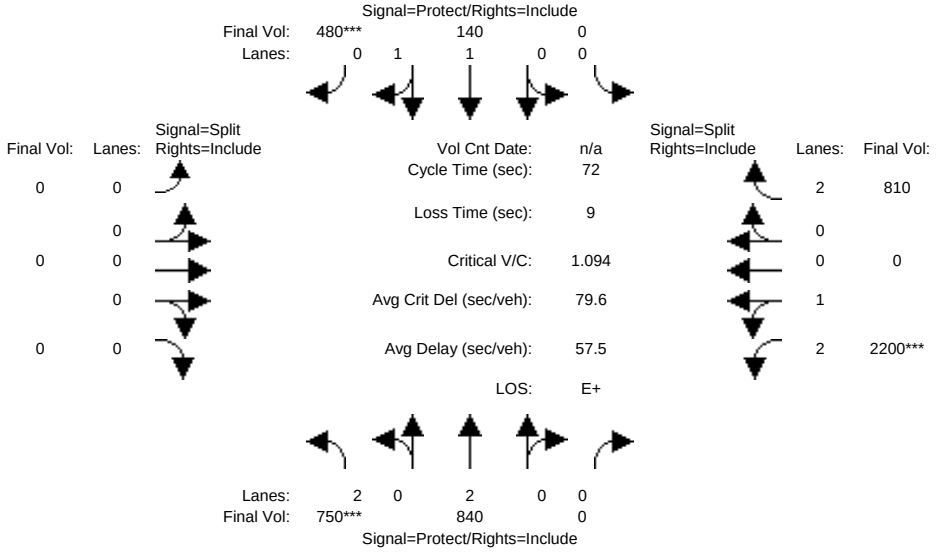
Existing with-Project Mit AM

Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	750	840	0	0	140	480	0	0	0	2200	0	810
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	750	840	0	0	140	480	0	0	0	2200	0	810
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	750	840	0	0	140	480	0	0	0	2200	0	810
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	750	840	0	0	140	480	0	0	0	2200	0	810
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	750	840	0	0	140	480	0	0	0	2200	0	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:	750	840	0	0	140	480	0	0	0	2200	0	810
Saturation 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	0.87	1.00	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	3.00	0.00	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4950	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.24	0.22	0.00	0.00	0.07	0.27	0.00	0.00	0.00	0.44	0.00	0.26
Crit Moves:	****					****				****		
Green Time:	15.7	33.7	0.0	0.0	18.1	18.1	0.0	0.0	0.0	29.3	0.0	29.3
Volume/Cap:	1.09	0.47	0.00	0.00	0.29	1.09	0.00	0.00	0.00	1.09	0.00	0.63
Delay/Veh:	90.8	13.3	0.0	0.0	21.9	92.8	0.0	0.0	0.0	72.1	0.0	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.8	13.3	0.0	0.0	21.9	92.8	0.0	0.0	0.0	72.1	0.0	18.1
LOS by Move:	F	B	A	A	C+	F	A	A	A	E	A	B-
HCM2k95thQ:	28	12	0	0	5	32	0	0	0	52	0	18

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

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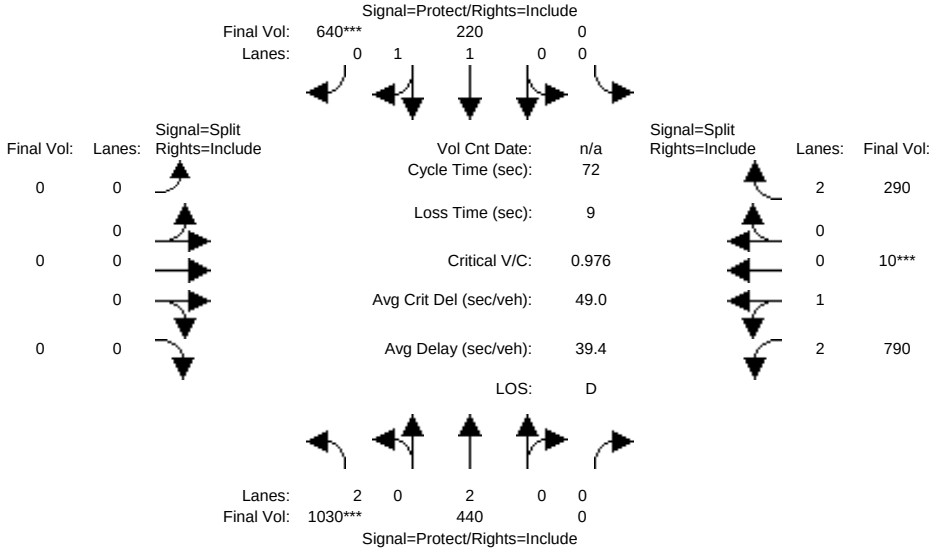
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	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:	1030	440	0	0	220	640	0	0	0	790	10	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1030	440	0	0	220	640	0	0	0	790	10	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1030	440	0	0	220	640	0	0	0	790	10	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1030	440	0	0	220	640	0	0	0	790	10	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1030	440	0	0	220	640	0	0	0	790	10	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1030	440	0	0	220	640	0	0	0	790	10	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.97	0.03	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4888	62	3150
Capacity Analysis Module:												
Vol/Sat:	0.33	0.12	0.00	0.00	0.12	0.37	0.00	0.00	0.00	0.16	0.16	0.09
Crit Moves:	****					****					****	
Green Time:	24.1	51.1	0.0	0.0	27.0	27.0	0.0	0.0	0.0	11.9	11.9	11.9
Volume/Cap:	0.98	0.16	0.00	0.00	0.31	0.98	0.00	0.00	0.00	0.98	0.98	0.56
Delay/Veh:	45.7	3.5	0.0	0.0	16.0	46.8	0.0	0.0	0.0	55.5	55.5	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	3.5	0.0	0.0	16.0	46.8	0.0	0.0	0.0	55.5	55.5	28.9
LOS by Move:	D	A	A	A	B	D	A	A	A	E+	E+	C
HCM2k95thQ:	29	3	0	0	7	33	0	0	0	21	21	9

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

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Santa Clara City Place EIR
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Existing with-Project Mitigations

Level Of Service Computation Report
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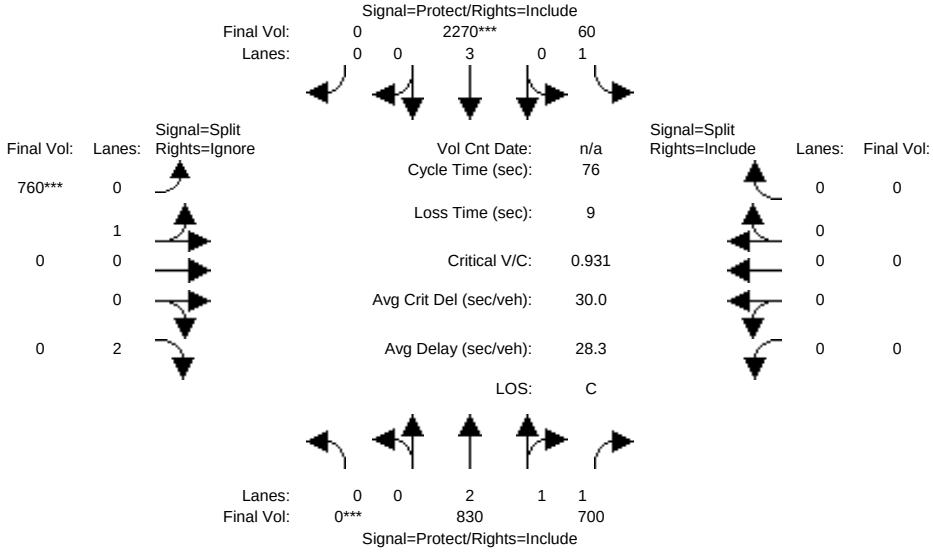
Existing with-Project Mit AM

Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	830	700	60	2270	0	760	0	2390	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	830	700	60	2270	0	760	0	2390	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	830	700	60	2270	0	760	0	2390	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	830	700	60	2270	0	760	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	830	700	60	2270	0	760	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	830	700	60	2270	0	760	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	2.09	1.91	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3967	3346	1750	5700	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.03	0.40	0.00	0.42	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	22.6	22.6	9.9	32.5	0.0	34.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.70	0.26	0.93	0.00	0.93	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	24.8	24.8	30.3	27.8	0.0	36.7	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	24.8	24.8	30.3	27.8	0.0	36.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	C	A	D+	A	A	A	A	A
HCM2k95thQ:	0	15	15	3	33	0	38	0	0	0	0	0

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

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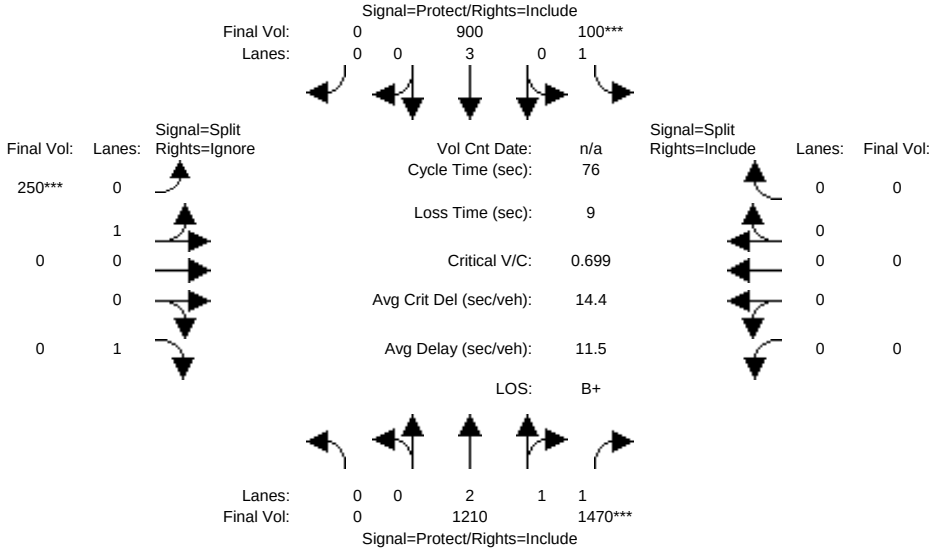
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	1210	1470	100	900	0	250	0	680	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	1210	1470	100	900	0	250	0	680	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1210	1470	100	900	0	250	0	680	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	1210	1470	100	900	0	250	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1210	1470	100	900	0	250	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	1210	1470	100	900	0	250	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	3.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.42	0.06	0.16	0.00	0.14	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	45.1	45.1	7.0	52.1	0.0	14.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.71	0.62	0.23	0.00	0.71	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.3	11.5	40.4	4.5	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	9.3	11.5	40.4	4.5	0.0	35.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	B+	D	A	A	D+	A	A	A	A	A
HCM2k95thQ:	0	15	23	5	5	0	14	0	0	0	0	0

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

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Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
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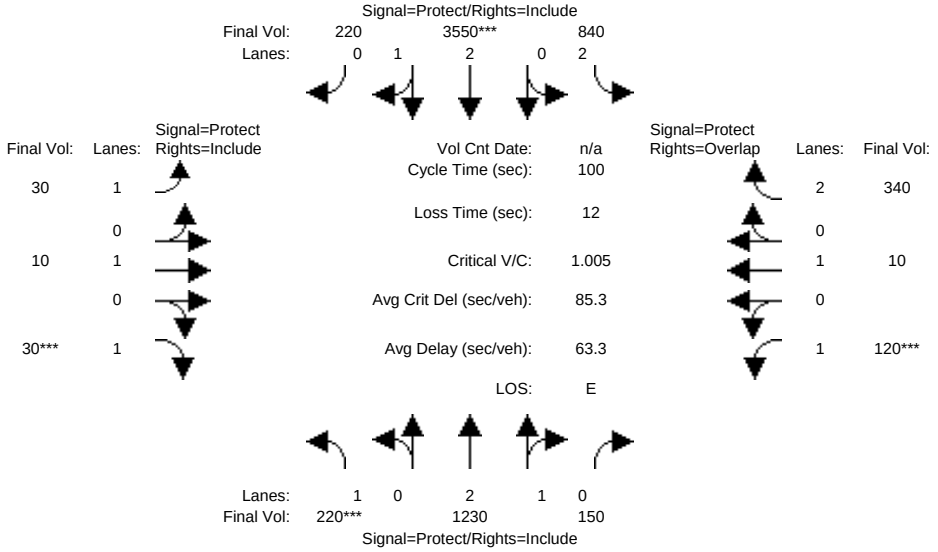
Existing with-Project Mit AM

Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1230	150	840	3550	220	30	10	30	120	10	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:	220	1230	150	840	3550	220	30	10	30	120	10	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1230	150	840	3550	220	30	10	30	120	10	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1230	150	840	3550	220	30	10	30	120	10	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1230	150	840	3550	220	30	10	30	120	10	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:	220	1230	150	840	3550	220	30	10	30	120	10	340
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	2.66	0.34	2.00	2.82	0.18	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4991	609	3150	5273	327	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.25	0.27	0.67	0.67	0.02	0.01	0.02	0.07	0.01	0.11
Crit Moves:	****				****				****	****		
Green Time:	11.2	34.1	34.1	36.9	59.8	59.8	7.0	10.0	10.0	7.0	10.0	46.9
Volume/Cap:	1.13	0.72	0.72	0.72	1.13	1.13	0.24	0.05	0.17	0.98	0.05	0.23
Delay/Veh:	146.5	30.2	30.2	29.4	81.0	81.0	45.0	40.8	41.7	121.1	40.8	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:	146.5	30.2	30.2	29.4	81.0	81.0	45.0	40.8	41.7	121.1	40.8	15.9
LOS by Move:	F	C	C	C	F	F	D	D	D	F	D	B
HCM2k95thQ:	21	22	22	22	84	84	2	1	2	14	1	7

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

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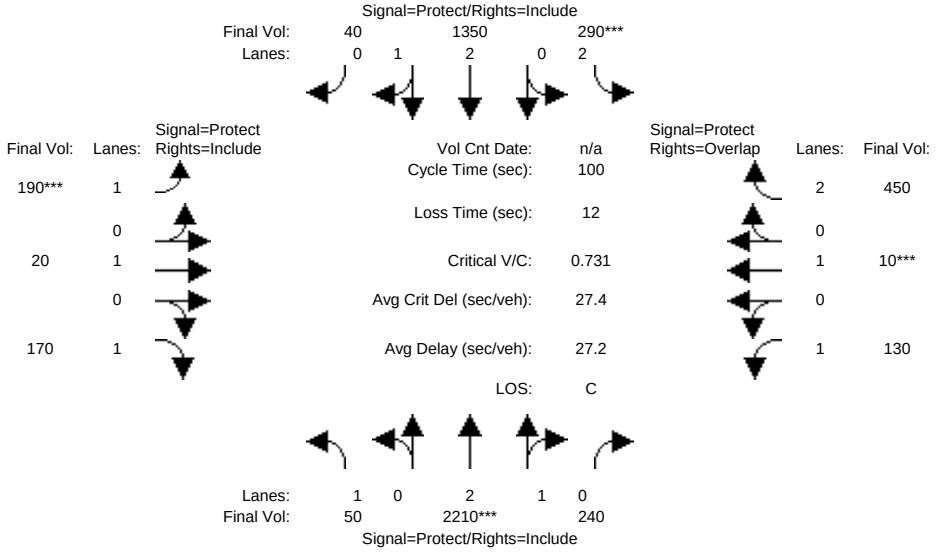
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	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:	50	2210	240	290	1350	40	190	20	170	130	10	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2210	240	290	1350	40	190	20	170	130	10	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2210	240	290	1350	40	190	20	170	130	10	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2210	240	290	1350	40	190	20	170	130	10	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2210	240	290	1350	40	190	20	170	130	10	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2210	240	290	1350	40	190	20	170	130	10	450
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	2.70	0.30	2.00	2.91	0.09	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	5051	548	3150	5439	161	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.09	0.25	0.25	0.11	0.01	0.10	0.07	0.01	0.14
Crit Moves:		****		****			****				****	
Green Time:	14.2	53.5	53.5	11.3	50.5	50.5	13.3	13.4	13.4	9.9	10.0	21.3
Volume/Cap:	0.20	0.82	0.82	0.82	0.49	0.49	0.82	0.08	0.73	0.75	0.05	0.67
Delay/Veh:	38.3	21.1	21.1	57.2	16.4	16.4	62.1	38.1	52.5	60.3	40.8	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:	38.3	21.1	21.1	57.2	16.4	16.4	62.1	38.1	52.5	60.3	40.8	38.9
LOS by Move:	D+	C+	C+	E+	B	B	E	D+	D-	E	D	D+
HCM2k95thQ:	3	34	34	11	17	17	16	1	13	12	1	16

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

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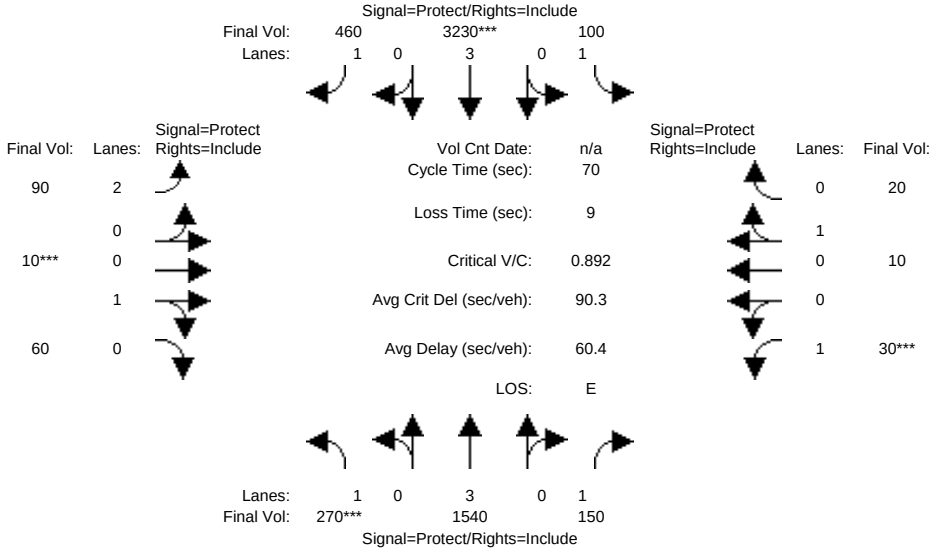
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	1540	150	100	3230	460	90	10	60	30	10	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:	270	1540	150	100	3230	460	90	10	60	30	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	1540	150	100	3230	460	90	10	60	30	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	1540	150	100	3230	460	90	10	60	30	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1540	150	100	3230	460	90	10	60	30	10	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:	270	1540	150	100	3230	460	90	10	60	30	10	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	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.14	0.86	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	257	1543	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.15	0.27	0.09	0.06	0.57	0.26	0.03	0.04	0.04	0.02	0.02	0.02
Crit Moves:	****				****			****		****		
Green Time:	9.4	32.1	32.1	11.9	34.6	34.6	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	1.15	0.59	0.19	0.34	1.15	0.53	0.29	0.27	0.27	0.17	0.12	0.12
Delay/Veh:	134.4	14.4	11.3	26.3	88.5	12.8	29.7	27.3	27.3	29.3	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	134.4	14.4	11.3	26.3	88.5	12.8	29.7	27.3	27.3	29.3	26.4	26.4
LOS by Move:	F	B	B+	C	F	B	C	C	C	C	C	C
HCM2k95thQ:	20	15	4	4	61	13	3	3	3	2	1	1

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

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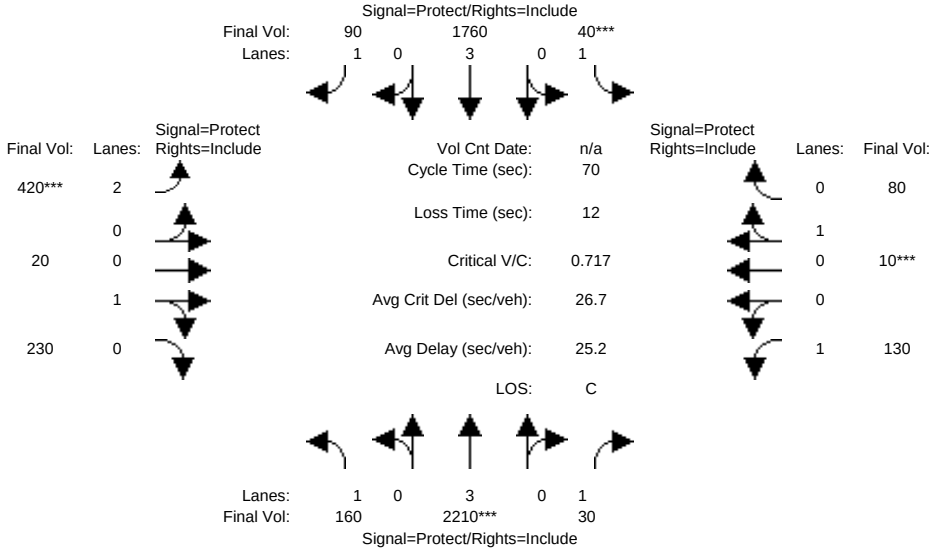
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	2210	30	40	1760	90	420	20	230	130	10	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:	160	2210	30	40	1760	90	420	20	230	130	10	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	2210	30	40	1760	90	420	20	230	130	10	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	2210	30	40	1760	90	420	20	230	130	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	2210	30	40	1760	90	420	20	230	130	10	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:	160	2210	30	40	1760	90	420	20	230	130	10	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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.08	0.92	1.00	0.11	0.89
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	144	1656	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.02	0.02	0.31	0.05	0.13	0.14	0.14	0.07	0.05	0.05
Crit Moves:		****		****			****				****	
Green Time:	9.2	30.5	30.5	7.0	28.3	28.3	10.5	12.1	12.1	8.4	10.0	10.0
Volume/Cap:	0.70	0.89	0.04	0.23	0.76	0.13	0.89	0.81	0.81	0.62	0.35	0.35
Delay/Veh:	38.2	22.6	11.4	29.7	19.5	13.2	47.6	42.2	42.2	34.6	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	22.6	11.4	29.7	19.5	13.2	47.6	42.2	42.2	34.6	27.9	27.9
LOS by Move:	D+	C+	B+	C	B-	B	D	D	D	C-	C	C
HCM2k95thQ:	7	28	1	2	20	3	16	15	15	8	4	4

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

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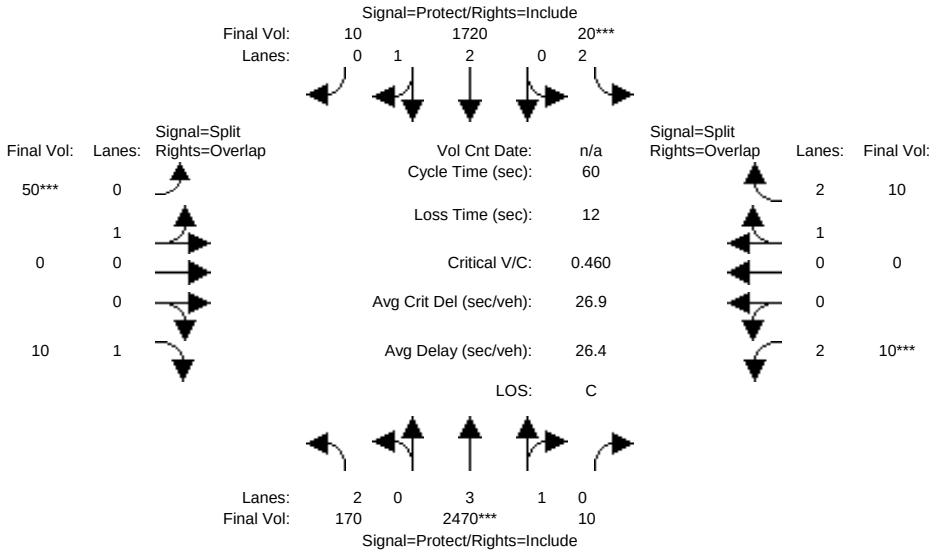
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #64: Great America Parkway / Old Glory Lane



Street Name:	Great America Parkway						Old Glory Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	2470	10	20	1720	10	50	0	10	10	0	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:	170	2470	10	20	1720	10	50	0	10	10	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	2470	10	20	1720	10	50	0	10	10	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	2470	10	20	1720	10	50	0	10	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	2470	10	20	1720	10	50	0	10	10	0	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:	170	2470	10	20	1720	10	50	0	10	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.98	0.02	2.00	2.98	0.02	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7470	30	3150	5568	32	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.33	0.01	0.31	0.31	0.03	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****			****		
Green Time:	7.7	21.0	21.0	7.0	20.3	20.3	10.0	0.0	17.7	10.0	0.0	17.0
Volume/Cap:	0.42	0.94	0.94	0.05	0.91	0.91	0.17	0.00	0.02	0.02	0.00	0.01
Delay/Veh:	24.8	27.0	27.0	23.6	26.1	26.1	21.7	0.0	15.0	20.9	0.0	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:	24.8	27.0	27.0	23.6	26.1	26.1	21.7	0.0	15.0	20.9	0.0	15.4
LOS by Move:	C	C	C	C	C	C	C+	A	B	C+	A	B
HCM2k95thQ:	3	24	24	0	22	22	2	0	0	0	0	0

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

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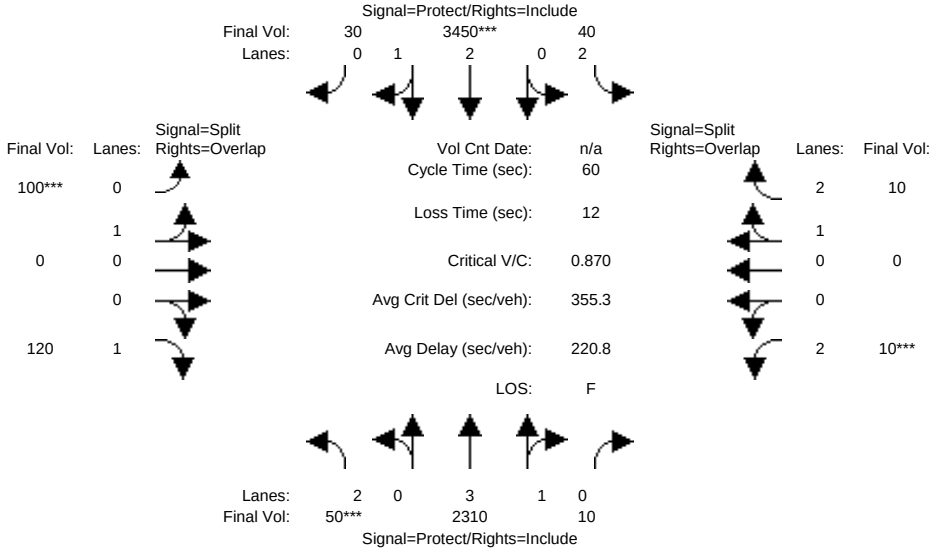
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #64: Great America Parkway / Old Glory Lane



Street Name:	Great America Parkway						Old Glory Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	2310	10	40	3450	30	100	0	120	10	0	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:	50	2310	10	40	3450	30	100	0	120	10	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2310	10	40	3450	30	100	0	120	10	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2310	10	40	3450	30	100	0	120	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2310	10	40	3450	30	100	0	120	10	0	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:	50	2310	10	40	3450	30	100	0	120	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.98	0.02	2.00	2.97	0.03	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7468	32	3150	5552	48	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.01	0.62	0.62	0.06	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****			****		
Green Time:	7.0	20.3	20.3	7.7	21.0	21.0	10.0	0.0	17.0	10.0	0.0	17.7
Volume/Cap:	0.14	0.91	0.91	0.10	1.78	1.78	0.33	0.00	0.24	0.02	0.00	0.01
Delay/Veh:	24.0	24.6	24.6	23.2	371	370.6	22.7	0.0	16.8	20.9	0.0	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	24.6	24.6	23.2	371	370.6	22.7	0.0	16.8	20.9	0.0	15.0
LOS by Move:	C	C	C	C	F	F	C+	A	B	C+	A	B
HCM2k95thQ:	1	22	22	1	127	127	4	0	4	0	0	0

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

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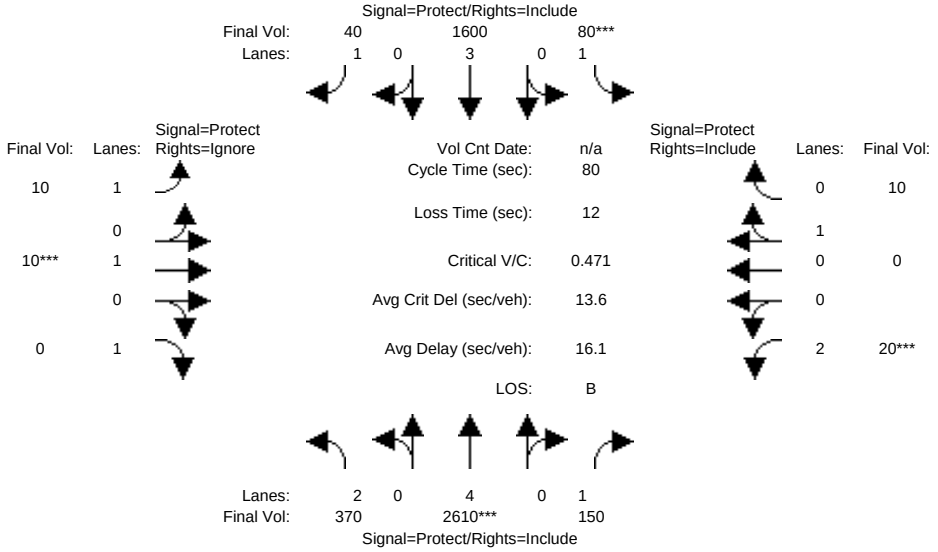
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #65: Great America Parkway / Patrick Henry Drive



Street Name:	Great America Parkway						Patrick Henry Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	2610	150	80	1600	40	10	10	100	20	0	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:	370	2610	150	80	1600	40	10	10	100	20	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	2610	150	80	1600	40	10	10	100	20	0	10
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:	370	2610	150	80	1600	40	10	10	0	20	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	2610	150	80	1600	40	10	10	0	20	0	10
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:	370	2610	150	80	1600	40	10	10	0	20	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	3150	7600	1750	1750	5700	1750	1750	1900	1750	3150	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.34	0.09	0.05	0.28	0.02	0.01	0.01	0.00	0.01	0.00	0.01
Crit Moves:		****		****				****		****		
Green Time:	15.0	44.0	44.0	7.0	36.0	36.0	7.0	10.0	0.0	7.0	0.0	10.0
Volume/Cap:	0.62	0.62	0.16	0.52	0.62	0.05	0.07	0.04	0.00	0.07	0.00	0.04
Delay/Veh:	32.0	12.6	8.9	38.1	17.3	12.4	33.7	30.9	0.0	33.6	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:	32.0	12.6	8.9	38.1	17.3	12.4	33.7	30.9	0.0	33.6	0.0	30.9
LOS by Move:	C	B	A	D+	B	B	C-	C	A	C-	A	C
HCM2k95thQ:	9	19	4	4	17	1	1	1	0	1	0	1

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

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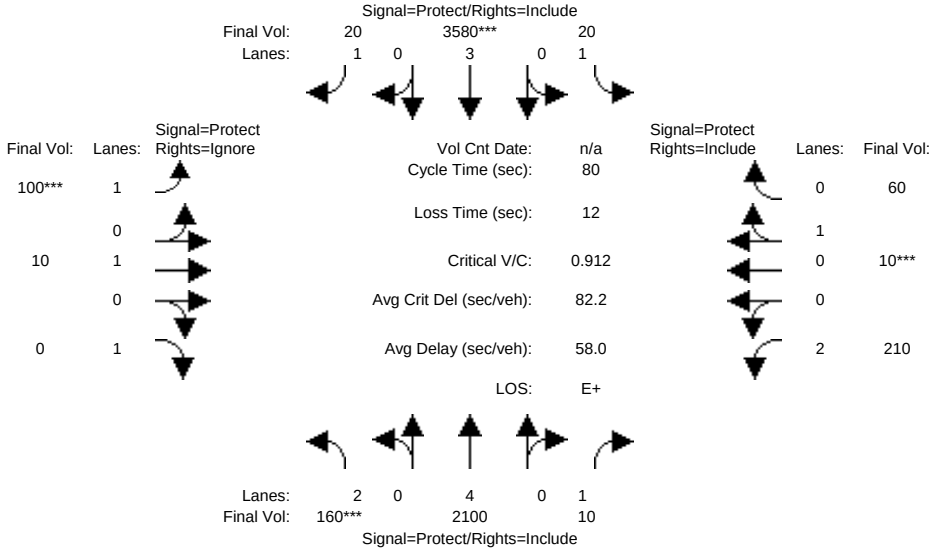
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #65: Great America Parkway / Patrick Henry Drive



Street Name:	Great America Parkway						Patrick Henry Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	2100	10	20	3580	20	100	10	510	210	10	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:	160	2100	10	20	3580	20	100	10	510	210	10	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	2100	10	20	3580	20	100	10	510	210	10	60
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:	160	2100	10	20	3580	20	100	10	0	210	10	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	2100	10	20	3580	20	100	10	0	210	10	60
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:	160	2100	10	20	3580	20	100	10	0	210	10	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.14	0.86
Final Sat.:	3150	7600	1750	1750	5700	1750	1750	1900	1750	3150	257	1543
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.01	0.01	0.63	0.01	0.06	0.01	0.00	0.07	0.04	0.04
Crit Moves:	****				****		****				****	
Green Time:	7.0	38.7	38.7	12.3	44.0	44.0	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	0.58	0.57	0.01	0.07	1.14	0.02	0.65	0.04	0.00	0.76	0.31	0.31
Delay/Veh:	38.2	14.9	10.7	29.1	86.2	8.2	45.0	30.9	0.0	47.5	32.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	14.9	10.7	29.1	86.2	8.2	45.0	30.9	0.0	47.5	32.7	32.7
LOS by Move:	D+	B	B+	C	F	A	D	C	A	D	C-	C-
HCM2k95thQ:	5	17	0	1	70	0	8	1	0	10	4	4

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

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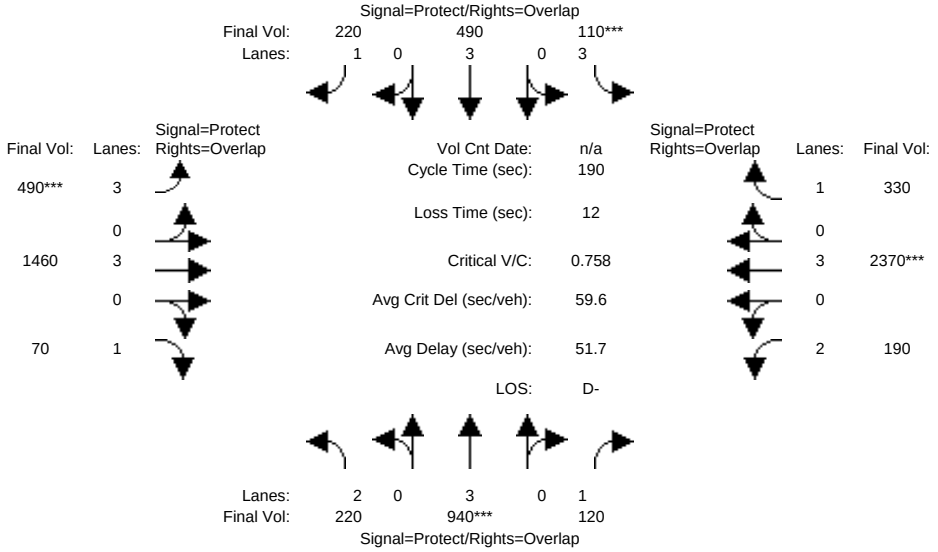
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #71: Bowers Avenue / Central Expressway (CMP)



Street Name:	Bowers Avenue						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:	21	46	46	13	37	37	32	107	107	24	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	940	120	110	490	220	490	1460	70	190	2370	330
Growth Adj:	1.00	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	940	120	110	490	220	490	1460	70	190	2370	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	940	120	110	490	220	490	1460	70	190	2370	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	940	120	110	490	220	490	1460	70	190	2370	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	940	120	110	490	220	490	1460	70	190	2370	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	940	120	110	490	220	490	1460	70	190	2370	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.07	0.02	0.09	0.13	0.11	0.26	0.04	0.06	0.42	0.19
Crit Moves:		****		****			****				****	
Green Time:	20.1	43.3	65.8	12.2	35.4	65.5	30.1	101	120.7	22.6	93.1	105.3
Volume/Cap:	0.66	0.72	0.20	0.38	0.46	0.36	0.68	0.48	0.06	0.51	0.85	0.34
Delay/Veh:	91.7	74.2	46.5	91.4	73.5	50.0	82.8	21.7	6.8	84.6	47.6	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:	91.7	74.2	46.5	91.4	73.5	50.0	82.8	21.7	6.8	84.6	47.6	24.9
LOS by Move:	F	E	D	F	E	D	F	C+	A	F	D	C
HCM2k95thQ:	15	32	13	5	17	23	22	23	2	12	66	21

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

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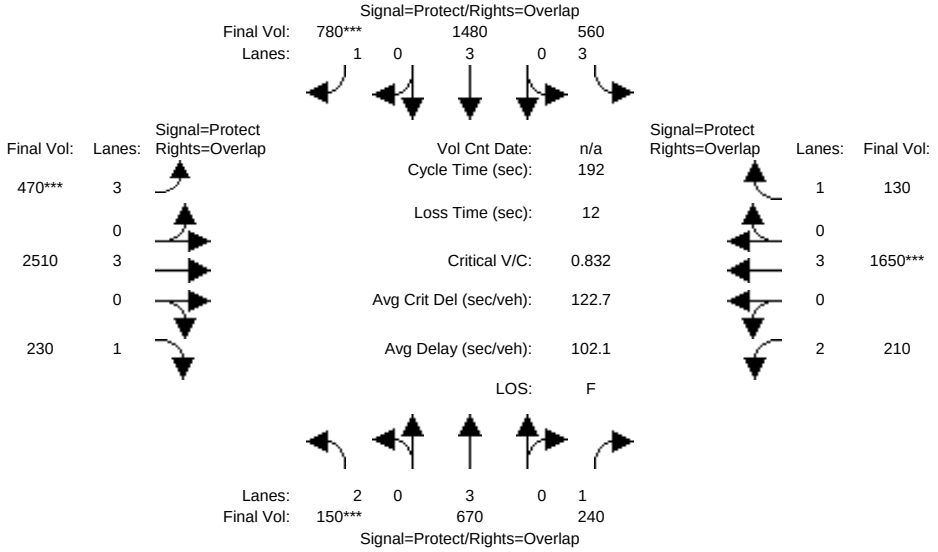
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #71: Bowers Avenue / Central Expressway (CMP)



Street Name:	Bowers Avenue						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:	20	40	40	22	42	42	19	112	112	17	110	110
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	670	240	560	1480	780	470	2510	230	210	1650	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:	150	670	240	560	1480	780	470	2510	230	210	1650	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	670	240	560	1480	780	470	2510	230	210	1650	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	670	240	560	1480	780	470	2510	230	210	1650	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	670	240	560	1480	780	470	2510	230	210	1650	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	670	240	560	1480	780	470	2510	230	210	1650	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.14	0.12	0.26	0.45	0.10	0.44	0.13	0.07	0.29	0.07
Crit Moves:	****					****	****				****	
Green Time:	18.9	37.8	53.9	20.8	39.7	57.7	18.0	106	124.8	16.1	104	124.8
Volume/Cap:	0.48	0.60	0.49	1.14	1.25	1.48	1.10	0.80	0.20	0.80	0.53	0.11
Delay/Veh:	87.8	75.0	61.6	173.8	202	298.5	166.6	26.2	6.3	106.7	30.2	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.8	75.0	61.6	173.8	202	298.5	166.6	26.2	6.3	106.7	30.2	13.5
LOS by Move:	F	E-	E	F	F	F	F	C	A	F	C	B
HCM2k95thQ:	10	23	26	31	65	126	30	54	5	15	36	6

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

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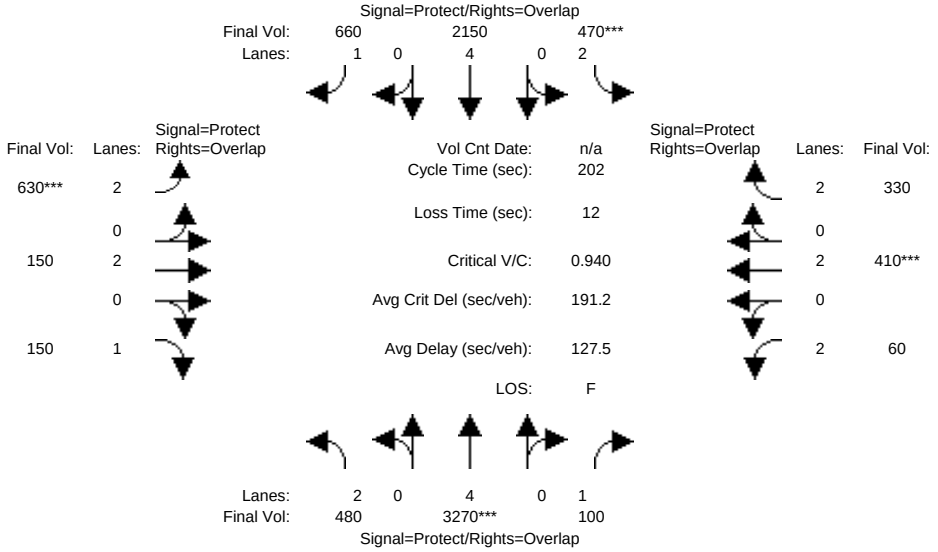
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #75: San Tomas Expressway / Scott Boulevard (CMP)



Street Name:	San Tomas Expressway						Scott 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:	27	135	135	22	130	130	15	37	37	9	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:	480	3270	100	470	2150	660	630	150	150	60	410	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	3270	100	470	2150	660	630	150	150	60	410	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	3270	100	470	2150	660	630	150	150	60	410	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	3270	100	470	2150	660	630	150	150	60	410	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	3270	100	470	2150	660	630	150	150	60	410	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	3270	100	470	2150	660	630	150	150	60	410	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.83
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	2.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.15	0.43	0.06	0.15	0.28	0.38	0.20	0.04	0.09	0.02	0.11	0.10
Crit Moves:		****		****			****				****	
Green Time:	25.4	127	135.3	20.7	122	136.2	14.1	34.8	60.1	8.5	29.1	49.8
Volume/Cap:	1.21	0.69	0.09	1.46	0.47	0.56	2.87	0.23	0.29	0.46	0.75	0.42
Delay/Veh:	211.2	38.4	19.4	319.1	23.5	18.9	952.4	76.9	58.3	103.1	93.9	68.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	211.2	38.4	19.4	319.1	23.5	18.9	952.4	76.9	58.3	103.1	93.9	68.6
LOS by Move:	F	D+	B-	F	C	B-	F	E-	E+	F	F	E
HCM2k95thQ:	45	65	8	49	32	39	84	8	15	5	23	19

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

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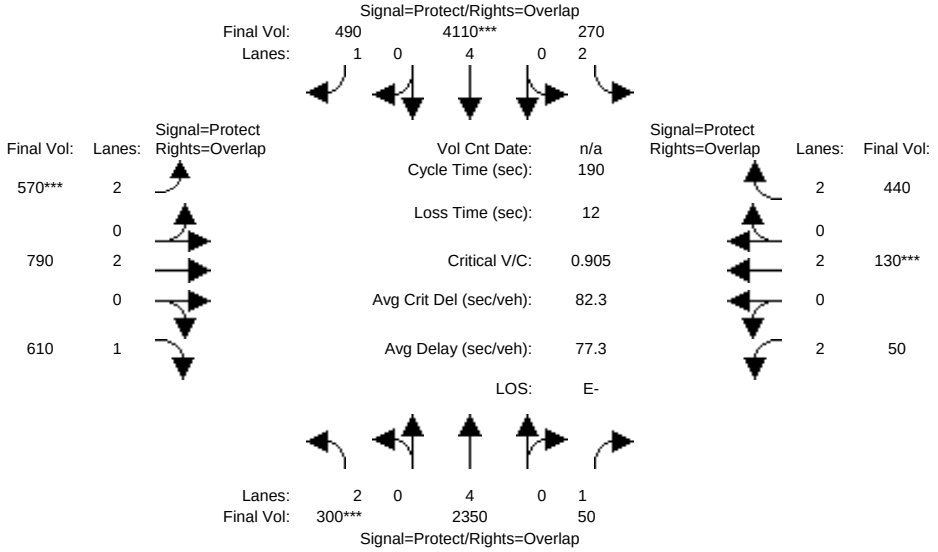
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #75: San Tomas Expressway / Scott Boulevard (CMP)



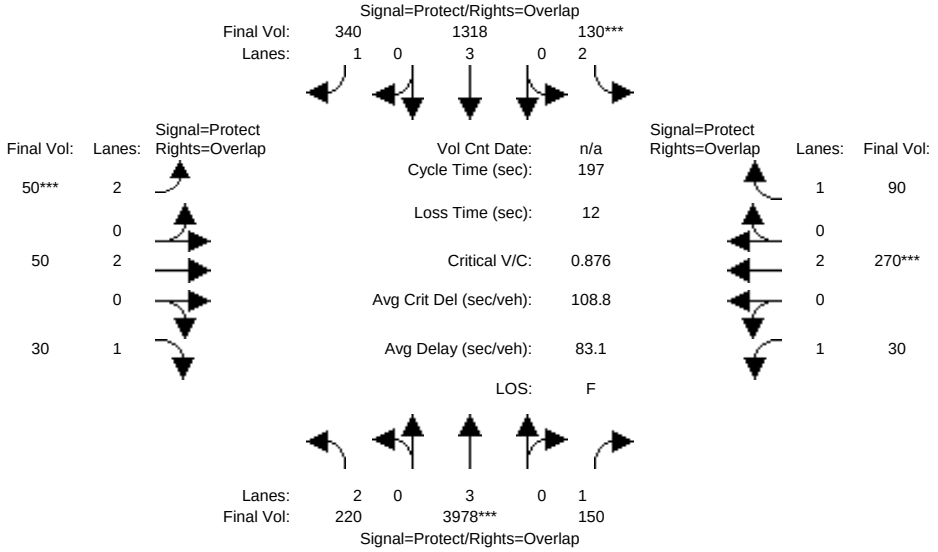
Street Name:	San Tomas Expressway						Scott Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	100	100	29	116	116	29	44	44	17	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	2350	50	270	4110	490	570	790	610	50	130	440
Growth Adj:	1.00	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	2350	50	270	4110	490	570	790	610	50	130	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	2350	50	270	4110	490	570	790	610	50	130	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2350	50	270	4110	490	570	790	610	50	130	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	2350	50	270	4110	490	570	790	610	50	130	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	2350	50	270	4110	490	570	790	610	50	130	440
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.83
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	2.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.03	0.09	0.54	0.28	0.18	0.21	0.35	0.02	0.03	0.14
Crit Moves:	****				****		****				****	
Green Time:	12.2	94.1	110.0	27.3	109	136.4	27.3	41.4	53.6	16.0	30.1	57.4
Volume/Cap:	1.48	0.62	0.05	0.60	0.94	0.39	1.26	0.95	1.24	0.19	0.22	0.46
Delay/Veh:	335.0	46.3	25.0	83.2	44.9	11.4	220.5	98.9	194.9	86.4	74.2	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:	335.0	46.3	25.0	83.2	44.9	11.4	220.5	98.9	194.9	86.4	74.2	57.6
LOS by Move:	F	D	C	F	D	B+	F	F	F	F	E	E+
HCM2k95thQ:	34	48	4	18	93	22	51	45	87	3	7	23

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

Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #76: San Tomas Expressway / Walsh Avenue



Street Name:	San Tomas Expressway						Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	127	127	21	121	121	15	38	38	11	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:												
Base Vol:	220	4680	150	130	1550	340	50	50	30	30	270	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	4680	150	130	1550	340	50	50	30	30	270	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	4680	150	130	1550	340	50	50	30	30	270	90
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:	220	3978	150	130	1318	340	50	50	30	30	270	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	3978	150	130	1318	340	50	50	30	30	270	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:	220	3978	150	130	1318	340	50	50	30	30	270	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.70	0.09	0.04	0.23	0.19	0.02	0.01	0.02	0.02	0.07	0.05
Crit Moves:		****		****			****				****	
Green Time:	24.7	120	130.1	19.8	115	129.0	14.1	35.8	60.5	10.4	32.0	51.8
Volume/Cap:	0.56	1.15	0.13	0.41	0.40	0.30	0.22	0.07	0.06	0.33	0.44	0.20
Delay/Veh:	87.7	112	13.2	89.1	23.7	15.6	92.0	70.9	51.1	97.5	79.4	60.0
User DelAdj:	1.00	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	112	13.2	89.1	23.7	15.6	92.0	70.9	51.1	97.5	79.4	60.0
LOS by Move:	F	F	B	F	C	B	F	E	D-	F	E-	E
HCM2k95thQ:	14	149	7	10	26	18	4	3	3	4	14	9

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

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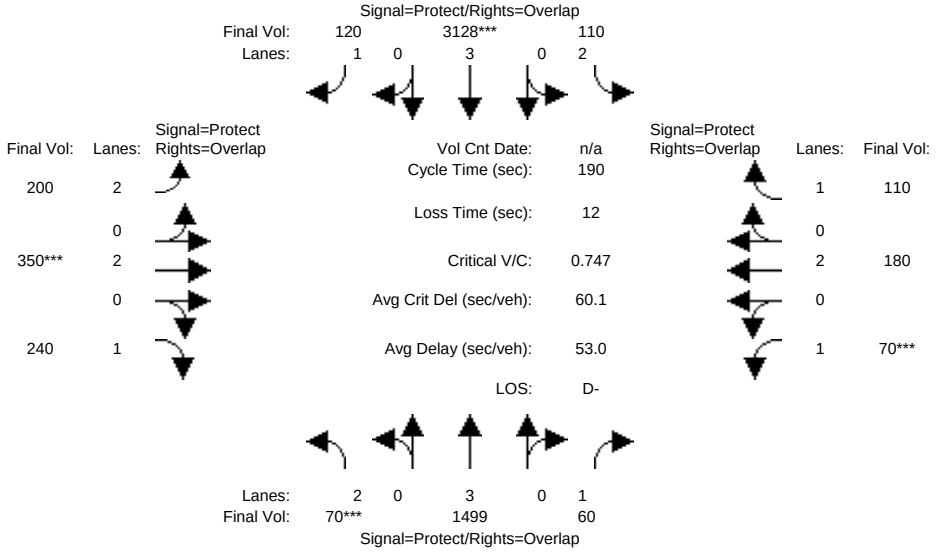
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #76: San Tomas Expressway / Walsh Avenue



Street Name:	San Tomas Expressway						Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	110	110	18	113	113	35	35	35	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1850	60	110	3910	120	200	350	240	70	180	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:	70	1850	60	110	3910	120	200	350	240	70	180	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1850	60	110	3910	120	200	350	240	70	180	110
User Adj:	1.00	0.81	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:	70	1499	60	110	3128	120	200	350	240	70	180	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1499	60	110	3128	120	200	350	240	70	180	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:	70	1499	60	110	3128	120	200	350	240	70	180	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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.03	0.03	0.55	0.07	0.06	0.09	0.14	0.04	0.05	0.06
Crit Moves:	****				****			****		****		
Green Time:	14.0	103	129.2	16.8	106	138.5	32.8	32.8	46.8	26.2	26.2	43.1
Volume/Cap:	0.30	0.49	0.05	0.39	0.99	0.09	0.37	0.53	0.56	0.29	0.34	0.28
Delay/Veh:	89.8	29.0	10.8	88.3	57.0	8.0	74.7	77.4	68.4	79.2	79.6	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:	89.8	29.0	10.8	88.3	57.0	8.0	74.7	77.4	68.4	79.2	79.6	65.2
LOS by Move:	F	C	B+	F	E+	A	E	E-	E	E-	E-	E
HCM2k95thQ:	5	32	3	8	103	5	12	18	24	8	10	11

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

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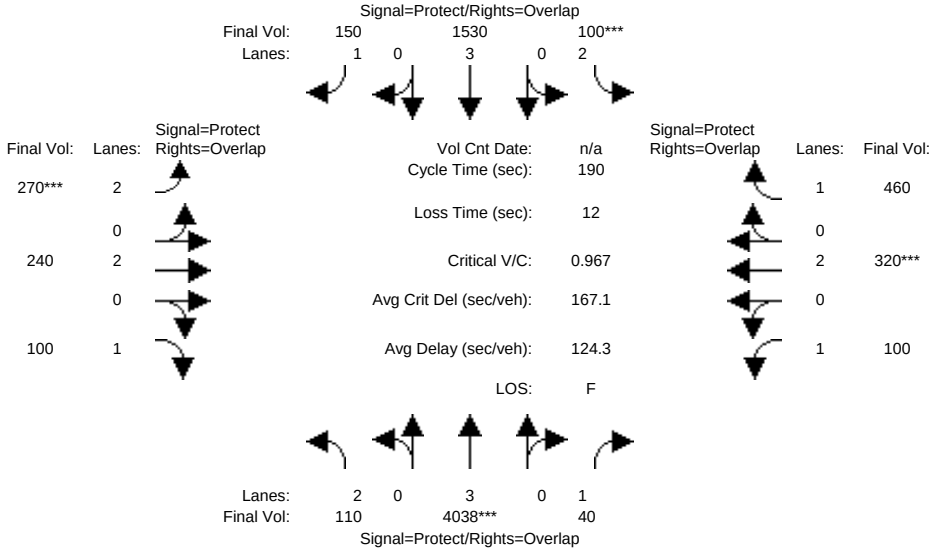
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #77: San Tomas Expressway / Monroe Street (CMP)



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:	16	112	112	14	110	110	23	45	45	19	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	4750	40	100	1800	150	270	240	100	100	320	460
Growth Adj:	1.00	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	4750	40	100	1800	150	270	240	100	100	320	460
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	4750	40	100	1800	150	270	240	100	100	320	460
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:	110	4038	40	100	1530	150	270	240	100	100	320	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	4038	40	100	1530	150	270	240	100	100	320	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	4038	40	100	1530	150	270	240	100	100	320	460
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.71	0.02	0.03	0.27	0.09	0.09	0.06	0.06	0.06	0.08	0.26
Crit Moves:		****		****			****				****	
Green Time:	15.2	106	123.9	13.2	104	125.9	21.6	41.7	56.8	17.6	37.6	50.8
Volume/Cap:	0.44	1.27	0.04	0.46	0.49	0.13	0.75	0.29	0.19	0.62	0.43	0.98
Delay/Veh:	89.8	181	18.9	91.9	28.2	12.6	95.4	65.9	52.8	95.2	71.3	110.7
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:	89.8	181	18.9	91.9	28.2	12.6	95.4	65.9	52.8	95.2	71.3	110.7
LOS by Move:	F	F	B-	F	C	B	F	E	D-	F	E	F
HCM2k95thQ:	8	174	3	7	32	7	18	13	11	14	17	56

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

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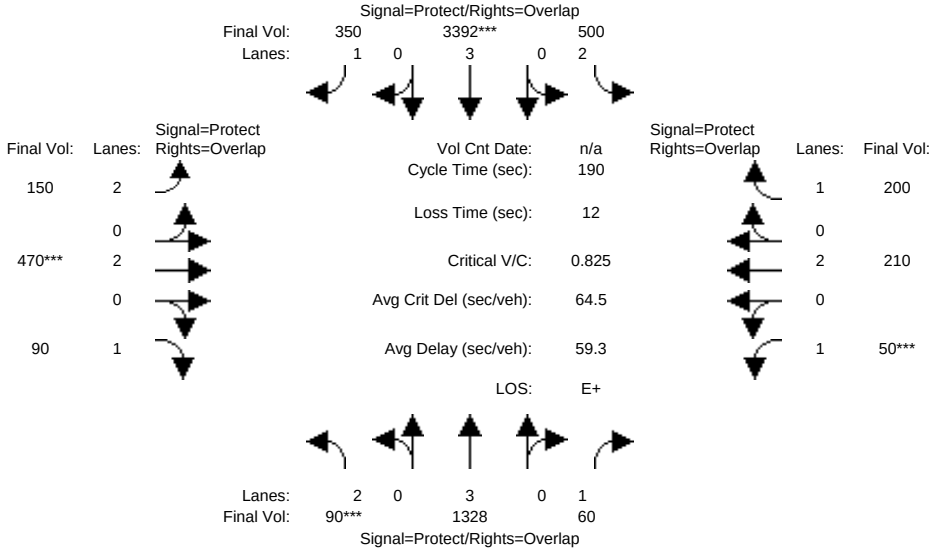
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #77: San Tomas Expressway / Monroe Street (CMP)



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	95	95	40	119	119	18	38	38	17	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:	90	1640	60	500	4240	350	150	470	90	50	210	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1640	60	500	4240	350	150	470	90	50	210	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1640	60	500	4240	350	150	470	90	50	210	200
User Adj:	1.00	0.81	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:	90	1328	60	500	3392	350	150	470	90	50	210	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1328	60	500	3392	350	150	470	90	50	210	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1328	60	500	3392	350	150	470	90	50	210	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.03	0.16	0.60	0.20	0.05	0.12	0.05	0.03	0.06	0.11
Crit Moves:	****				****			****		****		
Green Time:	15.9	89.6	105.5	37.7	111	128.5	17.2	35.6	51.5	15.9	34.3	72.0
Volume/Cap:	0.34	0.49	0.06	0.80	1.02	0.30	0.53	0.66	0.19	0.34	0.31	0.30
Delay/Veh:	88.5	44.8	27.4	84.7	61.5	13.4	90.0	78.8	57.1	89.1	72.4	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:	88.5	44.8	27.4	84.7	61.5	13.4	90.0	78.8	57.1	89.1	72.4	44.4
LOS by Move:	F	D	C	F	E	B	F	E-	E+	F	E	D
HCM2k95thQ:	6	36	5	29	105	16	10	24	10	7	12	21

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

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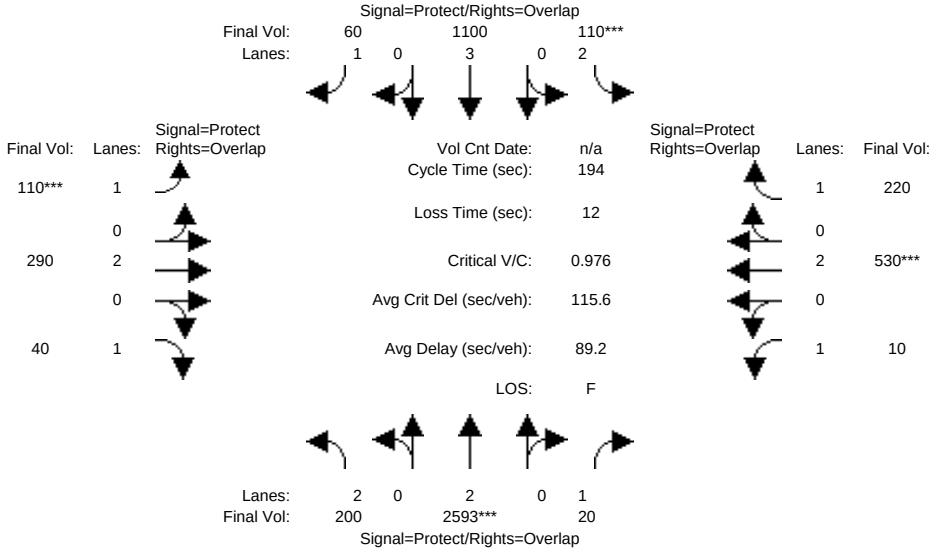
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #82: San Tomas Expressway / Pruneridge Avenue



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	120	120	17	108	108	18	50	50	8	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	3050	20	110	1100	60	110	290	40	10	530	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	3050	20	110	1100	60	110	290	40	10	530	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	3050	20	110	1100	60	110	290	40	10	530	220
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	2593	20	110	1100	60	110	290	40	10	530	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	2593	20	110	1100	60	110	290	40	10	530	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	2593	20	110	1100	60	110	290	40	10	530	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.68	0.01	0.03	0.19	0.03	0.06	0.08	0.02	0.01	0.14	0.13
Crit Moves:		****		****			****				****	
Green Time:	27.4	113	120.8	15.9	102	118.8	16.9	46.1	73.4	7.4	36.6	52.5
Volume/Cap:	0.45	1.17	0.02	0.43	0.37	0.06	0.72	0.32	0.06	0.15	0.74	0.46
Delay/Veh:	82.3	123	14.9	91.5	28.9	16.1	107.7	65.4	41.0	97.4	83.4	63.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.3	123	14.9	91.5	28.9	16.1	107.7	65.4	41.0	97.4	83.4	63.7
LOS by Move:	F	F	B	F	C	B	F	E	D	F	F	E
HCM2k95thQ:	13	153	1	8	23	3	16	14	3	2	29	22

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

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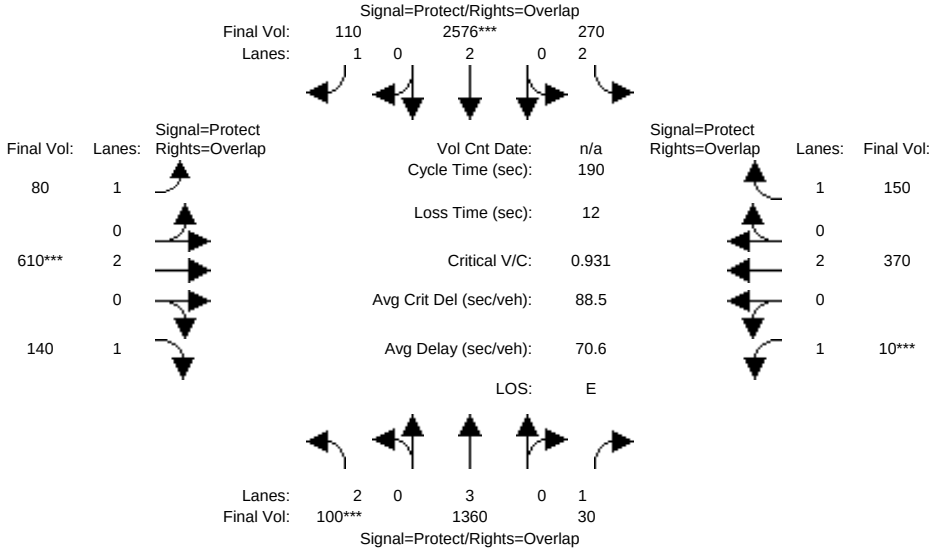
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #82: San Tomas Expressway / Pruneridge Avenue



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	101	101	40	125	125	16	39	39	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	1360	30	270	3220	110	80	610	140	10	370	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:	100	1360	30	270	3220	110	80	610	140	10	370	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1360	30	270	3220	110	80	610	140	10	370	150
User Adj:	1.00	1.00	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:	100	1360	30	270	2576	110	80	610	140	10	370	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1360	30	270	2576	110	80	610	140	10	370	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:	100	1360	30	270	2576	110	80	610	140	10	370	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.02	0.09	0.68	0.06	0.05	0.16	0.08	0.01	0.10	0.09
Crit Moves:	****				****			****		****		
Green Time:	15.0	95.0	104.4	37.6	118	132.6	15.0	36.7	51.7	9.4	31.0	68.7
Volume/Cap:	0.40	0.48	0.03	0.43	1.10	0.09	0.58	0.83	0.29	0.12	0.60	0.24
Delay/Veh:	89.5	33.3	20.9	71.5	88.9	9.9	95.6	86.3	58.5	92.4	79.9	45.2
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	33.3	20.9	71.5	88.9	9.9	95.6	86.3	58.5	92.4	79.9	45.2
LOS by Move:	F	C-	C+	E	F	A	F	F	E+	F	E-	D
HCM2k95thQ:	7	30	2	15	134	4	11	34	14	1	20	13

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

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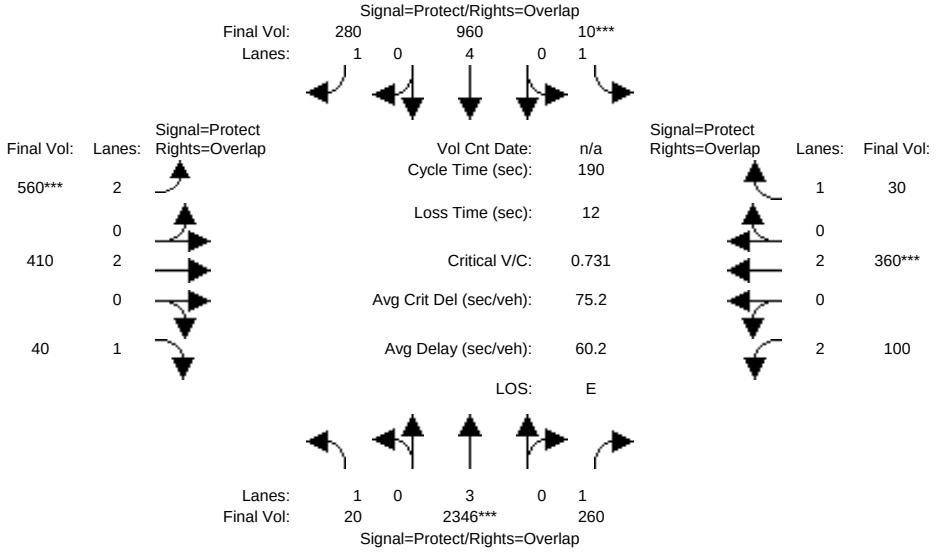
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #83: San Tomas Expressway / Saratoga Avenue (CMP)



Street Name:	San Tomas Expressway						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	118	118	14	109	109	33	52	52	17	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:	20	2760	260	10	960	280	560	410	40	100	360	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	2760	260	10	960	280	560	410	40	100	360	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	2760	260	10	960	280	560	410	40	100	360	30
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	2346	260	10	960	280	560	410	40	100	360	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2346	260	10	960	280	560	410	40	100	360	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2346	260	10	960	280	560	410	40	100	360	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.15	0.01	0.13	0.16	0.18	0.11	0.02	0.03	0.09	0.02
Crit Moves:		****		****			****				****	
Green Time:	13.3	105	120.1	12.4	104	133.2	29.3	46.8	60.2	15.3	32.9	45.3
Volume/Cap:	0.16	0.75	0.24	0.09	0.23	0.23	1.15	0.44	0.07	0.39	0.55	0.07
Delay/Veh:	94.2	49.0	25.0	94.3	25.2	11.5	180.6	68.4	51.2	94.4	81.8	63.2
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:	94.2	49.0	25.0	94.3	25.2	11.5	180.6	68.4	51.2	94.4	81.8	63.2
LOS by Move:	F	D	C	F	C	B+	F	E	D-	F	F	E
HCM2k95thQ:	3	65	20	1	15	13	48	22	5	8	21	4

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

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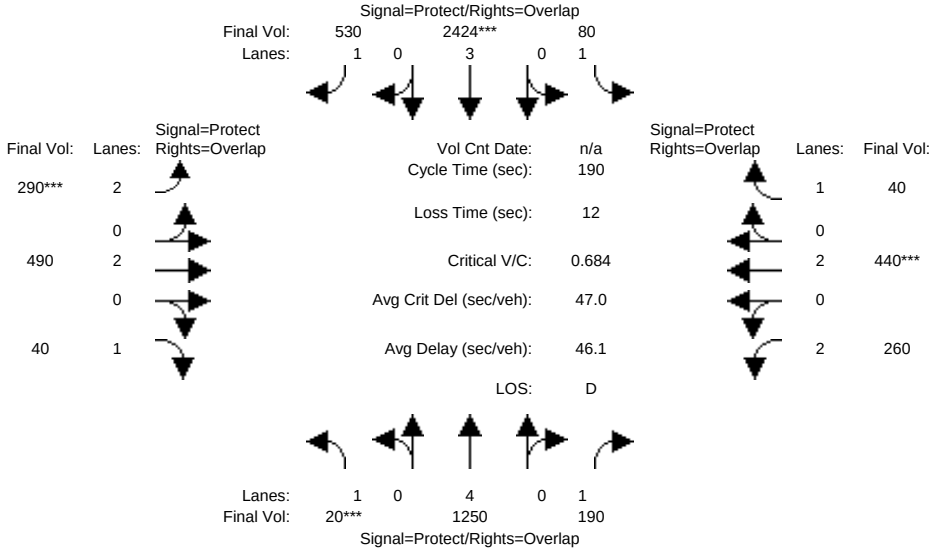
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #83: San Tomas Expressway / Saratoga Avenue (CMP)



Street Name:	San Tomas Expressway						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	122	122	14	123	123	20	39	39	21	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1250	190	80	3030	530	290	490	40	260	440	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:	20	1250	190	80	3030	530	290	490	40	260	440	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1250	190	80	3030	530	290	490	40	260	440	40
User Adj:	1.00	1.00	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:	20	1250	190	80	2424	530	290	490	40	260	440	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1250	190	80	2424	530	290	490	40	260	440	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1250	190	80	2424	530	290	490	40	260	440	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	7600	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.11	0.05	0.43	0.30	0.09	0.13	0.02	0.08	0.12	0.02
Crit Moves:	****				****		****				****	
Green Time:	12.7	112	130.8	12.8	112	130.9	19.1	35.5	48.2	19.1	35.5	48.3
Volume/Cap:	0.17	0.28	0.16	0.68	0.72	0.44	0.92	0.69	0.09	0.82	0.62	0.09
Delay/Veh:	92.7	29.2	18.4	109.9	31.6	14.8	123.1	82.3	59.7	107.8	79.9	59.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.7	29.2	18.4	109.9	31.6	14.8	123.1	82.3	59.7	107.8	79.9	59.6
LOS by Move:	F	C	B-	F	C	B	F	F	E+	F	E-	E+
HCM2k95thQ:	3	23	14	10	54	26	25	28	5	21	25	5

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

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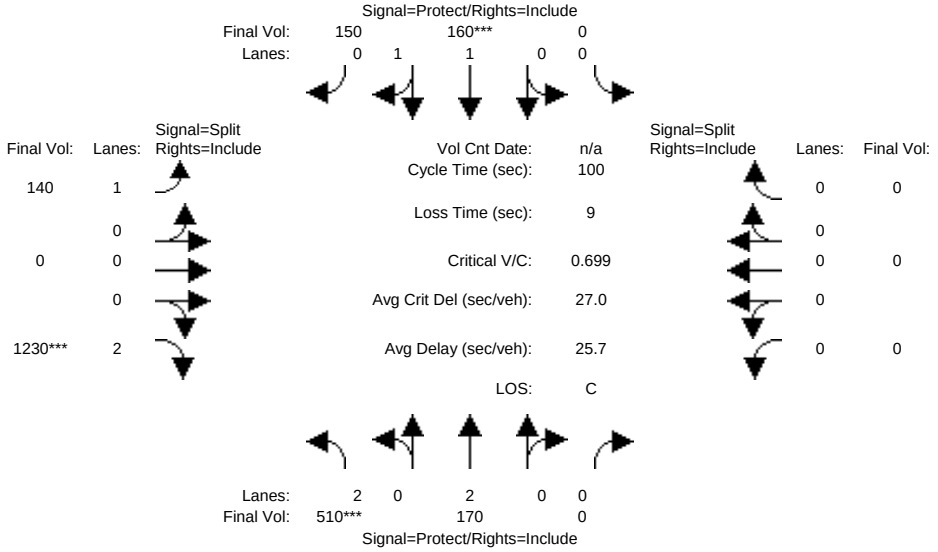
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #84: Gold Street / Gold Street Connector



Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	510	170	0	0	160	150	140	0	1230	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:	510	170	0	0	160	150	140	0	1230	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	510	170	0	0	160	150	140	0	1230	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	510	170	0	0	160	150	140	0	1230	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	170	0	0	160	150	140	0	1230	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	170	0	0	160	150	140	0	1230	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	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.01	0.99	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	1908	1789	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.00	0.00	0.08	0.08	0.08	0.00	0.39	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	23.2	35.1	0.0	0.0	12.0	12.0	55.9	0.0	55.9	0.0	0.0	0.0
Volume/Cap:	0.70	0.13	0.00	0.00	0.70	0.70	0.14	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	38.2	22.1	0.0	0.0	47.2	47.2	10.7	0.0	17.3	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:	38.2	22.1	0.0	0.0	47.2	47.2	10.7	0.0	17.3	0.0	0.0	0.0
LOS by Move:	D+	C+	A	A	D	D	B+	A	B	A	A	A
HCM2k95thQ:	16	3	0	0	12	12	4	0	29	0	0	0

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

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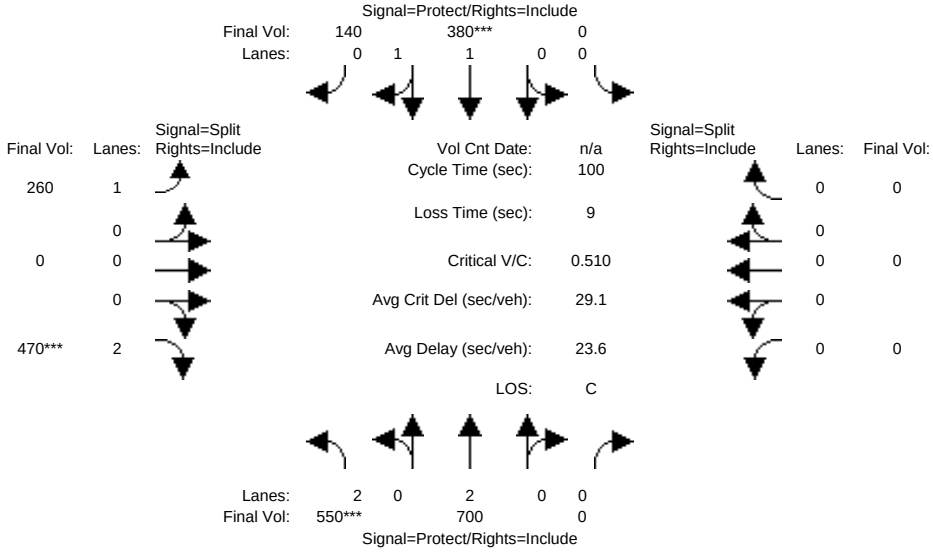
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #84: Gold Street / Gold Street Connector



Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	700	0	0	380	140	260	0	470	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:	550	700	0	0	380	140	260	0	470	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	700	0	0	380	140	260	0	470	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	550	700	0	0	380	140	260	0	470	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	700	0	0	380	140	260	0	470	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	550	700	0	0	380	140	260	0	470	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	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.45	0.55	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	2703	996	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.00	0.00	0.14	0.14	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	34.2	61.8	0.0	0.0	27.5	27.5	29.2	0.0	29.2	0.0	0.0	0.0
Volume/Cap:	0.51	0.30	0.00	0.00	0.51	0.51	0.51	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	26.6	9.0	0.0	0.0	31.0	31.0	30.2	0.0	29.9	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:	26.6	9.0	0.0	0.0	31.0	31.0	30.2	0.0	29.9	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	C	A	C	A	A	A
HCM2k95thQ:	15	10	0	0	14	14	13	0	13	0	0	0

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

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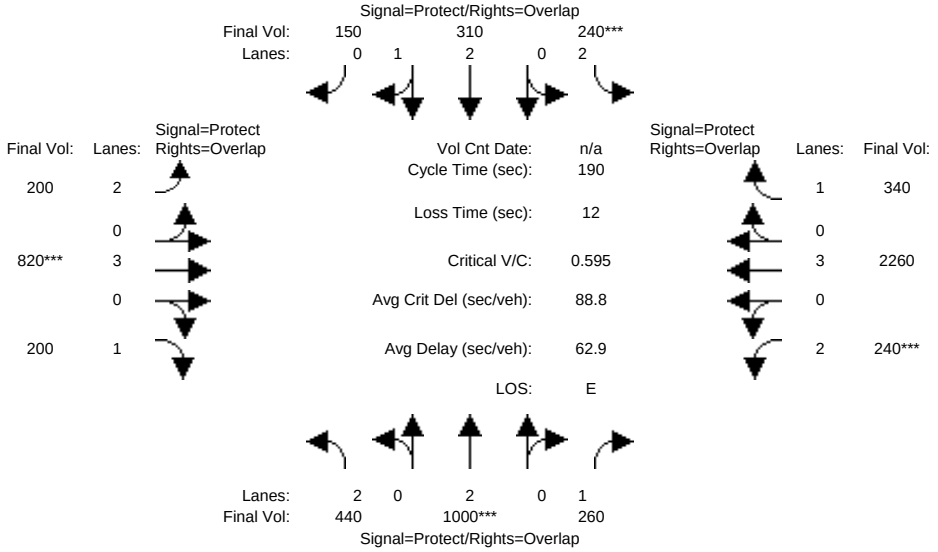
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #98: Lafayette Street / Central Expressway (CMP)



Street Name:	Lafayette Street						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:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	1000	260	240	310	150	200	820	200	240	2260	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:	440	1000	260	240	310	150	200	820	200	240	2260	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	1000	260	240	310	150	200	820	200	240	2260	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1000	260	240	310	150	200	820	200	240	2260	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1000	260	240	310	150	200	820	200	240	2260	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:	440	1000	260	240	310	150	200	820	200	240	2260	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	0.95	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	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3798	1800	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.15	0.08	0.08	0.08	0.06	0.14	0.11	0.08	0.40	0.19
Crit Moves:		****		****				****		****		
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	0.97	1.08	0.40	0.81	0.42	0.27	0.56	0.30	0.18	0.59	0.81	0.33
Delay/Veh:	121.3	132	47.3	105.0	71.9	53.0	86.6	32.5	16.7	85.3	35.9	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.3	132	47.3	105.0	71.9	53.0	86.6	32.5	16.7	85.3	35.9	13.4
LOS by Move:	F	F	D	F	E	D-	F	C-	B	F	D+	B
HCM2k95thQ:	31	58	26	17	16	16	13	18	11	15	55	13

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

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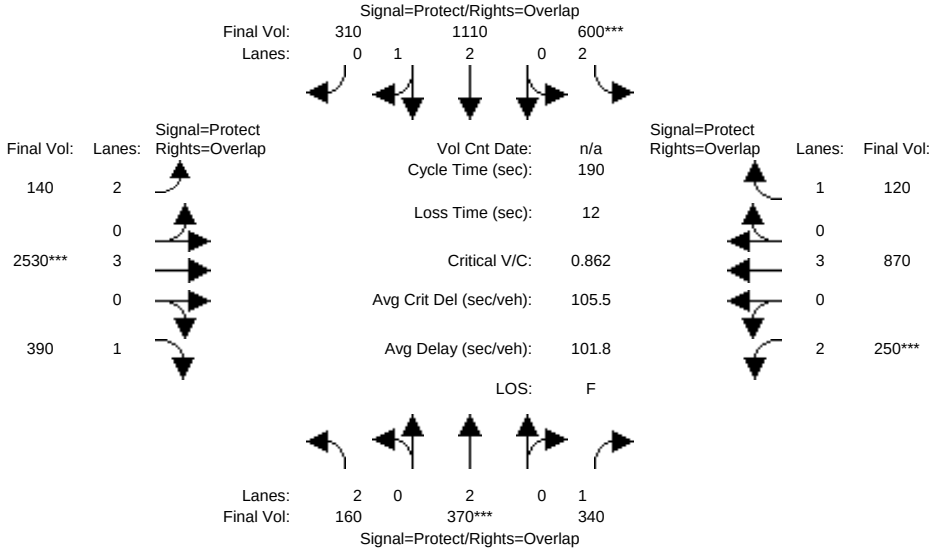
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #98: Lafayette Street / Central Expressway (CMP)



Street Name:	Lafayette Street						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	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	370	340	600	1110	310	140	2530	390	250	870	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:	160	370	340	600	1110	310	140	2530	390	250	870	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	370	340	600	1110	310	140	2530	390	250	870	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:	160	370	340	600	1110	310	140	2530	390	250	870	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	370	340	600	1110	310	140	2530	390	250	870	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:	160	370	340	600	1110	310	140	2530	390	250	870	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	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	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4376	1222	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.19	0.19	0.25	0.25	0.04	0.44	0.22	0.08	0.15	0.07
Crit Moves:		****		****				****		****		
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.57	0.56	0.70	1.68	1.29	0.87	0.47	0.80	0.35	0.77	0.27	0.10
Delay/Veh:	91.7	78.2	70.7	408.5	218	73.7	88.3	38.3	17.1	99.1	15.3	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.7	78.2	70.7	408.5	218	73.7	88.3	38.3	17.1	99.1	15.3	4.2
LOS by Move:	F	E-	E	F	F	E	F	D+	B	F	B	A
HCM2k95thQ:	11	20	37	62	66	48	9	65	21	17	11	2

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

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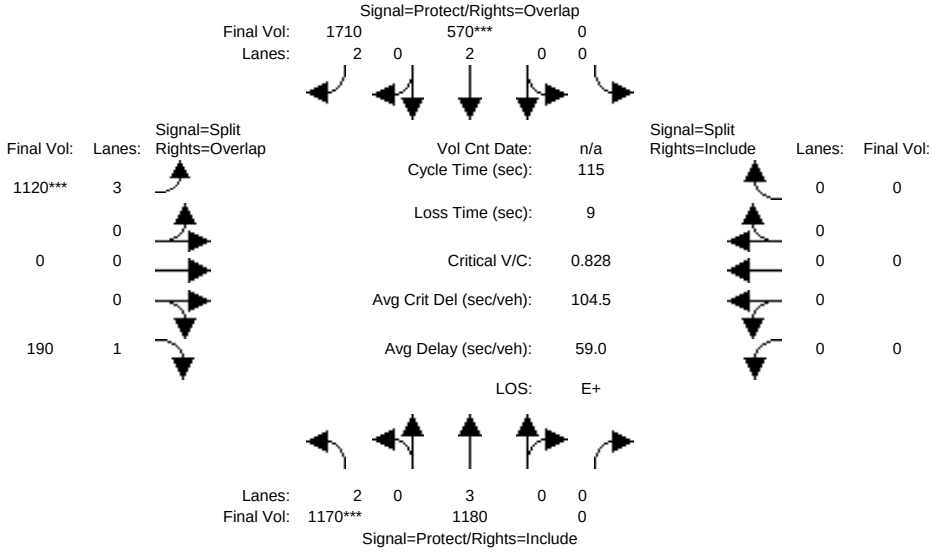
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #121: De La Cruz Boulevard / Central Expressway (CMP)



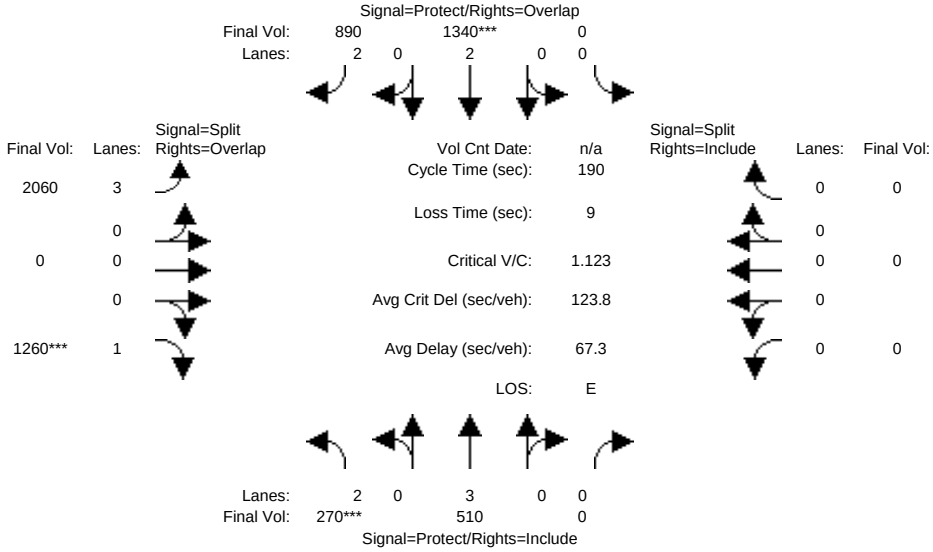
Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1170	1180	0	0	570	1710	1120	0	190	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:	1170	1180	0	0	570	1710	1120	0	190	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1170	1180	0	0	570	1710	1120	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1170	1180	0	0	570	1710	1120	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1170	1180	0	0	570	1710	1120	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1170	1180	0	0	570	1710	1120	0	190	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	0.83	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	2.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	3150	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.21	0.00	0.00	0.15	0.54	0.25	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	74.8	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	1.34	0.37	0.00	0.00	0.53	0.83	0.67	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	206.9	15.0	0.0	0.0	37.5	19.6	31.6	0.0	4.1	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:	206.9	15.0	0.0	0.0	37.5	19.6	31.6	0.0	4.1	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D+	B-	C	A	A	A	A	A
HCM2k95thQ:	74	15	0	0	17	50	24	0	3	0	0	0

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

Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #121: De La Cruz Boulevard / Central Expressway (CMP)



Street Name:	De La Cruz 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:	19	76	0	0	57	57	114	0	114	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:	270	510	0	0	1340	890	2060	0	1260	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:	270	510	0	0	1340	890	2060	0	1260	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	510	0	0	1340	890	2060	0	1260	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	510	0	0	1340	890	2060	0	1260	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	510	0	0	1340	890	2060	0	1260	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	510	0	0	1340	890	2060	0	1260	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	0.83	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	2.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	3150	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.00	0.00	0.35	0.28	0.45	0.00	0.72	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	18.1	72.6	0.0	0.0	54.4	163.3	108.8	0.0	127.0	0.0	0.0	0.0
Volume/Cap:	0.90	0.23	0.00	0.00	1.23	0.33	0.79	0.00	1.08	0.00	0.00	0.00
Delay/Veh:	116.5	41.8	0.0	0.0	183	2.8	22.8	0.0	62.2	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:	116.5	41.8	0.0	0.0	183	2.8	22.8	0.0	62.2	0.0	0.0	0.0
LOS by Move:	F	D	A	A	F	A	C+	A	E	A	A	A
HCM2k95thQ:	20	13	0	0	87	12	49	0	141	0	0	0

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

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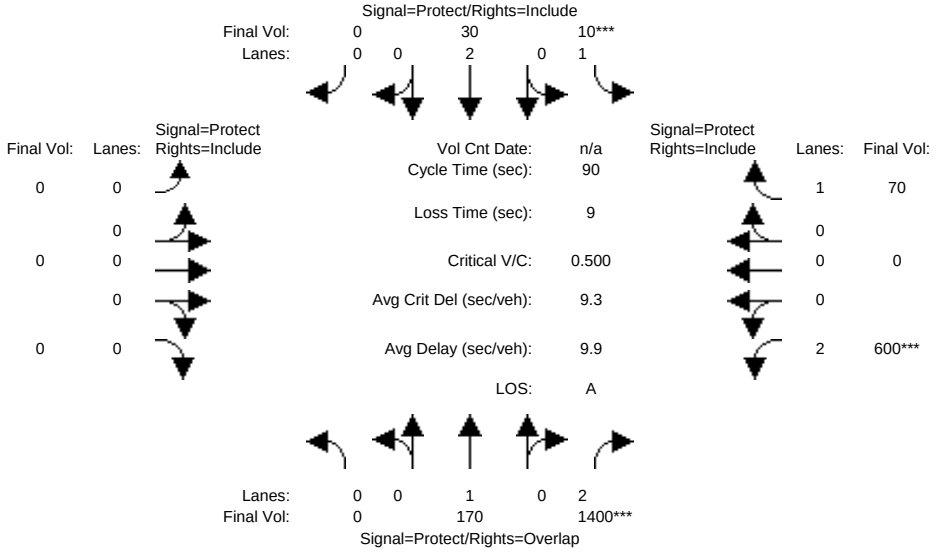
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	170	1400	10	30	0	0	0	0	600	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	170	1400	10	30	0	0	0	0	600	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	1400	10	30	0	0	0	0	600	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	1400	10	30	0	0	0	0	600	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	1400	10	30	0	0	0	0	600	0	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:	0	170	1400	10	30	0	0	0	0	600	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.44	0.01	0.01	0.00	0.00	0.00	0.00	0.19	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	42.3	74.0	7.0	49.3	0.0	0.0	0.0	0.0	31.7	0.0	31.7
Volume/Cap:	0.00	0.19	0.54	0.07	0.01	0.00	0.00	0.00	0.00	0.54	0.00	0.11
Delay/Veh:	0.0	14.0	2.8	38.7	9.3	0.0	0.0	0.0	0.0	23.9	0.0	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:	0.0	14.0	2.8	38.7	9.3	0.0	0.0	0.0	0.0	23.9	0.0	19.7
LOS by Move:	A	B	A	D+	A	A	A	A	A	C	A	B-
HCM2k95thQ:	0	5	15	1	0	0	0	0	0	15	0	3

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

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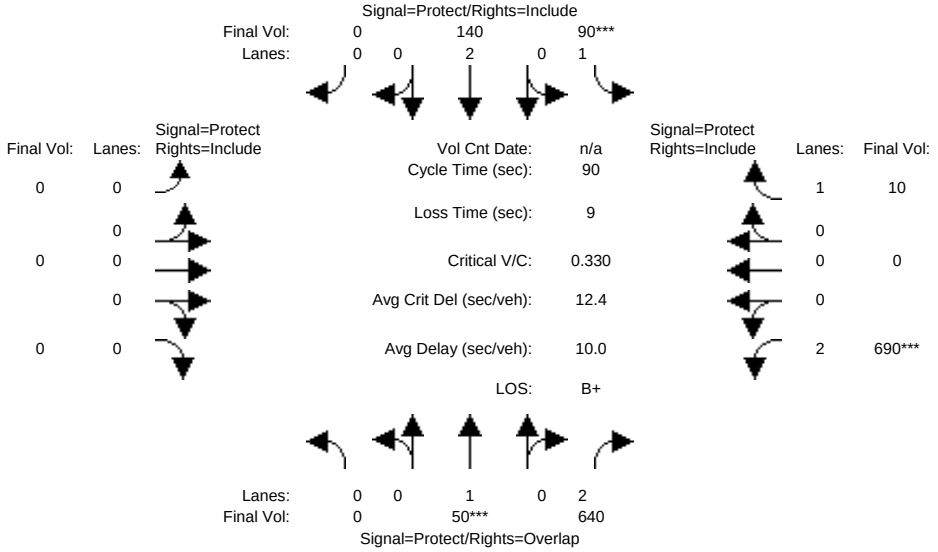
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	640	90	140	0	0	0	0	690	0	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	50	640	90	140	0	0	0	0	690	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	640	90	140	0	0	0	0	690	0	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:	1.00	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	50	640	90	140	0	0	0	0	690	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	640	90	140	0	0	0	0	690	0	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:	0	50	640	90	140	0	0	0	0	690	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.20	0.05	0.04	0.00	0.00	0.00	0.00	0.22	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	0.0	10.0	67.5	13.5	23.5	0.0	0.0	0.0	0.0	57.5	0.0	57.5
Volume/Cap:	0.00	0.24	0.27	0.34	0.14	0.00	0.00	0.00	0.00	0.34	0.00	0.01
Delay/Veh:	0.0	37.1	3.6	35.1	25.6	0.0	0.0	0.0	0.0	7.6	0.0	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.1	3.6	35.1	25.6	0.0	0.0	0.0	0.0	7.6	0.0	5.9
LOS by Move:	A	D+	A	D+	C	A	A	A	A	A	A	A
HCM2k95thQ:	0	3	7	5	3	0	0	0	0	10	0	0

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

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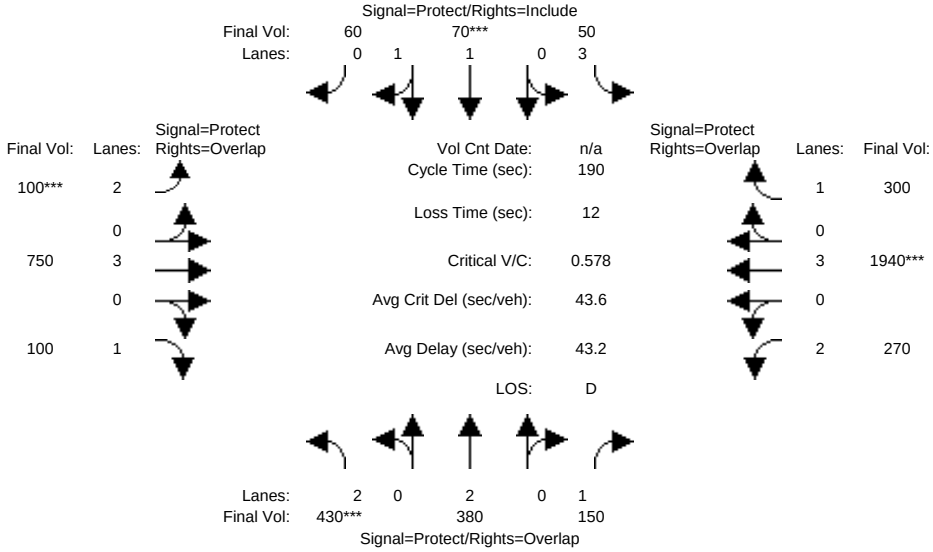
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #124: Scott Boulevard and Central Expressway (CMP)



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:	30	41	41	11	22	22	16	110	110	27	122	122
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	430	380	150	50	70	60	100	750	100	270	1940	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:	430	380	150	50	70	60	100	750	100	270	1940	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	380	150	50	70	60	100	750	100	270	1940	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	380	150	50	70	60	100	750	100	270	1940	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	380	150	50	70	60	100	750	100	270	1940	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	380	150	50	70	60	100	750	100	270	1940	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	3.00	1.05	0.95	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	4551	1991	1707	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.09	0.01	0.04	0.04	0.03	0.13	0.06	0.09	0.34	0.17
Crit Moves:	****				****		****				****	
Green Time:	28.2	38.6	64.1	10.3	20.7	20.7	15.0	104	132.4	25.6	115	125.1
Volume/Cap:	0.92	0.49	0.25	0.20	0.32	0.32	0.40	0.24	0.08	0.64	0.56	0.26
Delay/Veh:	108.0	71.8	48.7	91.7	83.6	83.6	89.5	23.7	9.9	85.9	24.2	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.0	71.8	48.7	91.7	83.6	83.6	89.5	23.7	9.9	85.9	24.2	14.3
LOS by Move:	F	E	D	F	F	F	F	C	A	F	C	B
HCM2k95thQ:	32	19	13	2	7	7	7	14	4	17	38	15

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

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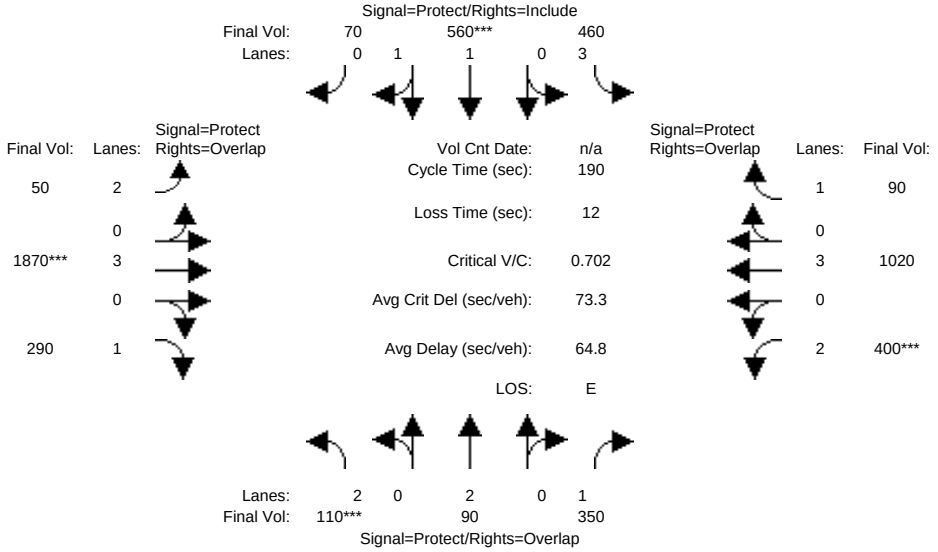
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #124: Scott Boulevard and Central Expressway (CMP)



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:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	90	350	460	560	70	50	1870	290	400	1020	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	90	350	460	560	70	50	1870	290	400	1020	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	90	350	460	560	70	50	1870	290	400	1020	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	90	350	460	560	70	50	1870	290	400	1020	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	90	350	460	560	70	50	1870	290	400	1020	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:	110	90	350	460	560	70	50	1870	290	400	1020	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	3.00	1.77	0.23	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	4551	3289	411	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.20	0.10	0.17	0.17	0.02	0.33	0.17	0.13	0.18	0.05
Crit Moves:	****				****			****		****		
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.25	0.11	0.62	1.02	1.01	1.01	0.17	0.63	0.25	1.12	0.33	0.08
Delay/Veh:	78.0	65.0	60.2	138.8	123	123.0	84.5	35.1	14.2	171.9	26.1	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:	78.0	65.0	60.2	138.8	123	123.0	84.5	35.1	14.2	171.9	26.1	13.9
LOS by Move:	E-	E	E	F	F	F	F	D+	B	F	C	B
HCM2k95thQ:	7	4	33	23	35	35	3	43	14	33	20	4

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

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Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Ex with-Project Phases 1,2,&3 Mit AM				Ex with-Project Phases 1,2,&3 Mit PM													
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#17	Rio Robles / Tasman Drive	C	25.2	0.715	24.0	D	41.5	0.865	46.1										
#21	Mission College Boulevard / Montague Expressway (CMP)	F	92.3	0.996	140.7	F	82.0	0.835	113.8										
#22	Agnew Road-De La Cruz Boulevard / Montague Expressway	D-	51.3	0.718	58.8	F	82.6	0.921	98.2										
#25	Zanker Road / Montague Expressway (CMP)	D	46.8	0.726	62.6	E+	56.7	0.963	67.5										
#26	Montague Expressway / Plumeria Drive-River Oaks Parkway	F	89.2	0.517	168.2	F	85.5	0.870	116.2										
#34	N First Street / Brokaw Road (CMP)	D	48.6	0.964	71.3	E	64.2	0.989	73.4										
#48	Lawrence Expressway / US 101 SB Ramps	C	24.6	0.567	34.3	D	50.4	0.551	102.3										
#54	Lawrence Expressway / Benton Street	F	86.0	0.912	106.4	D	48.5	0.753	53.9										
#57	Great America Parkway / SR 237 WB Ramps (CMP)	D+	37.9	0.983	43.2	C+	21.4	0.743	24.1										
#58	Great America Parkway / SR 237 EB Ramps (CMP)	B+	10.2	0.590	8.2	A	8.3	0.561	10.2										
#59	Great America Parkway / Yerba Buena (Great America) Way	E	66.5	1.009	87.3	C	26.7	0.754	26.9										
#60	Great America Parkway / Old Mountain View-Alviso Road	E+	55.0	0.814	80.1	C	25.8	0.740	29.3										
#64	Great America Parkway / Old Glory Lane	C+	21.1	0.422	20.3	E+	56.1	0.595	88.0										
#98	Lafayette Street / Central Expressway (CMP)	D-	53.6	0.459	68.1	E	72.3	0.788	73.9										
#121	De La Cruz Boulevard / Central Expressway (CMP)	D	48.8	0.778	85.0	D-	53.5	0.898	81.5										
#123	Great America Parkway and Gold Street Connector	B+	12.0	0.268	16.1	B	13.6	0.168	19.7										

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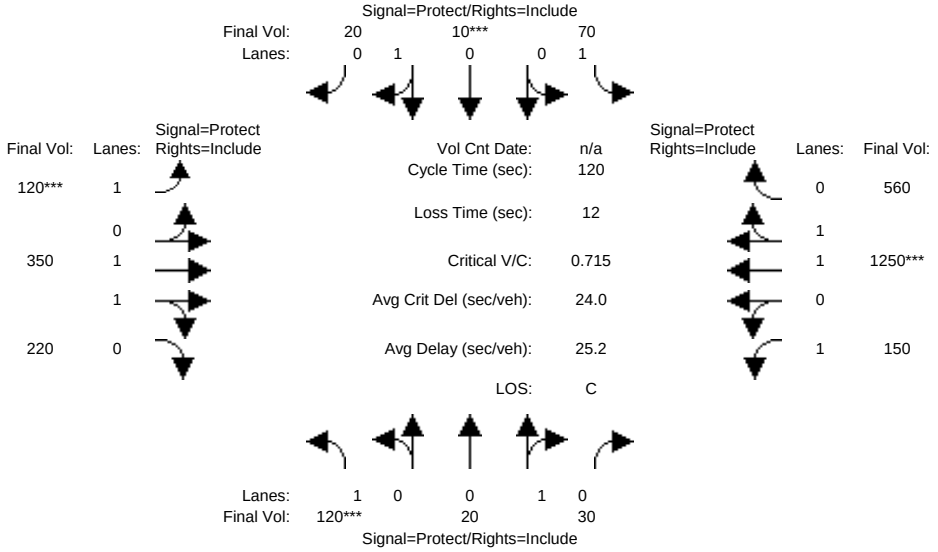
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #17: Rio Robles / Tasman Drive



Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	20	30	70	10	20	120	350	220	150	1250	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	20	30	70	10	20	120	350	220	150	1250	560
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	20	30	70	10	20	120	350	220	150	1250	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	30	70	10	20	120	350	220	150	1250	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	20	30	70	10	20	120	350	220	150	1250	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:	120	20	30	70	10	20	120	350	220	150	1250	560
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.40	0.60	1.00	0.33	0.67	1.00	1.21	0.79	1.00	1.36	0.64
Final Sat.:	1750	720	1080	1750	600	1200	1750	2271	1427	1750	2554	1144
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.03	0.04	0.02	0.02	0.07	0.15	0.15	0.09	0.49	0.49
Crit Moves:	****				****		****				****	
Green Time:	10.7	12.2	12.2	8.5	10.0	10.0	10.7	56.1	56.1	31.2	76.5	76.5
Volume/Cap:	0.77	0.27	0.27	0.56	0.20	0.20	0.77	0.33	0.33	0.33	0.77	0.77
Delay/Veh:	73.6	50.6	50.6	59.7	51.9	51.9	73.6	20.2	20.2	36.4	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	50.6	50.6	59.7	51.9	51.9	73.6	20.2	20.2	36.4	17.0	17.0
LOS by Move:	E	D	D	E+	D-	D-	E	C+	C+	D+	B	B
HCM2k95thQ:	12	4	4	7	3	3	10	12	12	9	40	40

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

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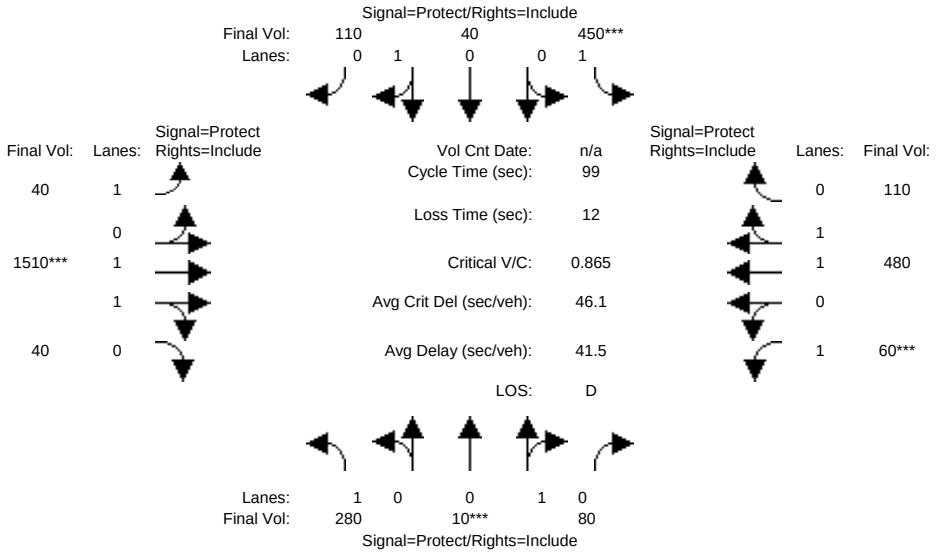
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #17: Rio Robles / Tasman Drive



Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	10	80	450	40	110	40	1510	40	60	480	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:	280	10	80	450	40	110	40	1510	40	60	480	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	10	80	450	40	110	40	1510	40	60	480	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:	280	10	80	450	40	110	40	1510	40	60	480	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	10	80	450	40	110	40	1510	40	60	480	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:	280	10	80	450	40	110	40	1510	40	60	480	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.11	0.89	1.00	0.27	0.73	1.00	1.95	0.05	1.00	1.62	0.38
Final Sat.:	1750	200	1600	1750	480	1320	1750	3604	95	1750	3010	690
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.05	0.26	0.08	0.08	0.02	0.42	0.42	0.03	0.16	0.16
Crit Moves:		****		****				****		****		
Green Time:	22.5	10.0	10.0	26.6	14.2	14.2	15.5	43.4	43.4	7.0	34.9	34.9
Volume/Cap:	0.71	0.50	0.50	0.96	0.58	0.58	0.15	0.96	0.96	0.48	0.45	0.45
Delay/Veh:	40.9	44.2	44.2	66.1	43.0	43.0	36.3	40.3	40.3	47.2	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	44.2	44.2	66.1	43.0	43.0	36.3	40.3	40.3	47.2	24.9	24.9
LOS by Move:	D	D	D	E	D	D	D+	D	D	D	C	C
HCM2k95thQ:	18	7	7	34	10	10	2	41	41	4	13	13

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

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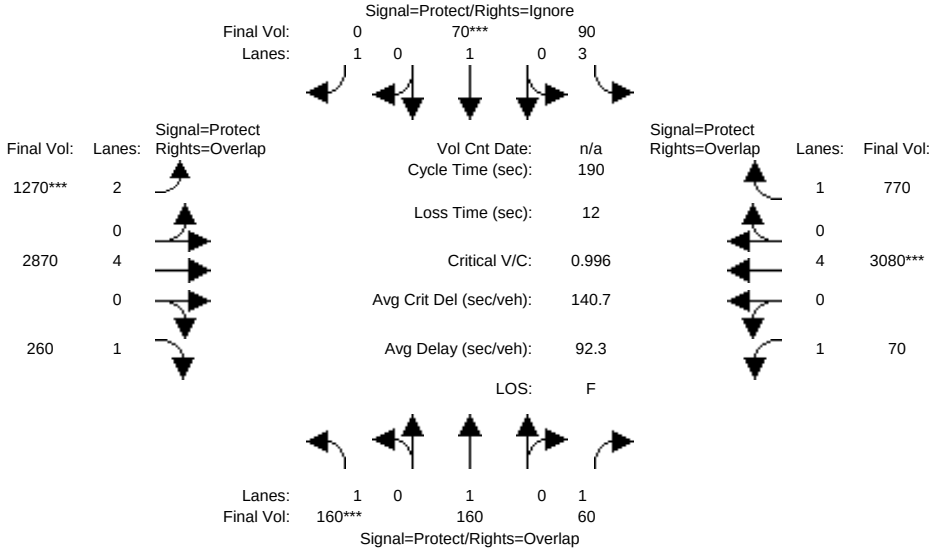
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #21: Mission College Boulevard / Montague Expressway (CMP)



Street Name:	Mission College Boulevard						Montague 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:	28	37	37	15	24	24	66	122	122	16	72	72
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	160	60	90	70	250	1270	2870	260	70	3080	770
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	160	60	90	70	250	1270	2870	260	70	3080	770
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	160	60	90	70	250	1270	2870	260	70	3080	770
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	160	60	90	70	0	1270	2870	260	70	3080	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	160	60	90	70	0	1270	2870	260	70	3080	770
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:	160	160	60	90	70	0	1270	2870	260	70	3080	770
Saturation 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:	1.00	1.00	1.00	3.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	4551	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.03	0.02	0.04	0.00	0.40	0.38	0.15	0.04	0.41	0.44
Crit Moves:	****				****		****				****	
Green Time:	26.3	34.8	49.9	14.1	22.6	0.0	62.1	115	141.1	15.0	67.7	81.8
Volume/Cap:	0.66	0.46	0.13	0.27	0.31	0.00	1.23	0.63	0.20	0.50	1.14	1.02
Delay/Veh:	89.0	74.5	57.0	88.7	82.2	0.0	181.8	25.7	7.9	92.2	128	87.8
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:	89.0	74.5	57.0	88.7	82.2	0.0	181.8	25.7	7.9	92.2	128	87.8
LOS by Move:	F	E	E+	F	F	A	F	C	A	F	F	F
HCM2k95thQ:	21	18	7	4	8	0	99	44	10	8	85	80

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

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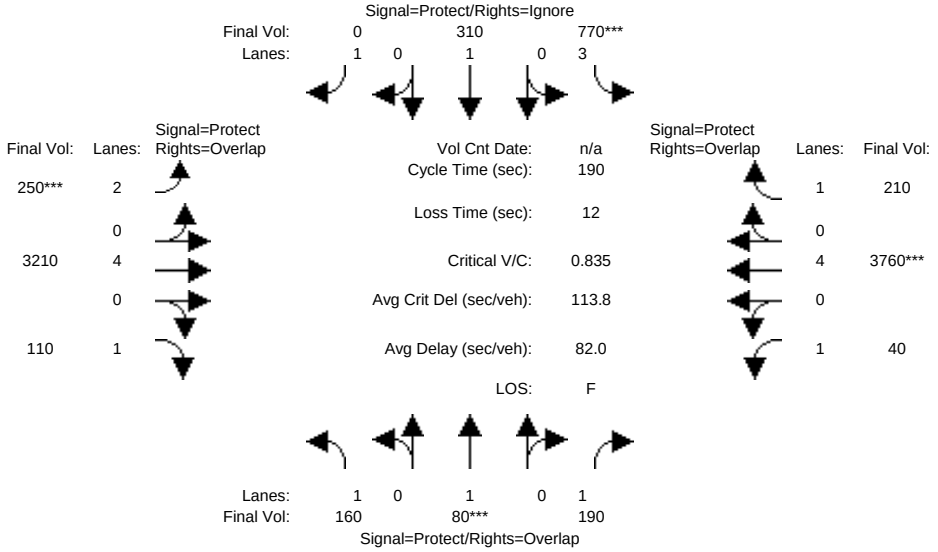
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #21: Mission College Boulevard / Montague Expressway (CMP)



Street Name:	Mission College Boulevard						Montague 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:	29	36	36	37	44	44	30	105	105	12	87	87
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	80	190	770	310	900	250	3210	110	40	3760	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:	160	80	190	770	310	900	250	3210	110	40	3760	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	80	190	770	310	900	250	3210	110	40	3760	210
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	80	190	770	310	0	250	3210	110	40	3760	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	80	190	770	310	0	250	3210	110	40	3760	210
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:	160	80	190	770	310	0	250	3210	110	40	3760	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	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	3.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	4551	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.11	0.17	0.16	0.00	0.08	0.42	0.06	0.02	0.49	0.12
Crit Moves:		****		****			****				****	
Green Time:	27.3	33.9	45.1	34.8	41.4	0.0	28.2	98.8	126.0	11.3	81.8	116.6
Volume/Cap:	0.64	0.24	0.46	0.92	0.75	0.00	0.53	0.81	0.09	0.38	1.15	0.20
Delay/Veh:	86.9	71.6	66.7	96.9	81.3	0.0	80.7	41.7	12.2	93.8	120	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	71.6	66.7	96.9	81.3	0.0	80.7	41.7	12.2	93.8	120	9.3
LOS by Move:	F	E	E	F	F	A	F	D	B	F	F	A
HCM2k95thQ:	20	9	22	34	31	0	17	64	5	5	104	6

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

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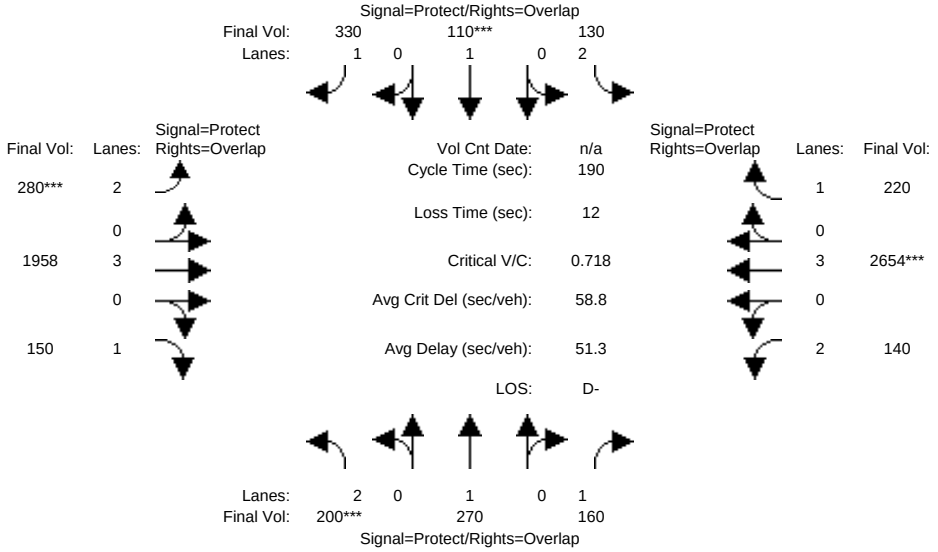
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #22: Agnew Road-De La Cruz Boulevard / Montague Expressway (CMP)



Street Name: Agnew Road-De La Cruz Boulevard Montague 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:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	270	160	130	110	330	280	2250	150	140	3050	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	270	160	130	110	330	280	2250	150	140	3050	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	270	160	130	110	330	280	2250	150	140	3050	220
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:	200	270	160	130	110	330	280	1958	150	140	2654	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	270	160	130	110	330	280	1958	150	140	2654	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	270	160	130	110	330	280	1958	150	140	2654	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.09	0.04	0.06	0.19	0.09	0.34	0.09	0.04	0.47	0.13
Crit Moves:	****				****		****				****	
Green Time:	24.3	45.9	63.8	17.8	39.3	63.6	24.3	97.2	121.5	17.9	90.8	108.6
Volume/Cap:	0.50	0.59	0.27	0.44	0.28	0.56	0.69	0.67	0.13	0.47	0.97	0.22
Delay/Veh:	83.4	70.1	49.5	88.0	68.2	56.6	89.9	37.5	14.5	88.3	53.2	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:	83.4	70.1	49.5	88.0	68.2	56.6	89.9	37.5	14.5	88.3	53.2	13.7
LOS by Move:	F	E	D	F	E	E+	F	D+	B	F	D-	B
HCM2k95thQ:	14	27	17	9	12	34	18	47	7	9	86	8

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

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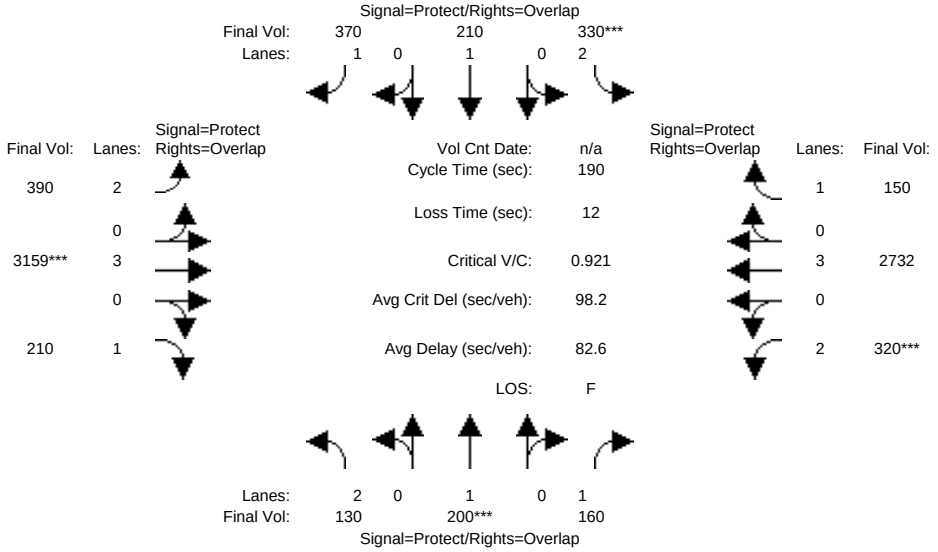
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #22: Agnew Road-De La Cruz Boulevard / Montague Expressway (CMP)



Street Name:	Agnew Road-De La Cruz Boulevard						Montague 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	42	42	24	48	48	31	102	102	21	93	93
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	200	160	330	210	370	390	3590	210	320	3140	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:	130	200	160	330	210	370	390	3590	210	320	3140	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	200	160	330	210	370	390	3590	210	320	3140	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	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:	130	200	160	330	210	370	390	3159	210	320	2732	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	200	160	330	210	370	390	3159	210	320	2732	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:	130	200	160	330	210	370	390	3159	210	320	2732	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	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	0.11	0.09	0.10	0.11	0.21	0.12	0.55	0.12	0.10	0.48	0.09
Crit Moves:		****		****				****		****		
Green Time:	16.9	39.5	59.3	22.6	45.1	74.3	29.2	96.9	113.8	19.8	87.5	110.0
Volume/Cap:	0.46	0.51	0.29	0.88	0.47	0.54	0.81	1.09	0.20	0.98	1.04	0.15
Delay/Veh:	88.6	71.9	52.9	108.5	66.8	48.4	92.3	95.3	18.5	133.7	74.2	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.6	71.9	52.9	108.5	66.8	48.4	92.3	95.3	18.5	133.7	74.2	12.2
LOS by Move:	F	E	D-	F	E	D	F	F	B-	F	E	B
HCM2k95thQ:	9	21	17	23	21	37	24	112	12	24	96	5

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

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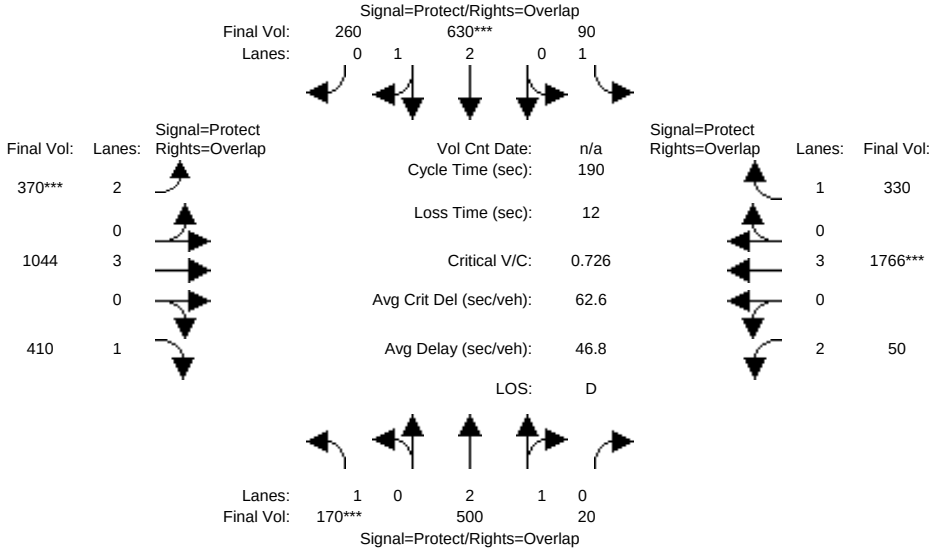
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #25: Zanker Road / Montague Expressway (CMP)



Street Name:	Zanker Road						Montague 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:	21	44	44	15	39	39	32	118	118	12	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	500	20	90	630	260	370	1200	410	50	2030	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	500	20	90	630	260	370	1200	410	50	2030	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	500	20	90	630	260	370	1200	410	50	2030	330
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:	170	500	20	90	630	260	370	1044	410	50	1766	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	500	20	90	630	260	370	1044	410	50	1766	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	500	20	90	630	260	370	1044	410	50	1766	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.88	0.12	1.00	2.09	0.91	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	5384	215	1750	3962	1635	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.05	0.16	0.16	0.12	0.18	0.23	0.02	0.31	0.19
Crit Moves:	****				****		****				****	
Green Time:	19.7	41.9	53.2	14.3	36.5	66.5	30.0	111	130.9	11.3	92.7	106.9
Volume/Cap:	0.94	0.42	0.33	0.68	0.83	0.45	0.75	0.31	0.34	0.27	0.64	0.34
Delay/Veh:	139.7	68.2	58.1	105.4	84.2	51.2	87.7	13.0	4.0	92.0	39.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	139.7	68.2	58.1	105.4	84.2	51.2	87.7	13.0	4.0	92.0	39.1	24.1
LOS by Move:	F	E	E+	F	F	D-	F	B	A	F	D	C
HCM2k95thQ:	26	19	18	12	32	29	23	12	7	4	43	21

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

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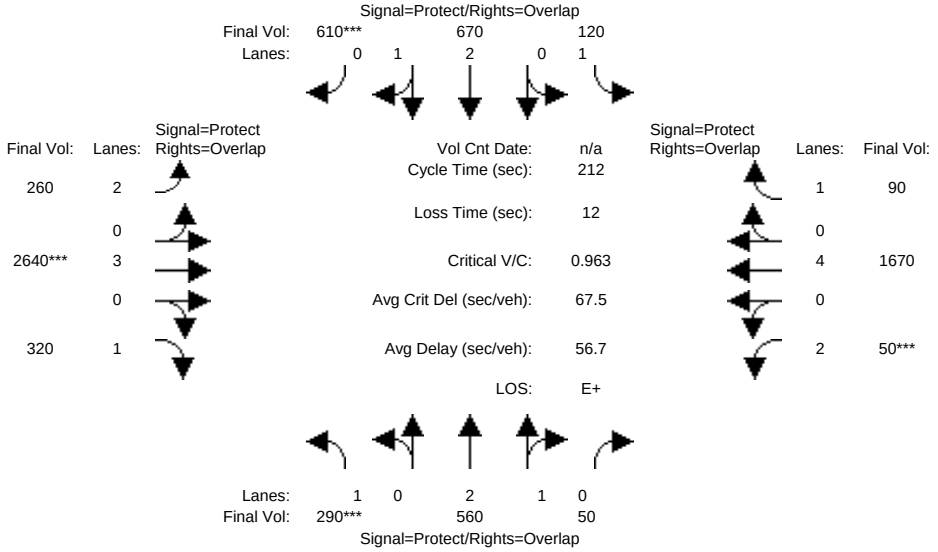
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #25: Zanker Road / Montague Expressway (CMP)



Street Name:	Zanker Road						Montague 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:	26	53	53	21	48	48	26	126	126	11	111	111
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	560	50	120	670	610	260	3000	320	50	1670	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	560	50	120	670	610	260	3000	320	50	1670	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	560	50	120	670	610	260	3000	320	50	1670	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	560	50	120	670	610	260	2640	320	50	1670	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	560	50	120	670	610	260	2640	320	50	1670	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:	290	560	50	120	670	610	260	2640	320	50	1670	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.75	0.25	1.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	5140	459	1750	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.11	0.07	0.18	0.35	0.08	0.46	0.18	0.02	0.22	0.05
Crit Moves:	****					****		****		****		
Green Time:	29.3	50.4	60.8	20.0	45.6	70.3	24.7	120	149.1	10.5	106	125.5
Volume/Cap:	1.20	0.46	0.38	0.73	0.82	1.05	0.71	0.82	0.26	0.32	0.44	0.09
Delay/Veh:	218.2	73.0	63.8	113.3	86.9	114.6	101.1	27.4	3.0	103.6	36.1	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	218.2	73.0	63.8	113.3	86.9	114.6	101.1	27.4	3.0	103.6	36.1	19.6
LOS by Move:	F	E	E	F	F	F	F	C	A	F	D+	B-
HCM2k95thQ:	48	23	23	17	38	79	17	56	4	4	30	5

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

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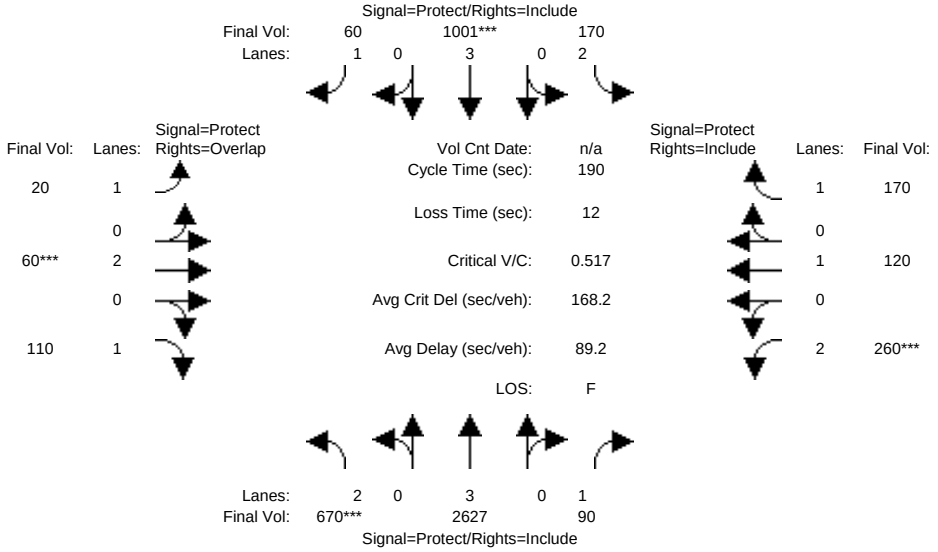
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #26: Montague Expressway / Plumeria Drive-River Oaks Parkway



Street Name:	Montague Expressway						Plumeria Drive-River Oaks Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	116	116	26	117	117	9	24	24	24	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	670	3020	90	170	1150	60	20	60	110	260	120	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:	670	3020	90	170	1150	60	20	60	110	260	120	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	670	3020	90	170	1150	60	20	60	110	260	120	170
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:	670	2627	90	170	1001	60	20	60	110	260	120	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	670	2627	90	170	1001	60	20	60	110	260	120	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	670	2627	90	170	1001	60	20	60	110	260	120	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.46	0.05	0.05	0.18	0.03	0.01	0.02	0.06	0.08	0.06	0.10
Crit Moves:	****				****			****		****		
Green Time:	23.5	109	109.1	24.5	110	110.0	8.5	22.6	46.1	22.6	36.7	36.7
Volume/Cap:	1.72	0.80	0.09	0.42	0.30	0.06	0.26	0.13	0.26	0.69	0.33	0.50
Delay/Veh:	422.6	36.1	19.5	84.2	21.9	18.6	101.0	80.3	63.3	95.7	72.6	78.1
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:	422.6	36.1	19.5	84.2	21.9	18.6	101.0	80.3	63.3	95.7	72.6	78.1
LOS by Move:	F	D+	B-	F	C+	B-	F	F	E	F	E	E-
HCM2k95thQ:	73	73	6	11	17	4	4	4	11	18	12	18

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

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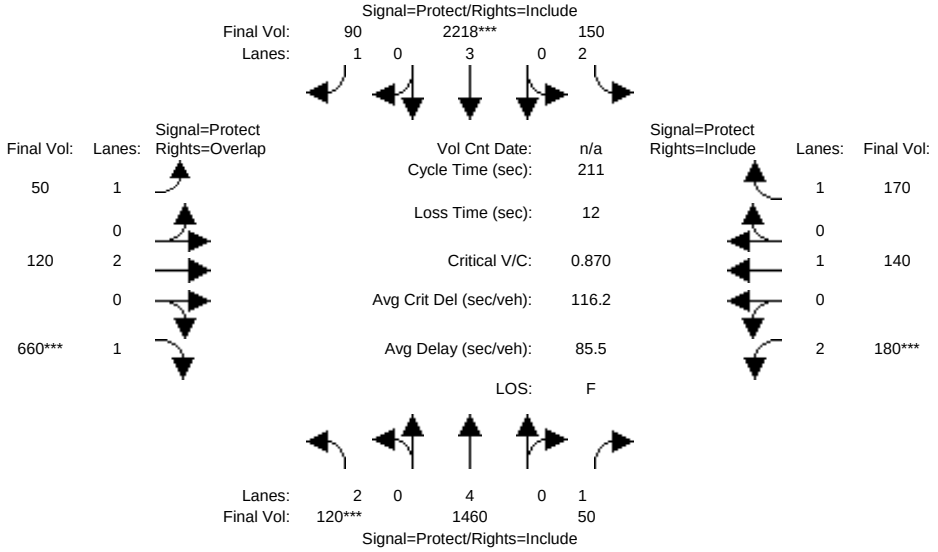
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #26: Montague Expressway / Plumeria Drive-River Oaks Parkway



Street Name:	Montague Expressway						Plumeria Drive-River Oaks Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	150	150	12	140	140	15	27	27	23	35	35
Y+R:	4.0	4.0	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	1460	50	150	2520	90	50	120	660	180	140	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:	120	1460	50	150	2520	90	50	120	660	180	140	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1460	50	150	2520	90	50	120	660	180	140	170
User Adj:	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1460	50	150	2218	90	50	120	660	180	140	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1460	50	150	2218	90	50	120	660	180	140	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1460	50	150	2218	90	50	120	660	180	140	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.03	0.05	0.39	0.05	0.03	0.03	0.38	0.06	0.07	0.10
Crit Moves:	****				****				****	****		
Green Time:	20.7	141	141.3	11.3	132	131.9	14.1	25.4	46.2	21.7	33.0	33.0
Volume/Cap:	0.39	0.29	0.04	0.89	0.62	0.08	0.43	0.26	1.72	0.56	0.47	0.62
Delay/Veh:	98.3	15.3	12.7	150.3	26.6	16.8	111.3	90.8	424.2	102.4	91.4	98.5
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:	98.3	15.3	12.7	150.3	26.6	16.8	111.3	90.8	424.2	102.4	91.4	98.5
LOS by Move:	F	B	B	F	C	B	F	F	F	F	F	F
HCM2k95thQ:	9	18	3	12	48	6	8	8	135	14	16	21

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

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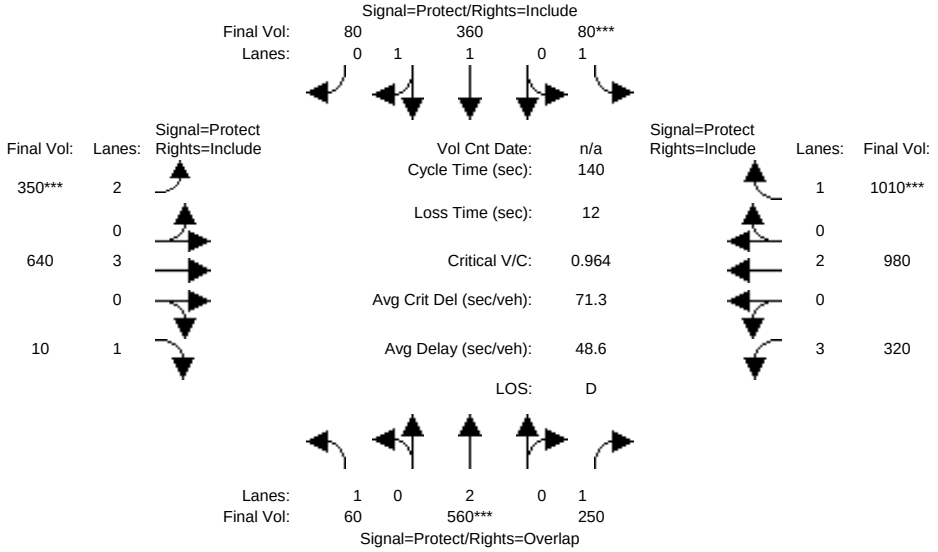
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #34: N First Street / Brokaw Road (CMP)



Street Name:	N First Street						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	560	250	80	360	80	350	640	10	320	980	1010
Growth Adj:	1.00	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	560	250	80	360	80	350	640	10	320	980	1010
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	560	250	80	360	80	350	640	10	320	980	1010
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	560	250	80	360	80	350	640	10	320	980	1010
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	560	250	80	360	80	350	640	10	320	980	1010
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	560	250	80	360	80	350	640	10	320	980	1010
Saturation Flow 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	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	2.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3027	673	3150	5700	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.14	0.05	0.12	0.12	0.11	0.11	0.01	0.07	0.26	0.58
Crit Moves:		****		****			****					****
Green Time:	8.4	21.3	59.7	7.0	20.0	20.0	16.1	61.3	61.3	38.4	83.6	83.6
Volume/Cap:	0.57	0.97	0.33	0.91	0.83	0.83	0.97	0.26	0.01	0.26	0.43	0.97
Delay/Veh:	71.5	88.1	27.1	134.5	69.4	69.4	100.1	25.0	22.3	39.8	15.5	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.5	88.1	27.1	134.5	69.4	69.4	100.1	25.0	22.3	39.8	15.5	47.1
LOS by Move:	E	F	C	F	E	E	F	C	C+	D	B	D
HCM2k95thQ:	7	28	14	9	19	19	23	11	1	8	20	74

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

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Santa Clara City Place EIR
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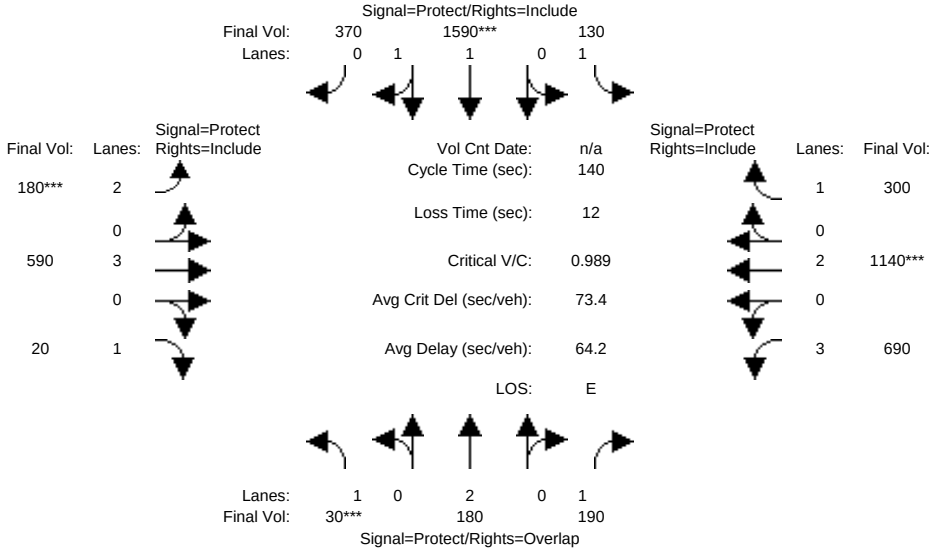
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #34: N First Street / Brokaw Road (CMP)



Street Name:	N First Street						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	180	190	130	1590	370	180	590	20	690	1140	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:	30	180	190	130	1590	370	180	590	20	690	1140	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	180	190	130	1590	370	180	590	20	690	1140	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	180	190	130	1590	370	180	590	20	690	1140	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	180	190	130	1590	370	180	590	20	690	1140	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	180	190	130	1590	370	180	590	20	690	1140	300
Saturation Flow 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	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	2.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3001	698	3150	5700	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.11	0.07	0.53	0.53	0.06	0.10	0.01	0.15	0.30	0.17
Crit Moves:	****				****		****				****	
Green Time:	7.0	38.9	67.8	40.4	72.3	72.3	7.8	19.8	19.8	29.0	40.9	40.9
Volume/Cap:	0.34	0.17	0.22	0.26	1.03	1.03	1.03	0.73	0.08	0.73	1.03	0.59
Delay/Veh:	66.6	38.4	21.0	38.5	61.4	61.4	141.1	61.1	52.4	54.9	83.4	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.6	38.4	21.0	38.5	61.4	61.4	141.1	61.1	52.4	54.9	83.4	44.1
LOS by Move:	E	D+	C+	D+	E	E	F	E	D-	D-	F	D
HCM2k95thQ:	4	6	10	9	77	77	15	18	2	21	47	21

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

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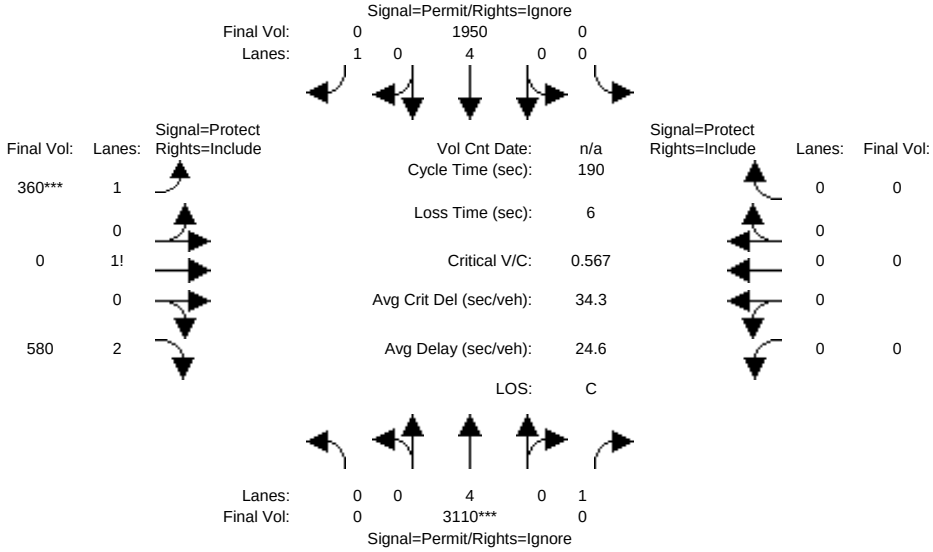
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #48: Lawrence Expressway / US 101 SB Ramps



Street Name:	Lawrence Expressway						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	164	164	0	147	147	26	0	17	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	3110	770	0	1950	360	360	0	580	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	3110	770	0	1950	360	360	0	580	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3110	770	0	1950	360	360	0	580	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	3110	0	0	1950	0	360	0	580	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3110	0	0	1950	0	360	0	580	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	3110	0	0	1950	0	360	0	580	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.85	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.46	0.00	2.54	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2557	0	4083	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.26	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	159	0.0	0.0	159	0.0	25.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.31	0.00	1.06	0.00	1.07	0.00	0.00	0.00
Delay/Veh:	0.0	4.5	0.0	0.0	3.5	0.0	132.9	0.0	136.2	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	4.5	0.0	0.0	3.5	0.0	132.9	0.0	136.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	22	0	0	12	0	36	0	36	0	0	0

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

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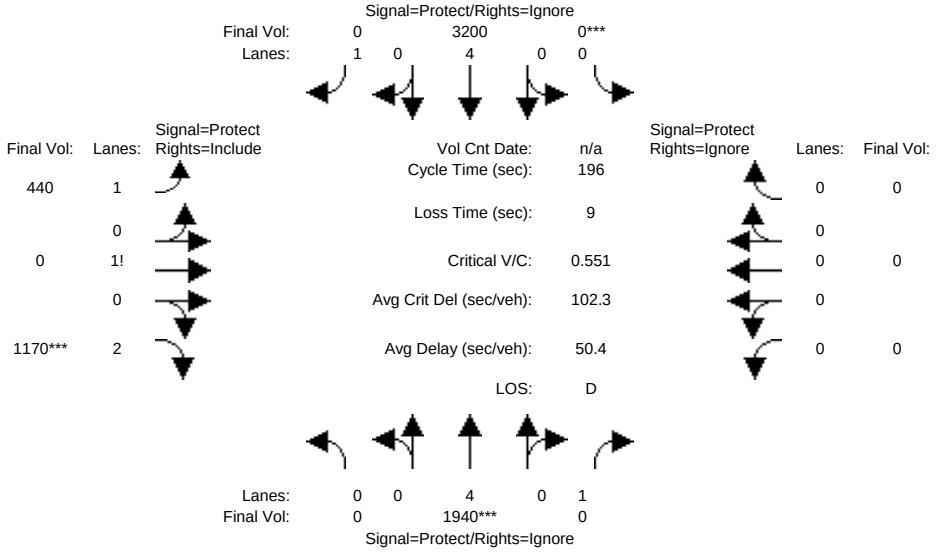
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #48: Lawrence Expressway / US 101 SB Ramps

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Street Name:       Lawrence Expressway                  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  146   146     0  115   115    38    0    38     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 1940   400     0 3200   290   440    0  1170     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 1940   400     0 3200   290   440    0  1170     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1940   400     0 3200   290   440    0  1170     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  0.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0 1940     0     0 3200     0   440    0  1170     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1940     0     0 3200     0   440    0  1170     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  0.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0 1940     0     0 3200     0   440    0  1170     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  0.86  0.92 1.00  0.92
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  1.34 0.00  2.66  0.00 0.00  0.00
Final Sat.:     0 7600  1750     0 7600  1750  2353    0  4328     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.26  0.00  0.00 0.42  0.00  0.19 0.00  0.27  0.00 0.00  0.00
Crit Moves:       ****        ****                        ****
Green Time:   0.0  146   0.0   0.0  146   0.0  41.0  0.0  41.0   0.0  0.0   0.0
Volume/Cap:  0.00 0.34  0.00  0.00 0.57  0.00  0.89 0.00  1.29  0.00 0.00  0.00
Delay/Veh:    0.0  8.6   0.0   0.0 11.1   0.0  81.6  0.0 215.2   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  8.6   0.0   0.0 11.1   0.0  81.6  0.0 215.2   0.0  0.0   0.0
LOS by Move:    A    A     A     A   B+     A     F    A     F     A    A     A
HCM2k95thQ:     0   18     0     0   35     0    39    0    71     0    0     0
Note: Queue reported is the number of cars per lane.
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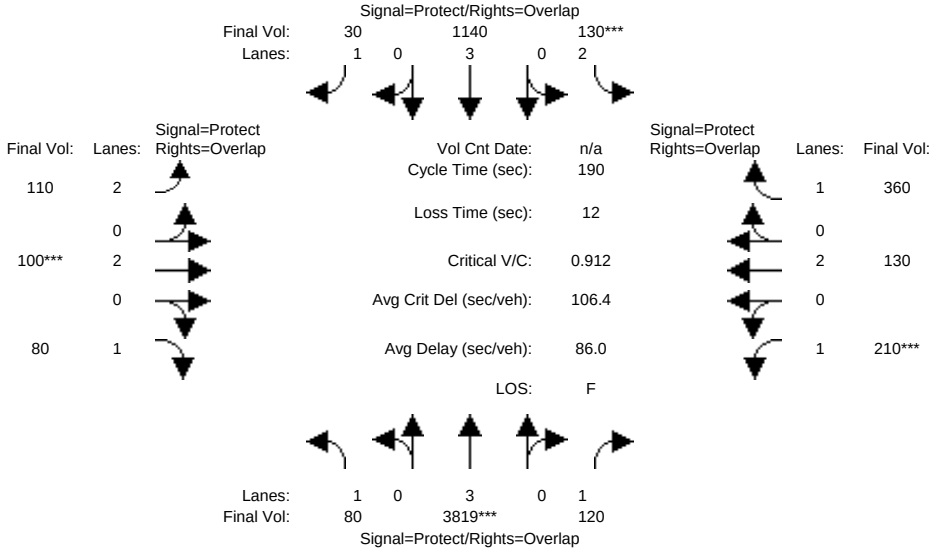
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #54: Lawrence Expressway / Benton Street



Street Name:	Lawrence Expressway						Benton 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:	21	119	119	20	119	119	22	26	26	25	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	4390	120	130	1310	30	110	100	80	210	130	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:	80	4390	120	130	1310	30	110	100	80	210	130	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	4390	120	130	1310	30	110	100	80	210	130	360
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:	80	3819	120	130	1140	30	110	100	80	210	130	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	3819	120	130	1140	30	110	100	80	210	130	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:	80	3819	120	130	1140	30	110	100	80	210	130	360
Saturation 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:	0.05	0.67	0.07	0.04	0.20	0.02	0.03	0.03	0.05	0.12	0.03	0.21
Crit Moves:		****		****				****		****		
Green Time:	19.7	112	135.7	18.7	111	132.0	20.6	24.3	44.0	23.4	27.1	45.9
Volume/Cap:	0.44	1.13	0.10	0.42	0.34	0.02	0.32	0.21	0.20	0.97	0.24	0.85
Delay/Veh:	87.2	106	8.9	87.0	21.8	9.6	84.2	79.5	63.1	142.5	77.4	88.8
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:	87.2	106	8.9	87.0	21.8	9.6	84.2	79.5	63.1	142.5	77.4	88.8
LOS by Move:	F	F	A	F	C+	A	F	E-	E	F	E-	F
HCM2k95thQ:	9	137	5	9	21	1	8	6	8	31	7	41

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

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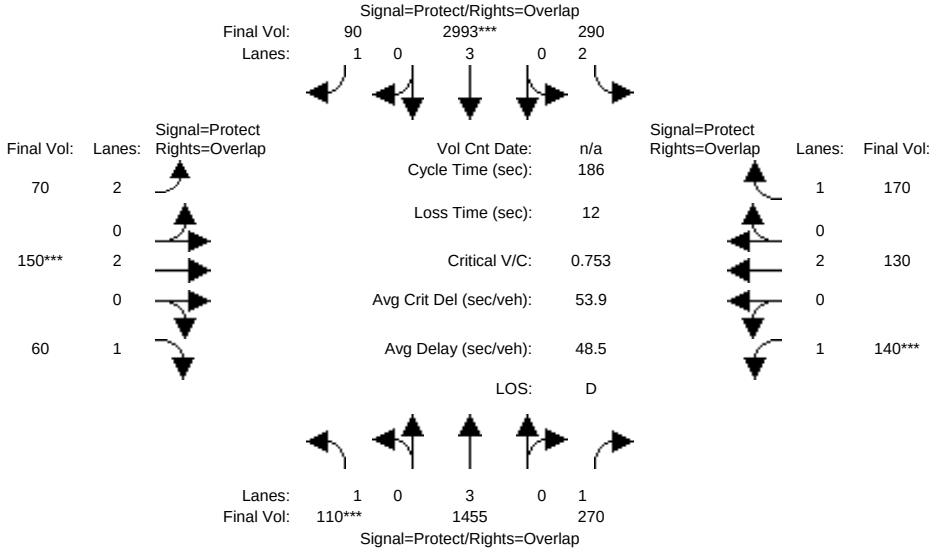
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #54: Lawrence Expressway / Benton Street



Street Name:	Lawrence Expressway						Benton 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:	24	96	96	37	109	109	16	29	29	24	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:	110	1890	270	290	3650	90	70	150	60	140	130	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:	110	1890	270	290	3650	90	70	150	60	140	130	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1890	270	290	3650	90	70	150	60	140	130	170
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1455	270	290	2993	90	70	150	60	140	130	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1455	270	290	2993	90	70	150	60	140	130	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1455	270	290	2993	90	70	150	60	140	130	170
Saturation 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	0.26	0.15	0.09	0.53	0.05	0.02	0.04	0.03	0.08	0.03	0.10
Crit Moves:	****				****			****		****		
Green Time:	22.5	90.2	112.7	34.8	102	117.4	15.0	27.2	49.8	22.5	34.8	69.5
Volume/Cap:	0.52	0.53	0.25	0.49	0.95	0.08	0.28	0.27	0.13	0.66	0.18	0.26
Delay/Veh:	83.8	35.5	18.3	72.7	50.1	14.2	86.1	75.4	55.1	90.6	67.9	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:	83.8	35.5	18.3	72.7	50.1	14.2	86.1	75.4	55.1	90.6	67.9	43.2
LOS by Move:	F	D+	B-	E	D	B	F	E-	E+	F	E	D
HCM2k95thQ:	13	33	15	16	82	4	5	8	6	18	6	14

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

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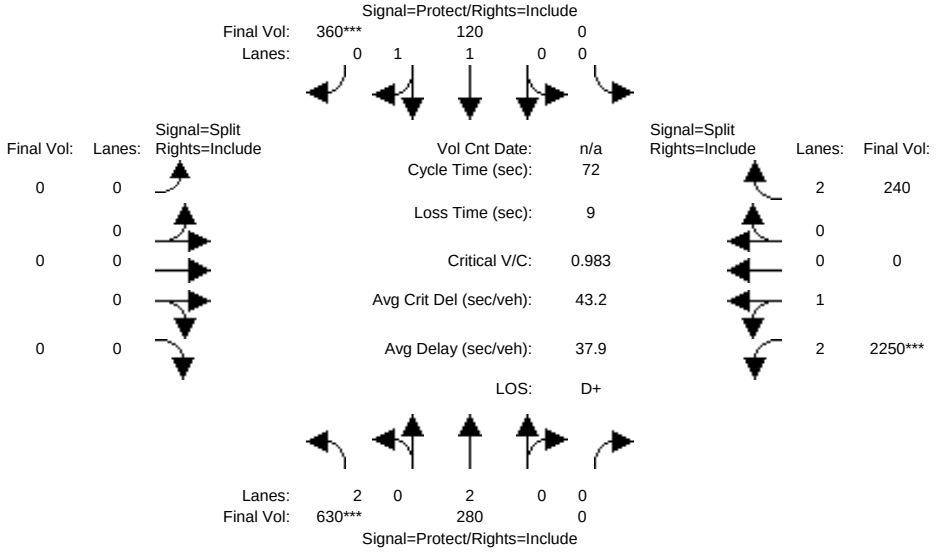
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	630	280	0	0	120	360	0	0	0	2250	0	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	630	280	0	0	120	360	0	0	0	2250	0	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	630	280	0	0	120	360	0	0	0	2250	0	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	630	280	0	0	120	360	0	0	0	2250	0	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	630	280	0	0	120	360	0	0	0	2250	0	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	630	280	0	0	120	360	0	0	0	2250	0	240
Saturation 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	0.87	1.00	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	3.00	0.00	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4950	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.20	0.07	0.00	0.00	0.06	0.21	0.00	0.00	0.00	0.45	0.00	0.08
Crit Moves:	****					****				****		
Green Time:	14.6	29.7	0.0	0.0	15.1	15.1	0.0	0.0	0.0	33.3	0.0	33.3
Volume/Cap:	0.98	0.18	0.00	0.00	0.30	0.98	0.00	0.00	0.00	0.98	0.00	0.16
Delay/Veh:	59.7	13.5	0.0	0.0	24.1	64.6	0.0	0.0	0.0	34.1	0.0	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:	59.7	13.5	0.0	0.0	24.1	64.6	0.0	0.0	0.0	34.1	0.0	11.3
LOS by Move:	E+	B	A	A	C	E	A	A	A	C-	A	B+
HCM2k95thQ:	20	4	0	0	4	21	0	0	0	43	0	4

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

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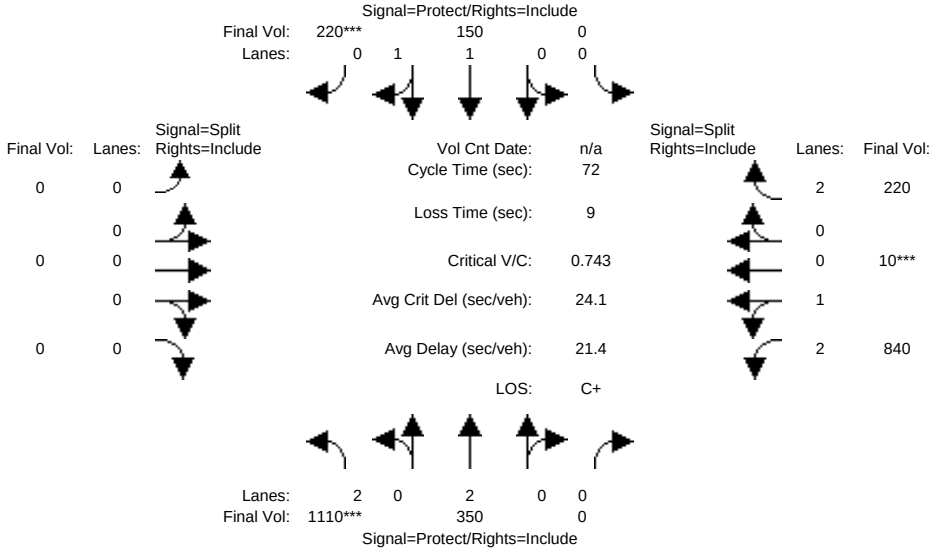
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	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:	1110	350	0	0	150	220	0	0	0	840	10	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1110	350	0	0	150	220	0	0	0	840	10	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1110	350	0	0	150	220	0	0	0	840	10	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1110	350	0	0	150	220	0	0	0	840	10	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1110	350	0	0	150	220	0	0	0	840	10	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1110	350	0	0	150	220	0	0	0	840	10	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.97	0.03	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4891	58	3150
Capacity Analysis Module:												
Vol/Sat:	0.35	0.09	0.00	0.00	0.08	0.13	0.00	0.00	0.00	0.17	0.17	0.07
Crit Moves:	****					****					****	
Green Time:	34.2	46.4	0.0	0.0	12.2	12.2	0.0	0.0	0.0	16.6	16.6	16.6
Volume/Cap:	0.74	0.14	0.00	0.00	0.47	0.74	0.00	0.00	0.00	0.74	0.74	0.30
Delay/Veh:	17.4	5.1	0.0	0.0	27.4	34.4	0.0	0.0	0.0	28.3	28.3	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:	17.4	5.1	0.0	0.0	27.4	34.4	0.0	0.0	0.0	28.3	28.3	23.1
LOS by Move:	B	A	A	A	C	C-	A	A	A	C	C	C
HCM2k95thQ:	22	3	0	0	6	10	0	0	0	16	16	5

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

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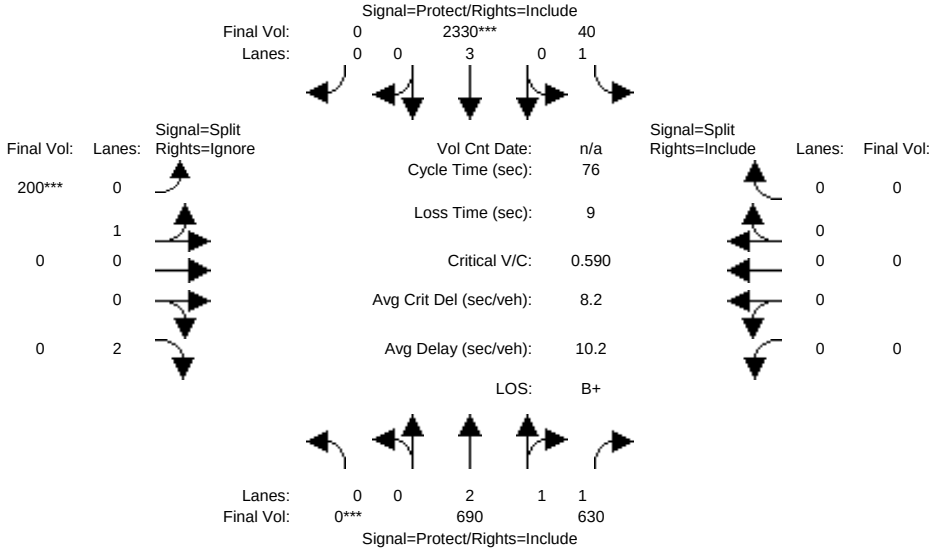
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	690	630	40	2330	0	200	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	690	630	40	2330	0	200	0	1840	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	690	630	40	2330	0	200	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	690	630	40	2330	0	200	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	690	630	40	2330	0	200	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	690	630	40	2330	0	200	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	2.01	1.99	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3817	3485	1750	5700	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.02	0.41	0.00	0.11	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	34.9	34.9	17.8	52.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	0.39	0.10	0.59	0.00	0.59	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.6	13.6	22.9	6.3	0.0	30.9	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	13.6	13.6	22.9	6.3	0.0	30.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C+	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	10	10	2	18	0	11	0	0	0	0	0

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

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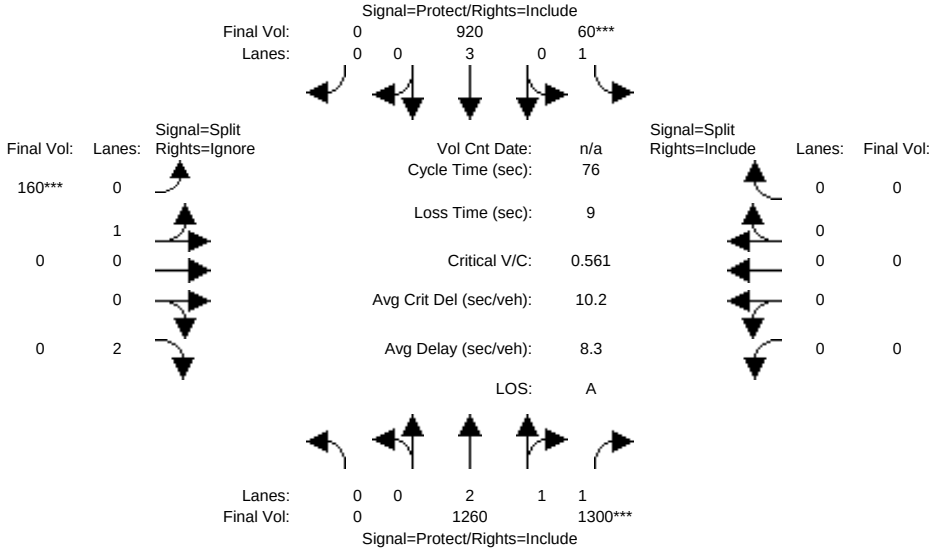
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	1260	1300	60	920	0	160	0	840	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	1260	1300	60	920	0	160	0	840	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1260	1300	60	920	0	160	0	840	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	1260	1300	60	920	0	160	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1260	1300	60	920	0	160	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	1260	1300	60	920	0	160	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	0.33	0.37	0.03	0.16	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	48.4	48.4	7.0	55.4	0.0	11.6	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.58	0.37	0.22	0.00	0.58	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.6	8.2	33.9	3.4	0.0	33.1	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	7.6	8.2	33.9	3.4	0.0	33.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	C-	A	A	C-	A	A	A	A	A
HCM2k95thQ:	0	14	17	3	5	0	9	0	0	0	0	0

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

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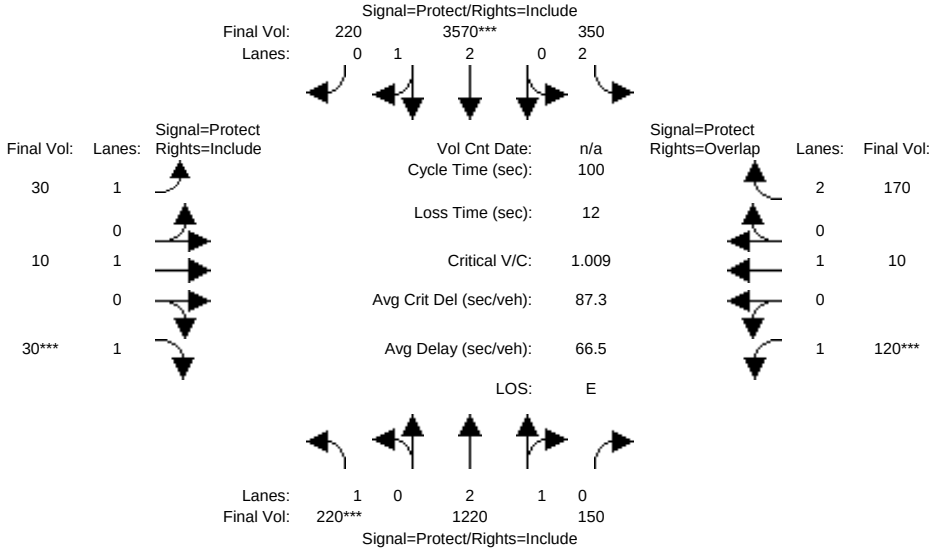
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1220	150	350	3570	220	30	10	30	120	10	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:	220	1220	150	350	3570	220	30	10	30	120	10	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1220	150	350	3570	220	30	10	30	120	10	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1220	150	350	3570	220	30	10	30	120	10	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1220	150	350	3570	220	30	10	30	120	10	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1220	150	350	3570	220	30	10	30	120	10	170
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	2.66	0.34	2.00	2.82	0.18	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4986	613	3150	5275	325	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.24	0.11	0.68	0.68	0.02	0.01	0.02	0.07	0.01	0.05
Crit Moves:	****				****				****	****		
Green Time:	11.1	48.8	48.8	22.2	59.9	59.9	7.0	10.0	10.0	7.0	10.0	32.2
Volume/Cap:	1.13	0.50	0.50	0.50	1.13	1.13	0.24	0.05	0.17	0.98	0.05	0.17
Delay/Veh:	148.4	17.5	17.5	34.6	83.1	83.1	45.0	40.8	41.7	121.1	40.8	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:	148.4	17.5	17.5	34.6	83.1	83.1	45.0	40.8	41.7	121.1	40.8	24.4
LOS by Move:	F	B	B	C-	F	F	D	D	D	F	D	C
HCM2k95thQ:	21	17	17	11	89	89	2	1	2	14	1	5

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

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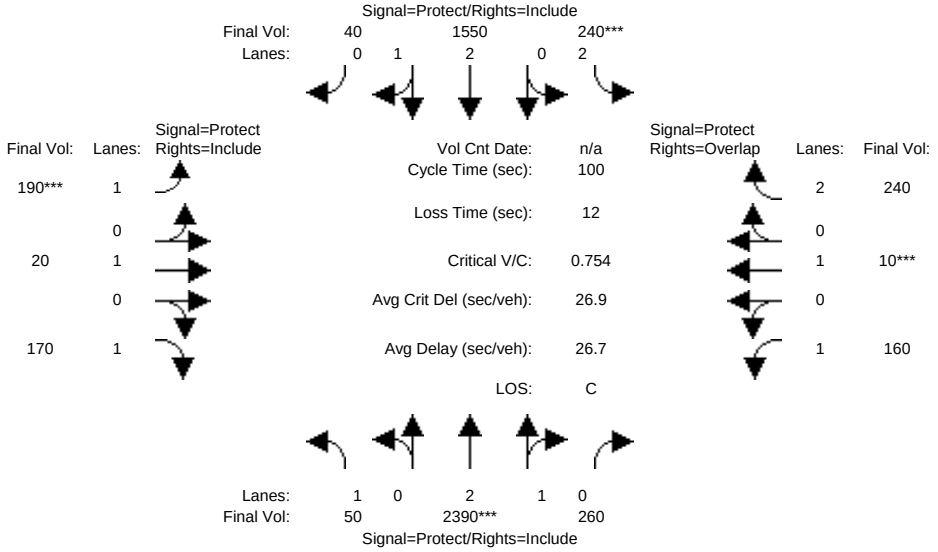
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	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:	50	2390	260	240	1550	40	190	20	170	160	10	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2390	260	240	1550	40	190	20	170	160	10	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2390	260	240	1550	40	190	20	170	160	10	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2390	260	240	1550	40	190	20	170	160	10	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2390	260	240	1550	40	190	20	170	160	10	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2390	260	240	1550	40	190	20	170	160	10	240
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	2.69	0.31	2.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	5050	549	3150	5459	141	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.47	0.08	0.28	0.28	0.11	0.01	0.10	0.09	0.01	0.08
Crit Moves:		****		****			****				****	
Green Time:	12.9	56.1	56.1	9.0	52.2	52.2	12.9	11.9	11.9	10.9	10.0	19.0
Volume/Cap:	0.22	0.84	0.84	0.84	0.54	0.54	0.84	0.09	0.81	0.84	0.05	0.40
Delay/Veh:	39.6	20.5	20.5	64.7	16.1	16.1	66.7	39.3	64.0	70.0	40.8	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	20.5	20.5	64.7	16.1	16.1	66.7	39.3	64.0	70.0	40.8	35.9
LOS by Move:	D	C+	C+	E	B	B	E	D	E	E	D	D+
HCM2k95thQ:	3	37	37	10	20	20	16	1	15	15	1	8

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

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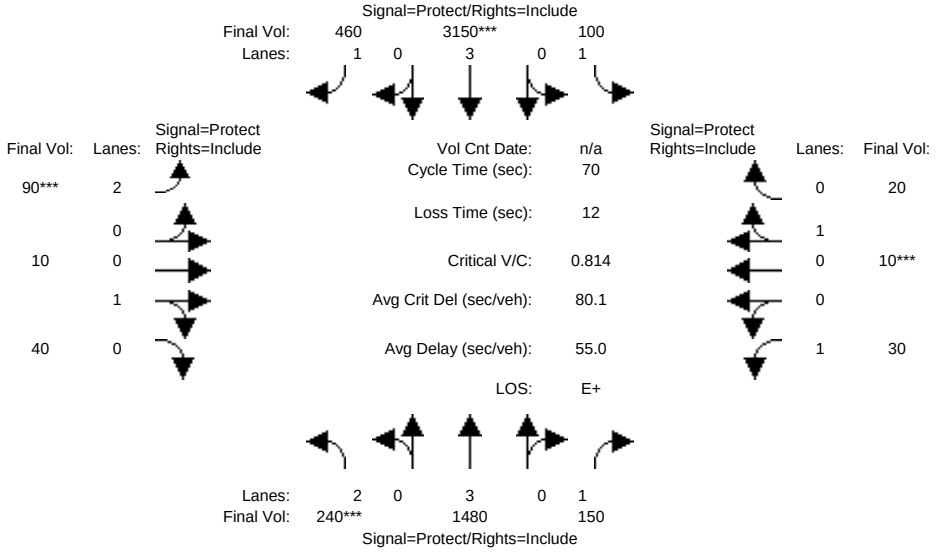
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	1480	150	100	3150	460	90	10	40	30	10	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:	240	1480	150	100	3150	460	90	10	40	30	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	1480	150	100	3150	460	90	10	40	30	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	1480	150	100	3150	460	90	10	40	30	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1480	150	100	3150	460	90	10	40	30	10	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:	240	1480	150	100	3150	460	90	10	40	30	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	0.20	0.80	1.00	0.33	0.67
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	360	1440	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.09	0.06	0.55	0.26	0.03	0.03	0.03	0.02	0.02	0.02
Crit Moves:	****				****		****				****	
Green Time:	7.0	29.6	29.6	11.4	34.0	34.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.76	0.61	0.20	0.35	1.14	0.54	0.29	0.19	0.19	0.17	0.12	0.12
Delay/Veh:	41.1	16.2	12.9	26.8	85.0	13.3	29.7	26.8	26.8	29.3	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	16.2	12.9	26.8	85.0	13.3	29.7	26.8	26.8	29.3	26.4	26.4
LOS by Move:	D	B	B	C	F	B	C	C	C	C	C	C
HCM2k95thQ:	6	15	4	4	58	13	3	2	2	2	1	1

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

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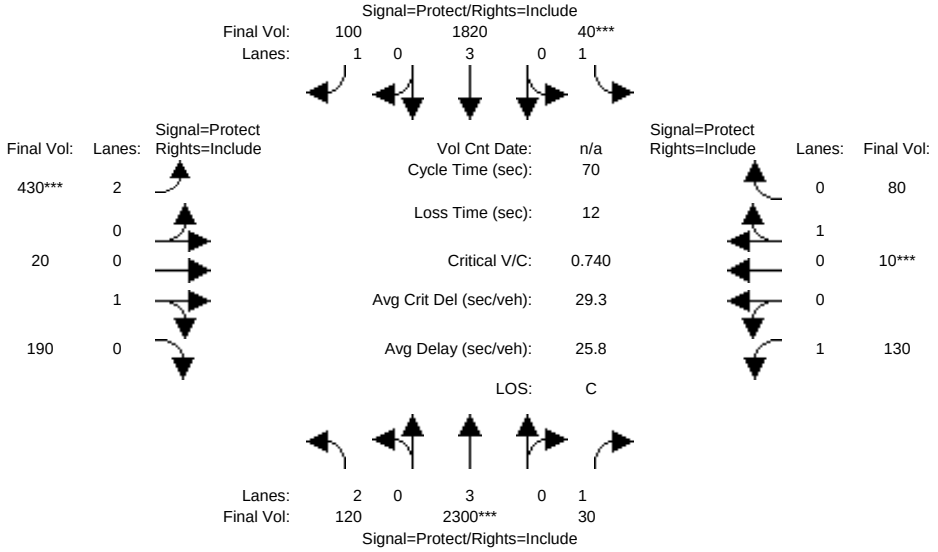
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	2300	30	40	1820	100	430	20	190	130	10	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:	120	2300	30	40	1820	100	430	20	190	130	10	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	2300	30	40	1820	100	430	20	190	130	10	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:	1.00	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	2300	30	40	1820	100	430	20	190	130	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	2300	30	40	1820	100	430	20	190	130	10	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:	120	2300	30	40	1820	100	430	20	190	130	10	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	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	0.10	0.90	1.00	0.11	0.89
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	171	1629	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.02	0.02	0.32	0.06	0.14	0.12	0.12	0.07	0.05	0.05
Crit Moves:		****		****			****				****	
Green Time:	9.0	30.6	30.6	7.0	28.7	28.7	10.4	12.0	12.0	8.4	10.0	10.0
Volume/Cap:	0.30	0.92	0.04	0.23	0.78	0.14	0.92	0.68	0.68	0.62	0.35	0.35
Delay/Veh:	28.1	24.9	11.3	29.7	19.7	13.0	53.2	33.4	33.4	34.9	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	24.9	11.3	29.7	19.7	13.0	53.2	33.4	33.4	34.9	27.9	27.9
LOS by Move:	C	C	B+	C	B-	B	D-	C-	C-	C-	C	C
HCM2k95thQ:	3	28	1	2	21	3	18	11	11	8	4	4

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

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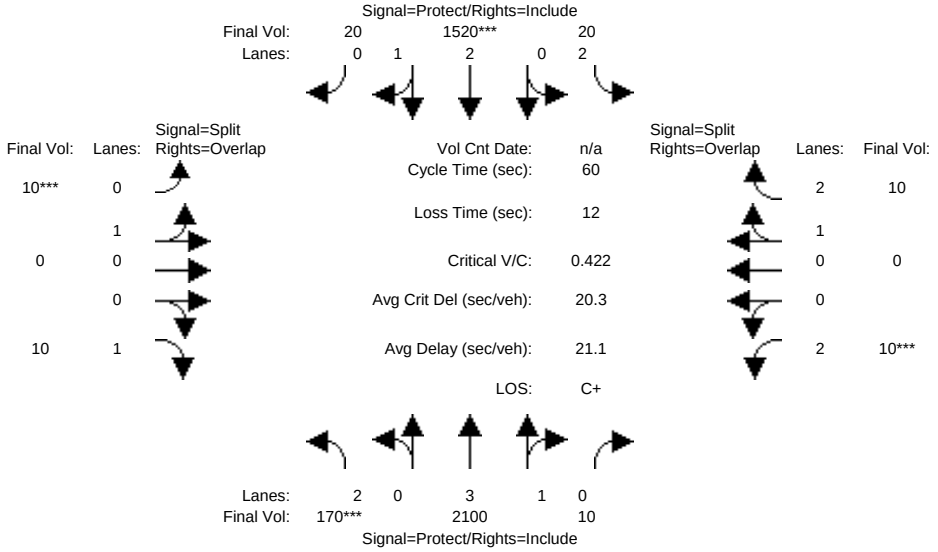
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #64: Great America Parkway / Old Glory Lane



Street Name:	Great America Parkway						Old Glory Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	2100	10	20	1520	20	10	0	10	10	0	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:	170	2100	10	20	1520	20	10	0	10	10	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	2100	10	20	1520	20	10	0	10	10	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	2100	10	20	1520	20	10	0	10	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	2100	10	20	1520	20	10	0	10	10	0	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:	170	2100	10	20	1520	20	10	0	10	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.98	0.02	2.00	2.96	0.04	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7464	36	3150	5527	73	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.01	0.28	0.28	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****			****		
Green Time:	7.0	19.8	19.8	8.2	21.0	21.0	10.0	0.0	17.0	10.0	0.0	18.2
Volume/Cap:	0.46	0.85	0.85	0.05	0.79	0.79	0.03	0.00	0.02	0.02	0.00	0.01
Delay/Veh:	25.7	21.8	21.8	22.5	19.7	19.7	21.0	0.0	15.5	20.9	0.0	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	21.8	21.8	22.5	19.7	19.7	21.0	0.0	15.5	20.9	0.0	14.6
LOS by Move:	C	C+	C+	C+	B-	B-	C+	A	B	C+	A	B
HCM2k95thQ:	4	18	18	0	17	17	0	0	0	0	0	0

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

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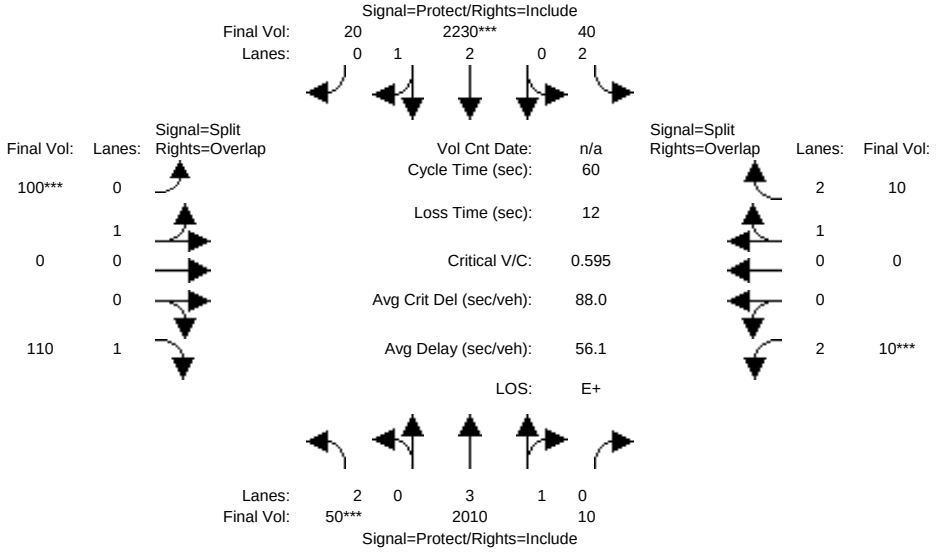
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #64: Great America Parkway / Old Glory Lane



Street Name:	Great America Parkway						Old Glory Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	2010	10	40	2230	20	100	0	110	10	0	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:	50	2010	10	40	2230	20	100	0	110	10	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2010	10	40	2230	20	100	0	110	10	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2010	10	40	2230	20	100	0	110	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2010	10	40	2230	20	100	0	110	10	0	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:	50	2010	10	40	2230	20	100	0	110	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.98	0.02	2.00	2.97	0.03	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7463	37	3150	5550	50	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.01	0.40	0.40	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****			****		
Green Time:	7.0	19.5	19.5	8.5	21.0	21.0	10.0	0.0	17.0	10.0	0.0	18.5
Volume/Cap:	0.14	0.83	0.83	0.09	1.15	1.15	0.33	0.00	0.22	0.02	0.00	0.01
Delay/Veh:	24.0	21.1	21.1	22.5	92.6	92.6	22.7	0.0	16.7	20.9	0.0	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	21.1	21.1	22.5	92.6	92.6	22.7	0.0	16.7	20.9	0.0	14.4
LOS by Move:	C	C+	C+	C+	F	F	C+	A	B	C+	A	B
HCM2k95thQ:	1	17	17	1	42	42	4	0	4	0	0	0

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

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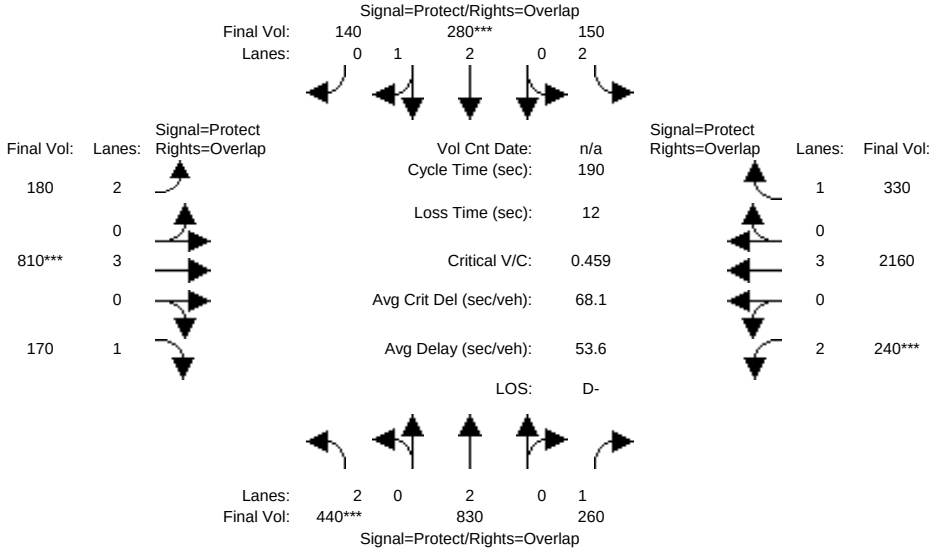
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #98: Lafayette Street / Central Expressway (CMP)



Street Name:	Lafayette Street						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:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	830	260	150	280	140	180	810	170	240	2160	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	830	260	150	280	140	180	810	170	240	2160	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	830	260	150	280	140	180	810	170	240	2160	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	830	260	150	280	140	180	810	170	240	2160	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	830	260	150	280	140	180	810	170	240	2160	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	830	260	150	280	140	180	810	170	240	2160	330
Saturation Flow Module:												
Sat/Lane:	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	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1800	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.15	0.05	0.07	0.08	0.06	0.14	0.10	0.08	0.38	0.19
Crit Moves:	****				****			****		****		
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	0.97	0.90	0.40	0.51	0.38	0.25	0.50	0.30	0.16	0.59	0.77	0.32
Delay/Veh:	121.3	85.9	47.3	88.5	71.2	52.7	85.2	32.5	16.3	85.3	34.4	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:	121.3	85.9	47.3	88.5	71.2	52.7	85.2	32.5	16.3	85.3	34.4	13.3
LOS by Move:	F	F	D	F	E	D-	F	C-	B	F	C-	B
HCM2k95thQ:	31	43	26	10	15	15	12	18	9	15	51	12

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

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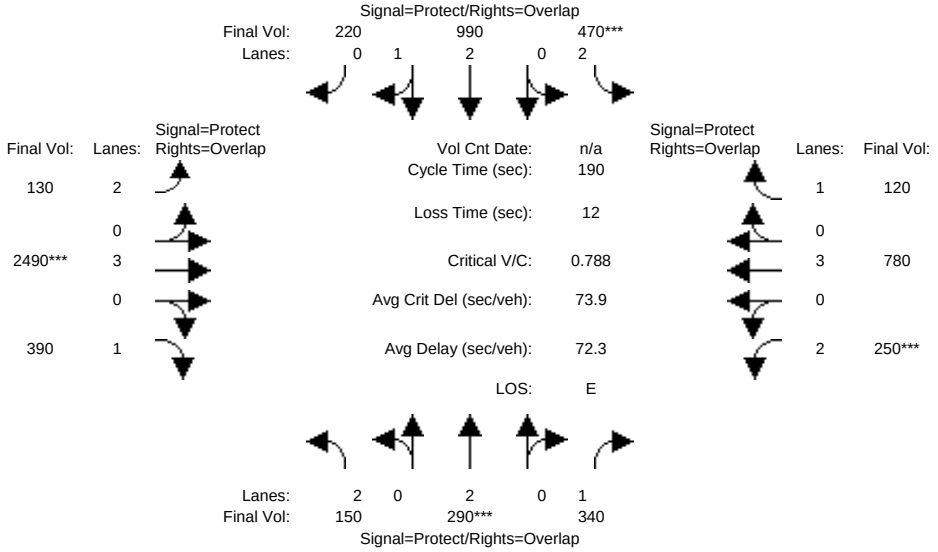
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #98: Lafayette Street / Central Expressway (CMP)



Street Name:	Lafayette Street						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	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	290	340	470	990	220	130	2490	390	250	780	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:	150	290	340	470	990	220	130	2490	390	250	780	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	290	340	470	990	220	130	2490	390	250	780	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:	150	290	340	470	990	220	130	2490	390	250	780	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	290	340	470	990	220	130	2490	390	250	780	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:	150	290	340	470	990	220	130	2490	390	250	780	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	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	2.43	0.57	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4580	1018	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.19	0.15	0.22	0.22	0.04	0.44	0.22	0.08	0.14	0.07
Crit Moves:		****		****				****		****		
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.54	0.44	0.70	1.32	1.10	0.74	0.44	0.79	0.35	0.77	0.24	0.10
Delay/Veh:	90.6	75.7	70.7	251.2	139	66.9	87.9	37.7	17.1	99.1	15.0	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.6	75.7	70.7	251.2	139	66.9	87.9	37.7	17.1	99.1	15.0	4.2
LOS by Move:	F	E-	E	F	F	E	F	D+	B	F	B	A
HCM2k95thQ:	11	16	37	43	50	40	9	63	21	17	10	2

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

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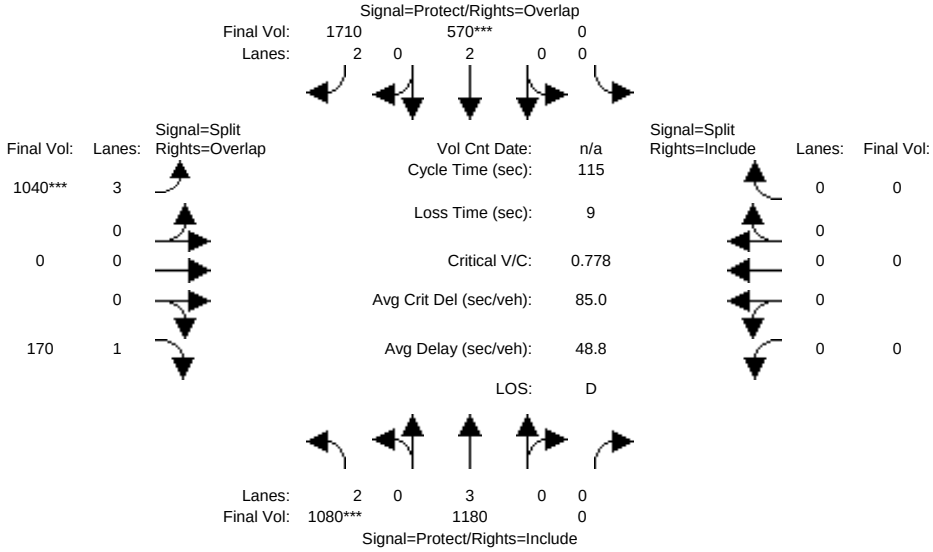
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #121: De La Cruz Boulevard / Central Expressway (CMP)



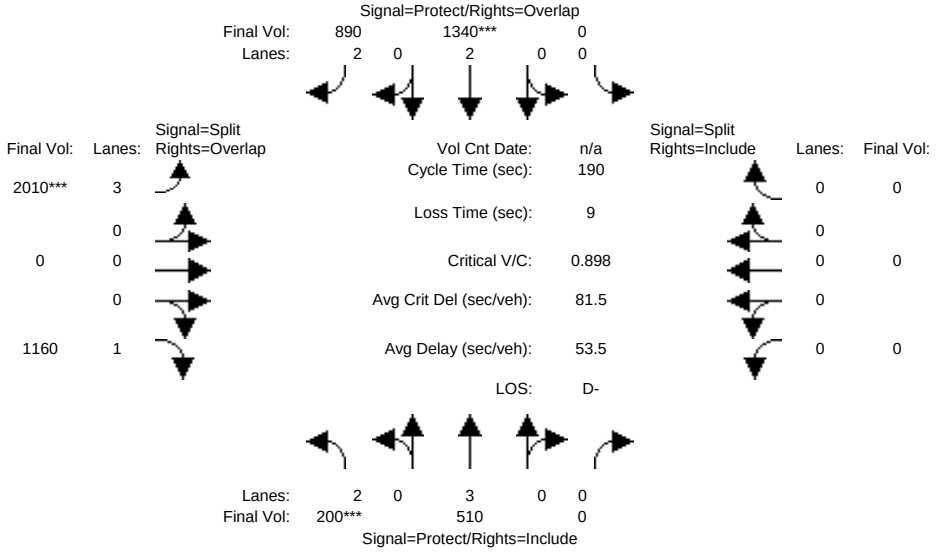
Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1080	1180	0	0	570	1710	1040	0	170	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:	1080	1180	0	0	570	1710	1040	0	170	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1080	1180	0	0	570	1710	1040	0	170	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1080	1180	0	0	570	1710	1040	0	170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1080	1180	0	0	570	1710	1040	0	170	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1080	1180	0	0	570	1710	1040	0	170	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	0.83	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	2.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	3150	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.21	0.00	0.00	0.15	0.54	0.23	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	74.8	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	1.24	0.37	0.00	0.00	0.53	0.83	0.62	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	162.4	15.0	0.0	0.0	37.5	19.6	30.5	0.0	4.1	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:	162.4	15.0	0.0	0.0	37.5	19.6	30.5	0.0	4.1	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D+	B-	C	A	A	A	A	A
HCM2k95thQ:	62	15	0	0	17	50	22	0	2	0	0	0

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

Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #121: De La Cruz Boulevard / Central Expressway (CMP)



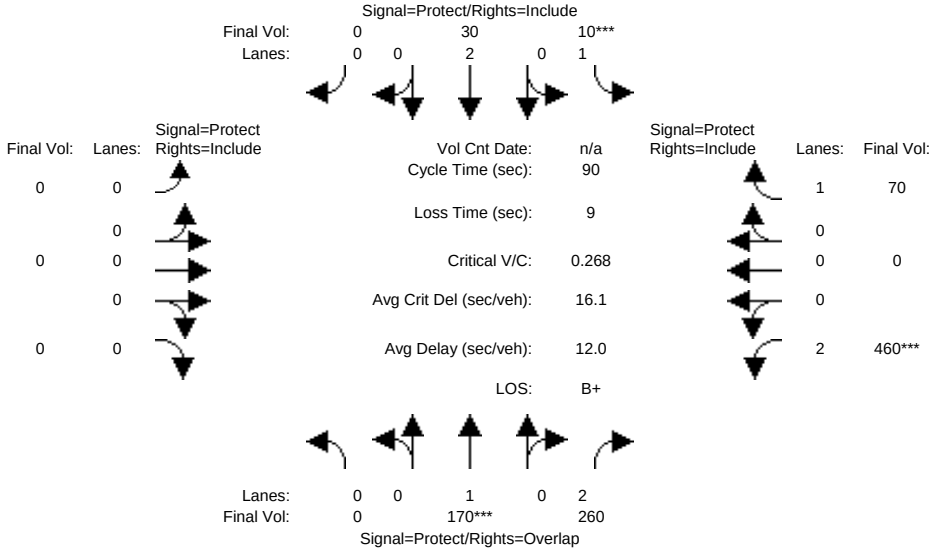
Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	76	0	0	57	57	114	0	114	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	510	0	0	1340	890	2010	0	1160	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:	200	510	0	0	1340	890	2010	0	1160	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	510	0	0	1340	890	2010	0	1160	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	510	0	0	1340	890	2010	0	1160	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	510	0	0	1340	890	2010	0	1160	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	510	0	0	1340	890	2010	0	1160	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	0.83	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	2.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	3150	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.00	0.00	0.35	0.28	0.44	0.00	0.66	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	18.1	72.6	0.0	0.0	54.4	174.4	120.0	0.0	138.1	0.0	0.0	0.0
Volume/Cap:	0.66	0.23	0.00	0.00	1.23	0.31	0.70	0.00	0.91	0.00	0.00	0.00
Delay/Veh:	92.5	41.8	0.0	0.0	183	1.0	12.7	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:	92.5	41.8	0.0	0.0	183	1.0	12.7	0.0	12.9	0.0	0.0	0.0
LOS by Move:	F	D	A	A	F	A	B	A	B	A	A	A
HCM2k95thQ:	14	13	0	0	87	8	33	0	39	0	0	0

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

Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit AM

Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	170	260	10	30	0	0	0	0	460	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	170	260	10	30	0	0	0	0	460	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	260	10	30	0	0	0	0	460	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	260	10	30	0	0	0	0	460	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	260	10	30	0	0	0	0	460	0	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:	0	170	260	10	30	0	0	0	0	460	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.08	0.01	0.01	0.00	0.00	0.00	0.00	0.15	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	28.1	74.0	7.0	35.1	0.0	0.0	0.0	0.0	45.9	0.0	45.9
Volume/Cap:	0.00	0.29	0.10	0.07	0.02	0.00	0.00	0.00	0.00	0.29	0.00	0.08
Delay/Veh:	0.0	23.6	1.6	38.7	16.9	0.0	0.0	0.0	0.0	12.8	0.0	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:	0.0	23.6	1.6	38.7	16.9	0.0	0.0	0.0	0.0	12.8	0.0	11.3
LOS by Move:	A	C	A	D+	B	A	A	A	A	B	A	B+
HCM2k95thQ:	0	7	2	1	1	0	0	0	0	8	0	2

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

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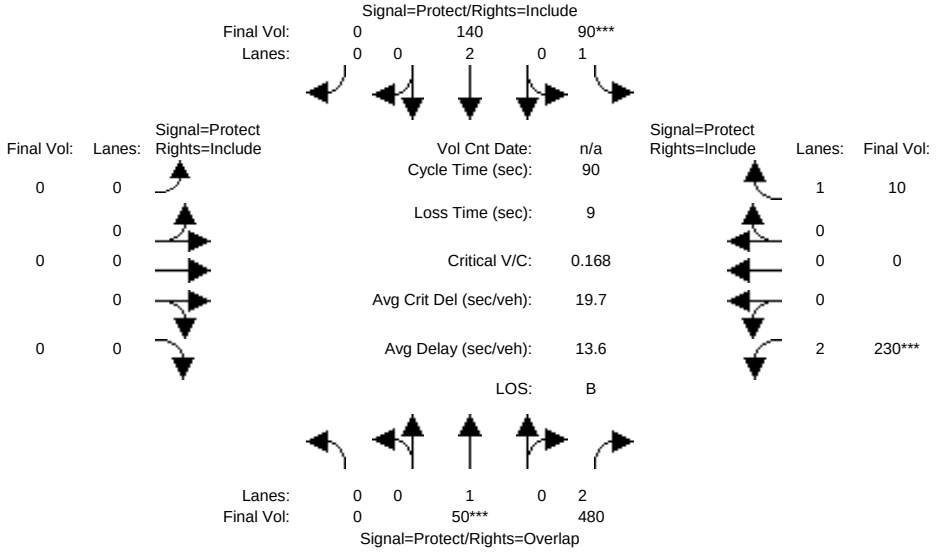
Santa Clara City Place EIR
SJ14-1528.01
Existing with-Project Phases 1, 2, and 3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1,2,&3 Mit PM

Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	480	90	140	0	0	0	0	230	0	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	50	480	90	140	0	0	0	0	230	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	480	90	140	0	0	0	0	230	0	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:	1.00	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	50	480	90	140	0	0	0	0	230	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	480	90	140	0	0	0	0	230	0	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:	0	50	480	90	140	0	0	0	0	230	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.15	0.05	0.04	0.00	0.00	0.00	0.00	0.07	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	0.0	14.1	53.4	27.6	41.8	0.0	0.0	0.0	0.0	39.2	0.0	39.2
Volume/Cap:	0.00	0.17	0.26	0.17	0.08	0.00	0.00	0.00	0.00	0.17	0.00	0.01
Delay/Veh:	0.0	33.1	8.9	22.9	13.4	0.0	0.0	0.0	0.0	15.5	0.0	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.1	8.9	22.9	13.4	0.0	0.0	0.0	0.0	15.5	0.0	14.4
LOS by Move:	A	C-	A	C+	B	A	A	A	A	B	A	B
HCM2k95thQ:	0	2	7	4	2	0	0	0	0	5	0	0

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

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Santa Clara City Place EIR
SJ14-1528.01
2020 AM/PM Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2020+Pall Mit AM LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	2020+Pall Mit PM LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#8	Great America Parkway / Tasman Drive (CMP)	F	88.6	1.206	114.9	F	162.1	1.374	228.7										
#13	Calle Del Sol / Tasman Drive	B	13.8	0.774	15.6	B-	18.8	0.838	26.9										
#14	Lick Mill Boulevard / Tasman Drive	E	72.7	1.057	118.3	E+	56.7	1.094	82.6										
#17	Rio Robles / Tasman Drive	E+	55.6	0.991	67.4	C-	34.4	0.794	36.9										
#21	Mission College Boulevard / Montague Expressway (CMP)	F	167.2	1.231	273.1	F	111.2	1.003	163.7										
#22	Agnew Road-De La Cruz Boulevard / Montague Expressway	F	153.8	1.080	246.3	F	124.2	1.065	154.3										
#26	Montague Expressway / Plumeria Drive-River Oaks Parkway	F	94.8	0.643	166.6	F	82.8	0.899	118.2										
#29	De La Cruz Boulevard / Trimble Road (CMP)	D	45.7	0.927	69.1	E	62.1	0.990	73.7										
#30	N First Street / Trimble Road (CMP)	D	47.8	0.866	47.4	D-	53.0	0.944	59.6										
#34	N First Street / Brokaw Road (CMP)	E-	79.1	1.168	140.1	F	94.5	1.126	124.9										
#54	Lawrence Expressway / Benton Street	F	122.1	1.178	157.2	E-	78.1	0.865	104.6										
#55	Lawrence Expressway / Homestead Road (CMP)	F	87.5	0.909	118.1	F	92.0	1.021	120.2										
#57	Great America Parkway / SR 237 WB Ramps (CMP)	D-	52.1	1.071	72.0	D	49.9	1.033	63.7										
#58	Great America Parkway / SR 237 EB Ramps (CMP)	C	30.6	0.939	32.0	C	23.3	0.987	36.1										
#59	Great America Parkway / Yerba Buena (Great America) Way	E	69.5	1.033	95.3	D	40.8	0.890	45.5										
#60	Great America Parkway / Old Mountain View-Alviso Road	F	91.6	0.962	141.1	D-	55.0	0.872	77.9										
#64	Great America Parkway / Old Glory Lane	E	64.4	0.802	100.8	F	228.3	1.310	336.5										
#65	Great America Parkway / Patrick Henry Drive	C+	21.2	0.633	28.0	F	136.6	1.117	201.8										
#66	Great America Parkway / Mission College Boulevard (CMP)	D-	52.8	0.948	58.9	F	98.6	1.192	135.4										
#71	Bowers Avenue / Central Expressway (CMP)	F	80.8	0.982	105.7	F	128.0	1.070	165.4										
#73	Bowers Avenue / Monroe Street	C	30.9	0.625	29.4	C	29.9	0.698	26.3										
#75	San Tomas Expressway / Scott Boulevard (CMP)	F	166.0	1.110	235.3	F	95.9	0.969	106.6										
#76	San Tomas Expressway / Walsh Avenue	F	117.5	1.034	161.0	E	61.1	0.963	66.4										
#77	San Tomas Expressway / Monroe Street (CMP)	F	171.1	1.080	244.5	E	71.2	0.897	84.9										
#79	San Tomas Expressway / Benton Street	E	65.8	0.944	81.7	D-	52.3	0.851	68.1										
#82	San Tomas Expressway / Pruneridge Avenue	F	125.6	1.127	174.4	F	82.3	1.017	107.9										

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Santa Clara City Place EIR
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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2020+Pall Mit AM				2020+Pall Mit PM													
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#83	San Tomas Expressway / Saratoga Avenue (CMP)	E	74.1	0.847	98.4	E	63.8	0.781	74.2										
#84	Gold Street / Gold Street Connector	C	27.6	0.735	29.9	C	24.5	0.562	29.9										
#90	Lafayette Street / Calle De Luna	D	48.9	1.015	54.1	C+	22.0	0.832	20.2										
#94	Lafayette Street / Agnew Road	D+	36.7	0.904	37.9	D	45.4	0.953	46.8										
#96	Lafayette Street / Montague Expressway WB Ramps	D	44.1	0.785	50.8	C	29.6	0.685	20.9										
#98	Lafayette Street / Central Expressway (CMP)	F	85.6	0.562	110.2	F	95.2	1.008	124.2										
#309	Liberty Street / Taylor Street	B	13.2	0.161	13.8	B	15.8	0.595	15.8										
#314	Calle Del Sol / Calle Del Luna (signalized)	B	16.4	0.198	26.9	B	13.0	0.402	13.0										
#120	De La Cruz Boulevard / Laurelwood Road	B	13.5	0.611	10.4	C+	21.8	0.793	23.0										
#121	De La Cruz Boulevard / Central Expressway (CMP)	E	70.8	0.859	118.6	F	94.9	1.324	177.8										
#123	Great America Parkway and Gold Street Connector	A	9.8	0.486	9.0	A	9.6	0.340	12.2										
#124	Scott Boulevard and Central Expressway (CMP)	D	45.0	0.744	47.5	F	122.5	0.913	146.6										
#125	San Tomas Expressway and Stevens Creek Boulevard (CMP)	F	106.7	0.883	140.5	E	67.7	0.647	71.0										

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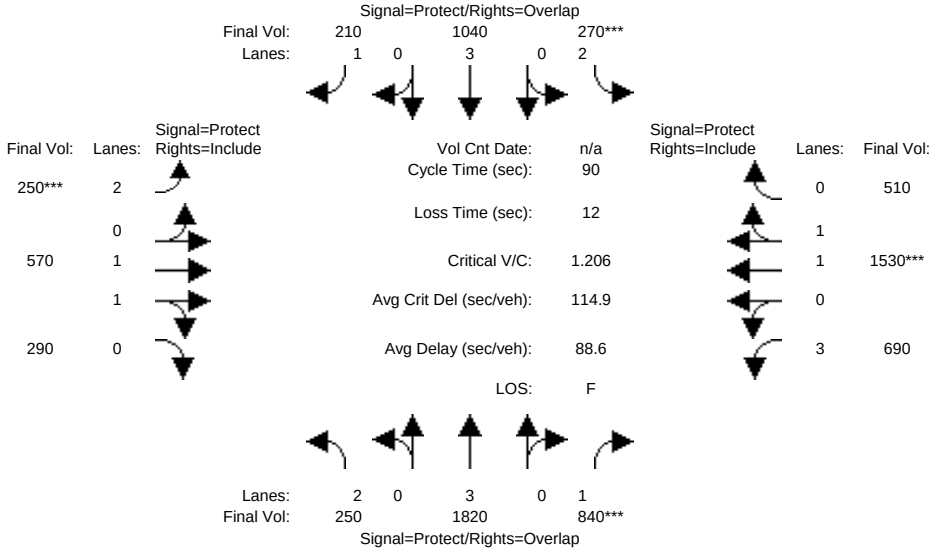
2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit AM

Intersection #8: Great America Parkway / Tasman Drive (CMP)



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	1820	840	270	1040	210	250	570	290	690	1530	510
Growth Adj:	1.00	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	1820	840	270	1040	210	250	570	290	690	1530	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	1820	840	270	1040	210	250	570	290	690	1530	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1820	840	270	1040	210	250	570	290	690	1530	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1820	840	270	1040	210	250	570	290	690	1530	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1820	840	270	1040	210	250	570	290	690	1530	510
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.80	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.31	0.69	3.00	1.49	0.51
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2451	1247	4551	2774	925
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.48	0.09	0.18	0.12	0.08	0.23	0.23	0.15	0.55	0.55
Crit Moves:			****	****			****				****	
Green Time:	9.4	23.9	42.5	7.0	21.5	28.5	7.0	28.5	28.5	18.6	40.1	40.1
Volume/Cap:	0.76	1.20	1.02	1.10	0.76	0.38	1.02	0.73	0.73	0.73	1.24	1.24
Delay/Veh:	49.4	131	59.4	129.0	34.5	24.3	104.4	29.8	29.8	36.4	137	137.2
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	131	59.4	129.0	34.5	24.3	104.4	29.8	29.8	36.4	137	137.2
LOS by Move:	D	F	E+	F	C-	C	F	C	C	D+	F	F
HCM2k95thQ:	8	47	47	14	17	9	11	20	20	13	79	79

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

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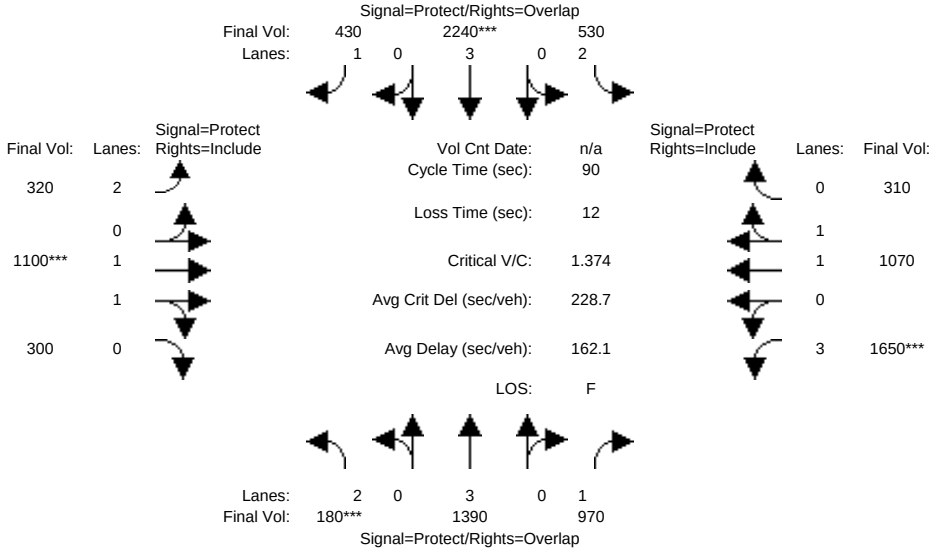
Santa Clara City Place EIR
SJ14-1528.01
2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit PM

Intersection #8: Great America Parkway / Tasman Drive (CMP)



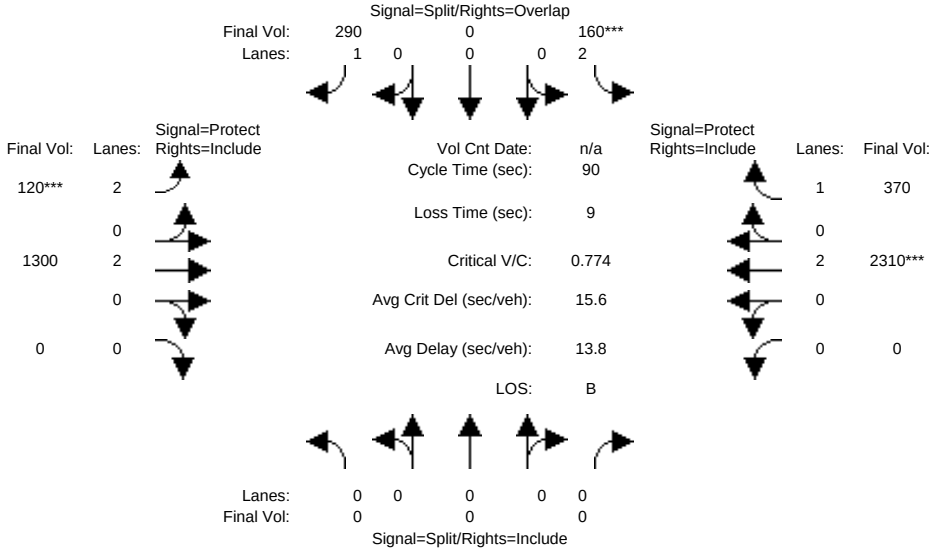
Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	1390	970	530	2240	430	320	1100	300	1650	1070	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:	180	1390	970	530	2240	430	320	1100	300	1650	1070	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1390	970	530	2240	430	320	1100	300	1650	1070	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:	180	1390	970	530	2240	430	320	1100	300	1650	1070	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1390	970	530	2240	430	320	1100	300	1650	1070	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:	180	1390	970	530	2240	430	320	1100	300	1650	1070	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	0.80	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.56	0.44	3.00	1.54	0.46
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2907	793	4551	2868	831
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.55	0.17	0.39	0.25	0.10	0.38	0.38	0.36	0.37	0.37
Crit Moves:	****				****			****		****		
Green Time:	7.0	18.7	41.4	12.9	24.6	34.5	9.9	23.7	23.7	22.7	36.5	36.5
Volume/Cap:	0.73	1.17	1.20	1.17	1.44	0.64	0.92	1.44	1.44	1.44	0.92	0.92
Delay/Veh:	51.6	123	128.2	137.8	233	24.8	68.6	236	235.9	235.5	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	123	128.2	137.8	233	24.8	68.6	236	235.9	235.5	35.0	35.0
LOS by Move:	D-	F	F	F	F	C	E	F	F	F	C-	C-
HCM2k95thQ:	6	36	77	26	74	18	11	71	71	68	30	30

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

Santa Clara City Place EIR
SJ14-1528.01
2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit AM

Intersection #13: Calle Del Sol / Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	0	290	120	1300	0	0	2310	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	290	120	1300	0	0	2310	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	290	120	1300	0	0	2310	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	160	0	290	120	1300	0	0	2310	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	290	120	1300	0	0	2310	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	160	0	290	120	1300	0	0	2310	370
Saturation 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	0.17	0.04	0.34	0.00	0.00	0.61	0.21
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.2	0.0	17.2	7.0	70.8	0.0	0.0	63.8	63.8
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.87	0.49	0.44	0.00	0.00	0.86	0.30
Delay/Veh:	0.0	0.0	0.0	38.1	0.0	55.7	41.3	3.2	0.0	0.0	12.7	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	38.1	0.0	55.7	41.3	3.2	0.0	0.0	12.7	5.0
LOS by Move:	A	A	A	D+	A	E+	D	A	A	A	B	A
HCM2k95thQ:	0	0	0	6	0	21	4	11	0	0	37	7

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

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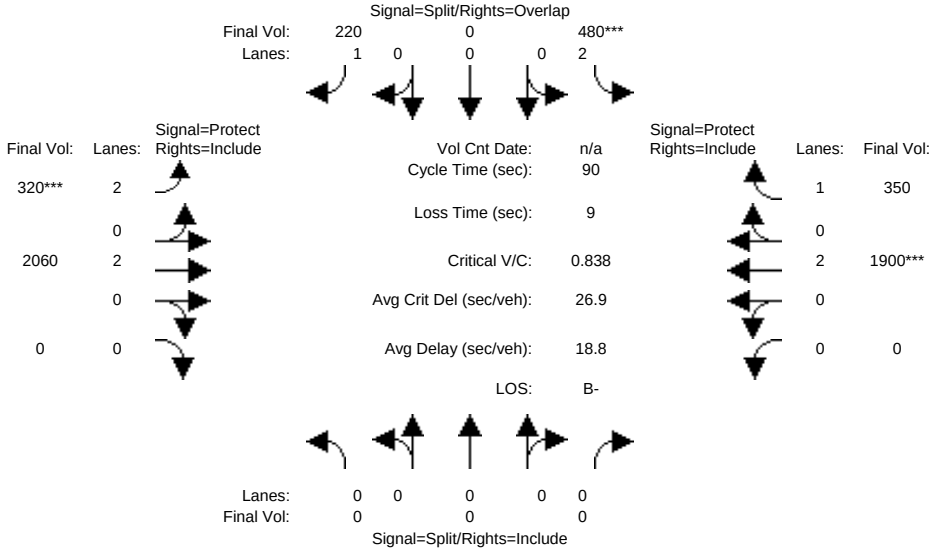
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit PM

Intersection #13: Calle Del Sol / Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	480	0	220	320	2060	0	0	1900	350
Growth Adj:	1.00	1.00	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	480	0	220	320	2060	0	0	1900	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	480	0	220	320	2060	0	0	1900	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	480	0	220	320	2060	0	0	1900	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	480	0	220	320	2060	0	0	1900	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	480	0	220	320	2060	0	0	1900	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	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	0.15	0.00	0.13	0.10	0.54	0.00	0.00	0.50	0.20
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	16.4	0.0	27.3	10.9	64.6	0.0	0.0	53.7	53.7
Volume/Cap:	0.00	0.00	0.00	0.84	0.00	0.41	0.84	0.75	0.00	0.00	0.84	0.34
Delay/Veh:	0.0	0.0	0.0	46.0	0.0	25.5	53.6	9.0	0.0	0.0	17.5	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.0	0.0	25.5	53.6	9.0	0.0	0.0	17.5	9.3
LOS by Move:	A	A	A	D	A	C	D-	A	A	A	B	A
HCM2k95thQ:	0	0	0	19	0	11	11	31	0	0	34	10

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

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Santa Clara City Place EIR
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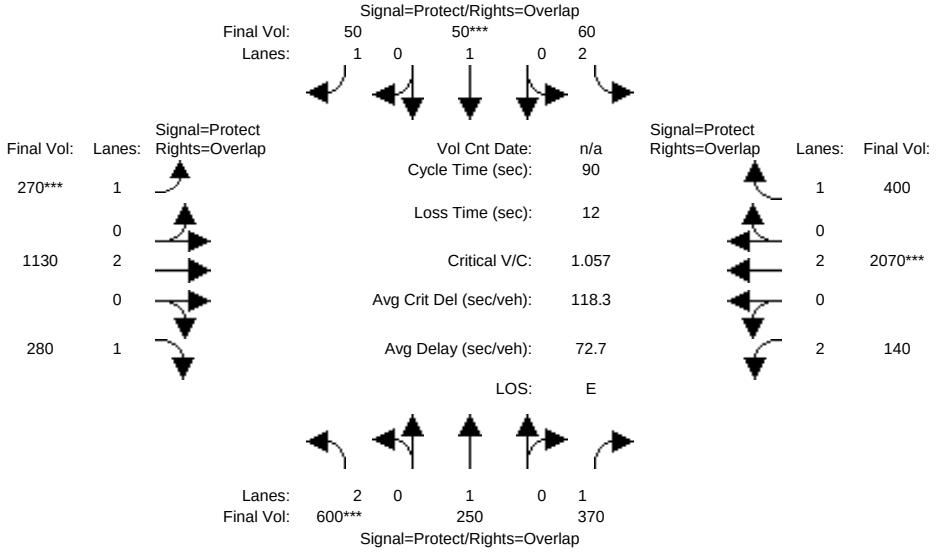
Intersection #14: Lick Mill Boulevard / Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	600	250	370	60	50	50	270	1130	280	140	2070	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	250	370	60	50	50	270	1130	280	140	2070	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	250	370	60	50	50	270	1130	280	140	2070	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	250	370	60	50	50	270	1130	280	140	2070	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	250	370	60	50	50	270	1130	280	140	2070	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	600	250	370	60	50	50	270	1130	280	140	2070	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.19	0.13	0.21	0.02	0.03	0.03	0.15	0.30	0.16	0.04	0.54	0.23
Crit Moves:	****				****		****				****	
Green Time:	14.6	16.8	27.8	7.8	10.0	21.8	11.8	42.4	56.9	11.1	41.6	49.4
Volume/Cap:	1.18	0.71	0.68	0.22	0.24	0.12	1.18	0.63	0.25	0.36	1.18	0.42
Delay/Veh:	136.4	40.7	30.8	38.7	37.1	26.7	154.8	18.7	7.4	36.8	110	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:	136.4	40.7	30.8	38.7	37.1	26.7	154.8	18.7	7.4	36.8	110	12.1
LOS by Move:	F	D	C	D+	D+	C	F	B-	A	D+	F	B
HCM2k95thQ:	30	13	18	2	3	2	25	21	7	4	72	12

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

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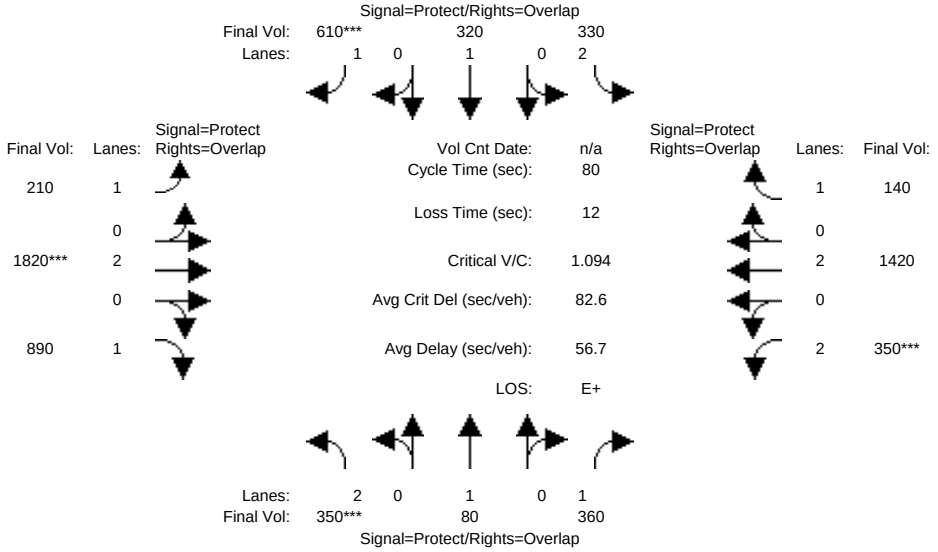
Intersection #14: Lick Mill Boulevard / Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	80	360	330	320	610	210	1820	890	350	1420	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	80	360	330	320	610	210	1820	890	350	1420	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	80	360	330	320	610	210	1820	890	350	1420	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	80	360	330	320	610	210	1820	890	350	1420	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	80	360	330	320	610	210	1820	890	350	1420	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	80	360	330	320	610	210	1820	890	350	1420	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.04	0.21	0.10	0.17	0.35	0.12	0.48	0.51	0.11	0.37	0.08
Crit Moves:	****					****		****		****		
Green Time:	8.1	13.5	21.6	11.3	16.7	27.2	10.5	35.0	43.2	8.1	32.7	44.0
Volume/Cap:	1.09	0.25	0.76	0.74	0.81	1.02	0.92	1.09	0.94	1.09	0.92	0.15
Delay/Veh:	113.7	29.2	33.9	39.4	41.6	69.8	71.4	74.9	34.4	113.7	31.1	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:	113.7	29.2	33.9	39.4	41.6	69.8	71.4	74.9	34.4	113.7	31.1	8.9
LOS by Move:	F	C	C-	D	D	E	E	E	C-	F	C	A
HCM2k95thQ:	16	3	17	12	18	41	12	53	40	15	30	3

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

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Santa Clara City Place EIR
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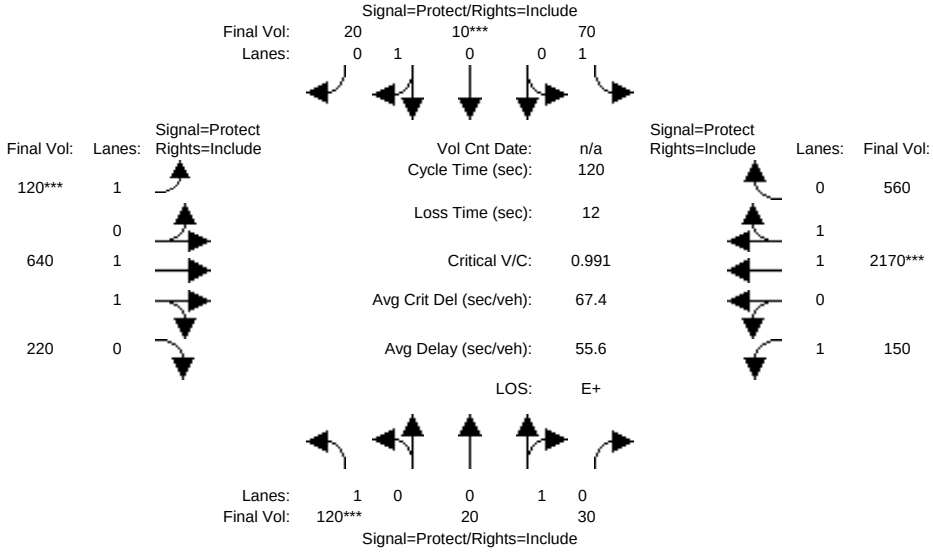
Intersection #17: Rio Robles / Tasman Drive



Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	20	30	70	10	20	120	640	220	150	2170	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	20	30	70	10	20	120	640	220	150	2170	560
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	20	30	70	10	20	120	640	220	150	2170	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	30	70	10	20	120	640	220	150	2170	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	20	30	70	10	20	120	640	220	150	2170	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:	120	20	30	70	10	20	120	640	220	150	2170	560
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.40	0.60	1.00	0.33	0.67	1.00	1.47	0.53	1.00	1.58	0.42
Final Sat.:	1750	720	1080	1750	600	1200	1750	2753	946	1750	2940	759
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.03	0.04	0.02	0.02	0.07	0.23	0.23	0.09	0.74	0.74
Crit Moves:	****				****		****				****	
Green Time:	7.7	10.4	10.4	7.3	10.0	10.0	7.7	66.0	66.0	24.3	82.6	82.6
Volume/Cap:	1.07	0.32	0.32	0.66	0.20	0.20	1.07	0.42	0.42	0.42	1.07	1.07
Delay/Veh:	161.8	52.7	52.7	69.4	51.9	51.9	161.8	16.0	16.0	42.5	59.3	59.3
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:	161.8	52.7	52.7	69.4	51.9	51.9	161.8	16.0	16.0	42.5	59.3	59.3
LOS by Move:	F	D-	D-	E	D-	D-	F	B	B	D	E+	E+
HCM2k95thQ:	17	4	4	8	3	3	13	17	17	9	91	91

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

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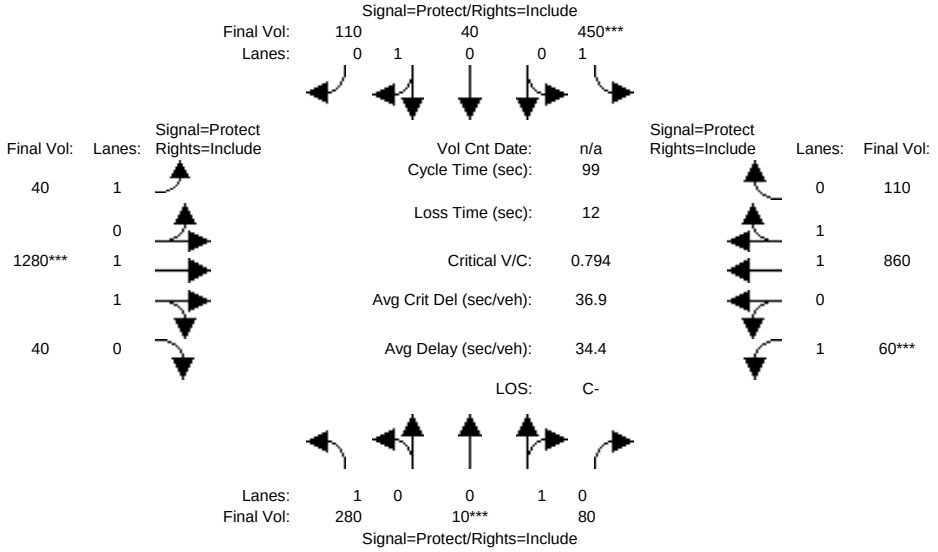
Intersection #17: Rio Robles / Tasman Drive



Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	10	80	450	40	110	40	1280	40	60	860	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:	280	10	80	450	40	110	40	1280	40	60	860	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	10	80	450	40	110	40	1280	40	60	860	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:	280	10	80	450	40	110	40	1280	40	60	860	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	10	80	450	40	110	40	1280	40	60	860	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:	280	10	80	450	40	110	40	1280	40	60	860	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.11	0.89	1.00	0.27	0.73	1.00	1.94	0.06	1.00	1.77	0.23
Final Sat.:	1750	200	1600	1750	480	1320	1750	3588	112	1750	3280	420
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.05	0.26	0.08	0.08	0.02	0.36	0.36	0.03	0.26	0.26
Crit Moves:		****		****				****		****		
Green Time:	24.1	10.0	10.0	29.3	15.2	15.2	10.1	40.7	40.7	7.0	37.6	37.6
Volume/Cap:	0.66	0.50	0.50	0.87	0.54	0.54	0.22	0.87	0.87	0.48	0.69	0.69
Delay/Veh:	37.5	44.2	44.2	47.5	40.9	40.9	41.5	32.3	32.3	47.2	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	44.2	44.2	47.5	40.9	40.9	41.5	32.3	32.3	47.2	27.3	27.3
LOS by Move:	D+	D	D	D	D	D	D	C-	C-	D	C	C
HCM2k95thQ:	17	7	7	30	10	10	2	33	33	4	23	23

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

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2000 HCM Operations (Future Volume Alternative)
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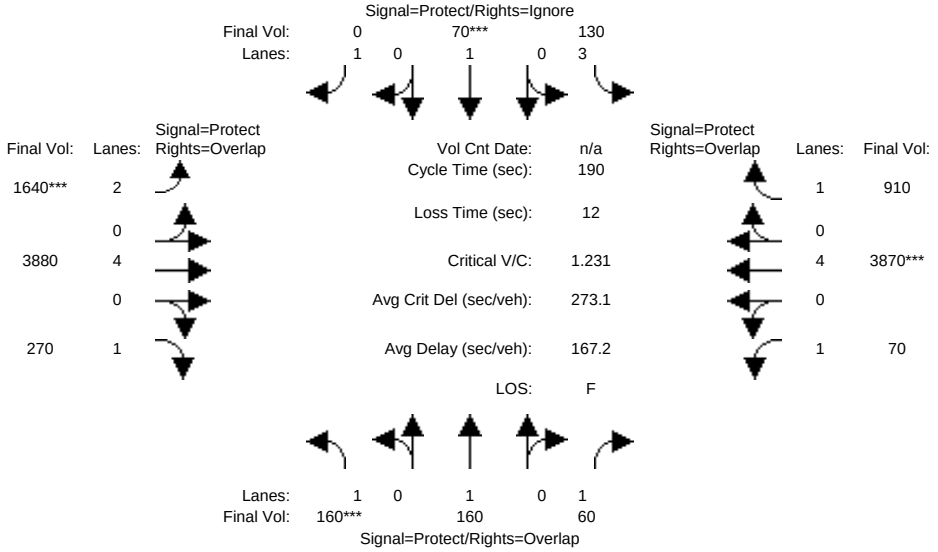
Intersection #21: Mission College Boulevard / Montague Expressway (CMP)



Street Name:	Mission College Boulevard						Montague 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:	28	37	37	15	24	24	66	122	122	16	72	72
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	160	60	130	70	370	1640	3880	270	70	3870	910
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	160	60	130	70	370	1640	3880	270	70	3870	910
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	160	60	130	70	370	1640	3880	270	70	3870	910
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	160	60	130	70	0	1640	3880	270	70	3870	910
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	160	60	130	70	0	1640	3880	270	70	3870	910
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:	160	160	60	130	70	0	1640	3880	270	70	3870	910
Saturation 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:	1.00	1.00	1.00	3.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	4551	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.03	0.03	0.04	0.00	0.52	0.51	0.15	0.04	0.51	0.52
Crit Moves:	****				****		****				****	
Green Time:	26.3	34.8	49.9	14.1	22.6	0.0	62.1	115	141.1	15.0	67.7	81.8
Volume/Cap:	0.66	0.46	0.13	0.38	0.31	0.00	1.59	0.85	0.21	0.50	1.43	1.21
Delay/Veh:	89.0	74.5	57.0	89.8	82.2	0.0	339.7	33.9	8.0	92.2	256	155.0
User DelAdj:	1.00	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	74.5	57.0	89.8	82.2	0.0	339.7	33.9	8.0	92.2	256	155.0
LOS by Move:	F	E	E+	F	F	A	F	C-	A	F	F	F
HCM2k95thQ:	21	18	7	6	8	0	156	75	10	8	137	116

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

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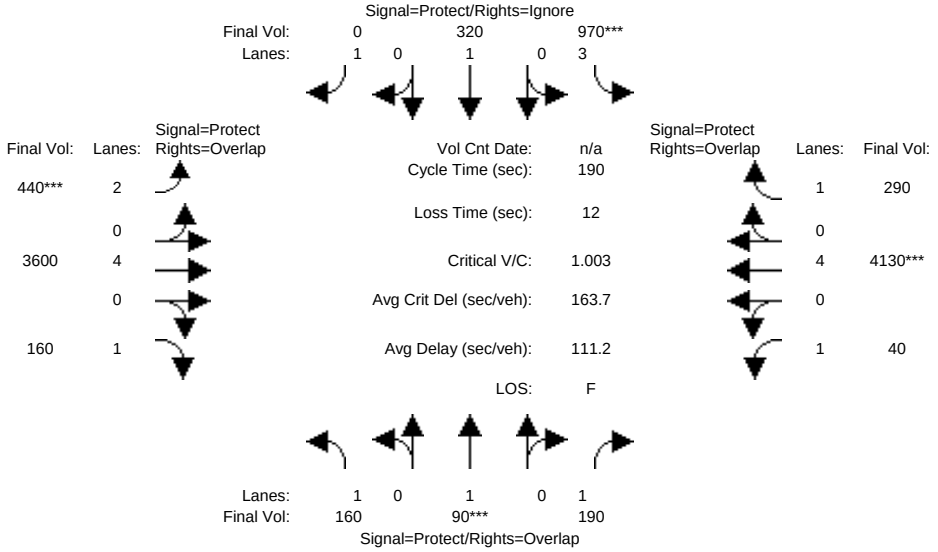
Intersection #21: Mission College Boulevard / Montague Expressway (CMP)



Street Name:	Mission College Boulevard						Montague 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:	29	36	36	37	44	44	30	105	105	12	87	87
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	90	190	970	320	920	440	3600	160	40	4130	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	90	190	970	320	920	440	3600	160	40	4130	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	90	190	970	320	920	440	3600	160	40	4130	290
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	90	190	970	320	0	440	3600	160	40	4130	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	90	190	970	320	0	440	3600	160	40	4130	290
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:	160	90	190	970	320	0	440	3600	160	40	4130	290
Saturation 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:	1.00	1.00	1.00	3.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	4551	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.11	0.21	0.17	0.00	0.14	0.47	0.09	0.02	0.54	0.17
Crit Moves:		****		****			****				****	
Green Time:	27.3	33.9	45.1	34.8	41.4	0.0	28.2	98.8	126.0	11.3	81.8	116.6
Volume/Cap:	0.64	0.27	0.46	1.16	0.77	0.00	0.94	0.91	0.14	0.38	1.26	0.27
Delay/Veh:	86.9	72.0	66.7	169.2	83.1	0.0	112.4	47.9	12.7	93.8	170	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:	86.9	72.0	66.7	169.2	83.1	0.0	112.4	47.9	12.7	93.8	170	9.9
LOS by Move:	F	E	E	F	F	A	F	D	B	F	F	A
HCM2k95thQ:	20	10	22	49	31	0	33	81	7	5	128	8

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

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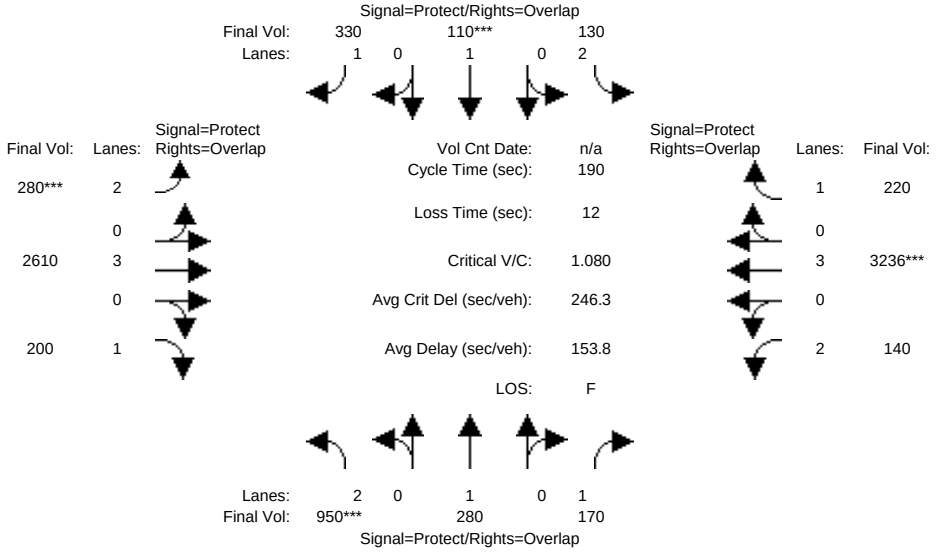
Intersection #22: Agnew Road-De La Cruz Boulevard / Montague Expressway (CMP)



Street Name:	Agnew Road-De La Cruz Boulevard						Montague 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:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	950	280	170	130	110	330	280	3000	200	140	3720	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	950	280	170	130	110	330	280	3000	200	140	3720	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	950	280	170	130	110	330	280	3000	200	140	3720	220
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:	950	280	170	130	110	330	280	2610	200	140	3236	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	950	280	170	130	110	330	280	2610	200	140	3236	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	950	280	170	130	110	330	280	2610	200	140	3236	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	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:	0.30	0.15	0.10	0.04	0.06	0.19	0.09	0.46	0.11	0.04	0.57	0.13
Crit Moves:	****				****		****				****	
Green Time:	24.3	45.9	63.8	17.8	39.3	63.6	24.3	97.2	121.5	17.9	90.8	108.6
Volume/Cap:	2.35	0.61	0.29	0.44	0.28	0.56	0.69	0.90	0.18	0.47	1.19	0.22
Delay/Veh:	705.8	70.9	49.9	88.0	68.2	56.6	89.9	48.7	15.0	88.3	131	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:	705.8	70.9	49.9	88.0	68.2	56.6	89.9	48.7	15.0	88.3	131	13.7
LOS by Move:	F	E	D	F	E	E+	F	D	B	F	F	B
HCM2k95thQ:	112	28	18	9	12	34	18	73	10	9	129	8

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

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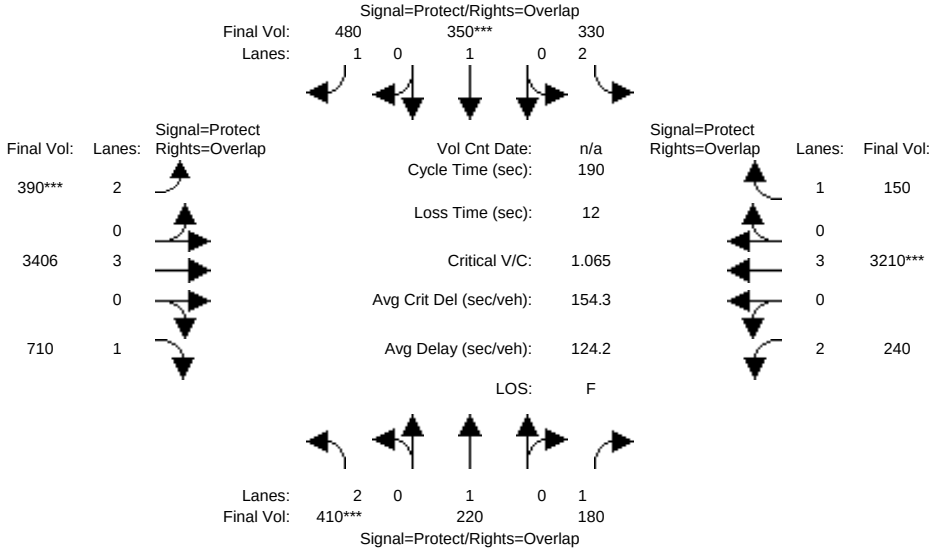
Intersection #22: Agnew Road-De La Cruz Boulevard / Montague Expressway (CMP)



Street Name:	Agnew Road-De La Cruz Boulevard						Montague 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	42	42	24	48	48	31	102	102	21	93	93
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	220	180	330	350	480	390	3870	710	240	3690	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:	410	220	180	330	350	480	390	3870	710	240	3690	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	220	180	330	350	480	390	3870	710	240	3690	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	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:	410	220	180	330	350	480	390	3406	710	240	3210	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	220	180	330	350	480	390	3406	710	240	3210	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:	410	220	180	330	350	480	390	3406	710	240	3210	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	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:	0.13	0.12	0.10	0.10	0.18	0.27	0.12	0.60	0.41	0.08	0.56	0.09
Crit Moves:	****				****		****				****	
Green Time:	16.9	39.5	59.3	22.6	45.1	74.3	29.2	96.9	113.8	19.8	87.5	110.0
Volume/Cap:	1.46	0.56	0.33	0.88	0.78	0.70	0.81	1.17	0.68	0.73	1.22	0.15
Delay/Veh:	318.0	73.4	53.7	108.5	80.2	54.9	92.3	131	29.1	96.0	149	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	318.0	73.4	53.7	108.5	80.2	54.9	92.3	131	29.1	96.0	149	12.2
LOS by Move:	F	E	D-	F	F	D-	F	F	C	F	F	B
HCM2k95thQ:	41	23	19	23	36	48	24	130	48	16	132	5

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

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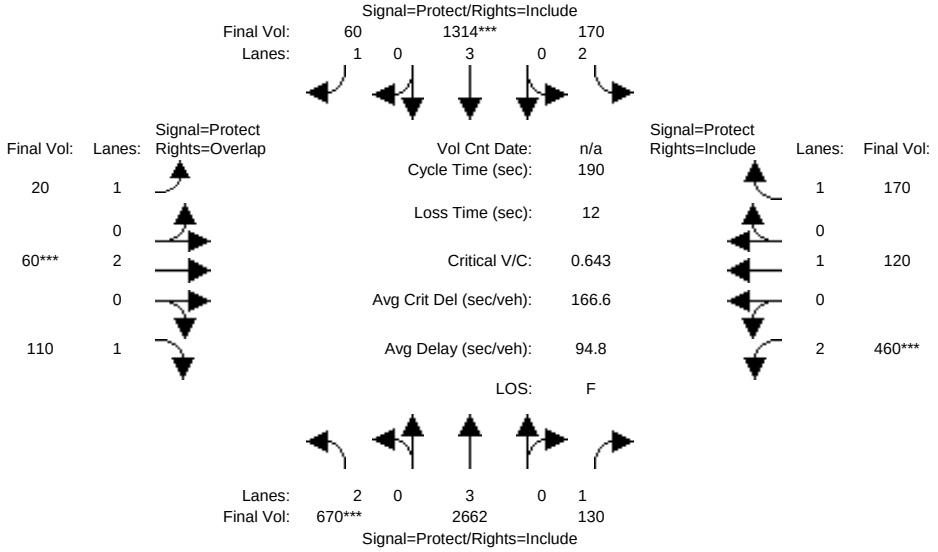
Intersection #26: Montague Expressway / Plumeria Drive-River Oaks Parkway



Street Name:	Montague Expressway						Plumeria Drive-River Oaks Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	116	116	26	117	117	9	24	24	24	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	670	3060	130	170	1510	60	20	60	110	460	120	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:	670	3060	130	170	1510	60	20	60	110	460	120	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	670	3060	130	170	1510	60	20	60	110	460	120	170
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:	670	2662	130	170	1314	60	20	60	110	460	120	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	670	2662	130	170	1314	60	20	60	110	460	120	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	670	2662	130	170	1314	60	20	60	110	460	120	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.47	0.07	0.05	0.23	0.03	0.01	0.02	0.06	0.15	0.06	0.10
Crit Moves:	****				****			****		****		
Green Time:	23.5	109	109.1	24.5	110	110.0	8.5	22.6	46.1	22.6	36.7	36.7
Volume/Cap:	1.72	0.81	0.13	0.42	0.40	0.06	0.26	0.13	0.26	1.23	0.33	0.50
Delay/Veh:	422.6	36.7	20.0	84.2	23.6	18.6	101.0	80.3	63.3	213.5	72.6	78.1
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:	422.6	36.7	20.0	84.2	23.6	18.6	101.0	80.3	63.3	213.5	72.6	78.1
LOS by Move:	F	D+	C+	F	C	B-	F	F	E	F	E	E-
HCM2k95thQ:	73	75	8	11	24	4	4	4	11	41	12	18

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

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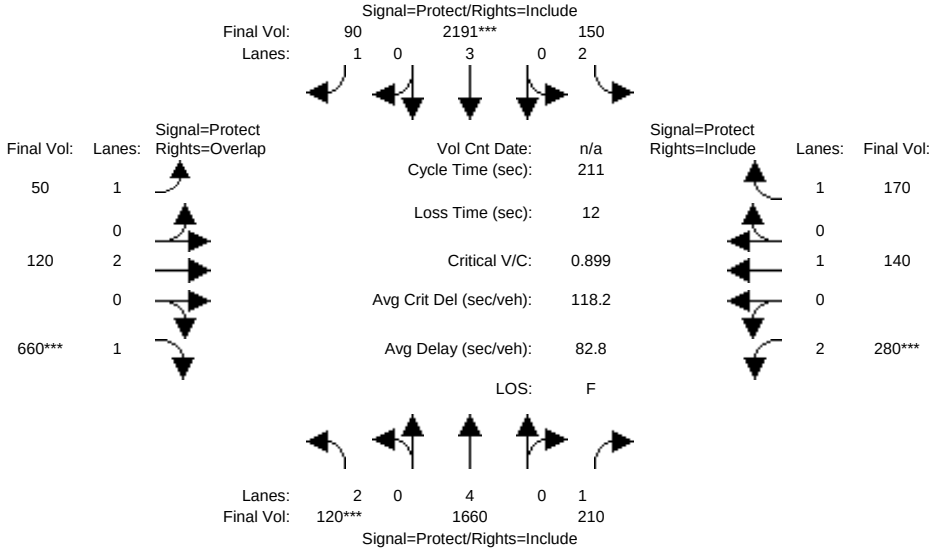
Intersection #26: Montague Expressway / Plumeria Drive-River Oaks Parkway



Street Name:	Montague Expressway						Plumeria Drive-River Oaks Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	150	150	12	140	140	15	27	27	23	35	35
Y+R:	4.0	4.0	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	1660	210	150	2490	90	50	120	660	280	140	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:	120	1660	210	150	2490	90	50	120	660	280	140	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1660	210	150	2490	90	50	120	660	280	140	170
User Adj:	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1660	210	150	2191	90	50	120	660	280	140	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1660	210	150	2191	90	50	120	660	280	140	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1660	210	150	2191	90	50	120	660	280	140	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.12	0.05	0.38	0.05	0.03	0.03	0.38	0.09	0.07	0.10
Crit Moves:	****				****				****	****		
Green Time:	20.7	141	141.3	11.3	132	131.9	14.1	25.4	46.2	21.7	33.0	33.0
Volume/Cap:	0.39	0.33	0.18	0.89	0.62	0.08	0.43	0.26	1.72	0.87	0.47	0.62
Delay/Veh:	98.3	15.8	14.2	150.3	26.4	16.8	111.3	90.8	424.2	124.3	91.4	98.5
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:	98.3	15.8	14.2	150.3	26.4	16.8	111.3	90.8	424.2	124.3	91.4	98.5
LOS by Move:	F	B	B	F	C	B	F	F	F	F	F	F
HCM2k95thQ:	9	20	11	13	48	6	8	8	135	23	16	21

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

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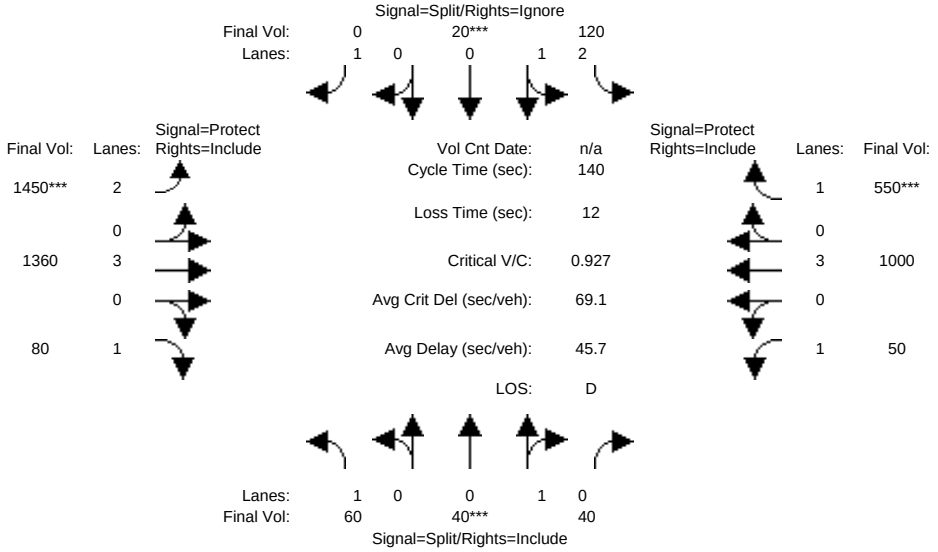
2020+Pall Mit AM

Intersection #29: De La Cruz Boulevard / Trimble Road (CMP)



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	40	40	120	20	360	1450	1360	80	50	1000	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:	60	40	40	120	20	360	1450	1360	80	50	1000	550
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	40	40	120	20	360	1450	1360	80	50	1000	550
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	40	40	120	20	0	1450	1360	80	50	1000	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	40	40	120	20	0	1450	1360	80	50	1000	550
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:	60	40	40	120	20	0	1450	1360	80	50	1000	550
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.86	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.50	0.50	2.61	0.39	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	900	900	4237	706	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.03	0.03	0.00	0.46	0.24	0.05	0.03	0.18	0.31
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	0.0	64.2	89.3	89.3	18.7	43.8	43.8
Volume/Cap:	0.48	0.62	0.62	0.40	0.40	0.00	1.00	0.37	0.07	0.21	0.56	1.00
Delay/Veh:	65.4	72.3	72.3	62.9	62.9	0.0	62.6	12.1	9.7	54.5	40.5	87.6
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:	65.4	72.3	72.3	62.9	62.9	0.0	62.6	12.1	9.7	54.5	40.5	87.6
LOS by Move:	E	E	E	E	E	A	E	B	A	D-	D	F
HCM2k95thQ:	7	9	9	4	4	0	69	17	3	4	20	45

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

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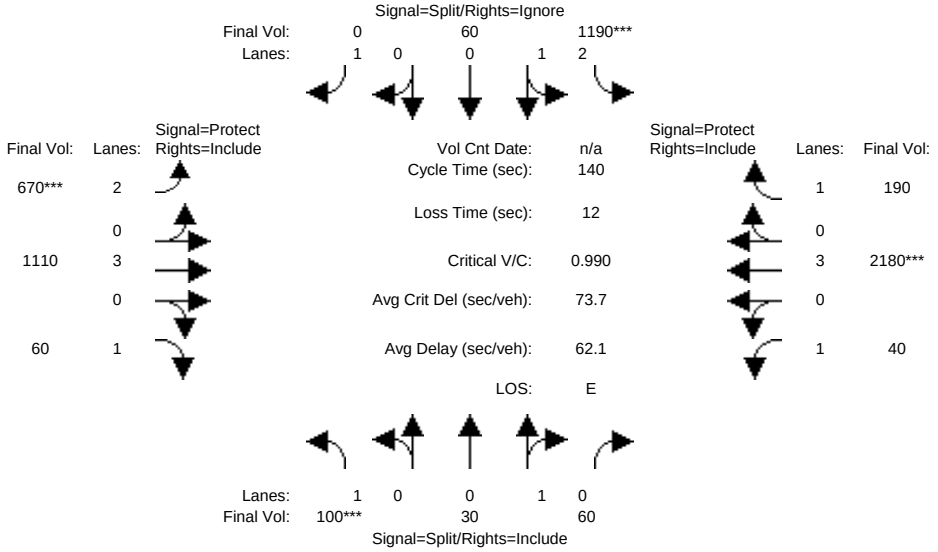
Santa Clara City Place EIR
SJ14-1528.01
2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit PM

Intersection #29: De La Cruz Boulevard / Trimble Road (CMP)



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	30	60	1190	60	700	670	1110	60	40	2180	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:	100	30	60	1190	60	700	670	1110	60	40	2180	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	30	60	1190	60	700	670	1110	60	40	2180	190
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	30	60	1190	60	0	670	1110	60	40	2180	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	30	60	1190	60	0	670	1110	60	40	2180	190
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:	100	30	60	1190	60	0	670	1110	60	40	2180	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.86	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.33	0.67	2.87	0.13	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	600	1200	4711	238	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.25	0.25	0.00	0.21	0.19	0.03	0.02	0.38	0.11
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	35.2	35.2	0.0	29.6	65.9	65.9	16.9	53.2	53.2
Volume/Cap:	0.80	0.70	0.70	1.01	1.01	0.00	1.01	0.41	0.07	0.19	1.01	0.29
Delay/Veh:	93.5	79.3	79.3	79.4	79.4	0.0	91.5	24.4	20.3	55.8	64.1	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:	93.5	79.3	79.3	79.4	79.4	0.0	91.5	24.4	20.3	55.8	64.1	30.4
LOS by Move:	F	E-	E-	E-	E-	A	F	C	C+	E+	E	C
HCM2k95thQ:	12	10	10	38	38	0	38	19	3	3	56	11

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

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Santa Clara City Place EIR
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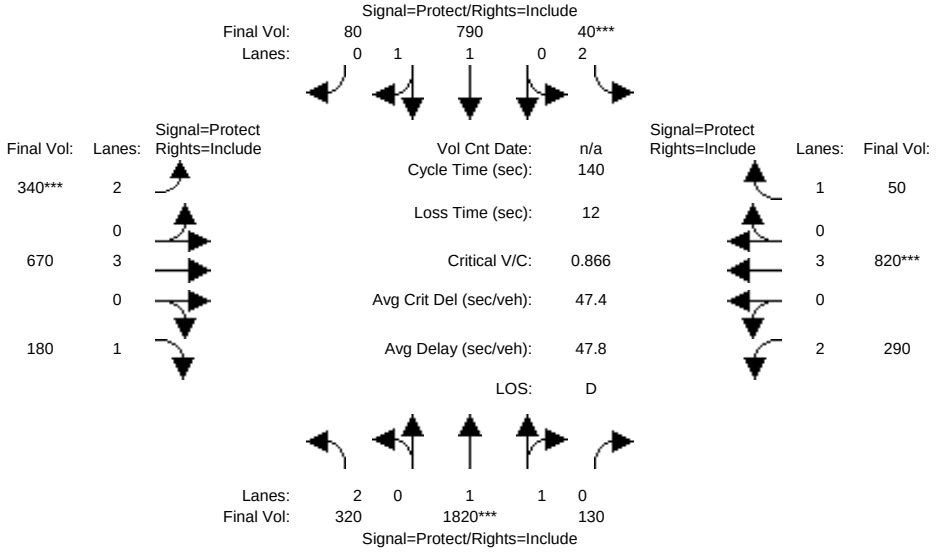
2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit AM

Intersection #30: N First Street / Trimble Road (CMP)



Street Name:	N First Street						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1820	130	40	790	80	340	670	180	290	820	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1820	130	40	790	80	340	670	180	290	820	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1820	130	40	790	80	340	670	180	290	820	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1820	130	40	790	80	340	670	180	290	820	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1820	130	40	790	80	340	670	180	290	820	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	1820	130	40	790	80	340	670	180	290	820	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.86	0.14	2.00	1.81	0.19	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3453	247	3150	3360	340	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.53	0.53	0.01	0.24	0.24	0.11	0.12	0.10	0.09	0.14	0.03
Crit Moves:		****		****			****				****	
Green Time:	26.8	81.9	81.9	7.0	62.1	62.1	16.8	21.9	21.9	17.2	22.3	22.3
Volume/Cap:	0.53	0.90	0.90	0.25	0.53	0.53	0.90	0.75	0.66	0.75	0.90	0.18
Delay/Veh:	51.8	31.2	31.2	64.8	28.7	28.7	84.6	60.0	61.2	67.3	69.7	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	31.2	31.2	64.8	28.7	28.7	84.6	60.0	61.2	67.3	69.7	51.2
LOS by Move:	D-	C	C	E	C	C	F	E+	E	E	E	D-
HCM2k95thQ:	13	58	58	3	24	24	18	17	15	14	23	4

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

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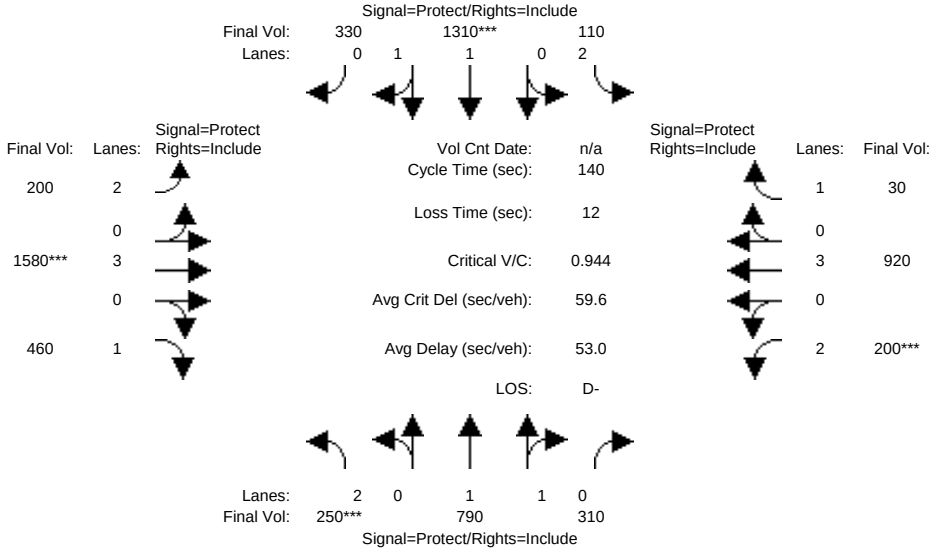
Intersection #30: N First Street / Trimble Road (CMP)



Street Name:	N First Street						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	790	310	110	1310	330	200	1580	460	200	920	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	790	310	110	1310	330	200	1580	460	200	920	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	790	310	110	1310	330	200	1580	460	200	920	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	790	310	110	1310	330	200	1580	460	200	920	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	790	310	110	1310	330	200	1580	460	200	920	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	790	310	110	1310	330	200	1580	460	200	920	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.42	0.58	2.00	1.59	0.41	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	2656	1042	3150	2955	744	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.03	0.44	0.44	0.06	0.28	0.26	0.06	0.16	0.02
Crit Moves:	****				****			****		****		
Green Time:	11.8	66.3	66.3	11.2	65.7	65.7	14.3	41.1	41.1	9.4	36.2	36.2
Volume/Cap:	0.94	0.63	0.63	0.44	0.94	0.94	0.62	0.94	0.90	0.94	0.62	0.07
Delay/Veh:	104.1	28.3	28.3	62.7	46.5	46.5	64.1	59.8	65.5	111.2	46.7	39.2
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:	104.1	28.3	28.3	62.7	46.5	46.5	64.1	59.8	65.5	111.2	46.7	39.2
LOS by Move:	F	C	C	E	D	D	E	E+	E	F	D	D
HCM2k95thQ:	14	30	30	6	61	61	10	41	37	12	21	2

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

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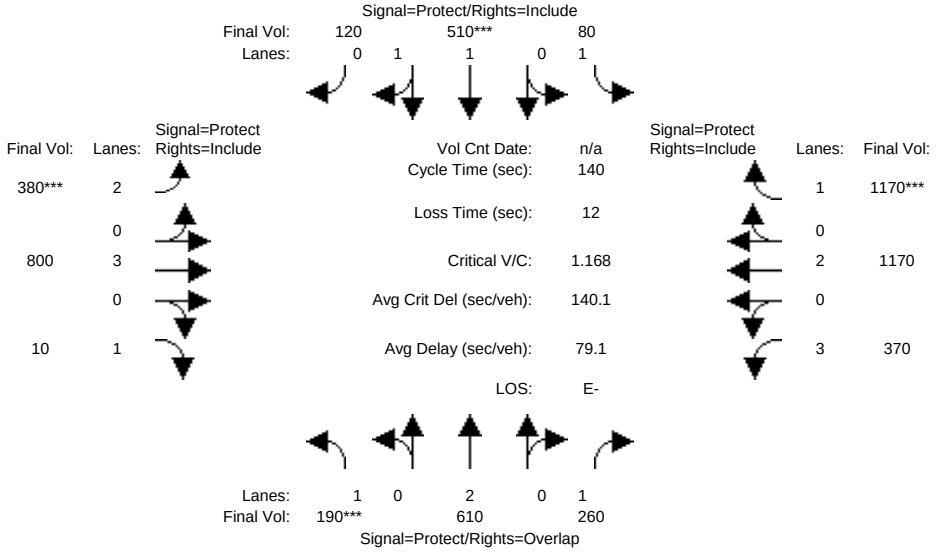
Intersection #34: N First Street / Brokaw Road (CMP)



Street Name:	N First Street						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	610	260	80	510	120	380	800	10	370	1170	1170
Growth Adj:	1.00	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	610	260	80	510	120	380	800	10	370	1170	1170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	610	260	80	510	120	380	800	10	370	1170	1170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	610	260	80	510	120	380	800	10	370	1170	1170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	610	260	80	510	120	380	800	10	370	1170	1170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	610	260	80	510	120	380	800	10	370	1170	1170
Saturation Flow 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	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	2.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2995	705	3150	5700	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.15	0.05	0.17	0.17	0.12	0.14	0.01	0.08	0.31	0.67
Crit Moves:	****				****		****					****
Green Time:	13.0	25.5	60.2	7.9	20.4	20.4	14.5	59.9	59.9	34.7	80.1	80.1
Volume/Cap:	1.17	0.88	0.35	0.81	1.17	1.17	1.17	0.33	0.01	0.33	0.54	1.17
Delay/Veh:	186.5	68.5	27.0	102.0	154	154.1	166.5	26.7	23.1	43.3	18.8	116.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	186.5	68.5	27.0	102.0	154	154.1	166.5	26.7	23.1	43.3	18.8	116.5
LOS by Move:	F	E	C	F	F	F	F	C	C	D	B-	F
HCM2k95thQ:	27	27	15	8	35	35	29	14	1	10	26	113

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

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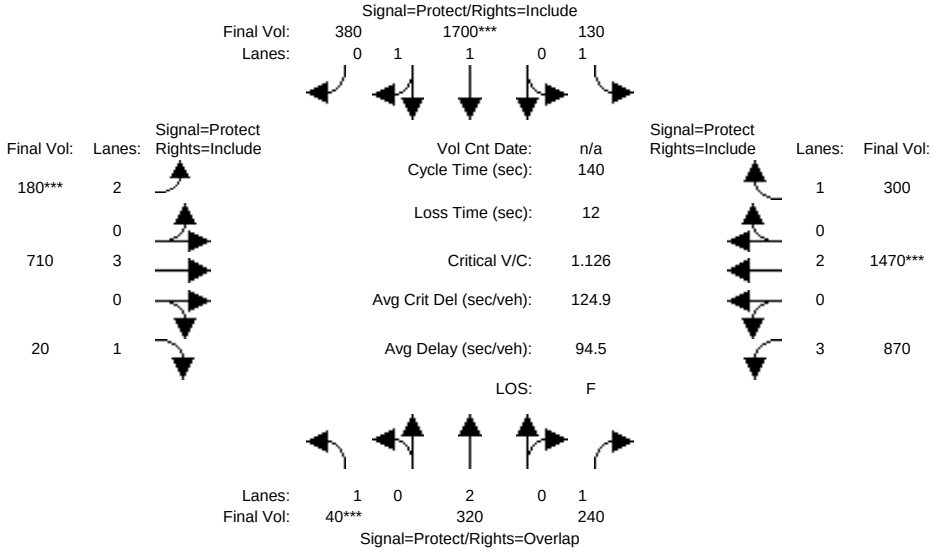
Intersection #34: N First Street / Brokaw Road (CMP)



Street Name:	N First Street						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	320	240	130	1700	380	180	710	20	870	1470	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:	40	320	240	130	1700	380	180	710	20	870	1470	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	320	240	130	1700	380	180	710	20	870	1470	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	320	240	130	1700	380	180	710	20	870	1470	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	320	240	130	1700	380	180	710	20	870	1470	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	320	240	130	1700	380	180	710	20	870	1470	300
Saturation Flow 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	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	2.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3024	676	3150	5700	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.14	0.07	0.56	0.56	0.06	0.12	0.01	0.19	0.39	0.17
Crit Moves:	****				****		****				****	
Green Time:	7.0	39.6	72.0	34.9	67.5	67.5	7.0	21.1	21.1	32.4	46.5	46.5
Volume/Cap:	0.46	0.30	0.27	0.30	1.17	1.17	1.14	0.83	0.08	0.83	1.17	0.52
Delay/Veh:	68.4	39.5	19.3	43.0	117	117.3	181.8	64.3	51.2	56.7	130	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:	68.4	39.5	19.3	43.0	117	117.3	181.8	64.3	51.2	56.7	130	38.5
LOS by Move:	E	D	B-	D	F	F	F	E	D-	E+	F	D+
HCM2k95thQ:	5	10	12	9	96	96	17	22	2	26	69	20

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

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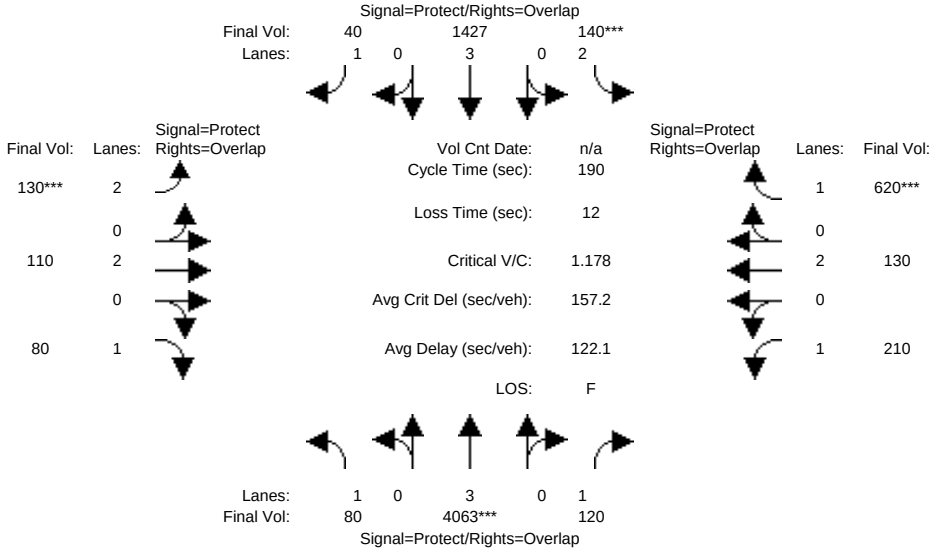
Intersection #54: Lawrence Expressway / Benton Street



Street Name:	Lawrence Expressway						Benton 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:	21	119	119	20	119	119	22	26	26	25	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	4670	120	140	1640	40	130	110	80	210	130	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:	80	4670	120	140	1640	40	130	110	80	210	130	620
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	4670	120	140	1640	40	130	110	80	210	130	620
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:	80	4063	120	140	1427	40	130	110	80	210	130	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	4063	120	140	1427	40	130	110	80	210	130	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:	80	4063	120	140	1427	40	130	110	80	210	130	620
Saturation 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:	0.05	0.71	0.07	0.04	0.25	0.02	0.04	0.03	0.05	0.12	0.03	0.35
Crit Moves:		****		****			****					****
Green Time:	19.5	111	135.2	18.7	111	131.2	20.6	24.8	44.3	23.9	28.1	46.8
Volume/Cap:	0.45	1.22	0.10	0.45	0.43	0.03	0.38	0.22	0.20	0.96	0.23	1.44
Delay/Veh:	87.4	142	9.1	87.4	23.7	10.0	84.9	79.2	62.8	136.3	76.5	286.6
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:	87.4	142	9.1	87.4	23.7	10.0	84.9	79.2	62.8	136.3	76.5	286.6
LOS by Move:	F	F	A	F	C	A	F	E-	E	F	E-	F
HCM2k95thQ:	9	161	5	9	28	2	9	6	8	30	7	101

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

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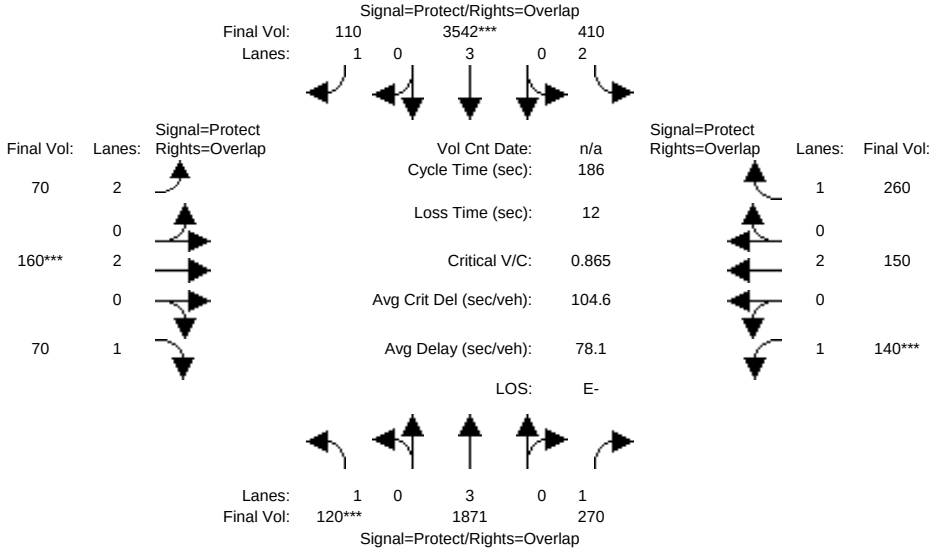
Intersection #54: Lawrence Expressway / Benton Street



Street Name:	Lawrence Expressway						Benton 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:	24	96	96	37	109	109	16	29	29	24	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:	120	2430	270	410	4320	110	70	160	70	140	150	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:	120	2430	270	410	4320	110	70	160	70	140	150	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	2430	270	410	4320	110	70	160	70	140	150	260
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1871	270	410	3542	110	70	160	70	140	150	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1871	270	410	3542	110	70	160	70	140	150	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:	120	1871	270	410	3542	110	70	160	70	140	150	260
Saturation 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	0.33	0.15	0.13	0.62	0.06	0.02	0.04	0.04	0.08	0.04	0.15
Crit Moves:	****				****			****		****		
Green Time:	22.5	90.2	112.7	34.8	102	117.4	15.0	27.2	49.8	22.5	34.8	69.5
Volume/Cap:	0.57	0.68	0.25	0.70	1.13	0.10	0.28	0.29	0.15	0.66	0.21	0.40
Delay/Veh:	85.6	39.8	18.3	78.9	107	14.4	86.1	75.6	55.5	90.6	68.3	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:	85.6	39.8	18.3	78.9	107	14.4	86.1	75.6	55.5	90.6	68.3	46.0
LOS by Move:	F	D	B-	E-	F	B	F	E-	E+	F	E	D
HCM2k95thQ:	14	45	15	23	124	5	5	9	7	18	7	22

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

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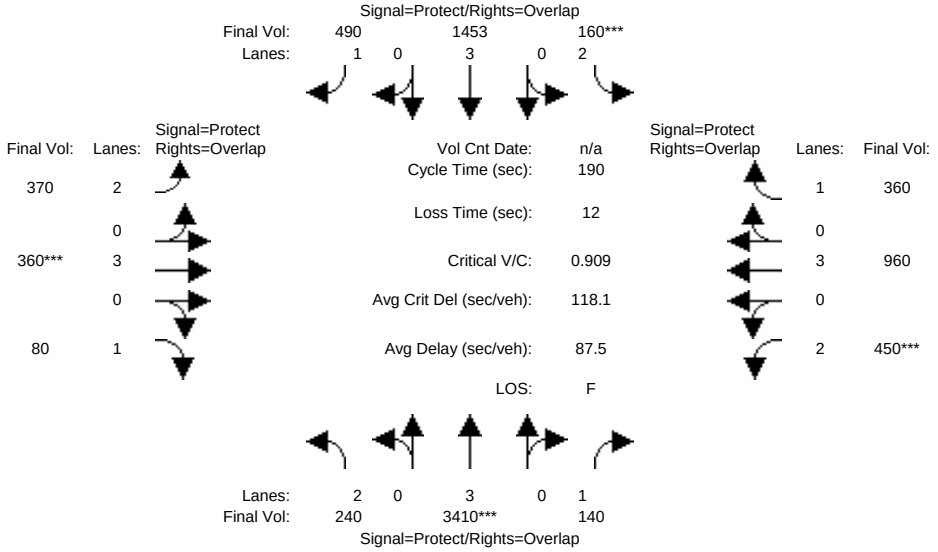
Intersection #55: Lawrence Expressway / Homestead Road (CMP)



Street Name:	Lawrence Expressway						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	107	107	17	102	102	23	43	43	23	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	3920	140	160	1670	490	370	360	80	450	960	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:	240	3920	140	160	1670	490	370	360	80	450	960	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	3920	140	160	1670	490	370	360	80	450	960	360
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	3410	140	160	1453	490	370	360	80	450	960	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	3410	140	160	1453	490	370	360	80	450	960	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:	240	3410	140	160	1453	490	370	360	80	450	960	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	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	0.60	0.08	0.05	0.25	0.28	0.12	0.06	0.05	0.14	0.17	0.21
Crit Moves:		****		****				****		****		
Green Time:	20.7	101	122.3	16.0	95.9	117.6	21.6	40.4	61.1	21.6	40.4	56.4
Volume/Cap:	0.70	1.13	0.12	0.60	0.50	0.45	1.03	0.30	0.14	1.25	0.79	0.69
Delay/Veh:	93.1	111	14.0	93.1	25.4	11.1	145.4	66.9	48.8	225.0	78.9	66.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.1	111	14.0	93.1	25.4	11.1	145.4	66.9	48.8	225.0	78.9	66.8
LOS by Move:	F	F	B	F	C	B+	F	E	D	F	E-	E
HCM2k95thQ:	16	131	7	11	26	17	31	13	9	42	35	39

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

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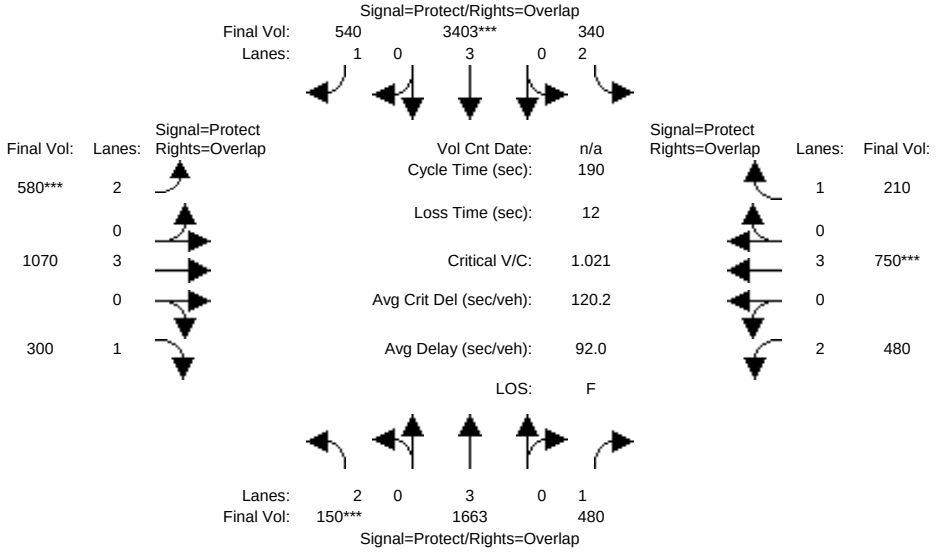
Intersection #55: Lawrence Expressway / Homestead Road (CMP)



Street Name:	Lawrence Expressway						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	97	97	27	106	106	25	38	38	28	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	2160	480	340	4150	540	580	1070	300	480	750	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:	150	2160	480	340	4150	540	580	1070	300	480	750	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	2160	480	340	4150	540	580	1070	300	480	750	210
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1663	480	340	3403	540	580	1070	300	480	750	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1663	480	340	3403	540	580	1070	300	480	750	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:	150	1663	480	340	3403	540	580	1070	300	480	750	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.29	0.27	0.11	0.60	0.31	0.18	0.19	0.17	0.15	0.13	0.12
Crit Moves:	****				****		****				****	
Green Time:	16.0	90.5	117.8	25.2	99.7	124.2	24.5	35.7	51.7	27.3	38.6	63.8
Volume/Cap:	0.57	0.61	0.44	0.81	1.14	0.47	1.43	1.00	0.63	1.06	0.65	0.36
Delay/Veh:	91.8	39.5	20.4	96.8	101	7.8	295.5	109	67.3	146.1	75.2	51.0
User DelAdj:	1.00	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	39.5	20.4	96.8	101	7.8	295.5	109	67.3	146.1	75.2	51.0
LOS by Move:	F	D	C+	F	F	A	F	F	E	F	E-	D-
HCM2k95thQ:	10	41	28	20	123	14	56	44	33	39	27	22

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

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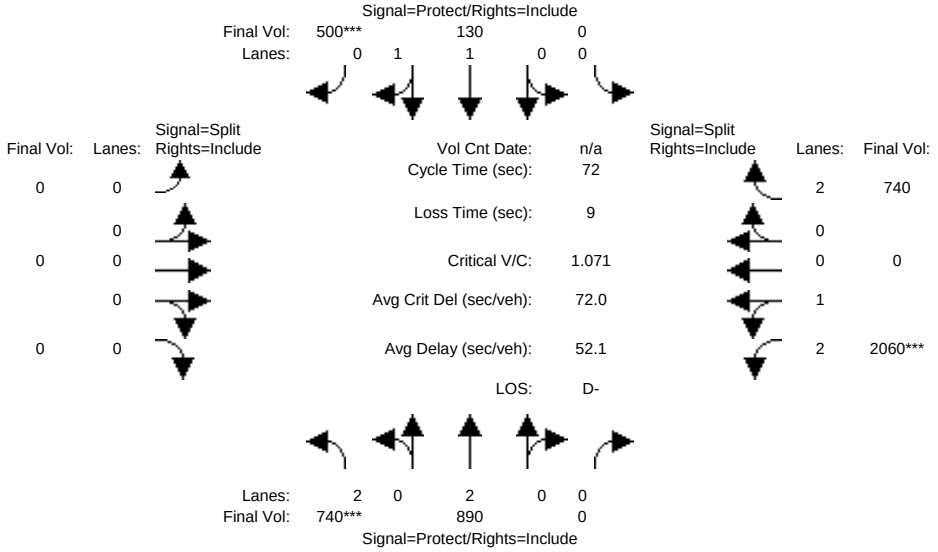
Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	740	890	0	0	130	500	0	0	0	2060	0	740
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	890	0	0	130	500	0	0	0	2060	0	740
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	740	890	0	0	130	500	0	0	0	2060	0	740
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	740	890	0	0	130	500	0	0	0	2060	0	740
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	740	890	0	0	130	500	0	0	0	2060	0	740
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	740	890	0	0	130	500	0	0	0	2060	0	740
Saturation 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	0.87	1.00	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	3.00	0.00	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4950	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.00	0.00	0.07	0.29	0.00	0.00	0.00	0.42	0.00	0.23
Crit Moves:	****					****				****		
Green Time:	15.8	35.0	0.0	0.0	19.2	19.2	0.0	0.0	0.0	28.0	0.0	28.0
Volume/Cap:	1.07	0.48	0.00	0.00	0.26	1.07	0.00	0.00	0.00	1.07	0.00	0.60
Delay/Veh:	82.8	12.6	0.0	0.0	20.8	83.8	0.0	0.0	0.0	64.4	0.0	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:	82.8	12.6	0.0	0.0	20.8	83.8	0.0	0.0	0.0	64.4	0.0	18.4
LOS by Move:	F	B	A	A	C+	F	A	A	A	E	A	B-
HCM2k95thQ:	26	12	0	0	4	32	0	0	0	48	0	16

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

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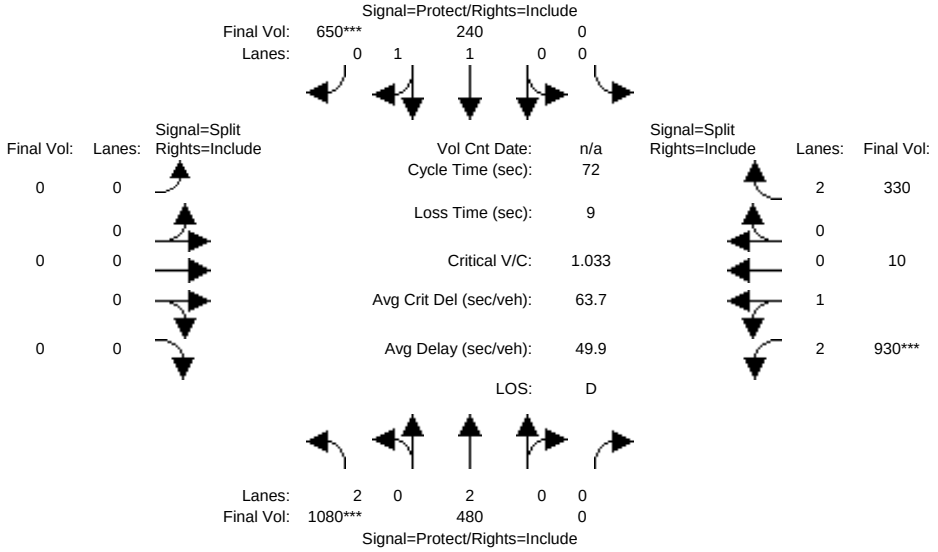
Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	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:	1080	480	0	0	240	650	0	0	0	930	10	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1080	480	0	0	240	650	0	0	0	930	10	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1080	480	0	0	240	650	0	0	0	930	10	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1080	480	0	0	240	650	0	0	0	930	10	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1080	480	0	0	240	650	0	0	0	930	10	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1080	480	0	0	240	650	0	0	0	930	10	330
Saturation 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	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.97	0.03	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4897	53	3150
Capacity Analysis Module:												
Vol/Sat:	0.34	0.13	0.00	0.00	0.13	0.37	0.00	0.00	0.00	0.19	0.19	0.10
Crit Moves:	****					****				****		
Green Time:	23.9	49.8	0.0	0.0	25.9	25.9	0.0	0.0	0.0	13.2	13.2	13.2
Volume/Cap:	1.03	0.18	0.00	0.00	0.35	1.03	0.00	0.00	0.00	1.03	1.03	0.57
Delay/Veh:	60.8	4.0	0.0	0.0	17.0	62.6	0.0	0.0	0.0	68.1	68.1	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:	60.8	4.0	0.0	0.0	17.0	62.6	0.0	0.0	0.0	68.1	68.1	28.1
LOS by Move:	E	A	A	A	B	E	A	A	A	E	E	C
HCM2k95thQ:	34	4	0	0	8	37	0	0	0	26	26	10

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

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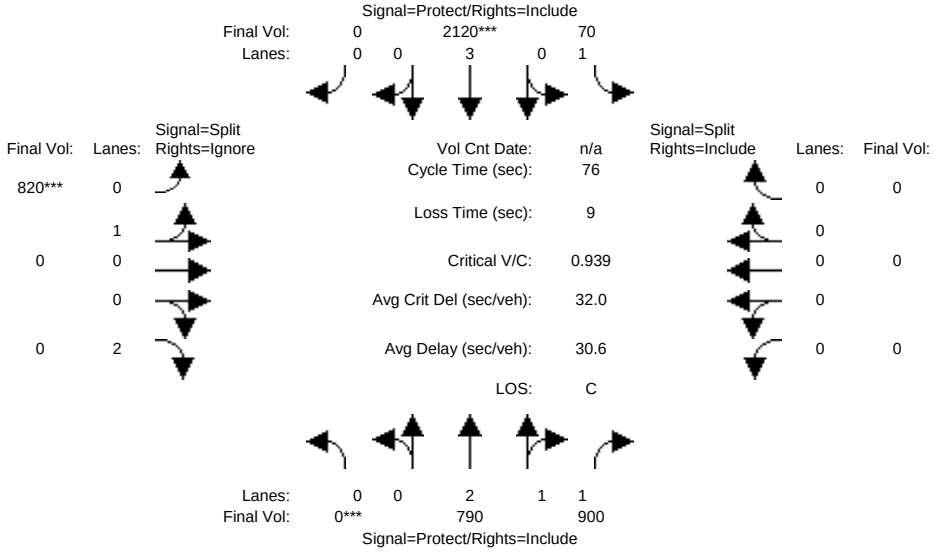
Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	790	900	70	2120	0	820	0	2560	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	790	900	70	2120	0	820	0	2560	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	790	900	70	2120	0	820	0	2560	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	790	900	70	2120	0	820	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	790	900	70	2120	0	820	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	790	900	70	2120	0	820	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	0.21	0.26	0.04	0.37	0.00	0.46	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	22.2	22.2	7.9	30.1	0.0	36.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	0.88	0.38	0.94	0.00	0.94	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.1	30.8	33.1	30.5	0.0	35.9	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	25.1	30.8	33.1	30.5	0.0	35.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C-	C	A	D+	A	A	A	A	A
HCM2k95thQ:	0	15	21	3	32	0	41	0	0	0	0	0

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

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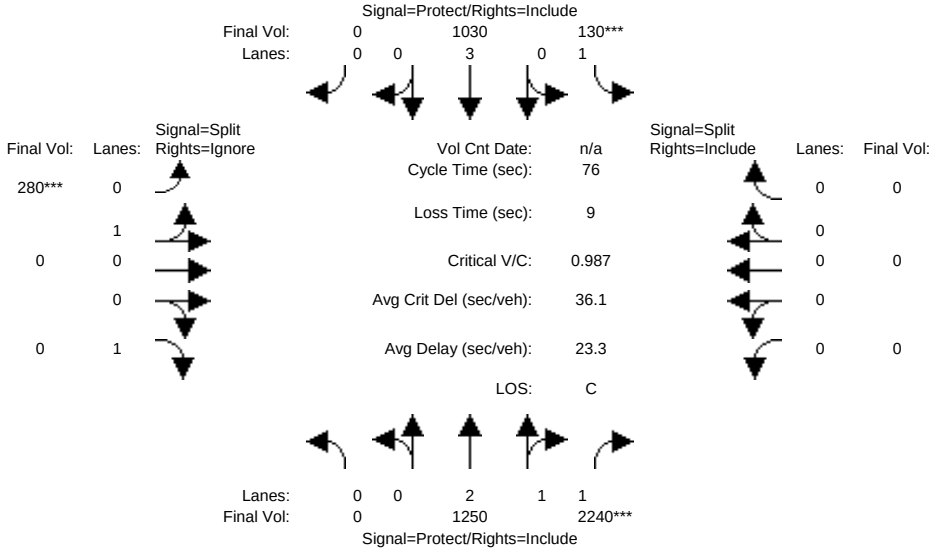
Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	1250	2240	130	1030	0	280	0	840	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	1250	2240	130	1030	0	280	0	840	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1250	2240	130	1030	0	280	0	840	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	1250	2240	130	1030	0	280	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1250	2240	130	1030	0	280	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	1250	2240	130	1030	0	280	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	3.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.64	0.07	0.18	0.00	0.16	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	48.3	48.3	7.0	55.3	0.0	11.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	1.01	0.81	0.25	0.00	1.01	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.6	31.0	58.8	3.5	0.0	88.1	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	7.6	31.0	58.8	3.5	0.0	88.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	C	E+	A	A	F	A	A	A	A	A
HCM2k95thQ:	0	14	48	7	5	0	22	0	0	0	0	0

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

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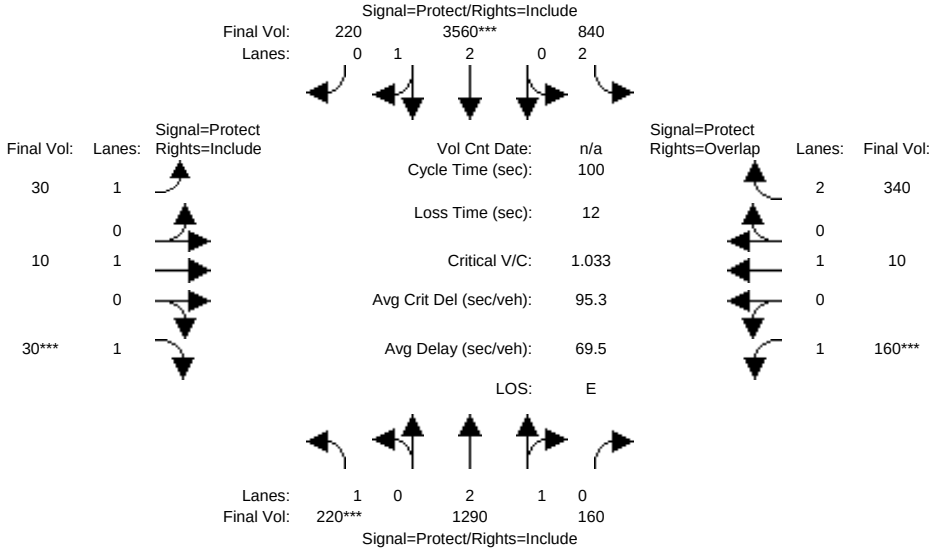
Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1290	160	840	3560	220	30	10	30	160	10	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:	220	1290	160	840	3560	220	30	10	30	160	10	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1290	160	840	3560	220	30	10	30	160	10	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1290	160	840	3560	220	30	10	30	160	10	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1290	160	840	3560	220	30	10	30	160	10	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:	220	1290	160	840	3560	220	30	10	30	160	10	340
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	2.66	0.34	2.00	2.82	0.18	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4981	618	3150	5274	326	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.26	0.27	0.68	0.68	0.02	0.01	0.02	0.09	0.01	0.11
Crit Moves:	****				****				****	****		
Green Time:	11.0	34.5	34.5	35.5	59.0	59.0	7.4	10.0	10.0	8.0	10.6	46.1
Volume/Cap:	1.14	0.75	0.75	0.75	1.14	1.14	0.23	0.05	0.17	1.14	0.05	0.23
Delay/Veh:	153.5	30.6	30.6	31.2	89.3	89.3	44.5	40.8	41.7	166.0	40.3	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:	153.5	30.6	30.6	31.2	89.3	89.3	44.5	40.8	41.7	166.0	40.3	16.4
LOS by Move:	F	C	C	C	F	F	D	D	D	F	D	B
HCM2k95thQ:	21	24	24	23	87	87	2	1	2	20	1	7

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

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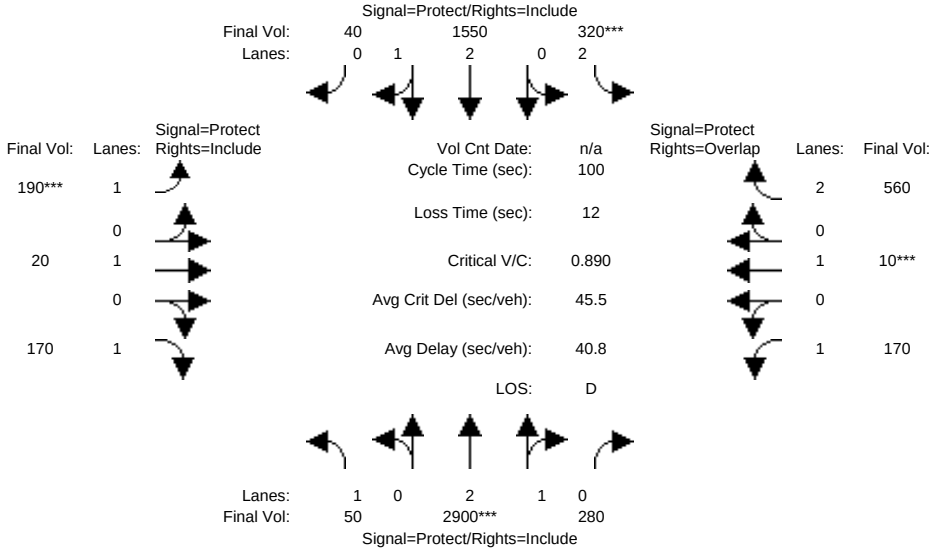
Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	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:	50	2900	280	320	1550	40	190	20	170	170	10	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2900	280	320	1550	40	190	20	170	170	10	560
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2900	280	320	1550	40	190	20	170	170	10	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2900	280	320	1550	40	190	20	170	170	10	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2900	280	320	1550	40	190	20	170	170	10	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:	50	2900	280	320	1550	40	190	20	170	170	10	560
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	2.73	0.27	2.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	5106	493	3150	5459	141	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.57	0.57	0.10	0.28	0.28	0.11	0.01	0.10	0.10	0.01	0.18
Crit Moves:		****		****			****				****	
Green Time:	13.3	56.9	56.9	10.2	53.8	53.8	10.9	10.6	10.6	10.3	10.0	20.2
Volume/Cap:	0.22	1.00	1.00	1.00	0.53	0.53	1.00	0.10	0.92	0.94	0.05	0.88
Delay/Veh:	39.2	36.8	36.8	94.4	15.1	15.1	109.0	40.6	87.4	95.4	40.8	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:	39.2	36.8	36.8	94.4	15.1	15.1	109.0	40.6	87.4	95.4	40.8	52.3
LOS by Move:	D	D+	D+	F	B	B	F	D	F	F	D	D-
HCM2k95thQ:	3	52	52	15	19	19	20	1	17	17	1	24

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

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Santa Clara City Place EIR
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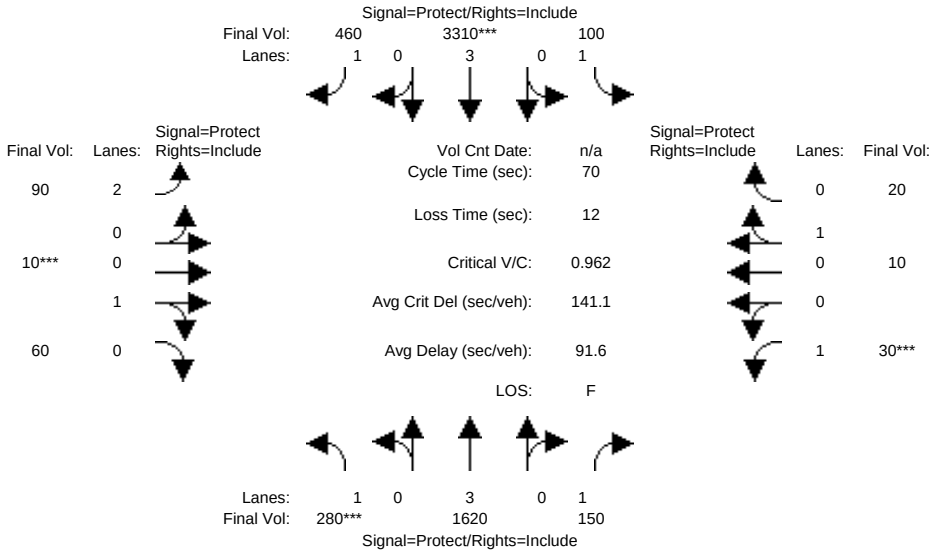
Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1620	150	100	3310	460	90	10	60	30	10	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:	280	1620	150	100	3310	460	90	10	60	30	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1620	150	100	3310	460	90	10	60	30	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1620	150	100	3310	460	90	10	60	30	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1620	150	100	3310	460	90	10	60	30	10	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:	280	1620	150	100	3310	460	90	10	60	30	10	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	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.14	0.86	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	257	1543	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.09	0.06	0.58	0.26	0.03	0.04	0.04	0.02	0.02	0.02
Crit Moves:	****				****			****		****		
Green Time:	8.9	30.3	30.3	10.7	32.1	32.1	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	1.26	0.66	0.20	0.37	1.26	0.57	0.29	0.27	0.27	0.17	0.12	0.12
Delay/Veh:	180.5	16.4	12.4	27.6	141	14.9	29.7	27.3	27.3	29.3	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	180.5	16.4	12.4	27.6	141	14.9	29.7	27.3	27.3	29.3	26.4	26.4
LOS by Move:	F	B	B	C	F	B	C	C	C	C	C	C
HCM2k95thQ:	25	16	4	4	78	14	3	3	3	2	1	1

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

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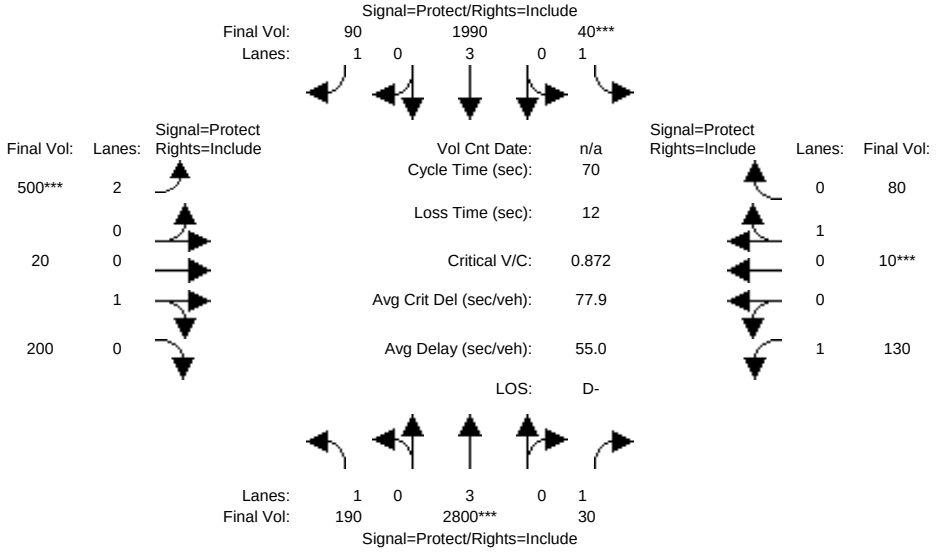
Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	2800	30	40	1990	90	500	20	200	130	10	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:	190	2800	30	40	1990	90	500	20	200	130	10	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	2800	30	40	1990	90	500	20	200	130	10	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:	1.00	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	2800	30	40	1990	90	500	20	200	130	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	2800	30	40	1990	90	500	20	200	130	10	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:	190	2800	30	40	1990	90	500	20	200	130	10	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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.09	0.91	1.00	0.11	0.89
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	164	1636	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.49	0.02	0.02	0.35	0.05	0.16	0.12	0.12	0.07	0.05	0.05
Crit Moves:		****		****			****				****	
Green Time:	9.0	31.0	31.0	7.0	29.0	29.0	10.0	11.8	11.8	8.2	10.0	10.0
Volume/Cap:	0.84	1.11	0.04	0.23	0.84	0.12	1.11	0.73	0.73	0.63	0.35	0.35
Delay/Veh:	53.9	75.3	11.1	29.7	21.4	12.8	105.7	36.1	36.1	35.6	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	75.3	11.1	29.7	21.4	12.8	105.7	36.1	36.1	35.6	27.9	27.9
LOS by Move:	D-	E-	B+	C	C+	B	F	D+	D+	D+	C	C
HCM2k95thQ:	9	52	1	2	24	3	25	12	12	8	4	4

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

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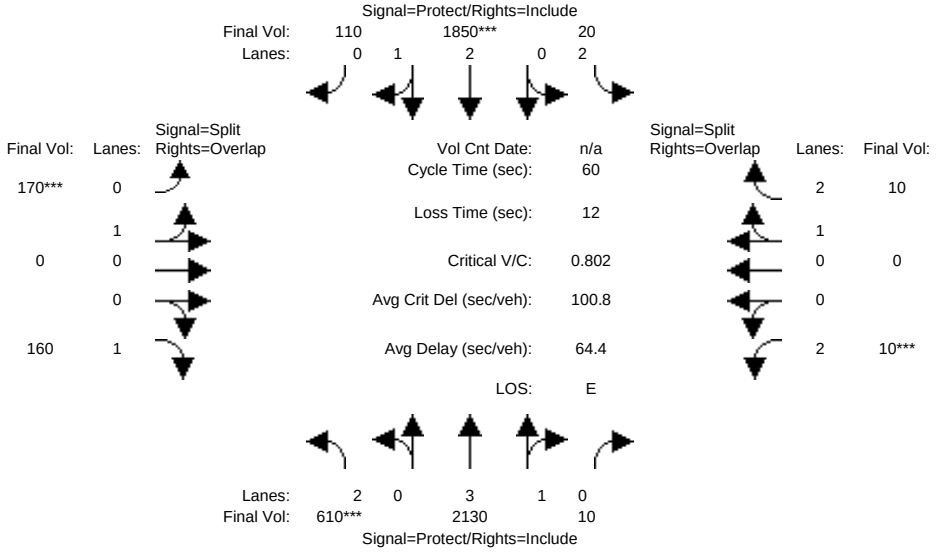
Intersection #64: Great America Parkway / Old Glory Lane



Street Name:	Great America Parkway						Old Glory Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	610	2130	10	20	1850	110	170	0	160	10	0	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:	610	2130	10	20	1850	110	170	0	160	10	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	610	2130	10	20	1850	110	170	0	160	10	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	610	2130	10	20	1850	110	170	0	160	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	610	2130	10	20	1850	110	170	0	160	10	0	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:	610	2130	10	20	1850	110	170	0	160	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.98	0.02	2.00	2.83	0.17	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7465	35	3150	5285	314	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.29	0.01	0.35	0.35	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****			****		
Green Time:	10.0	19.9	19.9	8.1	18.0	18.0	10.0	0.0	20.0	10.0	0.0	18.1
Volume/Cap:	1.17	0.86	0.86	0.05	1.17	1.17	0.57	0.00	0.27	0.02	0.00	0.01
Delay/Veh:	118.5	22.1	22.1	22.6	102	102.2	25.5	0.0	15.0	20.9	0.0	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.5	22.1	22.1	22.6	102	102.2	25.5	0.0	15.0	20.9	0.0	14.6
LOS by Move:	F	C+	C+	C+	F	F	C	A	B	C+	A	B
HCM2k95thQ:	24	18	18	0	40	40	8	0	5	0	0	0

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

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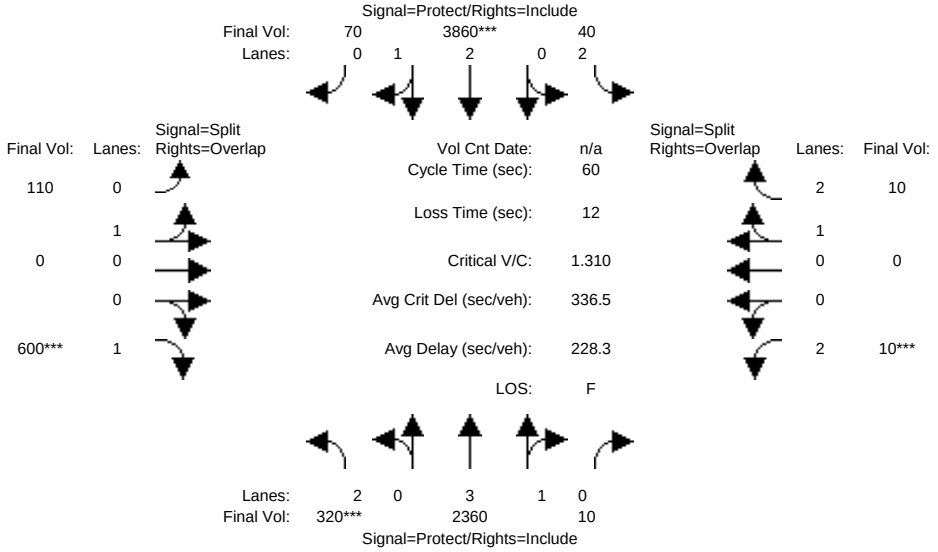
Intersection #64: Great America Parkway / Old Glory Lane



Street Name:	Great America Parkway						Old Glory Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	2360	10	40	3860	70	110	0	600	10	0	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:	320	2360	10	40	3860	70	110	0	600	10	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	2360	10	40	3860	70	110	0	600	10	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	2360	10	40	3860	70	110	0	600	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	2360	10	40	3860	70	110	0	600	10	0	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:	320	2360	10	40	3860	70	110	0	600	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.98	0.02	2.00	2.94	0.06	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7468	32	3150	5500	100	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.01	0.70	0.70	0.06	0.00	0.34	0.00	0.00	0.00
Crit Moves:	****				****				****	****		
Green Time:	7.0	22.2	22.2	8.2	23.4	23.4	7.6	0.0	14.6	10.0	0.0	18.2
Volume/Cap:	0.87	0.85	0.85	0.09	1.80	1.80	0.49	0.00	1.41	0.02	0.00	0.01
Delay/Veh:	45.6	20.1	20.1	22.7	378	378.4	26.0	0.0	222.2	20.9	0.0	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	20.1	20.1	22.7	378	378.4	26.0	0.0	222.2	20.9	0.0	14.6
LOS by Move:	D	C+	C+	C+	F	F	C	A	F	C+	A	B
HCM2k95thQ:	8	20	20	1	145	145	5	0	59	0	0	0

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

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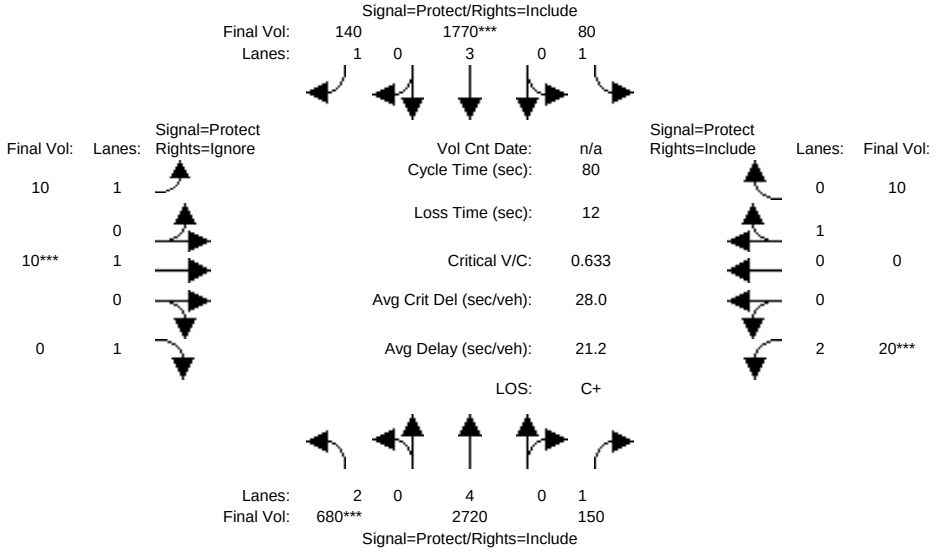
Intersection #65: Great America Parkway / Patrick Henry Drive



Street Name:	Great America Parkway						Patrick Henry Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	680	2720	150	80	1770	140	10	10	100	20	0	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:	680	2720	150	80	1770	140	10	10	100	20	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	680	2720	150	80	1770	140	10	10	100	20	0	10
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:	680	2720	150	80	1770	140	10	10	0	20	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	2720	150	80	1770	140	10	10	0	20	0	10
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:	680	2720	150	80	1770	140	10	10	0	20	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	3150	7600	1750	1750	5700	1750	1750	1900	1750	3150	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.22	0.36	0.09	0.05	0.31	0.08	0.01	0.01	0.00	0.01	0.00	0.01
Crit Moves:	****				****			****		****		
Green Time:	20.9	41.0	41.0	10.0	30.1	30.1	7.0	10.0	0.0	7.0	0.0	10.0
Volume/Cap:	0.83	0.70	0.17	0.37	0.83	0.21	0.07	0.04	0.00	0.07	0.00	0.04
Delay/Veh:	34.7	15.4	10.5	33.1	25.4	17.1	33.7	30.9	0.0	33.6	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:	34.7	15.4	10.5	33.1	25.4	17.1	33.7	30.9	0.0	33.6	0.0	30.9
LOS by Move:	C-	B	B+	C-	C	B	C-	C	A	C-	A	C
HCM2k95thQ:	17	21	4	4	22	5	1	1	0	1	0	1

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

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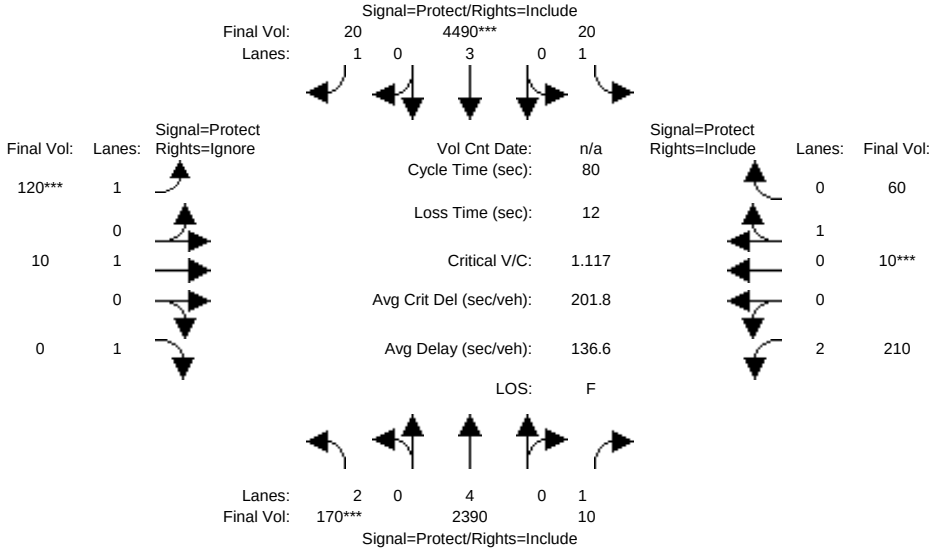
Santa Clara City Place EIR
SJ14-1528.01
2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit PM

Intersection #65: Great America Parkway / Patrick Henry Drive



Street Name:	Great America Parkway						Patrick Henry Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	2390	10	20	4490	20	120	10	780	210	10	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:	170	2390	10	20	4490	20	120	10	780	210	10	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	2390	10	20	4490	20	120	10	780	210	10	60
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:	170	2390	10	20	4490	20	120	10	0	210	10	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	2390	10	20	4490	20	120	10	0	210	10	60
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:	170	2390	10	20	4490	20	120	10	0	210	10	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.14	0.86
Final Sat.:	3150	7600	1750	1750	5700	1750	1750	1900	1750	3150	257	1543
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.01	0.01	0.79	0.01	0.07	0.01	0.00	0.07	0.04	0.04
Crit Moves:	****				****		****				****	
Green Time:	7.0	39.9	39.9	11.1	44.0	44.0	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	0.62	0.63	0.01	0.08	1.43	0.02	0.78	0.04	0.00	0.76	0.31	0.31
Delay/Veh:	39.4	15.0	10.1	30.2	214	8.2	58.5	30.9	0.0	47.5	32.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	15.0	10.1	30.2	214	8.2	58.5	30.9	0.0	47.5	32.7	32.7
LOS by Move:	D	B	B+	C	F	A	E+	C	A	D	C-	C-
HCM2k95thQ:	5	19	0	1	135	0	10	1	0	10	4	4

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

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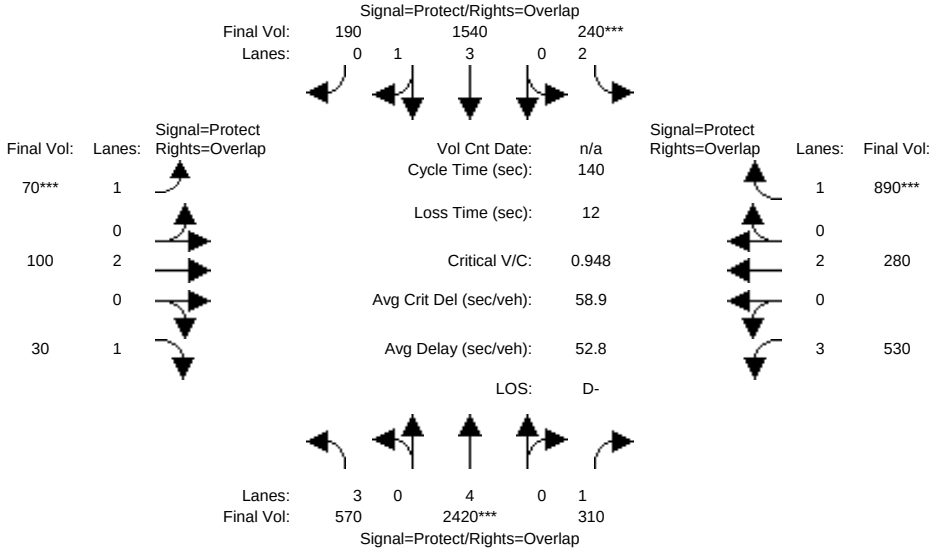
2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit AM

Intersection #66: Great America Parkway / Mission College Boulevard (CMP)



Street Name:	Great America Parkway						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:	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:	570	2420	310	240	1540	190	70	100	30	530	280	890
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	2420	310	240	1540	190	70	100	30	530	280	890
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	2420	310	240	1540	190	70	100	30	530	280	890
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	570	2420	310	240	1540	190	70	100	30	530	280	890
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	2420	310	240	1540	190	70	100	30	530	280	890
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	570	2420	310	240	1540	190	70	100	30	530	280	890
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	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.54	0.46	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6675	824	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.18	0.08	0.23	0.23	0.04	0.03	0.02	0.12	0.07	0.51
Crit Moves:		****		****			****					****
Green Time:	20.3	46.6	90.1	11.1	37.4	44.4	7.0	26.7	47.0	43.6	63.3	74.4
Volume/Cap:	0.86	0.96	0.28	0.96	0.86	0.73	0.80	0.14	0.05	0.37	0.16	0.96
Delay/Veh:	69.8	55.5	10.9	109.0	53.0	43.6	104.8	47.2	31.4	37.8	22.7	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.8	55.5	10.9	109.0	53.0	43.6	104.8	47.2	31.4	37.8	22.7	51.1
LOS by Move:	E	E+	B+	F	D-	D	F	D	C	D+	C+	D-
HCM2k95thQ:	19	44	11	13	31	28	10	4	2	13	6	59

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

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Santa Clara City Place EIR
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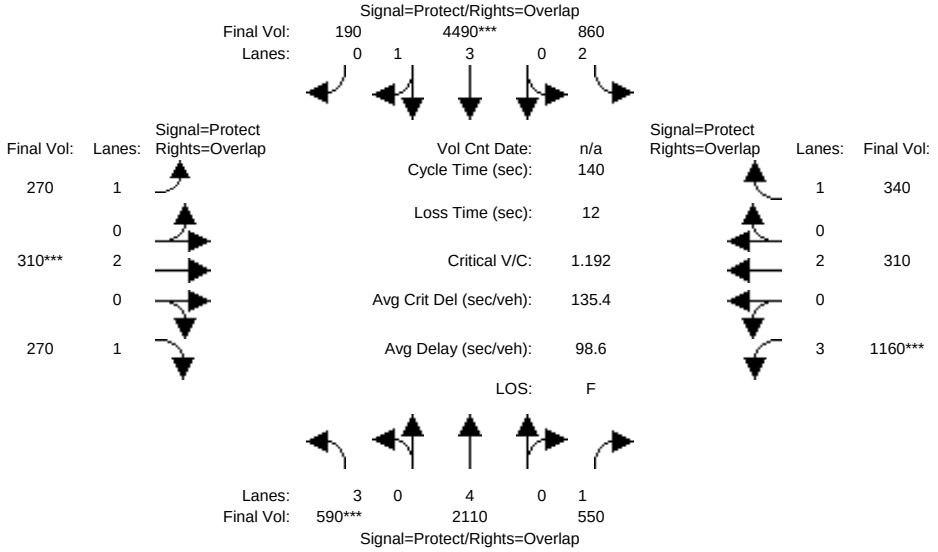
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit PM

Intersection #66: Great America Parkway / Mission College Boulevard (CMP)



Street Name:	Great America Parkway						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:	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:	590	2110	550	860	4490	190	270	310	270	1160	310	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:	590	2110	550	860	4490	190	270	310	270	1160	310	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	2110	550	860	4490	190	270	310	270	1160	310	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	2110	550	860	4490	190	270	310	270	1160	310	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	2110	550	860	4490	190	270	310	270	1160	310	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:	590	2110	550	860	4490	190	270	310	270	1160	310	340
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	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.83	0.17	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7195	304	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.31	0.27	0.62	0.62	0.15	0.08	0.15	0.25	0.08	0.19
Crit Moves:	****				****			****		****		
Green Time:	15.2	44.5	74.3	43.7	73.0	99.1	26.0	10.0	25.2	29.8	13.8	57.5
Volume/Cap:	1.20	0.87	0.59	0.87	1.20	0.88	0.83	1.14	0.86	1.20	0.83	0.47
Delay/Veh:	169.3	49.0	23.5	54.3	125	17.9	71.0	164	76.0	153.7	76.3	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	169.3	49.0	23.5	54.3	125	17.9	71.0	164	76.0	153.7	76.3	30.7
LOS by Move:	F	D	C	D-	F	B	E	F	E-	F	E-	C
HCM2k95thQ:	28	38	30	33	107	58	25	21	26	47	12	19

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

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Santa Clara City Place EIR
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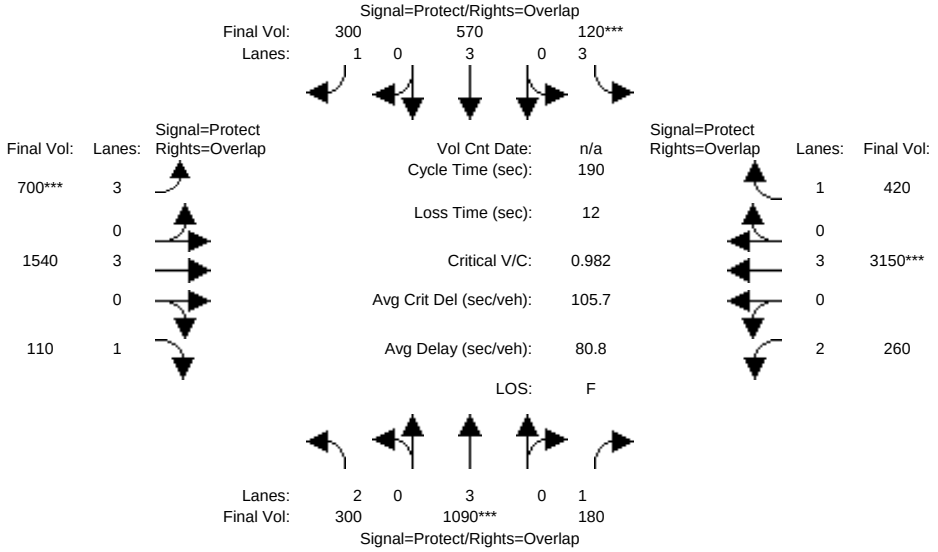
2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit AM

Intersection #71: Bowers Avenue / Central Expressway (CMP)



Street Name:	Bowers Avenue						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:	21	46	46	13	37	37	32	107	107	24	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	1090	180	120	570	300	700	1540	110	260	3150	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1090	180	120	570	300	700	1540	110	260	3150	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	1090	180	120	570	300	700	1540	110	260	3150	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	1090	180	120	570	300	700	1540	110	260	3150	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1090	180	120	570	300	700	1540	110	260	3150	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	1090	180	120	570	300	700	1540	110	260	3150	420
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.10	0.03	0.10	0.17	0.15	0.27	0.06	0.08	0.55	0.24
Crit Moves:		****		****			****				****	
Green Time:	20.1	43.3	65.8	12.2	35.4	65.5	30.1	101	120.7	22.6	93.1	105.3
Volume/Cap:	0.90	0.84	0.30	0.41	0.54	0.50	0.97	0.51	0.10	0.69	1.13	0.43
Delay/Veh:	115.3	79.5	48.3	91.7	74.8	53.0	110.9	22.1	6.9	91.1	114	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:	115.3	79.5	48.3	91.7	74.8	53.0	110.9	22.1	6.9	91.1	114	26.7
LOS by Move:	F	E-	D	F	E	D-	F	C+	A	F	F	C
HCM2k95thQ:	21	37	19	6	20	31	37	25	3	17	118	27

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

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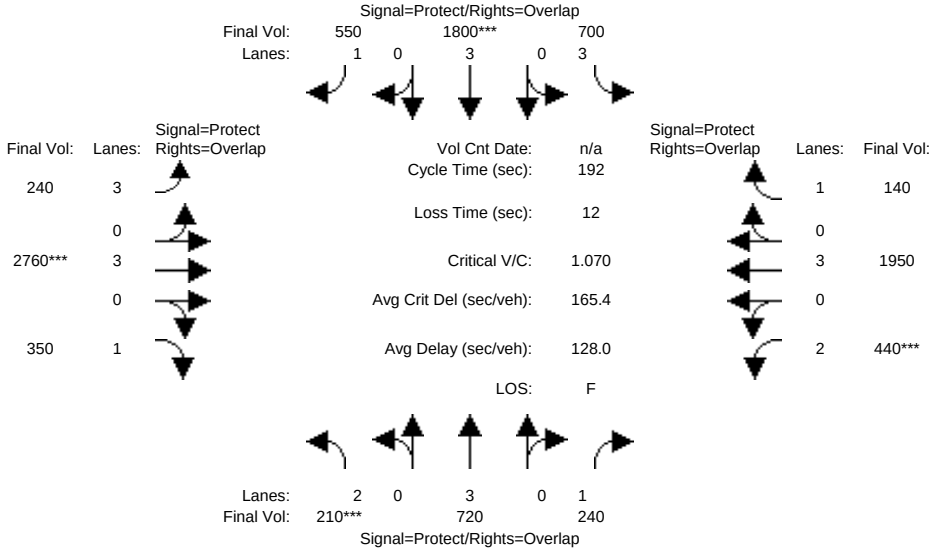
Intersection #71: Bowers Avenue / Central Expressway (CMP)



Street Name:	Bowers Avenue						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:	20	40	40	22	42	42	19	112	112	17	110	110
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	720	240	700	1800	550	240	2760	350	440	1950	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	720	240	700	1800	550	240	2760	350	440	1950	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	720	240	700	1800	550	240	2760	350	440	1950	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	720	240	700	1800	550	240	2760	350	440	1950	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	720	240	700	1800	550	240	2760	350	440	1950	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	720	240	700	1800	550	240	2760	350	440	1950	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.14	0.15	0.32	0.31	0.05	0.48	0.20	0.14	0.34	0.08
Crit Moves:	****				****			****		****		
Green Time:	18.9	37.8	53.9	20.8	39.7	57.7	18.0	106	124.8	16.1	104	124.8
Volume/Cap:	0.68	0.64	0.49	1.42	1.53	1.05	0.56	0.88	0.31	1.67	0.63	0.12
Delay/Veh:	94.2	76.2	61.6	290.8	322	122.8	89.8	29.9	6.9	409.8	32.8	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.2	76.2	61.6	290.8	322	122.8	89.8	29.9	6.9	409.8	32.8	13.5
LOS by Move:	F	E-	E	F	F	F	F	C	A	F	C-	B
HCM2k95thQ:	15	25	26	45	91	61	12	68	9	47	44	7

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

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Santa Clara City Place EIR
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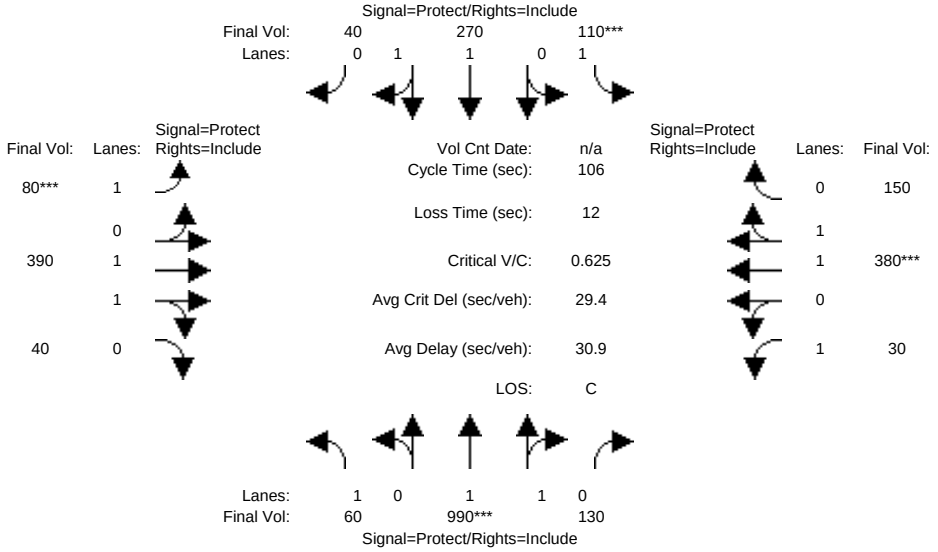
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit AM

Intersection #73: Bowers Avenue / Monroe Street



Street Name:	Bowers Avenue						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:	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:	60	990	130	110	270	40	80	390	40	30	380	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:	60	990	130	110	270	40	80	390	40	30	380	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	990	130	110	270	40	80	390	40	30	380	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:	60	990	130	110	270	40	80	390	40	30	380	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	990	130	110	270	40	80	390	40	30	380	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:	60	990	130	110	270	40	80	390	40	30	380	150
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	1.76	0.24	1.00	1.73	0.27	1.00	1.81	0.19	1.00	1.42	0.58
Final Sat.:	1750	3270	429	1750	3222	477	1750	3356	344	1750	2652	1047
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.06	0.08	0.08	0.05	0.12	0.12	0.02	0.14	0.14
Crit Moves:		****		****			****				****	
Green Time:	25.5	51.3	51.3	10.7	36.5	36.5	7.7	20.4	20.4	11.6	24.3	24.3
Volume/Cap:	0.14	0.63	0.63	0.63	0.24	0.24	0.63	0.60	0.60	0.16	0.63	0.63
Delay/Veh:	31.8	20.9	20.9	52.7	25.0	25.0	57.1	40.5	40.5	43.1	38.2	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:	31.8	20.9	20.9	52.7	25.0	25.0	57.1	40.5	40.5	43.1	38.2	38.2
LOS by Move:	C	C+	C+	D-	C	C	E+	D	D	D	D+	D+
HCM2k95thQ:	3	23	23	8	7	7	8	14	14	2	15	15

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

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Santa Clara City Place EIR
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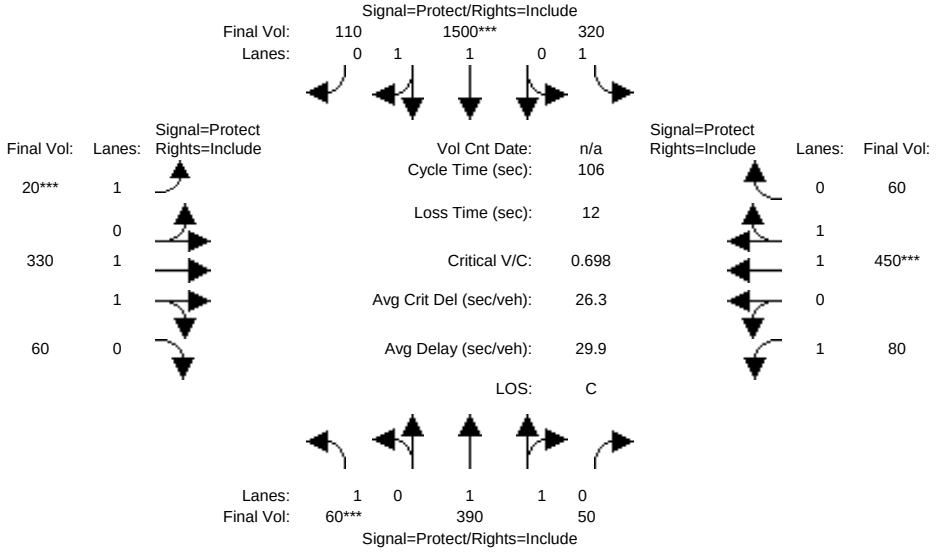
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit PM

Intersection #73: Bowers Avenue / Monroe Street



Street Name:	Bowers Avenue						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:	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:	60	390	50	320	1500	110	20	330	60	80	450	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:	60	390	50	320	1500	110	20	330	60	80	450	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	390	50	320	1500	110	20	330	60	80	450	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:	60	390	50	320	1500	110	20	330	60	80	450	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	390	50	320	1500	110	20	330	60	80	450	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:	60	390	50	320	1500	110	20	330	60	80	450	60
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	1.86	0.14	1.00	1.68	0.32	1.00	1.76	0.24
Final Sat.:	1750	3279	420	1750	3447	253	1750	3130	569	1750	3264	435
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.18	0.44	0.44	0.01	0.11	0.11	0.05	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	7.0	26.7	26.7	41.1	60.8	60.8	7.0	16.1	16.1	10.1	19.2	19.2
Volume/Cap:	0.52	0.47	0.47	0.47	0.76	0.76	0.17	0.69	0.69	0.48	0.76	0.76
Delay/Veh:	52.0	34.0	34.0	24.9	18.7	18.7	47.5	46.3	46.3	47.6	46.2	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	34.0	34.0	24.9	18.7	18.7	47.5	46.3	46.3	47.6	46.2	46.2
LOS by Move:	D-	C-	C-	C	B-	B-	D	D	D	D	D	D
HCM2k95thQ:	4	12	12	15	32	32	2	14	14	5	16	16

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

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Santa Clara City Place EIR
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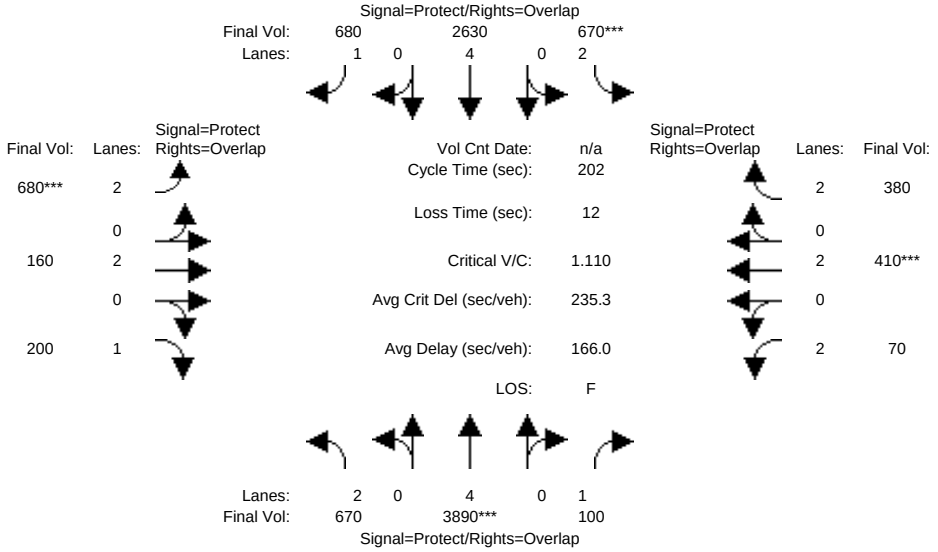
2020+Pall Mit AM

Intersection #75: San Tomas Expressway / Scott Boulevard (CMP)



Street Name:	San Tomas Expressway						Scott 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:	27	135	135	22	130	130	15	37	37	9	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:	670	3890	100	670	2630	680	680	160	200	70	410	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:	670	3890	100	670	2630	680	680	160	200	70	410	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	670	3890	100	670	2630	680	680	160	200	70	410	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	670	3890	100	670	2630	680	680	160	200	70	410	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	670	3890	100	670	2630	680	680	160	200	70	410	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:	670	3890	100	670	2630	680	680	160	200	70	410	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.83
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	2.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.21	0.51	0.06	0.21	0.35	0.39	0.22	0.04	0.11	0.02	0.11	0.12
Crit Moves:		****		****			****				****	
Green Time:	25.4	127	135.3	20.7	122	136.2	14.1	34.8	60.1	8.5	29.1	49.8
Volume/Cap:	1.69	0.82	0.09	2.08	0.57	0.58	3.09	0.24	0.38	0.53	0.75	0.49
Delay/Veh:	416.9	45.5	19.4	592.4	25.9	19.3	1054	77.1	60.3	105.0	93.9	69.9
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:	416.9	45.5	19.4	592.4	25.9	19.3	1054	77.1	60.3	105.0	93.9	69.9
LOS by Move:	F	D	B-	F	C	B-	F	E-	E	F	F	E
HCM2k95thQ:	73	84	8	80	41	41	92	9	20	5	23	22

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

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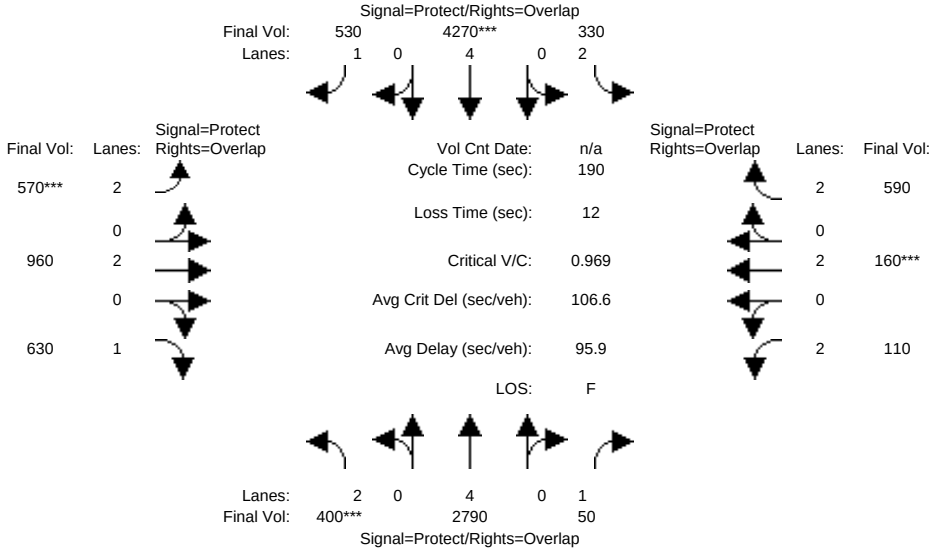
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit PM

Intersection #75: San Tomas Expressway / Scott Boulevard (CMP)



Street Name:	San Tomas Expressway						Scott 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:	12	100	100	29	116	116	29	44	44	17	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	2790	50	330	4270	530	570	960	630	110	160	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:	400	2790	50	330	4270	530	570	960	630	110	160	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	2790	50	330	4270	530	570	960	630	110	160	590
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	2790	50	330	4270	530	570	960	630	110	160	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	2790	50	330	4270	530	570	960	630	110	160	590
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	2790	50	330	4270	530	570	960	630	110	160	590
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.83
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	2.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.03	0.10	0.56	0.30	0.18	0.25	0.36	0.03	0.04	0.19
Crit Moves:	****				****		****				****	
Green Time:	12.2	94.1	110.0	27.3	109	136.4	27.3	41.4	53.6	16.0	30.1	57.4
Volume/Cap:	1.97	0.74	0.05	0.73	0.98	0.42	1.26	1.16	1.28	0.41	0.27	0.62
Delay/Veh:	549.7	51.0	25.0	88.7	51.0	11.8	220.5	164	211.6	88.8	74.9	61.8
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:	549.7	51.0	25.0	88.7	51.0	11.8	220.5	164	211.6	88.8	74.9	61.8
LOS by Move:	F	D-	C	F	D-	B+	F	F	F	F	E	E
HCM2k95thQ:	49	59	4	23	103	25	51	62	92	7	8	31

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

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Santa Clara City Place EIR
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2000 HCM Operations (Future Volume Alternative)
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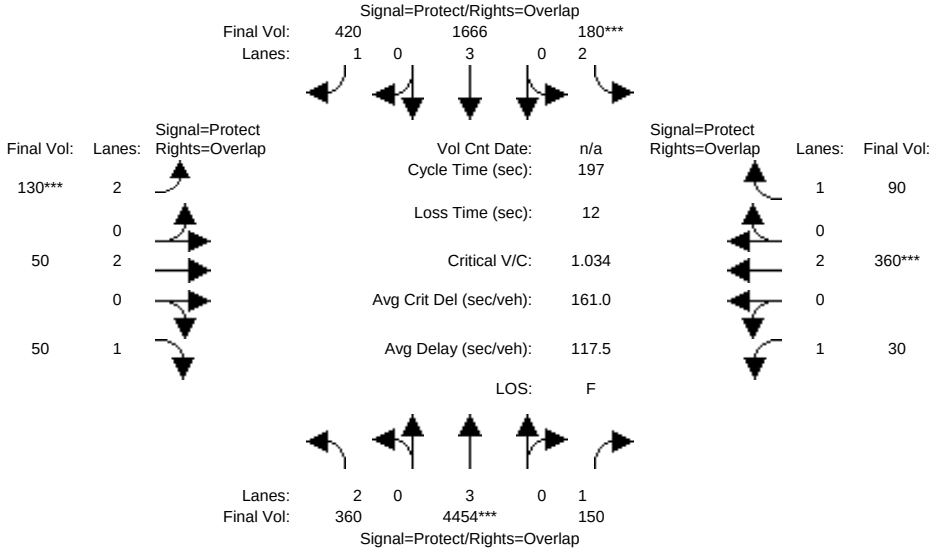
Intersection #76: San Tomas Expressway / Walsh Avenue



Street Name:	San Tomas Expressway						Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	127	127	21	121	121	15	38	38	11	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:												
Base Vol:	360	5240	150	180	1960	420	130	50	50	30	360	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	5240	150	180	1960	420	130	50	50	30	360	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	5240	150	180	1960	420	130	50	50	30	360	90
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:	360	4454	150	180	1666	420	130	50	50	30	360	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	4454	150	180	1666	420	130	50	50	30	360	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:	360	4454	150	180	1666	420	130	50	50	30	360	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.78	0.09	0.06	0.29	0.24	0.04	0.01	0.03	0.02	0.09	0.05
Crit Moves:		****		****			****				****	
Green Time:	24.7	120	130.1	19.8	115	129.0	14.1	35.8	60.5	10.4	32.0	51.8
Volume/Cap:	0.91	1.29	0.13	0.57	0.50	0.37	0.58	0.07	0.09	0.33	0.58	0.20
Delay/Veh:	115.3	172	13.2	92.1	25.8	16.6	97.5	70.9	51.7	97.5	82.4	60.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.3	172	13.2	92.1	25.8	16.6	97.5	70.9	51.7	97.5	82.4	60.0
LOS by Move:	F	F	B	F	C	B	F	E	D-	F	F	E
HCM2k95thQ:	23	192	7	14	34	23	9	3	5	4	19	9

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

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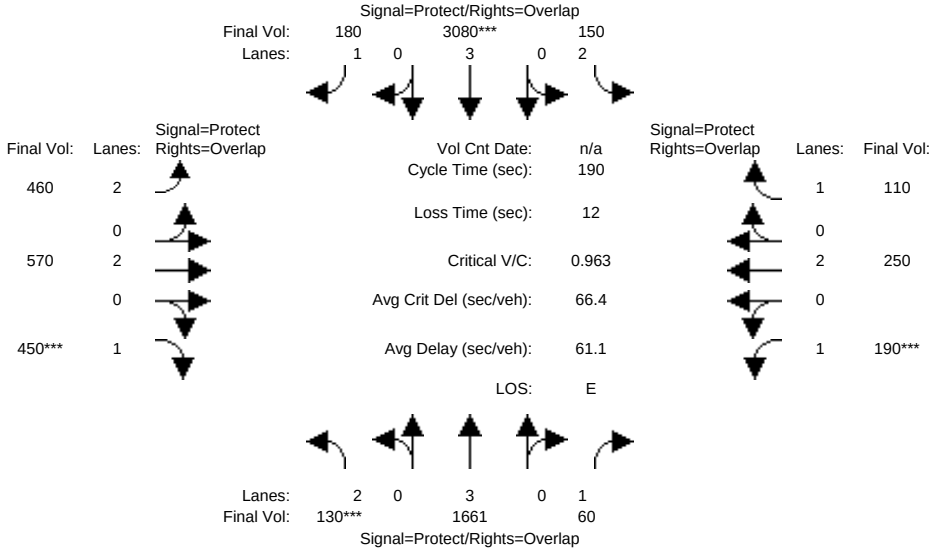
Intersection #76: San Tomas Expressway / Walsh Avenue



Street Name:	San Tomas Expressway						Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	110	110	18	113	113	35	35	35	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	2050	60	150	3850	180	460	570	450	190	250	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:	130	2050	60	150	3850	180	460	570	450	190	250	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	2050	60	150	3850	180	460	570	450	190	250	110
User Adj:	1.00	0.81	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:	130	1661	60	150	3080	180	460	570	450	190	250	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1661	60	150	3080	180	460	570	450	190	250	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:	130	1661	60	150	3080	180	460	570	450	190	250	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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.03	0.05	0.54	0.10	0.15	0.15	0.26	0.11	0.07	0.06
Crit Moves:	****				****				****	****		
Green Time:	14.0	103	129.2	16.8	106	138.5	32.8	32.8	46.8	26.2	26.2	43.1
Volume/Cap:	0.56	0.54	0.05	0.54	0.97	0.14	0.85	0.87	1.04	0.79	0.48	0.28
Delay/Veh:	93.8	30.2	10.8	90.6	53.5	8.4	93.2	93.9	131.8	100.3	81.4	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:	93.8	30.2	10.8	90.6	53.5	8.4	93.2	93.9	131.8	100.3	81.4	65.2
LOS by Move:	F	C	B+	F	D-	A	F	F	F	F	F	E
HCM2k95thQ:	9	36	3	11	99	7	28	29	52	23	13	11

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

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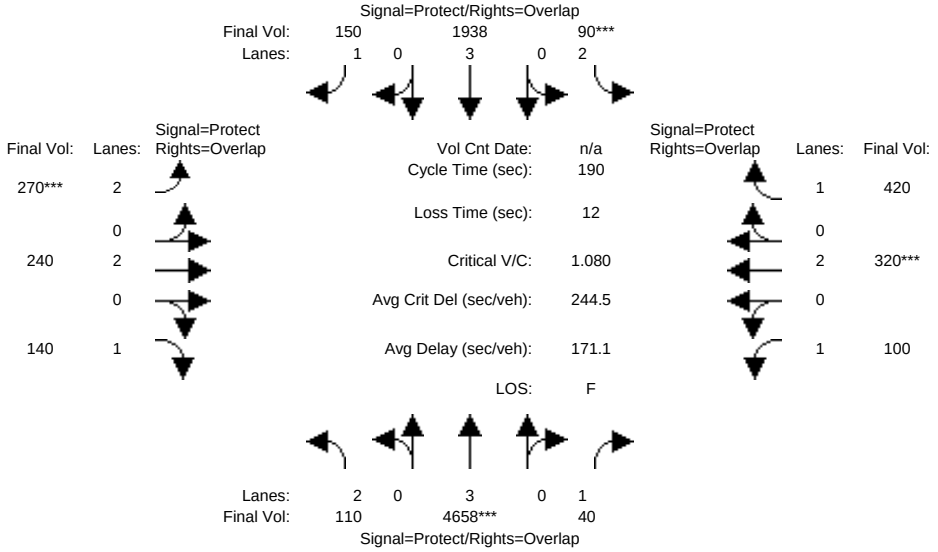
Intersection #77: San Tomas Expressway / Monroe Street (CMP)



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:	16	112	112	14	110	110	23	45	45	19	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	5480	40	90	2280	150	270	240	140	100	320	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	5480	40	90	2280	150	270	240	140	100	320	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	5480	40	90	2280	150	270	240	140	100	320	420
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:	110	4658	40	90	1938	150	270	240	140	100	320	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	4658	40	90	1938	150	270	240	140	100	320	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	4658	40	90	1938	150	270	240	140	100	320	420
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.82	0.02	0.03	0.34	0.09	0.09	0.06	0.08	0.06	0.08	0.24
Crit Moves:		****		****			****				****	
Green Time:	15.2	106	123.9	13.2	104	125.9	21.6	41.7	56.8	17.6	37.6	50.8
Volume/Cap:	0.44	1.46	0.04	0.41	0.62	0.13	0.75	0.29	0.27	0.62	0.43	0.90
Delay/Veh:	89.8	268	18.9	91.3	31.5	12.6	95.4	65.9	54.2	95.2	71.3	91.1
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:	89.8	268	18.9	91.3	31.5	12.6	95.4	65.9	54.2	95.2	71.3	91.1
LOS by Move:	F	F	B-	F	C	B	F	E	D-	F	E	F
HCM2k95thQ:	8	228	3	6	43	7	18	13	15	14	17	49

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

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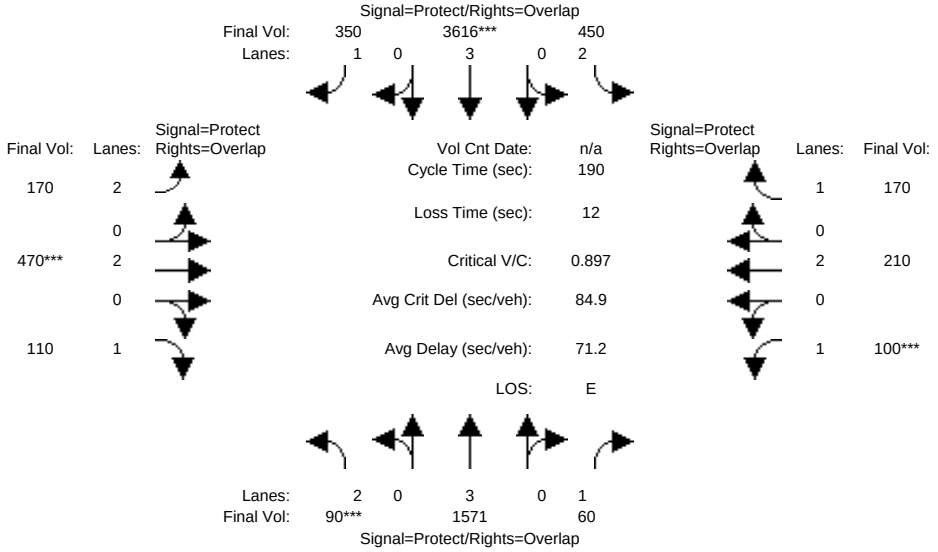
Intersection #77: San Tomas Expressway / Monroe Street (CMP)



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	95	95	40	119	119	18	38	38	17	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:	90	1940	60	450	4520	350	170	470	110	100	210	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:	90	1940	60	450	4520	350	170	470	110	100	210	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1940	60	450	4520	350	170	470	110	100	210	170
User Adj:	1.00	0.81	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:	90	1571	60	450	3616	350	170	470	110	100	210	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1571	60	450	3616	350	170	470	110	100	210	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1571	60	450	3616	350	170	470	110	100	210	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.03	0.14	0.63	0.20	0.05	0.12	0.06	0.06	0.06	0.10
Crit Moves:	****				****			****		****		
Green Time:	15.9	89.6	105.5	37.7	111	128.5	17.2	35.6	51.5	15.9	34.3	72.0
Volume/Cap:	0.34	0.58	0.06	0.72	1.08	0.30	0.60	0.66	0.23	0.68	0.31	0.26
Delay/Veh:	88.5	47.6	27.4	80.1	85.1	13.4	92.3	78.8	57.8	102.8	72.4	43.5
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:	88.5	47.6	27.4	80.1	85.1	13.4	92.3	78.8	57.8	102.8	72.4	43.5
LOS by Move:	F	D	C	F	F	B	F	E-	E+	F	E	D
HCM2k95thQ:	6	43	5	26	123	16	12	24	12	15	12	18

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

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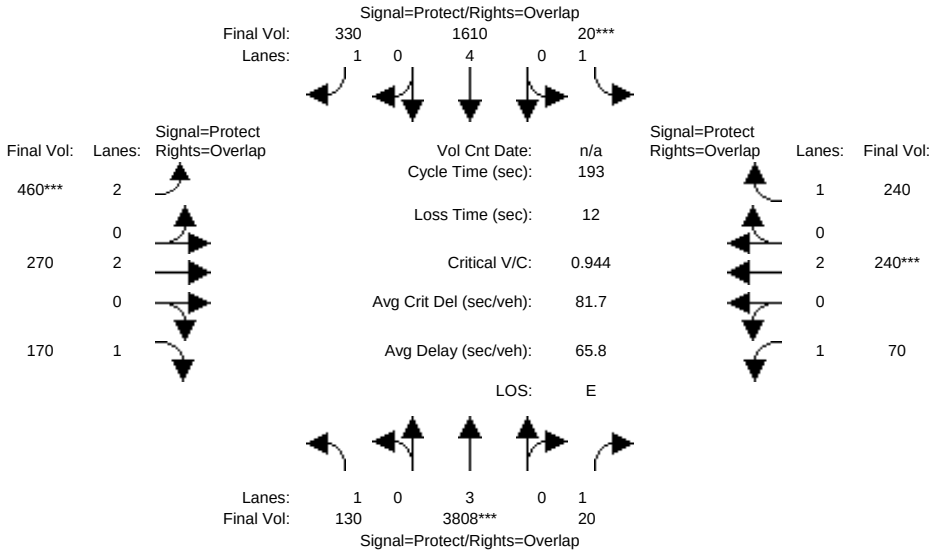
Intersection #79: San Tomas Expressway / Benton Street



Street Name:	San Tomas Expressway						Benton 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:	25	128	128	11	115	115	28	38	38	15	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	4480	20	20	1610	330	460	270	170	70	240	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	4480	20	20	1610	330	460	270	170	70	240	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	4480	20	20	1610	330	460	270	170	70	240	240
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	3808	20	20	1610	330	460	270	170	70	240	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	3808	20	20	1610	330	460	270	170	70	240	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	3808	20	20	1610	330	460	270	170	70	240	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	1.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	7600	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.67	0.01	0.01	0.21	0.19	0.15	0.07	0.10	0.04	0.06	0.14
Crit Moves:		****		****			****				****	
Green Time:	23.5	121	135.5	10.4	108	134.7	26.5	35.9	59.4	14.2	23.5	33.9
Volume/Cap:	0.61	1.06	0.02	0.21	0.38	0.27	1.06	0.38	0.32	0.54	0.52	0.78
Delay/Veh:	90.5	73.3	9.2	94.0	25.2	11.7	149.4	73.5	54.7	96.5	85.4	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:	90.5	73.3	9.2	94.0	25.2	11.7	149.4	73.5	54.7	96.5	85.4	92.9
LOS by Move:	F	E	A	F	C	B+	F	E	D-	F	F	F
HCM2k95thQ:	15	127	1	3	24	15	38	14	16	10	14	29

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

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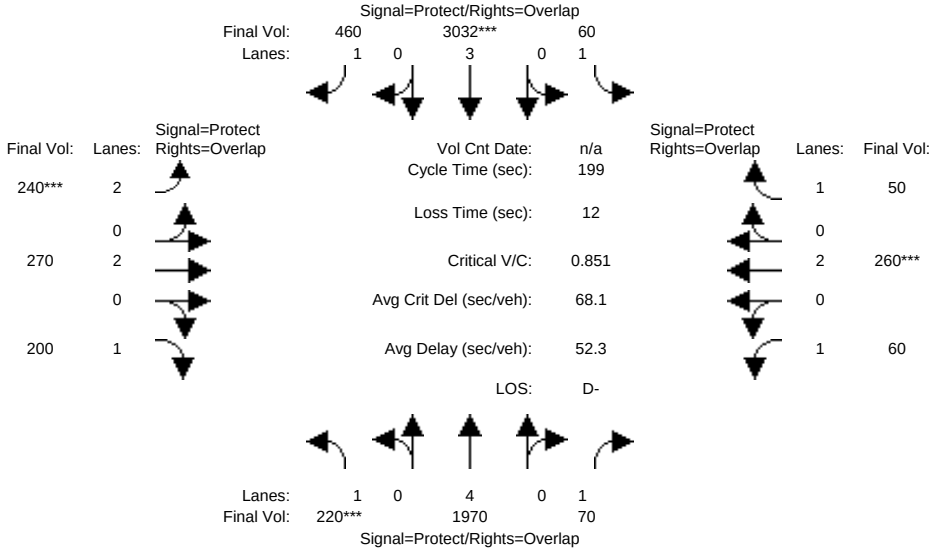
Intersection #79: San Tomas Expressway / Benton Street



Street Name:	San Tomas Expressway						Benton 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:	16	121	121	22	127	127	23	39	39	17	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1970	70	60	3790	460	240	270	200	60	260	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1970	70	60	3790	460	240	270	200	60	260	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1970	70	60	3790	460	240	270	200	60	260	50
User Adj:	1.00	1.00	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:	220	1970	70	60	3032	460	240	270	200	60	260	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1970	70	60	3032	460	240	270	200	60	260	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1970	70	60	3032	460	240	270	200	60	260	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	7600	1750	1750	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.04	0.03	0.53	0.26	0.08	0.07	0.11	0.03	0.07	0.03
Crit Moves:	****				****		****				****	
Green Time:	15.1	114	130.2	20.7	120	141.5	21.7	36.8	51.9	16.0	31.1	51.9
Volume/Cap:	1.66	0.45	0.06	0.33	0.88	0.37	0.70	0.38	0.44	0.43	0.44	0.11
Delay/Veh:	424.5	26.0	13.2	88.7	38.8	12.1	96.9	75.8	65.8	94.4	81.1	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:	424.5	26.0	13.2	88.7	38.8	12.1	96.9	75.8	65.8	94.4	81.1	59.5
LOS by Move:	F	C	B	F	D+	B	F	E-	E	F	F	E+
HCM2k95thQ:	44	30	3	7	79	21	19	14	21	9	14	5

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

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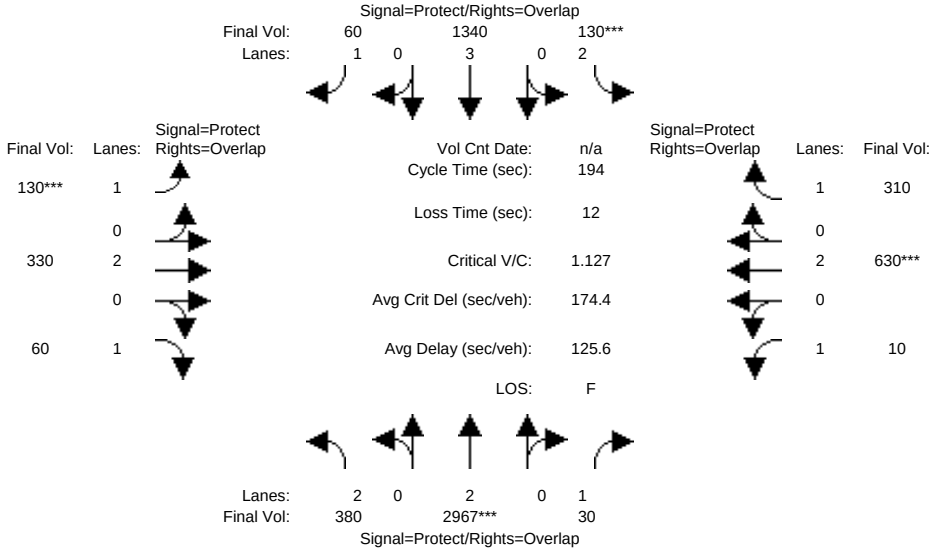
Intersection #82: San Tomas Expressway / Pruneridge Avenue



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	120	120	17	108	108	18	50	50	8	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	380	3490	30	130	1340	60	130	330	60	10	630	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:	380	3490	30	130	1340	60	130	330	60	10	630	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	3490	30	130	1340	60	130	330	60	10	630	310
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	380	2967	30	130	1340	60	130	330	60	10	630	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	2967	30	130	1340	60	130	330	60	10	630	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:	380	2967	30	130	1340	60	130	330	60	10	630	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.78	0.02	0.04	0.24	0.03	0.07	0.09	0.03	0.01	0.17	0.18
Crit Moves:		****		****			****				****	
Green Time:	27.4	113	120.8	15.9	102	118.8	16.9	46.1	73.4	7.4	36.6	52.5
Volume/Cap:	0.85	1.34	0.03	0.50	0.45	0.06	0.85	0.37	0.09	0.15	0.88	0.65
Delay/Veh:	101.7	197	15.0	92.5	30.6	16.1	128.0	66.2	41.5	97.4	93.9	70.2
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:	101.7	197	15.0	92.5	30.6	16.1	128.0	66.2	41.5	97.4	93.9	70.2
LOS by Move:	F	F	B	F	C	B	F	E	D	F	F	E
HCM2k95thQ:	25	200	2	9	29	3	20	16	5	2	37	32

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

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Santa Clara City Place EIR
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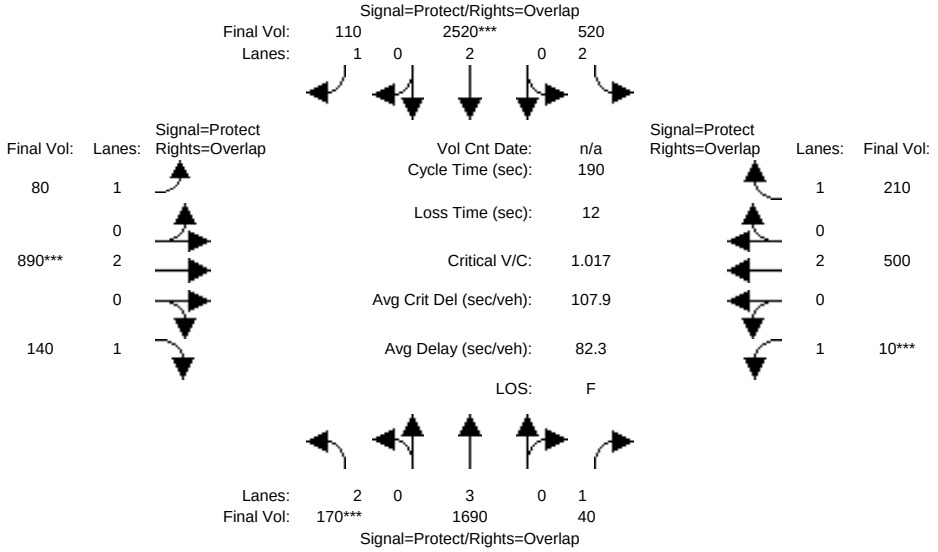
Intersection #82: San Tomas Expressway / Pruneridge Avenue



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	101	101	40	125	125	16	39	39	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1690	40	520	3150	110	80	890	140	10	500	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:	170	1690	40	520	3150	110	80	890	140	10	500	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1690	40	520	3150	110	80	890	140	10	500	210
User Adj:	1.00	1.00	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:	170	1690	40	520	2520	110	80	890	140	10	500	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1690	40	520	2520	110	80	890	140	10	500	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:	170	1690	40	520	2520	110	80	890	140	10	500	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.02	0.17	0.66	0.06	0.05	0.23	0.08	0.01	0.13	0.12
Crit Moves:	****				****			****		****		
Green Time:	15.0	95.0	104.4	37.6	118	132.6	15.0	36.7	51.7	9.4	31.0	68.7
Volume/Cap:	0.68	0.59	0.04	0.83	1.07	0.09	0.58	1.21	0.29	0.12	0.81	0.33
Delay/Veh:	98.0	36.2	21.0	87.2	79.7	9.9	95.6	190	58.5	92.4	89.0	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:	98.0	36.2	21.0	87.2	79.7	9.9	95.6	190	58.5	92.4	89.0	47.1
LOS by Move:	F	D+	C+	F	E-	A	F	F	E+	F	F	D
HCM2k95thQ:	12	40	2	30	125	4	11	61	14	1	29	18

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

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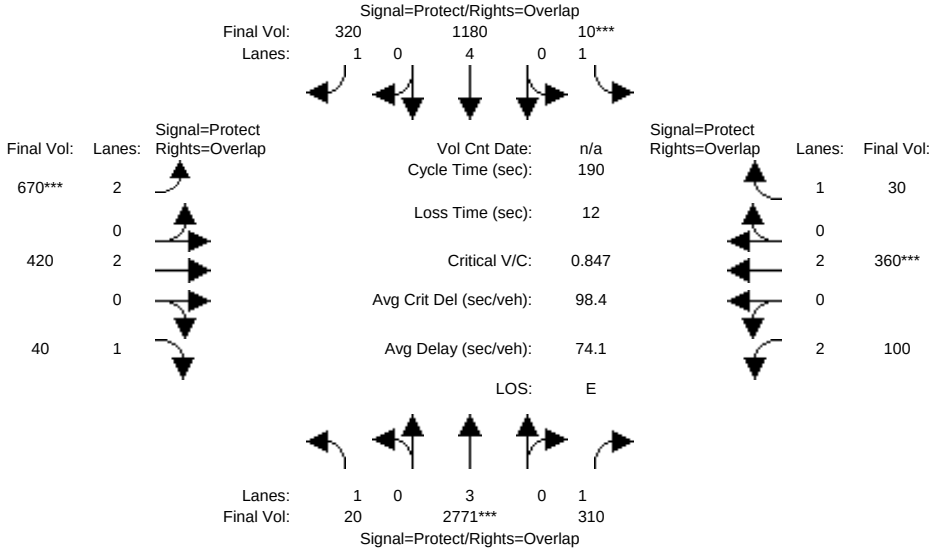
Intersection #83: San Tomas Expressway / Saratoga Avenue (CMP)



Street Name:	San Tomas Expressway						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	118	118	14	109	109	33	52	52	17	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:	20	3260	310	10	1180	320	670	420	40	100	360	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	3260	310	10	1180	320	670	420	40	100	360	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	3260	310	10	1180	320	670	420	40	100	360	30
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	2771	310	10	1180	320	670	420	40	100	360	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2771	310	10	1180	320	670	420	40	100	360	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2771	310	10	1180	320	670	420	40	100	360	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.49	0.18	0.01	0.16	0.18	0.21	0.11	0.02	0.03	0.09	0.02
Crit Moves:		****		****			****				****	
Green Time:	13.3	105	120.1	12.4	104	133.2	29.3	46.8	60.2	15.3	32.9	45.3
Volume/Cap:	0.16	0.88	0.28	0.09	0.28	0.26	1.38	0.45	0.07	0.39	0.55	0.07
Delay/Veh:	94.2	58.2	25.9	94.3	26.1	11.8	273.7	68.6	51.2	94.4	81.8	63.2
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:	94.2	58.2	25.9	94.3	26.1	11.8	273.7	68.6	51.2	94.4	81.8	63.2
LOS by Move:	F	E+	C	F	C	B+	F	E	D-	F	F	E
HCM2k95thQ:	3	85	24	1	18	15	64	23	5	8	21	4

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

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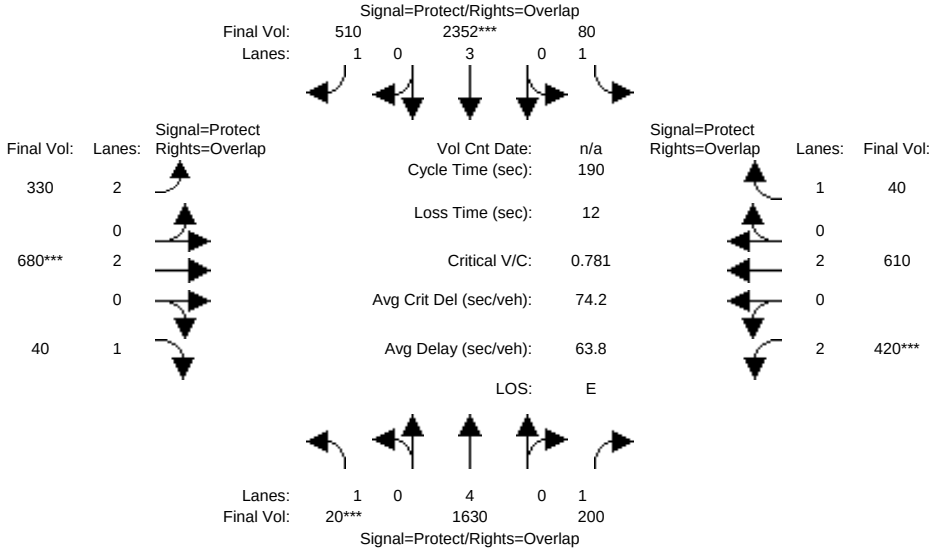
Intersection #83: San Tomas Expressway / Saratoga Avenue (CMP)



Street Name:	San Tomas Expressway						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	122	122	14	123	123	20	39	39	21	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1630	200	80	2940	510	330	680	40	420	610	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:	20	1630	200	80	2940	510	330	680	40	420	610	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1630	200	80	2940	510	330	680	40	420	610	40
User Adj:	1.00	1.00	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:	20	1630	200	80	2352	510	330	680	40	420	610	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1630	200	80	2352	510	330	680	40	420	610	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1630	200	80	2352	510	330	680	40	420	610	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	7600	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.11	0.05	0.41	0.29	0.10	0.18	0.02	0.13	0.16	0.02
Crit Moves:	****				****			****		****		
Green Time:	12.7	112	130.8	12.8	112	130.9	19.1	35.5	48.2	19.1	35.5	48.3
Volume/Cap:	0.17	0.36	0.17	0.68	0.70	0.42	1.04	0.96	0.09	1.33	0.86	0.09
Delay/Veh:	92.7	31.0	18.6	109.9	30.8	14.5	156.1	108	59.7	261.4	92.8	59.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.7	31.0	18.6	109.9	30.8	14.5	156.1	108	59.7	261.4	92.8	59.6
LOS by Move:	F	C	B-	F	C	B	F	F	E+	F	F	E+
HCM2k95thQ:	3	30	14	10	51	25	30	42	5	42	36	5

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

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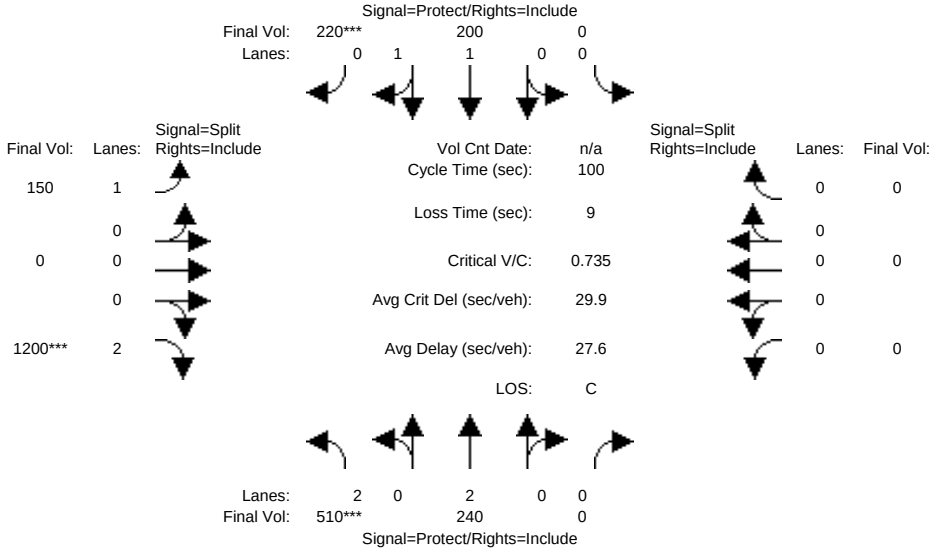
Intersection #84: Gold Street / Gold Street Connector



Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	510	240	0	0	200	220	150	0	1200	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:	510	240	0	0	200	220	150	0	1200	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	510	240	0	0	200	220	150	0	1200	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	510	240	0	0	200	220	150	0	1200	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	240	0	0	200	220	150	0	1200	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	240	0	0	200	220	150	0	1200	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	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	1900	1750	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.06	0.00	0.00	0.11	0.13	0.09	0.00	0.38	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	22.0	39.1	0.0	0.0	17.1	17.1	51.9	0.0	51.9	0.0	0.0	0.0
Volume/Cap:	0.73	0.16	0.00	0.00	0.62	0.73	0.17	0.00	0.73	0.00	0.00	0.00
Delay/Veh:	40.3	19.8	0.0	0.0	40.1	44.2	12.8	0.0	20.5	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:	40.3	19.8	0.0	0.0	40.1	44.2	12.8	0.0	20.5	0.0	0.0	0.0
LOS by Move:	D	B-	A	A	D	D	B	A	C+	A	A	A
HCM2k95thQ:	17	5	0	0	13	16	5	0	30	0	0	0

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

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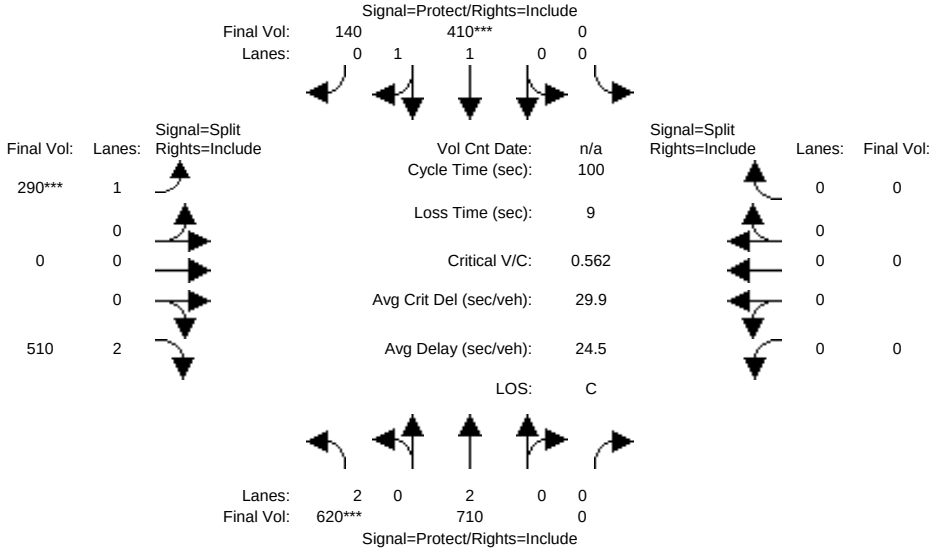
Intersection #84: Gold Street / Gold Street Connector



Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	620	710	0	0	410	140	290	0	510	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:	620	710	0	0	410	140	290	0	510	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	710	0	0	410	140	290	0	510	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	620	710	0	0	410	140	290	0	510	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	710	0	0	410	140	290	0	510	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	620	710	0	0	410	140	290	0	510	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	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.48	0.52	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	2757	942	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.00	0.00	0.15	0.15	0.17	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	35.0	61.5	0.0	0.0	26.5	26.5	29.5	0.0	29.5	0.0	0.0	0.0
Volume/Cap:	0.56	0.30	0.00	0.00	0.56	0.56	0.56	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	26.9	9.2	0.0	0.0	32.5	32.5	31.2	0.0	30.4	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:	26.9	9.2	0.0	0.0	32.5	32.5	31.2	0.0	30.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C-	C-	C	A	C	A	A	A
HCM2k95thQ:	17	10	0	0	15	15	15	0	15	0	0	0

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

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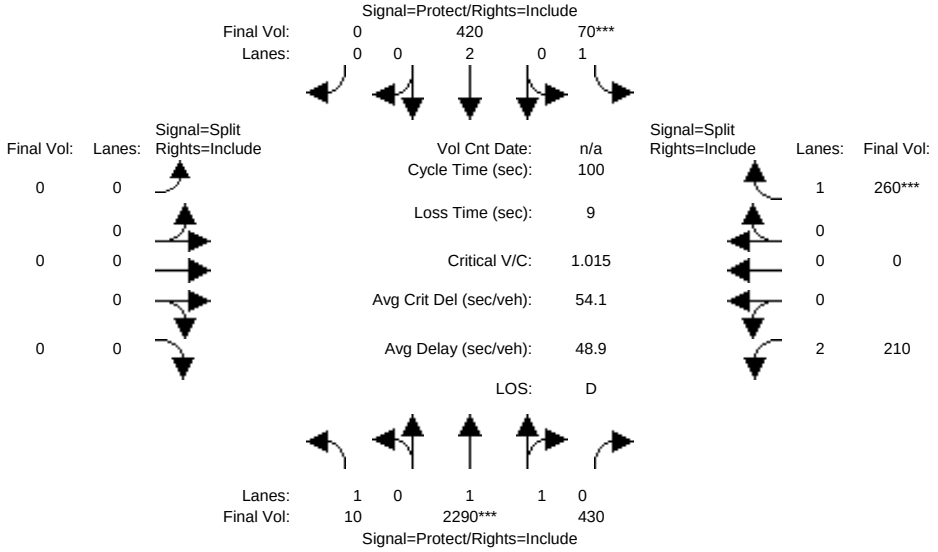
Intersection #90: Lafayette Street / Calle De Luna



Street Name:	Lafayette Street						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:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	2290	430	70	420	0	0	0	0	210	0	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:	10	2290	430	70	420	0	0	0	0	210	0	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2290	430	70	420	0	0	0	0	210	0	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2290	430	70	420	0	0	0	0	210	0	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2290	430	70	420	0	0	0	0	210	0	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:	10	2290	430	70	420	0	0	0	0	210	0	260
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	1.68	0.32	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3115	585	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.74	0.74	0.04	0.11	0.00	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:		****		****								****
Green Time:	29.8	69.9	69.9	7.0	47.1	0.0	0.0	0.0	0.0	14.1	0.0	14.1
Volume/Cap:	0.02	1.05	1.05	0.57	0.23	0.00	0.00	0.00	0.00	0.47	0.00	1.05
Delay/Veh:	24.8	48.4	48.4	51.4	15.8	0.0	0.0	0.0	0.0	40.3	0.0	114.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	48.4	48.4	51.4	15.8	0.0	0.0	0.0	0.0	40.3	0.0	114.6
LOS by Move:	C	D	D	D-	B	A	A	A	A	D	A	F
HCM2k95thQ:	0	80	80	5	7	0	0	0	0	8	0	26

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

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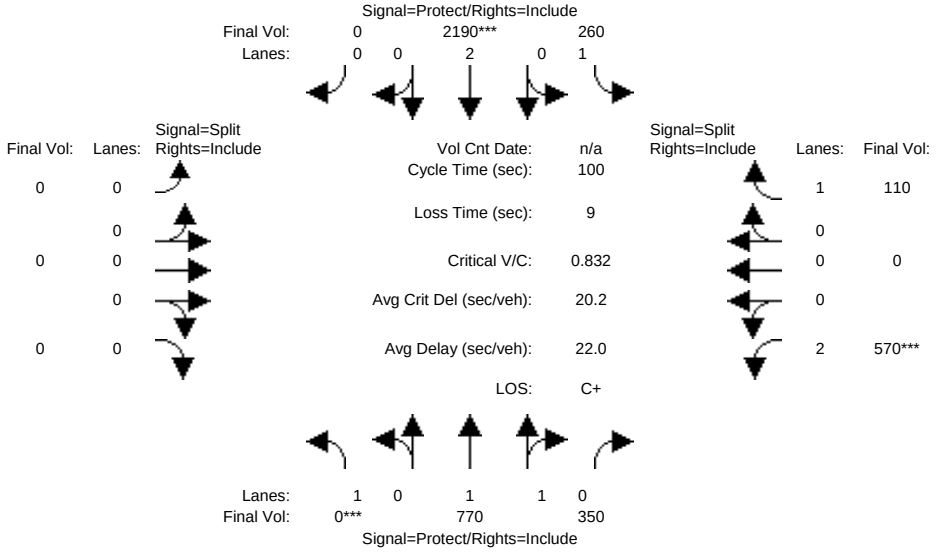
Intersection #90: Lafayette Street / Calle De Luna



Street Name:	Lafayette Street						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:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	770	350	260	2190	0	0	0	0	570	0	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	770	350	260	2190	0	0	0	0	570	0	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	770	350	260	2190	0	0	0	0	570	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	770	350	260	2190	0	0	0	0	570	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	770	350	260	2190	0	0	0	0	570	0	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	770	350	260	2190	0	0	0	0	570	0	110
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	1.00	0.92
Lanes:	1.00	1.36	0.64	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2543	1156	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.15	0.58	0.00	0.00	0.00	0.00	0.18	0.00	0.06
Crit Moves:	****				****					****		
Green Time:	0.0	46.5	46.5	22.8	69.3	0.0	0.0	0.0	0.0	21.7	0.0	21.7
Volume/Cap:	0.00	0.65	0.65	0.65	0.83	0.00	0.00	0.00	0.00	0.83	0.00	0.29
Delay/Veh:	0.0	21.5	21.5	38.8	13.6	0.0	0.0	0.0	0.0	45.9	0.0	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:	0.0	21.5	21.5	38.8	13.6	0.0	0.0	0.0	0.0	45.9	0.0	33.1
LOS by Move:	A	C+	C+	D+	B	A	A	A	A	D	A	C-
HCM2k95thQ:	0	24	24	15	42	0	0	0	0	23	0	6

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

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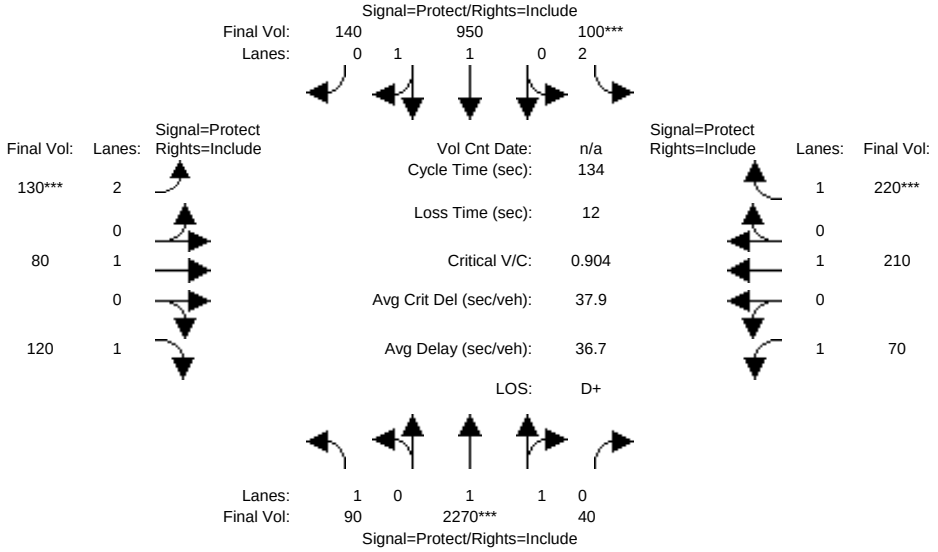
Intersection #94: Lafayette Street / Agnew Road



Street Name:	Lafayette Street						Agnew Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	2270	40	100	950	140	130	80	120	70	210	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	2270	40	100	950	140	130	80	120	70	210	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	2270	40	100	950	140	130	80	120	70	210	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2270	40	100	950	140	130	80	120	70	210	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	2270	40	100	950	140	130	80	120	70	210	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	2270	40	100	950	140	130	80	120	70	210	220
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	1.96	0.04	2.00	1.74	0.26	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3636	64	3150	3224	475	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.62	0.62	0.03	0.29	0.29	0.04	0.04	0.07	0.04	0.11	0.13
Crit Moves:		****		****			****					****
Green Time:	14.6	89.9	89.9	7.0	82.3	82.3	7.0	14.8	14.8	10.3	18.1	18.1
Volume/Cap:	0.47	0.93	0.93	0.61	0.48	0.48	0.79	0.38	0.62	0.52	0.82	0.93
Delay/Veh:	64.3	27.1	27.1	77.7	14.9	14.9	93.8	60.6	71.1	73.0	80.7	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:	64.3	27.1	27.1	77.7	14.9	14.9	93.8	60.6	71.1	73.0	80.7	100.3
LOS by Move:	E	C	C	E-	B	B	F	E	E	E	F	F
HCM2k95thQ:	9	74	74	6	21	21	10	7	12	8	18	22

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

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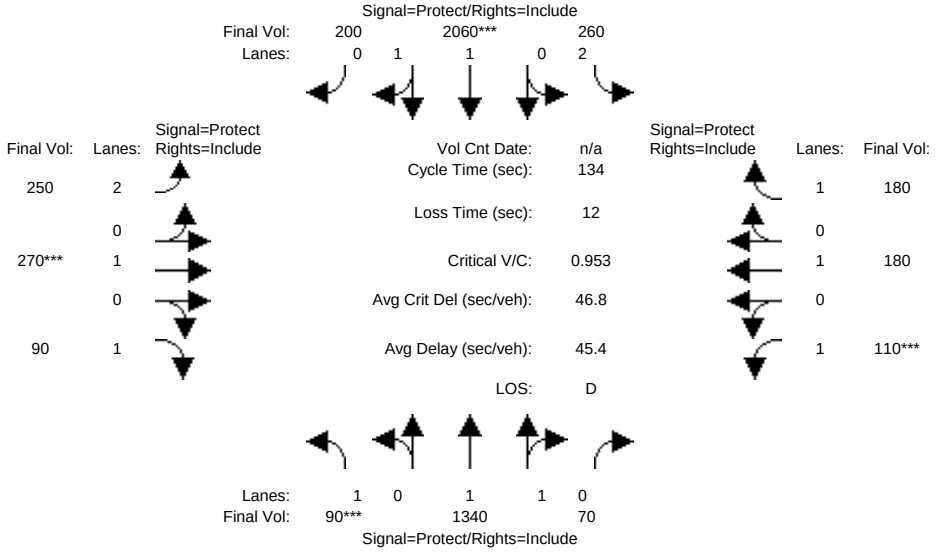
Intersection #94: Lafayette Street / Agnew Road



Street Name:	Lafayette Street						Agnew Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1340	70	260	2060	200	250	270	90	110	180	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1340	70	260	2060	200	250	270	90	110	180	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1340	70	260	2060	200	250	270	90	110	180	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1340	70	260	2060	200	250	270	90	110	180	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1340	70	260	2060	200	250	270	90	110	180	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:	90	1340	70	260	2060	200	250	270	90	110	180	180
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	1.90	0.10	2.00	1.82	0.18	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3516	184	3150	3372	327	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.38	0.08	0.61	0.61	0.08	0.14	0.05	0.06	0.09	0.10
Crit Moves:	****				****			****		****		
Green Time:	7.2	76.6	76.6	16.6	85.9	85.9	12.6	20.0	20.0	8.8	16.3	16.3
Volume/Cap:	0.95	0.67	0.67	0.67	0.95	0.95	0.85	0.95	0.34	0.95	0.78	0.85
Delay/Veh:	143.5	21.6	21.6	64.8	32.4	32.4	84.6	99.1	54.7	134.1	79.7	89.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	143.5	21.6	21.6	64.8	32.4	32.4	84.6	99.1	54.7	134.1	79.7	89.6
LOS by Move:	F	C+	C+	E	C-	C-	F	F	D-	F	E-	F
HCM2k95thQ:	13	33	33	12	77	77	15	25	8	14	16	18

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

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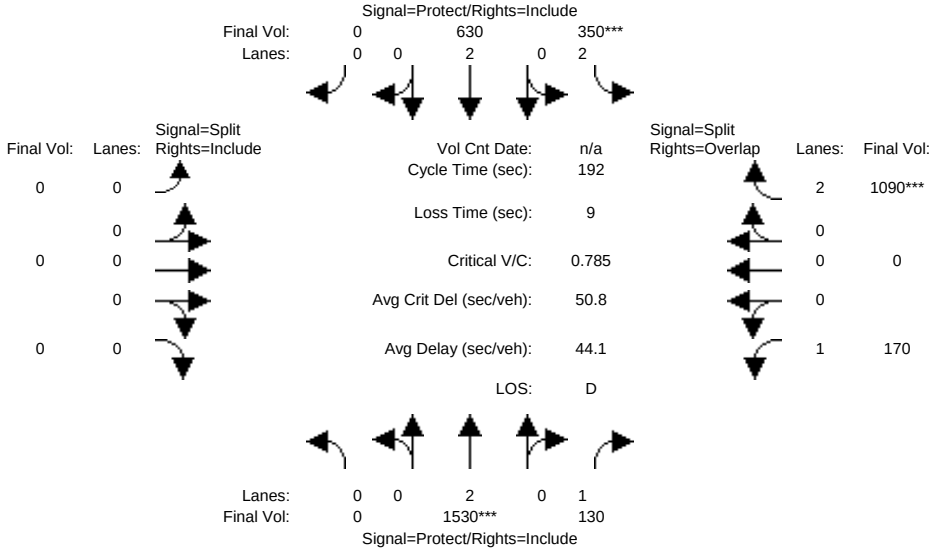
Intersection #96: Lafayette Street / Montague Expressway WB Ramps



Street Name:	Lafayette Street						Montague Expressway WB 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	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1530	130	350	630	0	0	0	0	170	0	1090
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1530	130	350	630	0	0	0	0	170	0	1090
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1530	130	350	630	0	0	0	0	170	0	1090
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1530	130	350	630	0	0	0	0	170	0	1090
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1530	130	350	630	0	0	0	0	170	0	1090
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1530	130	350	630	0	0	0	0	170	0	1090
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.07	0.11	0.17	0.00	0.00	0.00	0.00	0.10	0.00	0.35
Crit Moves:		****		****								****
Green Time:	0.0	98.4	98.4	27.2	126	0.0	0.0	0.0	0.0	57.4	0.0	84.6
Volume/Cap:	0.00	0.79	0.14	0.79	0.25	0.00	0.00	0.00	0.00	0.32	0.00	0.79
Delay/Veh:	0.0	41.5	25.0	92.6	14.0	0.0	0.0	0.0	0.0	53.9	0.0	50.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.5	25.0	92.6	14.0	0.0	0.0	0.0	0.0	53.9	0.0	50.5
LOS by Move:	A	D	C	F	B	A	A	A	A	D-	A	D
HCM2k95thQ:	0	61	9	22	14	0	0	0	0	15	0	53

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

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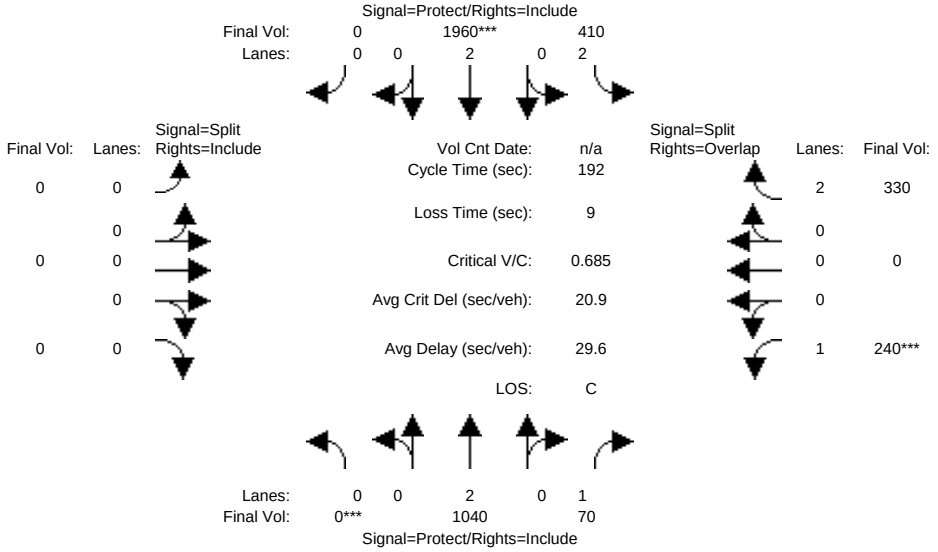
Intersection #96: Lafayette Street / Montague Expressway WB Ramps



Street Name:	Lafayette Street						Montague Expressway WB 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	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1040	70	410	1960	0	0	0	0	240	0	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1040	70	410	1960	0	0	0	0	240	0	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1040	70	410	1960	0	0	0	0	240	0	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1040	70	410	1960	0	0	0	0	240	0	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1040	70	410	1960	0	0	0	0	240	0	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1040	70	410	1960	0	0	0	0	240	0	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.04	0.13	0.52	0.00	0.00	0.00	0.00	0.14	0.00	0.10
Crit Moves:	****				****					****		
Green Time:	0.0	98.0	98.0	46.6	145	0.0	0.0	0.0	0.0	38.4	0.0	85.0
Volume/Cap:	0.00	0.54	0.08	0.54	0.69	0.00	0.00	0.00	0.00	0.69	0.00	0.24
Delay/Veh:	0.0	32.8	24.2	66.0	13.5	0.0	0.0	0.0	0.0	81.6	0.0	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.8	24.2	66.0	13.5	0.0	0.0	0.0	0.0	81.6	0.0	33.7
LOS by Move:	A	C-	C	E	B	A	A	A	A	F	A	C-
HCM2k95thQ:	0	33	5	21	47	0	0	0	0	24	0	13

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

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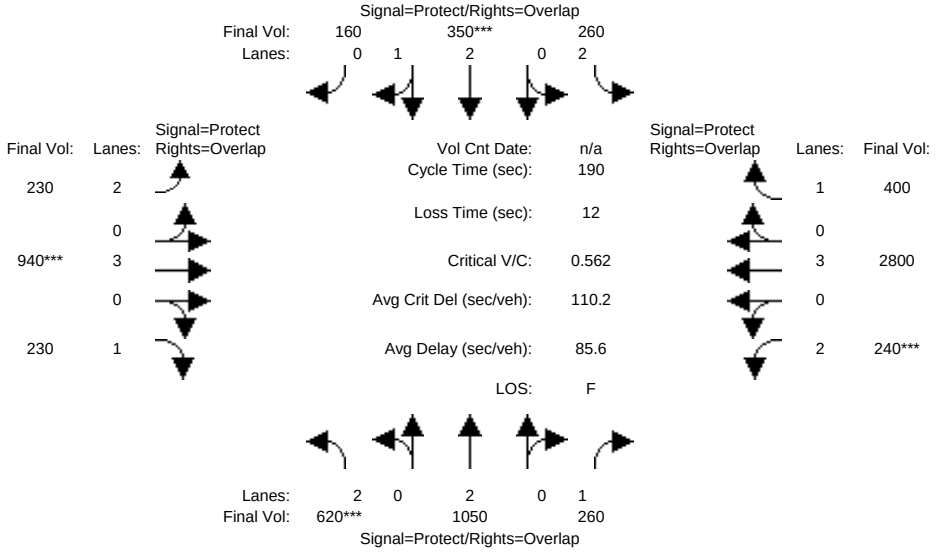
Intersection #98: Lafayette Street / Central Expressway (CMP)



Street Name:	Lafayette Street						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:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	620	1050	260	260	350	160	230	940	230	240	2800	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	620	1050	260	260	350	160	230	940	230	240	2800	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	1050	260	260	350	160	230	940	230	240	2800	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1050	260	260	350	160	230	940	230	240	2800	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	1050	260	260	350	160	230	940	230	240	2800	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	620	1050	260	260	350	160	230	940	230	240	2800	400
Saturation Flow Module:												
Sat/Lane:	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	2.02	0.98	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3841	1756	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.28	0.15	0.08	0.09	0.09	0.07	0.16	0.13	0.08	0.49	0.23
Crit Moves:	****				****			****		****		
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	1.37	1.14	0.40	0.88	0.47	0.30	0.64	0.35	0.21	0.59	1.00	0.39
Delay/Veh:	267.0	152	47.3	114.6	72.7	53.5	89.5	33.4	17.0	85.3	57.8	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	267.0	152	47.3	114.6	72.7	53.5	89.5	33.4	17.0	85.3	57.8	14.1
LOS by Move:	F	F	D	F	E	D-	F	C-	B	F	E+	B
HCM2k95thQ:	55	63	26	19	18	17	15	21	12	15	97	16

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

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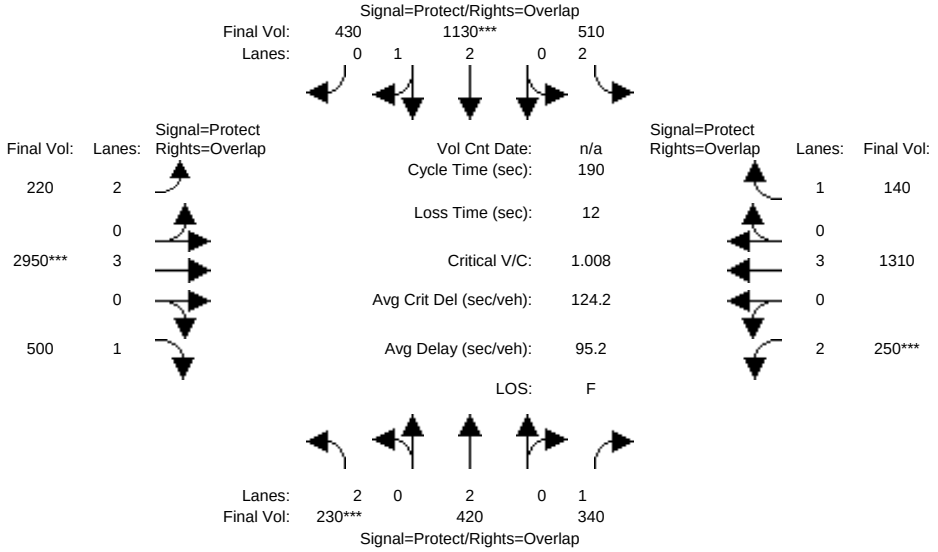
Intersection #98: Lafayette Street / Central Expressway (CMP)



Street Name:	Lafayette Street						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	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	420	340	510	1130	430	220	2950	500	250	1310	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	420	340	510	1130	430	220	2950	500	250	1310	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	420	340	510	1130	430	220	2950	500	250	1310	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	420	340	510	1130	430	220	2950	500	250	1310	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	420	340	510	1130	430	220	2950	500	250	1310	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	420	340	510	1130	430	220	2950	500	250	1310	140
Saturation Flow Module:												
Sat/Lane:	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	2.14	0.86	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4054	1543	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.19	0.16	0.28	0.28	0.07	0.52	0.29	0.08	0.23	0.08
Crit Moves:	****				****			****		****		
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.82	0.64	0.70	1.43	1.41	0.96	0.74	0.94	0.45	0.77	0.41	0.12
Delay/Veh:	108.6	80.3	70.7	298.6	273	84.1	99.1	48.6	18.7	99.1	16.9	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.6	80.3	70.7	298.6	273	84.1	99.1	48.6	18.7	99.1	16.9	4.2
LOS by Move:	F	F	E	F	F	F	F	D	B-	F	B	A
HCM2k95thQ:	17	22	37	48	78	55	15	87	28	17	18	2

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

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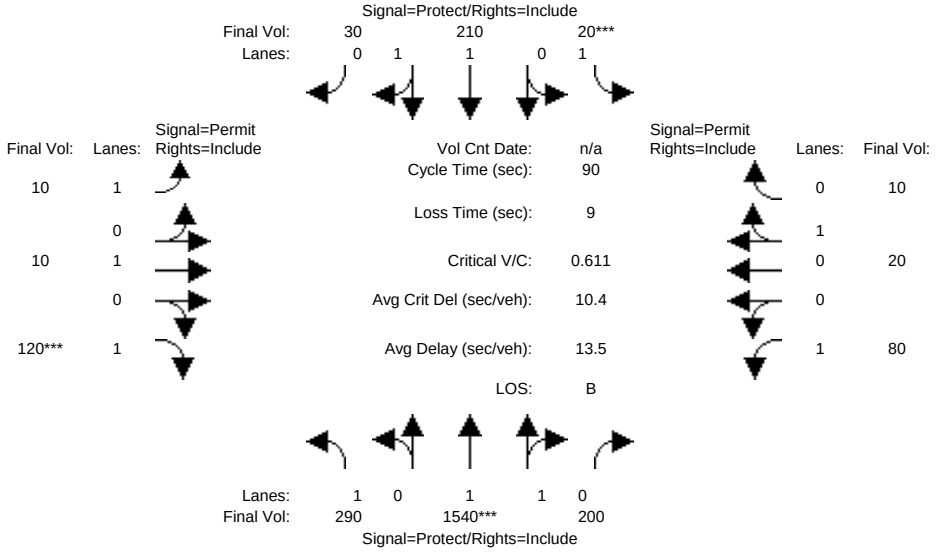
Intersection #120: De La Cruz Boulevard / Laurelwood Road



Street Name:	De La Cruz Boulevard						Laurelwood Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1540	200	20	210	30	10	10	120	80	20	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:	290	1540	200	20	210	30	10	10	120	80	20	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1540	200	20	210	30	10	10	120	80	20	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:	1.00	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	1540	200	20	210	30	10	10	120	80	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1540	200	20	210	30	10	10	120	80	20	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:	290	1540	200	20	210	30	10	10	120	80	20	10
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	0.95	0.95
Lanes:	1.00	1.76	0.24	1.00	1.74	0.26	1.00	1.00	1.00	1.00	0.67	0.33
Final Sat.:	1750	3274	425	1750	3237	462	1750	1900	1750	1750	1200	600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.47	0.47	0.01	0.06	0.06	0.01	0.01	0.07	0.05	0.02	0.02
Crit Moves:		****		****					****			
Green Time:	42.5	64.0	64.0	7.0	28.5	28.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.35	0.66	0.66	0.15	0.20	0.20	0.05	0.05	0.62	0.41	0.15	0.15
Delay/Veh:	15.3	7.7	7.7	39.2	22.6	22.6	35.9	35.8	44.1	38.7	36.5	36.5
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:	15.3	7.7	7.7	39.2	22.6	22.6	35.9	35.8	44.1	38.7	36.5	36.5
LOS by Move:	B	A	A	D	C+	C+	D+	D+	D	D+	D+	D+
HCM2k95thQ:	10	24	24	1	5	5	1	1	9	5	2	2

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

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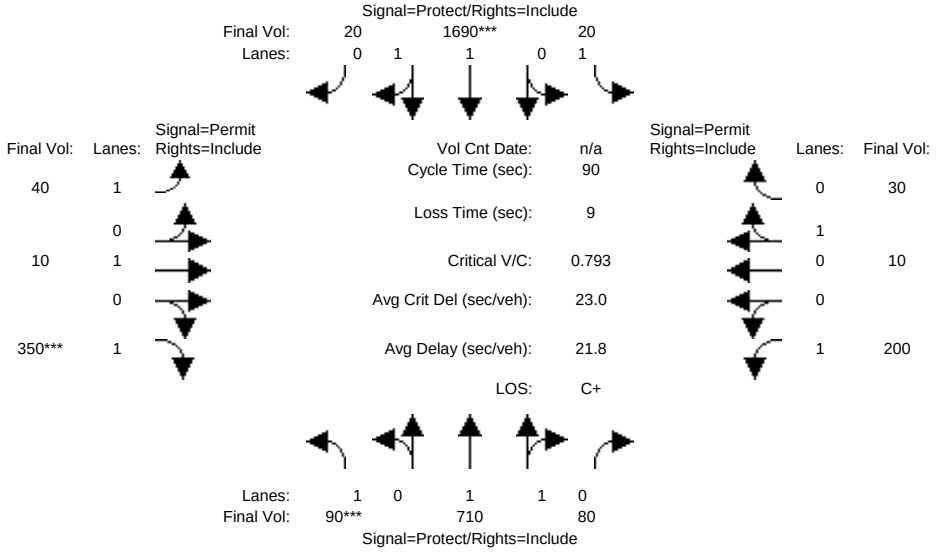
Intersection #120: De La Cruz Boulevard / Laurelwood Road



Street Name:	De La Cruz Boulevard						Laurelwood Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	710	80	20	1690	20	40	10	350	200	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	710	80	20	1690	20	40	10	350	200	10	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	710	80	20	1690	20	40	10	350	200	10	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	710	80	20	1690	20	40	10	350	200	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	710	80	20	1690	20	40	10	350	200	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	710	80	20	1690	20	40	10	350	200	10	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.79	0.21	1.00	1.98	0.02	1.00	1.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	3325	375	1750	3657	43	1750	1900	1750	1750	450	1350
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.01	0.46	0.46	0.02	0.01	0.20	0.11	0.02	0.02
Crit Moves:	****				****				****			
Green Time:	7.0	43.0	43.0	15.7	51.6	51.6	22.4	22.4	22.4	22.4	22.4	22.4
Volume/Cap:	0.66	0.45	0.45	0.07	0.81	0.81	0.09	0.02	0.81	0.46	0.09	0.09
Delay/Veh:	51.8	15.8	15.8	31.1	17.5	17.5	26.1	25.6	42.3	29.5	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:	51.8	15.8	15.8	31.1	17.5	17.5	26.1	25.6	42.3	29.5	26.1	26.1
LOS by Move:	D-	B	B	C	B	B	C	C	D	C	C	C
HCM2k95thQ:	5	13	13	1	31	31	2	0	22	11	2	2

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

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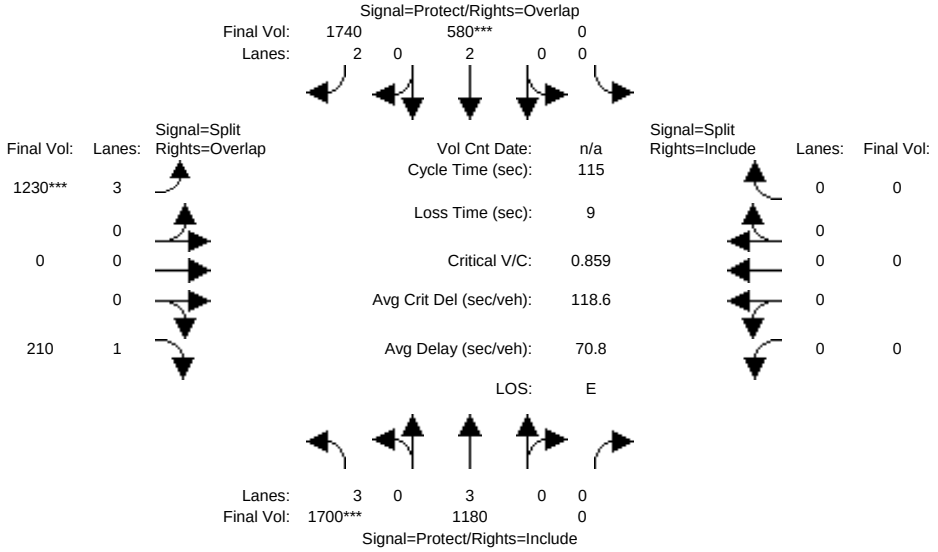
Santa Clara City Place EIR
SJ14-1528.01
2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit AM

Intersection #121: De La Cruz Boulevard / Central Expressway (CMP)



Street Name:	De La Cruz 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:	34	69	0	0	35	35	45	0	45	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:	1700	1180	0	0	580	1740	1230	0	210	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:	1700	1180	0	0	580	1740	1230	0	210	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1700	1180	0	0	580	1740	1230	0	210	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1700	1180	0	0	580	1740	1230	0	210	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1700	1180	0	0	580	1740	1230	0	210	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1700	1180	0	0	580	1740	1230	0	210	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	0.92	0.92	1.00	0.92
Lanes:	3.00	3.00	0.00	0.00	2.00	2.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	4551	5700	0	0	3800	3150	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.21	0.00	0.00	0.15	0.55	0.27	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	74.8	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	1.35	0.37	0.00	0.00	0.54	0.85	0.74	0.00	0.19	0.00	0.00	0.00
Delay/Veh:	207.9	15.0	0.0	0.0	37.7	20.4	33.3	0.0	4.2	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:	207.9	15.0	0.0	0.0	37.7	20.4	33.3	0.0	4.2	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D+	C+	C-	A	A	A	A	A
HCM2k95thQ:	74	14	0	0	18	52	28	0	3	0	0	0

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

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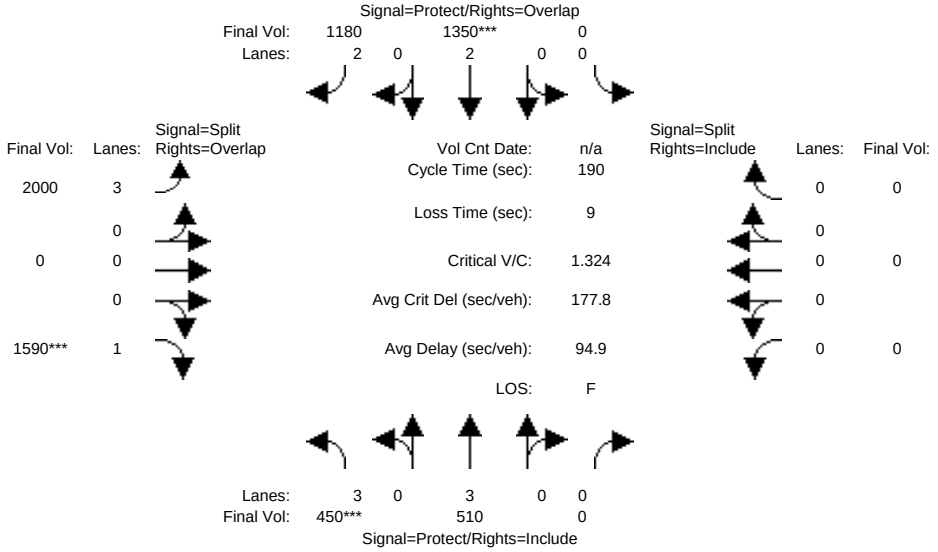
Santa Clara City Place EIR
SJ14-1528.01
2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit PM

Intersection #121: De La Cruz Boulevard / Central Expressway (CMP)



Street Name:	De La Cruz 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:	19	76	0	0	57	57	114	0	114	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:	450	510	0	0	1350	1180	2000	0	1590	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:	450	510	0	0	1350	1180	2000	0	1590	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	510	0	0	1350	1180	2000	0	1590	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	510	0	0	1350	1180	2000	0	1590	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	510	0	0	1350	1180	2000	0	1590	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	510	0	0	1350	1180	2000	0	1590	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	0.92	0.92	1.00	0.92
Lanes:	3.00	3.00	0.00	0.00	2.00	2.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	4551	5700	0	0	3800	3150	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.00	0.00	0.36	0.37	0.44	0.00	0.91	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	18.1	72.6	0.0	0.0	54.4	163.3	108.8	0.0	127.0	0.0	0.0	0.0
Volume/Cap:	1.04	0.23	0.00	0.00	1.24	0.44	0.77	0.00	1.36	0.00	0.00	0.00
Delay/Veh:	142.7	41.8	0.0	0.0	187	3.3	22.0	0.0	179.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.7	41.8	0.0	0.0	187	3.3	22.0	0.0	179.8	0.0	0.0	0.0
LOS by Move:	F	D	A	A	F	A	C+	A	F	A	A	A
HCM2k95thQ:	25	13	0	0	88	18	44	0	230	0	0	0

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

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Santa Clara City Place EIR
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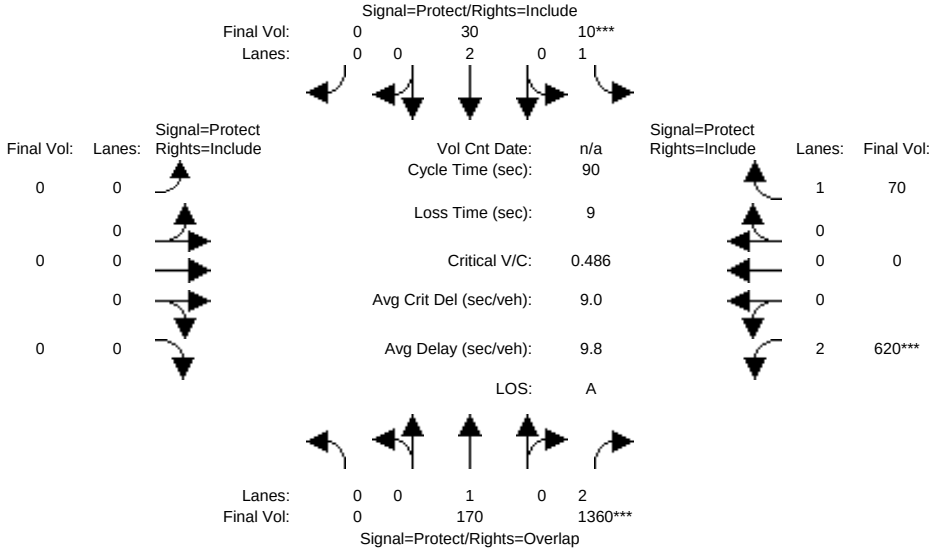
2020+Pall Mit AM

Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	170	1360	10	30	0	0	0	0	620	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	170	1360	10	30	0	0	0	0	620	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	1360	10	30	0	0	0	0	620	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	1360	10	30	0	0	0	0	620	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	1360	10	30	0	0	0	0	620	0	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:	0	170	1360	10	30	0	0	0	0	620	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.43	0.01	0.01	0.00	0.00	0.00	0.00	0.20	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	40.3	74.0	7.0	47.3	0.0	0.0	0.0	0.0	33.7	0.0	33.7
Volume/Cap:	0.00	0.20	0.53	0.07	0.02	0.00	0.00	0.00	0.00	0.53	0.00	0.11
Delay/Veh:	0.0	15.2	2.7	38.7	10.2	0.0	0.0	0.0	0.0	22.3	0.0	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:	0.0	15.2	2.7	38.7	10.2	0.0	0.0	0.0	0.0	22.3	0.0	18.4
LOS by Move:	A	B	A	D+	B+	A	A	A	A	C+	A	B-
HCM2k95thQ:	0	5	14	1	0	0	0	0	0	15	0	3

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

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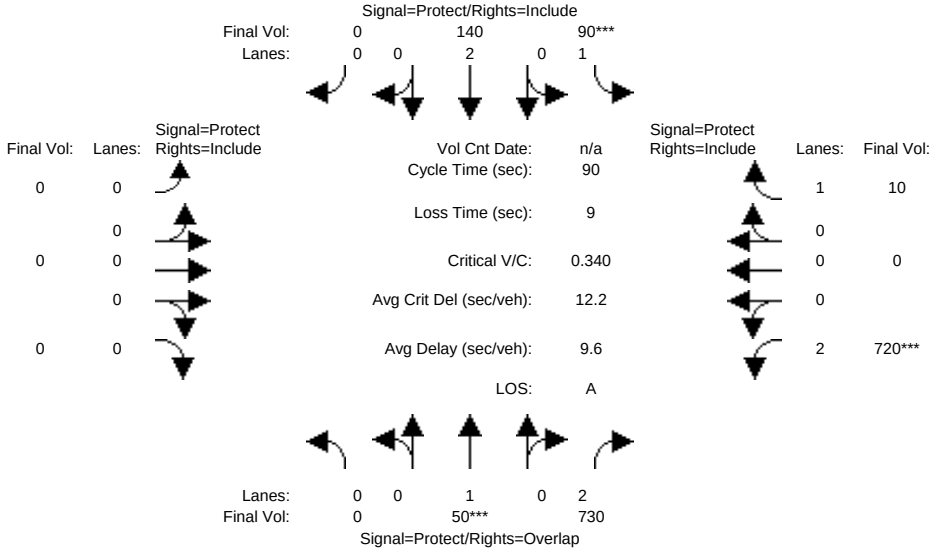
Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	730	90	140	0	0	0	0	720	0	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	50	730	90	140	0	0	0	0	720	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	730	90	140	0	0	0	0	720	0	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:	1.00	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	50	730	90	140	0	0	0	0	720	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	730	90	140	0	0	0	0	720	0	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:	0	50	730	90	140	0	0	0	0	720	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.23	0.05	0.04	0.00	0.00	0.00	0.00	0.23	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	0.0	10.0	68.0	13.0	23.0	0.0	0.0	0.0	0.0	58.0	0.0	58.0
Volume/Cap:	0.00	0.24	0.31	0.35	0.14	0.00	0.00	0.00	0.00	0.35	0.00	0.01
Delay/Veh:	0.0	37.1	3.6	35.5	25.9	0.0	0.0	0.0	0.0	7.5	0.0	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:	0.0	37.1	3.6	35.5	25.9	0.0	0.0	0.0	0.0	7.5	0.0	5.7
LOS by Move:	A	D+	A	D+	C	A	A	A	A	A	A	A
HCM2k95thQ:	0	3	8	6	3	0	0	0	0	11	0	0

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

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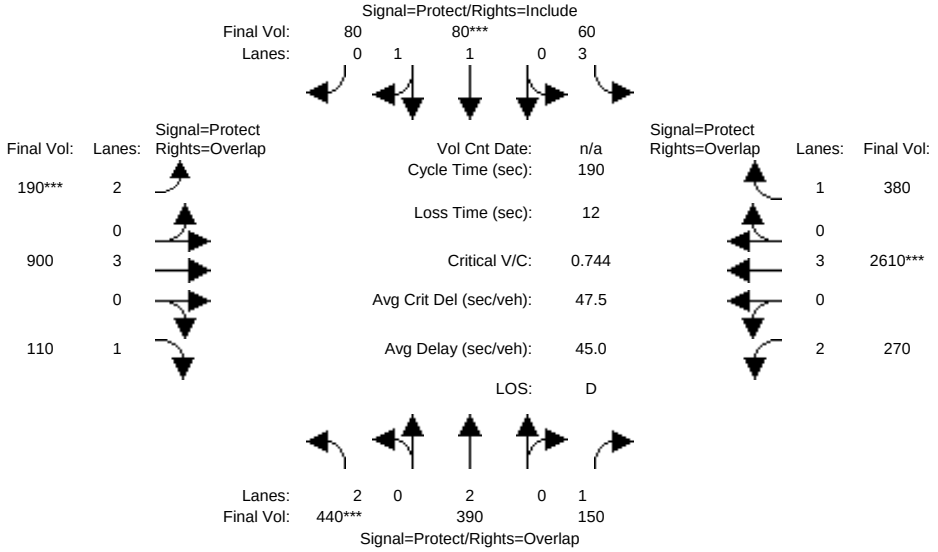
Intersection #124: Scott Boulevard and Central Expressway (CMP)



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:	30	41	41	11	22	22	16	110	110	27	122	122
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	390	150	60	80	80	190	900	110	270	2610	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:	440	390	150	60	80	80	190	900	110	270	2610	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	390	150	60	80	80	190	900	110	270	2610	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	390	150	60	80	80	190	900	110	270	2610	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	390	150	60	80	80	190	900	110	270	2610	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:	440	390	150	60	80	80	190	900	110	270	2610	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	4551	1900	1800	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.09	0.01	0.04	0.04	0.06	0.16	0.06	0.09	0.46	0.22
Crit Moves:	****				****		****				****	
Green Time:	28.2	38.6	64.1	10.3	20.7	20.7	15.0	104	132.4	25.6	115	125.1
Volume/Cap:	0.94	0.51	0.25	0.24	0.39	0.41	0.76	0.29	0.09	0.64	0.76	0.33
Delay/Veh:	112.4	72.0	48.7	92.0	84.3	84.6	104.0	24.5	9.9	85.9	30.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.4	72.0	48.7	92.0	84.3	84.6	104.0	24.5	9.9	85.9	30.2	15.2
LOS by Move:	F	E	D	F	F	F	F	C	A	F	C	B
HCM2k95thQ:	33	20	13	3	9	9	14	17	5	16	57	19

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

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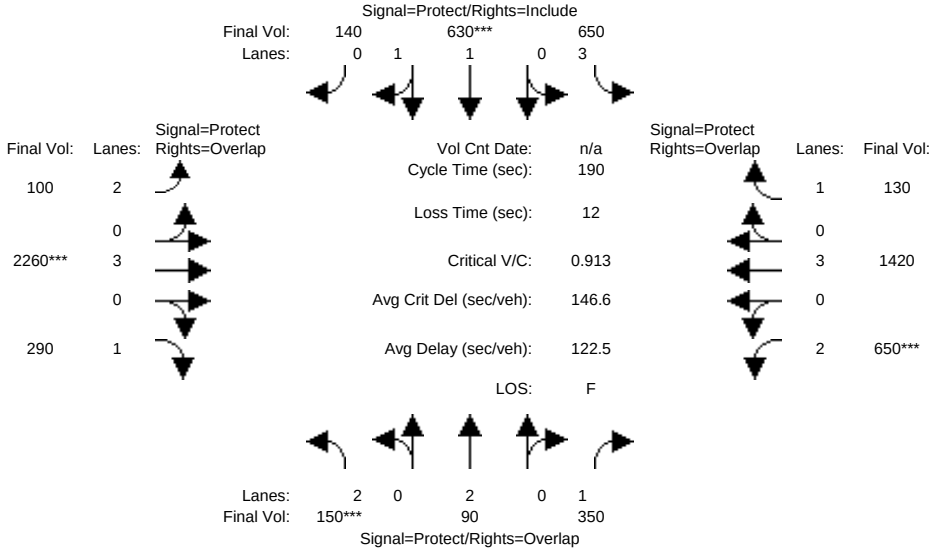
Intersection #124: Scott Boulevard and Central Expressway (CMP)



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:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	90	350	650	630	140	100	2260	290	650	1420	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:	150	90	350	650	630	140	100	2260	290	650	1420	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	90	350	650	630	140	100	2260	290	650	1420	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	90	350	650	630	140	100	2260	290	650	1420	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	90	350	650	630	140	100	2260	290	650	1420	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	90	350	650	630	140	100	2260	290	650	1420	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	3.00	1.63	0.37	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	4551	3027	673	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.20	0.14	0.21	0.21	0.03	0.40	0.17	0.21	0.25	0.07
Crit Moves:	****				****			****		****		
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.34	0.11	0.62	1.44	1.24	1.24	0.34	0.76	0.25	1.81	0.46	0.12
Delay/Veh:	79.2	65.0	60.2	302.4	204	203.9	86.3	39.8	14.2	465.9	28.6	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.2	65.0	60.2	302.4	204	203.9	86.3	39.8	14.2	465.9	28.6	14.3
LOS by Move:	E-	E	E	F	F	F	F	D	B	F	C	B
HCM2k95thQ:	10	4	33	42	51	51	6	55	14	69	30	6

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

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Santa Clara City Place EIR
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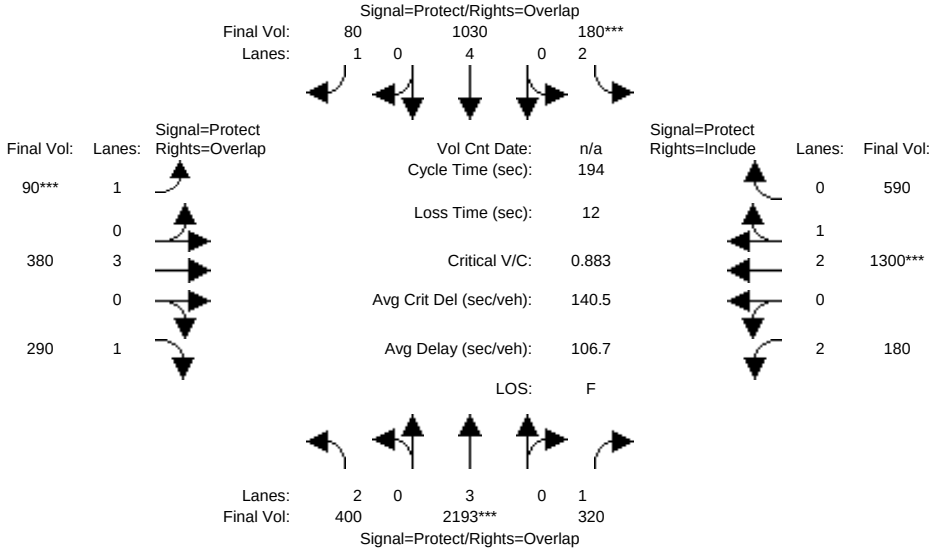
Intersection #125: San Tomas Expressway and Stevens Creek Boulevard (CMP)



Street Name:	San Tomas Expressway						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	112	112	16	99	99	16	45	45	20	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	2580	320	180	1030	80	90	380	290	180	1300	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:	400	2580	320	180	1030	80	90	380	290	180	1300	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	2580	320	180	1030	80	90	380	290	180	1300	590
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2193	320	180	1030	80	90	380	290	180	1300	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	2193	320	180	1030	80	90	380	290	180	1300	590
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	2193	320	180	1030	80	90	380	290	180	1300	590
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	1.00	3.00	1.00	2.00	2.03	0.97
Final Sat.:	3150	5700	1750	3150	7600	1750	1750	5700	1750	3150	3850	1747
Capacity Analysis Module:												
Vol/Sat:	0.13	0.38	0.18	0.06	0.14	0.05	0.05	0.07	0.17	0.06	0.34	0.34
Crit Moves:		****		****			****				****	
Green Time:	27.4	106	124.9	15.1	93.7	108.8	15.1	42.6	70.0	18.9	46.4	46.4
Volume/Cap:	0.90	0.70	0.28	0.73	0.28	0.08	0.66	0.30	0.46	0.59	1.41	1.41
Delay/Veh:	107.0	35.0	16.0	103.2	31.7	20.7	103.1	67.0	50.7	91.4	268	268.3
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:	107.0	35.0	16.0	103.2	31.7	20.7	103.1	67.0	50.7	91.4	268	268.3
LOS by Move:	F	D+	B	F	C	C+	F	E	D	F	F	F
HCM2k95thQ:	30	53	17	13	17	5	13	12	26	14	96	96

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

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Santa Clara City Place EIR
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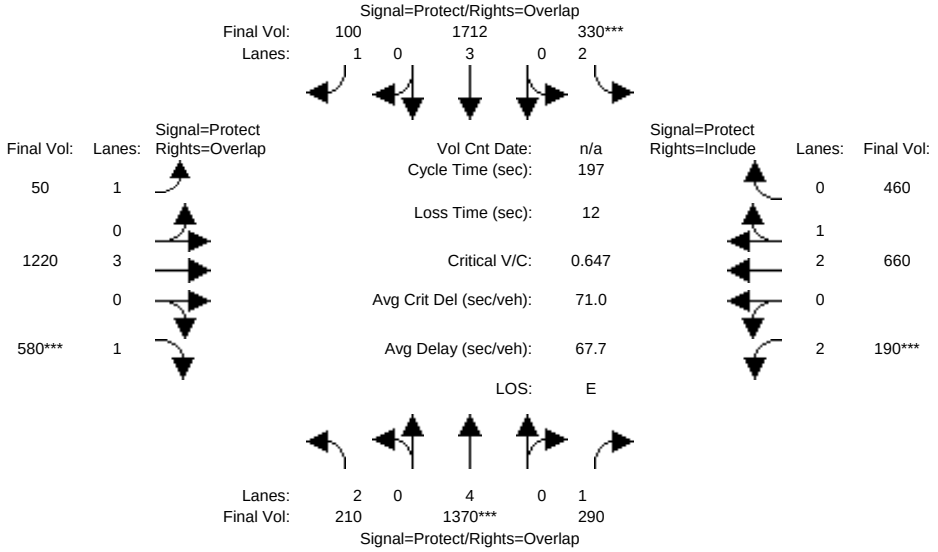
Intersection #125: San Tomas Expressway and Stevens Creek Boulevard (CMP)



Street Name:	San Tomas Expressway						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	88	88	40	110	110	17	48	48	22	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	1370	290	330	2140	100	50	1220	580	190	660	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1370	290	330	2140	100	50	1220	580	190	660	460
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	1370	290	330	2140	100	50	1220	580	190	660	460
User Adj:	1.00	1.00	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:	210	1370	290	330	1712	100	50	1220	580	190	660	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1370	290	330	1712	100	50	1220	580	190	660	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	1370	290	330	1712	100	50	1220	580	190	660	460
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	4.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	1750	5700	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.17	0.10	0.30	0.06	0.03	0.21	0.33	0.06	0.17	0.26
Crit Moves:		****		****					****	****		
Green Time:	16.9	82.6	103.2	37.5	103	119.1	15.9	45.0	61.9	20.6	49.7	49.7
Volume/Cap:	0.78	0.43	0.32	0.55	0.57	0.09	0.35	0.94	1.05	0.58	0.69	1.04
Delay/Veh:	107.4	43.3	28.7	78.0	34.3	17.4	92.8	92.2	125.5	92.0	72.3	117.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.4	43.3	28.7	78.0	34.3	17.4	92.8	92.2	125.5	92.0	72.3	117.4
LOS by Move:	F	D	C	E-	C-	B	F	F	F	F	E	F
HCM2k95thQ:	18	26	20	20	39	6	7	47	74	14	33	60

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

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Santa Clara City Place EIR
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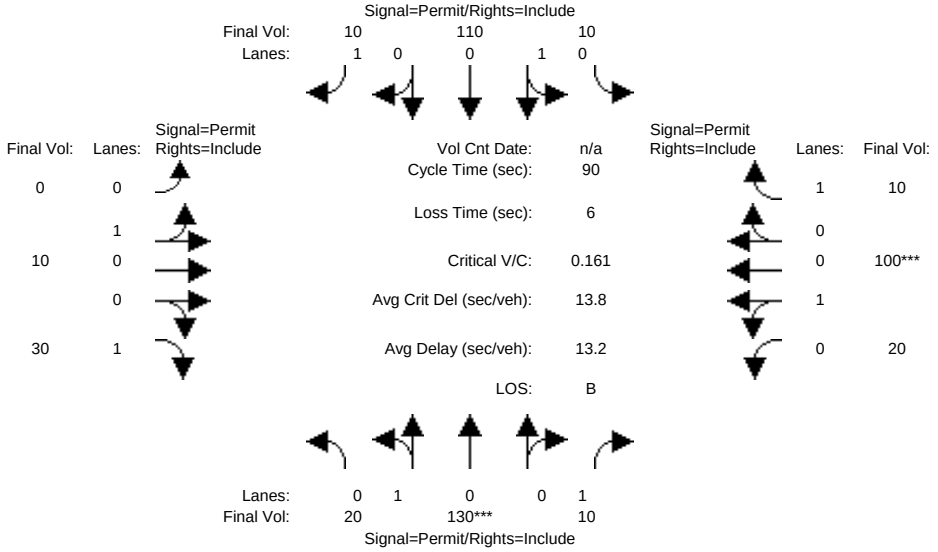
2020+Pall Mit AM

Intersection #309: Liberty Street / Taylor Street (signalized)



Street Name:	Liberty Street						Taylor 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:	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:	20	130	10	10	110	10	0	10	30	20	100	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:	20	130	10	10	110	10	0	10	30	20	100	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	130	10	10	110	10	0	10	30	20	100	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	130	10	10	110	10	0	10	30	20	100	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	130	10	10	110	10	0	10	30	20	100	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:	20	130	10	10	110	10	0	10	30	20	100	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.13	0.87	1.00	0.08	0.92	1.00	0.00	1.00	1.00	0.17	0.83	1.00
Final Sat.:	240	1560	1750	150	1650	1750	0	1800	1750	300	1500	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.01	0.07	0.07	0.01	0.00	0.01	0.02	0.07	0.07	0.01
Crit Moves:		****									****	
Green Time:	46.7	46.7	46.7	46.7	46.7	46.7	0.0	37.3	37.3	37.3	37.3	37.3
Volume/Cap:	0.16	0.16	0.01	0.13	0.13	0.01	0.00	0.01	0.04	0.16	0.16	0.01
Delay/Veh:	11.5	11.5	10.5	11.2	11.2	10.5	0.0	15.5	15.7	16.6	16.6	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.5	10.5	11.2	11.2	10.5	0.0	15.5	15.7	16.6	16.6	15.5
LOS by Move:	B+	B+	B+	B+	B+	B+	A	B	B	B	B	B
HCM2k95thQ:	5	5	0	4	4	0	0	0	1	4	4	0

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

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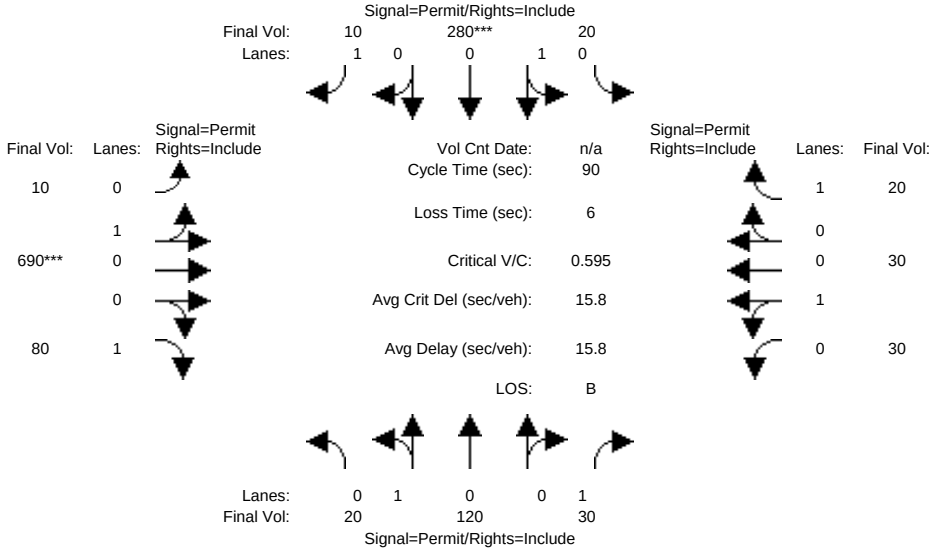
Intersection #309: Liberty Street / Taylor Street (signalized)



Street Name:	Liberty Street						Taylor 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:	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:	20	120	30	20	280	10	10	690	80	30	30	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:	20	120	30	20	280	10	10	690	80	30	30	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	120	30	20	280	10	10	690	80	30	30	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	120	30	20	280	10	10	690	80	30	30	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	120	30	20	280	10	10	690	80	30	30	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:	20	120	30	20	280	10	10	690	80	30	30	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.14	0.86	1.00	0.07	0.93	1.00	0.01	0.99	1.00	0.50	0.50	1.00
Final Sat.:	257	1543	1750	120	1680	1750	26	1774	1750	900	900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.02	0.17	0.17	0.01	0.39	0.39	0.05	0.03	0.03	0.01
Crit Moves:					****			****				
Green Time:	25.2	25.2	25.2	25.2	25.2	25.2	58.8	58.8	58.8	58.8	58.8	58.8
Volume/Cap:	0.28	0.28	0.06	0.60	0.60	0.02	0.60	0.60	0.07	0.05	0.05	0.02
Delay/Veh:	25.6	25.6	23.8	29.9	29.9	23.5	9.7	9.7	5.7	5.6	5.6	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:	25.6	25.6	23.8	29.9	29.9	23.5	9.7	9.7	5.7	5.6	5.6	5.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	7	7	1	15	15	0	22	22	2	1	1	0

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

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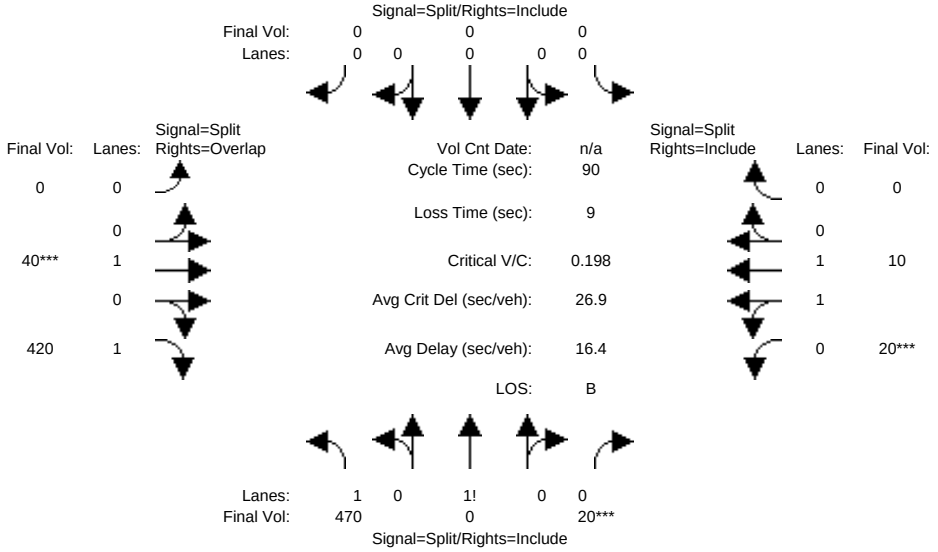
Intersection #314: Calle Del Sol / Calle Del Luna (signalized)



Street Name:	Calle Del Sol						Calle Del 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:	10	10	10	0	0	0	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:	470	0	20	0	0	0	0	40	420	20	10	0
Growth Adj:	1.00	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	0	20	0	0	0	0	40	420	20	10	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	0	20	0	0	0	0	40	420	20	10	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	0	20	0	0	0	0	40	420	20	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	0	20	0	0	0	0	40	420	20	10	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:	470	0	20	0	0	0	0	40	420	20	10	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.92	0.00	0.08	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3363	0	137	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.15	0.00	0.00	0.00	0.00	0.02	0.24	0.01	0.01	0.00
Crit Moves:			****					****		****		
Green Time:	25.4	0.0	25.4	0.0	0.0	0.0	0.0	45.6	71.0	10.0	10.0	0.0
Volume/Cap:	0.49	0.00	0.52	0.00	0.00	0.00	0.00	0.04	0.30	0.10	0.05	0.00
Delay/Veh:	27.3	0.0	27.6	0.0	0.0	0.0	0.0	11.2	2.8	36.1	35.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	0.0	27.6	0.0	0.0	0.0	0.0	11.2	2.8	36.1	35.8	0.0
LOS by Move:	C	A	C	A	A	A	A	B+	A	D+	D+	A
HCM2k95thQ:	12	0	13	0	0	0	0	1	7	1	1	0

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

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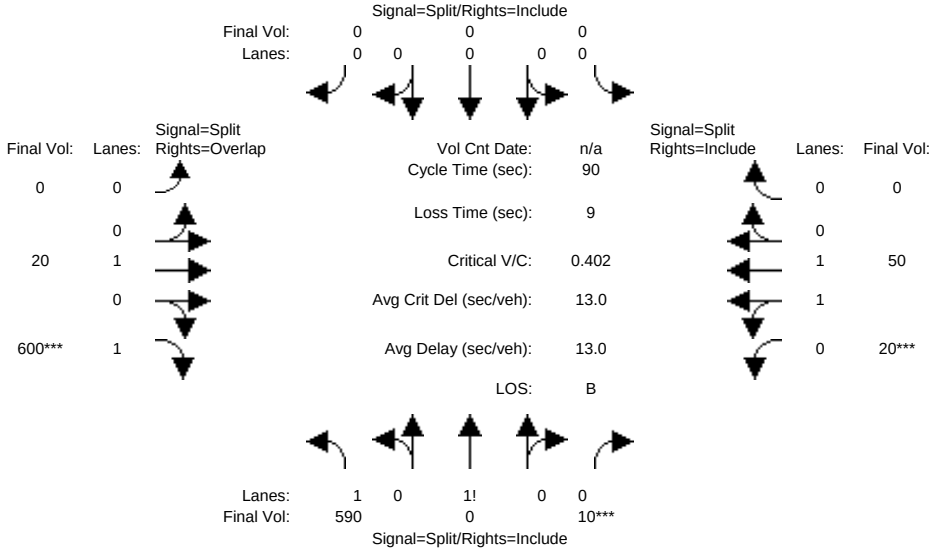
Santa Clara City Place EIR
SJ14-1528.01
2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit PM

Intersection #314: Calle Del Sol / Calle Del Luna (signalized)



Street Name:	Calle Del Sol						Calle Del 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:	10	10	10	0	0	0	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:	590	0	10	0	0	0	0	20	600	20	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	0	10	0	0	0	0	20	600	20	50	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	0	10	0	0	0	0	20	600	20	50	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	0	10	0	0	0	0	20	600	20	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	0	10	0	0	0	0	20	600	20	50	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:	590	0	10	0	0	0	0	20	600	20	50	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	0.95	0.98	0.92
Lanes:	1.97	0.00	0.03	0.00	0.00	0.00	0.00	1.00	1.00	0.59	1.41	0.00
Final Sat.:	3443	0	57	0	0	0	0	1900	1750	1057	2642	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.01	0.34	0.02	0.02	0.00
Crit Moves:			****						****	****		
Green Time:	35.8	0.0	35.8	0.0	0.0	0.0	0.0	35.2	71.0	10.0	10.0	0.0
Volume/Cap:	0.43	0.00	0.44	0.00	0.00	0.00	0.00	0.03	0.43	0.17	0.17	0.00
Delay/Veh:	19.9	0.0	20.0	0.0	0.0	0.0	0.0	16.9	3.3	36.4	36.4	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:	19.9	0.0	20.0	0.0	0.0	0.0	0.0	16.9	3.3	36.4	36.4	0.0
LOS by Move:	B-	A	B-	A	A	A	A	B	A	D+	D+	A
HCM2k95thQ:	13	0	13	0	0	0	0	1	12	2	2	0

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

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Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

		2040+Pall Mit AM				2040+Pall Mit PM													
Intersection		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Fair Oaks Avenue / Tasman Drive	D+	38.8	0.869	46.1	D-	52.0	0.960	67.9										
#8	Great America Parkway / Tasman Drive (CMP)	F	149.8	1.428	236.2	F	222.5	1.542	306.9										
#13	Calle Del Sol / Tasman Drive	D	43.1	0.977	63.2	C	23.3	0.944	35.5										
#14	Lick Mill Boulevard / Tasman Drive	F	154.9	1.345	256.0	F	115.7	1.321	174.8										
#17	Rio Robles / Tasman Drive	D	44.3	0.972	59.9	E+	60.0	0.986	83.1										
#21	Mission College Boulevard / Montague Expressway (CMP)	F	285.7	1.511	464.9	F	141.6	1.126	212.8										
#22	Agnew Road-De La Cruz Boulevard / Montague Expressway	F	303.3	1.442	458.4	F	225.0	1.279	311.6										
#23	Lick Mill Boulevard / Montague Expressway	E	65.8	1.082	91.7	F	86.1	1.000	124.2										
#26	Montague Expressway / Plumeria Drive-River Oaks Parkway	F	110.1	0.835	181.3	F	100.1	1.021	154.9										
#29	De La Cruz Boulevard / Trimble Road (CMP)	E-	76.0	1.107	132.7	F	194.7	1.380	242.5										
#30	N First Street / Trimble Road (CMP)	F	87.8	1.055	96.6	E	73.8	1.041	82.6										
#34	N First Street / Brokaw Road (CMP)	F	140.4	1.468	271.3	F	136.7	1.240	176.7										
#36	Zanker Road / Brokaw Road (CMP)	E	60.9	1.059	100.3	E+	56.9	0.904	67.2										
#37	Fair Oaks Avenue / Fair Oaks Way	B	17.9	0.663	17.3	C	29.2	0.649	32.5										
#43	Fair Oaks Avenue / Maude Avenue	C-	34.5	0.479	35.8	D	49.9	0.912	58.8										
#44	Fair Oaks Avenue / E Arques Avenue	C-	33.8	0.670	38.8	E	74.6	1.097	102.8										
#45	Fair Oaks Avenue / Evelyn Avenue	C	29.3	0.638	30.8	D	39.2	0.878	46.3										
#346	Lawrence Expressway / Sandia Avenue	F	94.9	1.006	104.3	E-	79.0	0.866	103.0										
#48	Lawrence Expressway / US 101 SB Ramps	C+	21.0	0.798	27.9	D-	53.7	0.747	105.5										
#54	Lawrence Expressway / Benton Street	F	137.3	1.249	184.1	F	132.6	1.020	200.3										
#55	Lawrence Expressway / Homestead Road (CMP)	F	111.9	1.145	143.3	F	154.5	1.287	201.0										
#57	Great America Parkway / SR 237 WB Ramps (CMP)	D	45.8	1.024	55.9	C-	32.8	0.919	39.3										
#58	Great America Parkway / SR 237 EB Ramps (CMP)	C	27.7	0.907	28.3	C	27.3	1.006	42.8										
#59	Great America Parkway / Yerba Buena (Great America) Way	D	50.7	0.957	64.4	E	67.7	1.103	88.2										
#60	Great America Parkway / Old Mountain View-Alviso Road	F	90.9	0.956	138.4	E+	55.1	0.866	74.5										
#64	Great America Parkway / Old Glory Lane	F	86.5	0.863	137.7	F	274.0	1.283	402.7										

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Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2040+Pall Mit AM				2040+Pall Mit PM													
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#65	Great America Parkway / Patrick Henry Drive	C	23.9	0.696	32.9	F	119.3	1.102	176.6										
#66	Great America Parkway / Mission College Boulevard (CMP)	E	74.8	1.084	99.0	F	111.2	1.222	146.5										
#70	Bowers Avenue / Scott Boulevard (CMP)	D	48.8	0.991	59.7	E	67.5	1.062	82.8										
#71	Bowers Avenue / Central Expressway (CMP)	F	275.6	1.610	436.8	F	192.3	1.431	260.5										
#72	Bowers Avenue / Kifer Road-Walsh Avenue	D+	38.1	0.943	48.3	E	71.7	1.066	90.0										
#73	Bowers Avenue / Monroe Street	C	31.5	0.659	30.1	E+	56.5	0.979	63.7										
#74	Bowers Avenue / El Camino Real (CMP)	E	66.9	1.108	96.0	E	69.4	1.116	102.7										
#75	San Tomas Expressway / Scott Boulevard (CMP)	F	290.1	1.460	454.2	F	151.9	1.072	220.6										
#76	San Tomas Expressway / Walsh Avenue	F	175.4	1.145	250.4	F	111.7	1.105	119.1										
#77	San Tomas Expressway / Monroe Street (CMP)	F	201.5	1.479	293.4	F	98.2	1.025	113.8										
#79	San Tomas Expressway / Benton Street	F	140.1	1.159	206.3	D-	53.4	0.888	69.9										
#80	San Tomas Expressway / Homestead Road (CMP)	F	131.9	1.285	196.3	F	108.2	1.068	139.0										
#82	San Tomas Expressway / Pruneridge Avenue	F	156.2	0.913	235.6	F	83.0	0.750	106.4										
#83	San Tomas Expressway / Saratoga Avenue (CMP)	F	116.2	1.020	168.6	F	120.7	1.022	138.0										
#84	Gold Street / Gold Street Connector	C	28.1	0.705	30.5	C	25.2	0.585	30.7										
#90	Lafayette Street / Calle De Luna	E-	77.7	1.095	88.7	C	23.4	0.876	22.3										
#94	Lafayette Street / Agnew Road	D	43.0	0.960	48.2	D-	52.5	0.951	50.2										
#96	Lafayette Street / Montague Expressway WB Ramps	D	47.4	0.851	55.1	C-	34.6	0.719	26.5										
#102	Lafayette Street / El Camino Real (CMP)	F	92.3	1.155	128.3	E	65.7	1.034	79.7										
#314	Calle Del Sol / Calle Del Luna (signalized)	B	13.6	0.227	21.3	B	12.3	0.402	12.3										
#119	De La Cruz Boulevard / Aldo Avenue	B	16.1	0.605	15.7	C	31.9	0.965	39.9										
#120	De La Cruz Boulevard / Laurelwood Road	B	15.0	0.729	12.8	C	24.9	0.898	29.2										
#121	De La Cruz Boulevard / Central Expressway (CMP)	F	316.9	1.412	500.7	F	255.3	1.832	442.7										
#123	Great America Parkway and Gold Street Connector	A	9.3	0.458	8.3	A	9.8	0.333	12.3										
#124	Scott Boulevard and Central Expressway (CMP)	F	146.9	1.227	194.1	F	192.8	1.302	258.9										
#125	San Tomas Expressway and Stevens Creek Boulevard (CMP)	F	144.4	0.974	216.5	F	141.9	1.164	187.8										

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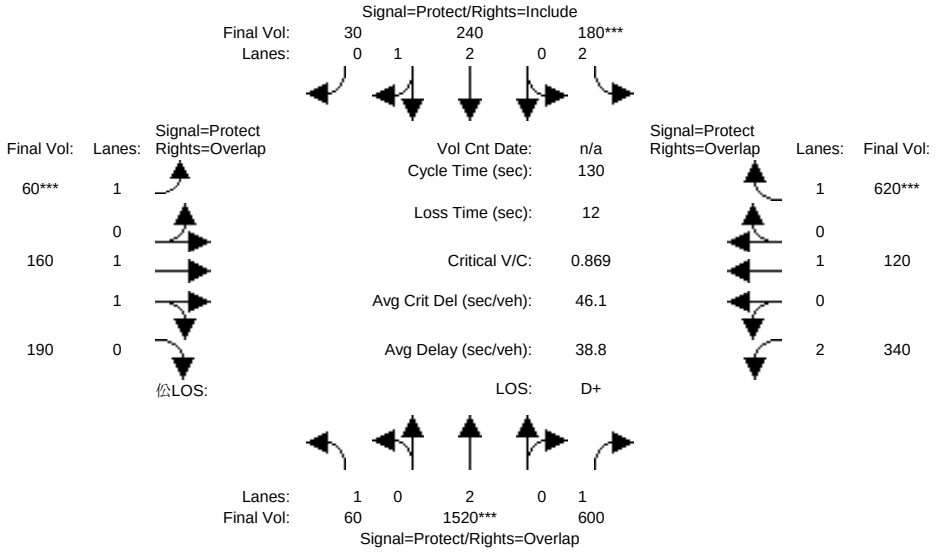
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #1: Fair Oaks Avenue / Tasman Drive



Street Name:	Fair Oaks Avenue						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1520	600	180	240	30	60	160	190	340	120	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:	60	1520	600	180	240	30	60	160	190	340	120	620
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1520	600	180	240	30	60	160	190	340	120	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:	60	1520	600	180	240	30	60	160	190	340	120	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1520	600	180	240	30	60	160	190	340	120	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:	60	1520	600	180	240	30	60	160	190	340	120	620
Saturation 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	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.65	0.35	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	4977	622	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.34	0.06	0.05	0.05	0.03	0.08	0.11	0.11	0.06	0.35
Crit Moves:		****		****			****					****
Green Time:	27.7	58.9	87.4	8.4	39.6	39.6	7.0	22.2	49.9	28.5	43.7	52.1
Volume/Cap:	0.16	0.88	0.51	0.88	0.16	0.16	0.64	0.49	0.28	0.49	0.19	0.88
Delay/Veh:	41.9	38.2	11.0	93.6	33.1	33.1	73.8	49.3	27.8	45.0	30.7	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	38.2	11.0	93.6	33.1	33.1	73.8	49.3	27.8	45.0	30.7	48.8
LOS by Move:	D	D+	B+	F	C-	C-	E	D	C	D	C	D
HCM2k95thQ:	4	46	22	10	5	5	7	12	11	13	6	43

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

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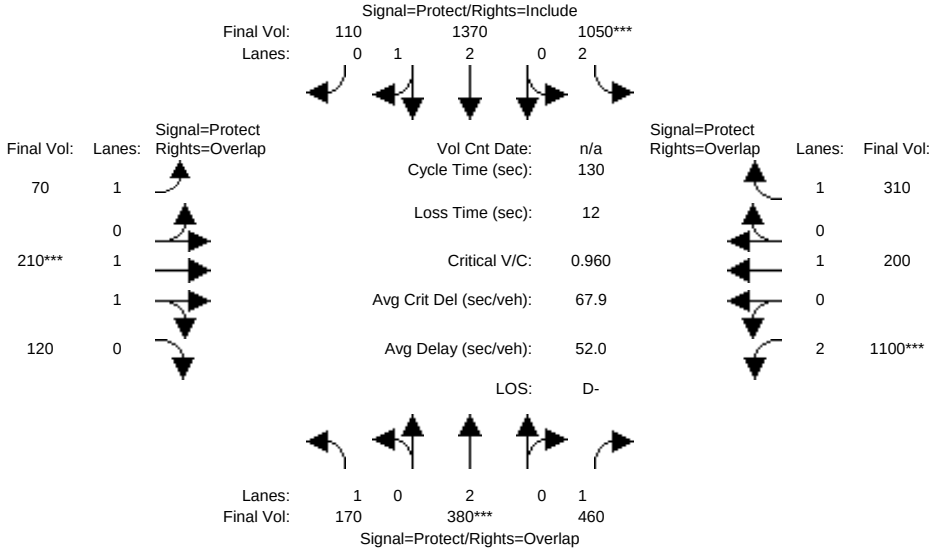
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #1: Fair Oaks Avenue / Tasman Drive



Street Name:	Fair Oaks Avenue						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	380	460	1050	1370	110	70	210	120	1100	200	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:	170	380	460	1050	1370	110	70	210	120	1100	200	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	380	460	1050	1370	110	70	210	120	1100	200	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:	170	380	460	1050	1370	110	70	210	120	1100	200	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	380	460	1050	1370	110	70	210	120	1100	200	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:	170	380	460	1050	1370	110	70	210	120	1100	200	310
Saturation 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	0.99	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.77	0.23	1.00	1.25	0.75	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	5183	416	1750	2354	1345	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.26	0.33	0.26	0.26	0.04	0.09	0.09	0.35	0.11	0.18
Crit Moves:		****		****				****		****		
Green Time:	15.8	13.5	60.8	45.1	42.9	42.9	20.1	12.1	27.8	47.3	39.3	84.4
Volume/Cap:	0.80	0.96	0.56	0.96	0.80	0.80	0.26	0.96	0.42	0.96	0.35	0.27
Delay/Veh:	74.8	92.9	25.9	60.0	42.3	42.3	48.9	96.7	44.4	58.3	35.8	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	92.9	25.9	60.0	42.3	42.3	48.9	96.7	44.4	58.3	35.8	9.9
LOS by Move:	E	F	C	E+	D	D	D	F	D	E+	D+	A
HCM2k95thQ:	14	17	25	40	30	30	6	19	12	45	11	10

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

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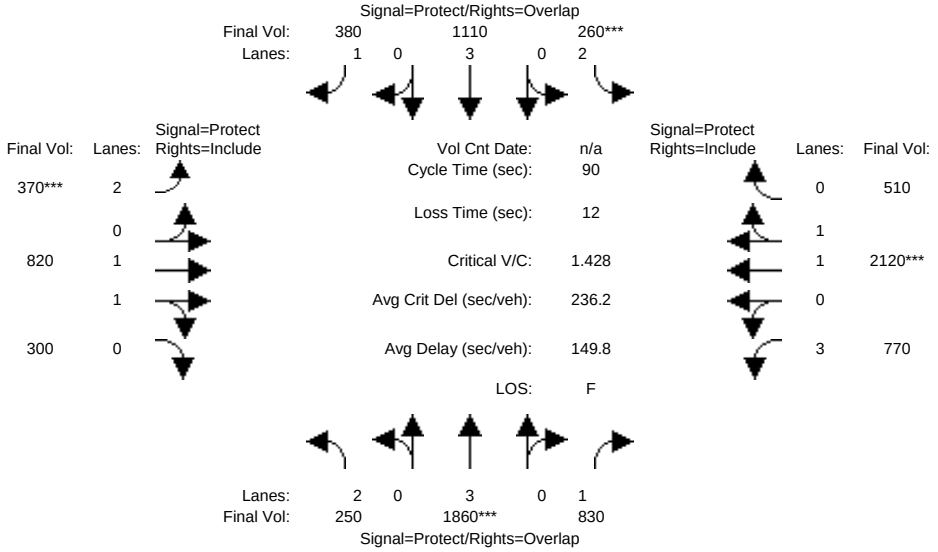
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #8: Great America Parkway / Tasman Drive (CMP)



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	1860	830	260	1110	380	370	820	300	770	2120	510
Growth Adj:	1.00	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	1860	830	260	1110	380	370	820	300	770	2120	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	1860	830	260	1110	380	370	820	300	770	2120	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1860	830	260	1110	380	370	820	300	770	2120	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1860	830	260	1110	380	370	820	300	770	2120	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1860	830	260	1110	380	370	820	300	770	2120	510
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.80	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.45	0.55	3.00	1.60	0.40
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2708	991	4551	2982	717
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.47	0.08	0.19	0.22	0.12	0.30	0.30	0.17	0.71	0.71
Crit Moves:		****		****			****				****	
Green Time:	7.8	20.1	38.3	7.0	19.2	26.5	7.2	32.7	32.7	18.3	43.7	43.7
Volume/Cap:	0.91	1.46	1.11	1.06	0.91	0.74	1.46	0.83	0.83	0.83	1.46	1.46
Delay/Veh:	72.9	248	94.7	116.1	44.9	34.3	270.5	30.8	30.8	41.0	235	234.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.9	248	94.7	116.1	44.9	34.3	270.5	30.8	30.8	41.0	235	234.9
LOS by Move:	E	F	F	F	D	C-	F	C	C	D	F	F
HCM2k95thQ:	9	63	57	12	20	19	26	25	25	15	132	132

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

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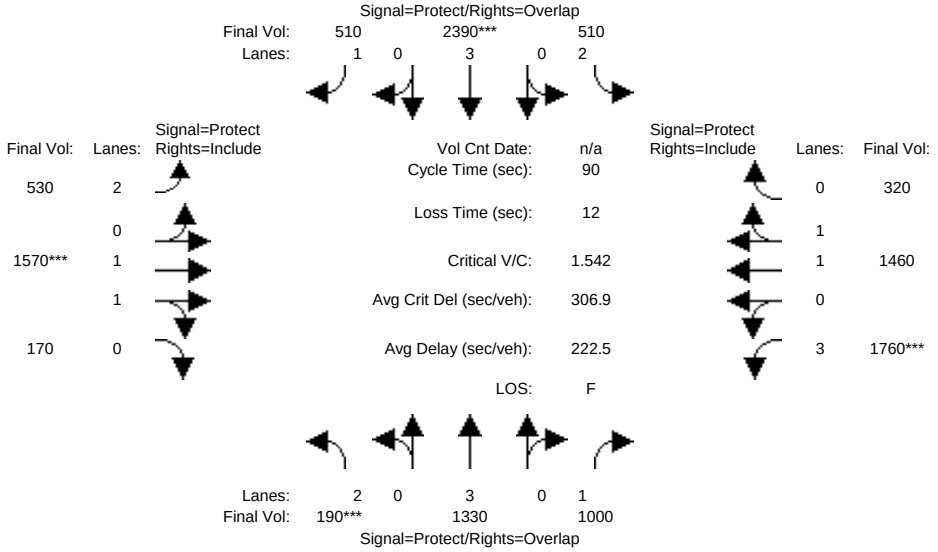
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #8: Great America Parkway / Tasman Drive (CMP)



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	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:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	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:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	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:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	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	0.98	0.95	0.80	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.80	0.20	3.00	1.63	0.37
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3338	361	4551	3034	665
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.57	0.16	0.42	0.29	0.17	0.47	0.47	0.39	0.48	0.48
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.9	39.4	12.4	23.3	35.7	12.4	26.2	26.2	21.5	35.3	35.3
Volume/Cap:	0.78	1.17	1.30	1.17	1.62	0.74	1.23	1.62	1.62	1.62	1.23	1.23
Delay/Veh:	55.1	123	171.9	138.6	315	27.2	159.5	314	314.3	316.6	135	135.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	123	171.9	138.6	315	27.2	159.5	314	314.3	316.6	135	135.3
LOS by Move:	E+	F	F	F	F	C	F	F	F	F	F	F
HCM2k95thQ:	6	34	91	25	89	22	28	99	99	82	69	69

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

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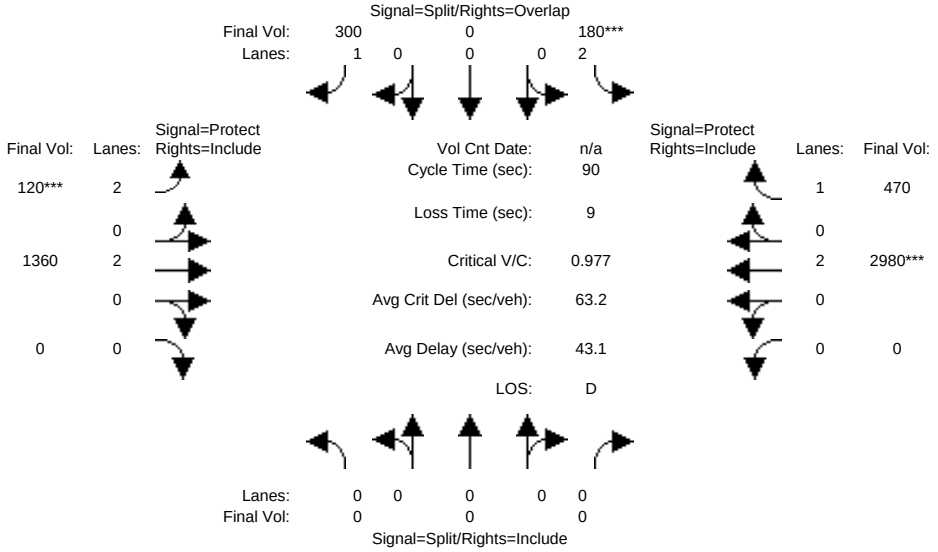
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #13: Calle Del Sol / Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	180	0	300	120	1360	0	0	2980	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:	0	0	0	180	0	300	120	1360	0	0	2980	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	180	0	300	120	1360	0	0	2980	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:	0	0	0	180	0	300	120	1360	0	0	2980	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	300	120	1360	0	0	2980	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:	0	0	0	180	0	300	120	1360	0	0	2980	470
Saturation 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	0.06	0.00	0.17	0.04	0.36	0.00	0.00	0.78	0.27
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	71.0	0.0	0.0	64.0	64.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.91	0.49	0.45	0.00	0.00	1.10	0.38
Delay/Veh:	0.0	0.0	0.0	39.0	0.0	63.2	41.3	3.2	0.0	0.0	65.5	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	39.0	0.0	63.2	41.3	3.2	0.0	0.0	65.5	5.3
LOS by Move:	A	A	A	D	A	E	D	A	A	A	E	A
HCM2k95thQ:	0	0	0	7	0	23	4	12	0	0	85	10

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

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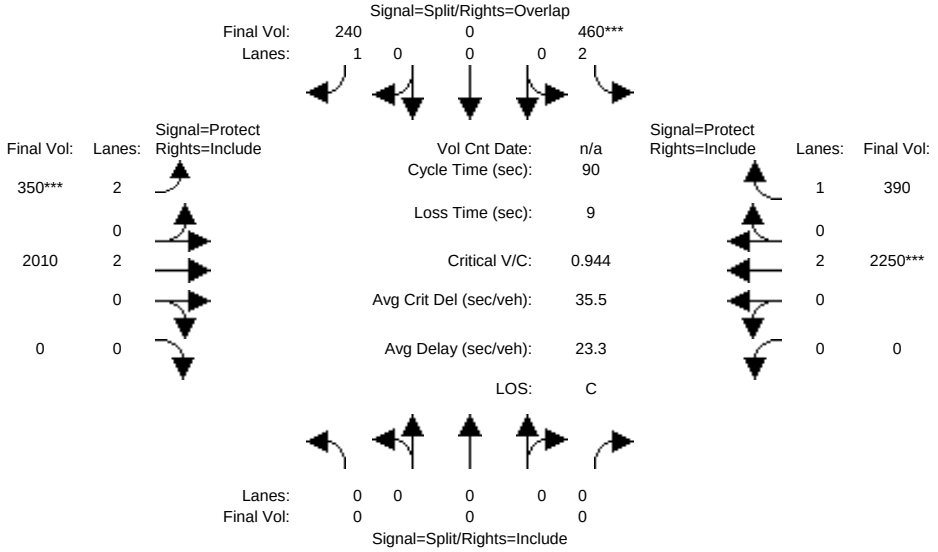
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #13: Calle Del Sol / Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	460	0	240	350	2010	0	0	2250	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:	0	0	0	460	0	240	350	2010	0	0	2250	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	460	0	240	350	2010	0	0	2250	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	460	0	240	350	2010	0	0	2250	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	460	0	240	350	2010	0	0	2250	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:	0	0	0	460	0	240	350	2010	0	0	2250	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:	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	0.15	0.00	0.14	0.11	0.53	0.00	0.00	0.59	0.22
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	13.9	0.0	24.5	10.6	67.1	0.0	0.0	56.5	56.5
Volume/Cap:	0.00	0.00	0.00	0.94	0.00	0.50	0.94	0.71	0.00	0.00	0.94	0.36
Delay/Veh:	0.0	0.0	0.0	64.8	0.0	28.5	71.8	7.1	0.0	0.0	23.9	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	64.8	0.0	28.5	71.8	7.1	0.0	0.0	23.9	8.2
LOS by Move:	A	A	A	E	A	C	E	A	A	A	C	A
HCM2k95thQ:	0	0	0	21	0	12	14	27	0	0	44	10

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

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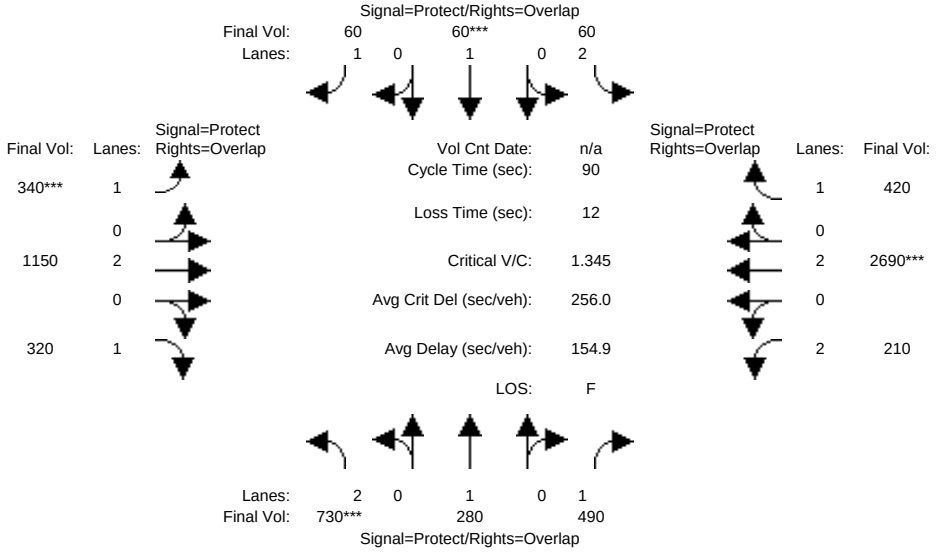
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #14: Lick Mill Boulevard / Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	730	280	490	60	60	60	340	1150	320	210	2690	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	730	280	490	60	60	60	340	1150	320	210	2690	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	730	280	490	60	60	60	340	1150	320	210	2690	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	730	280	490	60	60	60	340	1150	320	210	2690	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	730	280	490	60	60	60	340	1150	320	210	2690	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	730	280	490	60	60	60	340	1150	320	210	2690	420
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.23	0.15	0.28	0.02	0.03	0.03	0.19	0.30	0.18	0.07	0.71	0.24
Crit Moves:	****				****		****				****	
Green Time:	13.9	16.9	28.0	7.0	10.0	21.7	11.7	43.0	56.9	11.1	42.5	49.5
Volume/Cap:	1.50	0.78	0.90	0.24	0.28	0.14	1.50	0.63	0.29	0.54	1.50	0.44
Delay/Veh:	274.0	45.7	47.8	39.5	37.5	27.0	286.2	18.3	7.6	38.7	252	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	274.0	45.7	47.8	39.5	37.5	27.0	286.2	18.3	7.6	38.7	252	12.3
LOS by Move:	F	D	D	D	D+	C	F	B-	A	D+	F	B
HCM2k95thQ:	49	15	27	2	4	3	42	21	8	6	135	13

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

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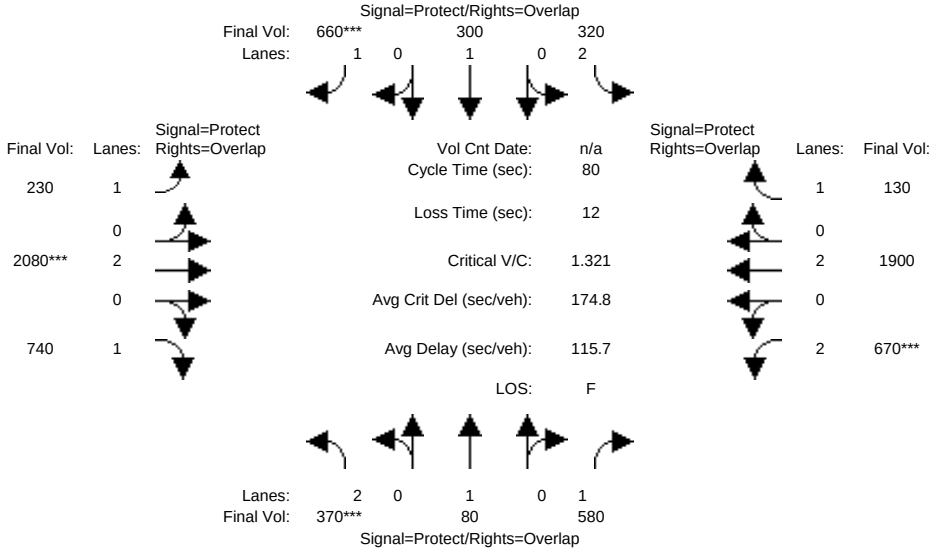
2040+Pall Mit PM

Intersection #14: Lick Mill Boulevard / Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	80	580	320	300	660	230	2080	740	670	1900	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:	370	80	580	320	300	660	230	2080	740	670	1900	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	80	580	320	300	660	230	2080	740	670	1900	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	80	580	320	300	660	230	2080	740	670	1900	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	80	580	320	300	660	230	2080	740	670	1900	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	80	580	320	300	660	230	2080	740	670	1900	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.12	0.04	0.33	0.10	0.16	0.38	0.13	0.55	0.42	0.21	0.50	0.07
Crit Moves:	****					****		****		****		
Green Time:	7.1	12.1	25.0	9.9	14.9	24.5	9.6	33.1	40.2	12.9	36.4	46.3
Volume/Cap:	1.32	0.28	1.06	0.82	0.85	1.23	1.10	1.32	0.84	1.32	1.10	0.13
Delay/Veh:	203.9	30.6	83.0	47.6	48.8	148.5	126.0	173	24.4	191.6	75.4	7.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	203.9	30.6	83.0	47.6	48.8	148.5	126.0	173	24.4	191.6	75.4	7.7
LOS by Move:	F	C	F	D	D	F	F	F	C	F	E-	A
HCM2k95thQ:	22	3	36	14	19	59	18	86	30	36	52	3

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

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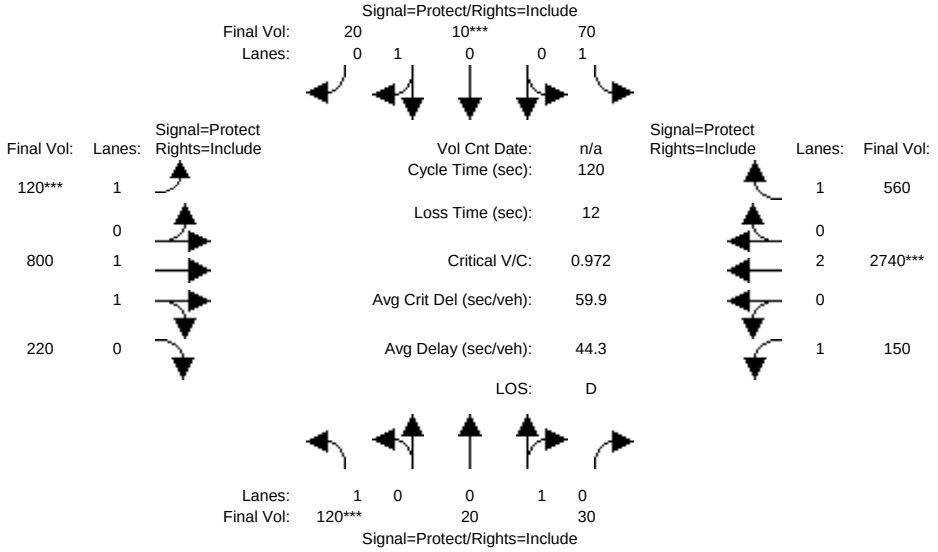
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #17: Rio Robles / Tasman Drive



Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	20	30	70	10	20	120	800	220	150	2740	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	20	30	70	10	20	120	800	220	150	2740	560
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	20	30	70	10	20	120	800	220	150	2740	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	30	70	10	20	120	800	220	150	2740	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	20	30	70	10	20	120	800	220	150	2740	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:	120	20	30	70	10	20	120	800	220	150	2740	560
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.40	0.60	1.00	0.33	0.67	1.00	1.56	0.44	1.00	2.00	1.00
Final Sat.:	1750	720	1080	1750	600	1200	1750	2901	798	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.03	0.04	0.02	0.02	0.07	0.28	0.28	0.09	0.72	0.32
Crit Moves:	****				****		****				****	
Green Time:	7.8	10.5	10.5	7.3	10.0	10.0	7.8	68.8	68.8	21.4	82.3	82.3
Volume/Cap:	1.05	0.32	0.32	0.65	0.20	0.20	1.05	0.48	0.48	0.48	1.05	0.47
Delay/Veh:	154.6	52.6	52.6	68.7	51.9	51.9	154.6	15.3	15.3	45.5	51.7	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:	154.6	52.6	52.6	68.7	51.9	51.9	154.6	15.3	15.3	45.5	51.7	9.0
LOS by Move:	F	D-	D-	E	D-	D-	F	B	B	D	D-	A
HCM2k95thQ:	16	4	4	8	3	3	13	20	20	10	85	17

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

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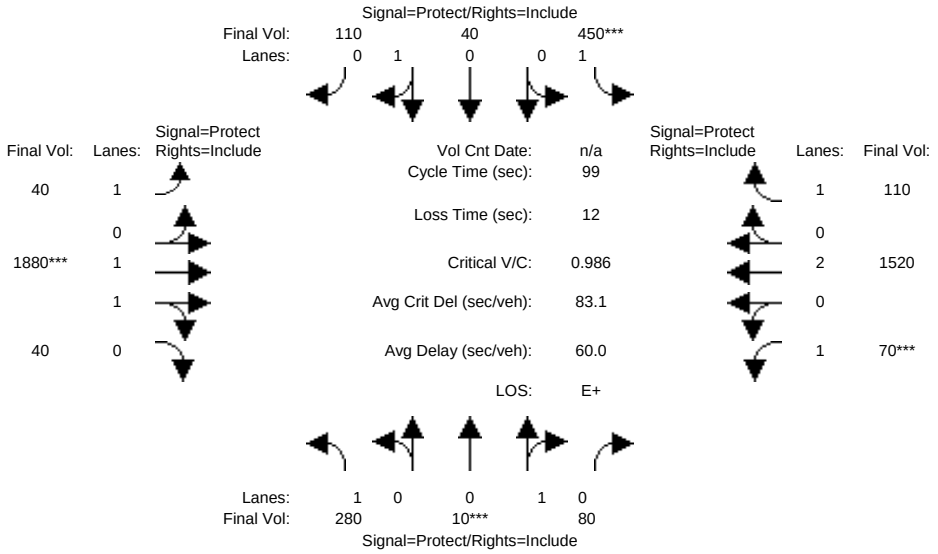
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #17: Rio Robles / Tasman Drive



Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	10	80	450	40	110	40	1880	40	70	1520	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:	280	10	80	450	40	110	40	1880	40	70	1520	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	10	80	450	40	110	40	1880	40	70	1520	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:	280	10	80	450	40	110	40	1880	40	70	1520	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	10	80	450	40	110	40	1880	40	70	1520	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:	280	10	80	450	40	110	40	1880	40	70	1520	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.11	0.89	1.00	0.27	0.73	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1750	200	1600	1750	480	1320	1750	3623	77	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.05	0.26	0.08	0.08	0.02	0.52	0.52	0.04	0.40	0.06
Crit Moves:		****		****				****		****		
Green Time:	20.3	10.0	10.0	23.2	12.8	12.8	8.1	46.8	46.8	7.0	45.7	45.7
Volume/Cap:	0.78	0.50	0.50	1.10	0.64	0.64	0.28	1.10	1.10	0.57	0.87	0.14
Delay/Veh:	47.5	44.2	44.2	111.3	46.9	46.9	43.8	79.5	79.5	50.5	28.7	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:	47.5	44.2	44.2	111.3	46.9	46.9	43.8	79.5	79.5	50.5	28.7	15.4
LOS by Move:	D	D	D	F	D	D	D	E-	E-	D	C	B
HCM2k95thQ:	20	7	7	40	11	11	2	63	63	4	35	4

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

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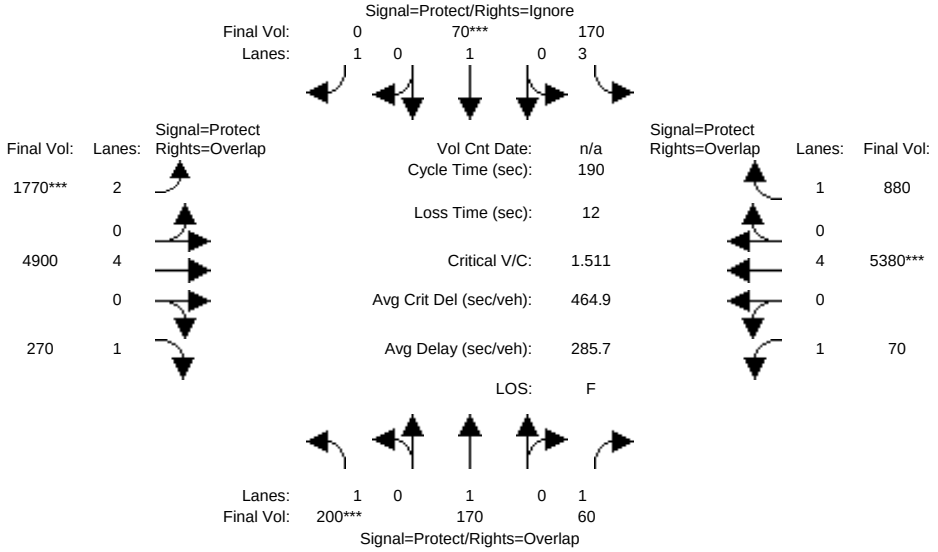
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #21: Mission College Boulevard / Montague Expressway (CMP)



Street Name:	Mission College Boulevard						Montague 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:	28	37	37	15	24	24	66	122	122	16	72	72
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	170	60	170	70	410	1770	4900	270	70	5380	880
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	170	60	170	70	410	1770	4900	270	70	5380	880
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	170	60	170	70	410	1770	4900	270	70	5380	880
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	170	60	170	70	0	1770	4900	270	70	5380	880
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	170	60	170	70	0	1770	4900	270	70	5380	880
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:	200	170	60	170	70	0	1770	4900	270	70	5380	880
Saturation 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:	1.00	1.00	1.00	3.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	4551	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.03	0.04	0.04	0.00	0.56	0.64	0.15	0.04	0.71	0.50
Crit Moves:	****				****		****				****	
Green Time:	26.3	34.8	49.9	14.1	22.6	0.0	62.1	115	141.1	15.0	67.7	81.8
Volume/Cap:	0.82	0.49	0.13	0.50	0.31	0.00	1.72	1.07	0.21	0.50	1.99	1.17
Delay/Veh:	104.6	75.1	57.0	91.1	82.2	0.0	396.0	75.7	8.0	92.2	506	138.9
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:	104.6	75.1	57.0	91.1	82.2	0.0	396.0	75.7	8.0	92.2	506	138.9
LOS by Move:	F	E-	E+	F	F	A	F	E-	A	F	F	F
HCM2k95thQ:	27	19	7	8	8	0	177	131	10	8	239	108

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

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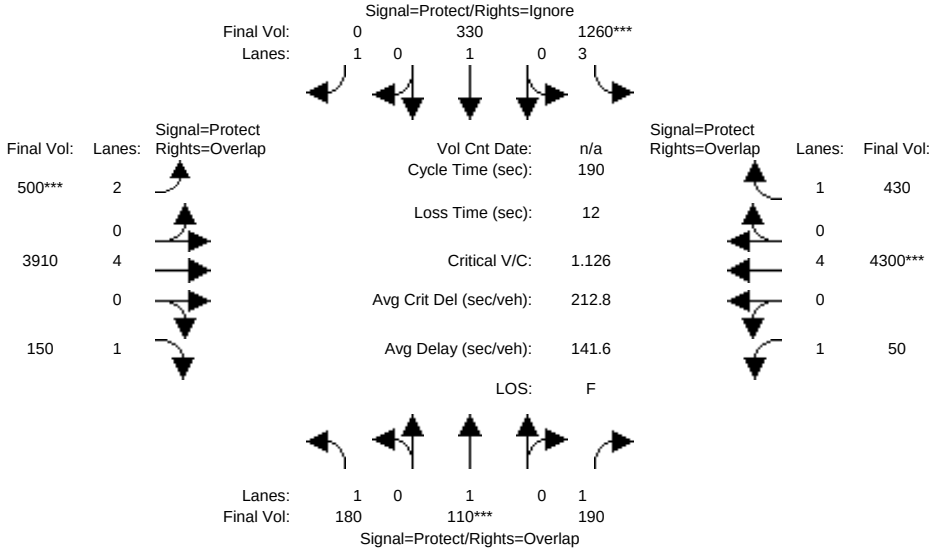
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #21: Mission College Boulevard / Montague Expressway (CMP)



Street Name:	Mission College Boulevard						Montague 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:	29	36	36	37	44	44	30	105	105	12	87	87
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	110	190	1260	330	920	500	3910	150	50	4300	430
Growth Adj:	1.00	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	110	190	1260	330	920	500	3910	150	50	4300	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	110	190	1260	330	920	500	3910	150	50	4300	430
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	110	190	1260	330	0	500	3910	150	50	4300	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	110	190	1260	330	0	500	3910	150	50	4300	430
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:	180	110	190	1260	330	0	500	3910	150	50	4300	430
Saturation 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:	1.00	1.00	1.00	3.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	4551	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.11	0.28	0.17	0.00	0.16	0.51	0.09	0.03	0.57	0.25
Crit Moves:		****		****			****				****	
Green Time:	27.3	33.9	45.1	34.8	41.4	0.0	28.2	98.8	126.0	11.3	81.8	116.6
Volume/Cap:	0.72	0.32	0.46	1.51	0.80	0.00	1.07	0.99	0.13	0.48	1.31	0.40
Delay/Veh:	92.1	73.0	66.7	318.9	85.2	0.0	147.2	60.0	12.6	95.5	193	11.0
User DelAdj:	1.00	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	73.0	66.7	318.9	85.2	0.0	147.2	60.0	12.6	95.5	193	11.0
LOS by Move:	F	E	E	F	F	A	F	E+	B	F	F	B+
HCM2k95thQ:	23	12	22	80	32	0	40	98	7	6	139	14

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

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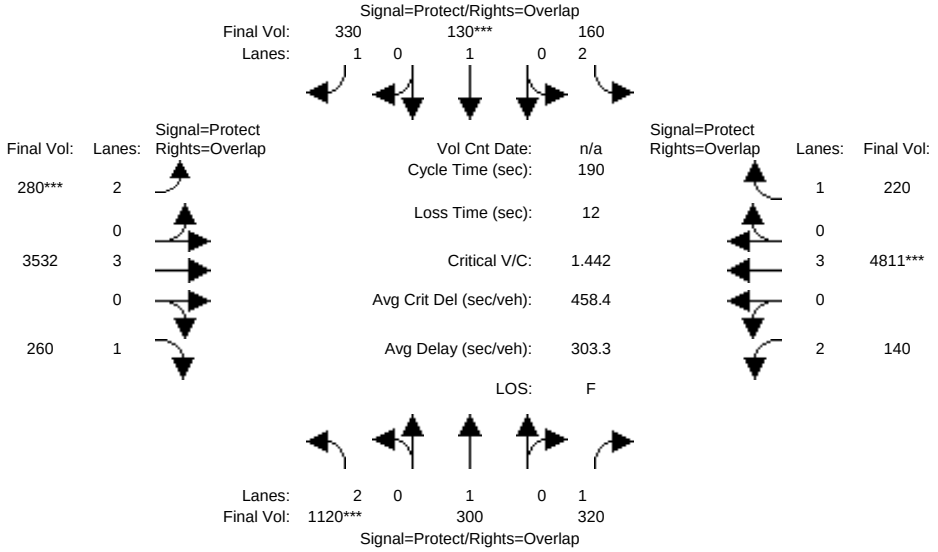
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #22: Agnew Road-De La Cruz Boulevard / Montague Expressway (CMP)



Street Name:	Agnew Road-De La Cruz Boulevard						Montague 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:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1120	300	320	160	130	330	280	4060	260	140	5530	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1120	300	320	160	130	330	280	4060	260	140	5530	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1120	300	320	160	130	330	280	4060	260	140	5530	220
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:	1120	300	320	160	130	330	280	3532	260	140	4811	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1120	300	320	160	130	330	280	3532	260	140	4811	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1120	300	320	160	130	330	280	3532	260	140	4811	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	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:	0.36	0.16	0.18	0.05	0.07	0.19	0.09	0.62	0.15	0.04	0.84	0.13
Crit Moves:	****				****		****				****	
Green Time:	24.3	45.9	63.6	17.8	39.3	63.6	24.3	97.3	121.7	17.8	90.8	108.6
Volume/Cap:	2.78	0.65	0.55	0.54	0.33	0.56	0.69	1.21	0.23	0.47	1.77	0.22
Delay/Veh:	894.6	72.8	56.0	89.9	69.0	56.6	89.9	147	15.5	88.5	389	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:	894.6	72.8	56.0	89.9	69.0	56.6	89.9	147	15.5	88.5	389	13.7
LOS by Move:	F	E	E+	F	E	E+	F	F	B	F	F	B
HCM2k95thQ:	139	30	33	11	14	34	17	139	13	9	267	8

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

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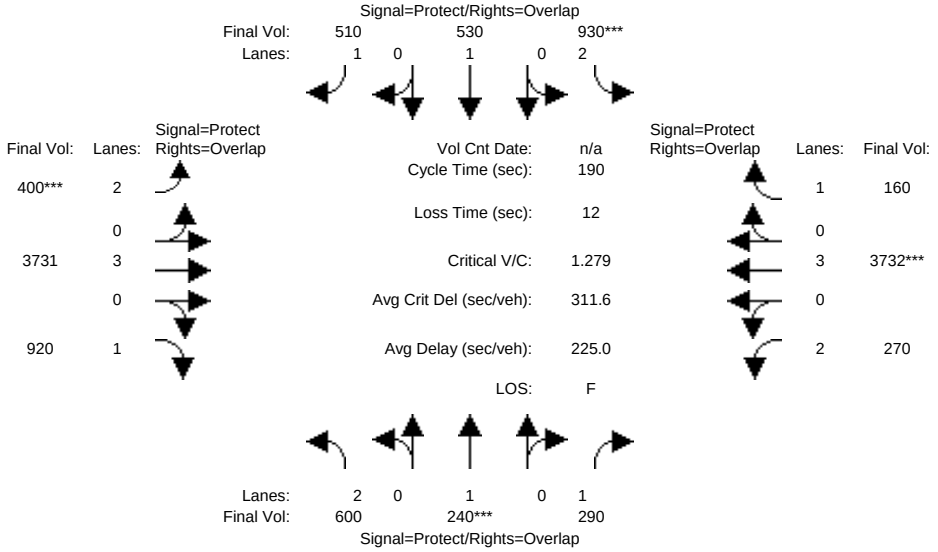
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #22: Agnew Road-De La Cruz Boulevard / Montague Expressway (CMP)




```
Street Name: Agnew Road-De La Cruz Boulevard         Montague 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   42    42    24   48    48    31  102   102    21   93    93
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     600  240   290   930  530   510   400 4240   920   270 4290   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:  600  240   290   930  530   510   400 4240   920   270 4290   160
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  600  240   290   930  530   510   400 4240   920   270 4290   160
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.88  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:   600  240   290   930  530   510   400 3731   920   270 3732   160
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  600  240   290   930  530   510   400 3731   920   270 3732   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:  600  240   290   930  530   510   400 3731   920   270 3732   160
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.83 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:     0.19 0.13  0.17  0.30 0.28  0.29  0.13 0.65  0.53  0.09 0.65  0.09
Crit Moves:        ****        ****              ****                    ****
Green Time:  25.2 39.5  59.3  22.6 36.9  66.0  29.2 96.9 122.1  19.8 87.5 110.0
Volume/Cap:  1.44 0.61  0.53  2.48 1.44  0.84  0.83 1.28  0.82  0.82 1.42  0.16
Delay/Veh:  297.4 75.3  58.3 765.2  293  70.7  94.2  180  32.0 104.2  237  12.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 297.4 75.3  58.3 765.2  293  70.7  94.2  180  32.0 104.2  237  12.3
LOS by Move:    F   E-    E+     F    F     E     F    F    C-     F    F     B
HCM2k95thQ:    56   25    30   112   79    54    24  157    67    18  177     5
Note: Queue reported is the number of cars per lane.
```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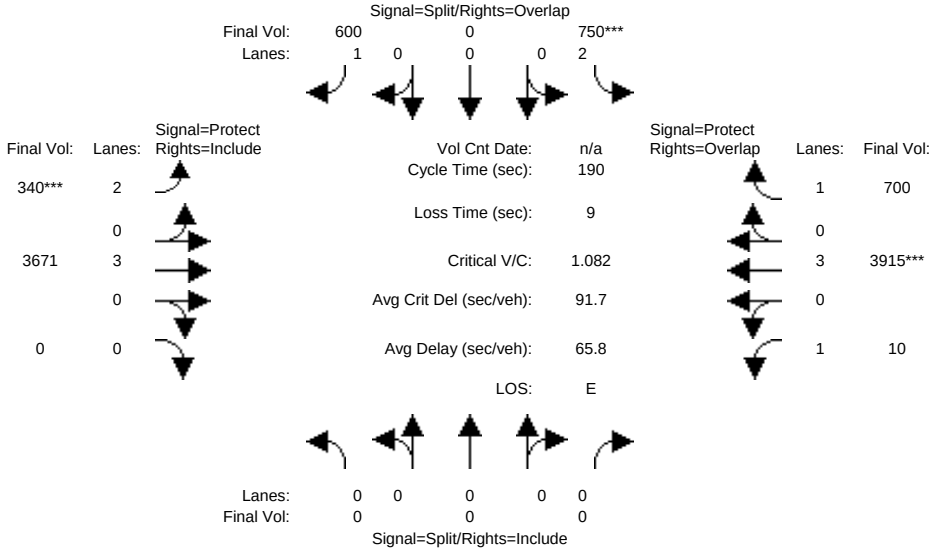
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #23: Lick Mill Boulevard / Montague Expressway



Street Name:	Lick Mill Boulevard						Montague 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:	0	0	0	31	0	31	20	157	0	2	139	139
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	750	0	600	340	4220	0	10	4500	700
Growth Adj:	1.00	1.00	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	750	0	600	340	4220	0	10	4500	700
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	750	0	600	340	4220	0	10	4500	700
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	750	0	600	340	3671	0	10	3915	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	750	0	600	340	3671	0	10	3915	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	750	0	600	340	3671	0	10	3915	700
Saturation 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	0.24	0.00	0.34	0.11	0.64	0.00	0.01	0.69	0.40
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	29.6	0.0	48.7	19.1	150	0.0	1.9	133	162.3
Volume/Cap:	0.00	0.00	0.00	1.53	0.00	1.34	1.07	0.82	0.00	0.57	0.98	0.47
Delay/Veh:	0.0	0.0	0.0	332.0	0.0	240.5	161.1	13.7	0.0	135.4	39.6	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:	0.0	0.0	0.0	332.0	0.0	240.5	161.1	13.7	0.0	135.4	39.6	3.8
LOS by Move:	A	A	A	F	A	F	F	B	A	F	D	A
HCM2k95thQ:	0	0	0	71	0	90	24	64	0	1	110	19

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

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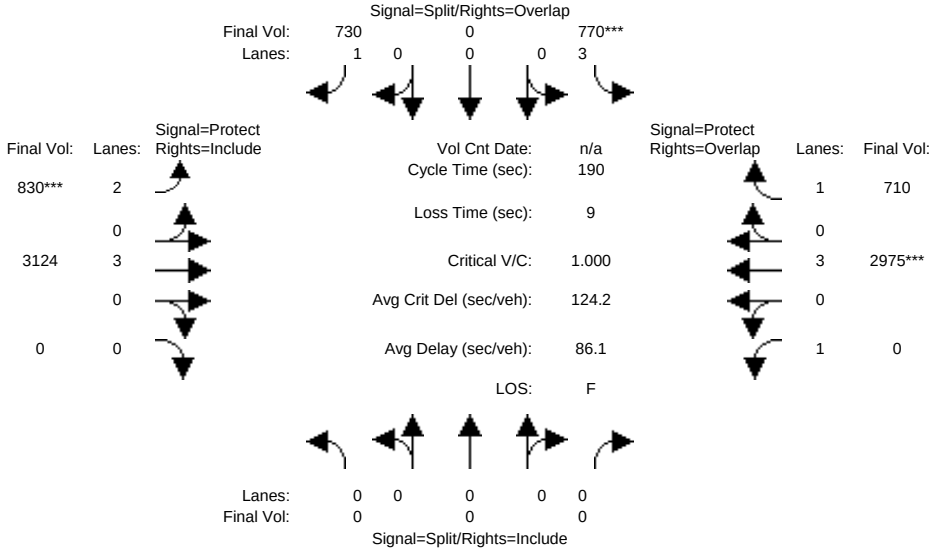
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #23: Lick Mill Boulevard / Montague Expressway



Street Name:	Lick Mill Boulevard						Montague 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:	0	0	0	31	0	31	29	157	0	2	130	130
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	770	0	730	830	3550	0	0	3420	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	770	0	730	830	3550	0	0	3420	710
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	770	0	730	830	3550	0	0	3420	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	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	770	0	730	830	3124	0	0	2975	710
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	770	0	730	830	3124	0	0	2975	710
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	770	0	730	830	3124	0	0	2975	710
Saturation 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	0.17	0.00	0.42	0.26	0.55	0.00	0.00	0.52	0.41
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	29.6	0.0	57.3	27.7	152	0.0	0.0	124	153.7
Volume/Cap:	0.00	0.00	0.00	1.09	0.00	1.38	1.81	0.69	0.00	0.00	0.80	0.50
Delay/Veh:	0.0	0.0	0.0	143.6	0.0	253.6	457.2	9.3	0.0	0.0	26.3	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:	0.0	0.0	0.0	143.6	0.0	253.6	457.2	9.3	0.0	0.0	26.3	6.4
LOS by Move:	A	A	A	F	A	F	F	A	A	A	C	A
HCM2k95thQ:	0	0	0	37	0	109	85	43	0	0	63	25

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

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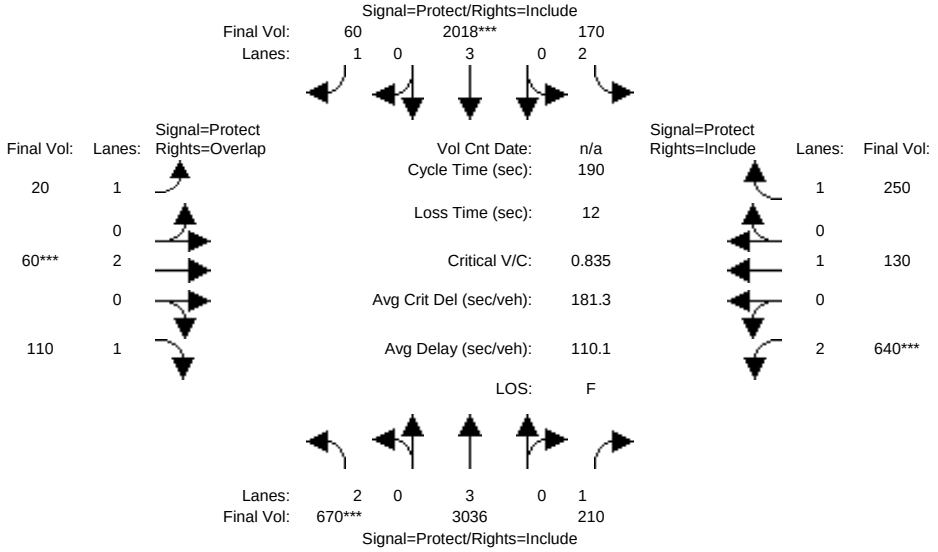
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #26: Montague Expressway / Plumeria Drive-River Oaks Parkway



Street Name:	Montague Expressway						Plumeria Drive-River Oaks Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	116	116	26	117	117	9	24	24	24	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	670	3490	210	170	2320	60	20	60	110	640	130	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:	670	3490	210	170	2320	60	20	60	110	640	130	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	670	3490	210	170	2320	60	20	60	110	640	130	250
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:	670	3036	210	170	2018	60	20	60	110	640	130	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	670	3036	210	170	2018	60	20	60	110	640	130	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:	670	3036	210	170	2018	60	20	60	110	640	130	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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.53	0.12	0.05	0.35	0.03	0.01	0.02	0.06	0.20	0.07	0.14
Crit Moves:	****				****			****		****		
Green Time:	23.5	109	109.1	24.5	110	110.0	8.5	22.6	46.1	22.6	36.7	36.7
Volume/Cap:	1.72	0.93	0.21	0.42	0.61	0.06	0.26	0.13	0.26	1.71	0.35	0.74
Delay/Veh:	422.6	45.1	21.3	84.2	28.5	18.6	101.0	80.3	63.3	419.7	73.3	90.3
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:	422.6	45.1	21.3	84.2	28.5	18.6	101.0	80.3	63.3	419.7	73.3	90.3
LOS by Move:	F	D	C+	F	C	B-	F	F	E	F	E	F
HCM2k95thQ:	73	102	13	10	40	4	4	4	11	70	13	27

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

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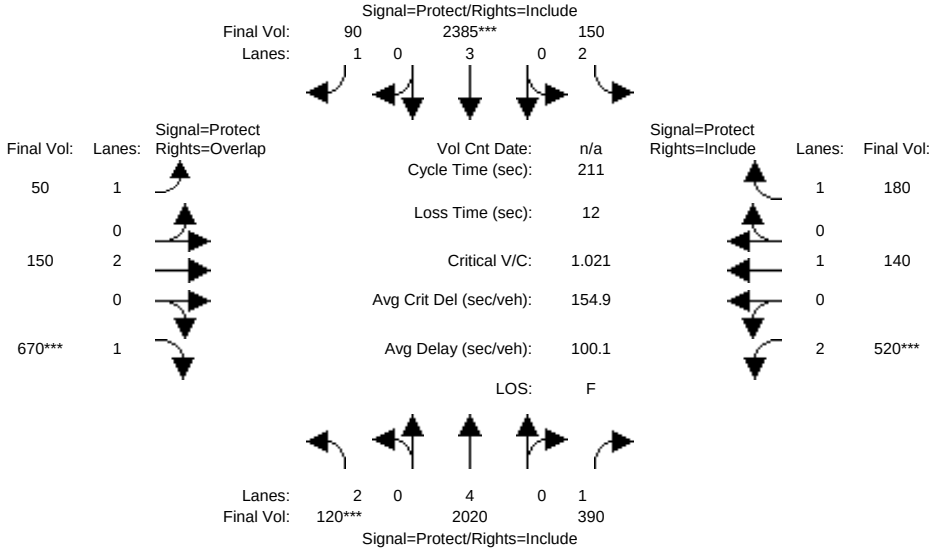
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #26: Montague Expressway / Plumeria Drive-River Oaks Parkway



Street Name:	Montague Expressway						Plumeria Drive-River Oaks Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	150	150	12	140	140	15	27	27	23	35	35
Y+R:	4.0	4.0	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	2020	390	150	2710	90	50	150	670	520	140	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	2020	390	150	2710	90	50	150	670	520	140	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	2020	390	150	2710	90	50	150	670	520	140	180
User Adj:	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2020	390	150	2385	90	50	150	670	520	140	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	2020	390	150	2385	90	50	150	670	520	140	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:	120	2020	390	150	2385	90	50	150	670	520	140	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	4.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.22	0.05	0.42	0.05	0.03	0.04	0.38	0.17	0.07	0.10
Crit Moves:	****				****				****	****		
Green Time:	20.7	141	141.3	11.3	132	131.9	14.1	25.4	46.2	21.7	33.0	33.0
Volume/Cap:	0.39	0.40	0.33	0.89	0.67	0.08	0.43	0.33	1.75	1.61	0.47	0.66
Delay/Veh:	98.3	16.9	16.5	150.3	28.1	16.8	111.3	92.1	435.7	388.0	91.4	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:	98.3	16.9	16.5	150.3	28.1	16.8	111.3	92.1	435.7	388.0	91.4	100.7
LOS by Move:	F	B	B	F	C	B	F	F	F	F	F	F
HCM2k95thQ:	9	26	21	11	52	5	8	9	138	59	16	22

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

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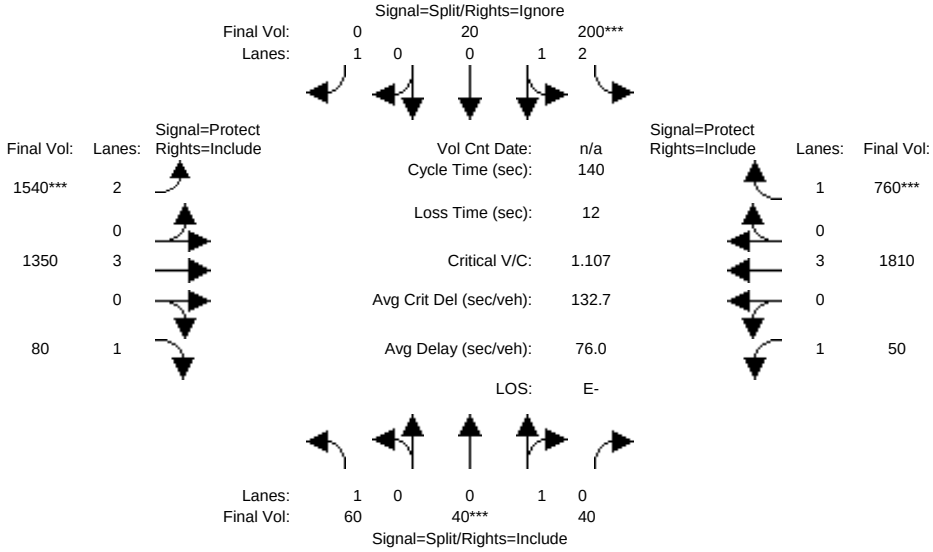
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #29: De La Cruz Boulevard / Trimble Road (CMP)



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	40	40	200	20	360	1540	1350	80	50	1810	760
Growth Adj:	1.00	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	40	40	200	20	360	1540	1350	80	50	1810	760
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	40	40	200	20	360	1540	1350	80	50	1810	760
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	40	40	200	20	0	1540	1350	80	50	1810	760
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	40	40	200	20	0	1540	1350	80	50	1810	760
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:	60	40	40	200	20	0	1540	1350	80	50	1810	760
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.86	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.50	0.50	2.75	0.25	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	900	900	4497	450	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.04	0.04	0.00	0.49	0.24	0.05	0.03	0.32	0.43
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	0.0	57.2	89.2	89.2	18.8	50.8	50.8
Volume/Cap:	0.48	0.62	0.62	0.62	0.62	0.00	1.20	0.37	0.07	0.21	0.88	1.20
Delay/Veh:	65.4	72.3	72.3	66.6	66.6	0.0	137.7	12.2	9.7	54.4	46.1	147.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.4	72.3	72.3	66.6	66.6	0.0	137.7	12.2	9.7	54.4	46.1	147.9
LOS by Move:	E	E	E	E	E	A	F	B	A	D-	D	F
HCM2k95thQ:	7	9	9	7	7	0	91	17	3	4	37	76

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

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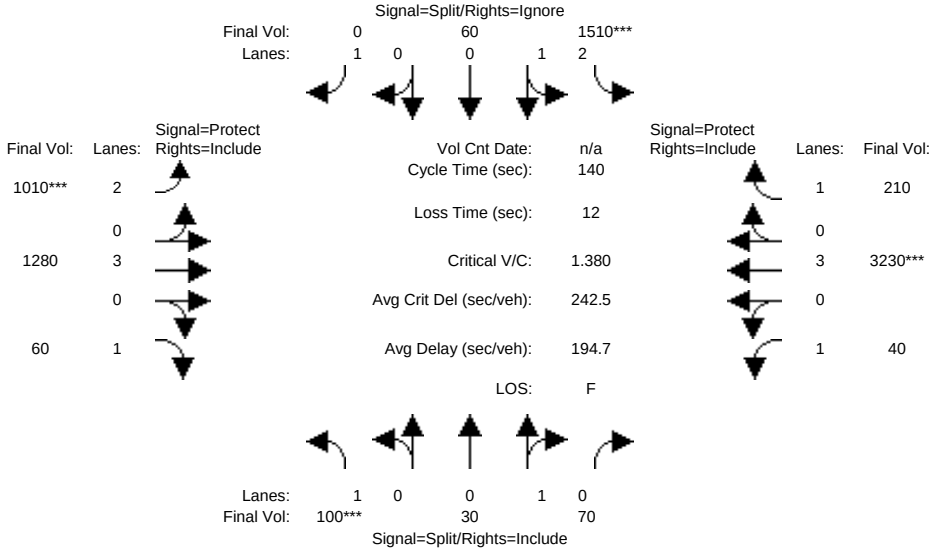
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #29: De La Cruz Boulevard / Trimble Road (CMP)



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	30	70	1510	60	700	1010	1280	60	40	3230	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:	100	30	70	1510	60	700	1010	1280	60	40	3230	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	30	70	1510	60	700	1010	1280	60	40	3230	210
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	30	70	1510	60	0	1010	1280	60	40	3230	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	30	70	1510	60	0	1010	1280	60	40	3230	210
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:	100	30	70	1510	60	0	1010	1280	60	40	3230	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.87	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.30	0.70	2.89	0.11	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	540	1260	4759	189	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.32	0.32	0.00	0.32	0.22	0.03	0.02	0.57	0.12
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	31.1	31.1	0.0	31.4	71.1	71.1	15.8	55.5	55.5
Volume/Cap:	0.80	0.78	0.78	1.43	1.43	0.00	1.43	0.44	0.07	0.20	1.43	0.30
Delay/Veh:	93.5	89.3	89.3	252.9	253	0.0	255.6	22.0	17.6	56.9	238	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.5	89.3	89.3	252.9	253	0.0	255.6	22.0	17.6	56.9	238	29.2
LOS by Move:	F	F	F	F	F	A	F	C+	B	E+	F	C
HCM2k95thQ:	12	12	12	72	72	0	76	21	3	3	124	12

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

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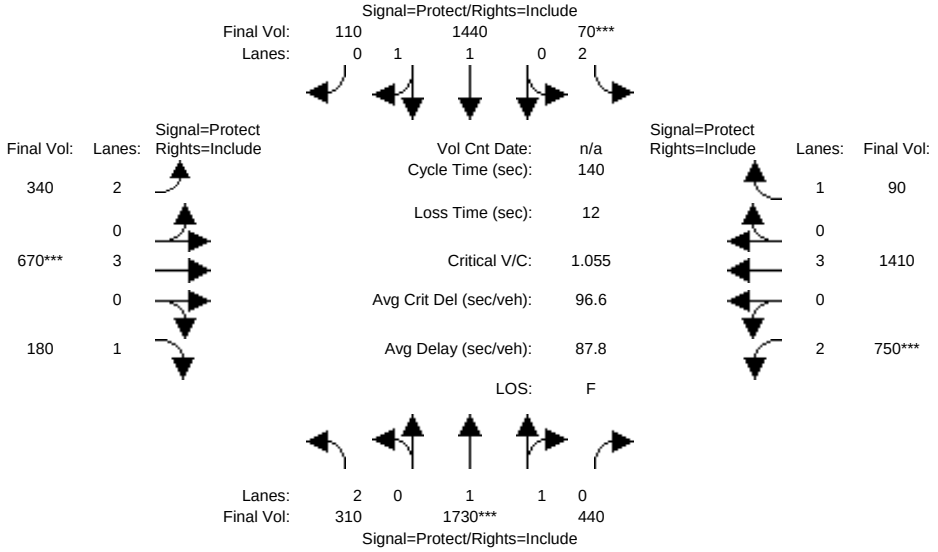
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #30: N First Street / Trimble Road (CMP)



Street Name:	N First Street						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	1730	440	70	1440	110	340	670	180	750	1410	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1730	440	70	1440	110	340	670	180	750	1410	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	1730	440	70	1440	110	340	670	180	750	1410	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	1730	440	70	1440	110	340	670	180	750	1410	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1730	440	70	1440	110	340	670	180	750	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:	310	1730	440	70	1440	110	340	670	180	750	1410	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.58	0.42	2.00	1.85	0.15	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	2949	750	3150	3437	263	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.59	0.59	0.02	0.42	0.42	0.11	0.12	0.10	0.24	0.25	0.05
Crit Moves:		****		****				****		****		
Green Time:	15.7	75.3	75.3	7.0	66.7	66.7	13.9	15.1	15.1	30.6	31.8	31.8
Volume/Cap:	0.88	1.09	1.09	0.44	0.88	0.88	1.09	1.09	0.95	1.09	1.09	0.23
Delay/Veh:	82.8	81.9	81.9	66.6	38.5	38.5	139.9	126	114.2	116.2	107	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:	82.8	81.9	81.9	66.6	38.5	38.5	139.9	126	114.2	116.2	107	44.4
LOS by Move:	F	F	F	E	D+	D+	F	F	F	F	F	D
HCM2k95thQ:	14	85	85	5	53	53	22	23	18	38	39	6

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

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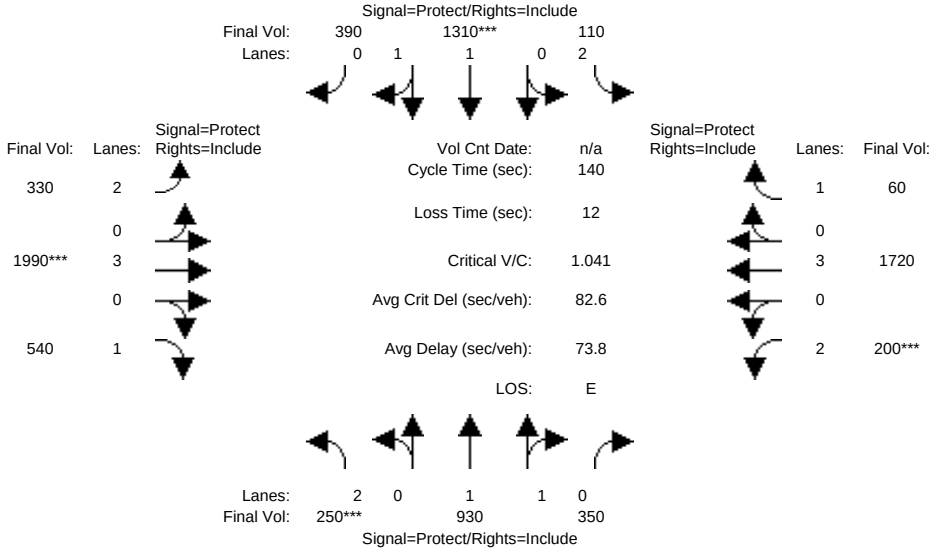
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #30: N First Street / Trimble Road (CMP)



Street Name:	N First Street						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	930	350	110	1310	390	330	1990	540	200	1720	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:	250	930	350	110	1310	390	330	1990	540	200	1720	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	930	350	110	1310	390	330	1990	540	200	1720	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:	250	930	350	110	1310	390	330	1990	540	200	1720	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	930	350	110	1310	390	330	1990	540	200	1720	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:	250	930	350	110	1310	390	330	1990	540	200	1720	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.44	0.56	2.00	1.53	0.47	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	2688	1011	3150	2851	849	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.35	0.03	0.46	0.46	0.10	0.35	0.31	0.06	0.30	0.03
Crit Moves:	****				****			****		****		
Green Time:	10.7	63.3	63.3	9.2	61.8	61.8	14.3	47.0	47.0	8.5	41.2	41.2
Volume/Cap:	1.04	0.76	0.76	0.53	1.04	1.04	1.03	1.04	0.92	1.04	1.03	0.12
Delay/Veh:	133.8	34.3	34.3	66.1	72.8	72.8	119.7	78.6	64.5	141.8	78.1	36.2
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:	133.8	34.3	34.3	66.1	72.8	72.8	119.7	78.6	64.5	141.8	78.1	36.2
LOS by Move:	F	C-	C-	E	E	E	F	E-	E	F	E-	D+
HCM2k95thQ:	16	39	39	7	72	72	20	55	43	13	47	4

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

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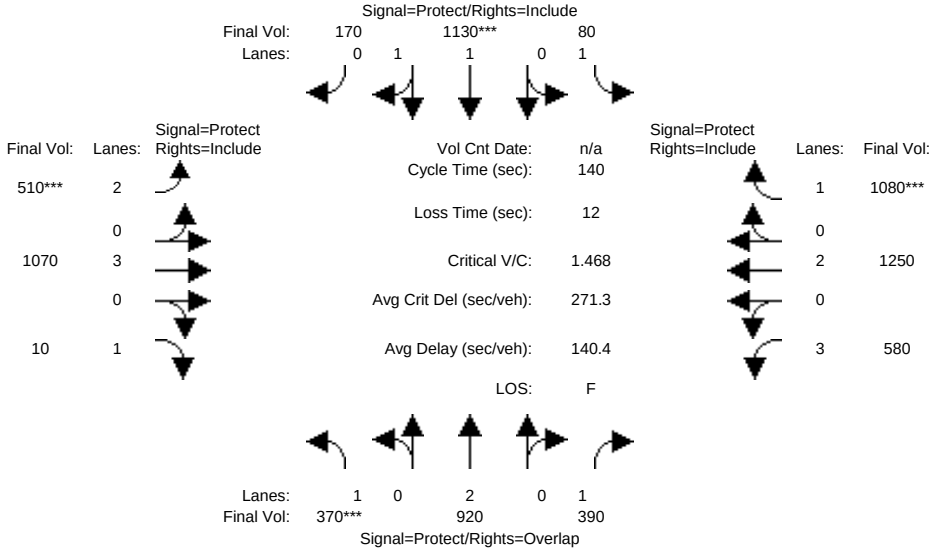
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #34: N First Street / Brokaw Road (CMP)



Street Name:	N First Street						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	920	390	80	1130	170	510	1070	10	580	1250	1080
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	920	390	80	1130	170	510	1070	10	580	1250	1080
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	920	390	80	1130	170	510	1070	10	580	1250	1080
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	920	390	80	1130	170	510	1070	10	580	1250	1080
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	920	390	80	1130	170	510	1070	10	580	1250	1080
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	920	390	80	1130	170	510	1070	10	580	1250	1080
Saturation Flow 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	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.73	0.27	2.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3216	484	3150	5700	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.24	0.22	0.05	0.35	0.35	0.16	0.19	0.01	0.13	0.33	0.62
Crit Moves:	****				****		****					****
Green Time:	20.2	44.5	74.5	9.2	33.5	33.5	15.4	44.3	44.3	30.1	58.9	58.9
Volume/Cap:	1.47	0.76	0.42	0.70	1.47	1.47	1.47	0.59	0.02	0.59	0.78	1.47
Delay/Veh:	290.8	45.9	20.0	81.1	270	269.9	287.9	40.8	32.9	50.5	37.6	258.4
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:	290.8	45.9	20.0	81.1	270	269.9	287.9	40.8	32.9	50.5	37.6	258.4
LOS by Move:	F	D	B-	F	F	F	F	D	C-	D	D+	F
HCM2k95thQ:	55	32	19	7	82	82	44	23	1	16	37	140

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

Santa Clara City Place EIR
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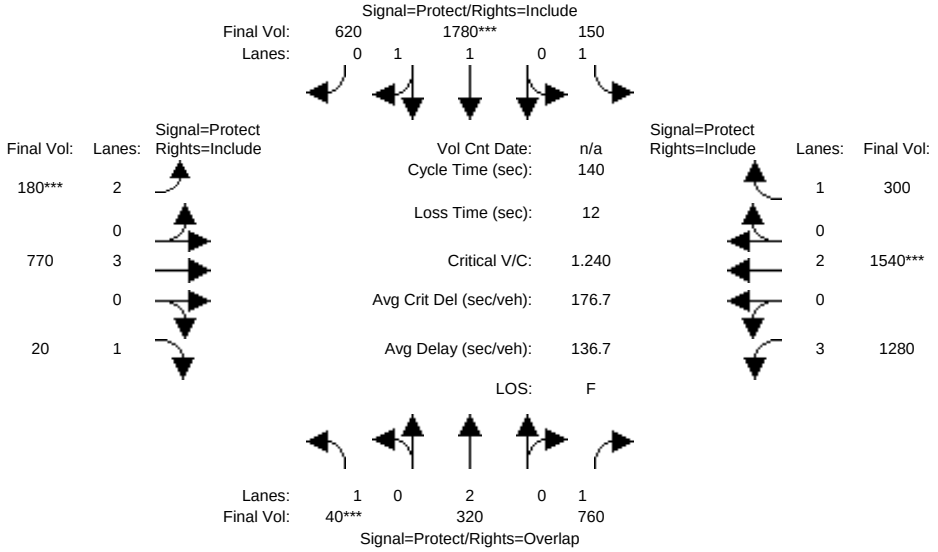
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #34: N First Street / Brokaw Road (CMP)



Street Name:	N First Street						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	320	760	150	1780	620	180	770	20	1280	1540	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:	40	320	760	150	1780	620	180	770	20	1280	1540	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	320	760	150	1780	620	180	770	20	1280	1540	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	320	760	150	1780	620	180	770	20	1280	1540	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	320	760	150	1780	620	180	770	20	1280	1540	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	320	760	150	1780	620	180	770	20	1280	1540	300
Saturation Flow 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	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.47	0.53	2.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2743	956	3150	5700	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.43	0.09	0.65	0.65	0.06	0.14	0.01	0.28	0.41	0.17
Crit Moves:	****				****		****				****	
Green Time:	7.0	49.5	83.8	27.7	70.2	70.2	7.0	16.5	16.5	34.3	43.8	43.8
Volume/Cap:	0.46	0.24	0.73	0.43	1.29	1.29	1.14	1.15	0.10	1.15	1.29	0.55
Delay/Veh:	68.4	32.1	22.5	50.1	172	171.6	181.8	145	55.3	129.7	187	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.4	32.1	22.5	50.1	172	171.6	181.8	145	55.3	129.7	187	41.0
LOS by Move:	E	C-	C+	D	F	F	F	F	E+	F	F	D
HCM2k95thQ:	5	9	42	11	127	127	17	31	2	50	82	20

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

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Santa Clara City Place EIR
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2040 Mitigations

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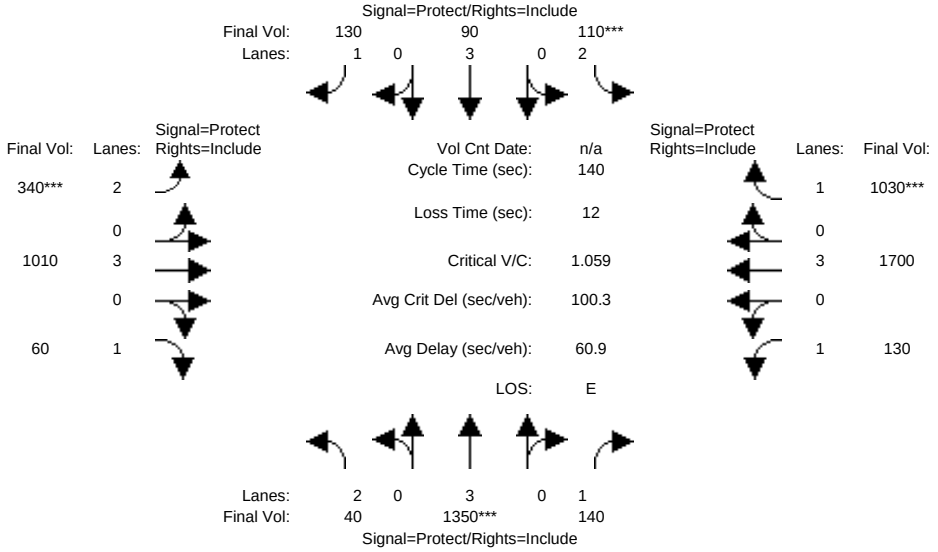
2040+Pall Mit AM

Intersection #36: Zanker Road / Brokaw Road (CMP)



Street Name:	Zanker Road						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	1350	140	110	90	130	340	1010	60	130	1700	1030
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1350	140	110	90	130	340	1010	60	130	1700	1030
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1350	140	110	90	130	340	1010	60	130	1700	1030
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1350	140	110	90	130	340	1010	60	130	1700	1030
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1350	140	110	90	130	340	1010	60	130	1700	1030
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1350	140	110	90	130	340	1010	60	130	1700	1030
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.08	0.03	0.02	0.07	0.11	0.18	0.03	0.07	0.30	0.59
Crit Moves:		****		****			****					****
Green Time:	15.2	30.7	30.7	7.0	22.5	22.5	14.0	63.6	63.6	26.7	76.3	76.3
Volume/Cap:	0.12	1.08	0.36	0.70	0.10	0.46	1.08	0.39	0.08	0.39	0.55	1.08
Delay/Veh:	56.5	105	47.0	78.4	50.1	54.4	136.7	25.4	21.6	50.3	20.9	85.0
User DelAdj:	1.00	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	105	47.0	78.4	50.1	54.4	136.7	25.4	21.6	50.3	20.9	85.0
LOS by Move:	E+	F	D	E-	D	D-	F	C	C+	D	C+	F
HCM2k95thQ:	2	45	11	6	2	10	21	17	3	11	27	94

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

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Santa Clara City Place EIR
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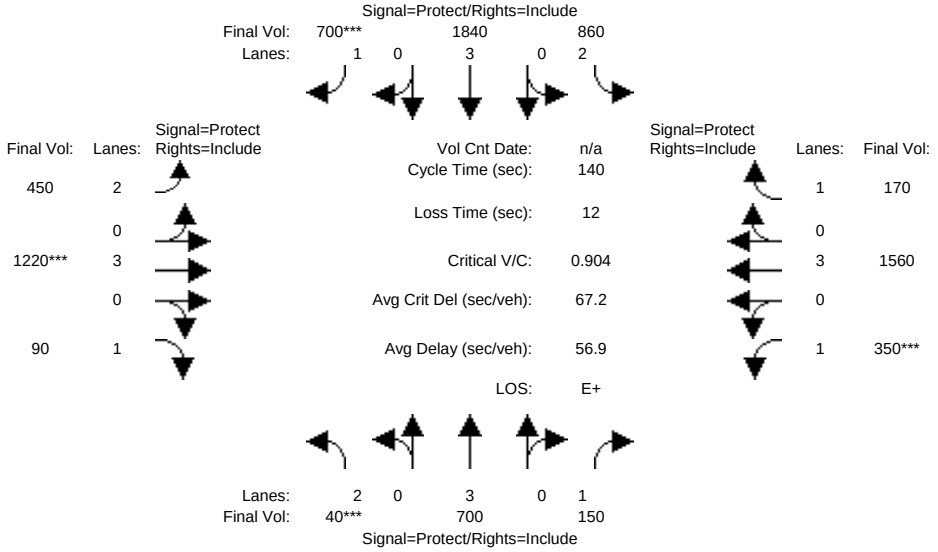
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #36: Zanker Road / Brokaw Road (CMP)



Street Name:	Zanker Road						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	700	150	860	1840	700	450	1220	90	350	1560	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:	40	700	150	860	1840	700	450	1220	90	350	1560	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	700	150	860	1840	700	450	1220	90	350	1560	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	700	150	860	1840	700	450	1220	90	350	1560	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	700	150	860	1840	700	450	1220	90	350	1560	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	700	150	860	1840	700	450	1220	90	350	1560	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.09	0.27	0.32	0.40	0.14	0.21	0.05	0.20	0.27	0.10
Crit Moves:	****					****		****		****		
Green Time:	7.0	20.6	20.6	45.8	59.5	59.5	21.1	31.8	31.8	29.7	40.4	40.4
Volume/Cap:	0.25	0.83	0.58	0.83	0.76	0.94	0.95	0.94	0.23	0.94	0.95	0.34
Delay/Veh:	64.8	65.2	59.0	49.5	35.7	58.7	87.3	66.7	44.4	86.3	60.7	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:	64.8	65.2	59.0	49.5	35.7	58.7	87.3	66.7	44.4	86.3	60.7	39.6
LOS by Move:	E	E	E+	D	D+	E+	F	E	D	F	E	D
HCM2k95thQ:	3	22	14	33	35	49	24	33	6	34	43	12

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

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Santa Clara City Place EIR
SJ14-1528.01
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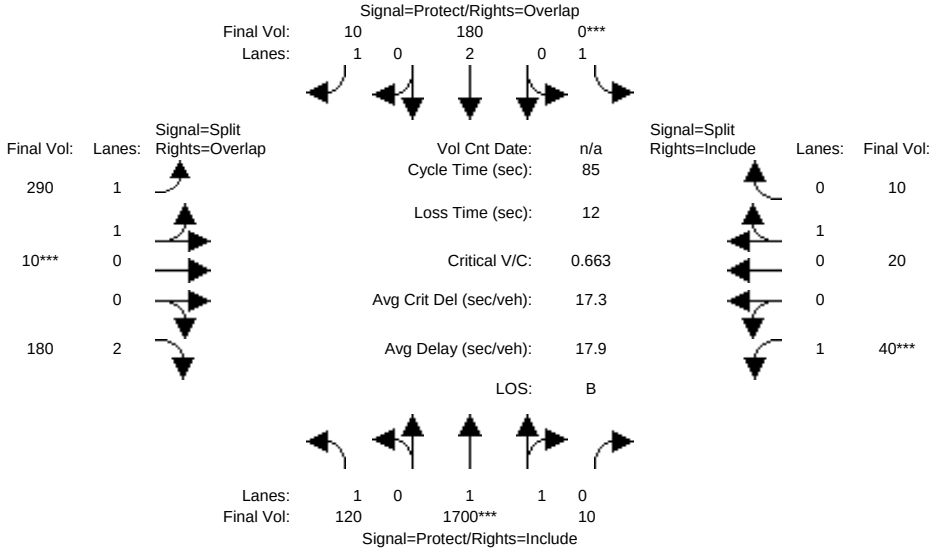
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #37: Fair Oaks Avenue / Fair Oaks Way



Street Name:	Fair Oaks Avenue						Fair Oaks Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	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:	120	1700	10	0	180	10	290	10	180	40	20	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:	120	1700	10	0	180	10	290	10	180	40	20	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1700	10	0	180	10	290	10	180	40	20	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:	1.00	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	1700	10	0	180	10	290	10	180	40	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1700	10	0	180	10	290	10	180	40	20	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:	120	1700	10	0	180	10	290	10	180	40	20	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.83	0.92	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.93	0.07	2.00	1.00	0.67	0.33
Final Sat.:	1750	3678	22	1750	3800	1750	3432	118	3150	1750	1200	600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.46	0.00	0.05	0.01	0.08	0.08	0.06	0.02	0.02	0.02
Crit Moves:		****		****				****		****		
Green Time:	21.8	53.0	53.0	0.0	31.2	41.2	10.0	10.0	31.8	10.0	10.0	10.0
Volume/Cap:	0.27	0.74	0.74	0.00	0.13	0.01	0.72	0.72	0.15	0.19	0.14	0.14
Delay/Veh:	25.5	12.5	12.5	0.0	17.9	11.4	42.1	42.1	17.7	34.3	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	12.5	12.5	0.0	17.9	11.4	42.1	42.1	17.7	34.3	34.0	34.0
LOS by Move:	C	B	B	A	B	B+	D	D	B	C-	C-	C-
HCM2k95thQ:	5	27	27	0	3	0	11	11	4	2	2	2

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

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Santa Clara City Place EIR
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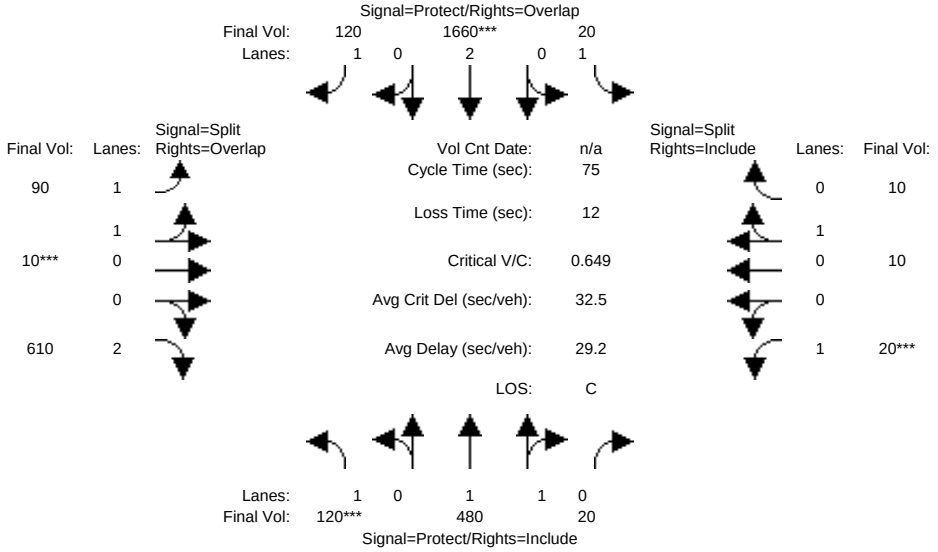
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #37: Fair Oaks Avenue / Fair Oaks Way



Street Name:	Fair Oaks Avenue						Fair Oaks Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	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:	120	480	20	20	1660	120	90	10	610	20	10	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:	120	480	20	20	1660	120	90	10	610	20	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	480	20	20	1660	120	90	10	610	20	10	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:	1.00	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	480	20	20	1660	120	90	10	610	20	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	480	20	20	1660	120	90	10	610	20	10	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:	120	480	20	20	1660	120	90	10	610	20	10	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.83	0.92	0.95	0.95
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.80	0.20	2.00	1.00	0.50	0.50
Final Sat.:	1750	3552	148	1750	3800	1750	3195	355	3150	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.01	0.44	0.07	0.03	0.03	0.19	0.01	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	7.0	24.5	24.5	16.9	34.4	46.0	11.6	11.6	18.6	10.0	10.0	10.0
Volume/Cap:	0.73	0.41	0.41	0.05	0.95	0.11	0.18	0.18	0.78	0.09	0.08	0.08
Delay/Veh:	49.0	19.9	19.9	22.8	31.7	6.1	27.7	27.7	31.4	28.7	28.6	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:	49.0	19.9	19.9	22.8	31.7	6.1	27.7	27.7	31.4	28.7	28.6	28.6
LOS by Move:	D	B-	B-	C+	C	A	C	C	C	C	C	C
HCM2k95thQ:	6	8	8	1	41	3	2	2	19	1	1	1

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

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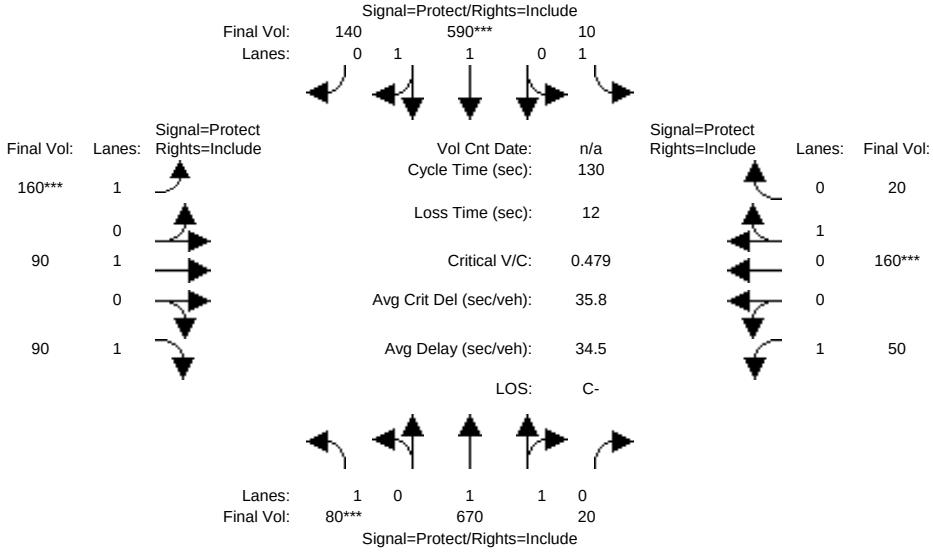
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #43: Fair Oaks Avenue / Maude Avenue



Street Name:	Fair Oaks Avenue						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	670	20	10	590	140	160	90	90	50	160	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:	80	670	20	10	590	140	160	90	90	50	160	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	670	20	10	590	140	160	90	90	50	160	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	670	20	10	590	140	160	90	90	50	160	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	670	20	10	590	140	160	90	90	50	160	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:	80	670	20	10	590	140	160	90	90	50	160	20
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	0.95	0.95
Lanes:	1.00	1.94	0.06	1.00	1.61	0.39	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	1750	3593	107	1750	2990	709	1750	1900	1750	1750	1600	200
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.01	0.20	0.20	0.09	0.05	0.05	0.03	0.10	0.10
Crit Moves:	****				****		****				****	
Green Time:	12.4	51.2	51.2	14.8	53.6	53.6	24.8	30.6	30.6	21.4	27.2	27.2
Volume/Cap:	0.48	0.47	0.47	0.05	0.48	0.48	0.48	0.20	0.22	0.17	0.48	0.48
Delay/Veh:	57.9	29.6	29.6	51.5	28.2	28.2	47.9	40.1	40.3	47.0	46.2	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	29.6	29.6	51.5	28.2	28.2	47.9	40.1	40.3	47.0	46.2	46.2
LOS by Move:	E+	C	C	D-	C	C	D	D	D	D	D	D
HCM2k95thQ:	6	19	19	1	19	19	12	6	6	4	13	13

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

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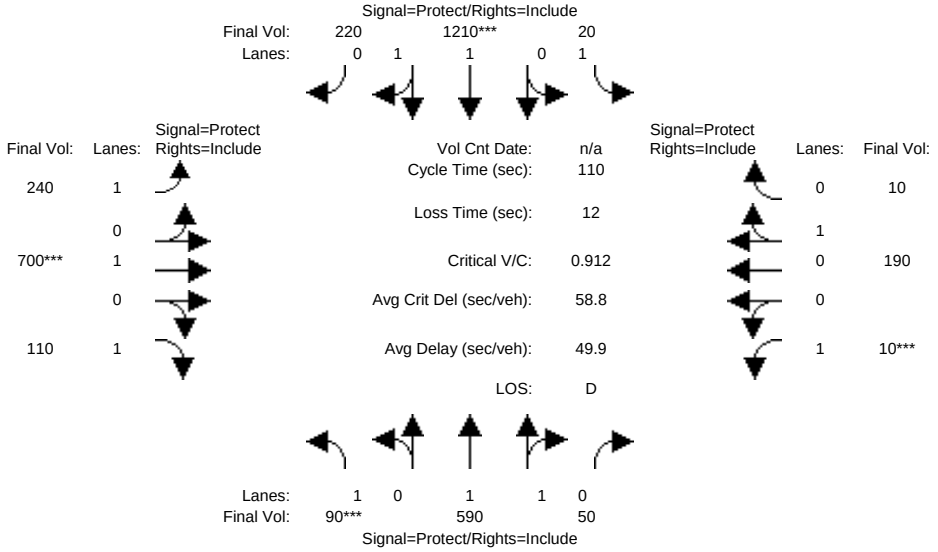
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #43: Fair Oaks Avenue / Maude Avenue



Street Name:	Fair Oaks Avenue						Maude Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	590	50	20	1210	220	240	700	110	10	190	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:	90	590	50	20	1210	220	240	700	110	10	190	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	590	50	20	1210	220	240	700	110	10	190	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:	1.00	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	590	50	20	1210	220	240	700	110	10	190	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	590	50	20	1210	220	240	700	110	10	190	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:	90	590	50	20	1210	220	240	700	110	10	190	10
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	0.95	0.95
Lanes:	1.00	1.84	0.16	1.00	1.68	0.32	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	1750	3411	289	1750	3130	569	1750	1900	1750	1750	1710	90
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.01	0.39	0.39	0.14	0.37	0.06	0.01	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	7.0	36.6	36.6	13.4	43.0	43.0	26.5	41.0	41.0	7.0	21.5	21.5
Volume/Cap:	0.81	0.52	0.52	0.09	0.99	0.99	0.57	0.99	0.17	0.09	0.57	0.57
Delay/Veh:	84.7	30.0	30.0	43.1	54.2	54.2	38.6	65.1	23.2	48.9	42.3	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.7	30.0	30.0	43.1	54.2	54.2	38.6	65.1	23.2	48.9	42.3	42.3
LOS by Move:	F	C	C	D	D-	D-	D+	E	C	D	D	D
HCM2k95thQ:	7	16	16	1	45	45	16	49	5	1	13	13

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

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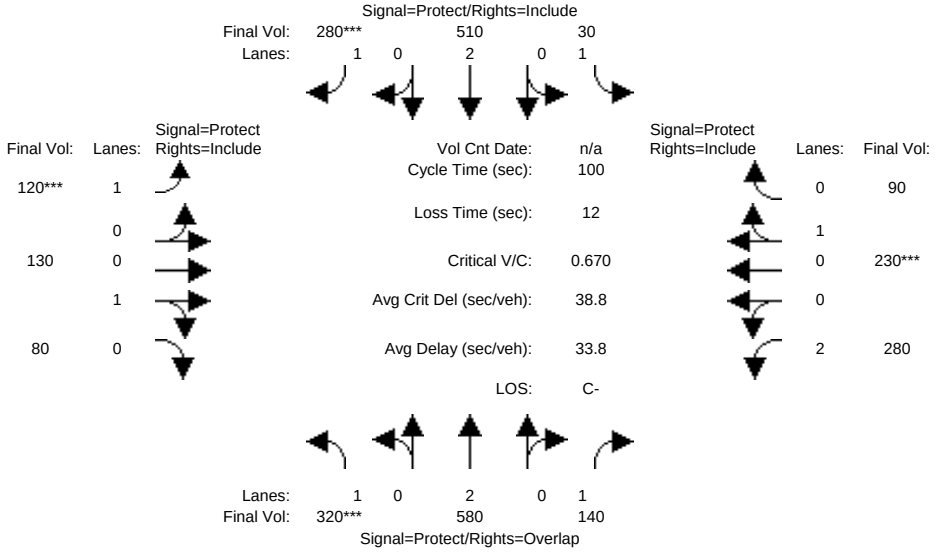
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #44: Fair Oaks Avenue / E Arques Avenue



Street Name:	Fair Oaks Avenue						E Arques Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	580	140	30	510	280	120	130	80	280	230	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	580	140	30	510	280	120	130	80	280	230	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	580	140	30	510	280	120	130	80	280	230	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	580	140	30	510	280	120	130	80	280	230	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	580	140	30	510	280	120	130	80	280	230	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:	320	580	140	30	510	280	120	130	80	280	230	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	2.00	0.72	0.28
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1114	686	3150	1294	506
Capacity Analysis Module:												
Vol/Sat:	0.18	0.15	0.08	0.02	0.13	0.16	0.07	0.12	0.12	0.09	0.18	0.18
Crit Moves:	****					****	****				****	
Green Time:	27.3	35.1	51.0	16.1	23.9	23.9	10.2	20.9	20.9	15.9	26.6	26.6
Volume/Cap:	0.67	0.43	0.16	0.11	0.56	0.67	0.67	0.56	0.56	0.56	0.67	0.67
Delay/Veh:	36.0	25.1	13.1	36.0	34.3	38.6	52.7	37.3	37.3	40.2	36.5	36.5
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:	36.0	25.1	13.1	36.0	34.3	38.6	52.7	37.3	37.3	40.2	36.5	36.5
LOS by Move:	D+	C	B	D+	C-	D+	D-	D+	D+	D	D+	D+
HCM2k95thQ:	17	12	5	2	13	16	10	13	13	9	17	17

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

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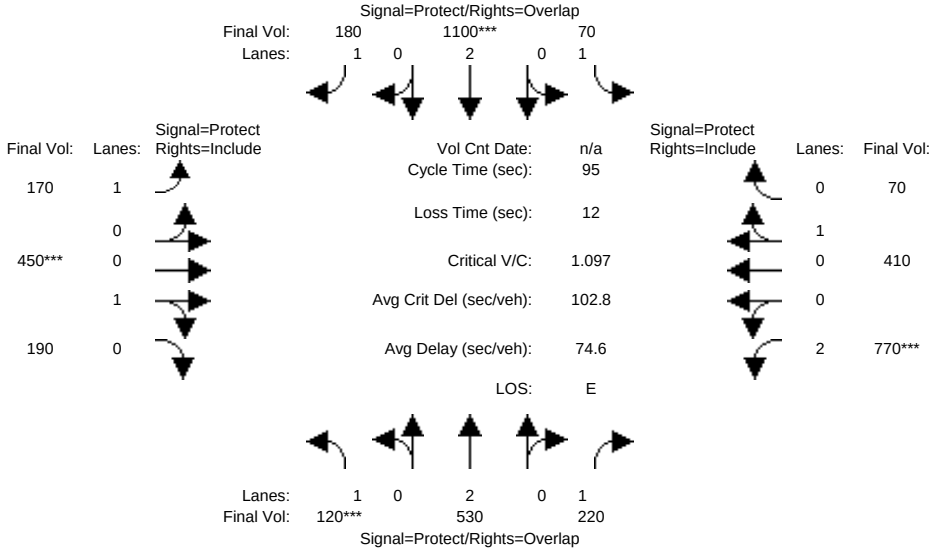
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #44: Fair Oaks Avenue / E Arques Avenue



Street Name:	Fair Oaks Avenue						E Arques Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	530	220	70	1100	180	170	450	190	770	410	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:	120	530	220	70	1100	180	170	450	190	770	410	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	530	220	70	1100	180	170	450	190	770	410	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	530	220	70	1100	180	170	450	190	770	410	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	530	220	70	1100	180	170	450	190	770	410	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:	120	530	220	70	1100	180	170	450	190	770	410	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	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.70	0.30	2.00	0.85	0.15
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1266	534	3150	1537	262
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.13	0.04	0.29	0.10	0.10	0.36	0.36	0.24	0.27	0.27
Crit Moves:	****				****			****		****		
Green Time:	7.0	20.8	41.7	11.0	24.7	38.4	13.7	30.4	30.4	20.9	37.6	37.6
Volume/Cap:	0.93	0.64	0.29	0.35	1.11	0.25	0.67	1.11	1.11	1.11	0.67	0.67
Delay/Veh:	101.9	35.4	17.3	39.7	99.6	19.0	45.6	104	104.4	106.2	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:	101.9	35.4	17.3	39.7	99.6	19.0	45.6	104	104.4	106.2	26.2	26.2
LOS by Move:	F	D+	B	D	F	B-	D	F	F	F	C	C
HCM2k95thQ:	9	13	8	4	37	7	12	52	52	35	22	22

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

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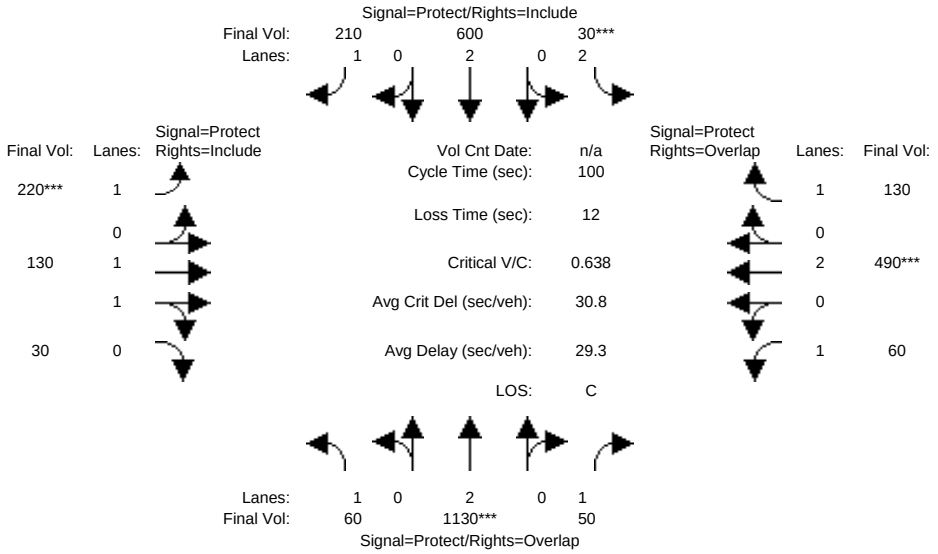
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #45: Fair Oaks Avenue / Evelyn Avenue



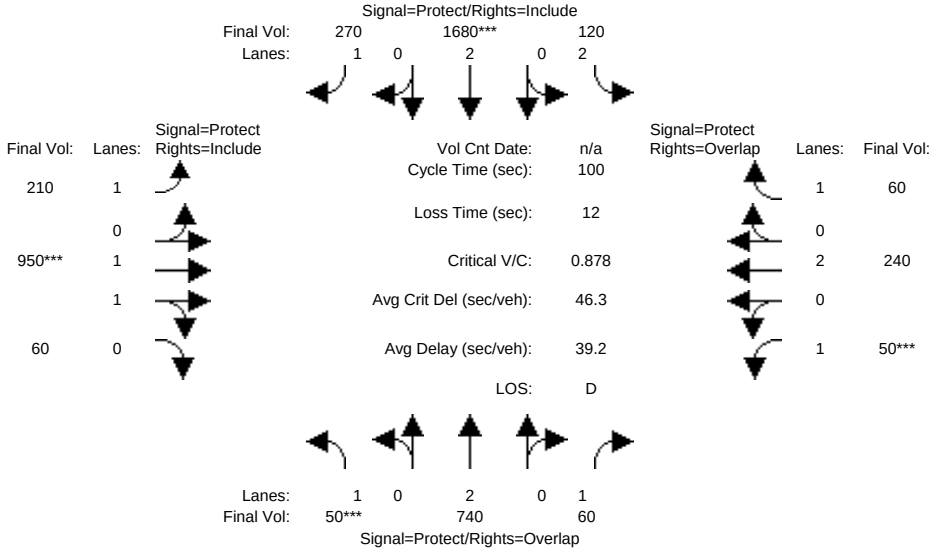
Street Name:	Fair Oaks Avenue						Evelyn Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1130	50	30	600	210	220	130	30	60	490	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:	60	1130	50	30	600	210	220	130	30	60	490	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1130	50	30	600	210	220	130	30	60	490	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:	1.00	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	1130	50	30	600	210	220	130	30	60	490	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1130	50	30	600	210	220	130	30	60	490	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1130	50	30	600	210	220	130	30	60	490	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3006	694	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.03	0.01	0.16	0.12	0.13	0.04	0.04	0.03	0.13	0.07
Crit Moves:		****		****			****				****	
Green Time:	15.6	43.6	59.0	7.0	35.1	35.1	18.4	22.0	22.0	15.4	18.9	25.9
Volume/Cap:	0.22	0.68	0.05	0.14	0.45	0.34	0.68	0.20	0.20	0.22	0.68	0.29
Delay/Veh:	37.3	23.8	8.7	43.9	25.3	24.3	43.9	31.9	31.9	37.5	40.4	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:	37.3	23.8	8.7	43.9	25.3	24.3	43.9	31.9	31.9	37.5	40.4	30.0
LOS by Move:	D+	C	A	D	C	C	D	C	C	D+	D	C
HCM2k95thQ:	4	26	1	1	13	10	15	4	4	4	15	7

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

Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #45: Fair Oaks Avenue / Evelyn Avenue



Street Name:	Fair Oaks Avenue						Evelyn Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	740	60	120	1680	270	210	950	60	50	240	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:	50	740	60	120	1680	270	210	950	60	50	240	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	740	60	120	1680	270	210	950	60	50	240	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:	50	740	60	120	1680	270	210	950	60	50	240	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	740	60	120	1680	270	210	950	60	50	240	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:	50	740	60	120	1680	270	210	950	60	50	240	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	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3480	220	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.03	0.04	0.44	0.15	0.12	0.27	0.27	0.03	0.06	0.03
Crit Moves:	****				****			****		****		
Green Time:	7.0	38.8	45.8	13.9	45.8	45.8	19.2	28.2	28.2	7.0	16.0	30.0
Volume/Cap:	0.41	0.50	0.07	0.27	0.97	0.34	0.62	0.97	0.97	0.41	0.39	0.11
Delay/Veh:	46.7	23.5	15.2	38.8	40.8	17.7	40.7	55.5	55.5	46.7	38.1	25.5
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:	46.7	23.5	15.2	38.8	40.8	17.7	40.7	55.5	55.5	46.7	38.1	25.5
LOS by Move:	D	C	B	D+	D	B	D	E+	E+	D	D+	C
HCM2k95thQ:	4	16	2	4	40	10	14	36	36	4	7	3

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

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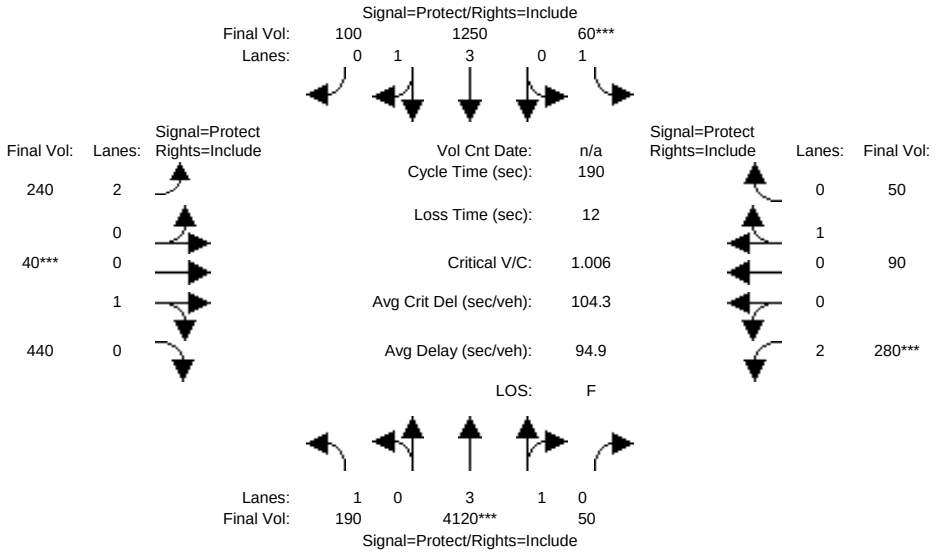
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #346: Lawrence Expressway / Sandia Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	58	104	104	14	60	60	16	40	40	31	56	56
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	4120	50	60	1250	100	240	40	440	280	90	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	4120	50	60	1250	100	240	40	440	280	90	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	4120	50	60	1250	100	240	40	440	280	90	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	4120	50	60	1250	100	240	40	440	280	90	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	4120	50	60	1250	100	240	40	440	280	90	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	4120	50	60	1250	100	240	40	440	280	90	50
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	0.83	0.95	0.95
Lanes:	1.00	3.95	0.05	1.00	3.69	0.31	2.00	0.08	0.92	2.00	0.64	0.36
Final Sat.:	1750	7410	90	1750	6944	555	3150	150	1650	3150	1157	643
Capacity Analysis Module:												
Vol/Sat:	0.11	0.56	0.56	0.03	0.18	0.18	0.08	0.27	0.27	0.09	0.08	0.08
Crit Moves:		****		****				****		****		
Green Time:	54.6	97.8	97.8	13.2	56.4	56.4	15.0	38.6	38.6	29.2	52.7	52.7
Volume/Cap:	0.38	1.08	1.08	0.49	0.61	0.61	0.96	1.31	1.31	0.58	0.28	0.28
Delay/Veh:	58.1	90.4	90.4	93.7	61.4	61.4	139.0	240	240.0	81.2	57.5	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	90.4	90.4	93.7	61.4	61.4	139.0	240	240.0	81.2	57.5	57.5
LOS by Move:	E+	F	F	F	E	E	F	F	F	F	E+	E+
HCM2k95thQ:	18	116	116	9	31	31	22	73	73	19	13	13

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

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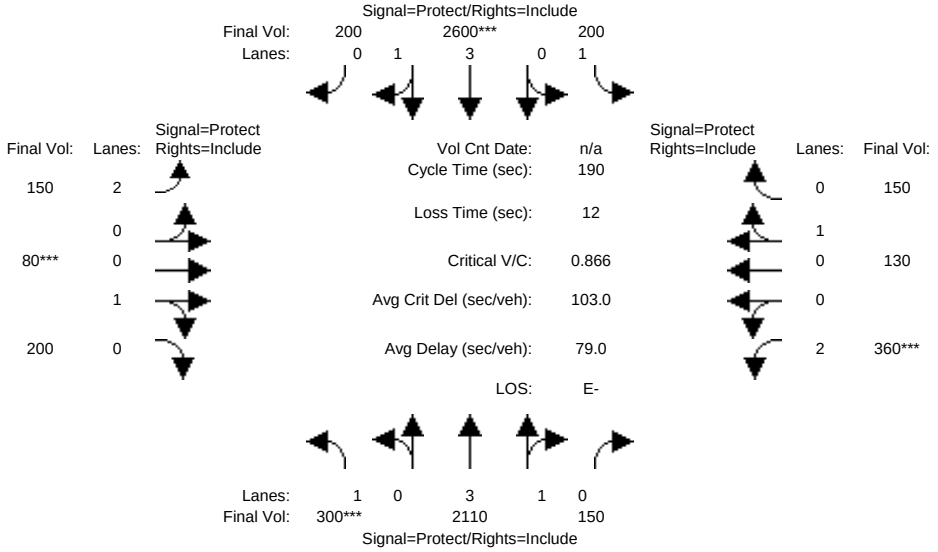
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #346: Lawrence Expressway / Sandia Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	60	108	108	23	71	71	17	37	37	21	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:	300	2110	150	200	2600	200	150	80	200	360	130	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:	300	2110	150	200	2600	200	150	80	200	360	130	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	2110	150	200	2600	200	150	80	200	360	130	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:	300	2110	150	200	2600	200	150	80	200	360	130	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	2110	150	200	2600	200	150	80	200	360	130	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:	300	2110	150	200	2600	200	150	80	200	360	130	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.72	0.28	1.00	3.70	0.30	2.00	0.29	0.71	2.00	0.46	0.54
Final Sat.:	1750	7001	498	1750	6963	536	3150	514	1286	3150	836	964
Capacity Analysis Module:												
Vol/Sat:	0.17	0.30	0.30	0.11	0.37	0.37	0.05	0.16	0.16	0.11	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	56.4	102	101.7	21.7	67.0	67.0	15.9	34.8	34.8	20.5	39.4	39.4
Volume/Cap:	0.58	0.56	0.56	1.00	1.06	1.06	0.57	0.85	0.85	1.06	0.75	0.75
Delay/Veh:	61.8	31.4	31.4	152.8	101	101.1	91.9	98.2	98.2	155.4	83.4	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:	61.8	31.4	31.4	152.8	101	101.1	91.9	98.2	98.2	155.4	83.4	83.4
LOS by Move:	E	C	C	F	F	F	F	F	F	F	F	F
HCM2k95thQ:	29	38	38	30	80	80	12	33	33	31	31	31

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

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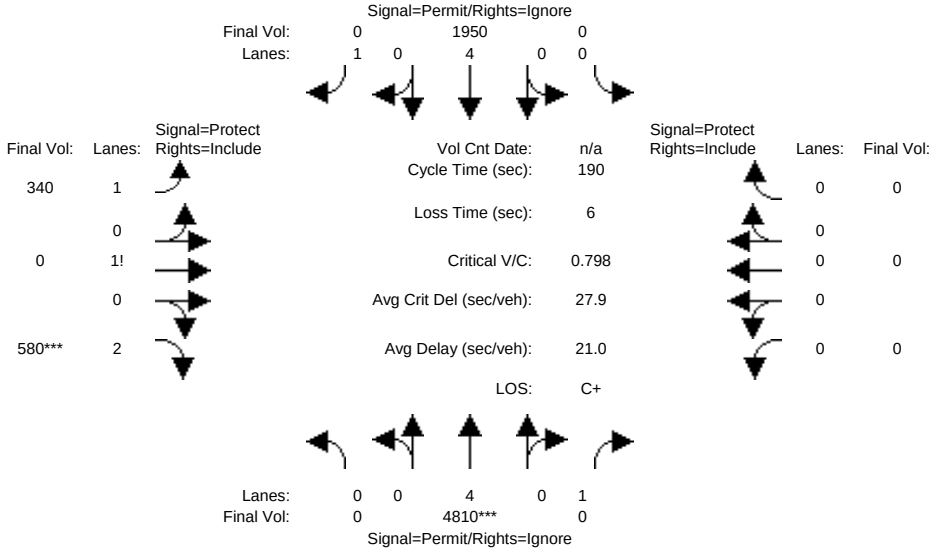
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #48: Lawrence Expressway / US 101 SB Ramps



Street Name:	Lawrence Expressway						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	164	164	0	147	147	26	0	17	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	4810	930	0	1950	500	340	0	580	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	4810	930	0	1950	500	340	0	580	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4810	930	0	1950	500	340	0	580	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	4810	0	0	1950	0	340	0	580	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4810	0	0	1950	0	340	0	580	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	4810	0	0	1950	0	340	0	580	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	1.45	0.00	2.55	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2533	0	4113	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.00	0.00	0.26	0.00	0.13	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	159	0.0	0.0	159	0.0	25.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.76	0.00	0.00	0.31	0.00	1.01	0.00	1.06	0.00	0.00	0.00
Delay/Veh:	0.0	7.7	0.0	0.0	3.5	0.0	117.8	0.0	133.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	0.0	0.0	3.5	0.0	117.8	0.0	133.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	48	0	0	12	0	34	0	36	0	0	0

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

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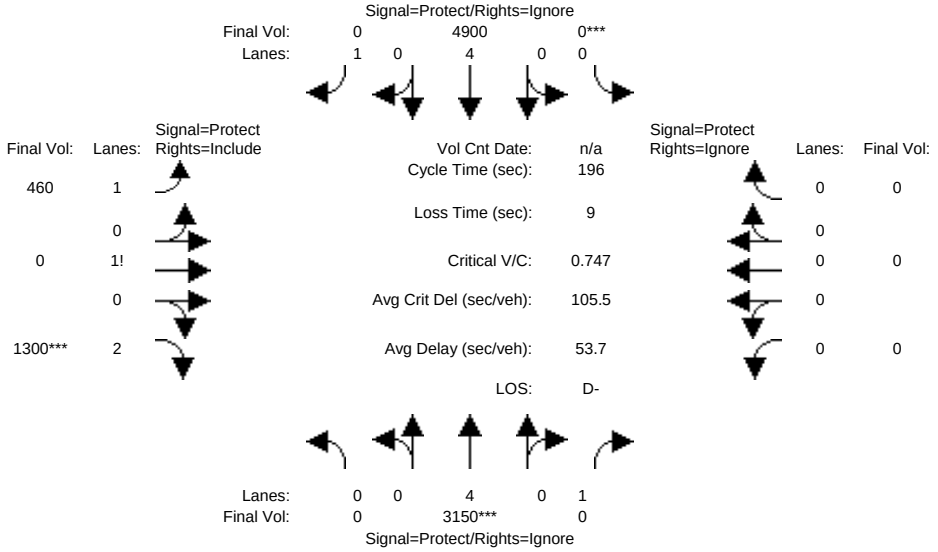
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #48: Lawrence Expressway / US 101 SB Ramps



Street Name:	Lawrence Expressway						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	146	146	0	115	115	38	0	38	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	3150	880	0	4900	560	460	0	1300	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	3150	880	0	4900	560	460	0	1300	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3150	880	0	4900	560	460	0	1300	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3150	0	0	4900	0	460	0	1300	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3150	0	0	4900	0	460	0	1300	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	3150	0	0	4900	0	460	0	1300	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	0.86	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.33	0.00	2.67	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2329	0	4355	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.64	0.00	0.20	0.00	0.30	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	146	0.0	0.0	146	0.0	41.0	0.0	41.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.56	0.00	0.00	0.87	0.00	0.94	0.00	1.43	0.00	0.00	0.00
Delay/Veh:	0.0	11.0	0.0	0.0	19.5	0.0	86.8	0.0	274.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.0	0.0	0.0	19.5	0.0	86.8	0.0	274.5	0.0	0.0	0.0
LOS by Move:	A	B+	A	A	B-	A	F	A	F	A	A	A
HCM2k95thQ:	0	32	0	0	80	0	42	0	84	0	0	0

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

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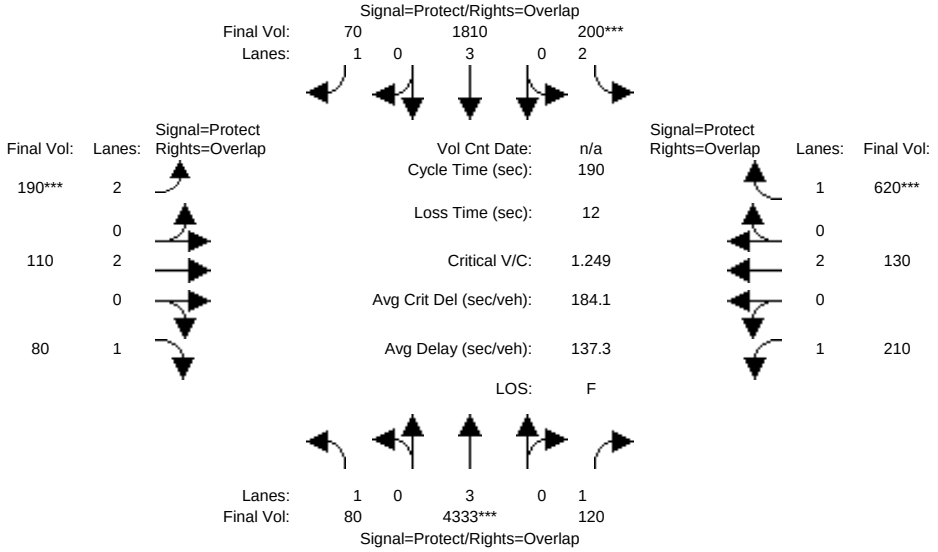
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #54: Lawrence Expressway / Benton Street



Street Name:	Lawrence Expressway						Benton 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:	21	119	119	20	119	119	22	26	26	25	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	4980	120	200	2080	70	190	110	80	210	130	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:	80	4980	120	200	2080	70	190	110	80	210	130	620
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	4980	120	200	2080	70	190	110	80	210	130	620
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:	80	4333	120	200	1810	70	190	110	80	210	130	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	4333	120	200	1810	70	190	110	80	210	130	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:	80	4333	120	200	1810	70	190	110	80	210	130	620
Saturation 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:	0.05	0.76	0.07	0.06	0.32	0.04	0.06	0.03	0.05	0.12	0.03	0.35
Crit Moves:		****		****			****					****
Green Time:	19.5	111	135.2	18.7	111	131.2	20.6	24.8	44.3	23.9	28.1	46.8
Volume/Cap:	0.45	1.30	0.10	0.64	0.55	0.06	0.56	0.22	0.20	0.96	0.23	1.44
Delay/Veh:	87.4	178	9.1	92.7	26.2	10.2	87.9	79.2	62.8	136.3	76.5	286.6
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:	87.4	178	9.1	92.7	26.2	10.2	87.9	79.2	62.8	136.3	76.5	286.6
LOS by Move:	F	F	A	F	C	B+	F	E-	E	F	E-	F
HCM2k95thQ:	9	185	5	14	37	3	14	6	8	30	7	101

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

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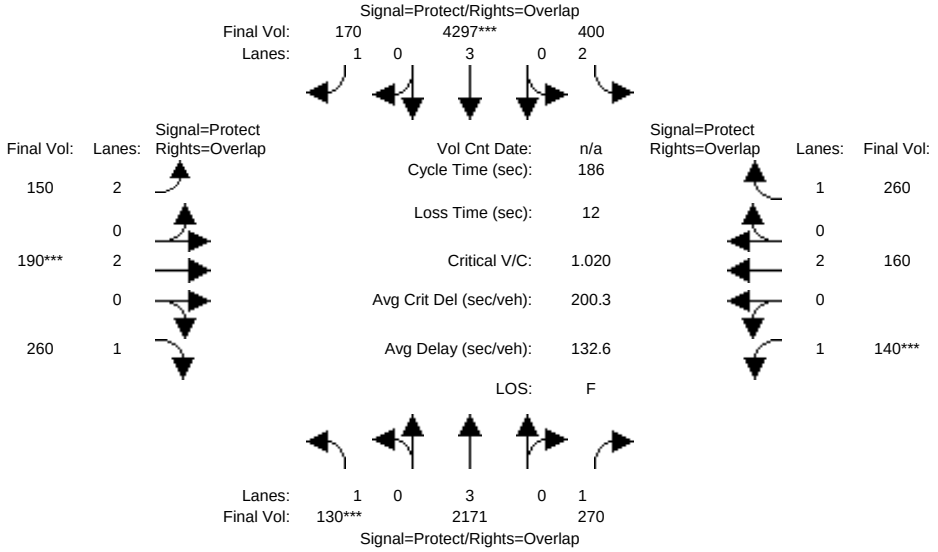
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #54: Lawrence Expressway / Benton Street



Street Name:	Lawrence Expressway						Benton 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:	24	96	96	37	109	109	16	29	29	24	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:	130	2820	270	400	5240	170	150	190	260	140	160	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:	130	2820	270	400	5240	170	150	190	260	140	160	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	2820	270	400	5240	170	150	190	260	140	160	260
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	2171	270	400	4297	170	150	190	260	140	160	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	2171	270	400	4297	170	150	190	260	140	160	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:	130	2171	270	400	4297	170	150	190	260	140	160	260
Saturation 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	0.38	0.15	0.13	0.75	0.10	0.05	0.05	0.15	0.08	0.04	0.15
Crit Moves:	****				****			****		****		
Green Time:	22.5	90.2	112.7	34.8	102	117.4	15.0	27.2	49.8	22.5	34.8	69.5
Volume/Cap:	0.61	0.79	0.25	0.68	1.37	0.15	0.59	0.34	0.56	0.66	0.23	0.40
Delay/Veh:	87.8	44.0	18.3	78.2	213	15.0	91.4	76.3	63.8	90.6	68.5	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.8	44.0	18.3	78.2	213	15.0	91.4	76.3	63.8	90.6	68.5	46.0
LOS by Move:	F	D	B-	E-	F	B	F	E-	E	F	E	D
HCM2k95thQ:	15	56	15	22	191	8	12	10	26	18	8	22

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

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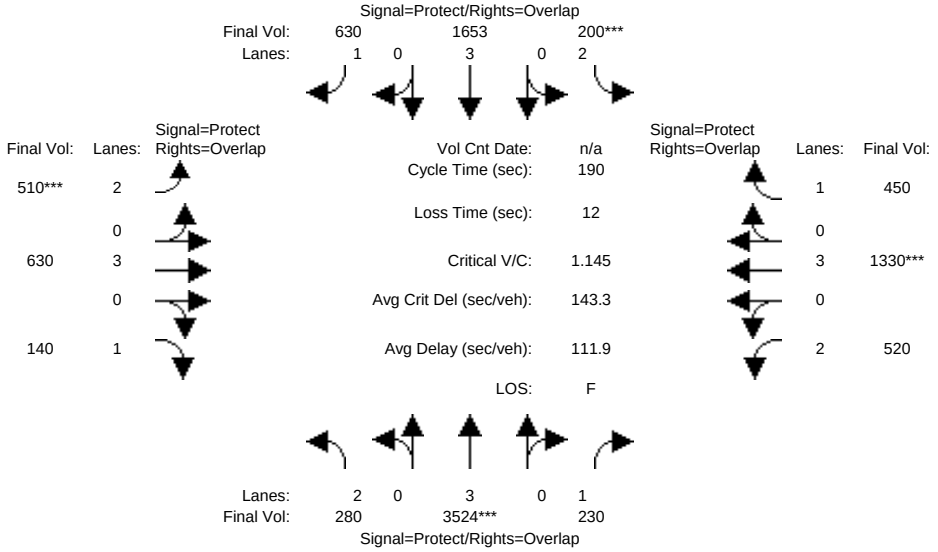
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #55: Lawrence Expressway / Homestead Road (CMP)



Street Name:	Lawrence Expressway						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	107	107	17	102	102	23	43	43	23	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	4050	230	200	1900	630	510	630	140	520	1330	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	4050	230	200	1900	630	510	630	140	520	1330	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	4050	230	200	1900	630	510	630	140	520	1330	450
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:	280	3524	230	200	1653	630	510	630	140	520	1330	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	3524	230	200	1653	630	510	630	140	520	1330	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	3524	230	200	1653	630	510	630	140	520	1330	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.62	0.13	0.06	0.29	0.36	0.16	0.11	0.08	0.17	0.23	0.26
Crit Moves:		****		****			****				****	
Green Time:	20.7	101	122.3	16.0	95.9	117.6	21.6	40.4	61.1	21.6	40.4	56.4
Volume/Cap:	0.82	1.17	0.20	0.75	0.57	0.58	1.42	0.52	0.25	1.45	1.10	0.87
Delay/Veh:	102.1	127	14.9	102.1	26.7	12.9	295.0	70.8	50.7	307.0	136	81.4
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:	102.1	127	14.9	102.1	26.7	12.9	295.0	70.8	50.7	307.0	136	81.4
LOS by Move:	F	F	B	F	C	B	F	E	D	F	F	F
HCM2k95thQ:	20	140	12	14	30	25	50	22	15	52	56	50

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

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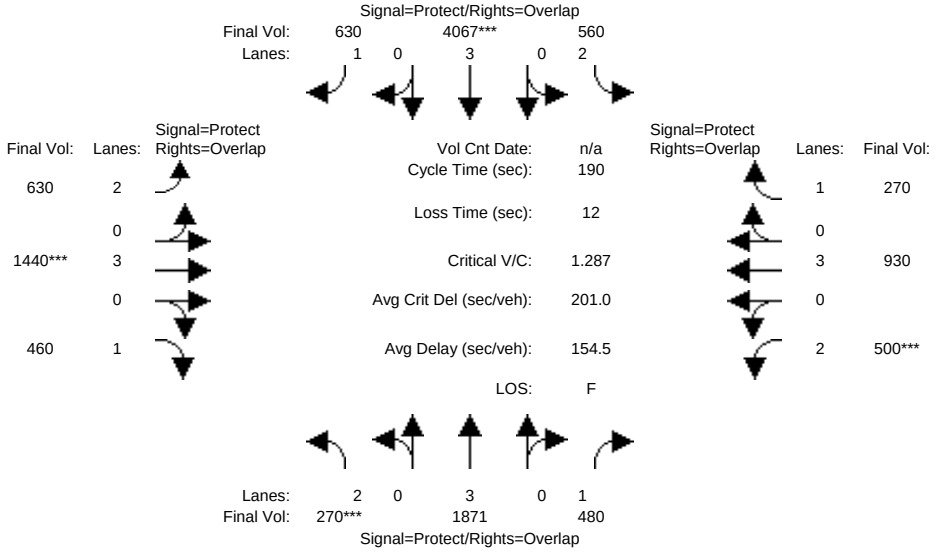
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #55: Lawrence Expressway / Homestead Road (CMP)



Street Name:	Lawrence Expressway						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	97	97	27	106	106	25	38	38	28	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	2430	480	560	4960	630	630	1440	460	500	930	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:	270	2430	480	560	4960	630	630	1440	460	500	930	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	2430	480	560	4960	630	630	1440	460	500	930	270
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	1871	480	560	4067	630	630	1440	460	500	930	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1871	480	560	4067	630	630	1440	460	500	930	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:	270	1871	480	560	4067	630	630	1440	460	500	930	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	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	0.33	0.27	0.18	0.71	0.36	0.20	0.25	0.26	0.16	0.16	0.15
Crit Moves:	****				****			****		****		
Green Time:	16.0	91.2	117.6	25.4	101	124.2	23.5	35.7	51.7	26.3	38.6	64.0
Volume/Cap:	1.02	0.68	0.44	1.33	1.35	0.55	1.62	1.34	0.97	1.15	0.80	0.46
Delay/Veh:	152.6	41.4	20.5	251.6	193	8.7	377.3	243	104.9	176.1	80.8	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	152.6	41.4	20.5	251.6	193	8.7	377.3	243	104.9	176.1	80.8	53.1
LOS by Move:	F	D	C+	F	F	A	F	F	F	F	F	D-
HCM2k95thQ:	22	47	28	48	180	18	65	70	55	43	34	28

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

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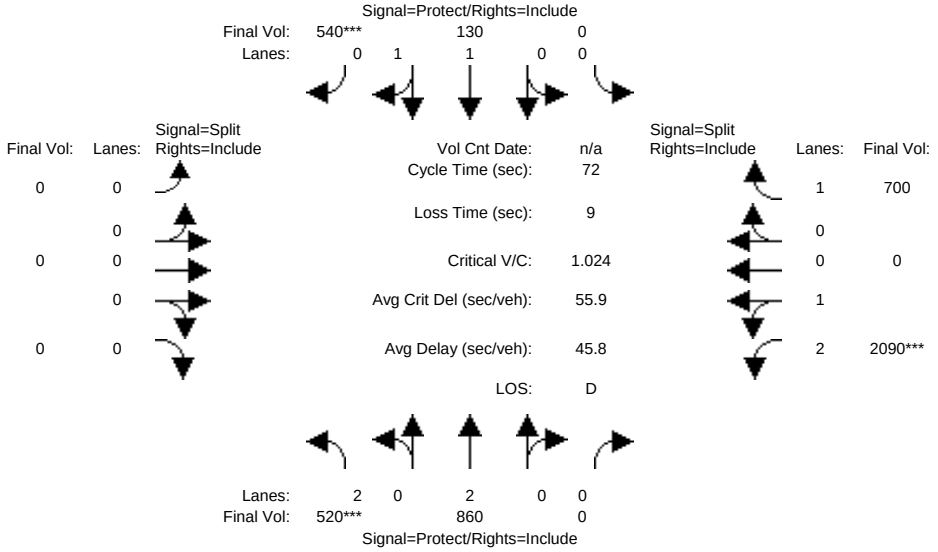
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	860	0	0	130	540	0	0	0	2090	0	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	860	0	0	130	540	0	0	0	2090	0	700
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	860	0	0	130	540	0	0	0	2090	0	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	860	0	0	130	540	0	0	0	2090	0	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	860	0	0	130	540	0	0	0	2090	0	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	860	0	0	130	540	0	0	0	2090	0	700
Saturation 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	0.87	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4950	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.23	0.00	0.00	0.07	0.31	0.00	0.00	0.00	0.42	0.00	0.40
Crit Moves:	****					****				****		
Green Time:	11.6	33.3	0.0	0.0	21.7	21.7	0.0	0.0	0.0	29.7	0.0	29.7
Volume/Cap:	1.02	0.49	0.00	0.00	0.23	1.02	0.00	0.00	0.00	1.02	0.00	0.97
Delay/Veh:	76.3	13.7	0.0	0.0	18.9	66.5	0.0	0.0	0.0	47.4	0.0	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	13.7	0.0	0.0	18.9	66.5	0.0	0.0	0.0	47.4	0.0	46.9
LOS by Move:	E-	B	A	A	B-	E	A	A	A	D	A	D
HCM2k95thQ:	18	12	0	0	4	31	0	0	0	45	0	39

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

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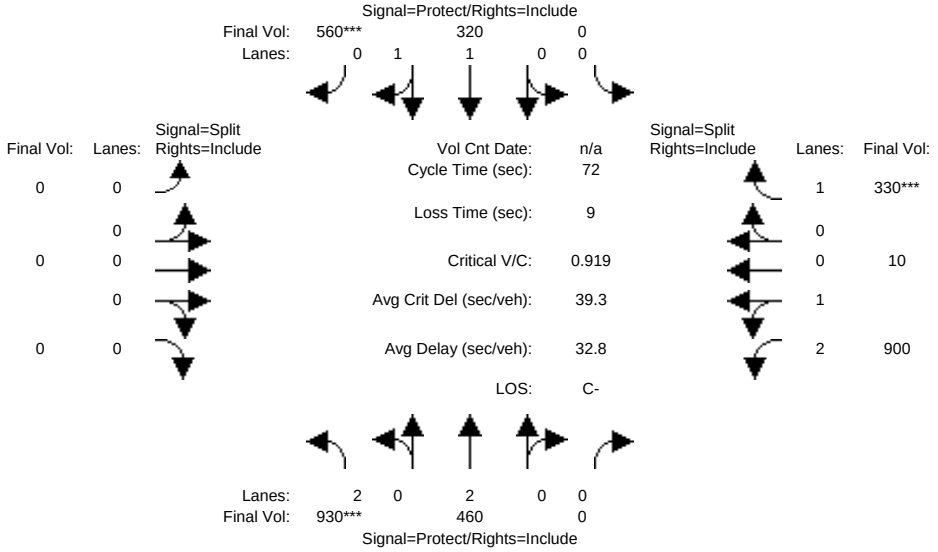
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	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:	930	460	0	0	320	560	0	0	0	900	10	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	930	460	0	0	320	560	0	0	0	900	10	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	930	460	0	0	320	560	0	0	0	900	10	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	930	460	0	0	320	560	0	0	0	900	10	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	930	460	0	0	320	560	0	0	0	900	10	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	930	460	0	0	320	560	0	0	0	900	10	330
Saturation 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	0.87	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.97	0.03	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4895	54	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.12	0.00	0.00	0.17	0.32	0.00	0.00	0.00	0.18	0.18	0.19
Crit Moves:	****					****						****
Green Time:	23.1	48.2	0.0	0.0	25.1	25.1	0.0	0.0	0.0	14.8	14.8	14.8
Volume/Cap:	0.92	0.18	0.00	0.00	0.48	0.92	0.00	0.00	0.00	0.90	0.90	0.92
Delay/Veh:	36.4	4.5	0.0	0.0	18.6	36.0	0.0	0.0	0.0	38.2	38.2	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	4.5	0.0	0.0	18.6	36.0	0.0	0.0	0.0	38.2	38.2	55.9
LOS by Move:	D+	A	A	A	B-	D+	A	A	A	D+	D+	E+
HCM2k95thQ:	25	4	0	0	11	27	0	0	0	21	21	22

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

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Santa Clara City Place EIR
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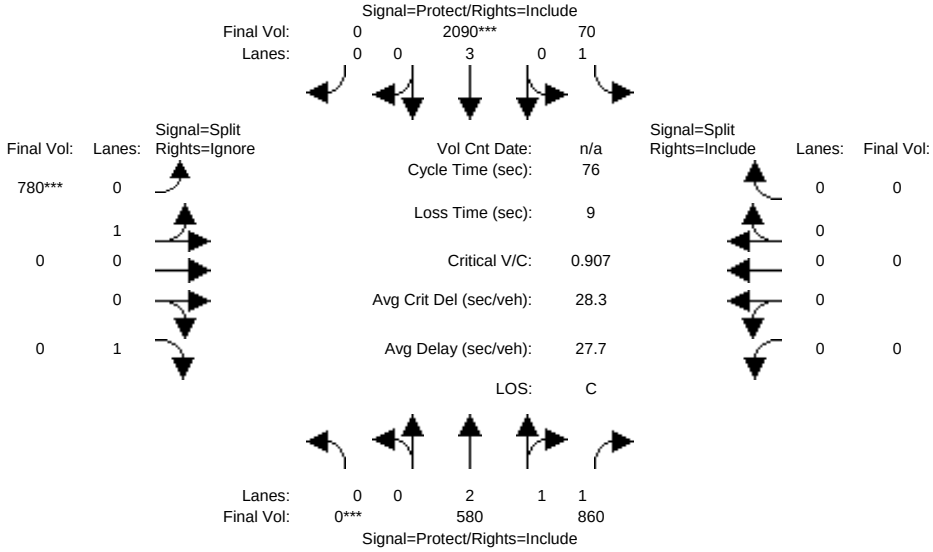
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	580	860	70	2090	0	780	0	2180	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	580	860	70	2090	0	780	0	2180	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	580	860	70	2090	0	780	0	2180	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	580	860	70	2090	0	780	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	580	860	70	2090	0	780	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	580	860	70	2090	0	780	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	3.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.25	0.04	0.37	0.00	0.43	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	22.3	22.3	8.4	30.7	0.0	36.3	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.84	0.36	0.91	0.00	0.91	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.5	28.9	32.5	27.0	0.0	31.6	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	22.5	28.9	32.5	27.0	0.0	31.6	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C+	C	C-	C	A	C	A	A	A	A	A
HCM2k95thQ:	0	11	19	3	30	0	37	0	0	0	0	0

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

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Santa Clara City Place EIR
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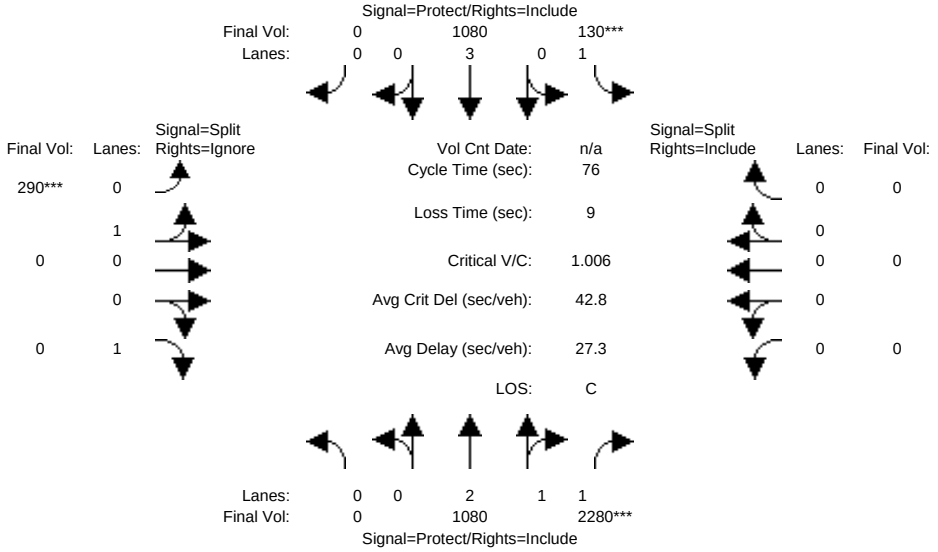
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	1080	2280	130	1080	0	290	0	620	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	1080	2280	130	1080	0	290	0	620	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1080	2280	130	1080	0	290	0	620	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	1080	2280	130	1080	0	290	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1080	2280	130	1080	0	290	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	1080	2280	130	1080	0	290	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	3.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.65	0.07	0.19	0.00	0.16	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	48.1	48.1	7.0	55.1	0.0	11.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.45	1.03	0.81	0.26	0.00	1.03	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.2	37.8	58.8	3.6	0.0	93.4	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	7.2	37.8	58.8	3.6	0.0	93.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	D+	E+	A	A	F	A	A	A	A	A
HCM2k95thQ:	0	11	51	7	6	0	24	0	0	0	0	0

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

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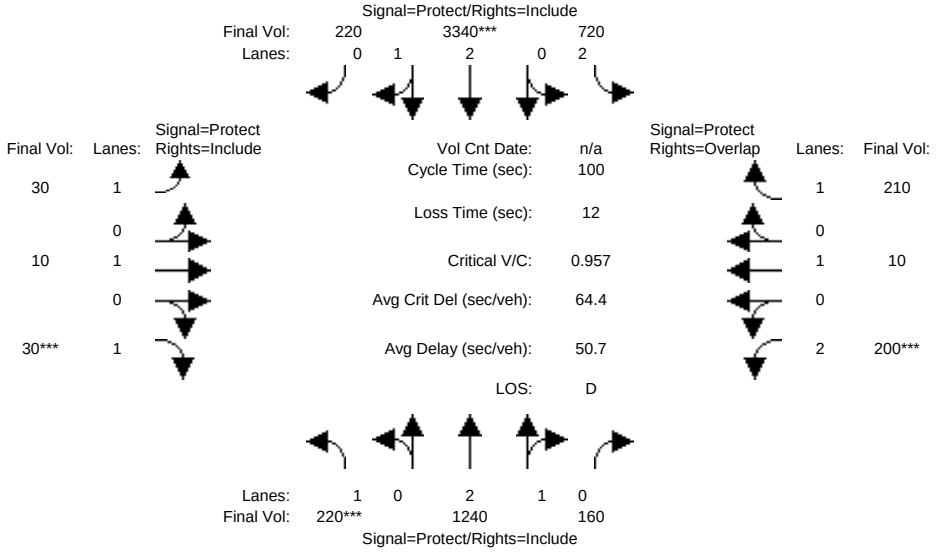
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1240	160	720	3340	220	30	10	30	200	10	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:	220	1240	160	720	3340	220	30	10	30	200	10	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1240	160	720	3340	220	30	10	30	200	10	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:	220	1240	160	720	3340	220	30	10	30	200	10	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1240	160	720	3340	220	30	10	30	200	10	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:	220	1240	160	720	3340	220	30	10	30	200	10	210
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	0.83	1.00	0.92
Lanes:	1.00	2.64	0.36	2.00	2.81	0.19	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4959	640	3150	5253	346	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.25	0.23	0.64	0.64	0.02	0.01	0.02	0.06	0.01	0.12
Crit Moves:	****				****				****	****		
Green Time:	11.7	37.1	37.1	33.9	59.3	59.3	7.0	10.0	10.0	7.0	10.0	43.9
Volume/Cap:	1.07	0.67	0.67	0.67	1.07	1.07	0.24	0.05	0.17	0.91	0.05	0.27
Delay/Veh:	127.5	27.3	27.3	30.0	59.7	59.7	45.0	40.8	41.7	82.5	40.8	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.5	27.3	27.3	30.0	59.7	59.7	45.0	40.8	41.7	82.5	40.8	18.1
LOS by Move:	F	C	C	C	E+	E+	D	D	D	F	D	B-
HCM2k95thQ:	19	22	22	20	72	72	2	1	2	12	1	9

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

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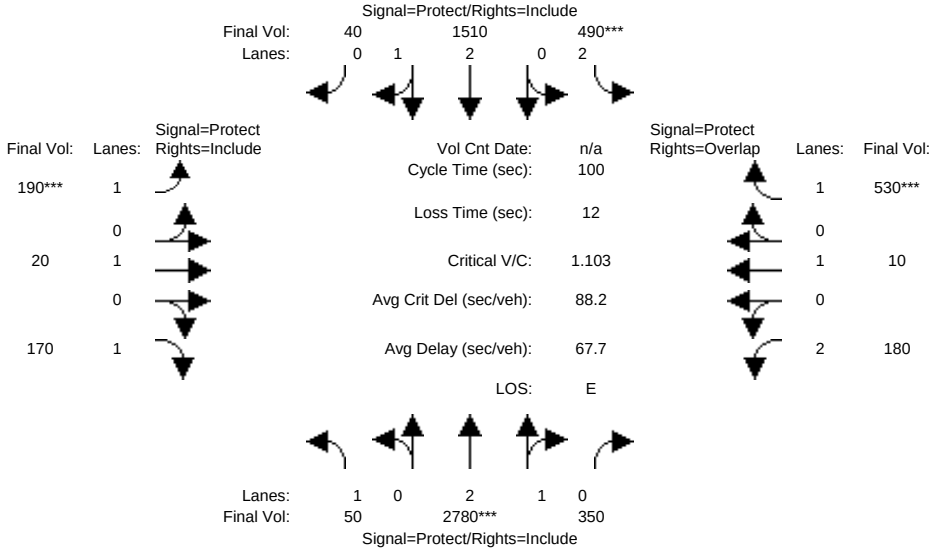
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	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:	50	2780	350	490	1510	40	190	20	170	180	10	530
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2780	350	490	1510	40	190	20	170	180	10	530
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2780	350	490	1510	40	190	20	170	180	10	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2780	350	490	1510	40	190	20	170	180	10	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2780	350	490	1510	40	190	20	170	180	10	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2780	350	490	1510	40	190	20	170	180	10	530
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	0.83	1.00	0.92
Lanes:	1.00	2.65	0.35	2.00	2.92	0.08	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4973	626	3150	5455	145	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.56	0.56	0.16	0.28	0.28	0.11	0.01	0.10	0.06	0.01	0.30
Crit Moves:		****		****			****					****
Green Time:	13.1	50.7	50.7	14.1	51.7	51.7	9.8	13.6	13.6	9.6	13.4	27.5
Volume/Cap:	0.22	1.10	1.10	1.10	0.54	0.54	1.10	0.08	0.71	0.60	0.04	1.10
Delay/Veh:	39.4	76.9	76.9	116.5	16.3	16.3	143.8	37.8	50.9	46.7	37.8	108.3
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:	39.4	76.9	76.9	116.5	16.3	16.3	143.8	37.8	50.9	46.7	37.8	108.3
LOS by Move:	D	E-	E-	F	B	B	F	D+	D	D	D+	F
HCM2k95thQ:	3	66	66	25	19	19	22	1	13	8	1	46

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

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Santa Clara City Place EIR
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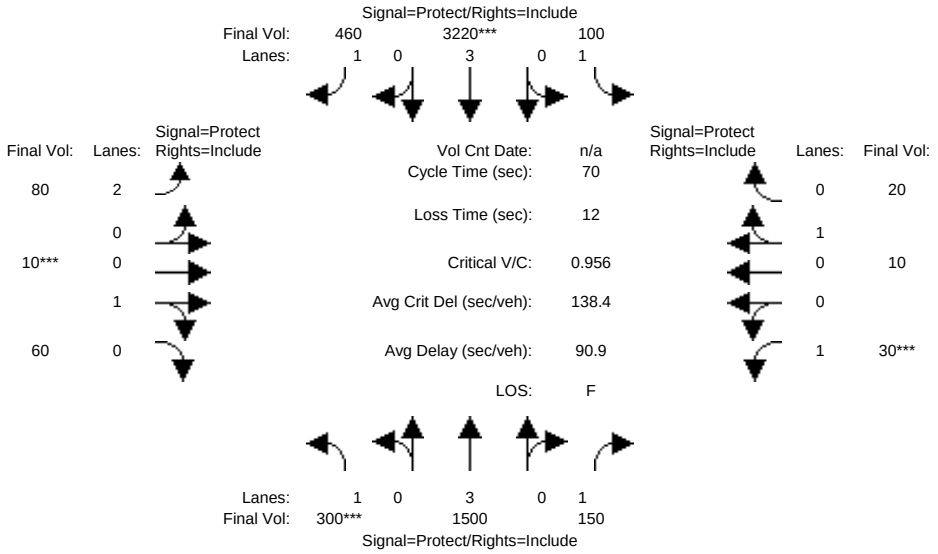
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	1500	150	100	3220	460	80	10	60	30	10	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:	300	1500	150	100	3220	460	80	10	60	30	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	1500	150	100	3220	460	80	10	60	30	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	1500	150	100	3220	460	80	10	60	30	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1500	150	100	3220	460	80	10	60	30	10	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:	300	1500	150	100	3220	460	80	10	60	30	10	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	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.14	0.86	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	257	1543	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.09	0.06	0.56	0.26	0.03	0.04	0.04	0.02	0.02	0.02
Crit Moves:	****				****			****		****		
Green Time:	9.5	29.7	29.7	11.3	31.5	31.5	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	1.26	0.62	0.20	0.35	1.26	0.58	0.25	0.27	0.27	0.17	0.12	0.12
Delay/Veh:	175.4	16.2	12.8	26.9	138	15.5	29.5	27.3	27.3	29.3	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	175.4	16.2	12.8	26.9	138	15.5	29.5	27.3	27.3	29.3	26.4	26.4
LOS by Move:	F	B	B	C	F	B	C	C	C	C	C	C
HCM2k95thQ:	26	15	4	4	75	14	2	3	3	2	1	1

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

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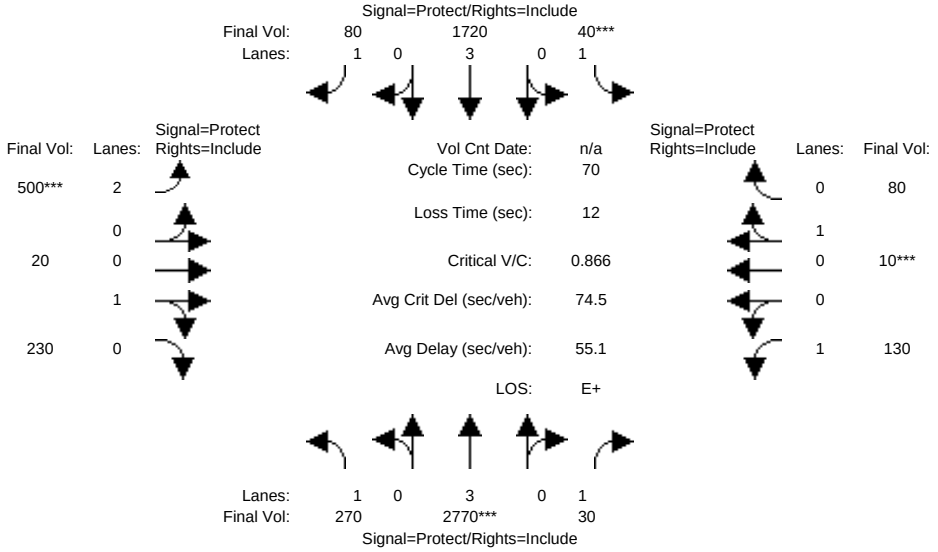
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	2770	30	40	1720	80	500	20	230	130	10	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:	270	2770	30	40	1720	80	500	20	230	130	10	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	2770	30	40	1720	80	500	20	230	130	10	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	2770	30	40	1720	80	500	20	230	130	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	2770	30	40	1720	80	500	20	230	130	10	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:	270	2770	30	40	1720	80	500	20	230	130	10	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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.08	0.92	1.00	0.11	0.89
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	144	1656	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.49	0.02	0.02	0.30	0.05	0.16	0.14	0.14	0.07	0.05	0.05
Crit Moves:		****		****			****				****	
Green Time:	12.8	30.9	30.9	7.0	25.1	25.1	10.1	11.8	11.8	8.3	10.0	10.0
Volume/Cap:	0.84	1.10	0.04	0.23	0.84	0.13	1.10	0.82	0.82	0.63	0.35	0.35
Delay/Veh:	45.5	71.7	11.1	29.7	24.0	15.2	102.4	44.4	44.4	35.4	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	71.7	11.1	29.7	24.0	15.2	102.4	44.4	44.4	35.4	27.9	27.9
LOS by Move:	D	E	B+	C	C	B	F	D	D	D+	C	C
HCM2k95thQ:	12	50	1	2	22	2	25	15	15	8	4	4

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

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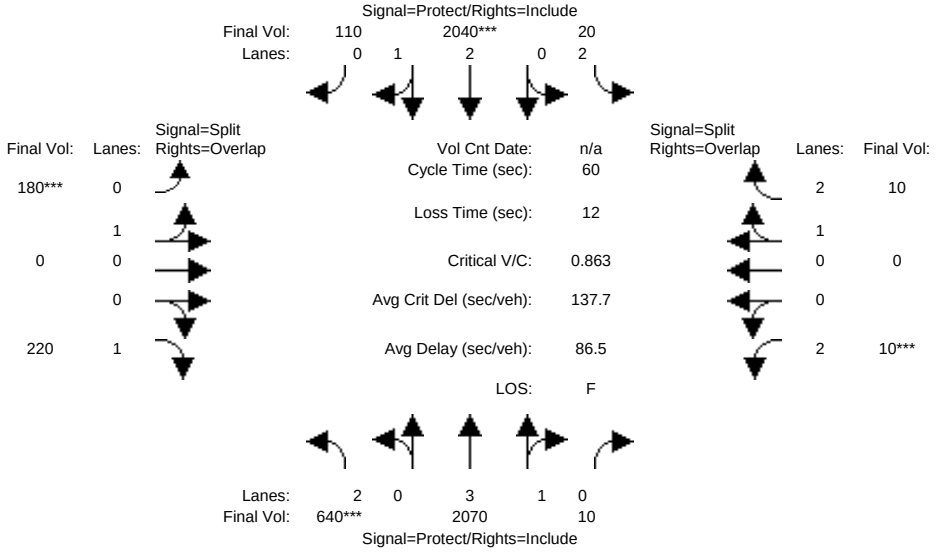
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #64: Great America Parkway / Old Glory Lane



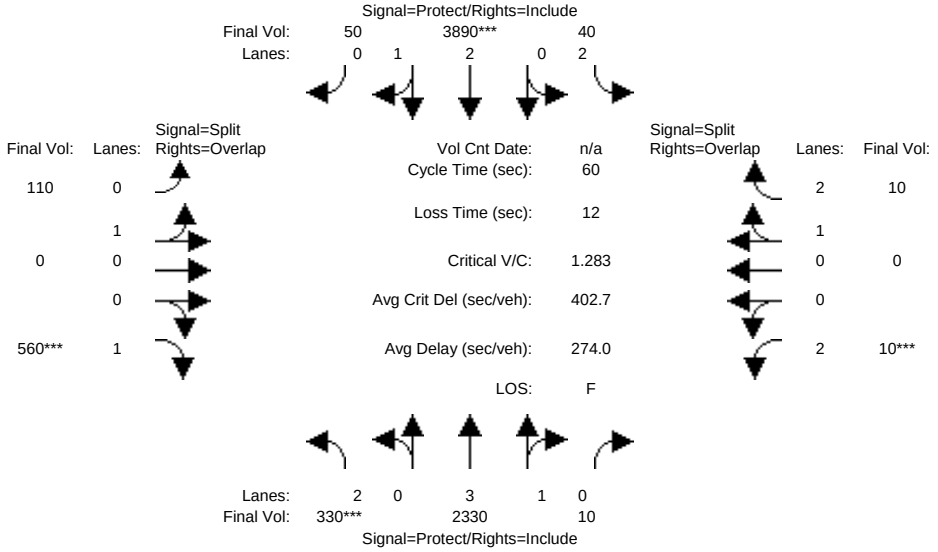
Street Name:	Great America Parkway						Old Glory Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	640	2070	10	20	2040	110	180	0	220	10	0	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:	640	2070	10	20	2040	110	180	0	220	10	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	640	2070	10	20	2040	110	180	0	220	10	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	640	2070	10	20	2040	110	180	0	220	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	640	2070	10	20	2040	110	180	0	220	10	0	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:	640	2070	10	20	2040	110	180	0	220	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.98	0.02	2.00	2.84	0.16	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7464	36	3150	5313	286	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.20	0.28	0.28	0.01	0.38	0.38	0.10	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****			****		
Green Time:	9.7	19.7	19.7	8.3	18.3	18.3	10.0	0.0	19.7	10.0	0.0	18.3
Volume/Cap:	1.26	0.84	0.84	0.05	1.26	1.26	0.60	0.00	0.38	0.02	0.00	0.01
Delay/Veh:	156.6	21.6	21.6	22.5	142	141.9	26.5	0.0	15.9	20.9	0.0	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	156.6	21.6	21.6	22.5	142	141.9	26.5	0.0	15.9	20.9	0.0	14.5
LOS by Move:	F	C+	C+	C+	F	F	C	A	B	C+	A	B
HCM2k95thQ:	30	18	18	0	50	50	9	0	7	0	0	0

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

Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #64: Great America Parkway / Old Glory Lane



Street Name:	Great America Parkway						Old Glory Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	2330	10	40	3890	50	110	0	560	10	0	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:	330	2330	10	40	3890	50	110	0	560	10	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	2330	10	40	3890	50	110	0	560	10	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	2330	10	40	3890	50	110	0	560	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	2330	10	40	3890	50	110	0	560	10	0	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:	330	2330	10	40	3890	50	110	0	560	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.98	0.02	2.00	2.96	0.04	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7468	32	3150	5529	71	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.01	0.70	0.70	0.06	0.00	0.32	0.00	0.00	0.00
Crit Moves:	****				****				****	****		
Green Time:	7.0	20.4	20.4	7.6	21.0	21.0	10.0	0.0	17.0	10.0	0.0	17.6
Volume/Cap:	0.90	0.92	0.92	0.10	2.01	2.01	0.37	0.00	1.13	0.02	0.00	0.01
Delay/Veh:	49.9	25.0	25.0	23.3	476	475.9	23.0	0.0	102.5	20.9	0.0	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	25.0	25.0	23.3	476	475.9	23.0	0.0	102.5	20.9	0.0	15.0
LOS by Move:	D	C	C	C	F	F	C+	A	F	C+	A	B
HCM2k95thQ:	8	22	22	1	160	160	5	0	40	0	0	0

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

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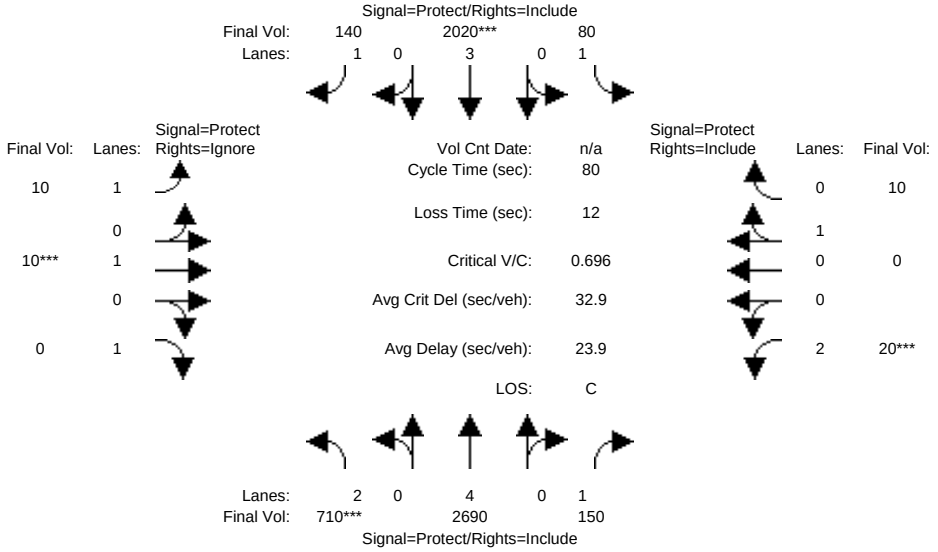
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #65: Great America Parkway / Patrick Henry Drive



Street Name:	Great America Parkway						Patrick Henry Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	710	2690	150	80	2020	140	10	10	100	20	0	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:	710	2690	150	80	2020	140	10	10	100	20	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	710	2690	150	80	2020	140	10	10	100	20	0	10
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:	710	2690	150	80	2020	140	10	10	0	20	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	2690	150	80	2020	140	10	10	0	20	0	10
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:	710	2690	150	80	2020	140	10	10	0	20	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	3150	7600	1750	1750	5700	1750	1750	1900	1750	3150	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.23	0.35	0.09	0.05	0.35	0.08	0.01	0.01	0.00	0.01	0.00	0.01
Crit Moves:	****				****			****		****		
Green Time:	19.8	40.9	40.9	10.1	31.2	31.2	7.0	10.0	0.0	7.0	0.0	10.0
Volume/Cap:	0.91	0.69	0.17	0.36	0.91	0.21	0.07	0.04	0.00	0.07	0.00	0.04
Delay/Veh:	43.8	15.3	10.5	33.0	29.1	16.3	33.7	30.9	0.0	33.6	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:	43.8	15.3	10.5	33.0	29.1	16.3	33.7	30.9	0.0	33.6	0.0	30.9
LOS by Move:	D	B	B+	C-	C	B	C-	C	A	C-	A	C
HCM2k95thQ:	18	21	4	4	26	5	1	1	0	1	0	1

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

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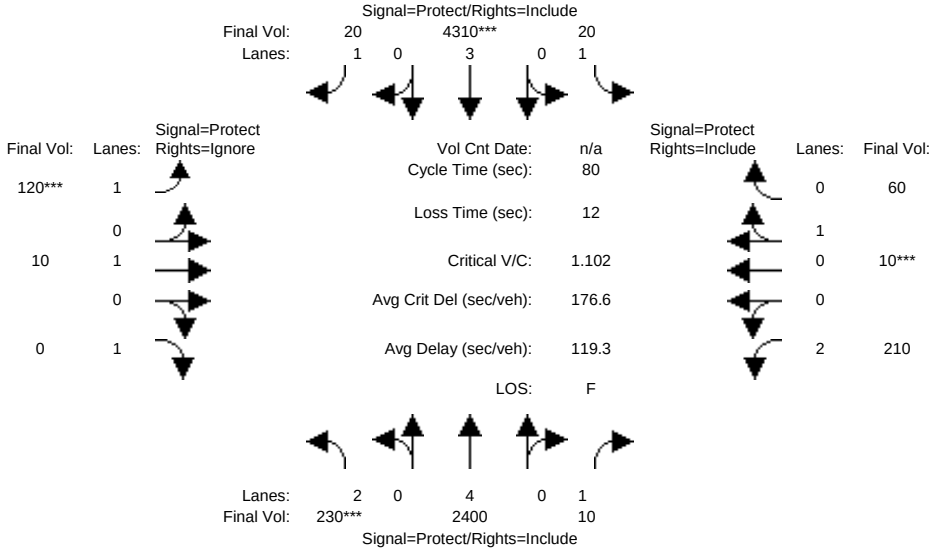
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #65: Great America Parkway / Patrick Henry Drive



Street Name:	Great America Parkway						Patrick Henry Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	2400	10	20	4310	20	120	10	780	210	10	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:	230	2400	10	20	4310	20	120	10	780	210	10	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	2400	10	20	4310	20	120	10	780	210	10	60
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:	230	2400	10	20	4310	20	120	10	0	210	10	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	2400	10	20	4310	20	120	10	0	210	10	60
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:	230	2400	10	20	4310	20	120	10	0	210	10	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.14	0.86
Final Sat.:	3150	7600	1750	1750	5700	1750	1750	1900	1750	3150	257	1543
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.01	0.01	0.76	0.01	0.07	0.01	0.00	0.07	0.04	0.04
Crit Moves:	****				****		****				****	
Green Time:	7.0	39.9	39.9	11.1	44.0	44.0	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	0.83	0.63	0.01	0.08	1.37	0.02	0.78	0.04	0.00	0.76	0.31	0.31
Delay/Veh:	55.2	15.0	10.1	30.2	189	8.2	58.5	30.9	0.0	47.5	32.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	15.0	10.1	30.2	189	8.2	58.5	30.9	0.0	47.5	32.7	32.7
LOS by Move:	E+	B	B+	C	F	A	E+	C	A	D	C-	C-
HCM2k95thQ:	7	19	0	1	122	0	10	1	0	10	4	4

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

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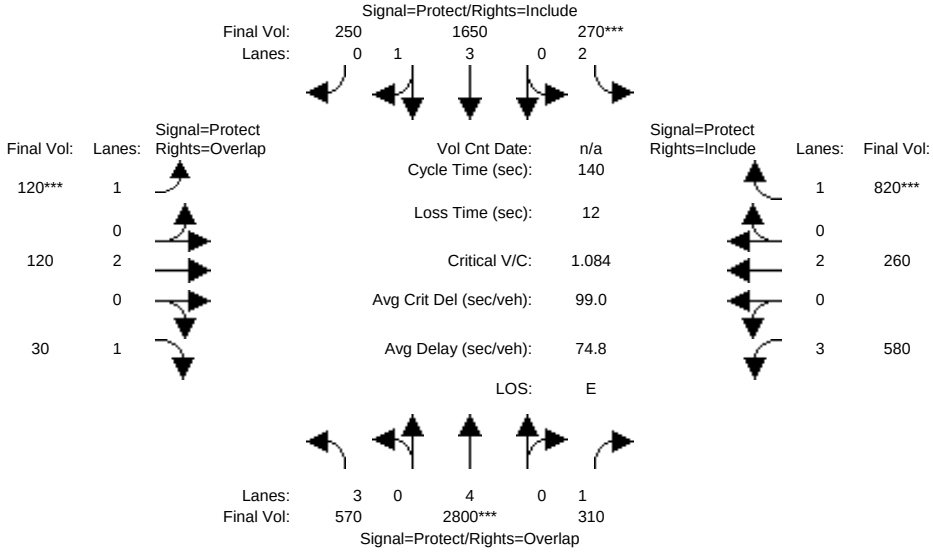
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #66: Great America Parkway / Mission College Boulevard (CMP)



Street Name:	Great America Parkway						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:	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:	570	2800	310	270	1650	250	120	120	30	580	260	820
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	2800	310	270	1650	250	120	120	30	580	260	820
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	2800	310	270	1650	250	120	120	30	580	260	820
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	570	2800	310	270	1650	250	120	120	30	580	260	820
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	2800	310	270	1650	250	120	120	30	580	260	820
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	570	2800	310	270	1650	250	120	120	30	580	260	820
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	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.45	0.55	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6512	987	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.18	0.09	0.25	0.25	0.07	0.03	0.02	0.13	0.07	0.47
Crit Moves:		****		****			****					****
Green Time:	19.4	47.6	92.0	11.1	39.2	39.2	8.9	24.9	44.3	44.4	60.5	60.5
Volume/Cap:	0.90	1.08	0.27	1.08	0.90	0.90	1.08	0.18	0.05	0.40	0.16	1.08
Delay/Veh:	75.9	91.6	10.1	145.7	54.6	54.6	175.6	49.0	33.3	37.6	24.3	97.7
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:	75.9	91.6	10.1	145.7	54.6	54.6	175.6	49.0	33.3	37.6	24.3	97.7
LOS by Move:	E-	F	B+	F	D-	D-	F	D	C-	D+	C	F
HCM2k95thQ:	19	58	11	16	33	33	18	4	2	14	6	68

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

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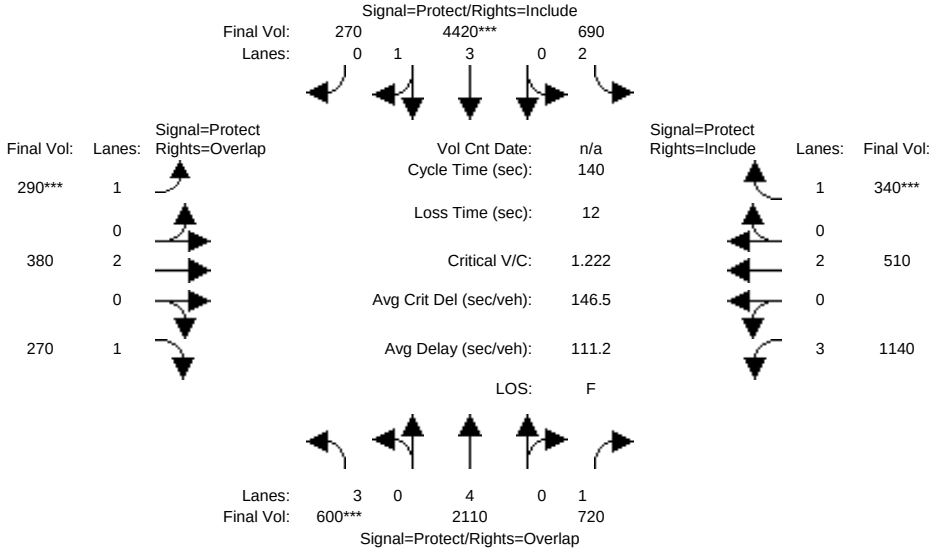
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #66: Great America Parkway / Mission College Boulevard (CMP)



Street Name:	Great America Parkway						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:	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:	600	2110	720	690	4420	270	290	380	270	1140	510	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:	600	2110	720	690	4420	270	290	380	270	1140	510	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	2110	720	690	4420	270	290	380	270	1140	510	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	2110	720	690	4420	270	290	380	270	1140	510	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	2110	720	690	4420	270	290	380	270	1140	510	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:	600	2110	720	690	4420	270	290	380	270	1140	510	340
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	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.76	0.24	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7068	432	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.41	0.22	0.63	0.63	0.17	0.10	0.15	0.25	0.13	0.19
Crit Moves:	****				****		****					****
Green Time:	15.1	48.5	78.0	38.3	71.7	71.7	19.0	11.8	26.9	29.5	22.3	22.3
Volume/Cap:	1.22	0.80	0.74	0.80	1.22	1.22	1.22	1.19	0.80	1.19	0.84	1.22
Delay/Veh:	179.6	43.2	26.4	52.8	137	136.6	192.1	176	67.2	151.1	67.7	186.6
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:	179.6	43.2	26.4	52.8	137	136.6	192.1	176	67.2	151.1	67.7	186.6
LOS by Move:	F	D	C	D-	F	F	F	F	E	F	E	F
HCM2k95thQ:	29	35	41	27	111	111	38	26	25	46	18	38

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

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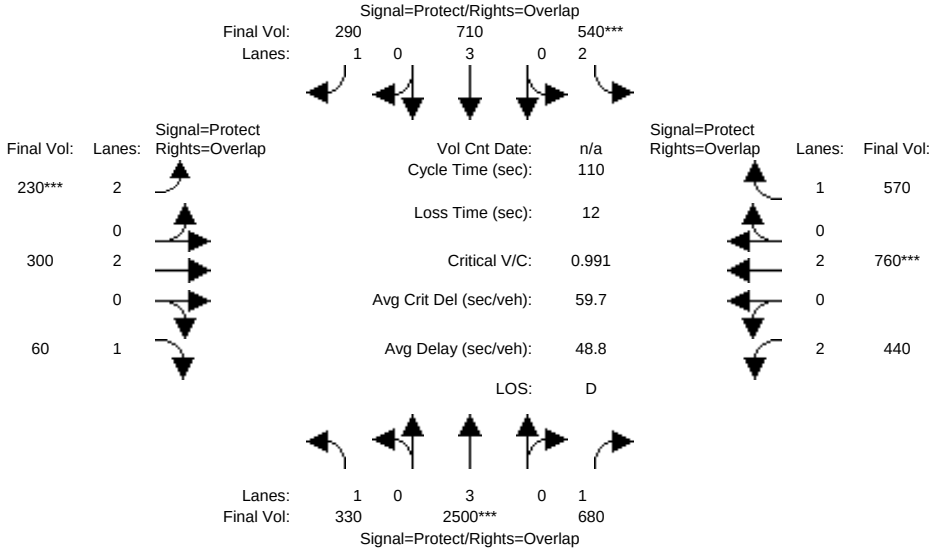
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #70: Bowers Avenue / Scott Boulevard (CMP)



Street Name:	Bowers Avenue						Scott Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	2500	680	540	710	290	230	300	60	440	760	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	2500	680	540	710	290	230	300	60	440	760	570
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	2500	680	540	710	290	230	300	60	440	760	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	2500	680	540	710	290	230	300	60	440	760	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	2500	680	540	710	290	230	300	60	440	760	570
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	2500	680	540	710	290	230	300	60	440	760	570
Saturation 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:	0.19	0.44	0.39	0.17	0.12	0.17	0.07	0.08	0.03	0.14	0.20	0.33
Crit Moves:		****		****			****				****	
Green Time:	40.8	48.7	67.0	19.0	26.9	35.0	8.1	11.9	52.7	18.4	22.2	41.2
Volume/Cap:	0.51	0.99	0.64	0.99	0.51	0.52	0.99	0.73	0.07	0.84	0.99	0.87
Delay/Veh:	27.5	46.3	15.0	81.6	36.1	31.5	107.4	53.8	15.5	55.7	74.0	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	46.3	15.0	81.6	36.1	31.5	107.4	53.8	15.5	55.7	74.0	43.9
LOS by Move:	C	D	B	F	D+	C	F	D-	B	E+	E	D
HCM2k95thQ:	16	47	26	24	13	16	12	10	2	20	31	37

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

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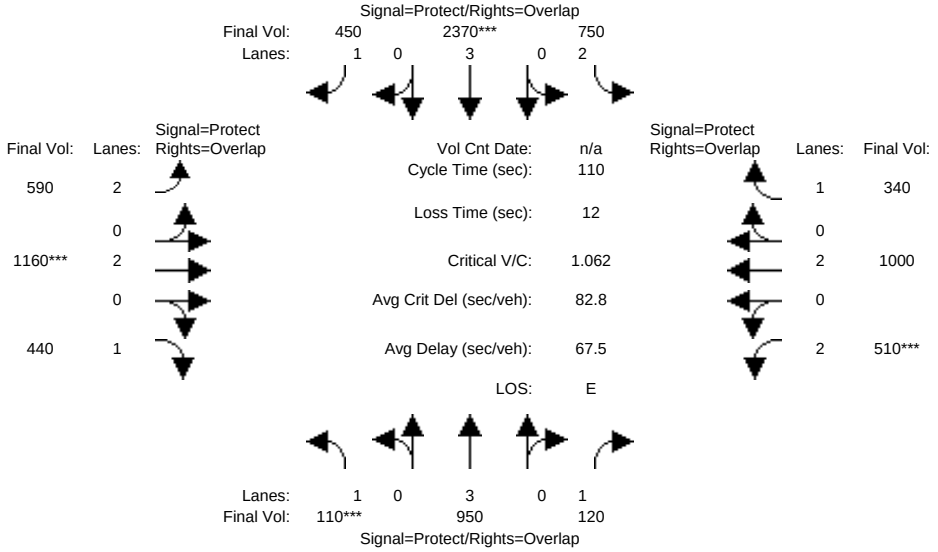
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #70: Bowers Avenue / Scott Boulevard (CMP)



Street Name:	Bowers Avenue						Scott Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	950	120	750	2370	450	590	1160	440	510	1000	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:	110	950	120	750	2370	450	590	1160	440	510	1000	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	950	120	750	2370	450	590	1160	440	510	1000	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	950	120	750	2370	450	590	1160	440	510	1000	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	950	120	750	2370	450	590	1160	440	510	1000	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:	110	950	120	750	2370	450	590	1160	440	510	1000	340
Saturation 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	0.17	0.07	0.24	0.42	0.26	0.19	0.31	0.25	0.16	0.26	0.19
Crit Moves:	****				****			****		****		
Green Time:	7.0	20.5	37.2	29.3	42.9	62.9	20.0	31.5	38.5	16.7	28.1	57.5
Volume/Cap:	0.99	0.89	0.20	0.89	1.07	0.45	1.03	1.07	0.72	1.07	1.03	0.37
Delay/Veh:	132.7	53.4	26.0	50.7	73.6	13.9	90.2	86.4	35.2	107.0	77.5	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:	132.7	53.4	26.0	50.7	73.6	13.9	90.2	86.4	35.2	107.0	77.5	15.8
LOS by Move:	F	D-	C	D	E	B	F	F	D+	F	E-	B
HCM2k95thQ:	10	20	6	24	50	16	28	43	25	29	40	14

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

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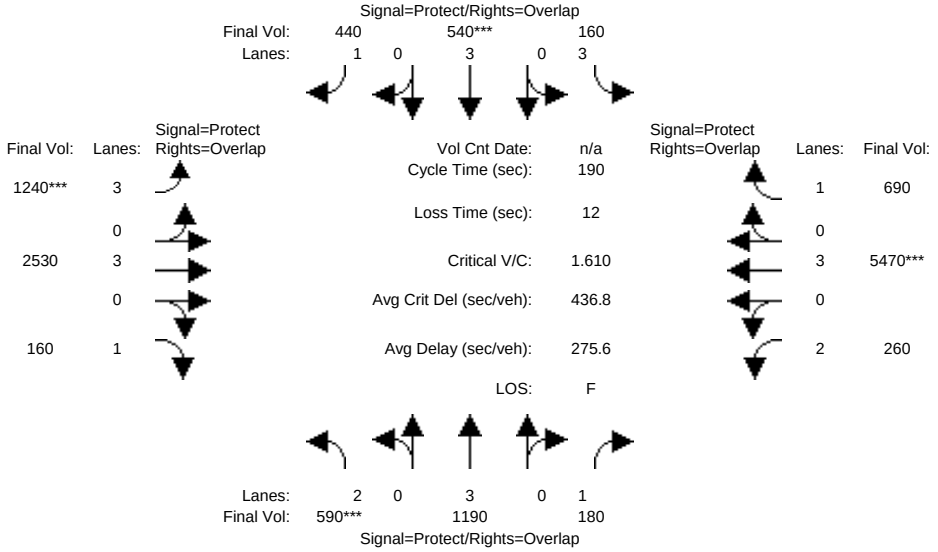
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #71: Bowers Avenue / Central Expressway (CMP)



Street Name:	Bowers Avenue						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:	21	46	46	13	37	37	32	107	107	24	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	1190	180	160	540	440	1240	2530	160	260	5470	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	1190	180	160	540	440	1240	2530	160	260	5470	690
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	1190	180	160	540	440	1240	2530	160	260	5470	690
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	1190	180	160	540	440	1240	2530	160	260	5470	690
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	1190	180	160	540	440	1240	2530	160	260	5470	690
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	590	1190	180	160	540	440	1240	2530	160	260	5470	690
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.21	0.10	0.04	0.09	0.25	0.27	0.44	0.09	0.08	0.96	0.39
Crit Moves:	****				****		****				****	
Green Time:	19.8	42.5	65.3	12.0	34.8	64.9	30.1	101	121.2	22.7	94.1	106.1
Volume/Cap:	1.80	0.93	0.30	0.56	0.52	0.74	1.72	0.83	0.14	0.69	1.94	0.71
Delay/Veh:	463.2	89.3	48.8	94.2	74.9	63.3	414.8	30.2	7.0	90.6	475	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:	463.2	89.3	48.8	94.2	74.9	63.3	414.8	30.2	7.0	90.6	475	34.9
LOS by Move:	F	F	D	F	E	E	F	C	A	F	F	C-
HCM2k95thQ:	62	39	19	8	19	45	89	59	4	16	319	50

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

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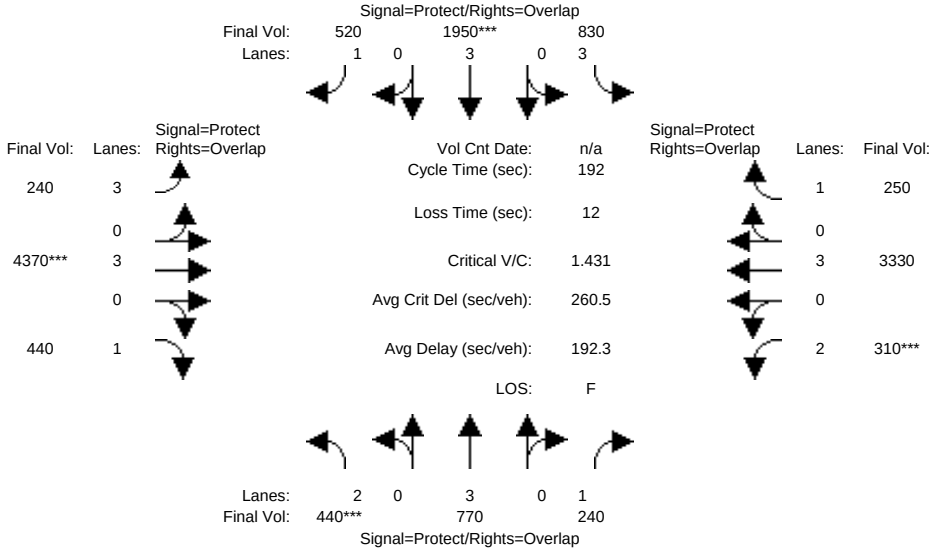
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #71: Bowers Avenue / Central Expressway (CMP)



Street Name:	Bowers Avenue						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:	20	40	40	22	42	42	19	112	112	17	110	110
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	770	240	830	1950	520	240	4370	440	310	3330	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:	440	770	240	830	1950	520	240	4370	440	310	3330	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	770	240	830	1950	520	240	4370	440	310	3330	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:	440	770	240	830	1950	520	240	4370	440	310	3330	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	770	240	830	1950	520	240	4370	440	310	3330	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:	440	770	240	830	1950	520	240	4370	440	310	3330	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	0.80	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.18	0.34	0.30	0.05	0.77	0.25	0.10	0.58	0.14
Crit Moves:	****				****			****		****		
Green Time:	18.9	37.8	53.9	20.8	39.7	57.7	18.0	106	124.8	16.1	104	124.8
Volume/Cap:	1.42	0.69	0.49	1.68	1.65	0.99	0.56	1.39	0.39	1.18	1.08	0.22
Delay/Veh:	297.5	77.4	61.6	406.5	378	106.9	89.8	208	7.5	204.3	88.4	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	297.5	77.4	61.6	406.5	378	106.9	89.8	208	7.5	204.3	88.4	14.6
LOS by Move:	F	E-	E	F	F	F	F	F	A	F	F	B
HCM2k95thQ:	42	27	26	59	104	54	12	205	12	26	115	12

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

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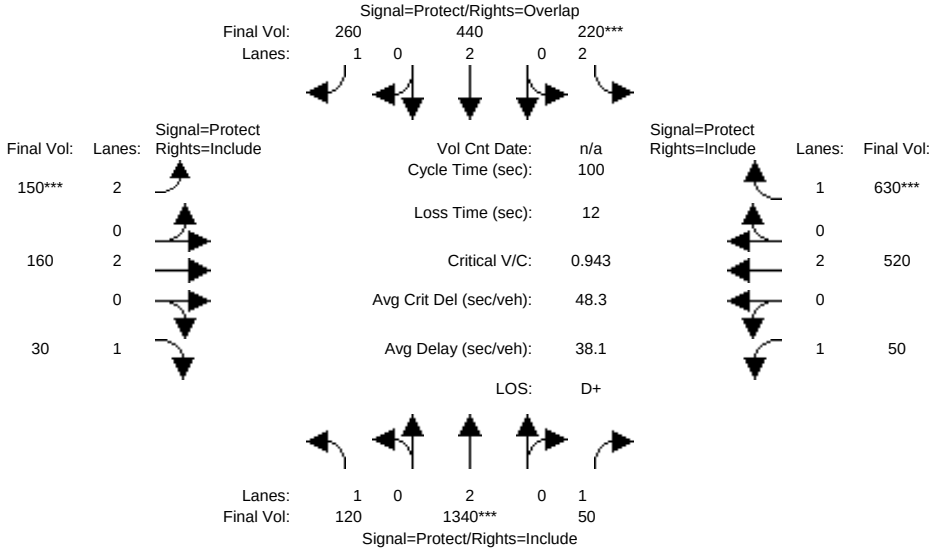
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #72: Bowers Avenue / Kifer Road-Walsh Avenue



Street Name:	Bowers Avenue						Kifer Road-Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1340	50	220	440	260	150	160	30	50	520	630
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1340	50	220	440	260	150	160	30	50	520	630
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1340	50	220	440	260	150	160	30	50	520	630
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1340	50	220	440	260	150	160	30	50	520	630
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1340	50	220	440	260	150	160	30	50	520	630
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1340	50	220	440	260	150	160	30	50	520	630
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.03	0.07	0.12	0.15	0.05	0.04	0.02	0.03	0.14	0.36
Crit Moves:		****		****			****					****
Green Time:	16.5	36.5	36.5	7.2	27.3	34.3	7.0	26.0	26.0	18.2	37.3	37.3
Volume/Cap:	0.42	0.97	0.08	0.97	0.42	0.43	0.68	0.16	0.07	0.16	0.37	0.97
Delay/Veh:	33.5	35.9	12.9	93.7	22.7	17.1	53.8	28.6	27.9	34.6	23.0	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:	33.5	35.9	12.9	93.7	22.7	17.1	53.8	28.6	27.9	34.6	23.0	57.6
LOS by Move:	C-	D+	B	F	C+	B	D-	C	C	C-	C+	E+
HCM2k95thQ:	6	37	1	10	9	9	6	4	1	3	11	39

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

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Santa Clara City Place EIR
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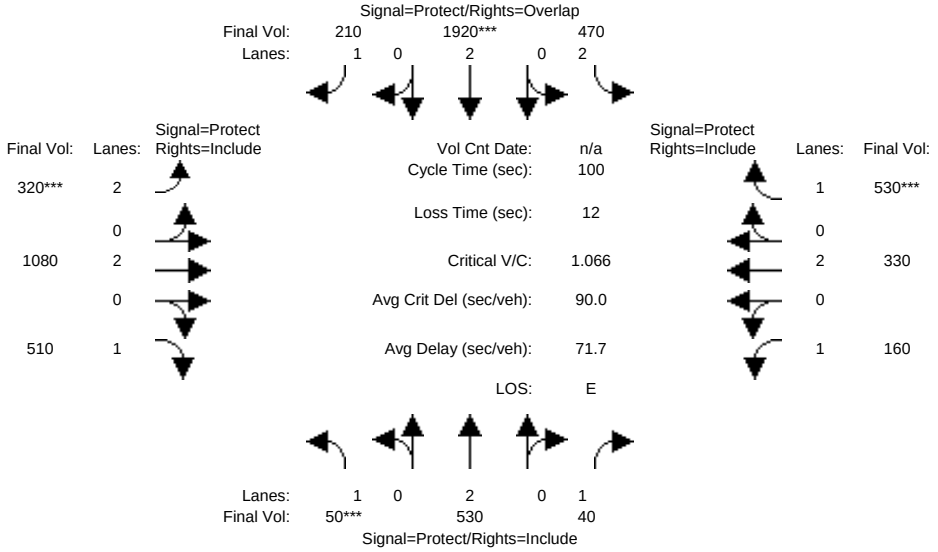
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #72: Bowers Avenue / Kifer Road-Walsh Avenue



Street Name:	Bowers Avenue						Kifer Road-Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	530	40	470	1920	210	320	1080	510	160	330	530
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	530	40	470	1920	210	320	1080	510	160	330	530
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	530	40	470	1920	210	320	1080	510	160	330	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	530	40	470	1920	210	320	1080	510	160	330	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	530	40	470	1920	210	320	1080	510	160	330	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	530	40	470	1920	210	320	1080	510	160	330	530
Saturation 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	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.02	0.15	0.51	0.12	0.10	0.28	0.29	0.09	0.09	0.30
Crit Moves:	****				****		****					****
Green Time:	7.0	25.1	25.1	26.9	45.0	54.0	9.0	27.4	27.4	8.6	27.0	27.0
Volume/Cap:	0.41	0.56	0.09	0.56	1.12	0.22	1.12	1.04	1.06	1.06	0.32	1.12
Delay/Veh:	44.5	26.0	22.4	24.5	76.3	2.7	136.1	74.2	95.2	136.9	29.4	116.1
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:	44.5	26.0	22.4	24.5	76.3	2.7	136.1	74.2	95.2	136.9	29.4	116.1
LOS by Move:	D	C	C+	C	E-	A	F	E	F	F	C	F
HCM2k95thQ:	3	11	2	11	63	2	17	35	38	14	8	43

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

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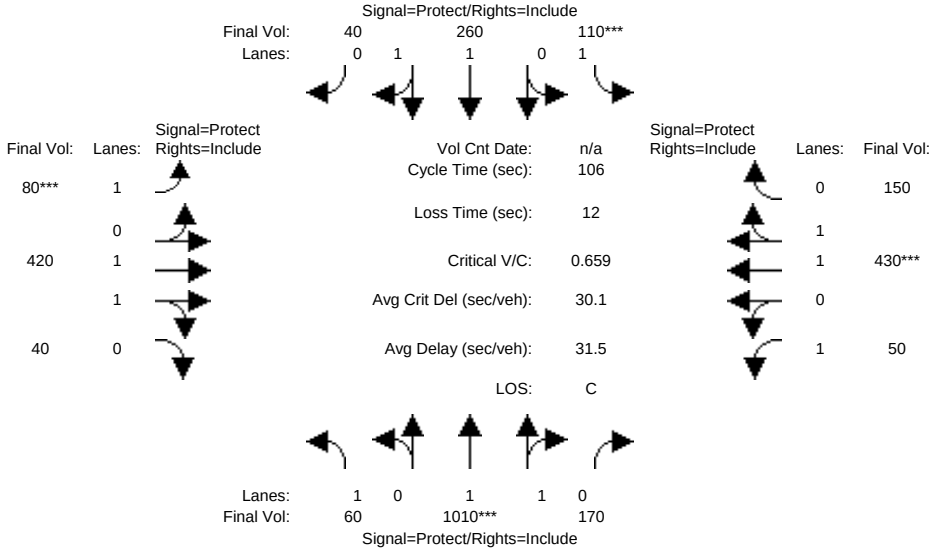
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #73: Bowers Avenue / Monroe Street



Street Name:	Bowers Avenue						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:	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:	60	1010	170	110	260	40	80	420	40	50	430	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:	60	1010	170	110	260	40	80	420	40	50	430	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1010	170	110	260	40	80	420	40	50	430	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:	60	1010	170	110	260	40	80	420	40	50	430	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1010	170	110	260	40	80	420	40	50	430	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:	60	1010	170	110	260	40	80	420	40	50	430	150
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	1.73	0.27	1.00	1.82	0.18	1.00	1.47	0.53
Final Sat.:	1750	3167	533	1750	3206	493	1750	3378	322	1750	2742	957
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.06	0.08	0.08	0.05	0.12	0.12	0.03	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	25.3	51.3	51.3	10.1	36.1	36.1	7.4	21.3	21.3	11.3	25.2	25.2
Volume/Cap:	0.14	0.66	0.66	0.66	0.24	0.24	0.66	0.62	0.62	0.27	0.66	0.66
Delay/Veh:	32.0	21.6	21.6	55.6	25.2	25.2	60.7	40.3	40.3	44.3	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	21.6	21.6	55.6	25.2	25.2	60.7	40.3	40.3	44.3	38.4	38.4
LOS by Move:	C	C+	C+	E+	C	C	E	D	D	D	D+	D+
HCM2k95thQ:	3	24	24	8	7	7	8	15	15	3	16	16

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

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Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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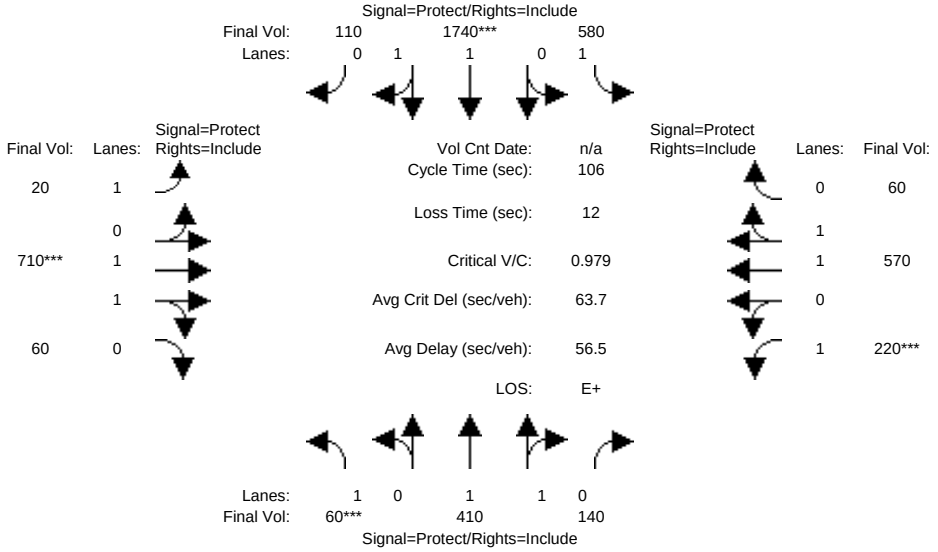
Intersection #73: Bowers Avenue / Monroe Street



Street Name:	Bowers Avenue						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:	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:	60	410	140	580	1740	110	20	710	60	220	570	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:	60	410	140	580	1740	110	20	710	60	220	570	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	410	140	580	1740	110	20	710	60	220	570	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:	60	410	140	580	1740	110	20	710	60	220	570	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	410	140	580	1740	110	20	710	60	220	570	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:	60	410	140	580	1740	110	20	710	60	220	570	60
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	1.48	0.52	1.00	1.88	0.12	1.00	1.84	0.16	1.00	1.80	0.20
Final Sat.:	1750	2757	942	1750	3480	220	1750	3411	288	1750	3347	352
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.33	0.50	0.50	0.01	0.21	0.21	0.13	0.17	0.17
Crit Moves:	****				****			****		****		
Green Time:	7.0	18.3	18.3	40.8	52.2	52.2	9.7	21.7	21.7	13.1	25.1	25.1
Volume/Cap:	0.52	0.86	0.86	0.86	1.02	1.02	0.12	1.02	1.02	1.02	0.72	0.72
Delay/Veh:	52.0	54.0	54.0	40.8	52.1	52.1	44.6	78.9	78.9	111.8	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	54.0	54.0	40.8	52.1	52.1	44.6	78.9	78.9	111.8	40.1	40.1
LOS by Move:	D-	D-	D-	D	D-	D-	D	E-	E-	F	D	D
HCM2k95thQ:	4	18	18	30	51	51	2	33	33	18	18	18

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

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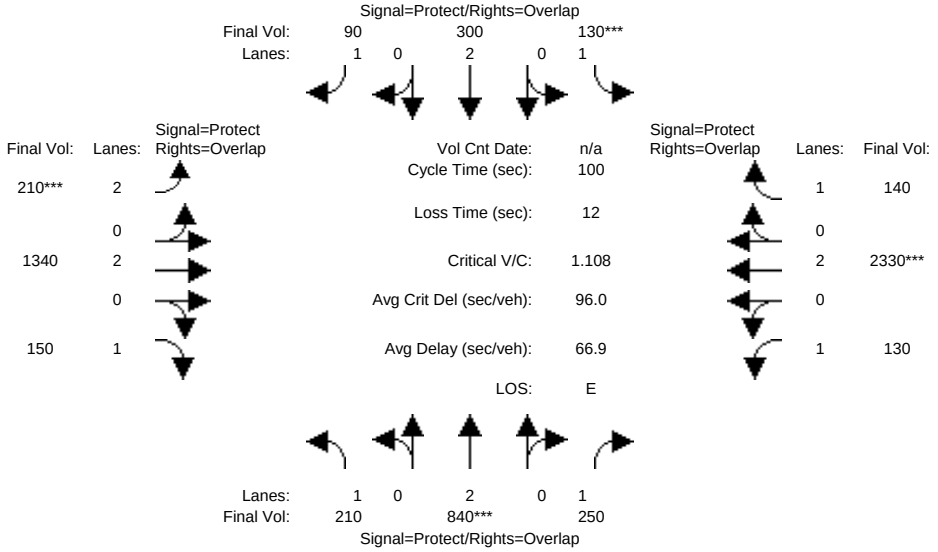
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #74: Bowers Avenue / El Camino Real (CMP)



Street Name:	Bowers Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	840	250	130	300	90	210	1340	150	130	2330	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	840	250	130	300	90	210	1340	150	130	2330	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	840	250	130	300	90	210	1340	150	130	2330	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	840	250	130	300	90	210	1340	150	130	2330	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	840	250	130	300	90	210	1340	150	130	2330	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	840	250	130	300	90	210	1340	150	130	2330	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.14	0.07	0.08	0.05	0.07	0.35	0.09	0.07	0.61	0.08
Crit Moves:		****		****			****				****	
Green Time:	14.5	19.6	30.3	7.0	12.1	19.1	7.0	50.7	65.2	10.7	54.4	61.4
Volume/Cap:	0.83	1.13	0.47	1.06	0.65	0.27	0.95	0.70	0.13	0.70	1.13	0.13
Delay/Veh:	61.1	114	29.0	145.2	45.3	34.9	93.5	19.9	6.7	53.9	87.0	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	114	29.0	145.2	45.3	34.9	93.5	19.9	6.7	53.9	87.0	8.2
LOS by Move:	E	F	C	F	D	C-	F	B-	A	D-	F	A
HCM2k95thQ:	17	38	13	12	9	5	14	28	4	11	84	4

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

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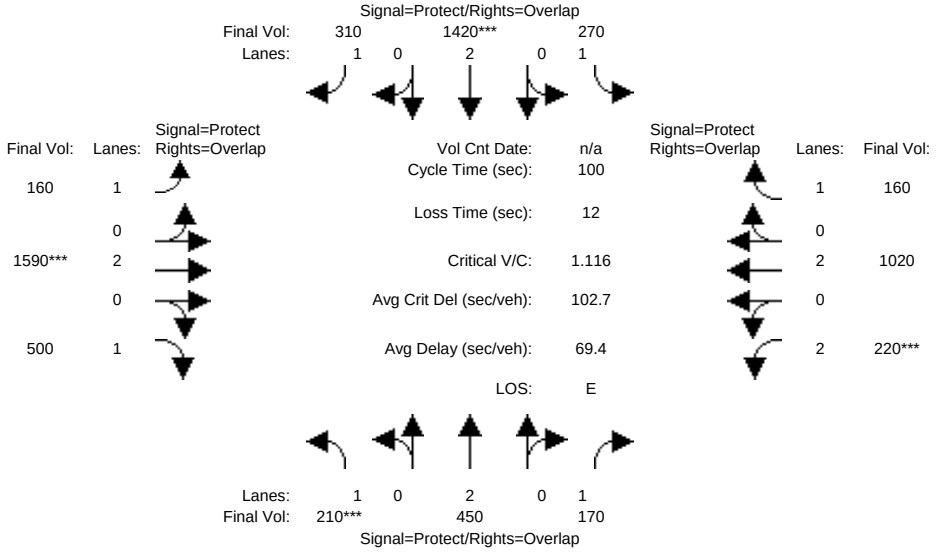
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #74: Bowers Avenue / El Camino Real (CMP)



Street Name:	Bowers Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	450	170	270	1420	310	160	1590	500	220	1020	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:	210	450	170	270	1420	310	160	1590	500	220	1020	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	450	170	270	1420	310	160	1590	500	220	1020	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:	210	450	170	270	1420	310	160	1590	500	220	1020	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	450	170	270	1420	310	160	1590	500	220	1020	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:	210	450	170	270	1420	310	160	1590	500	220	1020	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	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.10	0.15	0.37	0.18	0.09	0.42	0.29	0.07	0.27	0.09
Crit Moves:	****				****			****		****		
Green Time:	10.7	19.0	26.0	24.8	33.2	44.4	11.2	37.2	47.8	7.0	32.9	57.7
Volume/Cap:	1.13	0.62	0.37	0.62	1.13	0.40	0.81	1.13	0.60	1.00	0.81	0.16
Delay/Veh:	148.5	38.9	30.8	36.2	101	19.1	65.8	97.9	20.3	106.4	35.0	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	148.5	38.9	30.8	36.2	101	19.1	65.8	97.9	20.3	106.4	35.0	9.9
LOS by Move:	F	D+	C	D+	F	B-	E	F	C+	F	C-	A
HCM2k95thQ:	24	14	9	14	49	12	14	61	22	15	29	5

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

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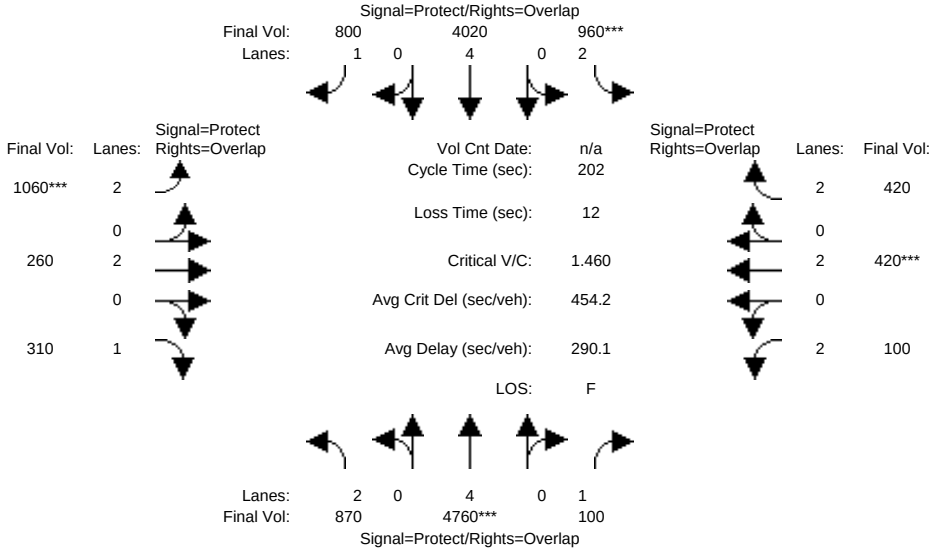
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #75: San Tomas Expressway / Scott Boulevard (CMP)



Street Name:	San Tomas Expressway						Scott 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:	27	135	135	22	130	130	15	37	37	9	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:	870	4760	100	960	4020	800	1060	260	310	100	420	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	870	4760	100	960	4020	800	1060	260	310	100	420	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	870	4760	100	960	4020	800	1060	260	310	100	420	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	870	4760	100	960	4020	800	1060	260	310	100	420	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	870	4760	100	960	4020	800	1060	260	310	100	420	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	870	4760	100	960	4020	800	1060	260	310	100	420	420
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.83
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	2.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.28	0.63	0.06	0.30	0.53	0.46	0.34	0.07	0.18	0.03	0.11	0.13
Crit Moves:		****		****			****				****	
Green Time:	25.4	127	135.3	20.7	122	136.2	14.1	34.8	60.1	8.5	29.1	49.8
Volume/Cap:	2.20	1.00	0.09	2.98	0.87	0.68	4.82	0.40	0.60	0.76	0.77	0.54
Delay/Veh:	641.9	70.3	19.4	995.1	37.8	22.6	1831	79.5	66.3	124.1	95.0	71.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	641.9	70.3	19.4	995.1	37.8	22.6	1831	79.5	66.3	124.1	95.0	71.2
LOS by Move:	F	E	B-	F	D+	C+	F	E-	E	F	F	E
HCM2k95thQ:	104	125	8	127	85	53	154	14	32	7	22	24

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

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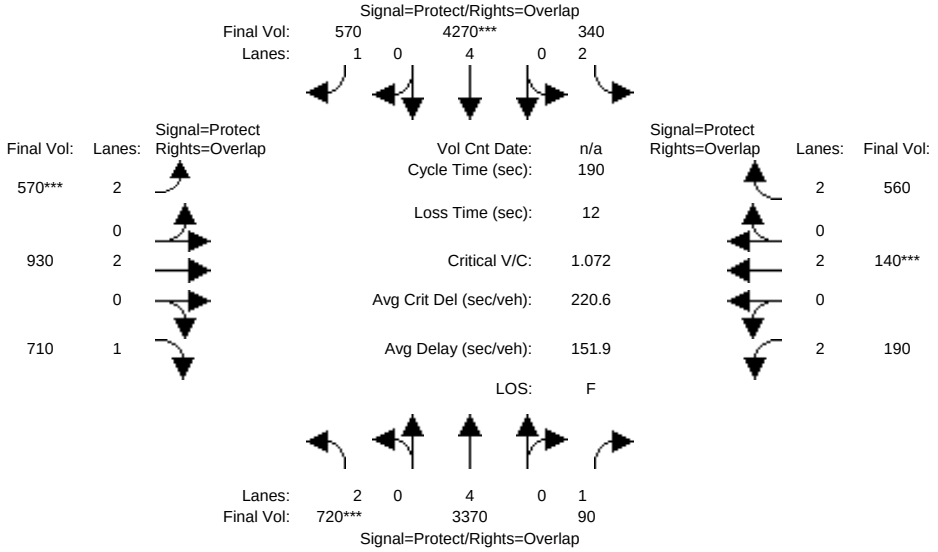
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #75: San Tomas Expressway / Scott Boulevard (CMP)



Street Name:	San Tomas Expressway						Scott 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:	12	100	100	29	116	116	29	44	44	17	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	720	3370	90	340	4270	570	570	930	710	190	140	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	3370	90	340	4270	570	570	930	710	190	140	560
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	720	3370	90	340	4270	570	570	930	710	190	140	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	720	3370	90	340	4270	570	570	930	710	190	140	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	3370	90	340	4270	570	570	930	710	190	140	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:	720	3370	90	340	4270	570	570	930	710	190	140	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	0.83	1.00	0.92	0.83	1.00	0.83
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	2.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.23	0.44	0.05	0.11	0.56	0.33	0.18	0.24	0.41	0.06	0.04	0.18
Crit Moves:	****				****		****				****	
Green Time:	12.2	94.1	110.0	27.3	109	136.4	27.3	41.4	53.6	16.0	30.1	57.4
Volume/Cap:	3.55	0.90	0.09	0.75	0.98	0.45	1.26	1.12	1.44	0.72	0.23	0.59
Delay/Veh:	1255	60.3	25.6	90.0	51.0	12.2	220.5	150	280.8	99.2	74.5	60.8
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:	1255	60.3	25.6	90.0	51.0	12.2	220.5	150	280.8	99.2	74.5	60.8
LOS by Move:	F	E	C	F	D-	B	F	F	F	F	E	E
HCM2k95thQ:	98	78	7	24	103	27	51	59	114	13	7	29

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

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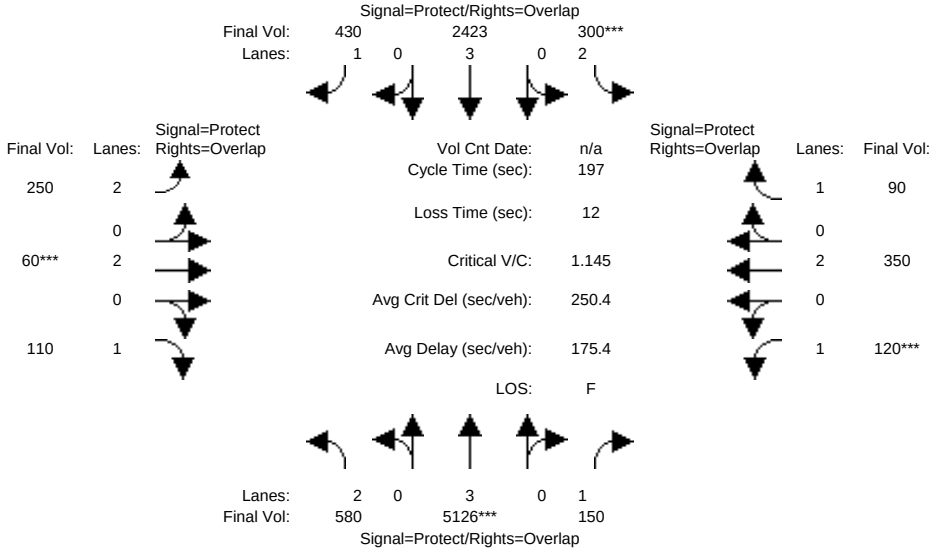
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #76: San Tomas Expressway / Walsh Avenue



Street Name:	San Tomas Expressway						Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	127	127	21	121	121	15	38	38	11	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:												
Base Vol:	580	6030	150	300	2850	430	250	60	110	120	350	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	580	6030	150	300	2850	430	250	60	110	120	350	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	580	6030	150	300	2850	430	250	60	110	120	350	90
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:	580	5126	150	300	2423	430	250	60	110	120	350	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	5126	150	300	2423	430	250	60	110	120	350	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:	580	5126	150	300	2423	430	250	60	110	120	350	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.90	0.09	0.10	0.43	0.25	0.08	0.02	0.06	0.07	0.09	0.05
Crit Moves:		****		****				****		****		
Green Time:	25.4	120	130.1	19.8	114	128.2	14.1	35.8	61.3	10.4	32.0	51.8
Volume/Cap:	1.43	1.48	0.13	0.95	0.73	0.38	1.11	0.09	0.20	1.30	0.57	0.20
Delay/Veh:	296.2	259	13.2	130.3	33.1	17.1	188.1	71.1	53.1	294.0	81.9	60.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	296.2	259	13.2	130.3	33.1	17.1	188.1	71.1	53.1	294.0	81.9	60.0
LOS by Move:	F	F	B	F	C-	B	F	E	D-	F	F	E
HCM2k95thQ:	53	253	7	26	58	24	22	3	10	22	19	9

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

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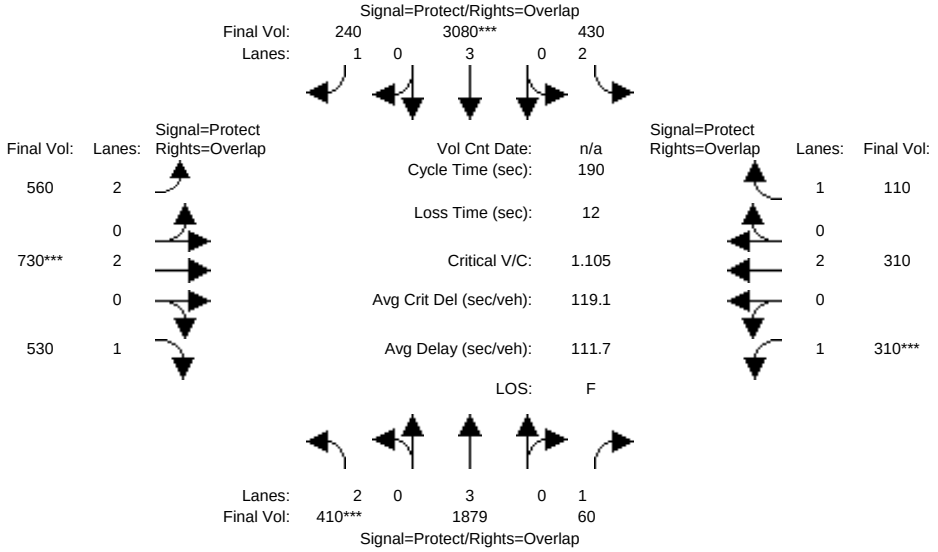
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #76: San Tomas Expressway / Walsh Avenue



Street Name:	San Tomas Expressway						Walsh Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	110	110	18	113	113	35	35	35	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	2320	60	430	3850	240	560	730	530	310	310	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:	410	2320	60	430	3850	240	560	730	530	310	310	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	2320	60	430	3850	240	560	730	530	310	310	110
User Adj:	1.00	0.81	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:	410	1879	60	430	3080	240	560	730	530	310	310	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1879	60	430	3080	240	560	730	530	310	310	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:	410	1879	60	430	3080	240	560	730	530	310	310	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	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.33	0.03	0.14	0.54	0.14	0.18	0.19	0.30	0.18	0.08	0.06
Crit Moves:	****				****			****		****		
Green Time:	14.0	103	129.2	16.8	106	138.5	32.8	32.8	46.8	26.2	26.2	43.1
Volume/Cap:	1.76	0.61	0.05	1.54	0.97	0.19	1.03	1.11	1.23	1.28	0.59	0.28
Delay/Veh:	453.7	32.1	10.8	352.5	53.5	8.7	130.8	155	198.7	243.1	83.9	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:	453.7	32.1	10.8	352.5	53.5	8.7	130.8	155	198.7	243.1	83.9	65.2
LOS by Move:	F	C-	B+	F	D-	A	F	F	F	F	F	E
HCM2k95thQ:	45	42	3	46	99	9	36	42	71	49	17	11

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

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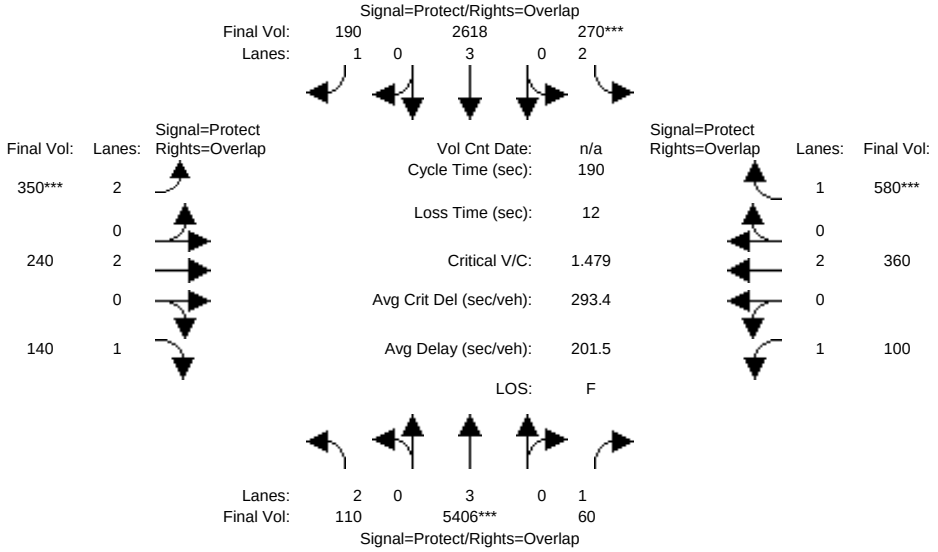
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #77: San Tomas Expressway / Monroe Street (CMP)



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:	16	112	112	14	110	110	23	45	45	19	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	6360	60	270	3080	190	350	240	140	100	360	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:	110	6360	60	270	3080	190	350	240	140	100	360	580
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	6360	60	270	3080	190	350	240	140	100	360	580
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:	110	5406	60	270	2618	190	350	240	140	100	360	580
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	5406	60	270	2618	190	350	240	140	100	360	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:	110	5406	60	270	2618	190	350	240	140	100	360	580
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.95	0.03	0.09	0.46	0.11	0.11	0.06	0.08	0.06	0.09	0.33
Crit Moves:		****		****			****					****
Green Time:	16.2	114	129.5	13.2	111	132.9	21.6	36.0	52.2	15.2	37.6	50.8
Volume/Cap:	0.41	1.58	0.05	1.24	0.78	0.16	0.98	0.33	0.29	0.71	0.48	1.24
Delay/Veh:	88.6	317	16.9	233.4	33.3	10.3	130.1	71.1	58.1	106.6	72.2	199.1
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:	88.6	317	16.9	233.4	33.3	10.3	130.1	71.1	58.1	106.6	72.2	199.1
LOS by Move:	F	F	B	F	C-	B+	F	E	E+	F	E	F
HCM2k95thQ:	8	280	4	25	63	8	26	13	15	15	19	84

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

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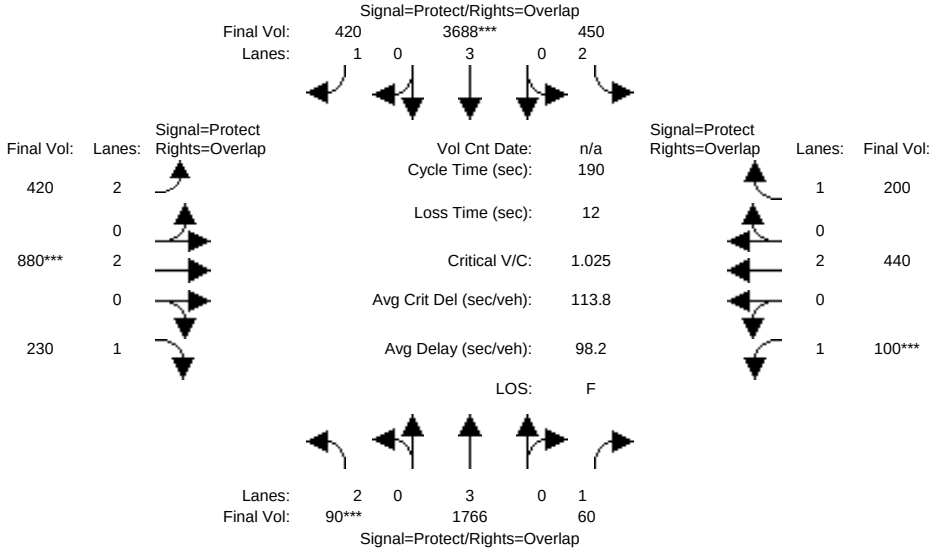
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #77: San Tomas Expressway / Monroe Street (CMP)



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	95	95	40	119	119	18	38	38	17	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:	90	2180	60	450	4610	420	420	880	230	100	440	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	2180	60	450	4610	420	420	880	230	100	440	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	2180	60	450	4610	420	420	880	230	100	440	200
User Adj:	1.00	0.81	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:	90	1766	60	450	3688	420	420	880	230	100	440	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1766	60	450	3688	420	420	880	230	100	440	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1766	60	450	3688	420	420	880	230	100	440	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.03	0.14	0.65	0.24	0.13	0.23	0.13	0.06	0.12	0.11
Crit Moves:	****				****			****		****		
Green Time:	15.9	89.6	105.5	37.7	111	129.2	17.8	35.6	51.5	15.9	33.7	71.4
Volume/Cap:	0.34	0.66	0.06	0.72	1.10	0.35	1.42	1.24	0.49	0.68	0.65	0.30
Delay/Veh:	88.5	50.2	27.4	80.1	93.8	13.9	301.7	201	62.9	102.8	80.0	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:	88.5	50.2	27.4	80.1	93.8	13.9	301.7	201	62.9	102.8	80.0	44.9
LOS by Move:	F	D	C	F	F	B	F	F	E	F	E-	D
HCM2k95thQ:	6	49	5	26	129	20	40	56	24	15	25	21

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

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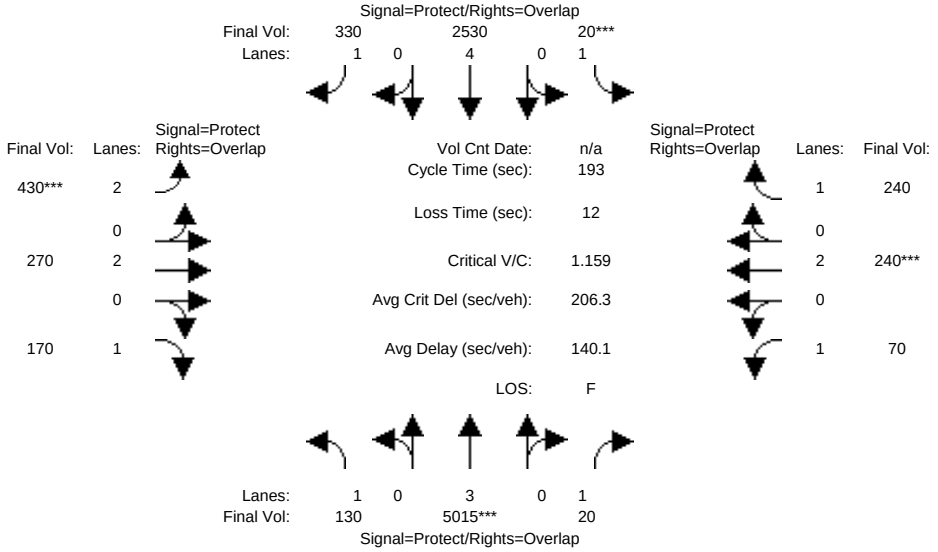
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #79: San Tomas Expressway / Benton Street



Street Name:	San Tomas Expressway						Benton 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:	25	128	128	11	115	115	28	38	38	15	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	5900	20	20	2530	330	430	270	170	70	240	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	5900	20	20	2530	330	430	270	170	70	240	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	5900	20	20	2530	330	430	270	170	70	240	240
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	5015	20	20	2530	330	430	270	170	70	240	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	5015	20	20	2530	330	430	270	170	70	240	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	5015	20	20	2530	330	430	270	170	70	240	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	1.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	7600	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.88	0.01	0.01	0.33	0.19	0.14	0.07	0.10	0.04	0.06	0.14
Crit Moves:		****		****			****				****	
Green Time:	23.5	121	135.6	10.4	108	134.6	26.4	35.8	59.3	14.1	23.5	33.9
Volume/Cap:	0.61	1.40	0.02	0.21	0.59	0.27	1.00	0.38	0.32	0.55	0.52	0.78
Delay/Veh:	90.4	219	9.2	94.0	29.8	11.7	131.7	73.6	54.8	96.6	85.4	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:	90.4	219	9.2	94.0	29.8	11.7	131.7	73.6	54.8	96.6	85.4	92.9
LOS by Move:	F	F	A	F	C	B+	F	E	D-	F	F	F
HCM2k95thQ:	15	233	1	3	41	15	35	14	16	10	14	29

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

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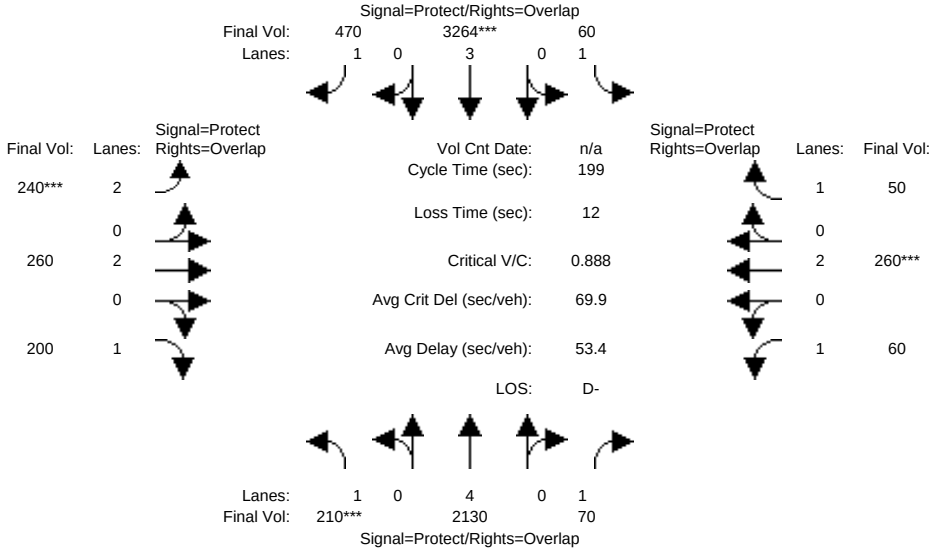
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #79: San Tomas Expressway / Benton Street



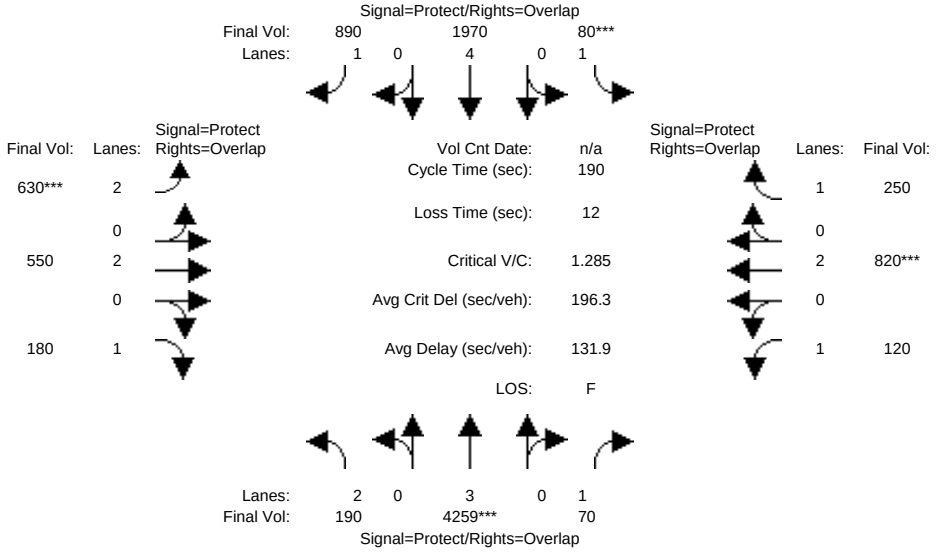
Street Name:	San Tomas Expressway						Benton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	121	121	22	127	127	23	39	39	17	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	2130	70	60	4080	470	240	260	200	60	260	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	2130	70	60	4080	470	240	260	200	60	260	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	2130	70	60	4080	470	240	260	200	60	260	50
User Adj:	1.00	1.00	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:	210	2130	70	60	3264	470	240	260	200	60	260	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	2130	70	60	3264	470	240	260	200	60	260	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	2130	70	60	3264	470	240	260	200	60	260	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	7600	1750	1750	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.04	0.03	0.57	0.27	0.08	0.07	0.11	0.03	0.07	0.03
Crit Moves:	****				****		****				****	
Green Time:	15.1	114	130.2	20.7	120	141.5	21.7	36.8	51.9	16.0	31.1	51.9
Volume/Cap:	1.58	0.49	0.06	0.33	0.95	0.38	0.70	0.37	0.44	0.43	0.44	0.11
Delay/Veh:	392.4	26.8	13.2	88.7	46.3	12.2	96.9	75.6	65.8	94.4	81.1	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:	392.4	26.8	13.2	88.7	46.3	12.2	96.9	75.6	65.8	94.4	81.1	59.5
LOS by Move:	F	C	B	F	D	B	F	E-	E	F	F	E+
HCM2k95thQ:	41	33	3	7	93	22	19	14	21	9	14	5

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

Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #80: San Tomas Expressway / Homestead Road (CMP)



Street Name:	San Tomas Expressway						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	123	123	9	110	110	26	43	43	16	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	5010	70	80	1970	890	630	550	180	120	820	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:	190	5010	70	80	1970	890	630	550	180	120	820	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	5010	70	80	1970	890	630	550	180	120	820	250
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	4259	70	80	1970	890	630	550	180	120	820	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	4259	70	80	1970	890	630	550	180	120	820	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:	190	4259	70	80	1970	890	630	550	180	120	820	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	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	7600	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.75	0.04	0.05	0.26	0.51	0.20	0.14	0.10	0.07	0.22	0.14
Crit Moves:		****		****			****				****	
Green Time:	19.8	115	130.1	8.4	104	128.1	24.3	40.2	60.1	15.0	30.9	39.3
Volume/Cap:	0.58	1.23	0.06	1.03	0.47	0.75	1.56	0.68	0.33	0.87	1.33	0.69
Delay/Veh:	89.2	164	16.9	208.0	28.3	24.8	353.0	76.2	53.3	133.2	243	80.1
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:	89.2	164	16.9	208.0	28.3	24.8	353.0	76.2	53.3	133.2	243	80.1
LOS by Move:	F	F	B	F	C	C	F	E-	D-	F	F	F
HCM2k95thQ:	12	172	5	13	31	61	64	30	20	16	59	28

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

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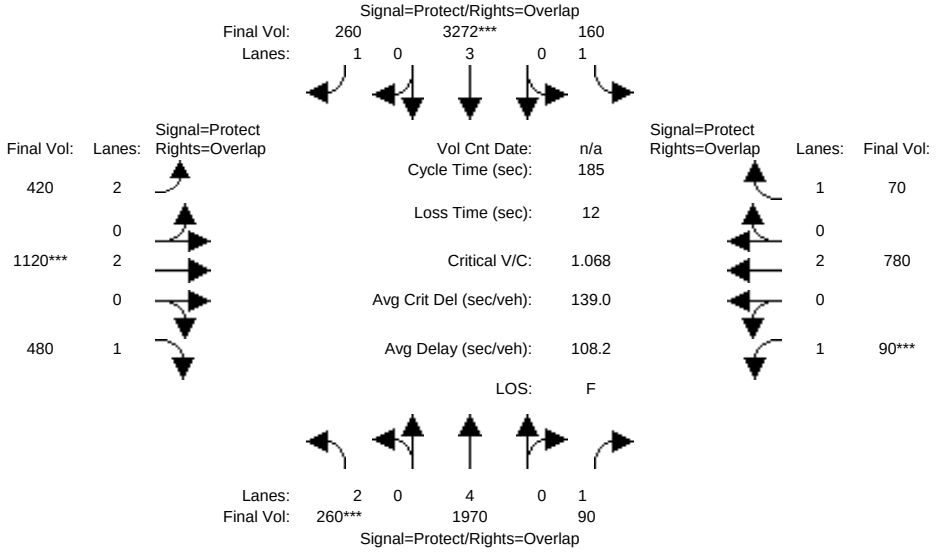
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #80: San Tomas Expressway / Homestead Road (CMP)



Street Name:	San Tomas Expressway						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	103	103	16	100	100	30	44	44	22	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:	260	1970	90	160	4090	260	420	1120	480	90	780	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:	260	1970	90	160	4090	260	420	1120	480	90	780	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	1970	90	160	4090	260	420	1120	480	90	780	70
User Adj:	1.00	1.00	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:	260	1970	90	160	3272	260	420	1120	480	90	780	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1970	90	160	3272	260	420	1120	480	90	780	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:	260	1970	90	160	3272	260	420	1120	480	90	780	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	4.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	7600	1750	1750	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.05	0.09	0.57	0.15	0.13	0.29	0.27	0.05	0.21	0.04
Crit Moves:	****				****			****		****		
Green Time:	17.8	95.1	115.8	16.6	93.9	122.1	28.2	41.3	59.2	20.7	33.8	50.4
Volume/Cap:	0.86	0.50	0.08	1.02	1.13	0.23	0.88	1.32	0.86	0.46	1.12	0.15
Delay/Veh:	108.2	39.6	21.1	165.9	112	13.5	98.0	229	75.3	83.7	154	54.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.2	39.6	21.1	165.9	112	13.5	98.0	229	75.3	83.7	154	54.4
LOS by Move:	F	D	C+	F	F	B	F	F	E-	F	F	D-
HCM2k95thQ:	18	37	7	20	116	12	30	78	52	11	48	8

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

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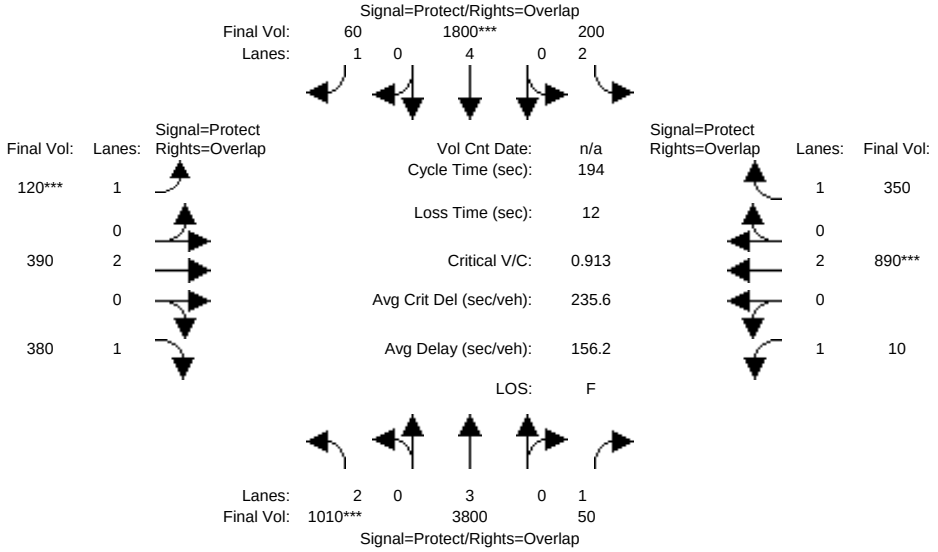
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #82: San Tomas Expressway / Pruneridge Avenue



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	120	120	17	108	108	18	50	50	8	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1010	4470	50	200	1800	60	120	390	380	10	890	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1010	4470	50	200	1800	60	120	390	380	10	890	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1010	4470	50	200	1800	60	120	390	380	10	890	350
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1010	3800	50	200	1800	60	120	390	380	10	890	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1010	3800	50	200	1800	60	120	390	380	10	890	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1010	3800	50	200	1800	60	120	390	380	10	890	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.67	0.03	0.06	0.24	0.03	0.07	0.10	0.22	0.01	0.23	0.20
Crit Moves:	****				****		****				****	
Green Time:	28.1	113	120.8	15.9	101	118.1	16.9	46.1	74.2	7.4	36.6	52.5
Volume/Cap:	2.21	1.14	0.05	0.77	0.45	0.06	0.79	0.43	0.57	0.15	1.24	0.74
Delay/Veh:	641.2	110	15.2	106.6	31.1	16.4	116.1	67.4	51.6	97.4	205	74.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	641.2	110	15.2	106.6	31.1	16.4	116.1	67.4	51.6	97.4	205	74.9
LOS by Move:	F	F	B	F	C	B	F	E	D-	F	F	E
HCM2k95thQ:	116	140	3	15	30	3	18	19	34	2	63	37

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

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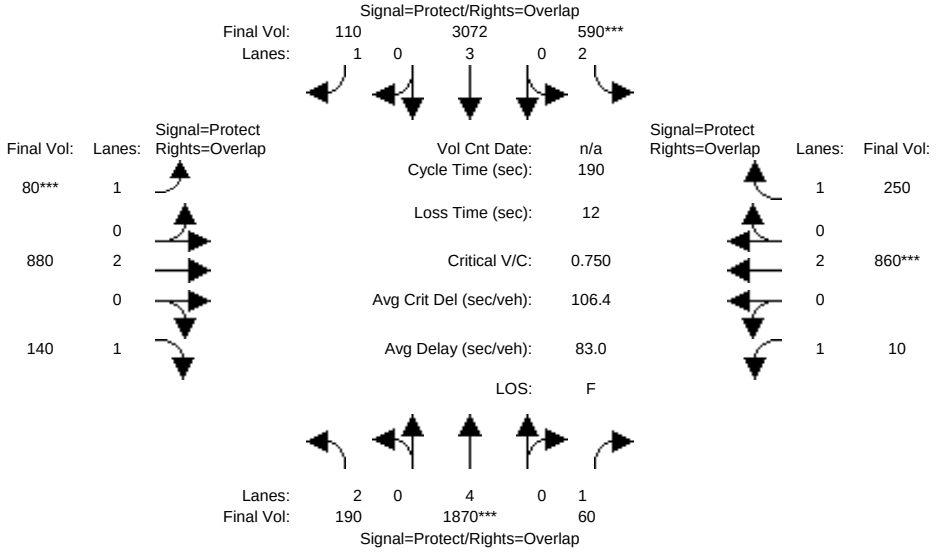
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #82: San Tomas Expressway / Pruneridge Avenue



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	101	101	40	125	125	16	39	39	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	1870	60	590	3840	110	80	880	140	10	860	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:	190	1870	60	590	3840	110	80	880	140	10	860	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1870	60	590	3840	110	80	880	140	10	860	250
User Adj:	1.00	1.00	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:	190	1870	60	590	3072	110	80	880	140	10	860	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1870	60	590	3072	110	80	880	140	10	860	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:	190	1870	60	590	3072	110	80	880	140	10	860	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.03	0.19	0.54	0.06	0.05	0.23	0.08	0.01	0.23	0.14
Crit Moves:		****		****			****				****	
Green Time:	15.0	95.0	104.4	37.6	118	132.6	15.0	36.7	51.7	9.4	31.0	68.7
Volume/Cap:	0.76	0.49	0.06	0.95	0.87	0.09	0.58	1.20	0.29	0.12	1.39	0.40
Delay/Veh:	104.0	33.6	21.3	103.4	34.4	9.9	95.6	184	58.5	92.4	268	48.5
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:	104.0	33.6	21.3	103.4	34.4	9.9	95.6	184	58.5	92.4	268	48.5
LOS by Move:	F	C-	C+	F	C-	A	F	F	E+	F	F	D
HCM2k95thQ:	14	32	4	37	78	5	11	60	14	1	66	22

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

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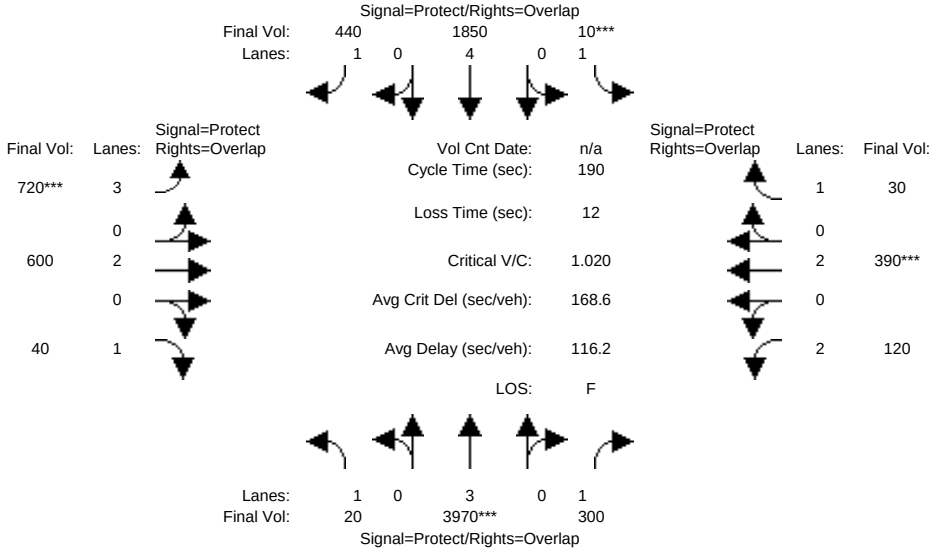
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #83: San Tomas Expressway / Saratoga Avenue (CMP)



Street Name:	San Tomas Expressway						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	118	118	14	109	109	33	52	52	17	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:	20	4670	300	10	1850	440	720	600	40	120	390	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	4670	300	10	1850	440	720	600	40	120	390	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	4670	300	10	1850	440	720	600	40	120	390	30
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	3970	300	10	1850	440	720	600	40	120	390	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	3970	300	10	1850	440	720	600	40	120	390	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	3970	300	10	1850	440	720	600	40	120	390	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	4.00	1.00	3.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	7600	1750	4551	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.70	0.17	0.01	0.24	0.25	0.16	0.16	0.02	0.04	0.10	0.02
Crit Moves:		****		****			****				****	
Green Time:	13.3	105	120.1	12.4	104	133.2	29.3	46.8	60.2	15.3	32.9	45.3
Volume/Cap:	0.16	1.26	0.27	0.09	0.45	0.36	1.03	0.64	0.07	0.47	0.59	0.07
Delay/Veh:	94.2	184	25.7	94.3	29.1	13.0	131.2	73.6	51.2	95.4	83.0	63.2
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:	94.2	184	25.7	94.3	29.1	13.0	131.2	73.6	51.2	95.4	83.0	63.2
LOS by Move:	F	F	C	F	C	B	F	E	D-	F	F	E
HCM2k95thQ:	3	171	23	1	30	22	41	32	5	10	23	4

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

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Santa Clara City Place EIR
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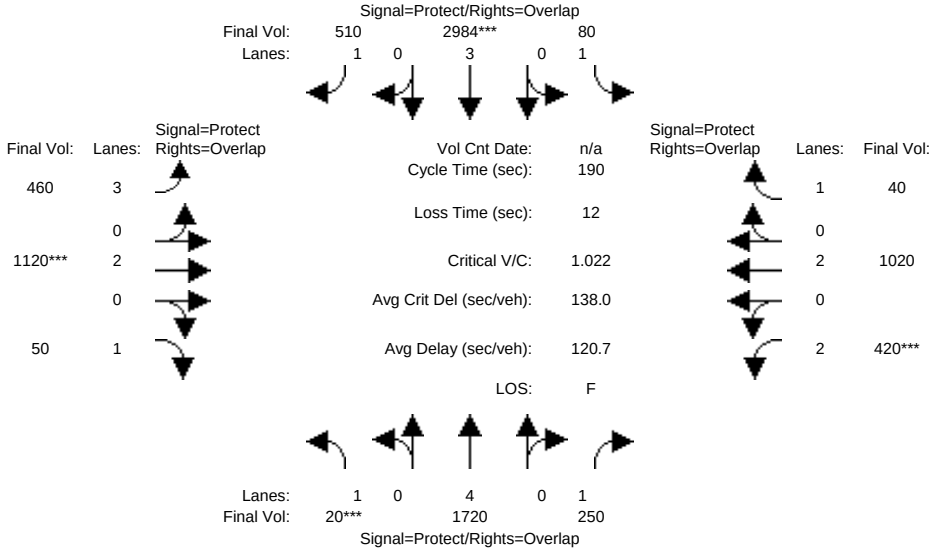
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #83: San Tomas Expressway / Saratoga Avenue (CMP)



Street Name:	San Tomas Expressway						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	122	122	14	123	123	20	39	39	21	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1720	250	80	3730	510	460	1120	50	420	1020	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:	20	1720	250	80	3730	510	460	1120	50	420	1020	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1720	250	80	3730	510	460	1120	50	420	1020	40
User Adj:	1.00	1.00	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:	20	1720	250	80	2984	510	460	1120	50	420	1020	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1720	250	80	2984	510	460	1120	50	420	1020	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1720	250	80	2984	510	460	1120	50	420	1020	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	3.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	7600	1750	1750	5700	1750	4551	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.14	0.05	0.52	0.29	0.10	0.29	0.03	0.13	0.27	0.02
Crit Moves:	****				****			****		****		
Green Time:	12.7	112	130.8	12.8	112	126.7	14.9	35.5	48.2	19.1	39.6	52.4
Volume/Cap:	0.17	0.38	0.21	0.68	0.89	0.44	1.29	1.58	0.11	1.33	1.29	0.08
Delay/Veh:	92.7	31.5	19.2	109.9	40.5	16.6	245.1	353	60.0	261.4	221	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.7	31.5	19.2	109.9	40.5	16.6	245.1	353	60.0	261.4	221	56.1
LOS by Move:	F	C	B-	F	D	B	F	F	E	F	F	E+
HCM2k95thQ:	3	32	18	10	81	27	33	92	6	42	73	5

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

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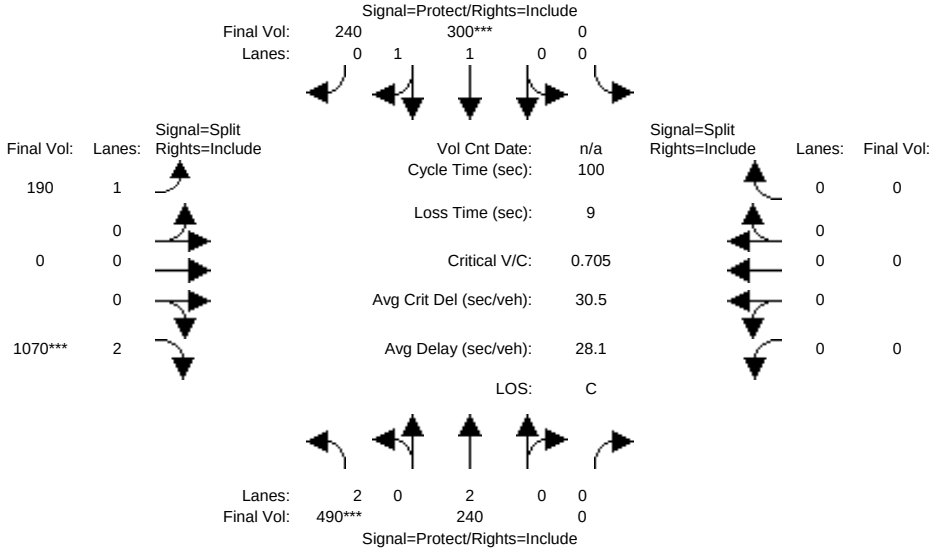
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #84: Gold Street / Gold Street Connector



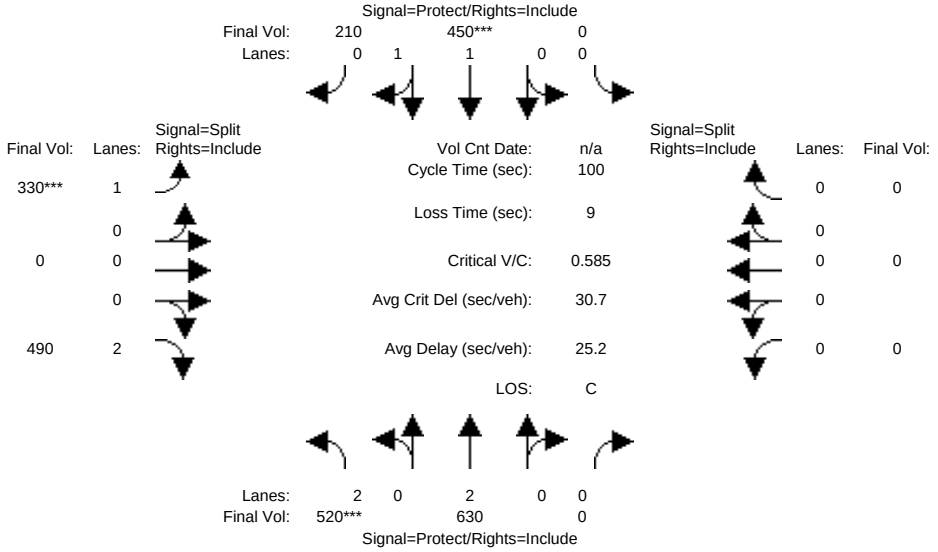
Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	490	240	0	0	300	240	190	0	1070	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:	490	240	0	0	300	240	190	0	1070	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	240	0	0	300	240	190	0	1070	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	490	240	0	0	300	240	190	0	1070	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	240	0	0	300	240	190	0	1070	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	490	240	0	0	300	240	190	0	1070	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	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.09	0.91	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	2054	1643	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.06	0.00	0.00	0.15	0.15	0.11	0.00	0.34	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	22.1	42.8	0.0	0.0	20.7	20.7	48.2	0.0	48.2	0.0	0.0	0.0
Volume/Cap:	0.70	0.15	0.00	0.00	0.70	0.70	0.23	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	39.2	17.5	0.0	0.0	39.8	39.8	15.2	0.0	21.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	17.5	0.0	0.0	39.8	39.8	15.2	0.0	21.8	0.0	0.0	0.0
LOS by Move:	D	B	A	A	D	D	B	A	C+	A	A	A
HCM2k95thQ:	16	4	0	0	17	17	7	0	27	0	0	0

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

Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #84: Gold Street / Gold Street Connector



Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	630	0	0	450	210	330	0	490	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:	520	630	0	0	450	210	330	0	490	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	630	0	0	450	210	330	0	490	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	630	0	0	450	210	330	0	490	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	630	0	0	450	210	330	0	490	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	630	0	0	450	210	330	0	490	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	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.35	0.65	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	2522	1177	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.00	0.18	0.18	0.19	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	28.2	58.7	0.0	0.0	30.5	30.5	32.3	0.0	32.3	0.0	0.0	0.0
Volume/Cap:	0.58	0.28	0.00	0.00	0.58	0.58	0.58	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	31.9	10.3	0.0	0.0	30.2	30.2	29.9	0.0	27.5	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:	31.9	10.3	0.0	0.0	30.2	30.2	29.9	0.0	27.5	0.0	0.0	0.0
LOS by Move:	C	B+	A	A	C	C	C	A	C	A	A	A
HCM2k95thQ:	15	9	0	0	17	17	17	0	14	0	0	0

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

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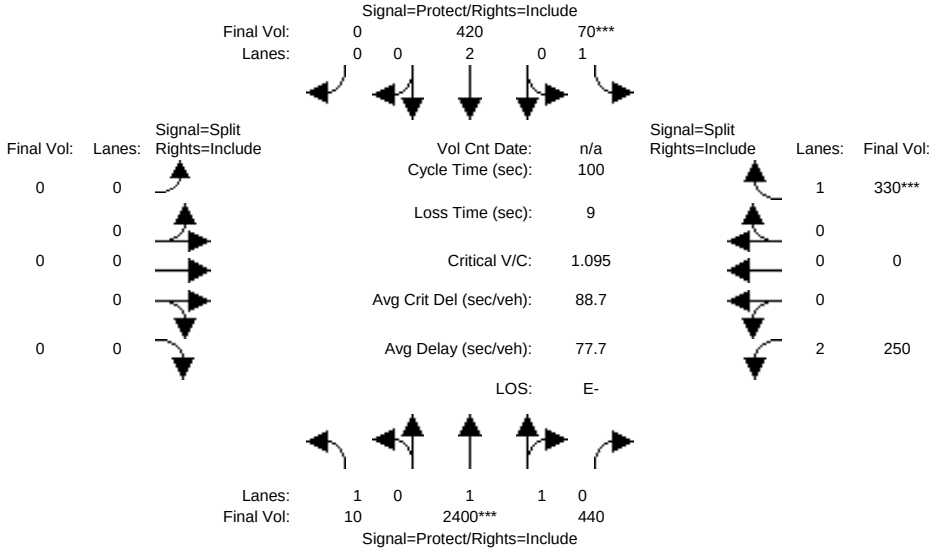
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #90: Lafayette Street / Calle De Luna



Street Name:	Lafayette Street						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:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	2400	440	70	420	0	0	0	0	250	0	330
Growth Adj:	1.00	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	2400	440	70	420	0	0	0	0	250	0	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2400	440	70	420	0	0	0	0	250	0	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2400	440	70	420	0	0	0	0	250	0	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2400	440	70	420	0	0	0	0	250	0	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2400	440	70	420	0	0	0	0	250	0	330
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	1.68	0.32	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3126	573	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.77	0.77	0.04	0.11	0.00	0.00	0.00	0.00	0.08	0.00	0.19
Crit Moves:		****		****								****
Green Time:	28.9	67.4	67.4	7.0	45.6	0.0	0.0	0.0	0.0	16.6	0.0	16.6
Volume/Cap:	0.02	1.14	1.14	0.57	0.24	0.00	0.00	0.00	0.00	0.48	0.00	1.14
Delay/Veh:	25.5	84.0	84.0	51.4	16.7	0.0	0.0	0.0	0.0	38.5	0.0	137.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	84.0	84.0	51.4	16.7	0.0	0.0	0.0	0.0	38.5	0.0	137.3
LOS by Move:	C	F	F	D-	B	A	A	A	A	D+	A	F
HCM2k95thQ:	0	98	98	5	8	0	0	0	0	9	0	34

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

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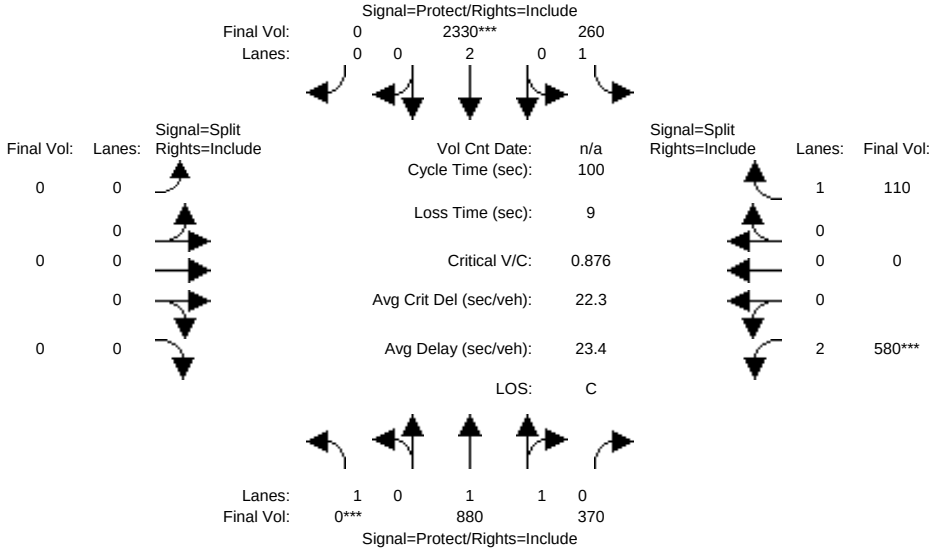
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #90: Lafayette Street / Calle De Luna



Street Name:	Lafayette Street						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:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	880	370	260	2330	0	0	0	0	580	0	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	880	370	260	2330	0	0	0	0	580	0	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	880	370	260	2330	0	0	0	0	580	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	880	370	260	2330	0	0	0	0	580	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	880	370	260	2330	0	0	0	0	580	0	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	880	370	260	2330	0	0	0	0	580	0	110
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	1.39	0.61	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2604	1095	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.15	0.61	0.00	0.00	0.00	0.00	0.18	0.00	0.06
Crit Moves:	****				****					****		
Green Time:	0.0	48.6	48.6	21.4	70.0	0.0	0.0	0.0	0.0	21.0	0.0	21.0
Volume/Cap:	0.00	0.70	0.70	0.70	0.88	0.00	0.00	0.00	0.00	0.88	0.00	0.30
Delay/Veh:	0.0	21.1	21.1	41.9	15.3	0.0	0.0	0.0	0.0	50.8	0.0	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.1	21.1	41.9	15.3	0.0	0.0	0.0	0.0	50.8	0.0	33.7
LOS by Move:	A	C+	C+	D	B	A	A	A	A	D	A	C-
HCM2k95thQ:	0	27	27	14	42	0	0	0	0	24	0	6

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

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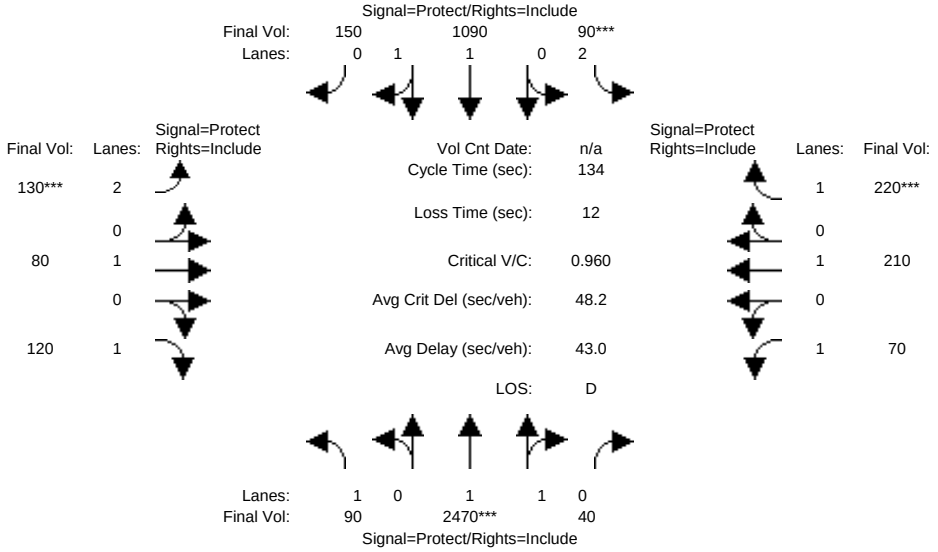
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #94: Lafayette Street / Agnew Road



Street Name:	Lafayette Street						Agnew Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	2470	40	90	1090	150	130	80	120	70	210	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	2470	40	90	1090	150	130	80	120	70	210	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	2470	40	90	1090	150	130	80	120	70	210	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2470	40	90	1090	150	130	80	120	70	210	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	2470	40	90	1090	150	130	80	120	70	210	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	2470	40	90	1090	150	130	80	120	70	210	220
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	1.97	0.03	2.00	1.75	0.25	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3641	59	3150	3252	448	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.68	0.68	0.03	0.34	0.34	0.04	0.04	0.07	0.04	0.11	0.13
Crit Moves:		****		****			****					****
Green Time:	13.2	91.1	91.1	7.0	84.9	84.9	7.0	14.0	14.0	9.8	16.9	16.9
Volume/Cap:	0.52	1.00	1.00	0.55	0.53	0.53	0.79	0.40	0.65	0.54	0.88	1.00
Delay/Veh:	68.2	38.7	38.7	74.4	14.4	14.4	93.8	62.0	74.4	75.5	91.0	118.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	38.7	38.7	74.4	14.4	14.4	93.8	62.0	74.4	75.5	91.0	118.6
LOS by Move:	E	D+	D+	E	B	B	F	E	E	E-	F	F
HCM2k95thQ:	9	96	96	5	24	24	10	7	12	8	19	24

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

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Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
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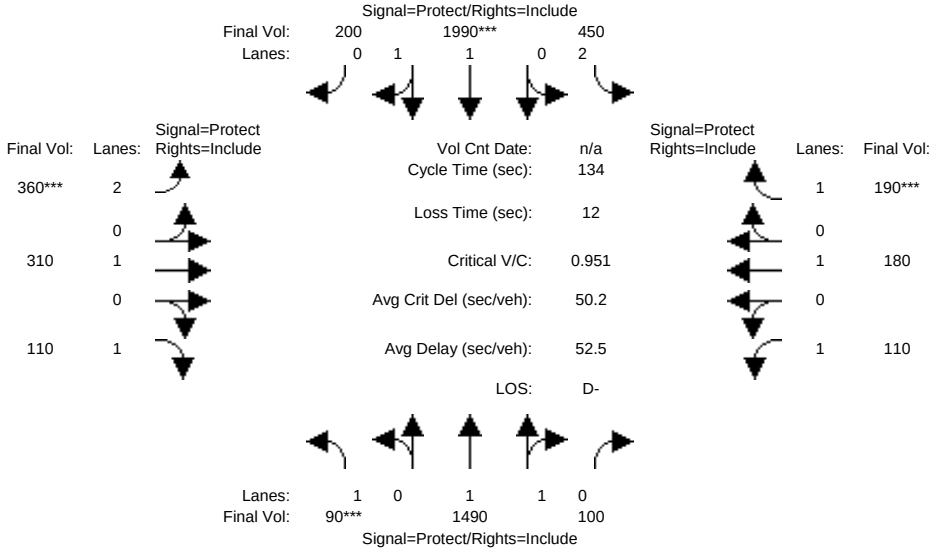
2040+Pall Mit PM

Intersection #94: Lafayette Street / Agnew Road



Street Name:	Lafayette Street						Agnew Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1490	100	450	1990	200	360	310	110	110	180	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:	90	1490	100	450	1990	200	360	310	110	110	180	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1490	100	450	1990	200	360	310	110	110	180	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1490	100	450	1990	200	360	310	110	110	180	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1490	100	450	1990	200	360	310	110	110	180	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1490	100	450	1990	200	360	310	110	110	180	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	2.00	1.81	0.19	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3467	233	3150	3362	338	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.14	0.59	0.59	0.11	0.16	0.06	0.06	0.09	0.11
Crit Moves:	****				****		****					****
Green Time:	7.2	68.0	68.0	22.6	83.4	83.4	16.1	22.7	22.7	8.7	15.3	15.3
Volume/Cap:	0.95	0.85	0.85	0.85	0.95	0.95	0.95	0.96	0.37	0.96	0.83	0.95
Delay/Veh:	143.2	33.4	33.4	69.3	33.8	33.8	94.1	97.3	52.9	137.8	87.4	111.1
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:	143.2	33.4	33.4	69.3	33.8	33.8	94.1	97.3	52.9	137.8	87.4	111.1
LOS by Move:	F	C-	C-	E	C-	C-	F	F	D-	F	F	F
HCM2k95thQ:	13	49	49	19	74	74	21	28	9	14	17	20

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

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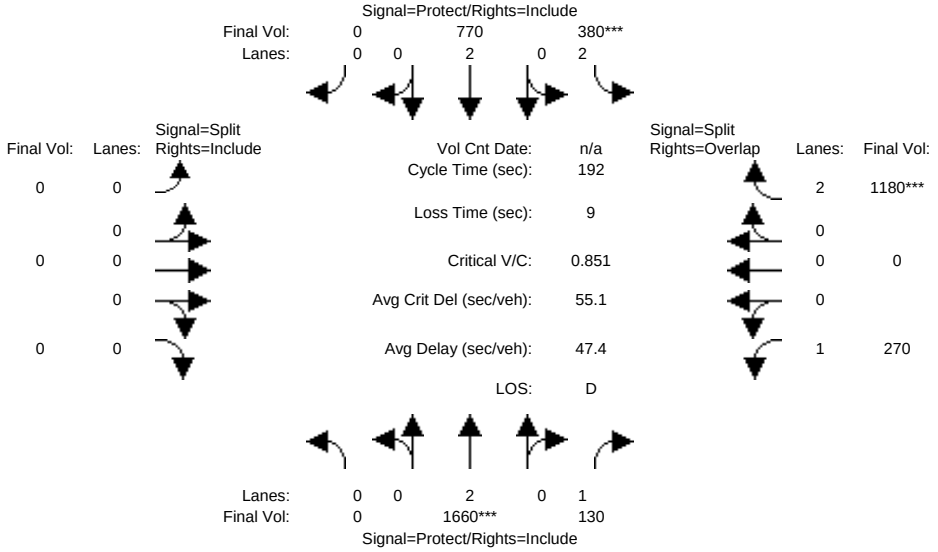
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #96: Lafayette Street / Montague Expressway WB Ramps



Street Name:	Lafayette Street						Montague Expressway WB 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	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1660	130	380	770	0	0	0	0	270	0	1180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1660	130	380	770	0	0	0	0	270	0	1180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1660	130	380	770	0	0	0	0	270	0	1180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1660	130	380	770	0	0	0	0	270	0	1180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1660	130	380	770	0	0	0	0	270	0	1180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1660	130	380	770	0	0	0	0	270	0	1180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.07	0.12	0.20	0.00	0.00	0.00	0.00	0.15	0.00	0.37
Crit Moves:		****		****								****
Green Time:	0.0	98.5	98.5	27.2	126	0.0	0.0	0.0	0.0	57.3	0.0	84.5
Volume/Cap:	0.00	0.85	0.14	0.85	0.31	0.00	0.00	0.00	0.00	0.52	0.00	0.85
Delay/Veh:	0.0	45.3	24.9	98.6	14.7	0.0	0.0	0.0	0.0	59.5	0.0	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	45.3	24.9	98.6	14.7	0.0	0.0	0.0	0.0	59.5	0.0	54.9
LOS by Move:	A	D	C	F	B	A	A	A	A	E+	A	D-
HCM2k95thQ:	0	71	9	24	17	0	0	0	0	23	0	62

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

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Santa Clara City Place EIR
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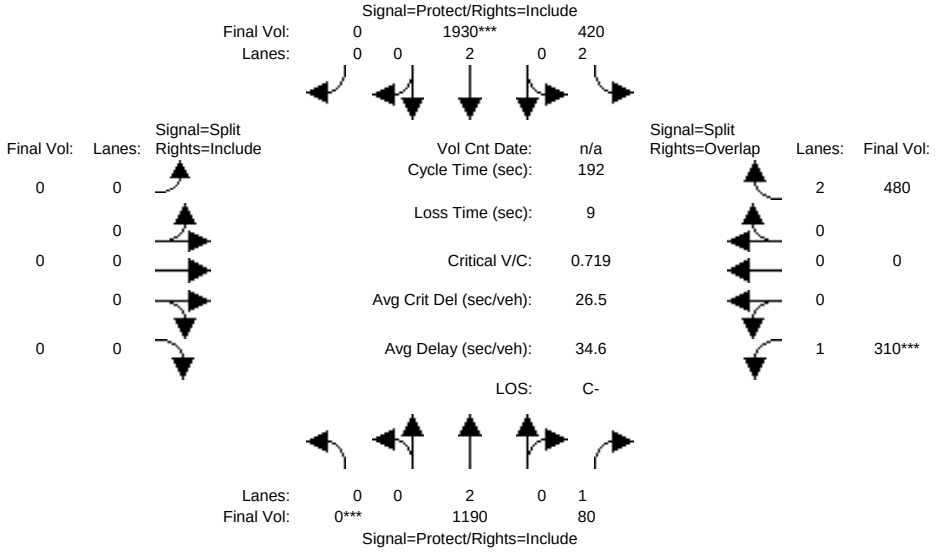
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #96: Lafayette Street / Montague Expressway WB Ramps



Street Name:	Lafayette Street						Montague Expressway WB 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	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1190	80	420	1930	0	0	0	0	310	0	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1190	80	420	1930	0	0	0	0	310	0	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1190	80	420	1930	0	0	0	0	310	0	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1190	80	420	1930	0	0	0	0	310	0	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1190	80	420	1930	0	0	0	0	310	0	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1190	80	420	1930	0	0	0	0	310	0	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.05	0.13	0.51	0.00	0.00	0.00	0.00	0.18	0.00	0.15
Crit Moves:	****				****					****		
Green Time:	0.0	95.2	95.2	40.5	136	0.0	0.0	0.0	0.0	47.3	0.0	87.8
Volume/Cap:	0.00	0.63	0.09	0.63	0.72	0.00	0.00	0.00	0.00	0.72	0.00	0.33
Delay/Veh:	0.0	37.2	25.8	73.5	18.5	0.0	0.0	0.0	0.0	76.1	0.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.2	25.8	73.5	18.5	0.0	0.0	0.0	0.0	76.1	0.0	34.0
LOS by Move:	A	D+	C	E	B-	A	A	A	A	E-	A	C-
HCM2k95thQ:	0	42	6	22	55	0	0	0	0	30	0	18

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

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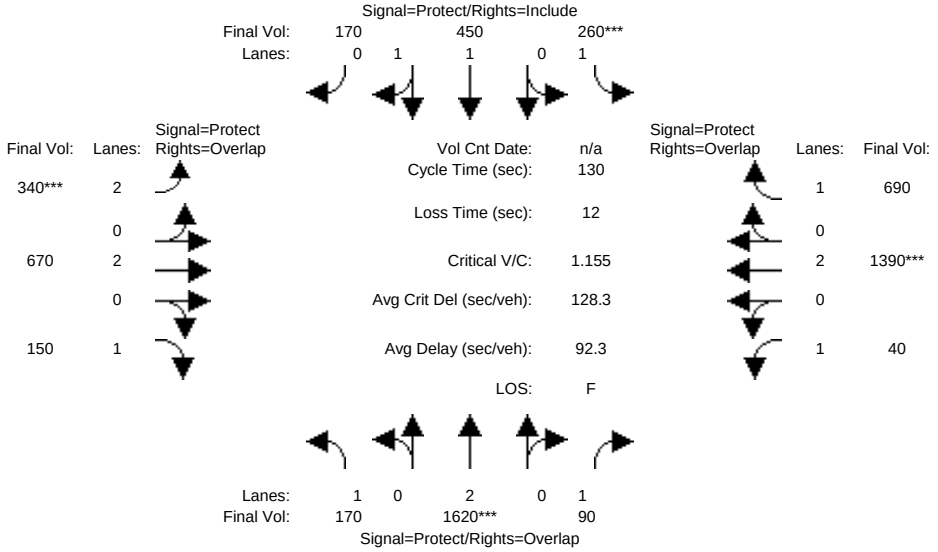
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #102: Lafayette Street / El Camino Real (CMP)



Street Name:	Lafayette Street						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1620	90	260	450	170	340	670	150	40	1390	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1620	90	260	450	170	340	670	150	40	1390	690
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1620	90	260	450	170	340	670	150	40	1390	690
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1620	90	260	450	170	340	670	150	40	1390	690
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1620	90	260	450	170	340	670	150	40	1390	690
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1620	90	260	450	170	340	670	150	40	1390	690
Saturation Flow 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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.44	0.56	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2685	1014	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.05	0.15	0.17	0.17	0.11	0.18	0.09	0.02	0.37	0.39
Crit Moves:		****		****			****				****	
Green Time:	23.7	48.0	60.4	16.7	41.0	41.0	12.1	40.8	64.6	12.5	41.2	57.9
Volume/Cap:	0.53	1.16	0.11	1.16	0.53	0.53	1.16	0.56	0.17	0.24	1.16	0.89
Delay/Veh:	49.8	119	19.7	164.9	37.1	37.1	160.2	37.7	18.1	55.1	124	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:	49.8	119	19.7	164.9	37.1	37.1	160.2	37.7	18.1	55.1	124	44.9
LOS by Move:	D	F	B-	F	D+	D+	F	D+	B-	E+	F	D
HCM2k95thQ:	12	71	4	29	19	19	26	21	7	4	65	49

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

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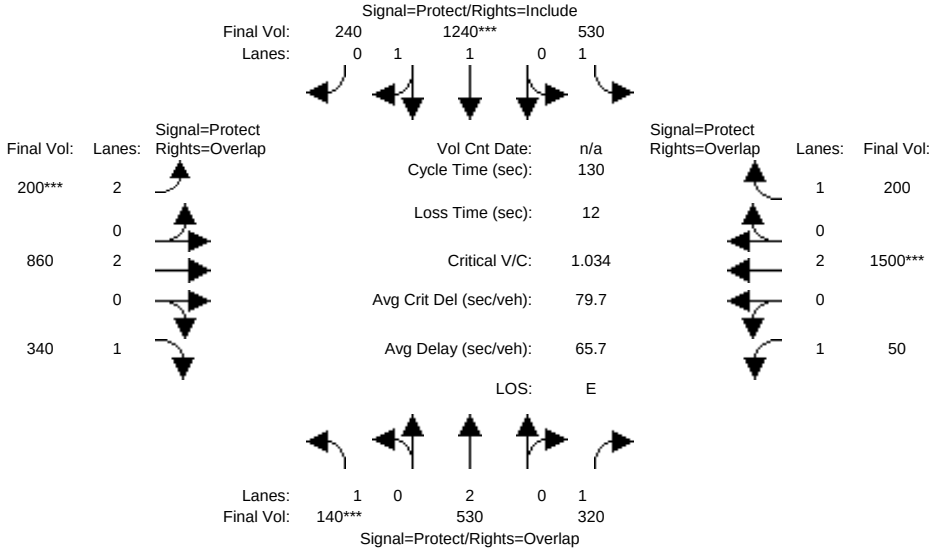
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #102: Lafayette Street / El Camino Real (CMP)



Street Name:	Lafayette Street						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	530	320	530	1240	240	200	860	340	50	1500	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	530	320	530	1240	240	200	860	340	50	1500	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	530	320	530	1240	240	200	860	340	50	1500	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	530	320	530	1240	240	200	860	340	50	1500	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	530	320	530	1240	240	200	860	340	50	1500	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	530	320	530	1240	240	200	860	340	50	1500	200
Saturation Flow 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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.67	0.33	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3100	600	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.18	0.30	0.40	0.40	0.06	0.23	0.19	0.03	0.39	0.11
Crit Moves:	****				****		****				****	
Green Time:	10.1	20.4	31.5	40.0	50.3	50.3	8.0	46.6	56.6	11.1	49.6	89.6
Volume/Cap:	1.03	0.89	0.76	0.98	1.03	1.03	1.03	0.63	0.45	0.34	1.03	0.17
Delay/Veh:	146.5	69.1	53.3	79.3	72.8	72.8	134.8	35.6	26.1	57.3	73.0	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	146.5	69.1	53.3	79.3	72.8	72.8	134.8	35.6	26.1	57.3	73.0	7.1
LOS by Move:	F	E	D-	E-	E	E	F	D+	C	E+	E	A
HCM2k95thQ:	15	20	23	41	56	56	16	26	19	5	60	6

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

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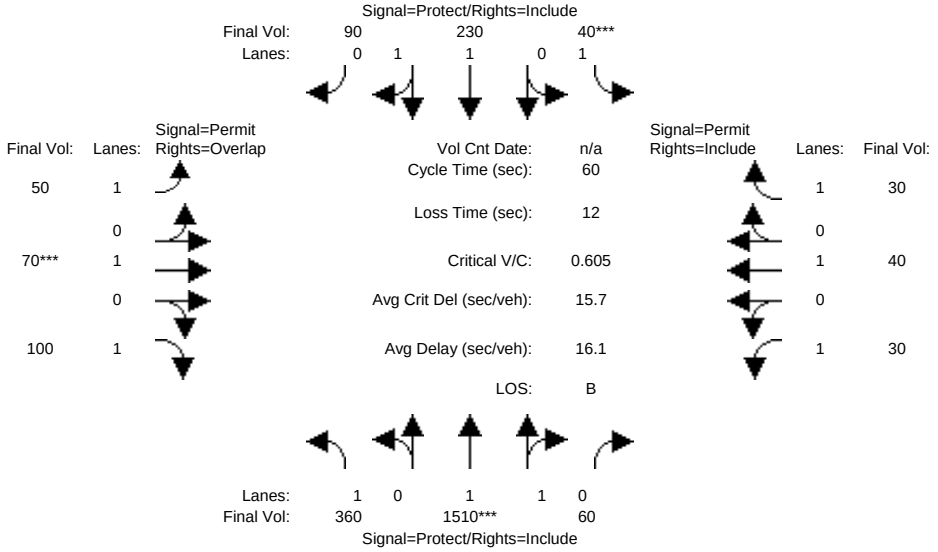
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #119: De La Cruz Boulevard / Aldo Avenue



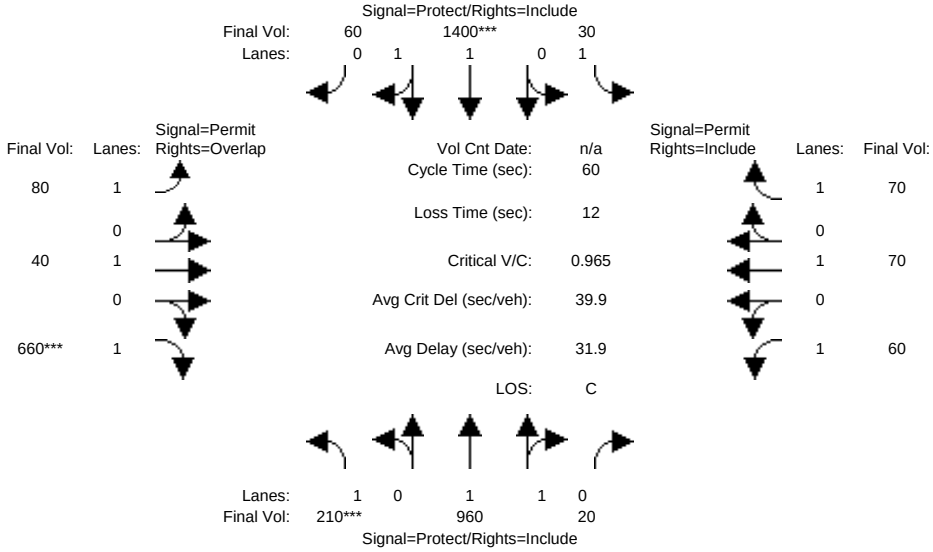
Street Name:	De La Cruz Boulevard						Aldo Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	360	1510	60	40	230	90	50	70	100	30	40	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	1510	60	40	230	90	50	70	100	30	40	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	1510	60	40	230	90	50	70	100	30	40	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	360	1510	60	40	230	90	50	70	100	30	40	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	1510	60	40	230	90	50	70	100	30	40	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	360	1510	60	40	230	90	50	70	100	30	40	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.42	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3558	141	1750	2659	1040	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.42	0.42	0.02	0.09	0.09	0.03	0.04	0.06	0.02	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	21.0	31.0	31.0	7.0	17.0	17.0	10.0	10.0	31.0	10.0	10.0	10.0
Volume/Cap:	0.59	0.82	0.82	0.20	0.31	0.31	0.17	0.22	0.11	0.10	0.13	0.10
Delay/Veh:	17.5	15.2	15.2	24.4	17.0	17.0	21.7	22.0	7.5	21.4	21.5	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	15.2	15.2	24.4	17.0	17.0	21.7	22.0	7.5	21.4	21.5	21.4
LOS by Move:	B	B	B	C	B	B	C+	C+	A	C+	C+	C+
HCM2k95thQ:	11	22	22	1	5	5	2	3	2	1	1	1

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

Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #119: De La Cruz Boulevard / Aldo Avenue



Street Name:	De La Cruz Boulevard						Aldo Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	960	20	30	1400	60	80	40	660	60	70	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:	210	960	20	30	1400	60	80	40	660	60	70	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	960	20	30	1400	60	80	40	660	60	70	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	960	20	30	1400	60	80	40	660	60	70	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	960	20	30	1400	60	80	40	660	60	70	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:	210	960	20	30	1400	60	80	40	660	60	70	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3624	76	1750	3548	152	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.02	0.39	0.39	0.05	0.02	0.38	0.03	0.04	0.04
Crit Moves:	****				****				****			
Green Time:	7.5	22.2	22.2	9.8	24.5	24.5	16.0	16.0	23.5	16.0	16.0	16.0
Volume/Cap:	0.96	0.72	0.72	0.11	0.96	0.96	0.17	0.08	0.96	0.13	0.14	0.15
Delay/Veh:	76.9	18.0	18.0	21.5	32.8	32.8	17.1	16.6	43.7	16.8	16.9	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	18.0	18.0	21.5	32.8	32.8	17.1	16.6	43.7	16.8	16.9	17.0
LOS by Move:	E-	B-	B-	C+	C-	C-	B	B	D	B	B	B
HCM2k95thQ:	11	15	15	1	29	29	3	1	33	2	2	2

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

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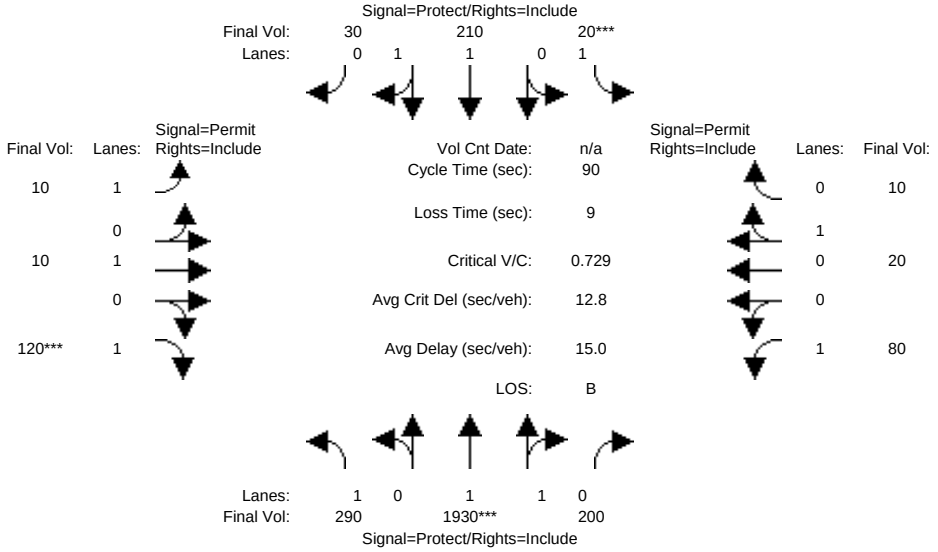
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #120: De La Cruz Boulevard / Laurelwood Road



Street Name:	De La Cruz Boulevard						Laurelwood Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1930	200	20	210	30	10	10	120	80	20	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:	290	1930	200	20	210	30	10	10	120	80	20	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1930	200	20	210	30	10	10	120	80	20	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:	1.00	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	1930	200	20	210	30	10	10	120	80	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1930	200	20	210	30	10	10	120	80	20	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:	290	1930	200	20	210	30	10	10	120	80	20	10
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	0.95	0.95
Lanes:	1.00	1.81	0.19	1.00	1.74	0.26	1.00	1.00	1.00	1.00	0.67	0.33
Final Sat.:	1750	3352	347	1750	3237	462	1750	1900	1750	1750	1200	600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.58	0.58	0.01	0.06	0.06	0.01	0.01	0.07	0.05	0.02	0.02
Crit Moves:		****		****					****			
Green Time:	42.5	64.0	64.0	7.0	28.5	28.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.35	0.81	0.81	0.15	0.20	0.20	0.05	0.05	0.62	0.41	0.15	0.15
Delay/Veh:	15.3	10.8	10.8	39.2	22.6	22.6	35.9	35.8	44.1	38.7	36.5	36.5
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:	15.3	10.8	10.8	39.2	22.6	22.6	35.9	35.8	44.1	38.7	36.5	36.5
LOS by Move:	B	B+	B+	D	C+	C+	D+	D+	D	D+	D+	D+
HCM2k95thQ:	10	36	36	1	5	5	1	1	9	5	2	2

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

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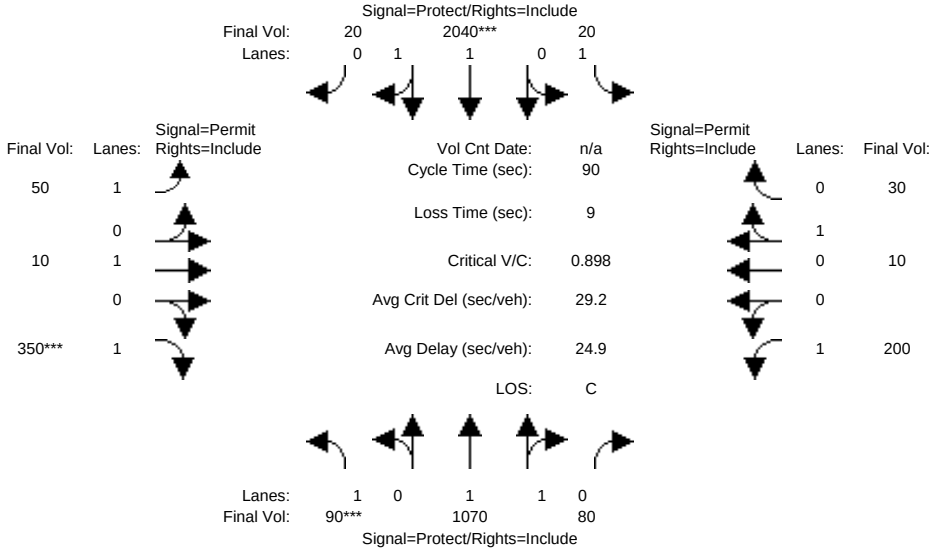
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #120: De La Cruz Boulevard / Laurelwood Road



Street Name:	De La Cruz Boulevard						Laurelwood Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1070	80	20	2040	20	50	10	350	200	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1070	80	20	2040	20	50	10	350	200	10	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1070	80	20	2040	20	50	10	350	200	10	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1070	80	20	2040	20	50	10	350	200	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1070	80	20	2040	20	50	10	350	200	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1070	80	20	2040	20	50	10	350	200	10	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.86	0.14	1.00	1.98	0.02	1.00	1.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	3442	257	1750	3664	36	1750	1900	1750	1750	450	1350
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.01	0.56	0.56	0.03	0.01	0.20	0.11	0.02	0.02
Crit Moves:	****				****				****			
Green Time:	7.0	49.1	49.1	12.3	54.4	54.4	19.6	19.6	19.6	19.6	19.6	19.6
Volume/Cap:	0.66	0.57	0.57	0.08	0.92	0.92	0.13	0.02	0.92	0.53	0.10	0.10
Delay/Veh:	51.8	13.8	13.8	34.1	22.7	22.7	28.5	27.7	61.6	32.5	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:	51.8	13.8	13.8	34.1	22.7	22.7	28.5	27.7	61.6	32.5	28.3	28.3
LOS by Move:	D-	B	B	C-	C+	C+	C	C	E	C-	C	C
HCM2k95thQ:	5	19	19	1	41	41	3	0	26	11	2	2

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

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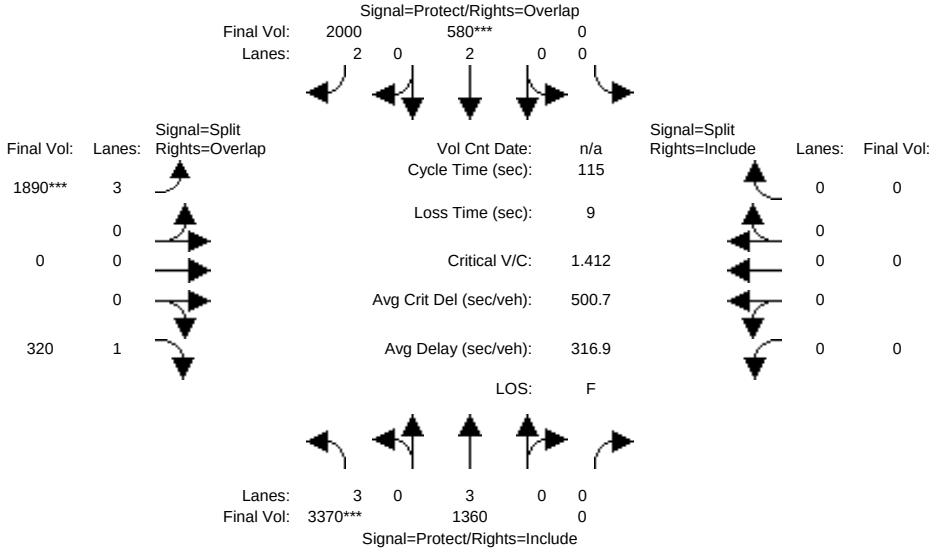
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #121: De La Cruz Boulevard / Central Expressway (CMP)



Street Name:	De La Cruz 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:	34	69	0	0	35	35	45	0	45	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:	3370	1360	0	0	580	2000	1890	0	320	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:	3370	1360	0	0	580	2000	1890	0	320	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3370	1360	0	0	580	2000	1890	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3370	1360	0	0	580	2000	1890	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3370	1360	0	0	580	2000	1890	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3370	1360	0	0	580	2000	1890	0	320	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	0.92	0.92	1.00	0.92
Lanes:	3.00	3.00	0.00	0.00	2.00	2.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	4551	5700	0	0	3800	3150	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.74	0.24	0.00	0.00	0.15	0.63	0.42	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	74.8	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	2.68	0.43	0.00	0.00	0.54	0.98	1.14	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	802.3	15.7	0.0	0.0	37.7	35.2	105.1	0.0	4.6	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:	802.3	15.7	0.0	0.0	37.7	35.2	105.1	0.0	4.6	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D+	D+	F	A	A	A	A	A
HCM2k95thQ:	238	17	0	0	18	77	66	0	5	0	0	0

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

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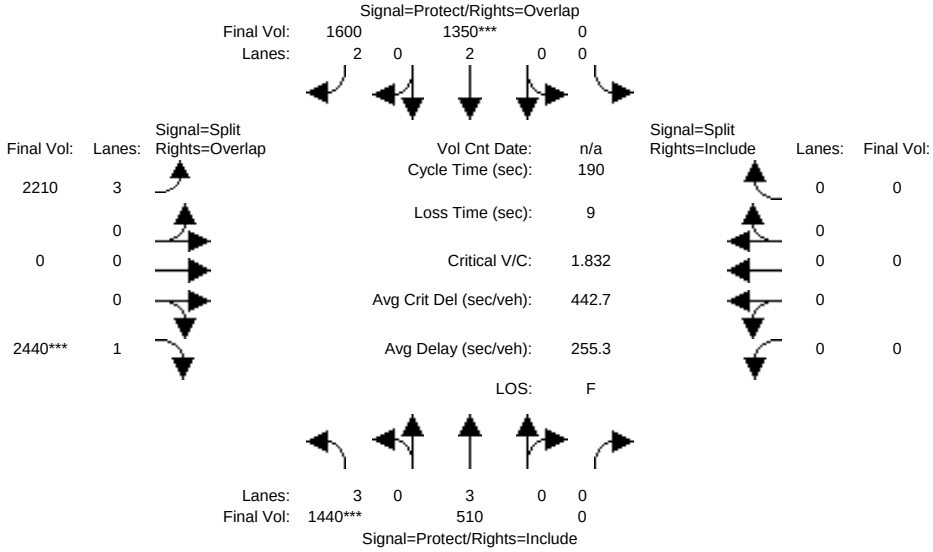
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #121: De La Cruz Boulevard / Central Expressway (CMP)



Street Name:	De La Cruz 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:	19	76	0	0	57	57	114	0	114	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:	1440	510	0	0	1350	1600	2210	0	2440	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:	1440	510	0	0	1350	1600	2210	0	2440	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1440	510	0	0	1350	1600	2210	0	2440	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1440	510	0	0	1350	1600	2210	0	2440	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1440	510	0	0	1350	1600	2210	0	2440	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1440	510	0	0	1350	1600	2210	0	2440	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	0.92	0.92	1.00	0.92
Lanes:	3.00	3.00	0.00	0.00	2.00	2.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	4551	5700	0	0	3800	3150	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.09	0.00	0.00	0.36	0.51	0.49	0.00	1.39	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	28.8	83.2	0.0	0.0	54.4	152.6	98.2	0.0	127.0	0.0	0.0	0.0
Volume/Cap:	2.09	0.20	0.00	0.00	1.24	0.63	0.94	0.00	2.09	0.00	0.00	0.00
Delay/Veh:	578.2	34.5	0.0	0.0	187	8.4	41.7	0.0	504.2	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:	578.2	34.5	0.0	0.0	187	8.4	41.7	0.0	504.2	0.0	0.0	0.0
LOS by Move:	F	C-	A	A	F	A	D	A	F	A	A	A
HCM2k95thQ:	110	12	0	0	88	38	72	0	479	0	0	0

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

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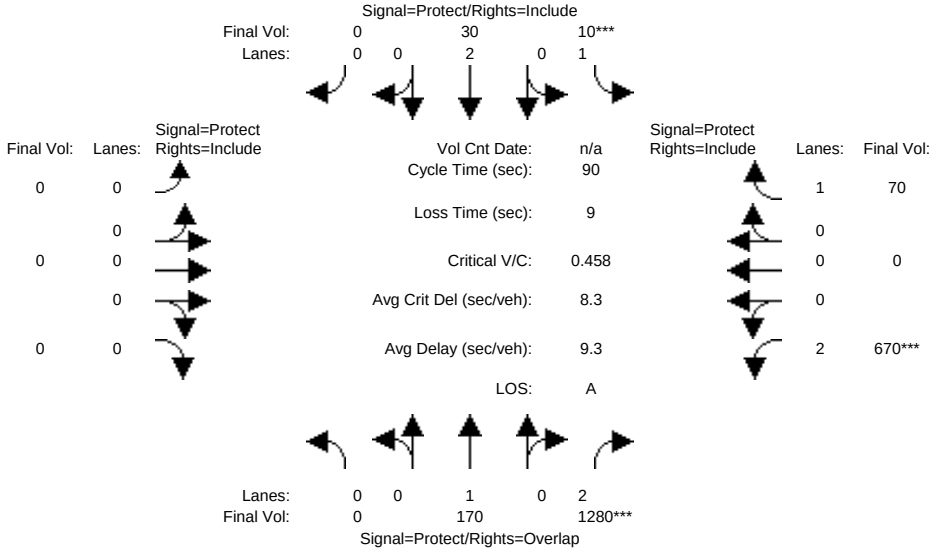
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	170	1280	10	30	0	0	0	0	670	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	170	1280	10	30	0	0	0	0	670	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	1280	10	30	0	0	0	0	670	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	1280	10	30	0	0	0	0	670	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	1280	10	30	0	0	0	0	670	0	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:	0	170	1280	10	30	0	0	0	0	670	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.41	0.01	0.01	0.00	0.00	0.00	0.00	0.21	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	35.3	74.0	7.0	42.3	0.0	0.0	0.0	0.0	38.7	0.0	38.7
Volume/Cap:	0.00	0.23	0.49	0.07	0.02	0.00	0.00	0.00	0.00	0.49	0.00	0.09
Delay/Veh:	0.0	18.4	2.5	38.7	12.8	0.0	0.0	0.0	0.0	18.8	0.0	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:	0.0	18.4	2.5	38.7	12.8	0.0	0.0	0.0	0.0	18.8	0.0	15.3
LOS by Move:	A	B-	A	D+	B	A	A	A	A	B-	A	B
HCM2k95thQ:	0	6	13	1	0	0	0	0	0	15	0	2

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

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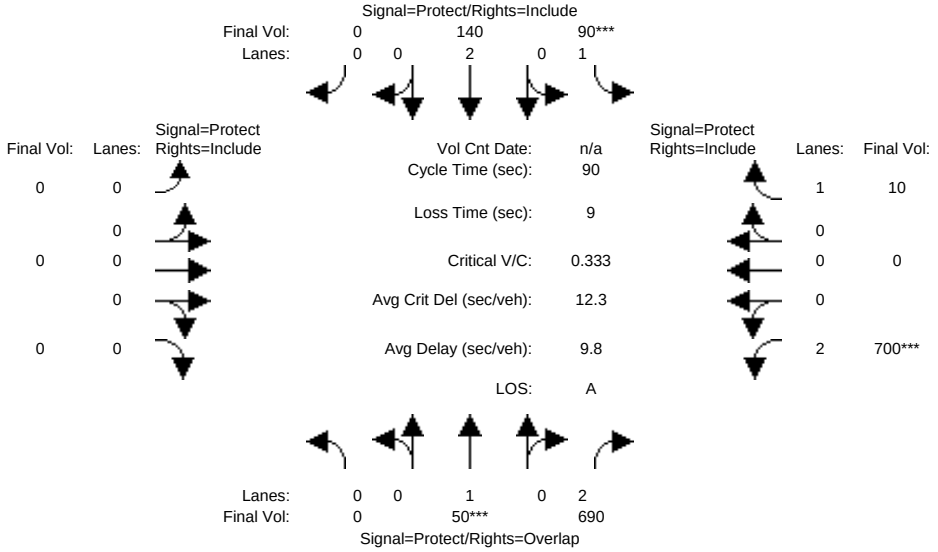
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	690	90	140	0	0	0	0	700	0	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	50	690	90	140	0	0	0	0	700	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	690	90	140	0	0	0	0	700	0	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:	1.00	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	50	690	90	140	0	0	0	0	700	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	690	90	140	0	0	0	0	700	0	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:	0	50	690	90	140	0	0	0	0	700	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.22	0.05	0.04	0.00	0.00	0.00	0.00	0.22	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	0.0	10.0	67.7	13.3	23.3	0.0	0.0	0.0	0.0	57.7	0.0	57.7
Volume/Cap:	0.00	0.24	0.29	0.35	0.14	0.00	0.00	0.00	0.00	0.35	0.00	0.01
Delay/Veh:	0.0	37.1	3.6	35.2	25.7	0.0	0.0	0.0	0.0	7.6	0.0	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:	0.0	37.1	3.6	35.2	25.7	0.0	0.0	0.0	0.0	7.6	0.0	5.8
LOS by Move:	A	D+	A	D+	C	A	A	A	A	A	A	A
HCM2k95thQ:	0	3	7	5	3	0	0	0	0	10	0	0

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

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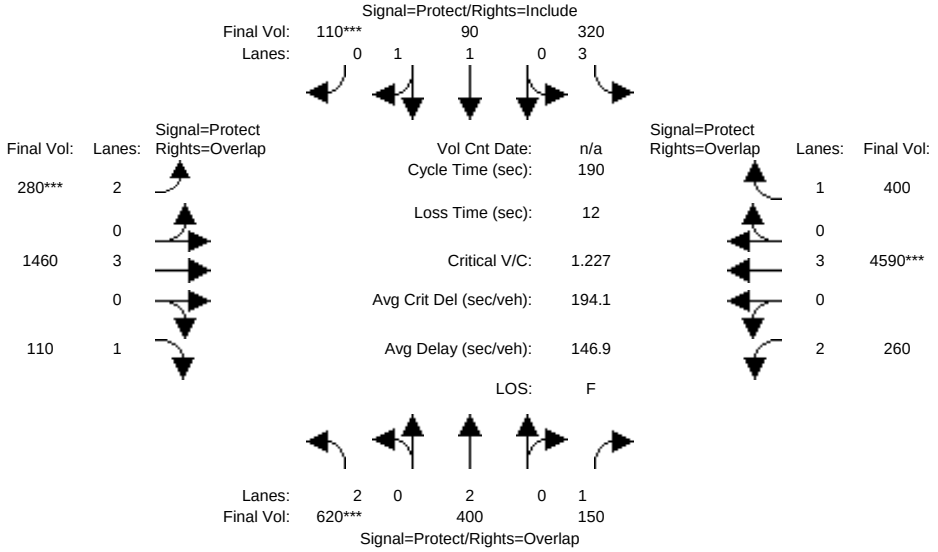
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #124: Scott Boulevard and Central Expressway (CMP)



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:	30	41	41	11	22	22	16	110	110	27	122	122
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	620	400	150	320	90	110	280	1460	110	260	4590	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	620	400	150	320	90	110	280	1460	110	260	4590	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	400	150	320	90	110	280	1460	110	260	4590	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	400	150	320	90	110	280	1460	110	260	4590	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	400	150	320	90	110	280	1460	110	260	4590	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	620	400	150	320	90	110	280	1460	110	260	4590	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	4551	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.11	0.09	0.07	0.05	0.06	0.09	0.26	0.06	0.08	0.81	0.23
Crit Moves:	****					****	****				****	
Green Time:	28.2	38.6	64.1	10.3	20.7	20.7	15.0	104	132.4	25.6	115	125.1
Volume/Cap:	1.33	0.52	0.25	1.29	0.43	0.58	1.12	0.47	0.09	0.61	1.33	0.35
Delay/Veh:	246.7	72.3	48.7	253.3	84.8	88.0	186.8	27.8	9.9	85.1	192	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	246.7	72.3	48.7	253.3	84.8	88.0	186.8	27.8	9.9	85.1	192	15.5
LOS by Move:	F	E	D	F	F	F	F	C	A	F	F	B
HCM2k95thQ:	56	20	13	21	9	13	23	29	5	16	201	20

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

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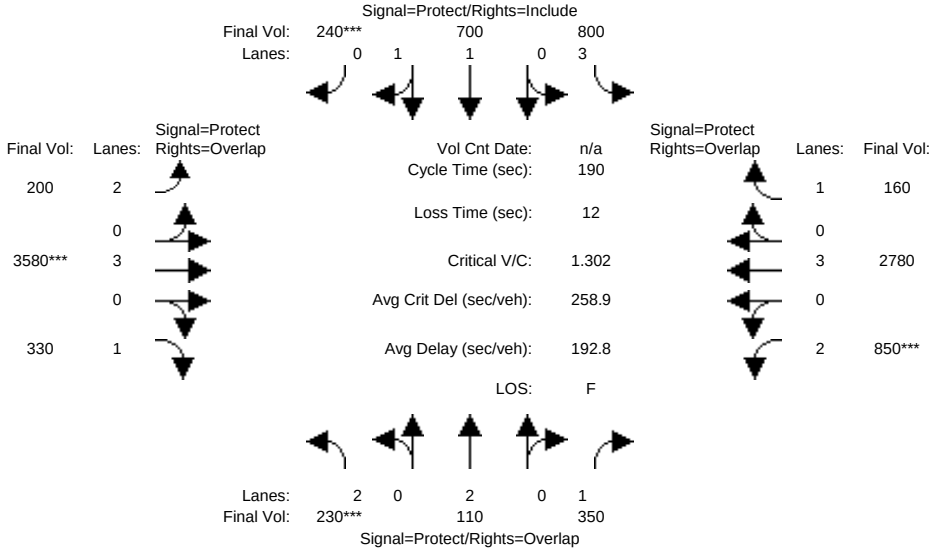
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #124: Scott Boulevard and Central Expressway (CMP)



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:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	110	350	800	700	240	200	3580	330	850	2780	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:	230	110	350	800	700	240	200	3580	330	850	2780	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	110	350	800	700	240	200	3580	330	850	2780	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:	230	110	350	800	700	240	200	3580	330	850	2780	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	110	350	800	700	240	200	3580	330	850	2780	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:	230	110	350	800	700	240	200	3580	330	850	2780	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	0.80	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	3.00	1.48	0.52	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	4551	2755	944	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.20	0.18	0.25	0.25	0.06	0.63	0.19	0.27	0.49	0.09
Crit Moves:	****					****		****		****		
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.53	0.14	0.62	1.78	1.51	1.51	0.68	1.21	0.29	2.37	0.90	0.14
Delay/Veh:	82.0	65.3	60.2	448.9	322	321.7	94.6	146	14.7	714.5	46.0	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.0	65.3	60.2	448.9	322	321.7	94.6	146	14.7	714.5	46.0	14.6
LOS by Move:	F	E	E	F	F	F	F	F	B	F	D	B
HCM2k95thQ:	16	5	33	58	74	74	13	140	16	100	77	8

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

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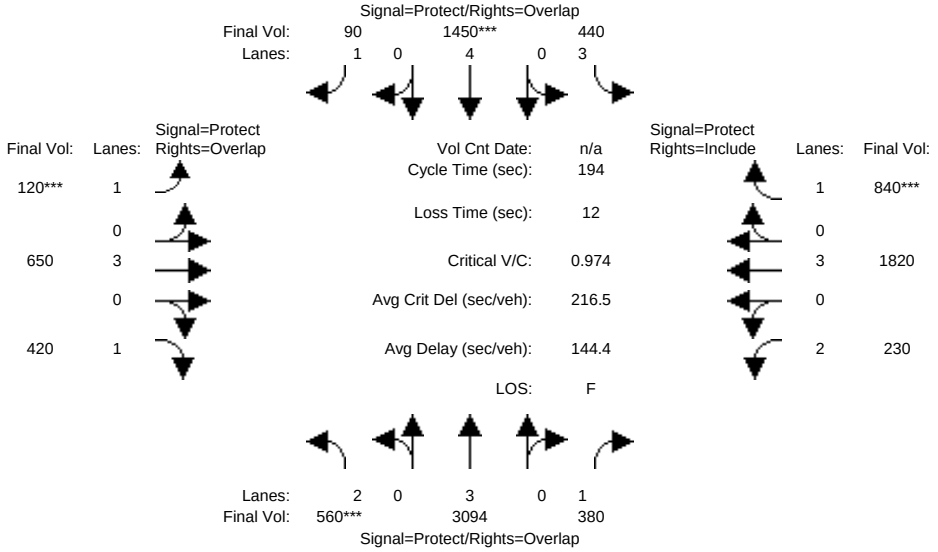
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #125: San Tomas Expressway and Stevens Creek Boulevard (CMP)



Street Name:	San Tomas Expressway						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	112	112	16	99	99	16	45	45	20	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	560	3640	380	440	1450	90	120	650	420	230	1820	840
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	3640	380	440	1450	90	120	650	420	230	1820	840
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	3640	380	440	1450	90	120	650	420	230	1820	840
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	3094	380	440	1450	90	120	650	420	230	1820	840
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	3094	380	440	1450	90	120	650	420	230	1820	840
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	3094	380	440	1450	90	120	650	420	230	1820	840
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	4.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	7600	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.54	0.22	0.10	0.19	0.05	0.07	0.11	0.24	0.07	0.32	0.48
Crit Moves:	****				****		****					****
Green Time:	27.4	106	124.9	15.1	93.7	108.8	15.1	42.6	70.0	18.9	46.4	46.4
Volume/Cap:	1.26	0.99	0.34	1.24	0.40	0.09	0.88	0.52	0.66	0.75	1.34	2.01
Delay/Veh:	220.7	60.7	16.8	223.8	33.9	20.9	136.5	70.9	57.8	99.8	234	540.1
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:	220.7	60.7	16.8	223.8	33.9	20.9	136.5	70.9	57.8	99.8	234	540.1
LOS by Move:	F	E	B	F	C-	C+	F	E	E+	F	F	F
HCM2k95thQ:	50	105	20	28	25	5	19	22	39	18	87	167

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

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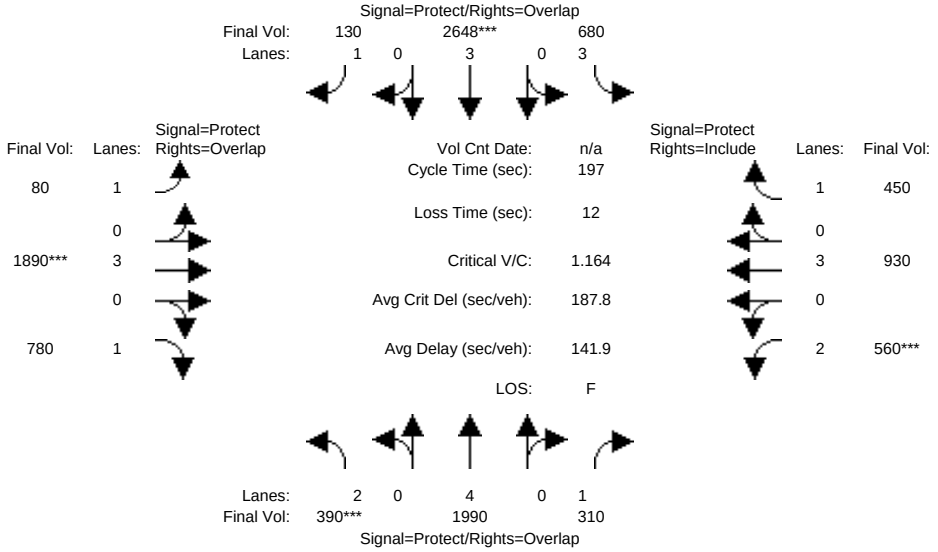
Santa Clara City Place EIR
SJ14-1528.01
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #125: San Tomas Expressway and Stevens Creek Boulevard (CMP)



Street Name:	San Tomas Expressway						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	88	88	40	110	110	17	48	48	22	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	390	1990	310	680	3310	130	80	1890	780	560	930	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1990	310	680	3310	130	80	1890	780	560	930	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	1990	310	680	3310	130	80	1890	780	560	930	450
User Adj:	1.00	1.00	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:	390	1990	310	680	2648	130	80	1890	780	560	930	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1990	310	680	2648	130	80	1890	780	560	930	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	1990	310	680	2648	130	80	1890	780	560	930	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	3.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	7600	1750	4551	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.18	0.15	0.46	0.07	0.05	0.33	0.45	0.18	0.16	0.26
Crit Moves:	****				****			****		****		
Green Time:	16.9	82.6	103.2	37.5	103	119.1	15.9	45.0	61.9	20.6	49.7	49.7
Volume/Cap:	1.44	0.62	0.34	0.78	0.89	0.12	0.56	1.45	1.42	1.70	0.65	1.02
Delay/Veh:	315.7	48.4	29.2	85.6	48.1	17.8	98.1	288	270.7	420.4	71.2	126.2
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:	315.7	48.4	29.2	85.6	48.1	17.8	98.1	288	270.7	420.4	71.2	126.2
LOS by Move:	F	D	C	F	D	B	F	F	F	F	E	F
HCM2k95thQ:	42	40	21	29	74	7	12	97	126	61	31	58

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

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Santa Clara City Place EIR
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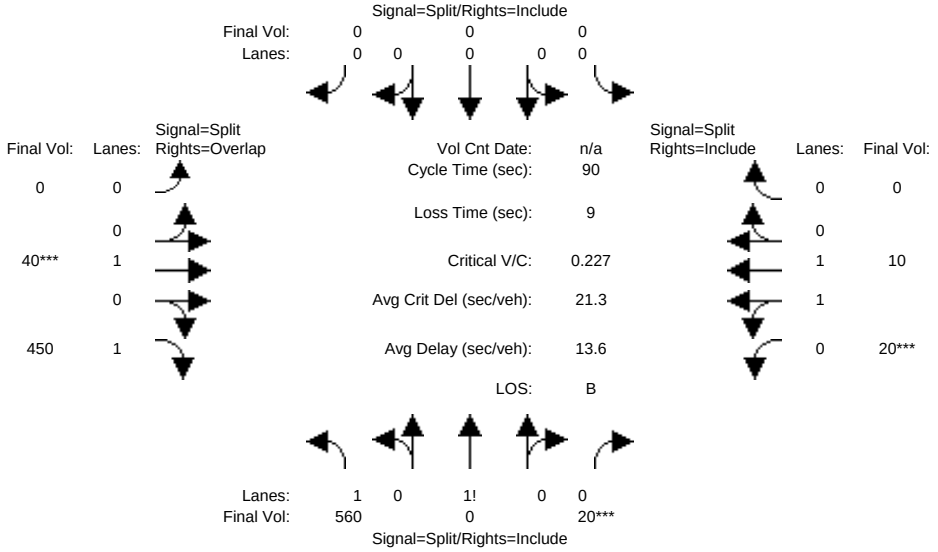
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #314: Calle Del Sol / Calle Del Luna (signalized)



Street Name:	Calle Del Sol						Calle Del 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:	10	10	10	0	0	0	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:	560	0	20	0	0	0	0	40	450	20	10	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	0	20	0	0	0	0	40	450	20	10	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	0	20	0	0	0	0	40	450	20	10	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	0	20	0	0	0	0	40	450	20	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	0	20	0	0	0	0	40	450	20	10	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:	560	0	20	0	0	0	0	40	450	20	10	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3383	0	117	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.02	0.26	0.01	0.01	0.00
Crit Moves:			****					****		****		
Green Time:	34.6	0.0	34.6	0.0	0.0	0.0	0.0	36.4	71.0	10.0	10.0	0.0
Volume/Cap:	0.43	0.00	0.45	0.00	0.00	0.00	0.00	0.05	0.33	0.10	0.05	0.00
Delay/Veh:	20.7	0.0	20.8	0.0	0.0	0.0	0.0	16.3	2.8	36.1	35.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.7	0.0	20.8	0.0	0.0	0.0	0.0	16.3	2.8	36.1	35.8	0.0
LOS by Move:	C+	A	C+	A	A	A	A	B	A	D+	D+	A
HCM2k95thQ:	13	0	13	0	0	0	0	1	8	1	1	0

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

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Santa Clara City Place EIR
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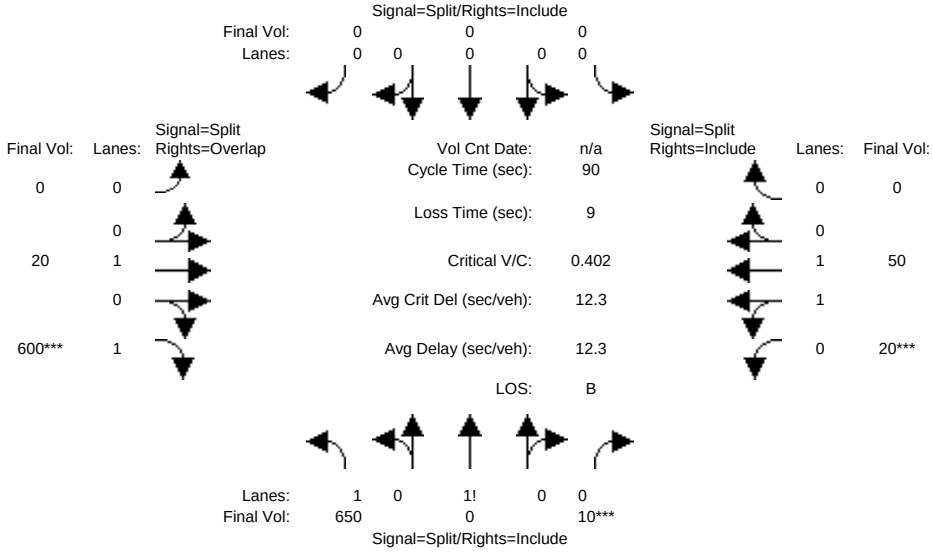
2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #314: Calle Del Sol / Calle Del Luna (signalized)



Street Name:	Calle Del Sol						Calle Del 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:	10	10	10	0	0	0	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:	650	0	10	0	0	0	0	20	600	20	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	650	0	10	0	0	0	0	20	600	20	50	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	650	0	10	0	0	0	0	20	600	20	50	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	650	0	10	0	0	0	0	20	600	20	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	650	0	10	0	0	0	0	20	600	20	50	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:	650	0	10	0	0	0	0	20	600	20	50	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	0.95	0.98	0.92
Lanes:	1.97	0.00	0.03	0.00	0.00	0.00	0.00	1.00	1.00	0.59	1.41	0.00
Final Sat.:	3448	0	52	0	0	0	0	1900	1750	1057	2642	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.01	0.34	0.02	0.02	0.00
Crit Moves:			****						****	****		
Green Time:	39.3	0.0	39.3	0.0	0.0	0.0	0.0	31.7	71.0	10.0	10.0	0.0
Volume/Cap:	0.43	0.00	0.44	0.00	0.00	0.00	0.00	0.03	0.43	0.17	0.17	0.00
Delay/Veh:	17.8	0.0	17.9	0.0	0.0	0.0	0.0	19.1	3.3	36.4	36.4	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:	17.8	0.0	17.9	0.0	0.0	0.0	0.0	19.1	3.3	36.4	36.4	0.0
LOS by Move:	B	A	B	A	A	A	A	B-	A	D+	D+	A
HCM2k95thQ:	13	0	14	0	0	0	0	1	12	2	2	0

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

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Variant Scheme

Table K-5: Existing with-Project Conditions Mitigation Summary and Project Contribution - Variant Analysis[1]

Study Int #	Intersection	Jurisdiction[2]	Peak Hour	Existing Conditions		Existing with Project Conditions (without mitigation)		Existing with Project Conditions (with mitigation)			Project Contribution					Mitigation Measure[7]	ROW Constraints?[8]	Project Responsilbity[9]	Secondary Impacts? (Ped / Bike / Transit)[10]
				Delay[3] (D_E)	LOS	Delay[3] (D_{EP})	LOS	Delay[3]	LOS	Significance with Mitigation[4]	Total Existing Intersection Volume (V_E)	Total Existing with Project Intersection Volume (V_{EP})	Project Trips (V_P)	Contribution based on Total Traffic[5]	Contribution based on Average Delay[6]				
8	Great America Parkway / Tasman Drive	Santa Clara (CMP)	AM	26.0	C	34.1	C	34.0	C	LTS	5,138	7,530	1,980	26.3%	23.8%	Partial Mitigation Add a southbound right-turn lane and add a third westbound left-turn lane.	Yes	100%	Yes
			PM	31.5	C	**171.2**	**F**	**100.3**	**F**	SU	5,701	10,100	4,140	41.0%	81.6%				
9	Convention Center / Tasman Drive	Santa Clara	AM	16.2	B	18.2	B	---	---	LTS	1,846	3,560	1,120	31.5%	11.0%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	20.2	C	**157.3**	**F**	---	---	SU	2,973	5,700	2,680	47.0%	87.2%				
11	Centennial Boulevard / Tasman Drive	Santa Clara	AM	19.8	B	56.5	E	---	---	SU	2,155	4,180	1,410	33.7%	65.0%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	19.8	B	**171.3**	**F**	---	---	SU	3,033	6,030	2,970	49.3%	88.4%				
14	Lick Mill Boulevard / Tasman Drive	Santa Clara	AM	22.1	C	**57.7**	**E**	42.8	D	LTS	2,599	4,930	1,880	38.1%	61.7%	Partial Mitigation: Reconfigure northbound and southbound approaches to 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.	Yes	100%	Yes
			PM	24.4	C	**>180**	**F**	**117.1**	**F**	SU	3,563	7,270	3,620	49.8%	87.2%				
57	Great America Parkway / SR 237 Westbound Ramps	Santa Clara (CMP)	AM	20.9	C	**116.5**	**F**	57.5	E	LTS	2,652	5,220	2,730	52.3%	82.1%	Add third westbound left-turn lane and associated receiving lane under underpass. Add a second westbound right-turn lane.	Yes	100%	Yes
			PM	18.9	B	55.3	E	39.4	D	LTS	2,043	3,420	1,700	49.7%	65.8%				
58	Great America Parkway / SR 237 Eastbound Ramps	Santa Clara (CMP)	AM	10.9	B	72.0	E	28.3	C	LTS	3,224	7,010	4,240	60.5%	84.9%	Add third southbound through lane (from Int. 57) and a second eastbound right-turn lane.	Yes	100%	Yes
			PM	8.6	A	11.6	B	11.5	B	LTS	3,127	4,610	2,340	50.8%	25.9%				
59	Great America Parkway / Yerba Buena (Great America) Way	Santa Clara	AM	27.0	C	**120.5**	**F**	**63.3**	**E**	SU	3,525	6,750	3,660	54.2%	77.6%	Partial Mitigation: Add a second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.	Yes	100%	Yes
			PM	31.4	C	**70.8**	**E**	27.2	C	LTS	3,574	5,150	2,200	42.7%	55.6%				
60	Great America Parkway / Old Mountain View-Alviso Road	Santa Clara	AM	19.2	B	**68.0**	**E**	**67.2**	**E**	SU	3,177	6,460	3,420	52.9%	71.8%	Partial Mitigation: Add second eastbound left-turn lane.	Yes	100%	Yes
			PM	26.6	C	**56.2**	**E**	44.1	D	LTS	3,349	5,800	2,510	43.3%	52.7%				
84	Gold Street / Gold Street Connector	San Jose	AM	22.7	C	**113.8**	**F**	25.7	C	SU	996	2,360	1,360	57.6%	80.1%	Add second northbound left-turn and second eastbound right-turn lane (move pedestrian crossing to north leg of intersection).	Yes	100%	Yes
			PM	21.7	C	29.8	C	23.6	C	SU	1,201	2,500	1,310	52.4%	27.2%				
123	Great America Parkway / Gold Street Connector	Santa Clara	AM	11.8	B	34.1	C	9.9	A	LTS	942	2,280	1,300	57.0%	65.4%	Add a second northbound right-turn lane (from Int. 57 dual westbound right-turn lanes).	Yes	100%	Yes
			PM	13.1	B	12.5	B	10.0	A	LTS	964	1,620	630	38.9%	-4.8%				

Notes:

Bold text indicates intersection operates at a deficient Level of Service. **Bold and highlighted** indicates a significant impact.

Underlined text indicates intersection is not an impacted internation, but mitigation measures from nearby intersections will influence a geometric change at this intersection.

* Intersection improvement identified at this intersection and included under existing no-project conditions. See Appendix 3.3-D.

1 For the Variant Analysis, only a subset of intersections were studied (Intersections 8, 9, 10, 11, 12, 13, 14, 57, 58, 59, 60, 61, 62, 63, 84, 85, 86, 87, 88, 89, 90, 114, 123). Impacts and mitigation measures at other intersections would be the same as with the Base Access Scheme.

2 CMP = Denotes Congestion Management Program intersection (VTA).

3 Signalized intersections: whole-intersection average control delay per vehicle (seconds). Unsignalized intersections: worst-approach average control delay per vehicle (seconds).

4 LTS = Less than significant with mitigation, SU = significant and unavoidable. Significance determination is based on draft mitigation and responsible jurisdiction of the intersection.

5 Contribution based on total traffic = $V_P/(V_{EP})$

6 Contribution based on the average intersection delay of vehicles $[(D_{EP}-D_E)/D_{EP}]$.

7 Off-setting Mitigation: In the North San Jose Deficiency Plan, off-setting local street network, transit, bicycle, and pedestrian improvements were identified to accommodate future vehicle growth. Partial Mitigation: The proposed mitigation measure mitigates either the AM or PM peak hour impact or partially mitigates both peak hour impacts.

8 ROW = right-of-way. To accommodate the proposed mitigation measure, right-of-way may need to be acquired as part of the mitigation measure.

9 "0%" = Project is not responsible for implementing proposed mitigation. "100%" = Project is responsible for funding and implementing 100% of the proposed mitigation measure. "% of Total Traffic" = Project is required to pay a fair share of the proposed mitigation measure. "Pay the North San Jose Fee" = Project is responsible to pay a fair share contribution to the North San Jose Deficiency Plan fee.

10 These street improvements may cause secondary impacts often associated with constructing new infrastructure or modifying existing facilities, such as the removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Table K-6: Existing with-Project Phases 1, 2, and 3 Conditions Mitigation Summary and Project Contribution - Variant Analysis[1]

Study Int #	Intersection	Jurisdiction[2]	Peak Hour	Existing Conditions		Existing with Project Phases 1, 2, and 3 Conditions (without mitigation)		Existing with Project Phases 1, 2, and 3 Conditions (with mitigation)			Existing with Project Phases 1, 2, and 3 Contribution					Mitigation Measure[7]	ROW Constraints?[8]	Project Responsilbity[9]	Secondary Impacts? (Ped / Bike / Transit)[10]
				Delay[3] (D_E)	LOS	Delay[3] (D_{EPP})	LOS	Delay[3]	LOS	Significance with Mitigation[4]	Total Existing Intersection Volume (V_E)	Total Existing with Partial Project Intersection Volume (V_{EPP})	Project Trips (V_P)	Contribution based on Total Traffic[5]	Contribution based on Average Delay[6]				
57	Great America Parkway / SR 237 Westbound Ramps	Santa Clara (CMP)	AM	20.9	C	**98.8**	**F**	37.9	D	LTS	2,652	3,880	1,240	32.0%	78.8%	Add third westbound left-turn lane and associated receiving lane under underpass. Add a second westbound right-turn lane.	Yes	100%	Yes
			PM	18.9	B	24.0	C	21.4	C	LTS	2,043	2,900	1,060	36.6%	21.3%				
58	Great America Parkway / SR 237 Eastbound Ramps	Santa Clara (CMP)	AM	10.9	B	11.9	B	10.2	B	LTS	3,224	5,730	2,690	46.9%	8.4%	Add third southbound through lane (from Int. 57) and a second eastbound right-turn lane.	Yes	100%	Yes
			PM	8.6	A	8.4	A	8.3	A	LTS	3,127	4,540	1,950	43.0%	-2.4%				
59	Great America Parkway / Yerba Buena (Great America) Way	Santa Clara	AM	27.0	C	**70.2**	**E**	**66.5**	**E**	SU	3,525	6,100	2,690	44.1%	61.5%	Partial Mitigation: Add a second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.	Yes	100%	Yes
			PM	31.4	C	39.4	D	26.7	C	LTS	3,574	5,320	1,940	36.5%	20.3%				
60	Great America Parkway / Old Mountain View-Alviso Road	Santa Clara	AM	19.2	B	**138.7**	**F**	**138.0**	**F**	SU	3,177	6,520	3,410	52.3%	86.2%	Partial Mitigation: Add second eastbound left-turn lane.	Possible	100%	Yes
			PM	26.6	C	**100.9**	**F**	**72.4**	**E**	SU	3,349	6,420	3,140	48.9%	73.6%				
123	Great America Parkway / Gold Street Connector	Santa Clara	AM	11.8	B	12.2	B	12.2	B	LTS	942	980	20	2.0%	3.3%	Add a second northbound right-turn lane (from Int. 57 dual westbound right-turn lanes).	Yes	100%	Yes
			PM	13.1	B	13.5	B	13.6	B	LTS	964	990	10	1.0%	3.0%				

Notes:

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Underlined text indicates intersection is not an impacted internation, but mitigation measures from nearby intersections will influence a geometric change at this intersection.

* Intersection improvement identified at this intersection and included under existing no-project conditions. See Appendix 3.3-D.

1 For the Variant Analysis, only a subset of intersections were studied (Intersections 8, 9, 10, 11, 12, 13, 14, 57, 58, 59, 60, 61, 62, 63, 84, 85, 86, 87, 88, 89, 90, 114, 123). Impacts and mitigation measures at other intersections would be the same as with the Base Access Scheme.

2 CMP = Denotes Congestion Management Program intersection (VTA).

3 Signalized intersections: whole-intersection average control delay per vehicle (seconds). Unsignalized intersections: worst-approach average control delay per vehicle (seconds).

4 LTS = Less than significant with mitigation, SU = significant and unavoidable. Significance determination is based on draft mitigation and responsible jurisdiction of the intersection.

5 Contribution based on total traffic = $V_P/(V_{EPP})$

6 Contribution based on the average intersection delay of vehicles $[(D_{EPP}-D_E)/D_{EPP}]$.

7 Off-setting Mitigation: In the North San José Deficiency Plan area, off-setting local street network, transit, bicycle, and pedestrian improvements were identified to accommodate future travel growth, but not directly mitigate the intersection with the identified impact. Partial Mitigation: The proposed mitigation measure mitigates the impact at one but not the other peak hour or reduces the delay but not enough to mitigate the impact.

8 ROW = right-of-way. "Yes" = additional right-of-way is required to construct the proposed mitigation measure. This includes relocating existing curbs and gutters. "Possible" = additional right-of-way may be needed to maintain bike lanes or transit facilities, such as bus duck-outs. "No" = the proposed mitigation measure will fit within the existing right-of-way and existing curb-to-curb widths. Curbs and gutters will not need to be relocated, but the median may need to be modified.

9 "100%" = The cost and construction of the proposed mitigation measure is the full responsibility of the Project Developer. These are discrete mitigation measures that either fully or partially mitigate significant Project impacts. "0%" = There is no feasible mitigation measure. "% of Total Traffic" = Project Developer shall pay a fair share contribution to the proposed mitigation measure, which is typically a larger transportation improvement, such as an expressway interchange, that has been identified in an adopted plan. "Pay North San José fee or fair share contribution of mitigation" = The Project Developer can pay the North San José fee or a fair share contribution for the mitigation measure or off-setting mitigation measure based on the amount of Project's percent contribution of the traffic volume growth at the intersection.

10 These street improvements may cause secondary impacts often associated with constructing new infrastructure or modifying existing facilities, such as the removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Table K-7: Background with-Project Conditions Mitigation Summary and Project Contribution - Variant Analysis[1]

Study Int #	Intersection	Jurisdiction[2]	Peak Hour	Background Conditions		Background with Project Conditions (without mitigation)		Background with Project Conditions (with mitigation)			Project Contribution					Mitigation Measure[7]	ROW Constraints?[8]	Project Responsilbity[9]	Secondary Impacts? (Ped / Bike / Transit)[10]
				Delay[3] (D_B)	LOS	Delay[3] (D_{BP})	LOS	Delay[3]	LOS	Significance with Mitigation[4]	Total Background Intersection Volume (V_B)	Total Background with Project Intersection Volume (V_{BP})	Project Trips (V_P)	Contribution based on Total Traffic[5]	Contribution based on Average Delay[6]				
8	Great America Parkway / Tasman Drive	Santa Clara (CMP)	AM	34.7	C	**89.9**	**F**	**88.8**	**F**	SU	6,160	8,270	1,650	20.0%	61.4%	Partial Mitigation Add a southbound right-turn lane and add a third westbound left-turn lane.	Yes	100%	Yes
			PM	51.8	D	**>180**	**F**	**163.1**	**F**	SU	6,820	10,490	3,850	36.7%	78.6%				
9	Convention Center / Tasman Drive	Santa Clara	AM	17.3	B	46.0	D	---	---	LTS	2,460	4,040	1,000	24.8%	62.4%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	21.9	C	**120.7**	**F**	---	---	SU	3,570	5,650	2,570	45.5%	81.9%				
11	Centennial Boulevard / Tasman Drive	Santa Clara	AM	20.4	C	**110.4**	**F**	---	---	SU	2,780	4,700	1,330	28.3%	81.5%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	24.1	C	**172.2**	**F**	---	---	SU	3,650	5,940	2,700	45.5%	86.0%				
13	Calle Del Sol / Tasman Drive	Santa Clara	AM	13.2	B	43.1	D	26.9	C	LTS	2,650	4,510	1,540	34.1%	69.4%	Add a westbound right-turn lane. Reconfigure southbound approach to include two left-turn lanes and one right-turn lane with overlap phase.	Yes	100%	Yes
			PM	19.0	B	**65.0**	**E**	18.7	B	LTS	3,220	5,280	2,440	46.2%	70.8%				
14	Lick Mill Boulevard / Tasman Drive	Santa Clara	AM	23.1	C	**92.8**	**F**	**72.8**	**E**	SU	3,280	5,670	2,010	35.4%	75.1%	Partial Mitigation: Reconfigure northbound and southbound approaches to 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.	Yes	100%	Yes
			PM	32.3	C	**148.3**	**F**	**96.1**	**F**	SU	4,060	6,880	2,860	41.6%	78.2%				
57	Great America Parkway / SR 237 Westbound Ramps	Santa Clara (CMP)	AM	26.5	C	**104.7**	**F**	52.1	D	LTS	2,980	5,060	2,590	51.2%	74.7%	Add third westbound left-turn lane and associated receiving lane under underpass. Add a second westbound right-turn lane.	Yes	100%	Yes
			PM	19.5	B	72.8	E	49.9	D	LTS	2,230	3,720	1,840	49.5%	73.2%				
58	Great America Parkway / SR 237 Eastbound Ramps	Santa Clara (CMP)	AM	11.9	B	68.8	E	30.6	C	LTS	3,570	7,260	4,210	58.0%	82.7%	Add third southbound through lane (from Int. 57) and a second eastbound right-turn lane.	Yes	100%	Yes
			PM	10.9	B	23.4	C	23.3	C	LTS	3,800	5,770	2,830	49.0%	53.4%				
59	Great America Parkway / Yerba Buena (Great America) Way	Santa Clara	AM	29.3	C	**123.1**	**F**	**69.5**	**E**	SU	3,870	6,870	3,610	52.5%	76.2%	Partial Mitigation: Add a second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.	Yes	100%	Yes
			PM	34.7	C	**139.3**	**F**	40.8	D	LTS	4,280	6,260	2,250	35.9%	75.1%				
60	Great America Parkway / Old Mountain View-Alviso Road	Santa Clara	AM	20.6	C	**55.8**	**E**	55.0	D	LTS	3,540	6,540	3,280	50.2%	63.1%	Partial Mitigation: Add second eastbound left-turn lane.	Yes	100%	Yes
			PM	37.2	D	**100.6**	**F**	**66.3**	**E**	SU	3,980	6,690	2,050	30.6%	63.0%				
84	Gold Street / Gold Street Connector	San Jose	AM	23.3	C	**115.8**	**F**	27.6	C	SU	1,180	2,520	1,340	53.2%	79.9%	Add second northbound left-turn and second eastbound right-turn lane (move pedestrian crossing to north leg of intersection).	Yes	100%	Yes
			PM	21.7	C	34.4	C	24.5	C	SU	1,320	2,680	1,350	50.4%	36.9%				
90	Lafayette Street / Calle De Luna	Santa Clara	AM	16.4	B	**69.2**	**E**	48.0	D	LTS	1,690	3,680	2,090	56.8%	76.3%	Reconstruct the westbound approach to include two left-turn lanes and one right-turn lane.	No	100%	Yes
			PM	19.6	B	24.5	C	22.1	C	LTS	2,060	4,260	2,400	56.3%	20.0%				
114	Calle Del Sol / Calle Del Luna	Santa Clara	AM	15.6	C	32.0	D	11.4	B	LTS	590	940	350	37.2%	51.3%	Signalize.	No	100%	Possible
			PM	23.2	C	**74.4**	**F**	12.4	B	LTS	860	1,240	500	40.3%	68.8%				
123	Great America Parkway / Gold Street Connector	Santa Clara	AM	11.9	B	29.1	C	9.8	A	LTS	1,060	2,260	1,260	55.8%	59.1%	Add a second northbound right-turn lane (from Int. 57 dual westbound right-turn lanes).	Yes	100%	Yes
			PM	13.6	B	13.0	B	9.6	A	LTS	1,040	1,740	720	41.4%	-4.6%				

Notes:

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Underlined text indicates intersection is not an impacted internation, but mitigation measures from nearby intersections will influence a geometric change at this intersection.

* Intersection improvement identified at this intersection and included under background no-project conditions. See Appendix 3.3-D.

1 For the Variant Analysis, only a subset of intersections were studied (Intersections 8, 9, 10, 11, 12, 13, 14, 57, 58, 59, 60, 61, 62, 63, 84, 85, 86, 87, 88, 89, 90, 114, 123). Impacts and mitigation measures at other intersections would be the same as with the Base Access Scheme.

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3 Signalized intersections: whole-intersection average control delay per vehicle (seconds). Unsignalized intersections: worst-approach average control delay per vehicle (seconds).

4 LTS = Less than significant with mitigation, SU = significant and unavoidable. Significance determination is based on draft mitigation and responsible jurisdiction of the intersection.

5 Contribution based on total traffic = $V_P/(V_{BP})$

6 Contribution based on the average intersection delay of vehicles $[(D_{BP}-D_B)/D_{BP}]$.

7 Off-setting Mitigation: In the North San José Deficiency Plan area, off-setting local street network, transit, bicycle, and pedestrian improvements were identified to accommodate future travel growth, but not directly mitigate the intersection with the identified impact. Partial Mitigation: The proposed mitigation measure mitigates the impact at one but not the other peak hour or reduces the delay but not enough to mitigate the impact.

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10 These street improvements may cause secondary impacts often associated with constructing new infrastructure or modifying existing facilities, such as the removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Table K-8: Cumulative with-Project Conditions Mitigation Summary and Project Contribution - Variant Analysis[1]

Study Int #	Intersection	Jurisdiction[2]	Peak Hour	Cumulative Conditions		Cumulative with Project Conditions (without mitigation)		Cumulative with Project Conditions (with mitigation)			Project Contribution					Mitigation Measure[7]	ROW Constraints?[8]	Project Responsilbity[9]	Secondary Impacts? (Ped / Bike / Transit)[10]
				Delay[3] (D_C)	LOS	Delay[3] (D_{CP})	LOS	Delay[3]	LOS	Significance with Mitigation[4]	Total Cumulative Intersection Volume (V_C)	Total Cumulative with Project Intersection Volume (V_{CP})	Project Trips (V_P)	Contribution based on Total Traffic[5]	Contribution based on Average Delay[6]				
8	Great America Parkway / Tasman Drive	Santa Clara (CMP)	AM	**128.4**	**F**	**162.5**	**F**	**151.7**	**F**	SU	7,650	9,580	1,890	19.7%	21.0%	Partial Mitigation: Add a southbound right-turn lane and add a third westbound left-turn lane.	Yes	100%	Yes
			PM	**125.7**	**F**	**>180**	**F**	**>180**	**F**	SU	8,380	11,740	4,210	35.9%	60.0%				
9	Convention Center / Tasman Drive	Santa Clara	AM	**125.3**	**F**	**131.0**	**F**	**---**	**---**	SU	3,740	4,910	1,150	23.4%	4.4%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	36.9	D	**163.4**	**F**	**---**	**---**	SU	4,370	6,110	2,710	44.4%	77.4%				
11	Centennial Boulevard / Tasman Drive	Santa Clara	AM	**111.1**	**F**	**170.3**	**F**	**---**	**---**	SU	3,930	5,460	1,520	27.8%	34.8%	No feasible mitigation (No right-of-way is available).	N/A	0%	N/A
			PM	46.1	D	**>180**	**F**	**---**	**---**	SU	4,310	6,160	2,860	46.4%	75.7%				
13	Calle Del Sol / Tasman Drive	Santa Clara	AM	44.0	D	**123.1**	**F**	**105.5**	**F**	SU	3,700	5,370	1,730	32.2%	64.3%	Add a westbound right-turn lane. Reconfigure southbound approach to include two left-turn lanes and one right-turn lane with overlap phase.	Yes	100%	Yes
			PM	20.9	C	**96.5**	**F**	23.2	C	LTS	4,350	5,650	2,540	45.0%	78.3%				
14	Lick Mill Boulevard / Tasman Drive	Santa Clara	AM	**61.1**	**E**	**>180**	**F**	**155.0**	**F**	SU	4,550	6,810	2,250	33.0%	66.6%	Partial Mitigation: Reconfigure northbound and southbound approaches to 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.	Yes	100%	Yes
			PM	**89.7**	**F**	**>180**	**F**	**166.6**	**F**	SU	5,670	8,060	2,950	36.6%	63.1%				
57	Great America Parkway / SR 237 Westbound Ramps	Santa Clara (CMP)	AM	27.9	C	**90.4**	**F**	41.4	D	LTS	3,050	4,840	2,310	47.7%	69.1%	Add third westbound left-turn lane and associated receiving lane under underpass. Add a second westbound right-turn lane.	Yes	100%	Yes
			PM	20.0	B	42.7	D	30.3	C	LTS	2,390	3,510	1,700	48.4%	53.2%				
58	Great America Parkway / SR 237 Eastbound Ramps	Santa Clara (CMP)	AM	13.3	B	61.7	E	27.7	C	LTS	3,730	6,560	3,690	56.3%	78.4%	Add third southbound through lane (from Int. 57) and a second eastbound right-turn lane.	Yes	100%	Yes
			PM	13.5	B	27.4	C	27.3	C	LTS	4,090	5,480	2,520	46.0%	50.7%				
59	Great America Parkway / Yerba Buena (Great America) Way	Santa Clara	AM	29.9	C	**76.9**	**E**	**66.2**	**E**	SU	3,960	6,390	3,180	49.8%	61.1%	Partial Mitigation: Add a second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.	Yes	100%	Yes
			PM	**59.0**	**E**	**165.9**	**F**	53.0	D	LTS	4,700	6,320	2,390	37.8%	64.4%				
60	Great America Parkway / Old Mountain View-Alviso Road	Santa Clara	AM	21.9	C	45.8	D	45.4	D	LTS	3,700	6,350	2,950	46.5%	52.2%	Partial Mitigation: Addsecond eastbound left-turn lane.	Yes	100%	Yes
			PM	48.9	D	**91.1**	**F**	**59.4**	**E**	SU	4,310	6,520	2,770	42.5%	46.3%				
90	Lafayette Street / Calle De Luna	Santa Clara	AM	17.9	B	**105.5**	**F**	33.7	C	LTS	1,840	3,920	2,230	56.9%	83.0%	Add a northbound right-turn lane and reconstruct the westbound approach to include two left-turn lanes and one right-turn lane.	No	100%	Yes
			PM	18.5	B	26.4	C	22.9	C	LTS	2,510	4,530	2,720	60.0%	29.9%				
114	Calle Del Sol / Calle Del Luna	Santa Clara	AM	18.4	C	**49.2**	**E**	11.8	B	LTS	670	1,060	370	34.9%	62.6%	Signalize.	No	100%	Possible
			PM	27.9	D	**118.6**	**F**	12.8	B	LTS	910	1,300	540	41.5%	76.5%				
123	Great America Parkway / Gold Street Connector	Santa Clara	AM	11.5	B	22.7	C	9.3	A	LTS	1,120	2,230	1,110	49.8%	49.3%	Add a second northbound right-turn lane (from Int. 57 dual westbound right-turn lanes).	Yes	100%	Yes
			PM	13.8	B	12.9	B	9.8	A	LTS	1,180	1,690	630	37.3%	-7.0%				

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* Intersection improvement identified at this intersection and included under cumulative no-project conditions. See Appendix 3.3-D.

1 For the Variant Analysis, only a subset of intersections were studied (Intersections 8, 9, 10, 11, 12, 13, 14, 57, 58, 59, 60, 61, 62, 63, 84, 85, 86, 87, 88, 89, 90, 114, 123). Cumulative impacts and mitigation measures at other intersections would be the same as with the Base Access Scheme.

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6 Contribution based on the average intersection delay of vehicles $[(D_{CP}-D_C)/D_{CP}]$.

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Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing with-Project Mit AM				Existing with-Project Mit PM													
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#8	Great America Parkway / Tasman Drive (CMP)	C-	34.0	0.932	41.0	F	100.3	1.169	135.7										
#14	Lick Mill Boulevard / Tasman Drive	D	42.8	0.912	62.3	F	117.1	1.292	173.8										
#57	Great America Parkway / SR 237 WB Ramps (CMP)	E+	57.5	1.094	79.6	D	39.4	0.976	49.0										
#58	Great America Parkway / SR 237 EB Ramps (CMP)	C	28.3	0.931	30.0	B+	11.5	0.699	14.4										
#59	Great America Parkway / Yerba Buena (Great America) Way	E	63.3	1.005	85.3	C	27.2	0.731	27.4										
#60	Great America Parkway / Old Mountain View-Alviso Road	E	67.2	1.108	119.5	D	44.1	0.861	50.2										
#84	Gold Street / Gold Street Connector	C	25.7	0.699	27.0	C	23.6	0.510	29.1										
#123	Great America Parkway and Gold Street Connector	A	9.9	0.500	9.3	B+	10.0	0.330	12.4										

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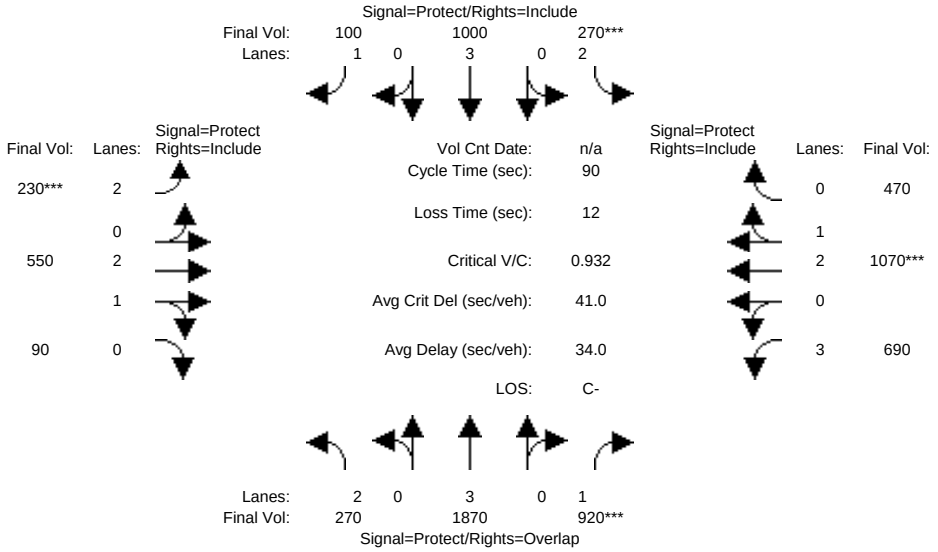
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #8: Great America Parkway / Tasman Drive (CMP)



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	1870	920	270	1000	100	230	550	90	690	1070	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:	270	1870	920	270	1000	100	230	550	90	690	1070	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	1870	920	270	1000	100	230	550	90	690	1070	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:	270	1870	920	270	1000	100	230	550	90	690	1070	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1870	920	270	1000	100	230	550	90	690	1070	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:	270	1870	920	270	1000	100	230	550	90	690	1070	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.80	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.56	0.44	3.00	2.05	0.95
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	4811	787	4551	3889	1708
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.53	0.09	0.18	0.06	0.07	0.11	0.11	0.15	0.28	0.28
Crit Moves:			****	****			****				****	
Green Time:	14.6	36.1	55.3	8.3	29.8	29.8	7.0	14.4	14.4	19.2	26.6	26.6
Volume/Cap:	0.53	0.82	0.86	0.93	0.53	0.17	0.93	0.71	0.71	0.71	0.93	0.93
Delay/Veh:	35.6	26.4	21.0	75.9	24.7	21.5	80.4	38.5	38.5	35.4	40.9	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	26.4	21.0	75.9	24.7	21.5	80.4	38.5	38.5	35.4	40.9	40.9
LOS by Move:	D+	C	C+	E-	C	C+	F	D+	D+	D+	D	D
HCM2k95thQ:	8	28	40	11	14	4	10	11	11	14	27	27

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

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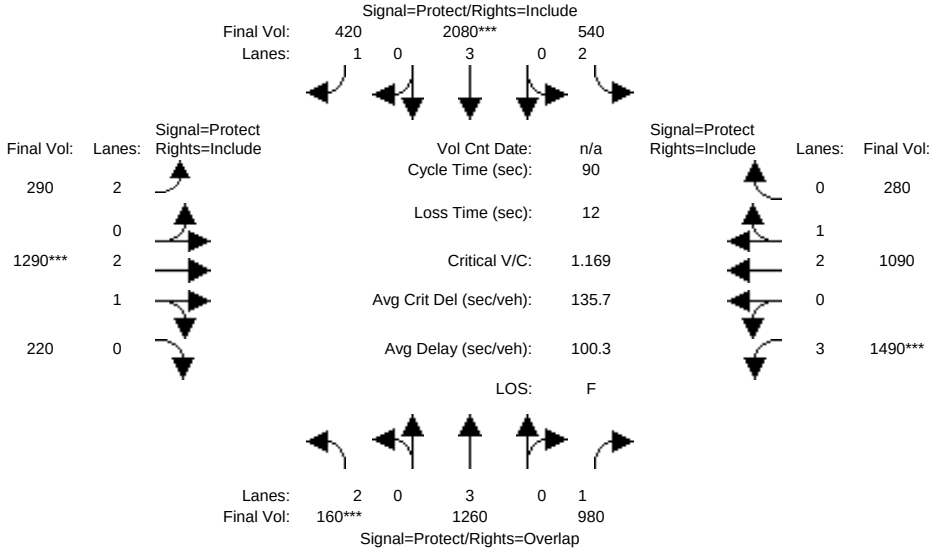
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #8: Great America Parkway / Tasman Drive (CMP)



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1260	980	540	2080	420	290	1290	220	1490	1090	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1260	980	540	2080	420	290	1290	220	1490	1090	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1260	980	540	2080	420	290	1290	220	1490	1090	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	1260	980	540	2080	420	290	1290	220	1490	1090	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1260	980	540	2080	420	290	1290	220	1490	1090	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	1260	980	540	2080	420	290	1290	220	1490	1090	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.80	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.55	0.45	3.00	2.36	0.64
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	4783	816	4551	4454	1144
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.56	0.17	0.36	0.24	0.09	0.27	0.27	0.33	0.24	0.24
Crit Moves:	****				****			****		****		
Green Time:	7.0	19.5	43.7	14.4	26.9	26.9	12.0	19.9	19.9	24.2	32.0	32.0
Volume/Cap:	0.65	1.02	1.15	1.07	1.22	0.80	0.69	1.22	1.22	1.22	0.69	0.69
Delay/Veh:	46.5	65.5	105.5	98.4	136	37.7	41.9	141	141.3	139.3	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	65.5	105.5	98.4	136	37.7	41.9	141	141.3	139.3	25.8	25.8
LOS by Move:	D	E	F	F	F	D+	D	F	F	F	C	C
HCM2k95thQ:	6	27	74	22	54	21	9	43	43	48	18	18

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

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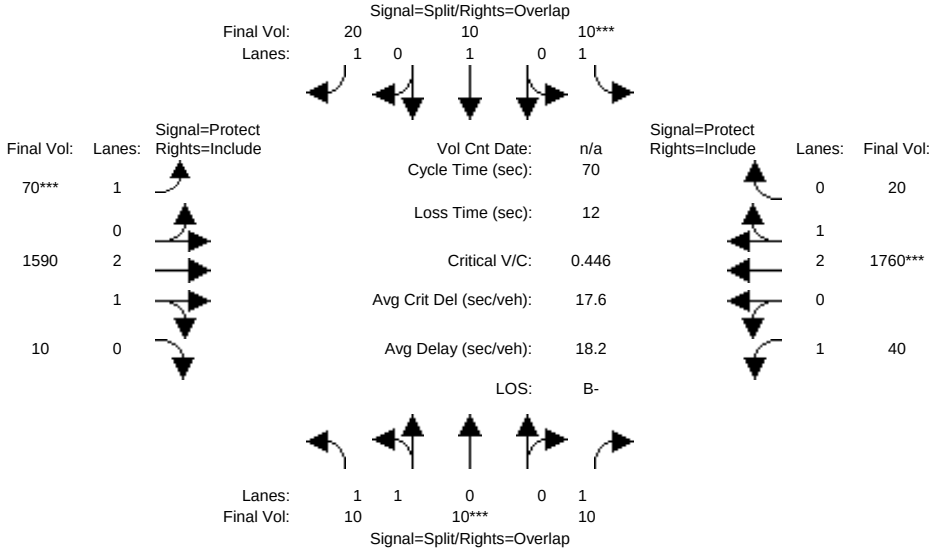
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #9: Convention Center / Tasman Drive



Street Name:	Convention Center						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	10	10	10	20	70	1590	10	40	1760	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:	10	10	10	10	10	20	70	1590	10	40	1760	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	10	10	10	20	70	1590	10	40	1760	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	10	10	10	20	70	1590	10	40	1760	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	10	10	20	70	1590	10	40	1760	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:	10	10	10	10	10	20	70	1590	10	40	1760	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.01	0.99	1.00	1.00	1.00	1.00	1.00	2.98	0.02	1.00	2.97	0.03
Final Sat.:	1775	1775	1750	1750	1900	1750	1750	5565	35	1750	5537	63
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.04	0.29	0.29	0.02	0.32	0.32
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	19.9	10.0	10.0	17.0	7.0	28.1	28.1	9.9	31.0	31.0
Volume/Cap:	0.04	0.04	0.02	0.04	0.04	0.05	0.40	0.71	0.71	0.16	0.72	0.72
Delay/Veh:	25.9	25.9	18.1	25.9	25.9	20.3	31.0	18.6	18.6	26.8	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	18.1	25.9	25.9	20.3	31.0	18.6	18.6	26.8	17.0	17.0
LOS by Move:	C	C	B-	C	C	C+	C	B-	B-	C	B	B
HCM2k95thQ:	0	0	0	0	0	1	3	18	18	2	20	20

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

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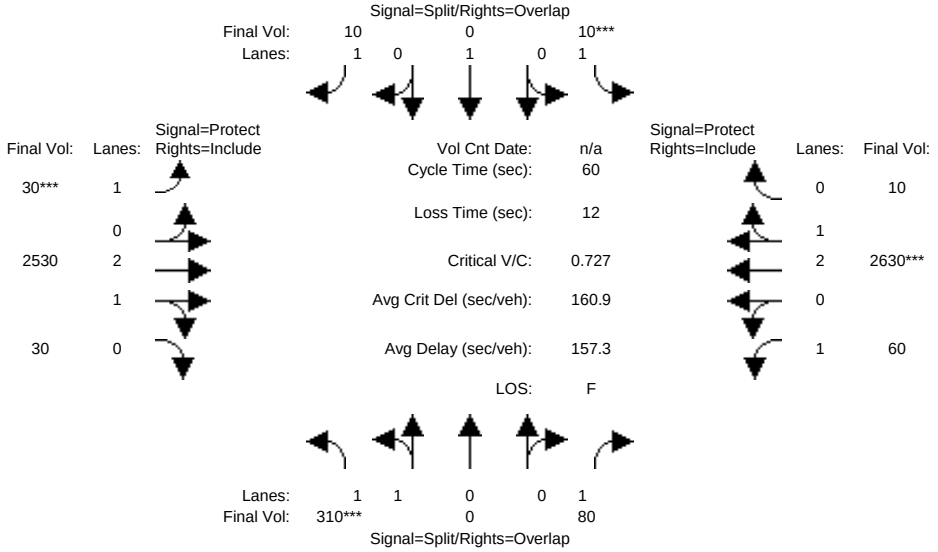
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #9: Convention Center / Tasman Drive



Street Name:	Convention Center						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	0	80	10	0	10	30	2530	30	60	2630	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:	310	0	80	10	0	10	30	2530	30	60	2630	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	0	80	10	0	10	30	2530	30	60	2630	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	0	80	10	0	10	30	2530	30	60	2630	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	80	10	0	10	30	2530	30	60	2630	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:	310	0	80	10	0	10	30	2530	30	60	2630	10
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	0.98	0.95	0.92	0.98	0.95
Lanes:	2.00	0.00	1.00	1.00	1.00	1.00	1.00	2.96	0.04	1.00	2.99	0.01
Final Sat.:	3550	0	1750	1750	1900	1750	1750	5534	66	1750	5579	21
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.05	0.01	0.00	0.01	0.02	0.46	0.46	0.03	0.47	0.47
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	17.0	10.0	0.0	17.0	7.0	21.0	21.0	7.0	21.0	21.0
Volume/Cap:	0.52	0.00	0.16	0.03	0.00	0.02	0.15	1.31	1.31	0.29	1.35	1.35
Delay/Veh:	23.7	0.0	16.3	21.0	0.0	15.5	24.2	161	161.1	25.0	179	179.1
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:	23.7	0.0	16.3	21.0	0.0	15.5	24.2	161	161.1	25.0	179	179.1
LOS by Move:	C	A	B	C+	A	B	C	F	F	C	F	F
HCM2k95thQ:	7	0	3	0	0	0	1	63	63	2	69	69

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

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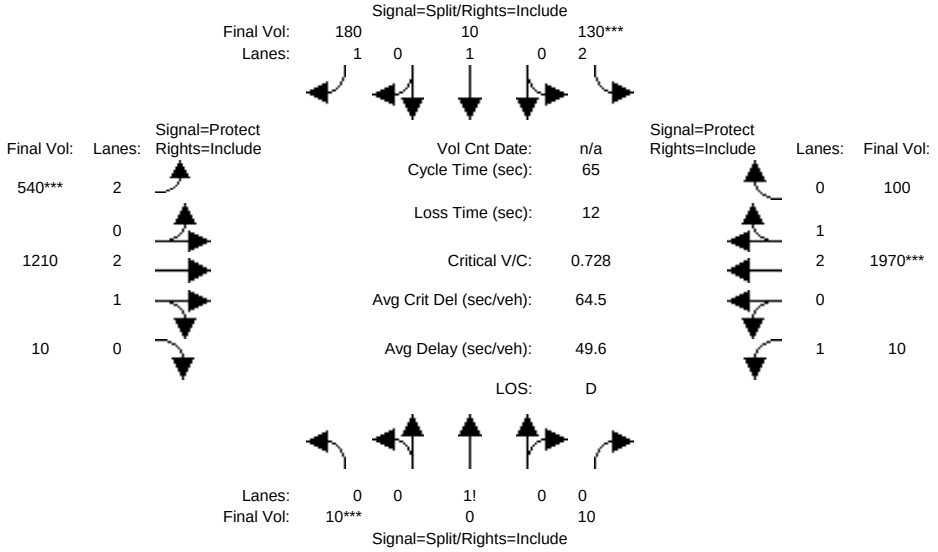
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #11: Centennial Boulevard / Tasman Drive



Street Name:	Centennial Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	10	130	10	180	540	1210	10	10	1970	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:	10	0	10	130	10	180	540	1210	10	10	1970	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	130	10	180	540	1210	10	10	1970	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:	10	0	10	130	10	180	540	1210	10	10	1970	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	130	10	180	540	1210	10	10	1970	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:	10	0	10	130	10	180	540	1210	10	10	1970	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.50	0.00	0.50	2.00	1.00	1.00	2.00	2.97	0.03	1.00	2.85	0.15
Final Sat.:	875	0	875	3150	1900	1750	3150	5554	46	1750	5329	271
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.04	0.01	0.10	0.17	0.22	0.22	0.01	0.37	0.37
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	10.5	22.1	22.1	10.9	22.5	22.5
Volume/Cap:	0.07	0.00	0.07	0.27	0.03	0.67	1.07	0.64	0.64	0.03	1.07	1.07
Delay/Veh:	23.7	0.0	23.7	24.6	23.4	32.3	85.9	18.9	18.9	22.7	61.8	61.8
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:	23.7	0.0	23.7	24.6	23.4	32.3	85.9	18.9	18.9	22.7	61.8	61.8
LOS by Move:	C	A	C	C	C	C-	F	B-	B-	C+	E	E
HCM2k95thQ:	1	0	1	3	0	10	20	13	13	0	37	37

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

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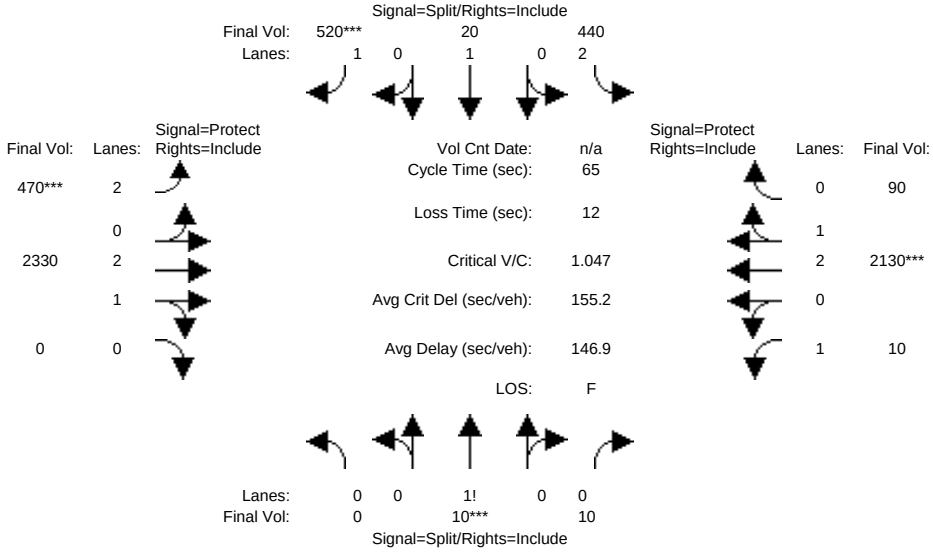
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #11: Centennial Boulevard / Tasman Drive



Street Name:	Centennial Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	10	10	440	20	520	470	2330	0	10	2130	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	10	440	20	520	470	2330	0	10	2130	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	10	440	20	520	470	2330	0	10	2130	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:	1.00	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	10	10	440	20	520	470	2330	0	10	2130	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	10	440	20	520	470	2330	0	10	2130	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:	0	10	10	440	20	520	470	2330	0	10	2130	90
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	0.98	0.92	0.92	0.98	0.95
Lanes:	0.00	0.50	0.50	2.00	1.00	1.00	2.00	3.00	0.00	1.00	2.87	0.13
Final Sat.:	0	900	900	3150	1900	1750	3150	5600	0	1750	5373	227
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.14	0.01	0.30	0.15	0.42	0.00	0.01	0.40	0.40
Crit Moves:		****				****	****				****	
Green Time:	0.0	10.0	10.0	15.2	15.2	15.2	7.6	20.8	0.0	7.0	20.2	20.2
Volume/Cap:	0.00	0.07	0.07	0.60	0.05	1.27	1.27	1.30	0.00	0.05	1.27	1.27
Delay/Veh:	0.0	23.6	23.6	23.6	19.4	166.1	171.6	160	0.0	26.1	150	150.3
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	23.6	23.6	23.6	19.4	166.1	171.6	160	0.0	26.1	150	150.3
LOS by Move:	A	C	C	C	B-	F	F	F	A	C	F	F
HCM2k95thQ:	0	1	1	11	1	47	24	61	0	0	56	56

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

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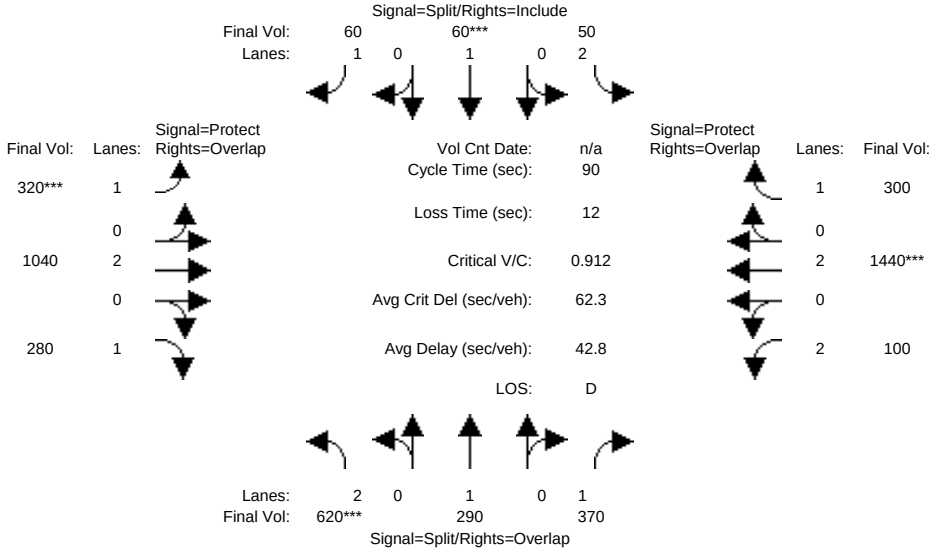
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #14: Lick Mill Boulevard / Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	620	290	370	50	60	60	320	1040	280	100	1440	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:	620	290	370	50	60	60	320	1040	280	100	1440	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	290	370	50	60	60	320	1040	280	100	1440	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	290	370	50	60	60	320	1040	280	100	1440	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	290	370	50	60	60	320	1040	280	100	1440	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	620	290	370	50	60	60	320	1040	280	100	1440	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	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	0.15	0.21	0.02	0.03	0.03	0.18	0.27	0.16	0.03	0.38	0.17
Crit Moves:	****				****		****				****	
Green Time:	17.6	17.6	28.8	10.0	10.0	10.0	16.4	39.2	56.9	11.1	34.0	44.0
Volume/Cap:	1.00	0.78	0.66	0.14	0.28	0.31	1.00	0.63	0.25	0.26	1.00	0.35
Delay/Veh:	73.4	44.4	29.3	36.3	37.5	37.7	88.2	20.5	7.4	36.0	52.8	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.4	44.4	29.3	36.3	37.5	37.7	88.2	20.5	7.4	36.0	52.8	14.5
LOS by Move:	E	D	C	D+	D+	D+	F	C+	A	D+	D-	B
HCM2k95thQ:	24	15	18	2	4	4	22	20	7	3	42	10

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

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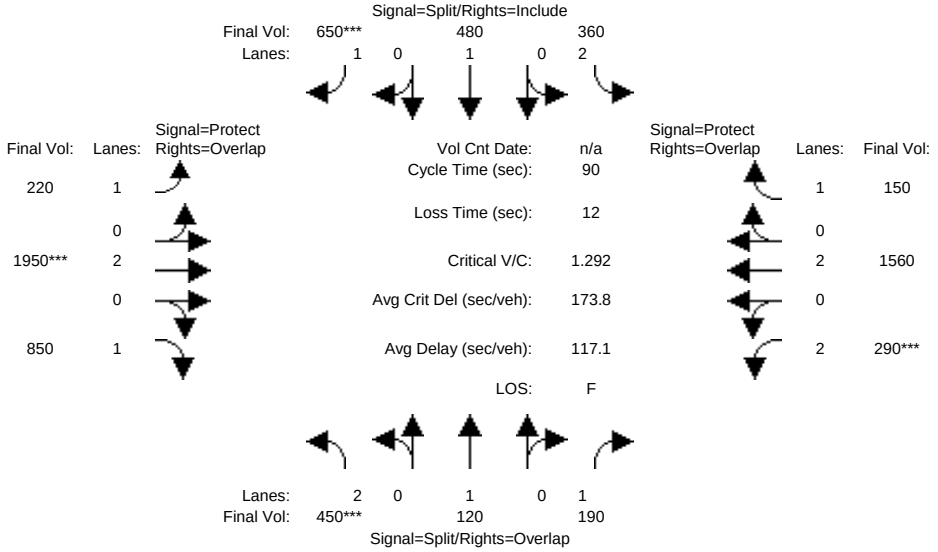
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #14: Lick Mill Boulevard / Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	120	190	360	480	650	220	1950	850	290	1560	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:	450	120	190	360	480	650	220	1950	850	290	1560	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	120	190	360	480	650	220	1950	850	290	1560	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:	450	120	190	360	480	650	220	1950	850	290	1560	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	120	190	360	480	650	220	1950	850	290	1560	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:	450	120	190	360	480	650	220	1950	850	290	1560	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	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:	0.14	0.06	0.11	0.11	0.25	0.37	0.13	0.51	0.49	0.09	0.41	0.09
Crit Moves:	****					****		****		****		
Green Time:	10.0	10.0	17.0	25.6	25.6	25.6	9.9	35.4	45.4	7.0	32.4	58.1
Volume/Cap:	1.29	0.57	0.57	0.40	0.89	1.31	1.14	1.31	0.96	1.18	1.14	0.13
Delay/Veh:	188.6	41.6	35.7	26.3	47.1	183.5	147.0	170	43.2	157.8	101	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:	188.6	41.6	35.7	26.3	47.1	183.5	147.0	170	43.2	157.8	101	6.3
LOS by Move:	F	D	D+	C	D	F	F	F	D	F	F	A
HCM2k95thQ:	27	6	10	10	28	65	18	81	39	17	55	3

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

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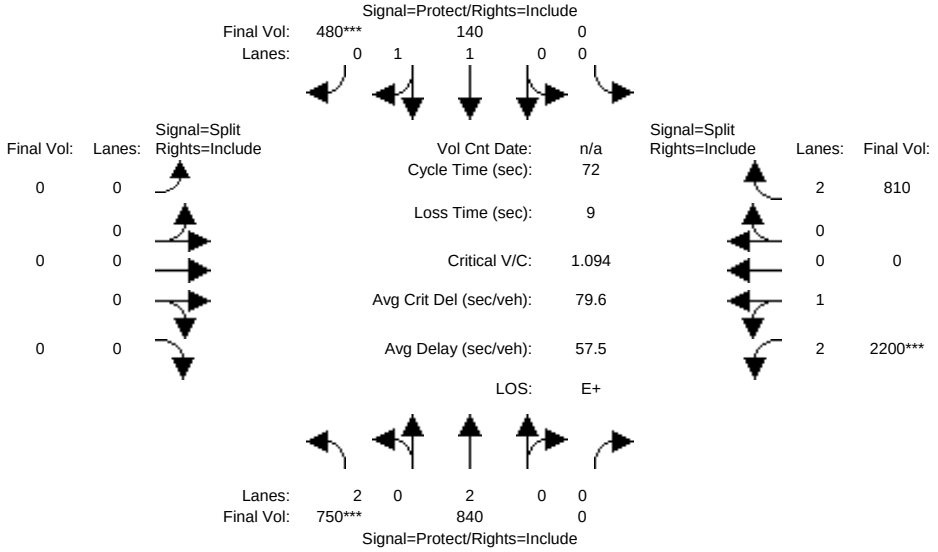
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	750	840	0	0	140	480	0	0	0	2200	0	810
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	750	840	0	0	140	480	0	0	0	2200	0	810
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	750	840	0	0	140	480	0	0	0	2200	0	810
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	750	840	0	0	140	480	0	0	0	2200	0	810
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	750	840	0	0	140	480	0	0	0	2200	0	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:	750	840	0	0	140	480	0	0	0	2200	0	810
Saturation 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	0.87	1.00	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	3.00	0.00	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4950	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.24	0.22	0.00	0.00	0.07	0.27	0.00	0.00	0.00	0.44	0.00	0.26
Crit Moves:	****					****				****		
Green Time:	15.7	33.7	0.0	0.0	18.1	18.1	0.0	0.0	0.0	29.3	0.0	29.3
Volume/Cap:	1.09	0.47	0.00	0.00	0.29	1.09	0.00	0.00	0.00	1.09	0.00	0.63
Delay/Veh:	90.8	13.3	0.0	0.0	21.9	92.8	0.0	0.0	0.0	72.1	0.0	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.8	13.3	0.0	0.0	21.9	92.8	0.0	0.0	0.0	72.1	0.0	18.1
LOS by Move:	F	B	A	A	C+	F	A	A	A	E	A	B-
HCM2k95thQ:	28	12	0	0	5	32	0	0	0	52	0	18

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

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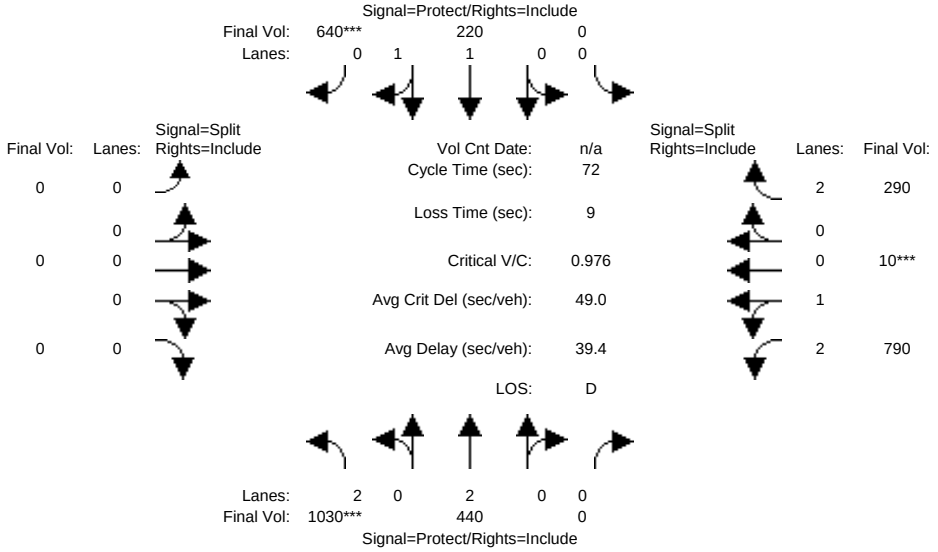
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1030	440	0	0	220	640	0	0	0	790	10	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1030	440	0	0	220	640	0	0	0	790	10	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1030	440	0	0	220	640	0	0	0	790	10	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1030	440	0	0	220	640	0	0	0	790	10	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1030	440	0	0	220	640	0	0	0	790	10	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1030	440	0	0	220	640	0	0	0	790	10	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.97	0.03	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4888	62	3150
Capacity Analysis Module:												
Vol/Sat:	0.33	0.12	0.00	0.00	0.12	0.37	0.00	0.00	0.00	0.16	0.16	0.09
Crit Moves:	****					****					****	
Green Time:	24.1	51.1	0.0	0.0	27.0	27.0	0.0	0.0	0.0	11.9	11.9	11.9
Volume/Cap:	0.98	0.16	0.00	0.00	0.31	0.98	0.00	0.00	0.00	0.98	0.98	0.56
Delay/Veh:	45.7	3.5	0.0	0.0	16.0	46.8	0.0	0.0	0.0	55.5	55.5	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	3.5	0.0	0.0	16.0	46.8	0.0	0.0	0.0	55.5	55.5	28.9
LOS by Move:	D	A	A	A	B	D	A	A	A	E+	E+	C
HCM2k95thQ:	29	3	0	0	7	33	0	0	0	21	21	9

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

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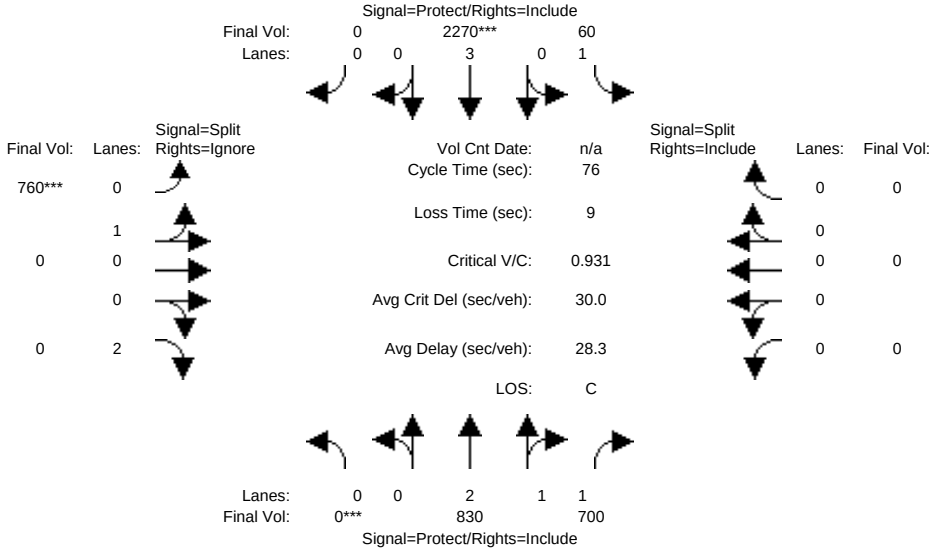
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	830	700	60	2270	0	760	0	2390	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	830	700	60	2270	0	760	0	2390	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	830	700	60	2270	0	760	0	2390	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	830	700	60	2270	0	760	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	830	700	60	2270	0	760	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	830	700	60	2270	0	760	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	2.09	1.91	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3967	3346	1750	5700	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.03	0.40	0.00	0.42	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	22.6	22.6	9.9	32.5	0.0	34.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.70	0.26	0.93	0.00	0.93	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	24.8	24.8	30.3	27.8	0.0	36.7	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	24.8	24.8	30.3	27.8	0.0	36.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	C	A	D+	A	A	A	A	A
HCM2k95thQ:	0	15	15	3	33	0	38	0	0	0	0	0

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

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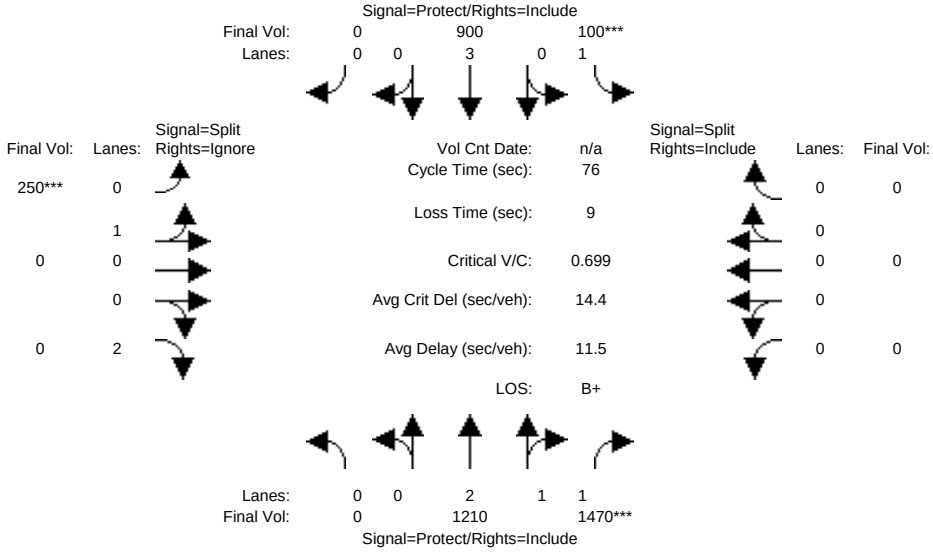
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	1210	1470	100	900	0	250	0	680	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	1210	1470	100	900	0	250	0	680	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1210	1470	100	900	0	250	0	680	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	1210	1470	100	900	0	250	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1210	1470	100	900	0	250	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	1210	1470	100	900	0	250	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	0.32	0.42	0.06	0.16	0.00	0.14	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	45.1	45.1	7.0	52.1	0.0	14.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.71	0.62	0.23	0.00	0.71	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.3	11.5	40.4	4.5	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	9.3	11.5	40.4	4.5	0.0	35.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	B+	D	A	A	D+	A	A	A	A	A
HCM2k95thQ:	0	15	23	5	5	0	14	0	0	0	0	0

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

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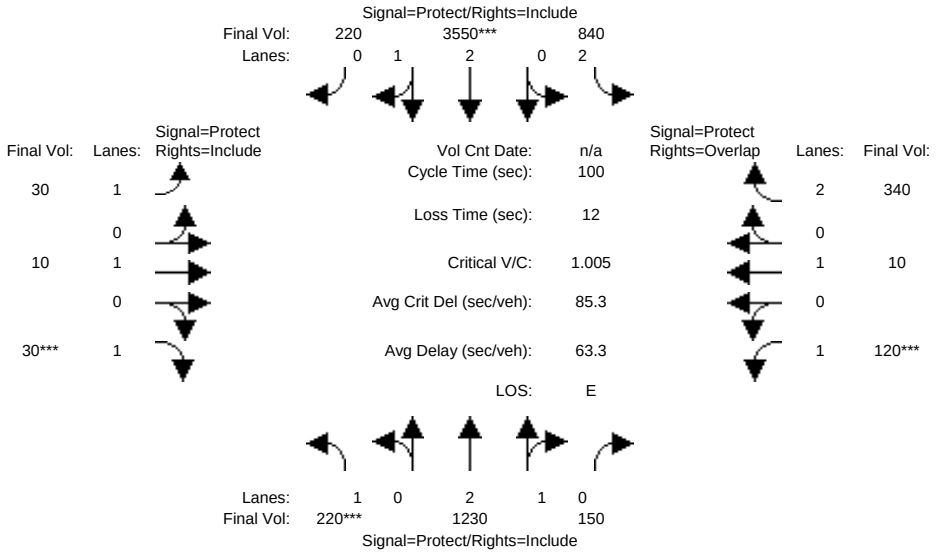
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1230	150	840	3550	220	30	10	30	120	10	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:	220	1230	150	840	3550	220	30	10	30	120	10	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1230	150	840	3550	220	30	10	30	120	10	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1230	150	840	3550	220	30	10	30	120	10	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1230	150	840	3550	220	30	10	30	120	10	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:	220	1230	150	840	3550	220	30	10	30	120	10	340
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	2.66	0.34	2.00	2.82	0.18	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4991	609	3150	5273	327	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.25	0.27	0.67	0.67	0.02	0.01	0.02	0.07	0.01	0.11
Crit Moves:	****				****				****	****		
Green Time:	11.2	34.1	34.1	36.9	59.8	59.8	7.0	10.0	10.0	7.0	10.0	46.9
Volume/Cap:	1.13	0.72	0.72	0.72	1.13	1.13	0.24	0.05	0.17	0.98	0.05	0.23
Delay/Veh:	146.5	30.2	30.2	29.4	81.0	81.0	45.0	40.8	41.7	121.1	40.8	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:	146.5	30.2	30.2	29.4	81.0	81.0	45.0	40.8	41.7	121.1	40.8	15.9
LOS by Move:	F	C	C	C	F	F	D	D	D	F	D	B
HCM2k95thQ:	20	22	22	22	84	84	2	1	2	14	1	7

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

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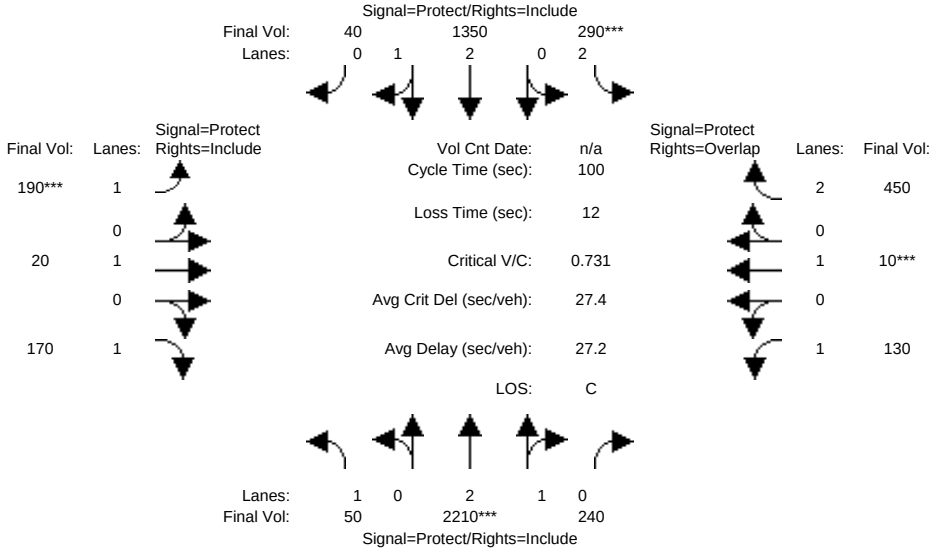
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	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:	50	2210	240	290	1350	40	190	20	170	130	10	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2210	240	290	1350	40	190	20	170	130	10	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2210	240	290	1350	40	190	20	170	130	10	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2210	240	290	1350	40	190	20	170	130	10	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2210	240	290	1350	40	190	20	170	130	10	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2210	240	290	1350	40	190	20	170	130	10	450
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	2.70	0.30	2.00	2.91	0.09	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	5051	548	3150	5439	161	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.09	0.25	0.25	0.11	0.01	0.10	0.07	0.01	0.14
Crit Moves:		****		****			****				****	
Green Time:	14.2	53.5	53.5	11.3	50.5	50.5	13.3	13.4	13.4	9.9	10.0	21.3
Volume/Cap:	0.20	0.82	0.82	0.82	0.49	0.49	0.82	0.08	0.73	0.75	0.05	0.67
Delay/Veh:	38.3	21.1	21.1	57.2	16.4	16.4	62.1	38.1	52.5	60.3	40.8	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:	38.3	21.1	21.1	57.2	16.4	16.4	62.1	38.1	52.5	60.3	40.8	38.9
LOS by Move:	D+	C+	C+	E+	B	B	E	D+	D-	E	D	D+
HCM2k95thQ:	3	34	34	11	17	17	16	1	13	12	1	16

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

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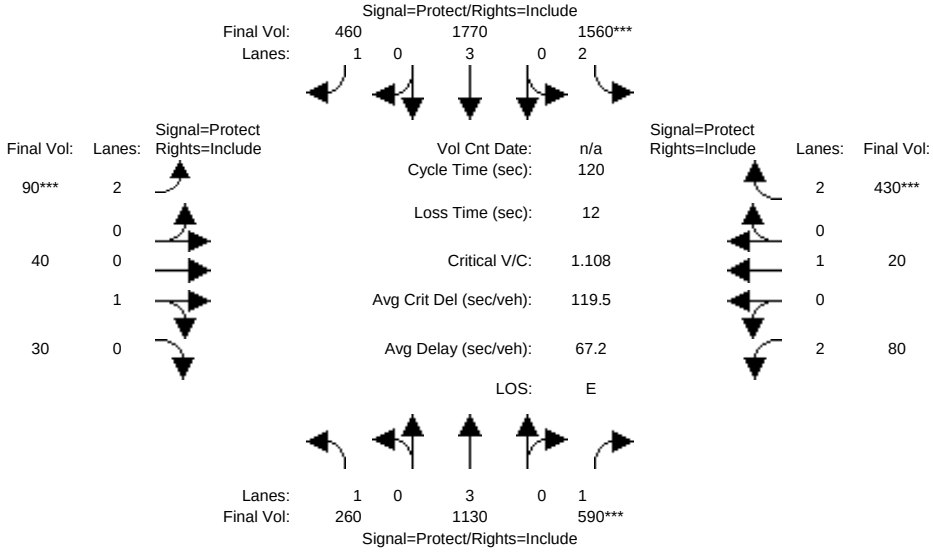
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	1130	590	1560	1770	460	90	40	30	80	20	430
Growth Adj:	1.00	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	1130	590	1560	1770	460	90	40	30	80	20	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	1130	590	1560	1770	460	90	40	30	80	20	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1130	590	1560	1770	460	90	40	30	80	20	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1130	590	1560	1770	460	90	40	30	80	20	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	1130	590	1560	1770	460	90	40	30	80	20	430
Saturation 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	0.95	0.95	0.83	1.00	0.83
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	0.57	0.43	2.00	1.00	2.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	1029	771	3150	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.34	0.50	0.31	0.26	0.03	0.04	0.04	0.03	0.01	0.14
Crit Moves:			****	****			****					****
Green Time:	28.1	35.1	35.1	51.6	58.7	58.7	7.0	12.5	12.5	8.7	14.2	14.2
Volume/Cap:	0.63	0.68	1.15	1.15	0.63	0.54	0.49	0.37	0.37	0.35	0.09	1.15
Delay/Veh:	44.6	38.5	131.0	111.1	23.2	21.9	56.8	51.4	51.4	53.8	47.3	147.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	38.5	131.0	111.1	23.2	21.9	56.8	51.4	51.4	53.8	47.3	147.3
LOS by Move:	D	D+	F	F	C	C+	E+	D-	D-	D-	D	F
HCM2k95thQ:	17	22	55	73	26	21	5	6	6	4	1	29

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

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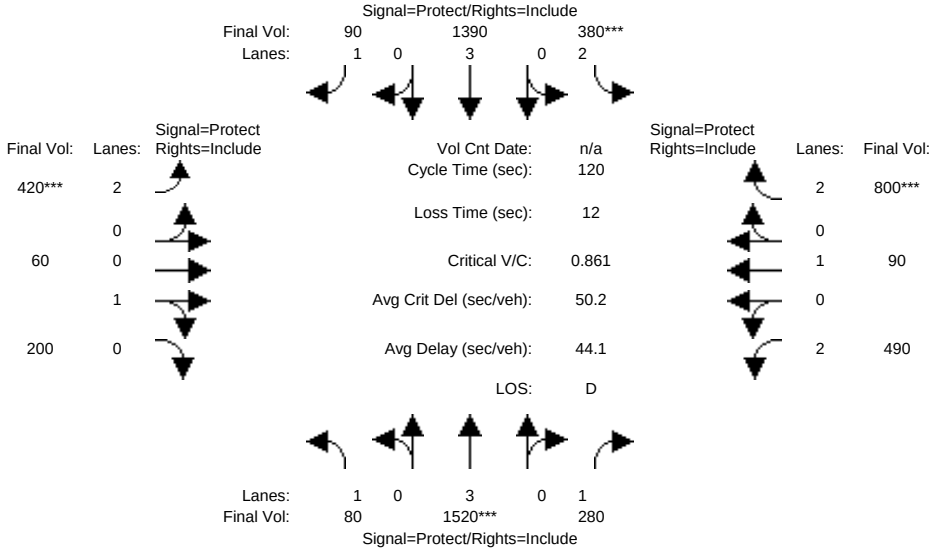
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	1520	280	380	1390	90	420	60	200	490	90	800
Growth Adj:	1.00	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	1520	280	380	1390	90	420	60	200	490	90	800
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1520	280	380	1390	90	420	60	200	490	90	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1520	280	380	1390	90	420	60	200	490	90	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1520	280	380	1390	90	420	60	200	490	90	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1520	280	380	1390	90	420	60	200	490	90	800
Saturation 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	0.95	0.95	0.83	1.00	0.83
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	0.23	0.77	2.00	1.00	2.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	415	1385	3150	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.16	0.12	0.24	0.05	0.13	0.14	0.14	0.16	0.05	0.25
Crit Moves:		****		****			****					****
Green Time:	10.4	37.2	37.2	16.8	43.6	43.6	18.6	26.0	26.0	28.0	35.4	35.4
Volume/Cap:	0.53	0.86	0.52	0.86	0.67	0.14	0.86	0.67	0.67	0.67	0.16	0.86
Delay/Veh:	55.8	43.5	34.9	66.1	33.1	25.8	63.8	47.4	47.4	44.1	31.4	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:	55.8	43.5	34.9	66.1	33.1	25.8	63.8	47.4	47.4	44.1	31.4	48.2
LOS by Move:	E+	D	C-	E	C-	C	E	D	D	D	C	D
HCM2k95thQ:	6	31	16	17	25	5	21	19	19	20	5	33

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

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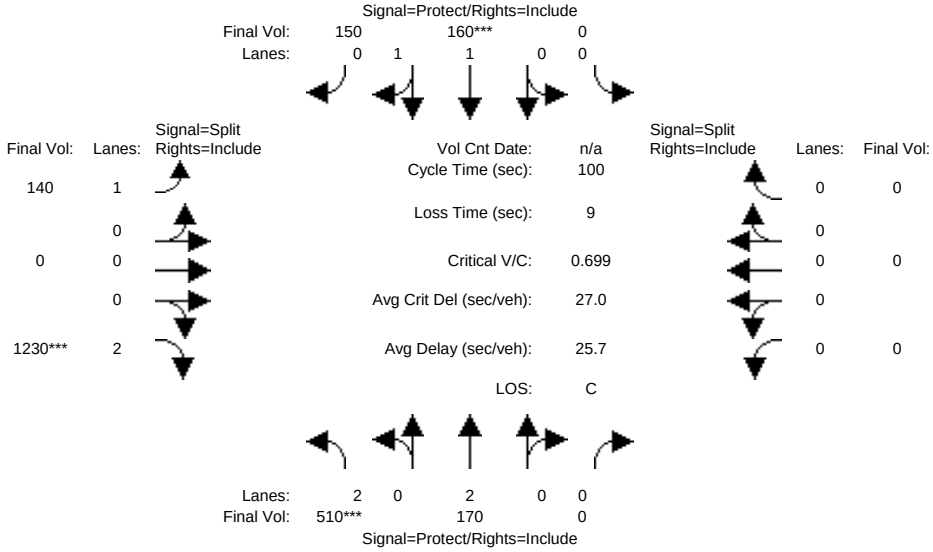
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #84: Gold Street / Gold Street Connector



Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	510	170	0	0	160	150	140	0	1230	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:	510	170	0	0	160	150	140	0	1230	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	510	170	0	0	160	150	140	0	1230	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	510	170	0	0	160	150	140	0	1230	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	170	0	0	160	150	140	0	1230	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	170	0	0	160	150	140	0	1230	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	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.01	0.99	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	1908	1789	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.00	0.00	0.08	0.08	0.08	0.00	0.39	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	23.2	35.1	0.0	0.0	12.0	12.0	55.9	0.0	55.9	0.0	0.0	0.0
Volume/Cap:	0.70	0.13	0.00	0.00	0.70	0.70	0.14	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	38.2	22.1	0.0	0.0	47.2	47.2	10.7	0.0	17.3	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:	38.2	22.1	0.0	0.0	47.2	47.2	10.7	0.0	17.3	0.0	0.0	0.0
LOS by Move:	D+	C+	A	A	D	D	B+	A	B	A	A	A
HCM2k95thQ:	16	3	0	0	12	12	4	0	29	0	0	0

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

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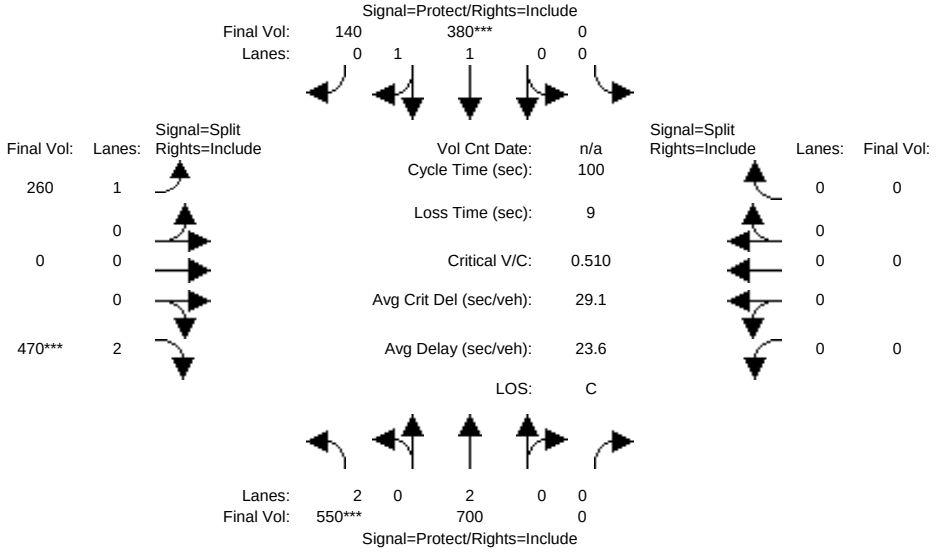
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #84: Gold Street / Gold Street Connector



Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	700	0	0	380	140	260	0	470	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:	550	700	0	0	380	140	260	0	470	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	700	0	0	380	140	260	0	470	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	550	700	0	0	380	140	260	0	470	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	700	0	0	380	140	260	0	470	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	550	700	0	0	380	140	260	0	470	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	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.45	0.55	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	2703	996	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.00	0.00	0.14	0.14	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	34.2	61.8	0.0	0.0	27.5	27.5	29.2	0.0	29.2	0.0	0.0	0.0
Volume/Cap:	0.51	0.30	0.00	0.00	0.51	0.51	0.51	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	26.6	9.0	0.0	0.0	31.0	31.0	30.2	0.0	29.9	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:	26.6	9.0	0.0	0.0	31.0	31.0	30.2	0.0	29.9	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	C	A	C	A	A	A
HCM2k95thQ:	15	10	0	0	14	14	13	0	13	0	0	0

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

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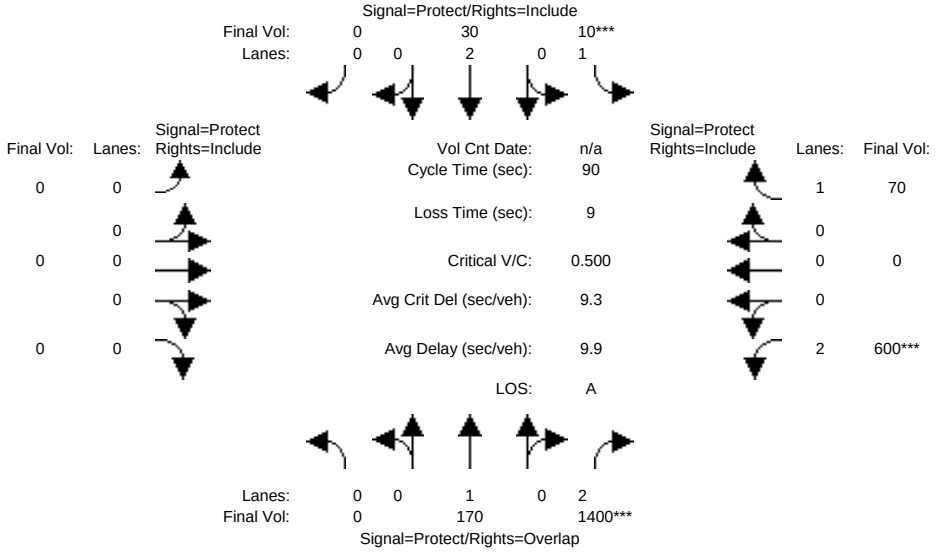
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit AM

Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	170	1400	10	30	0	0	0	0	600	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	170	1400	10	30	0	0	0	0	600	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	1400	10	30	0	0	0	0	600	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	1400	10	30	0	0	0	0	600	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	1400	10	30	0	0	0	0	600	0	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:	0	170	1400	10	30	0	0	0	0	600	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.44	0.01	0.01	0.00	0.00	0.00	0.00	0.19	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	42.3	74.0	7.0	49.3	0.0	0.0	0.0	0.0	31.7	0.0	31.7
Volume/Cap:	0.00	0.19	0.54	0.07	0.01	0.00	0.00	0.00	0.00	0.54	0.00	0.11
Delay/Veh:	0.0	14.0	2.8	38.7	9.3	0.0	0.0	0.0	0.0	23.9	0.0	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:	0.0	14.0	2.8	38.7	9.3	0.0	0.0	0.0	0.0	23.9	0.0	19.7
LOS by Move:	A	B	A	D+	A	A	A	A	A	C	A	B-
HCM2k95thQ:	0	5	15	1	0	0	0	0	0	15	0	3

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

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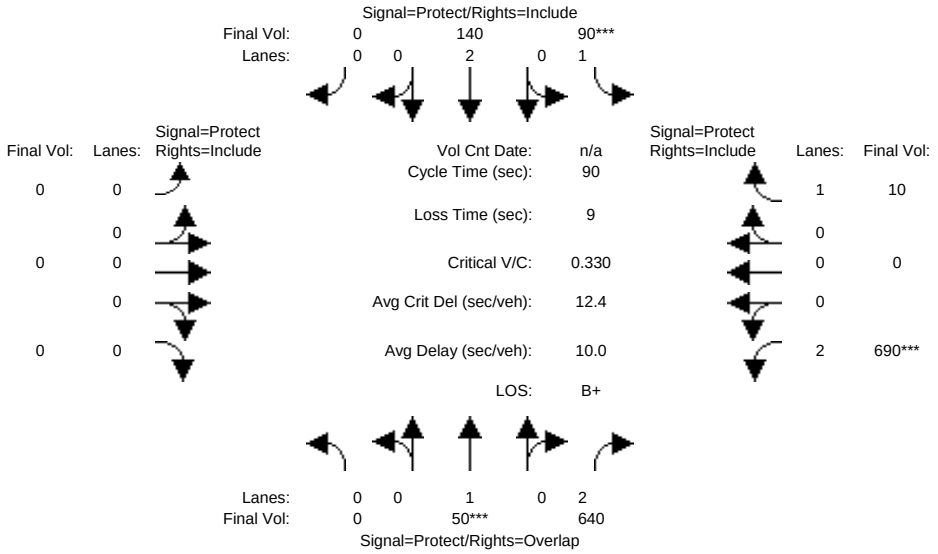
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Mit PM

Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	640	90	140	0	0	0	0	690	0	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	50	640	90	140	0	0	0	0	690	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	640	90	140	0	0	0	0	690	0	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:	1.00	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	50	640	90	140	0	0	0	0	690	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	640	90	140	0	0	0	0	690	0	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:	0	50	640	90	140	0	0	0	0	690	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.20	0.05	0.04	0.00	0.00	0.00	0.00	0.22	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	0.0	10.0	67.5	13.5	23.5	0.0	0.0	0.0	0.0	57.5	0.0	57.5
Volume/Cap:	0.00	0.24	0.27	0.34	0.14	0.00	0.00	0.00	0.00	0.34	0.00	0.01
Delay/Veh:	0.0	37.1	3.6	35.1	25.6	0.0	0.0	0.0	0.0	7.6	0.0	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.1	3.6	35.1	25.6	0.0	0.0	0.0	0.0	7.6	0.0	5.9
LOS by Move:	A	D+	A	D+	C	A	A	A	A	A	A	A
HCM2k95thQ:	0	3	7	5	3	0	0	0	0	10	0	0

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

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Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Phases 1,2,&3 Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

		Ex with-Project Phases 1, 2,&3 Mit AM				Ex with-Project Phases 1,2,&3 Mit PM													
Intersection		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#57	Great America Parkway / SR 237 WB Ramps (CMP)	D+	37.9	0.983	43.2	C+	21.4	0.743	24.1										
#58	Great America Parkway / SR 237 EB Ramps (CMP)	B+	10.2	0.590	8.2	A	8.3	0.561	10.2										
#59	Great America Parkway / Yerba Buena (Great America) Way	E	66.5	1.009	87.3	C	26.7	0.754	26.9										
#60	Great America Parkway / Old Mountain View-Alviso Road	F	138.0	1.376	239.3	E	72.4	1.054	90.8										
#123	Great America Parkway and Gold Street Connector	B	12.2	0.268	16.1	B	13.6	0.168	19.7										

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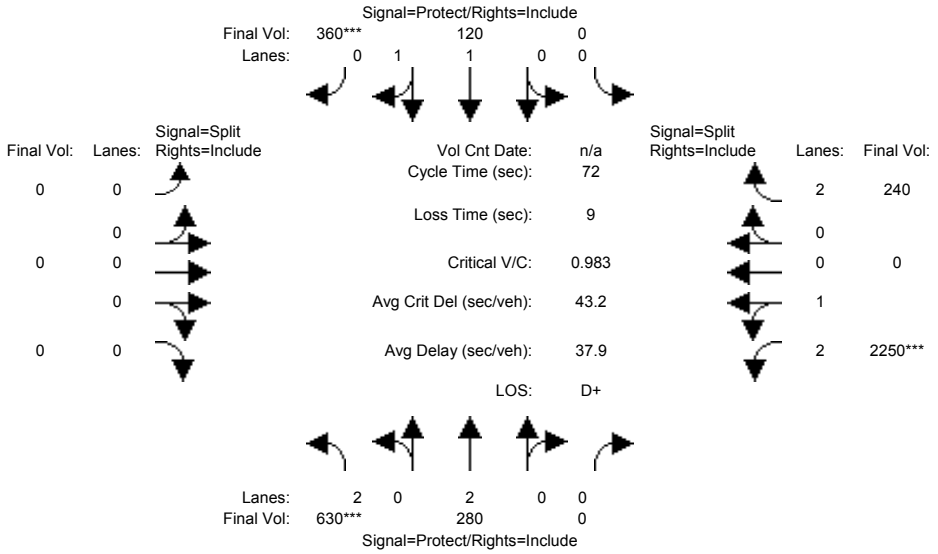
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Phases 1,2,&3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1, 2, and 3 Mit AM

Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	630	280	0	0	120	360	0	0	0	2250	0	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	630	280	0	0	120	360	0	0	0	2250	0	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	630	280	0	0	120	360	0	0	0	2250	0	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	630	280	0	0	120	360	0	0	0	2250	0	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	630	280	0	0	120	360	0	0	0	2250	0	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	630	280	0	0	120	360	0	0	0	2250	0	240
Saturation 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	0.87	1.00	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	3.00	0.00	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4950	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.20	0.07	0.00	0.00	0.06	0.21	0.00	0.00	0.00	0.45	0.00	0.08
Crit Moves:	****					****				****		
Green Time:	14.6	29.7	0.0	0.0	15.1	15.1	0.0	0.0	0.0	33.3	0.0	33.3
Volume/Cap:	0.98	0.18	0.00	0.00	0.30	0.98	0.00	0.00	0.00	0.98	0.00	0.16
Delay/Veh:	59.7	13.5	0.0	0.0	24.1	64.6	0.0	0.0	0.0	34.1	0.0	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:	59.7	13.5	0.0	0.0	24.1	64.6	0.0	0.0	0.0	34.1	0.0	11.3
LOS by Move:	E+	B	A	A	C	E	A	A	A	C-	A	B+
HCM2k95thQ:	20	4	0	0	4	21	0	0	0	43	0	4

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

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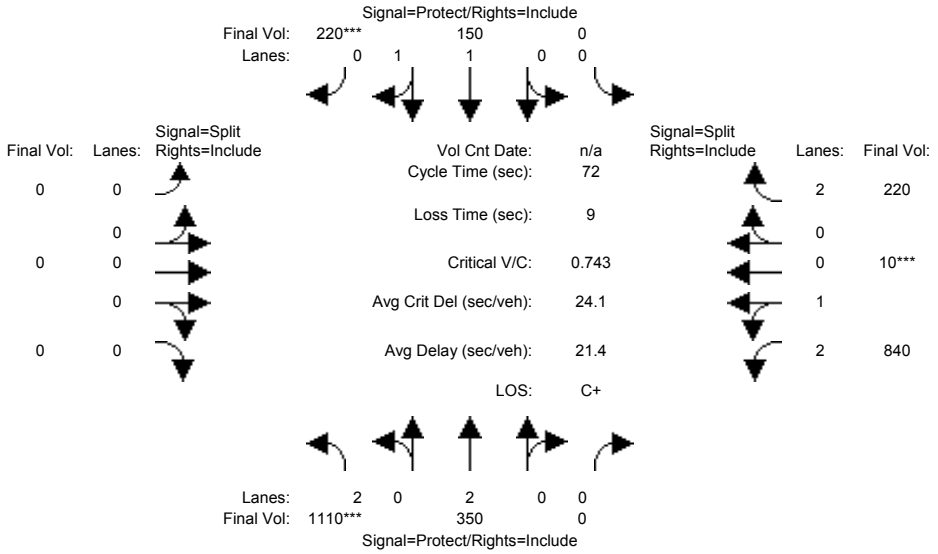
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Phases 1,2,&3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume
Alternative) Existing with-Project Phases 1, 2, and
3 Mit PM

Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1110	350	0	0	150	220	0	0	0	840	10	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1110	350	0	0	150	220	0	0	0	840	10	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1110	350	0	0	150	220	0	0	0	840	10	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1110	350	0	0	150	220	0	0	0	840	10	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1110	350	0	0	150	220	0	0	0	840	10	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1110	350	0	0	150	220	0	0	0	840	10	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.97	0.03	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4891	58	3150
Capacity Analysis Module:												
Vol/Sat:	0.35	0.09	0.00	0.00	0.08	0.13	0.00	0.00	0.00	0.17	0.17	0.07
Crit Moves:	****					****					****	
Green Time:	34.2	46.4	0.0	0.0	12.2	12.2	0.0	0.0	0.0	16.6	16.6	16.6
Volume/Cap:	0.74	0.14	0.00	0.00	0.47	0.74	0.00	0.00	0.00	0.74	0.74	0.30
Delay/Veh:	17.4	5.1	0.0	0.0	27.4	34.4	0.0	0.0	0.0	28.3	28.3	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:	17.4	5.1	0.0	0.0	27.4	34.4	0.0	0.0	0.0	28.3	28.3	23.1
LOS by Move:	B	A	A	A	C	C-	A	A	A	C	C	C
HCM2k95thQ:	22	3	0	0	6	10	0	0	0	16	16	5

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

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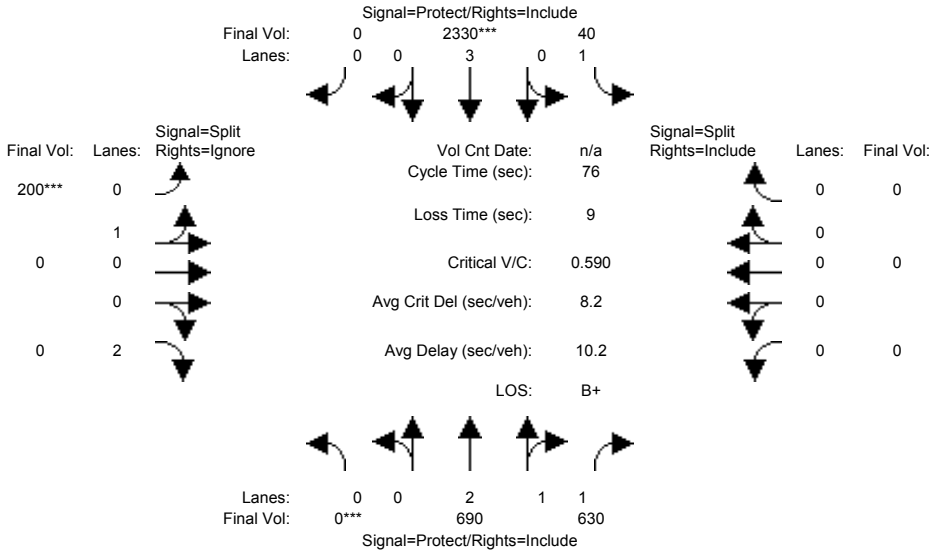
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Phases 1,2,&3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1, 2, and 3 Mit AM

Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	690	630	40	2330	0	200	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	690	630	40	2330	0	200	0	1840	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	690	630	40	2330	0	200	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	690	630	40	2330	0	200	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	690	630	40	2330	0	200	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	690	630	40	2330	0	200	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	2.01	1.99	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3817	3485	1750	5700	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.02	0.41	0.00	0.11	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	34.9	34.9	17.8	52.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	0.39	0.10	0.59	0.00	0.59	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.6	13.6	22.9	6.3	0.0	30.9	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	13.6	13.6	22.9	6.3	0.0	30.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C+	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	10	10	2	18	0	11	0	0	0	0	0

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

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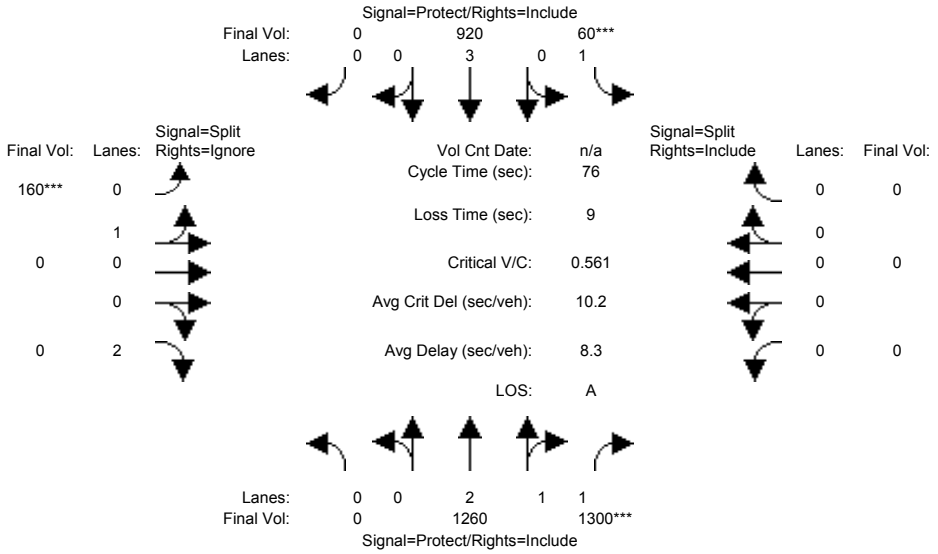
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Phases 1,2,&3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1, 2, and 3 Mit PM

Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	1260	1300	60	920	0	160	0	840	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	1260	1300	60	920	0	160	0	840	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1260	1300	60	920	0	160	0	840	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	1260	1300	60	920	0	160	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1260	1300	60	920	0	160	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	1260	1300	60	920	0	160	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	0.33	0.37	0.03	0.16	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	48.4	48.4	7.0	55.4	0.0	11.6	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.58	0.37	0.22	0.00	0.58	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.6	8.2	33.9	3.4	0.0	33.1	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	7.6	8.2	33.9	3.4	0.0	33.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	C-	A	A	C-	A	A	A	A	A
HCM2k95thQ:	0	14	17	3	5	0	9	0	0	0	0	0

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

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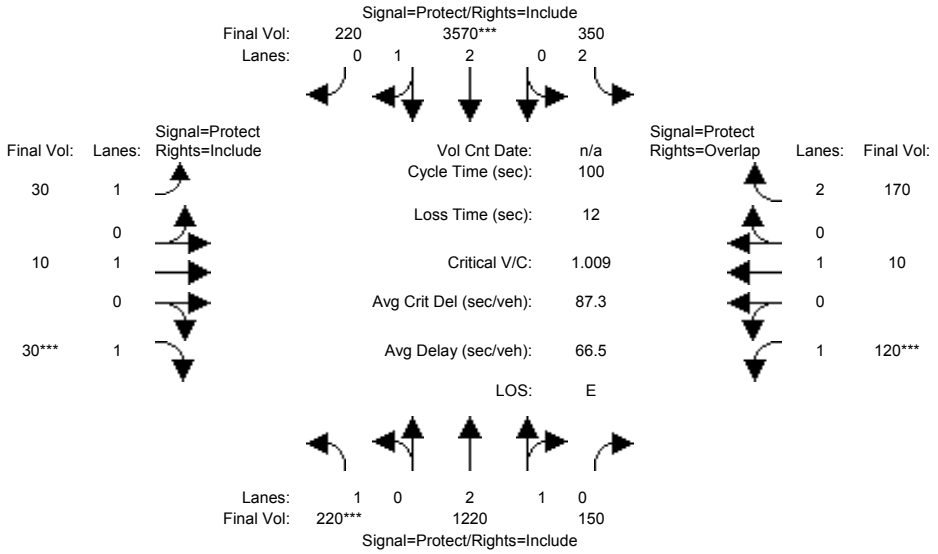
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Phases 1,2,&3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1, 2, and 3 Mit AM

Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1220	150	350	3570	220	30	10	30	120	10	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:	220	1220	150	350	3570	220	30	10	30	120	10	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1220	150	350	3570	220	30	10	30	120	10	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1220	150	350	3570	220	30	10	30	120	10	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1220	150	350	3570	220	30	10	30	120	10	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1220	150	350	3570	220	30	10	30	120	10	170
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	2.66	0.34	2.00	2.82	0.18	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4986	613	3150	5275	325	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.24	0.11	0.68	0.68	0.02	0.01	0.02	0.07	0.01	0.05
Crit Moves:	****				****				****	****		
Green Time:	11.1	48.8	48.8	22.2	59.9	59.9	7.0	10.0	10.0	7.0	10.0	32.2
Volume/Cap:	1.13	0.50	0.50	0.50	1.13	1.13	0.24	0.05	0.17	0.98	0.05	0.17
Delay/Veh:	148.4	17.5	17.5	34.6	83.1	83.1	45.0	40.8	41.7	121.1	40.8	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:	148.4	17.5	17.5	34.6	83.1	83.1	45.0	40.8	41.7	121.1	40.8	24.4
LOS by Move:	F	B	B	C-	F	F	D	D	D	F	D	C
HCM2k95thQ:	21	17	17	11	89	89	2	1	2	14	1	5

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

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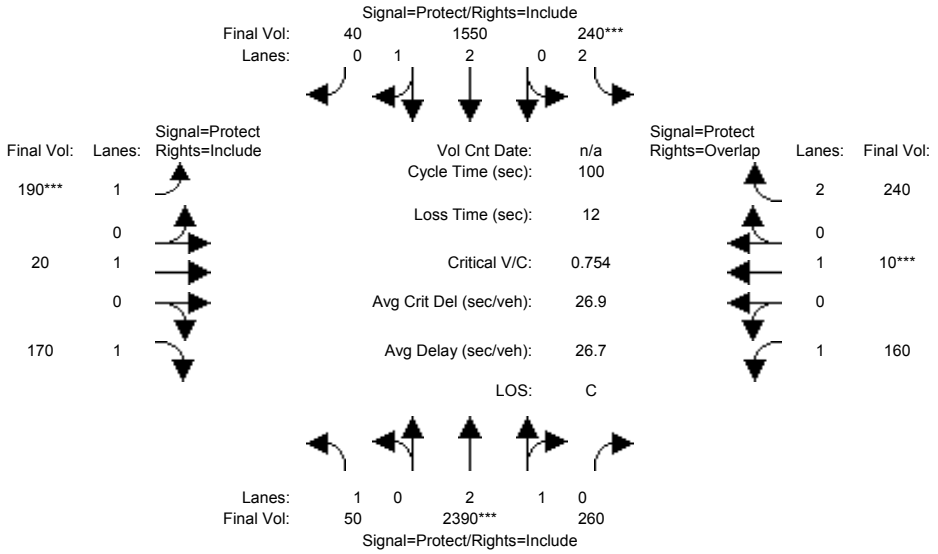
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Phases 1,2,&3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1, 2, and 3 Mit PM

Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	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:	50	2390	260	240	1550	40	190	20	170	160	10	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2390	260	240	1550	40	190	20	170	160	10	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2390	260	240	1550	40	190	20	170	160	10	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2390	260	240	1550	40	190	20	170	160	10	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2390	260	240	1550	40	190	20	170	160	10	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2390	260	240	1550	40	190	20	170	160	10	240
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	2.69	0.31	2.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	5050	549	3150	5459	141	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.47	0.08	0.28	0.28	0.11	0.01	0.10	0.09	0.01	0.08
Crit Moves:		****		****			****				****	
Green Time:	12.9	56.1	56.1	9.0	52.2	52.2	12.9	11.9	11.9	10.9	10.0	19.0
Volume/Cap:	0.22	0.84	0.84	0.84	0.54	0.54	0.84	0.09	0.81	0.84	0.05	0.40
Delay/Veh:	39.6	20.5	20.5	64.7	16.1	16.1	66.7	39.3	64.0	70.0	40.8	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	20.5	20.5	64.7	16.1	16.1	66.7	39.3	64.0	70.0	40.8	35.9
LOS by Move:	D	C+	C+	E	B	B	E	D	E	E	D	D+
HCM2k95thQ:	3	36	36	10	20	20	16	1	15	15	1	8

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

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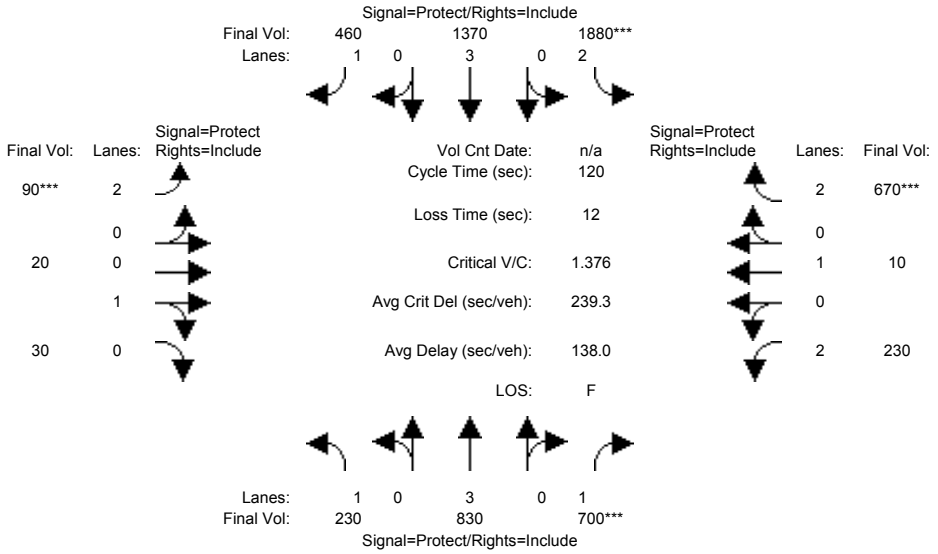
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Phases 1,2,&3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1, 2, and 3 Mit AM

Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	830	700	1880	1370	460	90	20	30	230	10	670
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	830	700	1880	1370	460	90	20	30	230	10	670
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	830	700	1880	1370	460	90	20	30	230	10	670
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	830	700	1880	1370	460	90	20	30	230	10	670
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	830	700	1880	1370	460	90	20	30	230	10	670
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	830	700	1880	1370	460	90	20	30	230	10	670
Saturation 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	0.95	0.95	0.83	1.00	0.83
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	0.40	0.60	2.00	1.00	2.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	720	1080	3150	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.40	0.60	0.24	0.26	0.03	0.03	0.03	0.07	0.01	0.21
Crit Moves:			****	****			****					****
Green Time:	27.7	33.4	33.4	49.8	55.5	55.5	7.0	13.2	13.2	11.6	17.8	17.8
Volume/Cap:	0.57	0.52	1.44	1.44	0.52	0.57	0.49	0.25	0.25	0.76	0.04	1.44
Delay/Veh:	42.7	36.9	251.5	236.2	23.0	24.5	56.8	49.6	49.6	63.4	43.8	259.8
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:	42.7	36.9	251.5	236.2	23.0	24.5	56.8	49.6	49.6	63.4	43.8	259.8
LOS by Move:	D	D+	F	F	C	C	E+	D	D	E	D	F
HCM2k95thQ:	15	16	85	122	20	22	5	4	4	13	1	51

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

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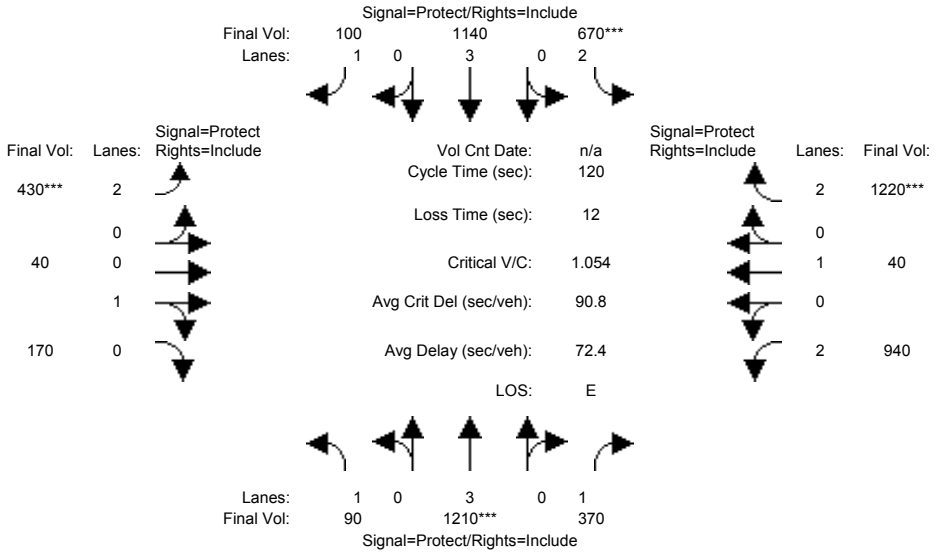
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Phases 1,2,&3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1, 2, and 3 Mit PM

Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1210	370	670	1140	100	430	40	170	940	40	1220
Growth Adj:	1.00	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	1210	370	670	1140	100	430	40	170	940	40	1220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1210	370	670	1140	100	430	40	170	940	40	1220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1210	370	670	1140	100	430	40	170	940	40	1220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1210	370	670	1140	100	430	40	170	940	40	1220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1210	370	670	1140	100	430	40	170	940	40	1220
Saturation 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	0.95	0.95	0.83	1.00	0.83
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	0.19	0.81	2.00	1.00	2.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	343	1457	3150	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.21	0.20	0.06	0.14	0.12	0.12	0.30	0.02	0.39
Crit Moves:		****		****			****					****
Green Time:	10.9	24.2	24.2	24.2	37.5	37.5	15.5	16.8	16.8	42.9	44.1	44.1
Volume/Cap:	0.56	1.05	1.05	1.05	0.64	0.18	1.05	0.84	0.84	0.84	0.06	1.05
Delay/Veh:	56.9	90.0	109.6	98.7	36.3	30.3	111.8	71.2	71.2	40.9	24.6	79.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	90.0	109.6	98.7	36.3	30.3	111.8	71.2	71.2	40.9	24.6	79.9
LOS by Move:	E+	F	F	F	D+	C	F	E	E	D	C	E-
HCM2k95thQ:	7	33	33	33	21	6	27	19	19	36	2	58

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

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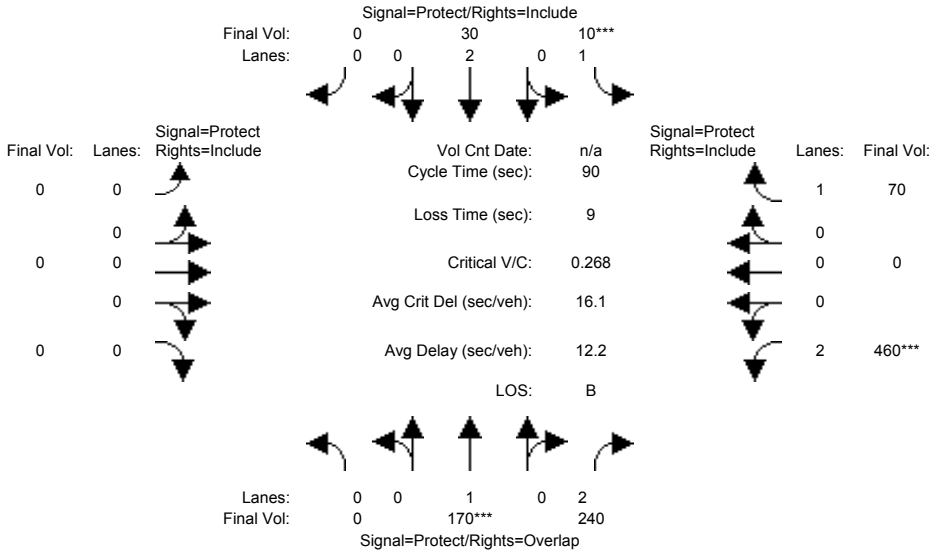
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Phases 1,2,&3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1, 2, and 3 Mit AM

Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	170	240	10	30	0	0	0	0	460	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	170	240	10	30	0	0	0	0	460	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	240	10	30	0	0	0	0	460	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	240	10	30	0	0	0	0	460	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	240	10	30	0	0	0	0	460	0	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:	0	170	240	10	30	0	0	0	0	460	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.08	0.01	0.01	0.00	0.00	0.00	0.00	0.15	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	28.1	74.0	7.0	35.1	0.0	0.0	0.0	0.0	45.9	0.0	45.9
Volume/Cap:	0.00	0.29	0.09	0.07	0.02	0.00	0.00	0.00	0.00	0.29	0.00	0.08
Delay/Veh:	0.0	23.6	1.6	38.7	16.9	0.0	0.0	0.0	0.0	12.8	0.0	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:	0.0	23.6	1.6	38.7	16.9	0.0	0.0	0.0	0.0	12.8	0.0	11.3
LOS by Move:	A	C	A	D+	B	A	A	A	A	B	A	B+
HCM2k95thQ:	0	7	2	1	1	0	0	0	0	8	0	2

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

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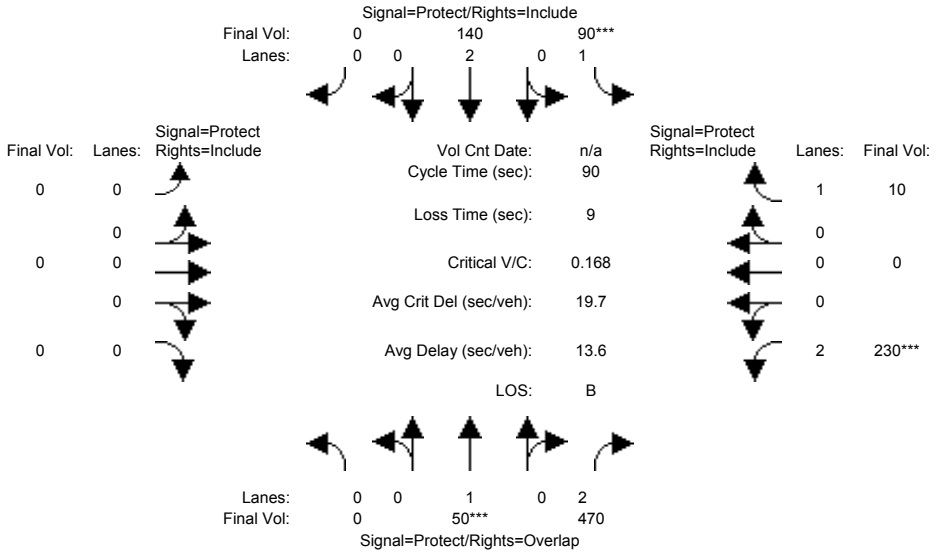
Santa Clara City Place EIR
SJ14-1528.01
Variant Existing with-Project Phases 1,2,&3 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing with-Project Phases 1, 2, and 3 Mit PM

Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	470	90	140	0	0	0	0	230	0	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	50	470	90	140	0	0	0	0	230	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	470	90	140	0	0	0	0	230	0	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:	1.00	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	50	470	90	140	0	0	0	0	230	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	470	90	140	0	0	0	0	230	0	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:	0	50	470	90	140	0	0	0	0	230	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.15	0.05	0.04	0.00	0.00	0.00	0.00	0.07	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	0.0	14.1	53.4	27.6	41.8	0.0	0.0	0.0	0.0	39.2	0.0	39.2
Volume/Cap:	0.00	0.17	0.25	0.17	0.08	0.00	0.00	0.00	0.00	0.17	0.00	0.01
Delay/Veh:	0.0	33.1	8.8	22.9	13.4	0.0	0.0	0.0	0.0	15.5	0.0	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.1	8.8	22.9	13.4	0.0	0.0	0.0	0.0	15.5	0.0	14.4
LOS by Move:	A	C-	A	C+	B	A	A	A	A	B	A	B
HCM2k95thQ:	0	2	7	4	2	0	0	0	0	5	0	0

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

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Santa Clara City Place EIR
SJ14-1528.01
Variant 2020 AM/PM Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2020+Pall Mit AM LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	2020+Pall Mit PM LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#8	Great America Parkway / Tasman Drive (CMP)	F	88.8	1.206	114.9	F	163.1	1.374	228.7										
#13	Calle Del Sol / Tasman Drive	C	26.9	0.904	35.8	B-	18.7	0.838	26.9										
#14	Lick Mill Boulevard / Tasman Drive	E	72.8	1.057	118.3	F	96.1	1.235	146.4										
#57	Great America Parkway / SR 237 WB Ramps (CMP)	D-	52.1	1.071	72.0	D	49.9	1.033	63.7										
#58	Great America Parkway / SR 237 EB Ramps (CMP)	C	30.6	0.939	32.0	C	23.3	0.987	36.1										
#59	Great America Parkway / Yerba Buena (Great America) Way	E	69.5	1.033	95.3	D	40.8	0.890	45.5										
#60	Great America Parkway / Old Mountain View-Alviso Road	E+	55.0	1.034	89.7	E	66.3	1.056	88.3										
#84	Gold Street / Gold Street Connector	C	27.6	0.735	29.9	C	24.5	0.562	29.9										
#90	Lafayette Street / Calle De Luna	D	48.0	1.012	53.1	C+	22.1	0.832	20.2										
#123	Great America Parkway and Gold Street Connector	A	9.8	0.486	9.0	A	9.6	0.340	12.2										
#314	Calle Del Sol / Calle Del Luna (signal)	B+	11.4	0.403	11.9	B	12.4	0.540	13.0										

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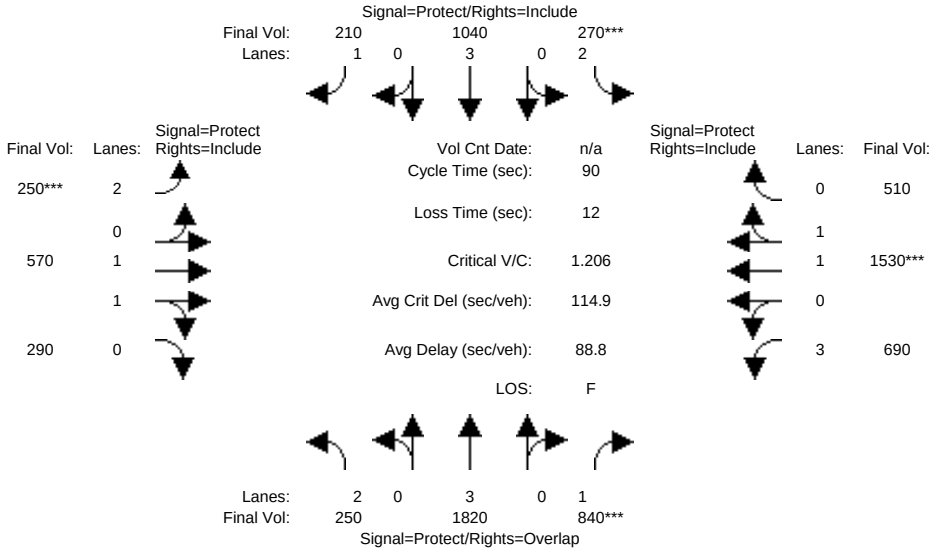
Santa Clara City Place EIR
SJ14-1528.01
Variant 2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit AM

Intersection #8: Great America Parkway / Tasman Drive (CMP)



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	1820	840	270	1040	210	250	570	290	690	1530	510
Growth Adj:	1.00	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	1820	840	270	1040	210	250	570	290	690	1530	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	1820	840	270	1040	210	250	570	290	690	1530	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1820	840	270	1040	210	250	570	290	690	1530	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1820	840	270	1040	210	250	570	290	690	1530	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1820	840	270	1040	210	250	570	290	690	1530	510
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.80	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.31	0.69	3.00	1.49	0.51
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2451	1247	4551	2774	925
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.48	0.09	0.18	0.12	0.08	0.23	0.23	0.15	0.55	0.55
Crit Moves:			****	****			****				****	
Green Time:	9.4	23.9	42.5	7.0	21.5	21.5	7.0	28.5	28.5	18.6	40.1	40.1
Volume/Cap:	0.76	1.20	1.02	1.10	0.76	0.50	1.02	0.73	0.73	0.73	1.24	1.24
Delay/Veh:	49.4	131	59.4	129.0	34.5	30.6	104.4	29.8	29.8	36.4	137	137.2
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	131	59.4	129.0	34.5	30.6	104.4	29.8	29.8	36.4	137	137.2
LOS by Move:	D	F	E+	F	C-	C	F	C	C	D+	F	F
HCM2k95thQ:	9	49	52	14	17	10	12	20	20	13	79	79

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

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Santa Clara City Place EIR
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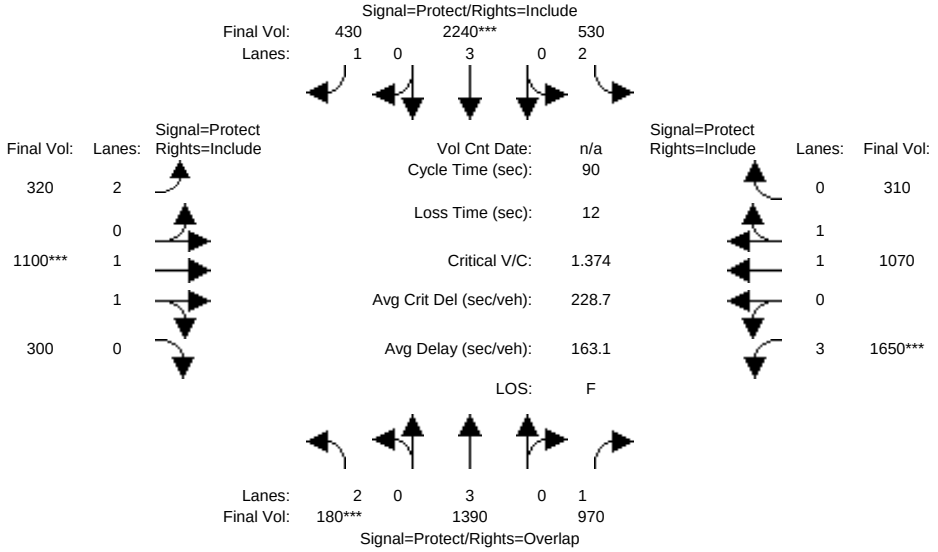
2020+Pall Mit PM

Intersection #8: Great America Parkway / Tasman Drive (CMP)



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	1390	970	530	2240	430	320	1100	300	1650	1070	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:	180	1390	970	530	2240	430	320	1100	300	1650	1070	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1390	970	530	2240	430	320	1100	300	1650	1070	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:	180	1390	970	530	2240	430	320	1100	300	1650	1070	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1390	970	530	2240	430	320	1100	300	1650	1070	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:	180	1390	970	530	2240	430	320	1100	300	1650	1070	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	0.80	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.56	0.44	3.00	1.54	0.46
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2907	793	4551	2868	831
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.55	0.17	0.39	0.25	0.10	0.38	0.38	0.36	0.37	0.37
Crit Moves:	****				****			****		****		
Green Time:	7.0	18.7	41.4	12.9	24.6	24.6	9.9	23.7	23.7	22.7	36.5	36.5
Volume/Cap:	0.73	1.17	1.20	1.17	1.44	0.90	0.92	1.44	1.44	1.44	0.92	0.92
Delay/Veh:	51.6	123	128.2	137.8	233	51.1	68.6	236	235.9	235.5	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	123	128.2	137.8	233	51.1	68.6	236	235.9	235.5	35.0	35.0
LOS by Move:	D-	F	F	F	F	D-	E	F	F	F	C-	C-
HCM2k95thQ:	6	37	80	26	74	23	12	72	72	68	30	30

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

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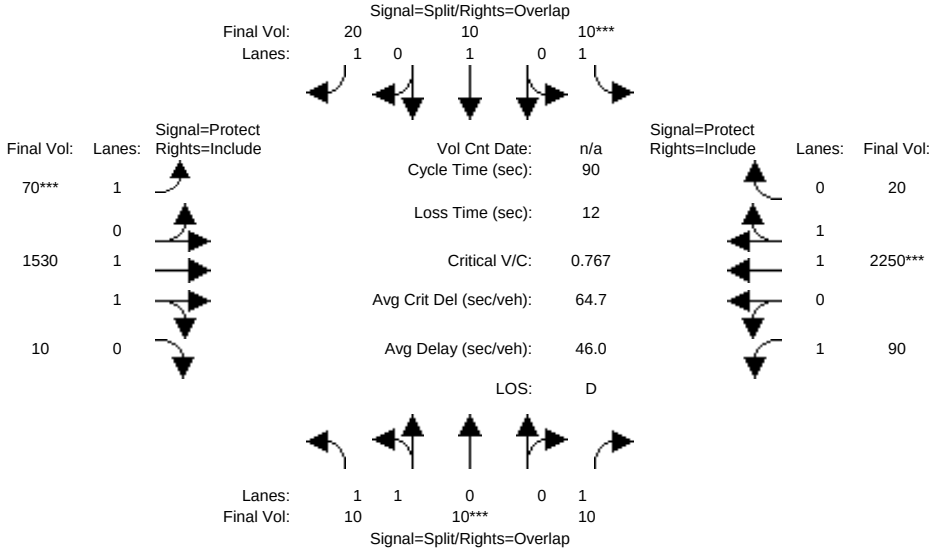
Intersection #9: Convention Center / Tasman Drive



Street Name:	Convention Center						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	10	10	10	20	70	1530	10	90	2250	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:	10	10	10	10	10	20	70	1530	10	90	2250	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	10	10	10	20	70	1530	10	90	2250	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	10	10	10	20	70	1530	10	90	2250	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	10	10	20	70	1530	10	90	2250	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:	10	10	10	10	10	20	70	1530	10	90	2250	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.01	0.99	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	1775	1775	1750	1750	1900	1750	1750	3676	24	1750	3667	33
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.04	0.42	0.42	0.05	0.61	0.61
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	19.1	10.0	10.0	17.0	7.0	48.9	48.9	9.1	51.0	51.0
Volume/Cap:	0.05	0.05	0.03	0.05	0.05	0.06	0.51	0.77	0.77	0.51	1.08	1.08
Delay/Veh:	35.8	35.8	28.1	35.9	35.8	30.0	43.2	17.9	17.9	40.7	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:	35.8	35.8	28.1	35.9	35.8	30.0	43.2	17.9	17.9	40.7	65.7	65.7
LOS by Move:	D+	D+	C	D+	D+	C	D	B	B	D	E	E
HCM2k95thQ:	1	1	1	1	1	1	4	29	29	5	68	68

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

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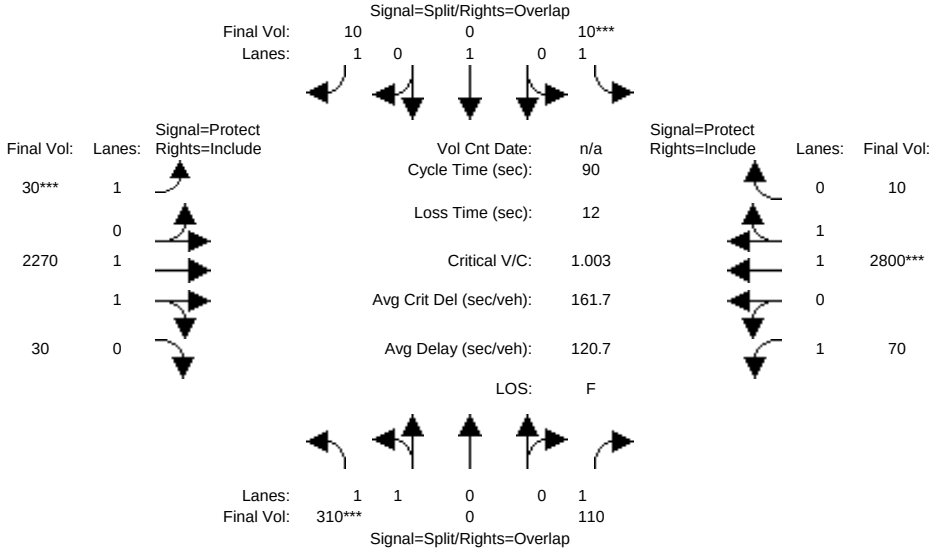
Intersection #9: Convention Center / Tasman Drive



Street Name:	Convention Center						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	0	110	10	0	10	30	2270	30	70	2800	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:	310	0	110	10	0	10	30	2270	30	70	2800	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	0	110	10	0	10	30	2270	30	70	2800	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	0	110	10	0	10	30	2270	30	70	2800	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	110	10	0	10	30	2270	30	70	2800	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:	310	0	110	10	0	10	30	2270	30	70	2800	10
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	0.97	0.95	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.99	0.01
Final Sat.:	3550	0	1750	1750	1900	1750	1750	3652	48	1750	3687	13
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.06	0.01	0.00	0.01	0.02	0.62	0.62	0.04	0.76	0.76
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	17.0	10.0	0.0	17.0	7.0	51.0	51.0	7.0	51.0	51.0
Volume/Cap:	0.79	0.00	0.33	0.05	0.00	0.03	0.22	1.10	1.10	0.51	1.34	1.34
Delay/Veh:	49.0	0.0	32.2	35.9	0.0	29.8	39.8	71.3	71.3	43.2	176	175.9
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:	49.0	0.0	32.2	35.9	0.0	29.8	39.8	71.3	71.3	43.2	176	175.9
LOS by Move:	D	A	C-	D+	A	C	D	E	E	D	F	F
HCM2k95thQ:	13	0	6	1	0	1	2	67	67	4	124	124

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

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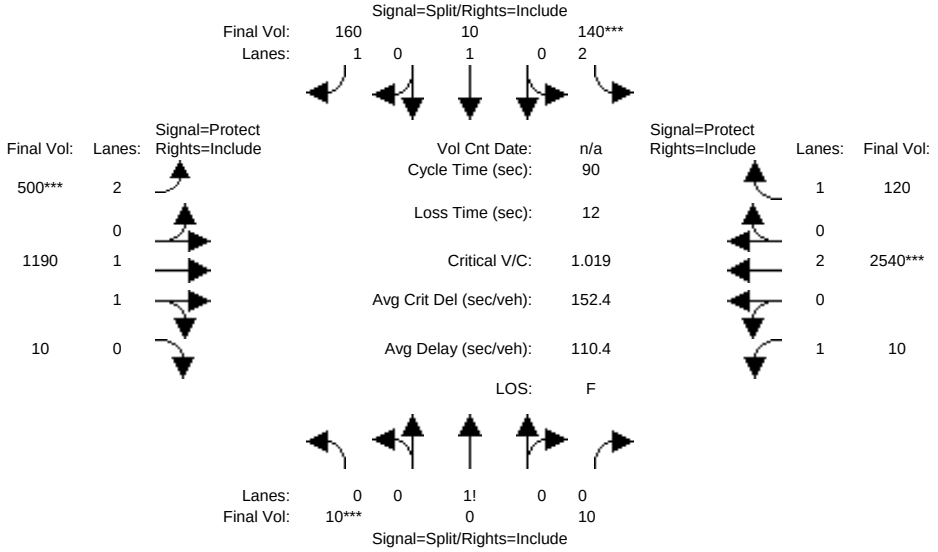
Intersection #11: Centennial Boulevard / Tasman Drive



Street Name:	Centennial Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	10	140	10	160	500	1190	10	10	2540	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:	10	0	10	140	10	160	500	1190	10	10	2540	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	140	10	160	500	1190	10	10	2540	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:	10	0	10	140	10	160	500	1190	10	10	2540	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	140	10	160	500	1190	10	10	2540	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:	10	0	10	140	10	160	500	1190	10	10	2540	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	2.00	1.00	1.00	2.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	875	0	875	3150	1900	1750	3150	3669	31	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.04	0.01	0.09	0.16	0.32	0.32	0.01	0.67	0.07
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	11.1	46.8	46.8	11.2	46.9	46.9
Volume/Cap:	0.10	0.00	0.10	0.40	0.05	0.82	1.28	0.62	0.62	0.05	1.28	0.13
Delay/Veh:	36.2	0.0	36.2	38.0	35.8	62.9	185.3	16.0	16.0	34.8	153	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:	36.2	0.0	36.2	38.0	35.8	62.9	185.3	16.0	16.0	34.8	153	11.2
LOS by Move:	D+	A	D+	D+	D+	E	F	B	B	C-	F	B+
HCM2k95thQ:	1	0	1	5	1	14	29	22	22	1	103	4

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

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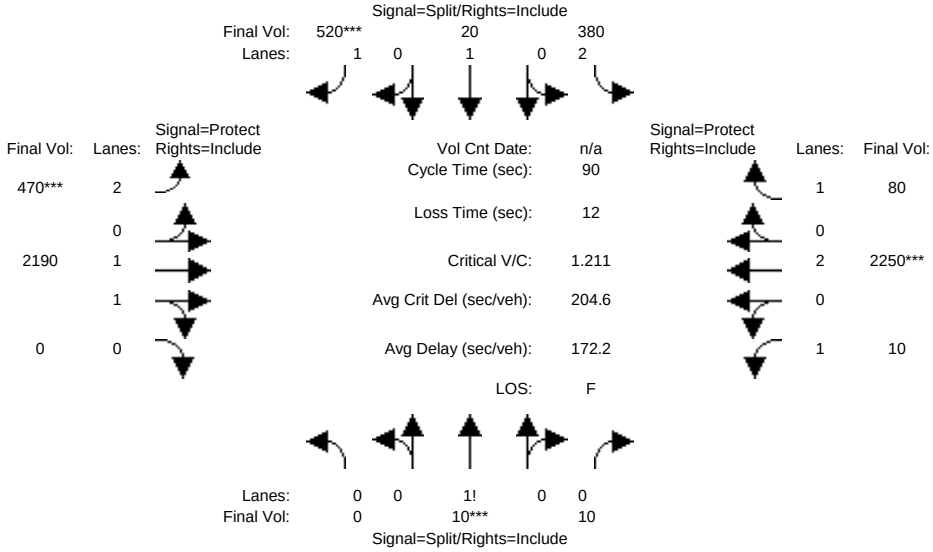
Intersection #11: Centennial Boulevard / Tasman Drive



Street Name:	Centennial Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	10	10	380	20	520	470	2190	0	10	2250	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:	0	10	10	380	20	520	470	2190	0	10	2250	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	10	380	20	520	470	2190	0	10	2250	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:	1.00	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	10	10	380	20	520	470	2190	0	10	2250	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	10	380	20	520	470	2190	0	10	2250	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:	0	10	10	380	20	520	470	2190	0	10	2250	80
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	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	2.00	1.00	1.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	900	900	3150	1900	1750	3150	3700	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.12	0.01	0.30	0.15	0.59	0.00	0.01	0.59	0.05
Crit Moves:		****				****	****				****	
Green Time:	0.0	10.0	10.0	19.5	19.5	19.5	9.8	41.5	0.0	7.0	38.8	38.8
Volume/Cap:	0.00	0.10	0.10	0.56	0.05	1.37	1.37	1.28	0.00	0.07	1.37	0.11
Delay/Veh:	0.0	36.2	36.2	32.5	28.0	219.7	226.1	156	0.0	38.7	198	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:	0.0	36.2	36.2	32.5	28.0	219.7	226.1	156	0.0	38.7	198	15.3
LOS by Move:	A	D+	D+	C-	C	F	F	F	A	D+	F	B
HCM2k95thQ:	0	1	1	12	1	58	30	94	0	1	103	3

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

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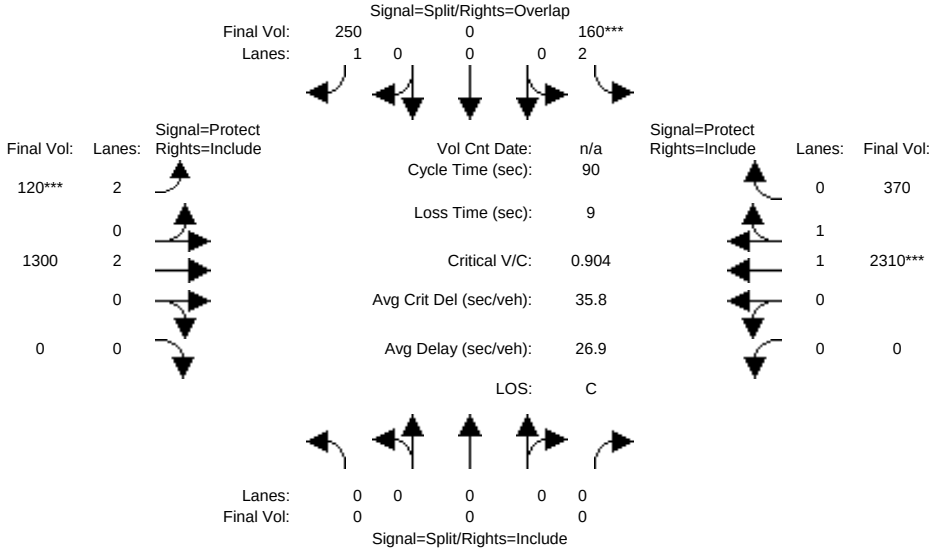
2020+Pall Mit AM

Intersection #13: Calle Del Sol / Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	0	250	120	1300	0	0	2310	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	250	120	1300	0	0	2310	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	250	120	1300	0	0	2310	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	160	0	250	120	1300	0	0	2310	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	250	120	1300	0	0	2310	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	160	0	250	120	1300	0	0	2310	370
Saturation 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	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	1.72	0.28
Final Sat.:	0	0	0	3150	0	1750	3150	3800	0	0	3189	511
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.04	0.34	0.00	0.00	0.72	0.72
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	71.0	0.0	0.0	64.0	64.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.76	0.49	0.43	0.00	0.00	1.02	1.02
Delay/Veh:	0.0	0.0	0.0	38.4	0.0	44.2	41.3	3.1	0.0	0.0	35.4	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.4	0.0	44.2	41.3	3.1	0.0	0.0	35.4	35.4
LOS by Move:	A	A	A	D+	A	D	D	A	A	A	D+	D+
HCM2k95thQ:	0	0	0	6	0	17	4	11	0	0	62	62

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

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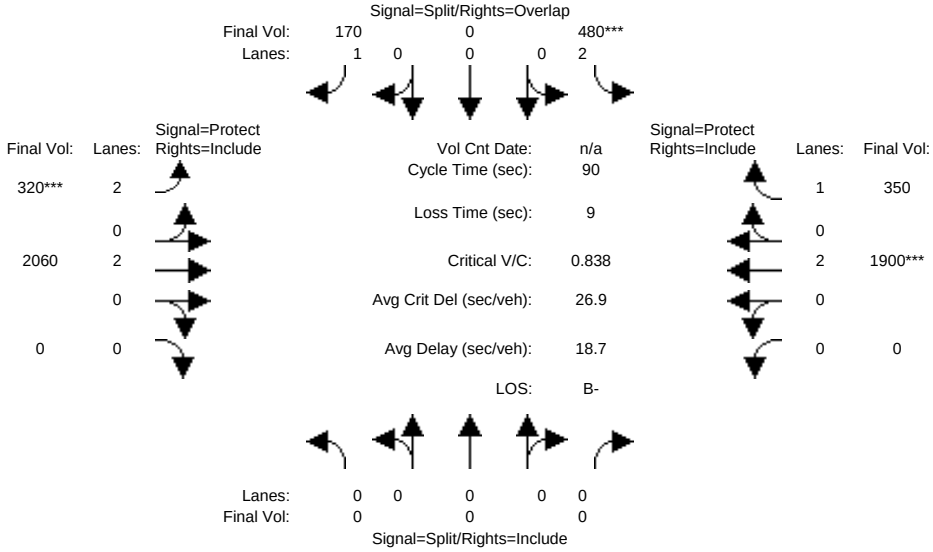
Intersection #13: Calle Del Sol / Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	480	0	170	320	2060	0	0	1900	350
Growth Adj:	1.00	1.00	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	480	0	170	320	2060	0	0	1900	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	480	0	170	320	2060	0	0	1900	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	480	0	170	320	2060	0	0	1900	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	480	0	170	320	2060	0	0	1900	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	480	0	170	320	2060	0	0	1900	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	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	0.15	0.00	0.10	0.10	0.54	0.00	0.00	0.50	0.20
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	16.4	0.0	27.3	10.9	64.6	0.0	0.0	53.7	53.7
Volume/Cap:	0.00	0.00	0.00	0.84	0.00	0.32	0.84	0.75	0.00	0.00	0.84	0.34
Delay/Veh:	0.0	0.0	0.0	46.0	0.0	24.6	53.6	9.0	0.0	0.0	17.5	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.0	0.0	24.6	53.6	9.0	0.0	0.0	17.5	9.3
LOS by Move:	A	A	A	D	A	C	D-	A	A	A	B	A
HCM2k95thQ:	0	0	0	19	0	8	10	30	0	0	33	9

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

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Santa Clara City Place EIR
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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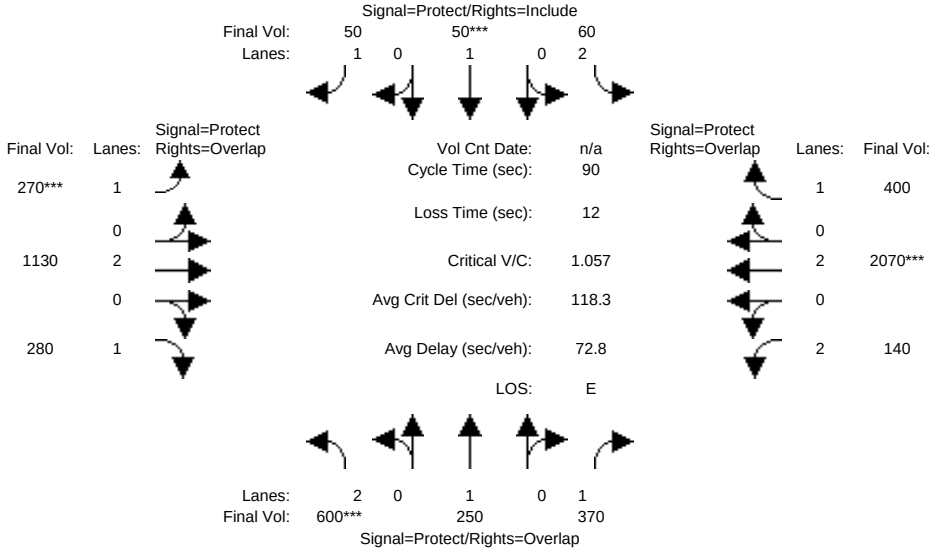
Intersection #14: Lick Mill Boulevard / Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	600	250	370	60	50	50	270	1130	280	140	2070	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	250	370	60	50	50	270	1130	280	140	2070	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	250	370	60	50	50	270	1130	280	140	2070	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	250	370	60	50	50	270	1130	280	140	2070	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	250	370	60	50	50	270	1130	280	140	2070	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	600	250	370	60	50	50	270	1130	280	140	2070	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.19	0.13	0.21	0.02	0.03	0.03	0.15	0.30	0.16	0.04	0.54	0.23
Crit Moves:	****				****		****				****	
Green Time:	14.6	16.8	27.8	7.8	10.0	10.0	11.8	42.4	56.9	11.1	41.6	49.4
Volume/Cap:	1.18	0.71	0.68	0.22	0.24	0.26	1.18	0.63	0.25	0.36	1.18	0.42
Delay/Veh:	136.4	40.7	30.8	38.7	37.1	37.3	154.8	18.7	7.4	36.8	110	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:	136.4	40.7	30.8	38.7	37.1	37.3	154.8	18.7	7.4	36.8	110	12.1
LOS by Move:	F	D	C	D+	D+	D+	F	B-	A	D+	F	B
HCM2k95thQ:	30	13	18	2	3	3	25	21	7	4	75	13

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

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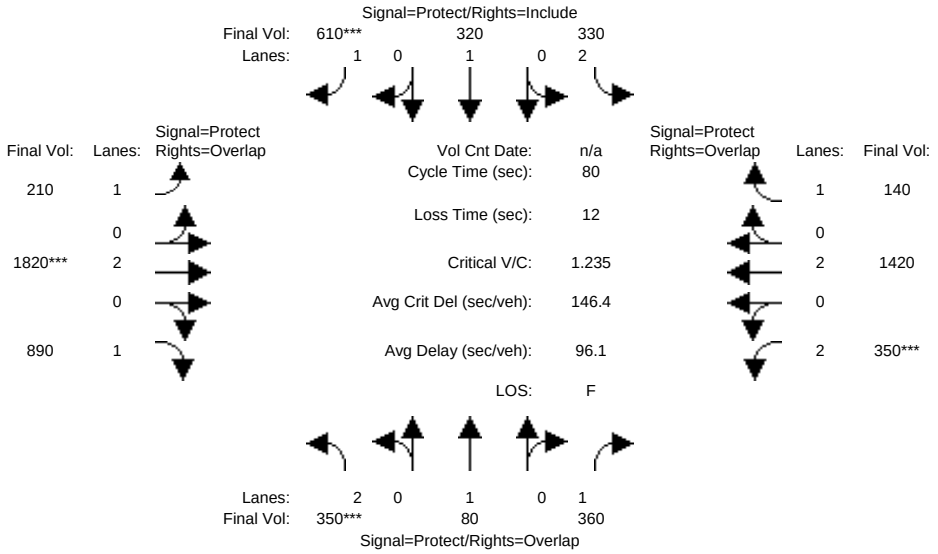
Intersection #14: Lick Mill Boulevard / Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	80	360	330	320	610	210	1820	890	350	1420	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	80	360	330	320	610	210	1820	890	350	1420	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	80	360	330	320	610	210	1820	890	350	1420	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	80	360	330	320	610	210	1820	890	350	1420	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	80	360	330	320	610	210	1820	890	350	1420	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	80	360	330	320	610	210	1820	890	350	1420	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.04	0.21	0.10	0.17	0.35	0.12	0.48	0.51	0.11	0.37	0.08
Crit Moves:	****					****		****		****		
Green Time:	7.2	16.2	23.4	13.6	22.6	22.6	9.3	31.0	38.2	7.2	28.9	42.5
Volume/Cap:	1.23	0.21	0.70	0.62	0.60	1.23	1.03	1.23	1.06	1.23	1.03	0.15
Delay/Veh:	168.8	26.8	29.6	33.0	26.6	151.0	107.5	136	70.6	168.8	58.8	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:	168.8	26.8	29.6	33.0	26.6	151.0	107.5	136	70.6	168.8	58.8	9.6
LOS by Move:	F	C	C	C-	C	F	F	F	E	F	E+	A
HCM2k95thQ:	20	3	16	11	14	55	14	67	52	20	40	4

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

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Santa Clara City Place EIR
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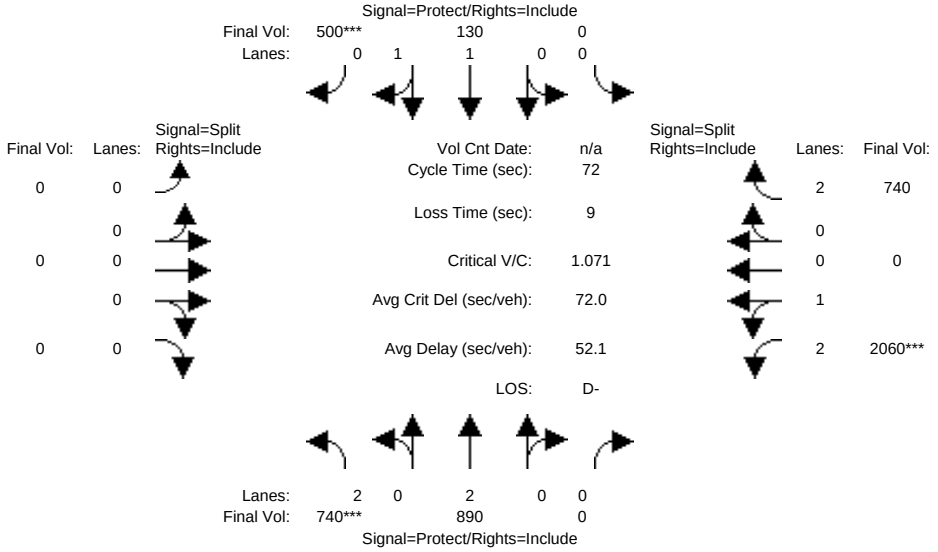
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit AM

Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	740	890	0	0	130	500	0	0	0	2060	0	740
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	890	0	0	130	500	0	0	0	2060	0	740
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	740	890	0	0	130	500	0	0	0	2060	0	740
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	740	890	0	0	130	500	0	0	0	2060	0	740
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	740	890	0	0	130	500	0	0	0	2060	0	740
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	740	890	0	0	130	500	0	0	0	2060	0	740
Saturation 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	0.87	1.00	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	3.00	0.00	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4950	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.00	0.00	0.07	0.29	0.00	0.00	0.00	0.42	0.00	0.23
Crit Moves:	****					****				****		
Green Time:	15.8	35.0	0.0	0.0	19.2	19.2	0.0	0.0	0.0	28.0	0.0	28.0
Volume/Cap:	1.07	0.48	0.00	0.00	0.26	1.07	0.00	0.00	0.00	1.07	0.00	0.60
Delay/Veh:	82.8	12.6	0.0	0.0	20.8	83.8	0.0	0.0	0.0	64.4	0.0	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:	82.8	12.6	0.0	0.0	20.8	83.8	0.0	0.0	0.0	64.4	0.0	18.4
LOS by Move:	F	B	A	A	C+	F	A	A	A	E	A	B-
HCM2k95thQ:	26	12	0	0	4	32	0	0	0	48	0	16

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

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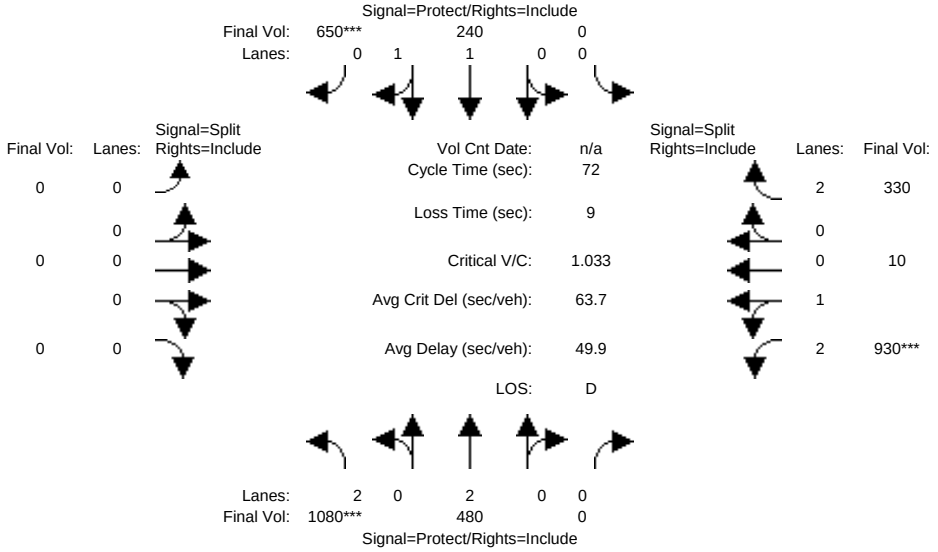
Santa Clara City Place EIR
SJ14-1528.01
Variant 2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit PM

Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1080	480	0	0	240	650	0	0	0	930	10	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1080	480	0	0	240	650	0	0	0	930	10	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1080	480	0	0	240	650	0	0	0	930	10	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1080	480	0	0	240	650	0	0	0	930	10	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1080	480	0	0	240	650	0	0	0	930	10	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1080	480	0	0	240	650	0	0	0	930	10	330
Saturation 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	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.97	0.03	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4897	53	3150
Capacity Analysis Module:												
Vol/Sat:	0.34	0.13	0.00	0.00	0.13	0.37	0.00	0.00	0.00	0.19	0.19	0.10
Crit Moves:	****					****				****		
Green Time:	23.9	49.8	0.0	0.0	25.9	25.9	0.0	0.0	0.0	13.2	13.2	13.2
Volume/Cap:	1.03	0.18	0.00	0.00	0.35	1.03	0.00	0.00	0.00	1.03	1.03	0.57
Delay/Veh:	60.8	4.0	0.0	0.0	17.0	62.6	0.0	0.0	0.0	68.1	68.1	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:	60.8	4.0	0.0	0.0	17.0	62.6	0.0	0.0	0.0	68.1	68.1	28.1
LOS by Move:	E	A	A	A	B	E	A	A	A	E	E	C
HCM2k95thQ:	34	4	0	0	8	37	0	0	0	26	26	10

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

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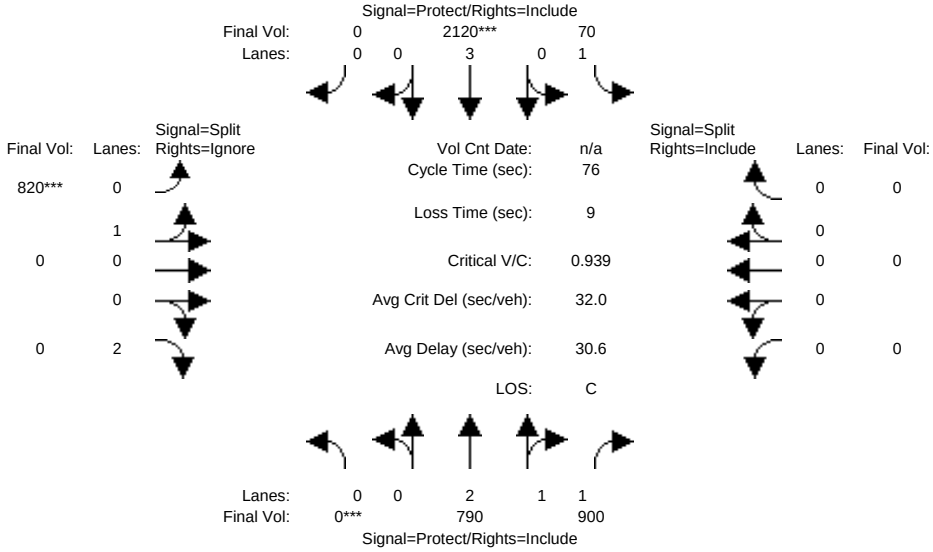
2020+Pall Mit AM

Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	790	900	70	2120	0	820	0	2560	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	790	900	70	2120	0	820	0	2560	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	790	900	70	2120	0	820	0	2560	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	790	900	70	2120	0	820	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	790	900	70	2120	0	820	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	790	900	70	2120	0	820	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	0.21	0.26	0.04	0.37	0.00	0.46	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	22.2	22.2	7.9	30.1	0.0	36.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	0.88	0.38	0.94	0.00	0.94	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.1	30.8	33.1	30.5	0.0	35.9	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	25.1	30.8	33.1	30.5	0.0	35.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C-	C	A	D+	A	A	A	A	A
HCM2k95thQ:	0	15	21	3	32	0	41	0	0	0	0	0

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

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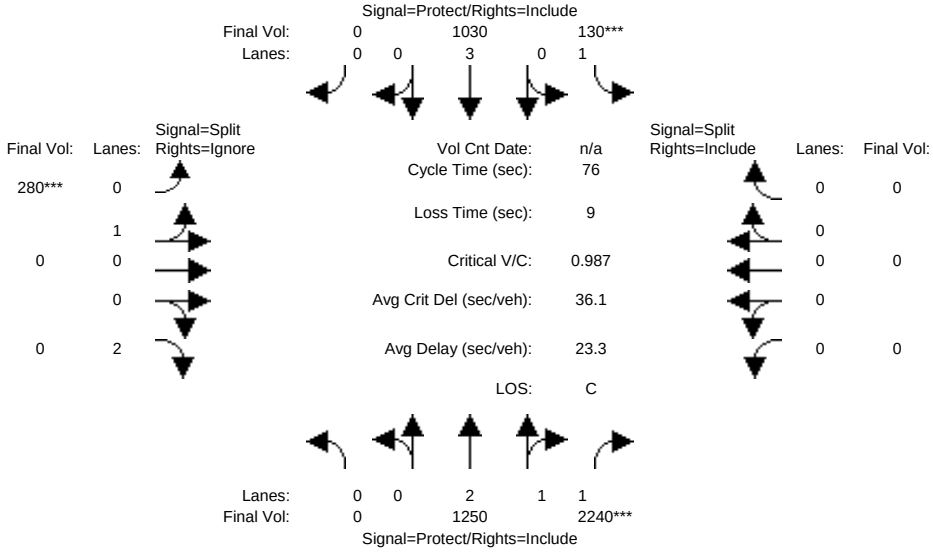
2020+Pall Mit PM

Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	1250	2240	130	1030	0	280	0	840	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	1250	2240	130	1030	0	280	0	840	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1250	2240	130	1030	0	280	0	840	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	1250	2240	130	1030	0	280	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1250	2240	130	1030	0	280	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	1250	2240	130	1030	0	280	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	0.33	0.64	0.07	0.18	0.00	0.16	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	48.3	48.3	7.0	55.3	0.0	11.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	1.01	0.81	0.25	0.00	1.01	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.6	31.0	58.8	3.5	0.0	88.1	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	7.6	31.0	58.8	3.5	0.0	88.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	C	E+	A	A	F	A	A	A	A	A
HCM2k95thQ:	0	14	48	7	5	0	22	0	0	0	0	0

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

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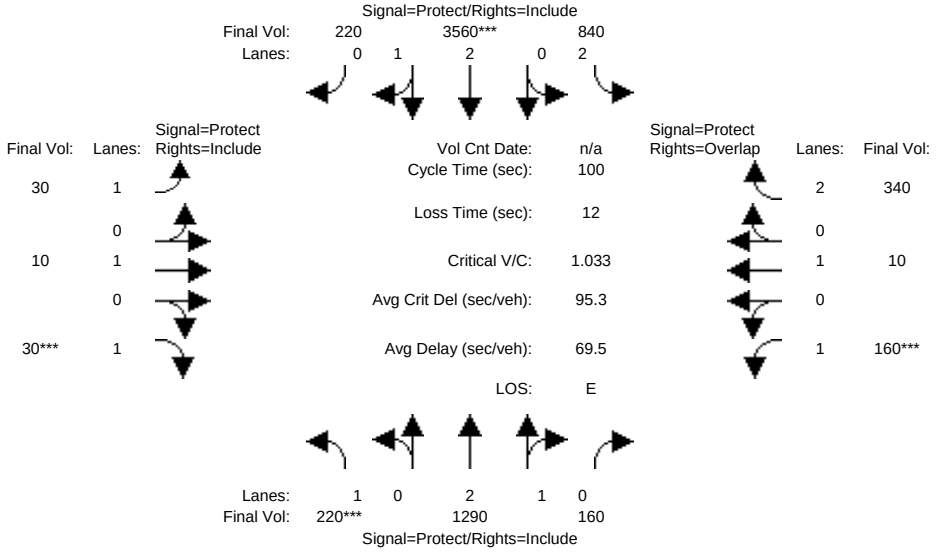
2020+Pall Mit AM

Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1290	160	840	3560	220	30	10	30	160	10	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:	220	1290	160	840	3560	220	30	10	30	160	10	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1290	160	840	3560	220	30	10	30	160	10	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1290	160	840	3560	220	30	10	30	160	10	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1290	160	840	3560	220	30	10	30	160	10	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:	220	1290	160	840	3560	220	30	10	30	160	10	340
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	2.66	0.34	2.00	2.82	0.18	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4981	618	3150	5274	326	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.26	0.27	0.68	0.68	0.02	0.01	0.02	0.09	0.01	0.11
Crit Moves:	****				****				****	****		
Green Time:	11.0	34.5	34.5	35.5	59.0	59.0	7.4	10.0	10.0	8.0	10.6	46.1
Volume/Cap:	1.14	0.75	0.75	0.75	1.14	1.14	0.23	0.05	0.17	1.14	0.05	0.23
Delay/Veh:	153.5	30.6	30.6	31.2	89.3	89.3	44.5	40.8	41.7	166.0	40.3	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:	153.5	30.6	30.6	31.2	89.3	89.3	44.5	40.8	41.7	166.0	40.3	16.4
LOS by Move:	F	C	C	C	F	F	D	D	D	F	D	B
HCM2k95thQ:	20	23	23	23	87	87	2	1	2	20	1	7

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

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Santa Clara City Place EIR
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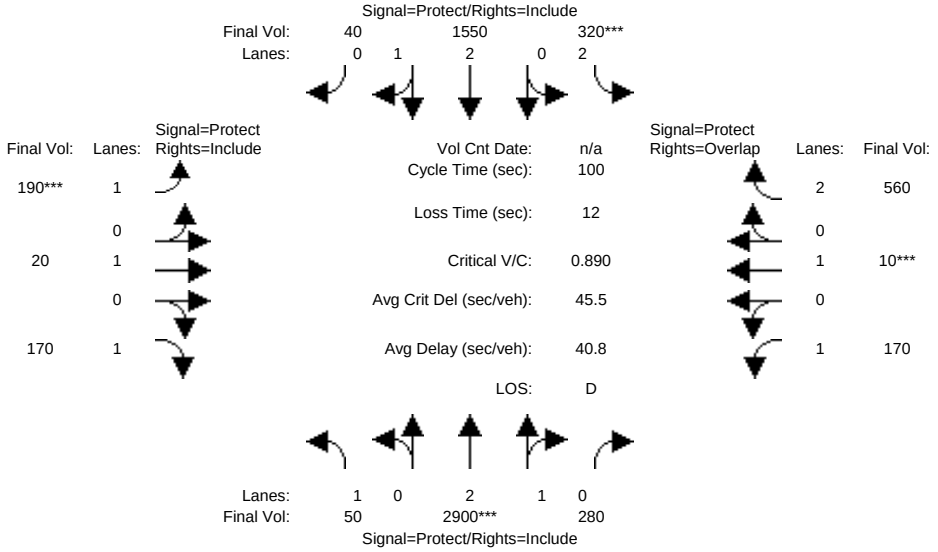
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit PM

Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	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:	50	2900	280	320	1550	40	190	20	170	170	10	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2900	280	320	1550	40	190	20	170	170	10	560
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2900	280	320	1550	40	190	20	170	170	10	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2900	280	320	1550	40	190	20	170	170	10	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2900	280	320	1550	40	190	20	170	170	10	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:	50	2900	280	320	1550	40	190	20	170	170	10	560
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	2.73	0.27	2.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	5106	493	3150	5459	141	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.57	0.57	0.10	0.28	0.28	0.11	0.01	0.10	0.10	0.01	0.18
Crit Moves:		****		****			****				****	
Green Time:	13.3	56.9	56.9	10.2	53.8	53.8	10.9	10.6	10.6	10.3	10.0	20.2
Volume/Cap:	0.22	1.00	1.00	1.00	0.53	0.53	1.00	0.10	0.92	0.94	0.05	0.88
Delay/Veh:	39.2	36.8	36.8	94.4	15.1	15.1	109.0	40.6	87.4	95.4	40.8	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:	39.2	36.8	36.8	94.4	15.1	15.1	109.0	40.6	87.4	95.4	40.8	52.3
LOS by Move:	D	D+	D+	F	B	B	F	D	F	F	D	D-
HCM2k95thQ:	3	52	52	15	19	19	20	1	17	17	1	24

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

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Santa Clara City Place EIR
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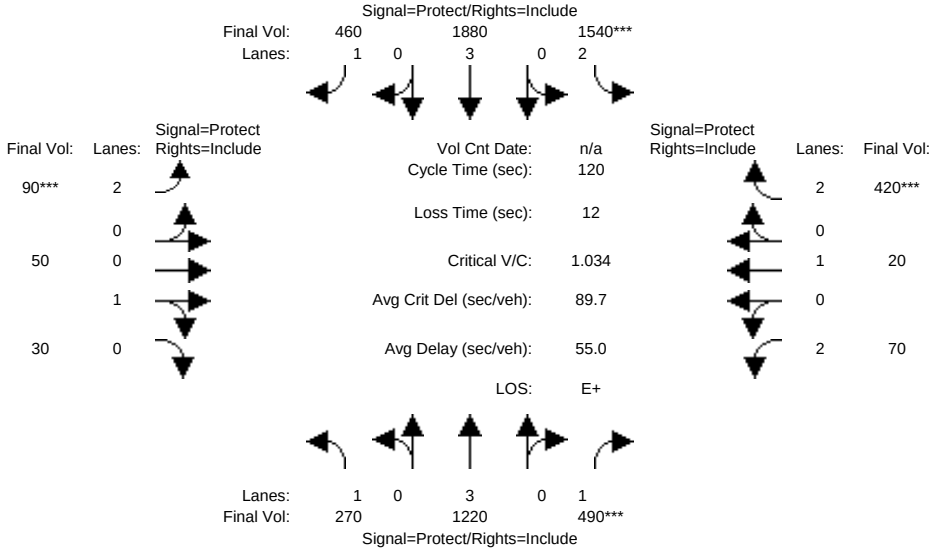
Variant 2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit AM

Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	1220	490	1540	1880	460	90	50	30	70	20	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	1220	490	1540	1880	460	90	50	30	70	20	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	1220	490	1540	1880	460	90	50	30	70	20	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	1220	490	1540	1880	460	90	50	30	70	20	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1220	490	1540	1880	460	90	50	30	70	20	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	1220	490	1540	1880	460	90	50	30	70	20	420
Saturation 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	0.95	0.95	0.83	1.00	0.83
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	0.62	0.38	2.00	1.00	2.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	1125	675	3150	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.28	0.49	0.33	0.26	0.03	0.04	0.04	0.02	0.01	0.13
Crit Moves:			****	****			****					****
Green Time:	27.4	31.3	31.3	54.7	58.6	58.6	7.0	12.9	12.9	9.0	14.9	14.9
Volume/Cap:	0.67	0.82	1.07	1.07	0.67	0.54	0.49	0.41	0.41	0.30	0.08	1.07
Delay/Veh:	46.7	45.4	107.0	78.3	24.1	22.0	56.8	51.5	51.5	53.2	46.6	118.5
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:	46.7	45.4	107.0	78.3	24.1	22.0	56.8	51.5	51.5	53.2	46.6	118.5
LOS by Move:	D	D	F	E-	C	C+	E+	D-	D-	D-	D	F
HCM2k95thQ:	18	26	42	62	28	21	5	7	7	4	1	27

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

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Santa Clara City Place EIR
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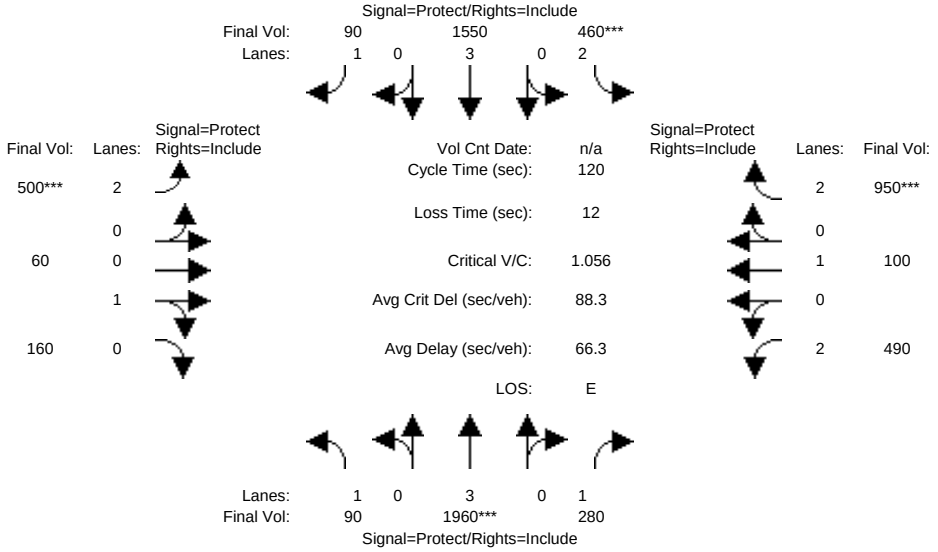
2020+Pall Mit PM

Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1960	280	460	1550	90	500	60	160	490	100	950
Growth Adj:	1.00	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	1960	280	460	1550	90	500	60	160	490	100	950
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1960	280	460	1550	90	500	60	160	490	100	950
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1960	280	460	1550	90	500	60	160	490	100	950
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1960	280	460	1550	90	500	60	160	490	100	950
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1960	280	460	1550	90	500	60	160	490	100	950
Saturation 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	0.95	0.95	0.83	1.00	0.83
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	0.27	0.73	2.00	1.00	2.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	491	1309	3150	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.16	0.15	0.27	0.05	0.16	0.12	0.12	0.16	0.05	0.30
Crit Moves:		****		****			****					****
Green Time:	9.8	39.1	39.1	16.6	45.8	45.8	18.0	23.0	23.0	29.3	34.3	34.3
Volume/Cap:	0.63	1.06	0.49	1.06	0.71	0.13	1.06	0.64	0.64	0.64	0.18	1.06
Delay/Veh:	61.8	77.9	33.1	110.3	32.6	24.2	107.8	48.6	48.6	42.4	32.5	88.7
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:	61.8	77.9	33.1	110.3	32.6	24.2	107.8	48.6	48.6	42.4	32.5	88.7
LOS by Move:	E	E-	C-	F	C-	C	F	D	D	D	C-	F
HCM2k95thQ:	7	49	16	24	28	4	30	16	16	19	6	48

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

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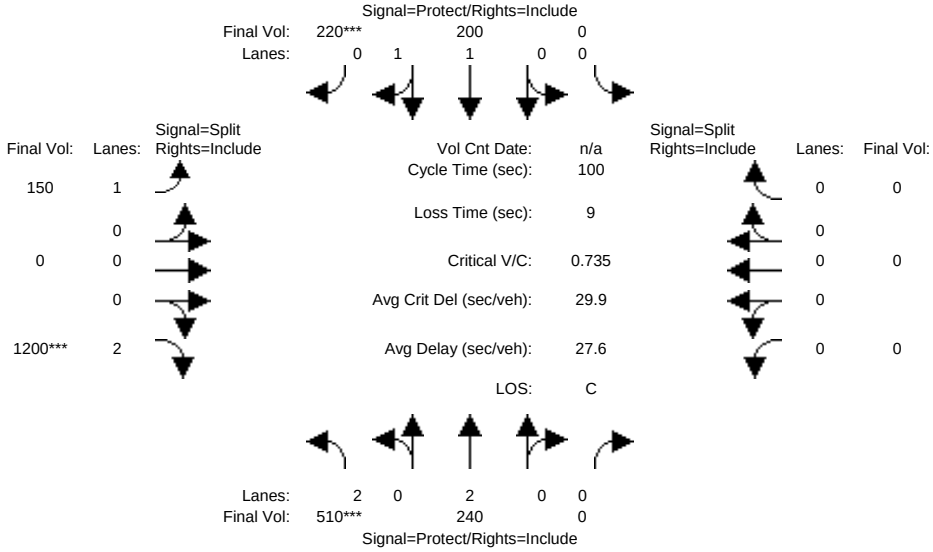
Intersection #84: Gold Street / Gold Street Connector



Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	510	240	0	0	200	220	150	0	1200	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:	510	240	0	0	200	220	150	0	1200	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	510	240	0	0	200	220	150	0	1200	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	510	240	0	0	200	220	150	0	1200	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	240	0	0	200	220	150	0	1200	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	240	0	0	200	220	150	0	1200	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	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	1900	1750	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.06	0.00	0.00	0.11	0.13	0.09	0.00	0.38	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	22.0	39.1	0.0	0.0	17.1	17.1	51.9	0.0	51.9	0.0	0.0	0.0
Volume/Cap:	0.73	0.16	0.00	0.00	0.62	0.73	0.17	0.00	0.73	0.00	0.00	0.00
Delay/Veh:	40.3	19.8	0.0	0.0	40.1	44.2	12.8	0.0	20.5	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:	40.3	19.8	0.0	0.0	40.1	44.2	12.8	0.0	20.5	0.0	0.0	0.0
LOS by Move:	D	B-	A	A	D	D	B	A	C+	A	A	A
HCM2k95thQ:	16	5	0	0	13	16	5	0	30	0	0	0

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

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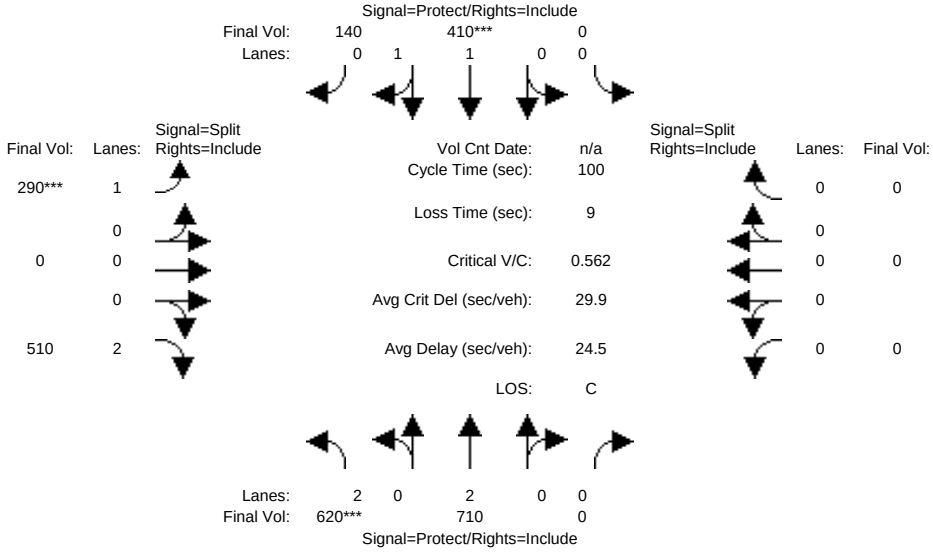
2020+Pall Mit PM

Intersection #84: Gold Street / Gold Street Connector



Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	620	710	0	0	410	140	290	0	510	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:	620	710	0	0	410	140	290	0	510	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	710	0	0	410	140	290	0	510	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	620	710	0	0	410	140	290	0	510	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	710	0	0	410	140	290	0	510	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	620	710	0	0	410	140	290	0	510	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	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.48	0.52	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	2757	942	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.00	0.00	0.15	0.15	0.17	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	35.0	61.5	0.0	0.0	26.5	26.5	29.5	0.0	29.5	0.0	0.0	0.0
Volume/Cap:	0.56	0.30	0.00	0.00	0.56	0.56	0.56	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	26.9	9.2	0.0	0.0	32.5	32.5	31.2	0.0	30.4	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:	26.9	9.2	0.0	0.0	32.5	32.5	31.2	0.0	30.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C-	C-	C	A	C	A	A	A
HCM2k95thQ:	17	10	0	0	15	15	15	0	15	0	0	0

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

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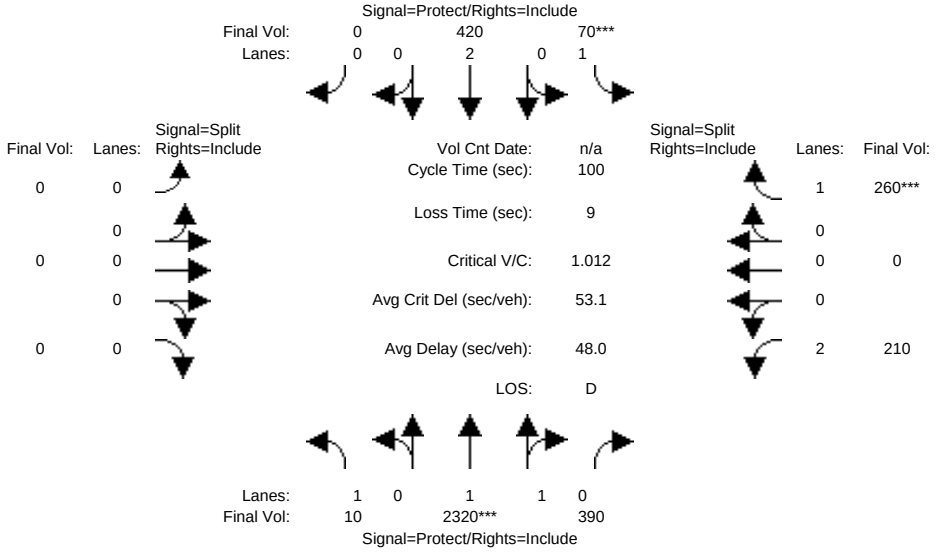
Intersection #90: Lafayette Street / Calle De Luna



Street Name:	Lafayette Street						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:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	2320	390	70	420	0	0	0	0	210	0	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:	10	2320	390	70	420	0	0	0	0	210	0	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2320	390	70	420	0	0	0	0	210	0	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2320	390	70	420	0	0	0	0	210	0	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2320	390	70	420	0	0	0	0	210	0	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:	10	2320	390	70	420	0	0	0	0	210	0	260
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	1.70	0.30	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3167	532	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.73	0.73	0.04	0.11	0.00	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:		****		****								****
Green Time:	29.8	69.8	69.8	7.0	47.0	0.0	0.0	0.0	0.0	14.2	0.0	14.2
Volume/Cap:	0.02	1.05	1.05	0.57	0.23	0.00	0.00	0.00	0.00	0.47	0.00	1.05
Delay/Veh:	24.8	47.3	47.3	51.4	15.8	0.0	0.0	0.0	0.0	40.3	0.0	113.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	47.3	47.3	51.4	15.8	0.0	0.0	0.0	0.0	40.3	0.0	113.5
LOS by Move:	C	D	D	D-	B	A	A	A	A	D	A	F
HCM2k95thQ:	0	85	85	5	7	0	0	0	0	8	0	26

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

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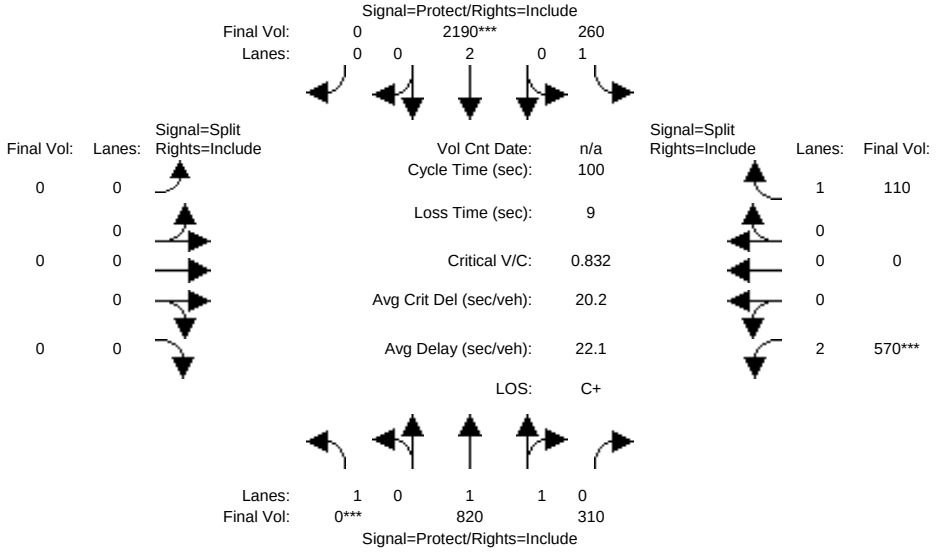
Intersection #90: Lafayette Street / Calle De Luna



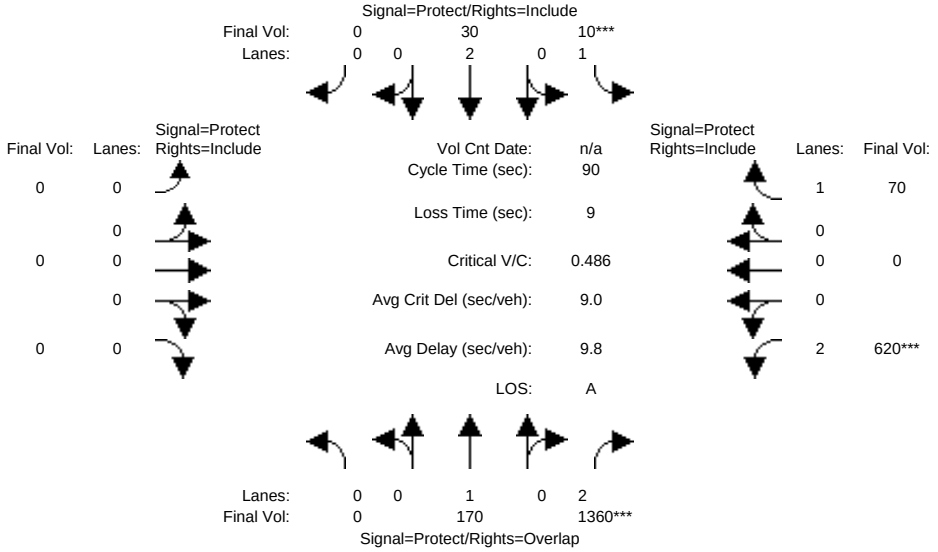
Street Name:	Lafayette Street						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	820	310	260	2190	0	0	0	0	570	0	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	820	310	260	2190	0	0	0	0	570	0	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	820	310	260	2190	0	0	0	0	570	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	820	310	260	2190	0	0	0	0	570	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	820	310	260	2190	0	0	0	0	570	0	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	820	310	260	2190	0	0	0	0	570	0	110
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	1.44	0.56	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2684	1015	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.15	0.58	0.00	0.00	0.00	0.00	0.18	0.00	0.06
Crit Moves:	****				****					****		
Green Time:	0.0	46.6	46.6	22.7	69.3	0.0	0.0	0.0	0.0	21.7	0.0	21.7
Volume/Cap:	0.00	0.66	0.66	0.66	0.83	0.00	0.00	0.00	0.00	0.83	0.00	0.29
Delay/Veh:	0.0	21.5	21.5	39.1	13.6	0.0	0.0	0.0	0.0	45.9	0.0	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:	0.0	21.5	21.5	39.1	13.6	0.0	0.0	0.0	0.0	45.9	0.0	33.1
LOS by Move:	A	C+	C+	D	B	A	A	A	A	D	A	C-
HCM2k95thQ:	0	24	24	14	40	0	0	0	0	23	0	6

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

Santa Clara City Place EIR
SJ14-1528.01
Variant 2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit AM

Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	170	1360	10	30	0	0	0	0	620	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	170	1360	10	30	0	0	0	0	620	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	1360	10	30	0	0	0	0	620	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	1360	10	30	0	0	0	0	620	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	1360	10	30	0	0	0	0	620	0	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:	0	170	1360	10	30	0	0	0	0	620	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.43	0.01	0.01	0.00	0.00	0.00	0.00	0.20	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	40.3	74.0	7.0	47.3	0.0	0.0	0.0	0.0	33.7	0.0	33.7
Volume/Cap:	0.00	0.20	0.53	0.07	0.02	0.00	0.00	0.00	0.00	0.53	0.00	0.11
Delay/Veh:	0.0	15.2	2.7	38.7	10.2	0.0	0.0	0.0	0.0	22.3	0.0	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:	0.0	15.2	2.7	38.7	10.2	0.0	0.0	0.0	0.0	22.3	0.0	18.4
LOS by Move:	A	B	A	D+	B+	A	A	A	A	C+	A	B-
HCM2k95thQ:	0	5	14	1	0	0	0	0	0	15	0	3

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

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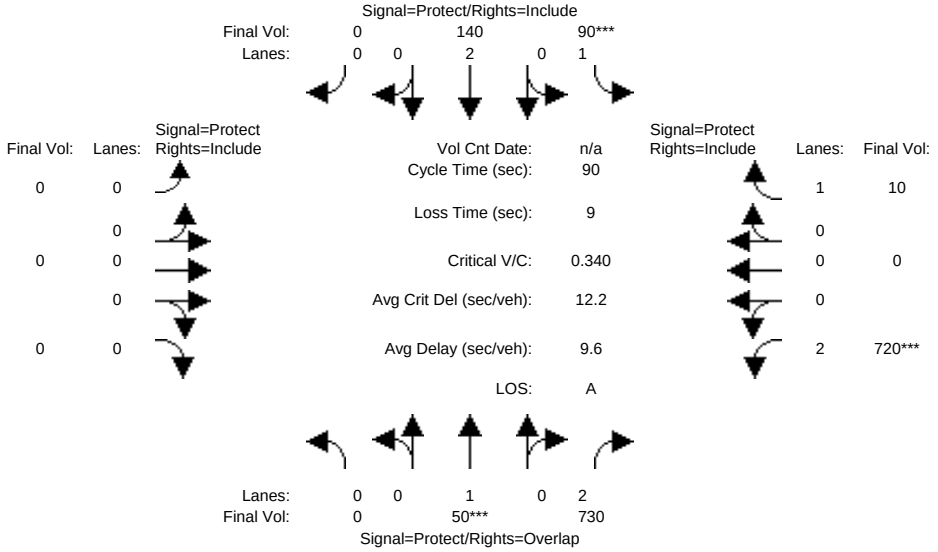
Santa Clara City Place EIR
SJ14-1528.01
Variant 2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit PM

Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	730	90	140	0	0	0	0	720	0	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	50	730	90	140	0	0	0	0	720	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	730	90	140	0	0	0	0	720	0	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:	1.00	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	50	730	90	140	0	0	0	0	720	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	730	90	140	0	0	0	0	720	0	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:	0	50	730	90	140	0	0	0	0	720	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.23	0.05	0.04	0.00	0.00	0.00	0.00	0.23	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	0.0	10.0	68.0	13.0	23.0	0.0	0.0	0.0	0.0	58.0	0.0	58.0
Volume/Cap:	0.00	0.24	0.31	0.35	0.14	0.00	0.00	0.00	0.00	0.35	0.00	0.01
Delay/Veh:	0.0	37.1	3.6	35.5	25.9	0.0	0.0	0.0	0.0	7.5	0.0	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:	0.0	37.1	3.6	35.5	25.9	0.0	0.0	0.0	0.0	7.5	0.0	5.7
LOS by Move:	A	D+	A	D+	C	A	A	A	A	A	A	A
HCM2k95thQ:	0	3	8	6	3	0	0	0	0	11	0	0

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

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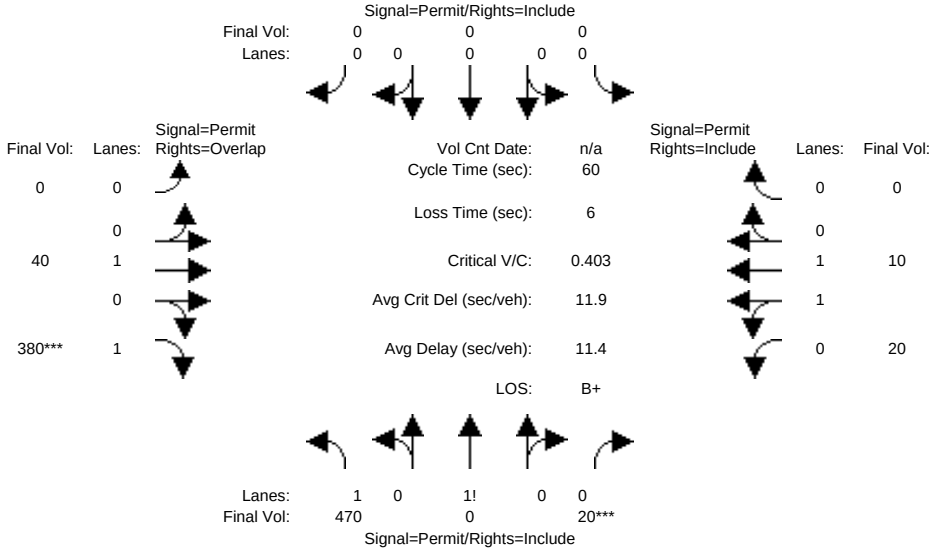
Santa Clara City Place EIR
SJ14-1528.01
Variant 2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit AM

Intersection #314: Calle Del Sol / Calle Del Luna (signal)



Street Name:	Calle Del Sol						Calle Del 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:	10	10	10	0	0	0	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:	470	0	20	0	0	0	0	40	380	20	10	0
Growth Adj:	1.00	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	0	20	0	0	0	0	40	380	20	10	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	0	20	0	0	0	0	40	380	20	10	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	0	20	0	0	0	0	40	380	20	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	0	20	0	0	0	0	40	380	20	10	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:	470	0	20	0	0	0	0	40	380	20	10	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.92	0.00	0.08	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3363	0	137	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.15	0.00	0.00	0.00	0.00	0.02	0.22	0.01	0.01	0.00
Crit Moves:			****						****			
Green Time:	21.7	0.0	21.7	0.0	0.0	0.0	0.0	32.3	32.3	32.3	32.3	0.0
Volume/Cap:	0.39	0.00	0.40	0.00	0.00	0.00	0.00	0.04	0.40	0.02	0.01	0.00
Delay/Veh:	14.4	0.0	14.5	0.0	0.0	0.0	0.0	6.5	8.4	6.5	6.4	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:	14.4	0.0	14.5	0.0	0.0	0.0	0.0	6.5	8.4	6.5	6.4	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	8	0	8	0	0	0	0	1	9	0	0	0

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

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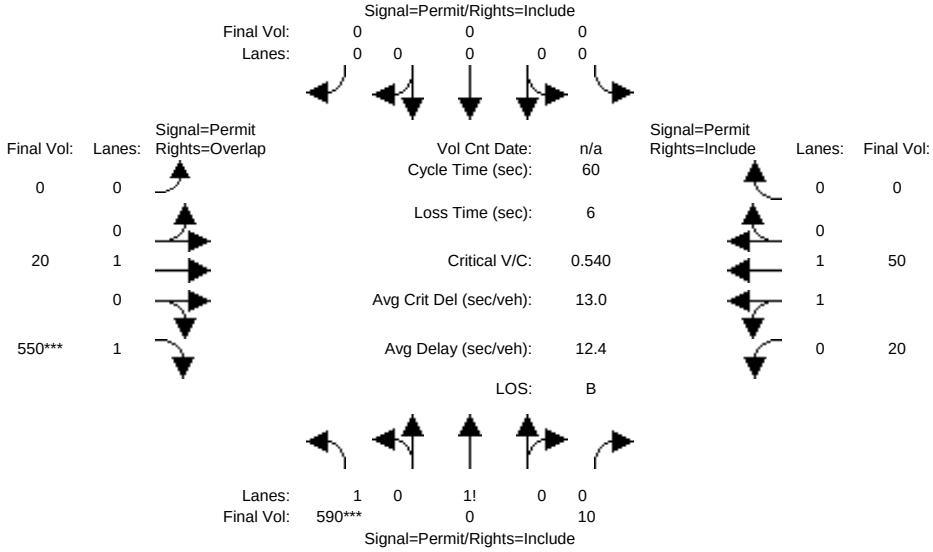
Santa Clara City Place EIR
SJ14-1528.01
Variant 2020 AM/PM Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020+Pall Mit PM

Intersection #314: Calle Del Sol / Calle Del Luna (signal)



Street Name:	Calle Del Sol						Calle Del 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:	10	10	10	0	0	0	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:	590	0	10	0	0	0	0	20	550	20	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	0	10	0	0	0	0	20	550	20	50	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	0	10	0	0	0	0	20	550	20	50	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	0	10	0	0	0	0	20	550	20	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	0	10	0	0	0	0	20	550	20	50	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:	590	0	10	0	0	0	0	20	550	20	50	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	0.95	0.98	0.92
Lanes:	1.97	0.00	0.03	0.00	0.00	0.00	0.00	1.00	1.00	0.59	1.41	0.00
Final Sat.:	3443	0	57	0	0	0	0	1900	1750	1057	2642	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.01	0.31	0.02	0.02	0.00
Crit Moves:	****								****			
Green Time:	19.1	0.0	19.1	0.0	0.0	0.0	0.0	34.9	34.9	34.9	34.9	0.0
Volume/Cap:	0.54	0.00	0.55	0.00	0.00	0.00	0.00	0.02	0.54	0.03	0.03	0.00
Delay/Veh:	17.4	0.0	17.5	0.0	0.0	0.0	0.0	5.3	8.2	5.3	5.3	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:	17.4	0.0	17.5	0.0	0.0	0.0	0.0	5.3	8.2	5.3	5.3	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	11	0	11	0	0	0	0	0	14	1	1	0

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

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Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2040+Pall Mit AM				2040+Pall Mit PM													
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#8	Great America Parkway / Tasman Drive (CMP)	F	151.7	1.428	236.2	F	226.3	1.542	306.9										
#13	Calle Del Sol / Tasman Drive	F	105.5	1.142	146.7	C	23.2	0.944	35.5										
#14	Lick Mill Boulevard / Tasman Drive	F	155.0	1.345	256.0	F	166.6	1.476	251.8										
#57	Great America Parkway / SR 237 WB Ramps (CMP)	D	41.4	1.024	55.9	C	30.3	0.913	37.1										
#58	Great America Parkway / SR 237 EB Ramps (CMP)	C	27.7	0.907	28.3	C	27.3	1.006	42.8										
#59	Great America Parkway / Yerba Buena (Great America) Way	E	66.2	1.015	88.3	D-	53.0	0.941	65.9										
#60	Great America Parkway / Old Mountain View-Alviso Road	D	45.4	0.962	69.9	E+	59.4	1.017	75.3										
#84	Gold Street / Gold Street Connector	C	28.1	0.705	30.5	C	25.2	0.585	30.7										
#90	Lafayette Street / Calle De Luna	C-	33.7	0.957	39.4	C+	22.9	0.876	22.3										
#123	Great America Parkway and Gold Street Connector	A	9.3	0.458	8.3	A	9.8	0.333	12.3										
#314	Calle Del Sol / Calle Del Luna (signal)	B+	11.8	0.444	12.2	B	12.8	0.559	13.3										

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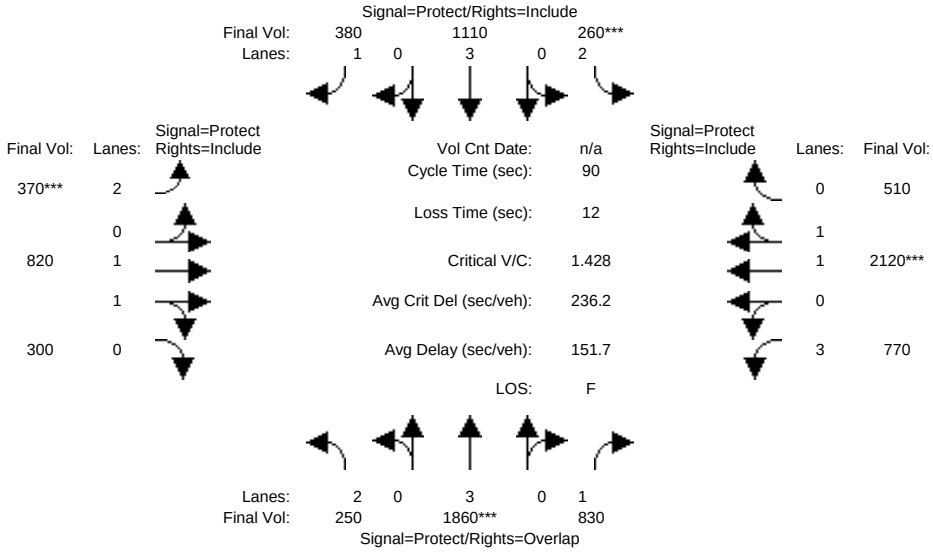
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #8: Great America Parkway / Tasman Drive (CMP)



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	1860	830	260	1110	380	370	820	300	770	2120	510
Growth Adj:	1.00	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	1860	830	260	1110	380	370	820	300	770	2120	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	1860	830	260	1110	380	370	820	300	770	2120	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1860	830	260	1110	380	370	820	300	770	2120	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1860	830	260	1110	380	370	820	300	770	2120	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1860	830	260	1110	380	370	820	300	770	2120	510
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.80	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.45	0.55	3.00	1.60	0.40
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2708	991	4551	2982	717
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.47	0.08	0.19	0.22	0.12	0.30	0.30	0.17	0.71	0.71
Crit Moves:		****		****			****				****	
Green Time:	7.2	20.1	38.3	7.0	19.8	19.8	7.2	32.7	32.7	18.3	43.7	43.7
Volume/Cap:	0.99	1.46	1.11	1.06	0.88	0.99	1.46	0.83	0.83	0.83	1.46	1.46
Delay/Veh:	93.8	248	94.7	116.1	41.7	76.9	270.5	30.8	30.8	41.0	235	234.9
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:	93.8	248	94.7	116.1	41.7	76.9	270.5	30.8	30.8	41.0	235	234.9
LOS by Move:	F	F	F	F	D	E-	F	C	C	D	F	F
HCM2k95thQ:	11	64	60	12	20	25	27	27	27	15	132	132

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

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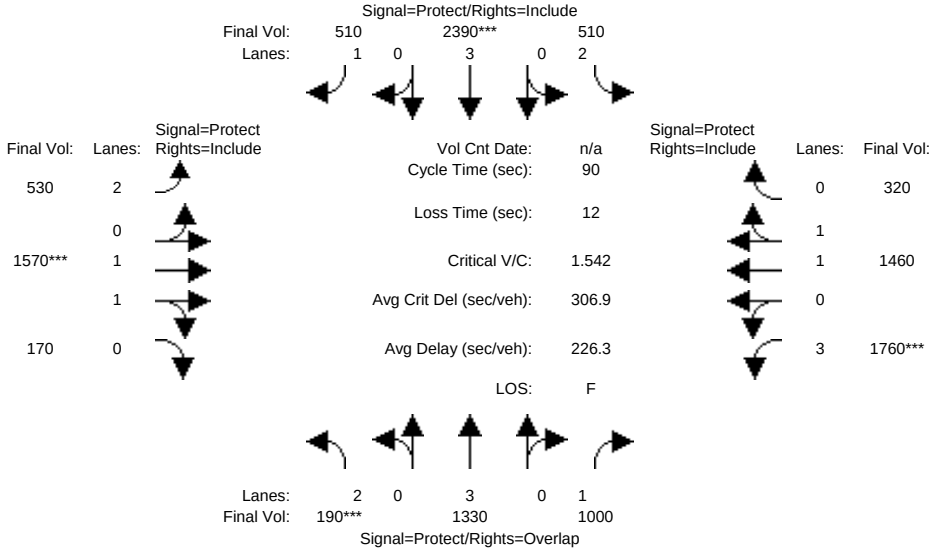
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #8: Great America Parkway / Tasman Drive (CMP)



Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	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:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	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:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	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:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	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	0.98	0.95	0.80	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.80	0.20	3.00	1.63	0.37
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3338	361	4551	3034	665
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.57	0.16	0.42	0.29	0.17	0.47	0.47	0.39	0.48	0.48
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.9	39.4	12.4	23.3	23.3	12.4	26.2	26.2	21.5	35.3	35.3
Volume/Cap:	0.78	1.17	1.30	1.17	1.62	1.12	1.23	1.62	1.62	1.62	1.23	1.23
Delay/Veh:	55.1	123	171.9	138.6	315	114.2	159.5	314	314.3	316.6	135	135.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	123	171.9	138.6	315	114.2	159.5	314	314.3	316.6	135	135.3
LOS by Move:	E+	F	F	F	F	F	F	F	F	F	F	F
HCM2k95thQ:	7	36	93	25	89	38	29	100	100	82	69	69

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

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Santa Clara City Place EIR
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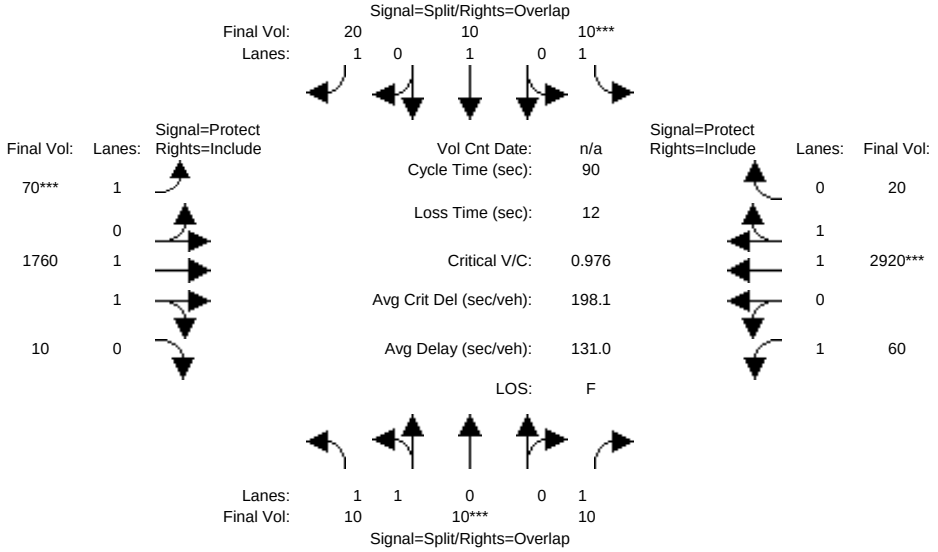
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #9: Convention Center / Tasman Drive



Street Name:	Convention Center						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	10	10	10	20	70	1760	10	60	2920	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:	10	10	10	10	10	20	70	1760	10	60	2920	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	10	10	10	20	70	1760	10	60	2920	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	10	10	10	20	70	1760	10	60	2920	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	10	10	20	70	1760	10	60	2920	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:	10	10	10	10	10	20	70	1760	10	60	2920	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.01	0.99	1.00	1.00	1.00	1.00	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	1775	1775	1750	1750	1900	1750	1750	3679	21	1750	3675	25
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.04	0.48	0.48	0.03	0.79	0.79
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	18.1	10.0	10.0	17.0	7.0	49.9	49.9	8.1	51.0	51.0
Volume/Cap:	0.05	0.05	0.03	0.05	0.05	0.06	0.51	0.86	0.86	0.38	1.40	1.40
Delay/Veh:	35.8	35.8	28.9	35.9	35.8	30.0	43.2	21.2	21.2	40.1	203	203.5
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:	35.8	35.8	28.9	35.9	35.8	30.0	43.2	21.2	21.2	40.1	203	203.5
LOS by Move:	D+	D+	C	D+	D+	C	D	C+	C+	D	F	F
HCM2k95thQ:	1	1	1	1	1	1	4	36	36	3	139	139

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

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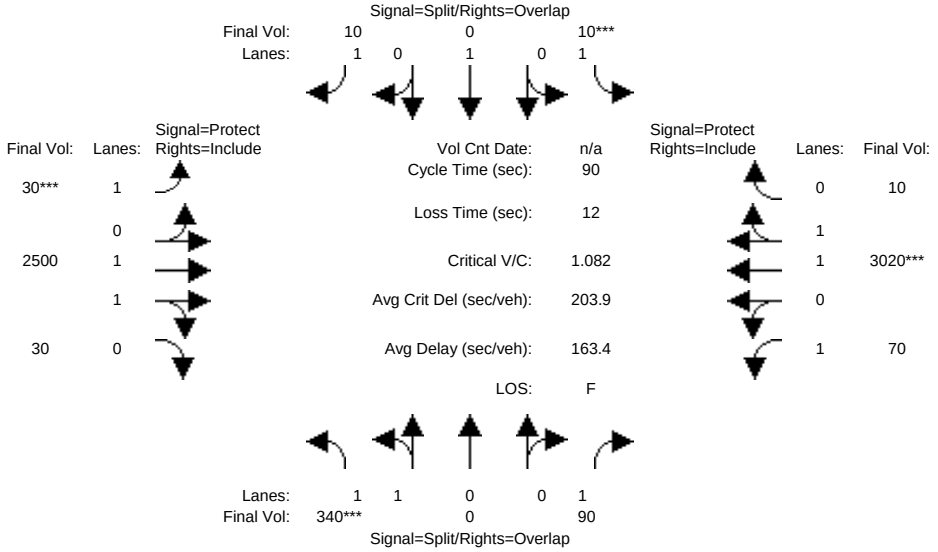
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #9: Convention Center / Tasman Drive



Street Name:	Convention Center						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	0	90	10	0	10	30	2500	30	70	3020	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:	340	0	90	10	0	10	30	2500	30	70	3020	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	340	0	90	10	0	10	30	2500	30	70	3020	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	0	90	10	0	10	30	2500	30	70	3020	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	0	90	10	0	10	30	2500	30	70	3020	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:	340	0	90	10	0	10	30	2500	30	70	3020	10
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	0.97	0.95	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	1.00	1.00	1.00	1.00	1.98	0.02	1.00	1.99	0.01
Final Sat.:	3550	0	1750	1750	1900	1750	1750	3656	44	1750	3688	12
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.05	0.01	0.00	0.01	0.02	0.68	0.68	0.04	0.82	0.82
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	17.0	10.0	0.0	17.0	7.0	51.0	51.0	7.0	51.0	51.0
Volume/Cap:	0.86	0.00	0.27	0.05	0.00	0.03	0.22	1.21	1.21	0.51	1.45	1.45
Delay/Veh:	56.7	0.0	31.7	35.9	0.0	29.8	39.8	117	117.3	43.2	223	222.6
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:	56.7	0.0	31.7	35.9	0.0	29.8	39.8	117	117.3	43.2	223	222.6
LOS by Move:	E+	A	C	D+	A	C	D	F	F	D	F	F
HCM2k95thQ:	15	0	5	1	0	1	2	92	92	4	149	149

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

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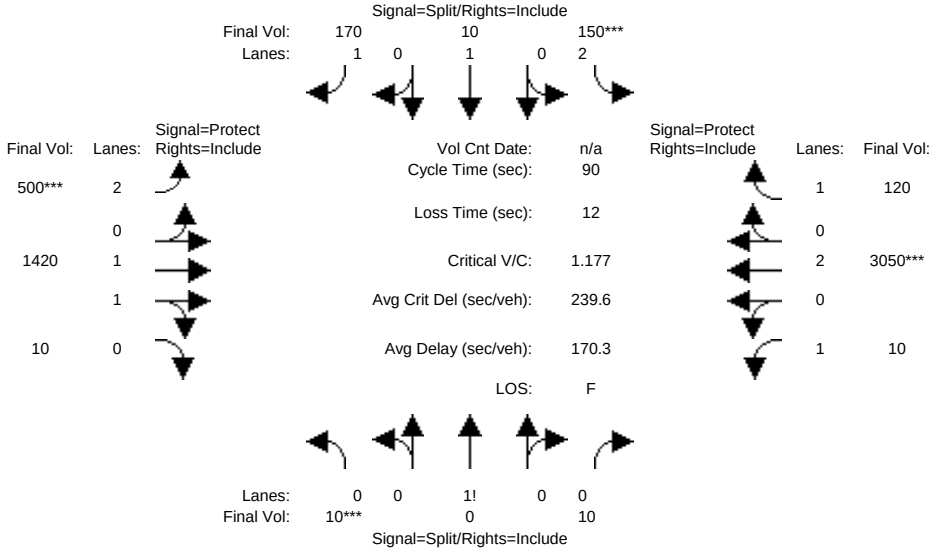
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #11: Centennial Boulevard / Tasman Drive



Street Name:	Centennial Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	10	150	10	170	500	1420	10	10	3050	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:	10	0	10	150	10	170	500	1420	10	10	3050	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	150	10	170	500	1420	10	10	3050	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:	10	0	10	150	10	170	500	1420	10	10	3050	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	150	10	170	500	1420	10	10	3050	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:	10	0	10	150	10	170	500	1420	10	10	3050	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	2.00	1.00	1.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	875	0	875	3150	1900	1750	3150	3674	26	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.01	0.10	0.16	0.39	0.39	0.01	0.80	0.07
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	9.6	48.3	48.3	9.7	48.4	48.4
Volume/Cap:	0.10	0.00	0.10	0.43	0.05	0.87	1.49	0.72	0.72	0.05	1.49	0.13
Delay/Veh:	36.2	0.0	36.2	38.2	35.8	72.0	276.7	17.1	17.1	36.1	245	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:	36.2	0.0	36.2	38.2	35.8	72.0	276.7	17.1	17.1	36.1	245	10.4
LOS by Move:	D+	A	D+	D+	D+	E	F	B	B	D+	F	B+
HCM2k95thQ:	1	0	1	6	1	15	35	27	27	1	152	3

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

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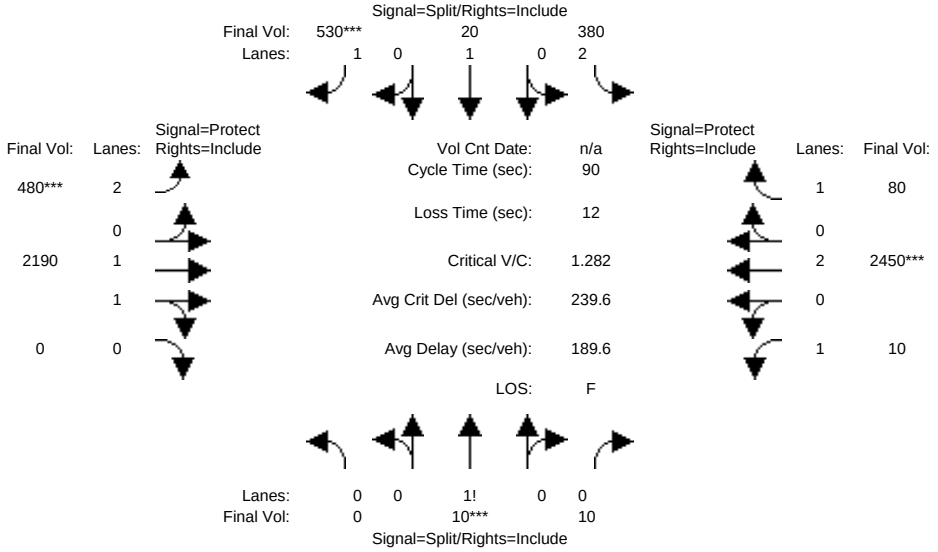
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #11: Centennial Boulevard / Tasman Drive



Street Name:	Centennial Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	10	10	380	20	530	480	2190	0	10	2450	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:	0	10	10	380	20	530	480	2190	0	10	2450	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	10	380	20	530	480	2190	0	10	2450	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:	1.00	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	10	10	380	20	530	480	2190	0	10	2450	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	10	380	20	530	480	2190	0	10	2450	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:	0	10	10	380	20	530	480	2190	0	10	2450	80
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	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	2.00	1.00	1.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	900	900	3150	1900	1750	3150	3700	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.12	0.01	0.30	0.15	0.59	0.00	0.01	0.64	0.05
Crit Moves:		****				****	****				****	
Green Time:	0.0	10.0	10.0	18.7	18.7	18.7	9.4	42.3	0.0	7.0	39.9	39.9
Volume/Cap:	0.00	0.10	0.10	0.58	0.05	1.46	1.46	1.26	0.00	0.07	1.46	0.10
Delay/Veh:	0.0	36.2	36.2	33.4	28.6	255.5	261.6	146	0.0	38.7	234	14.7
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	36.2	36.2	33.4	28.6	255.5	261.6	146	0.0	38.7	234	14.7
LOS by Move:	A	D+	D+	C-	C	F	F	F	A	D+	F	B
HCM2k95thQ:	0	1	1	12	1	62	33	91	0	1	120	3

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

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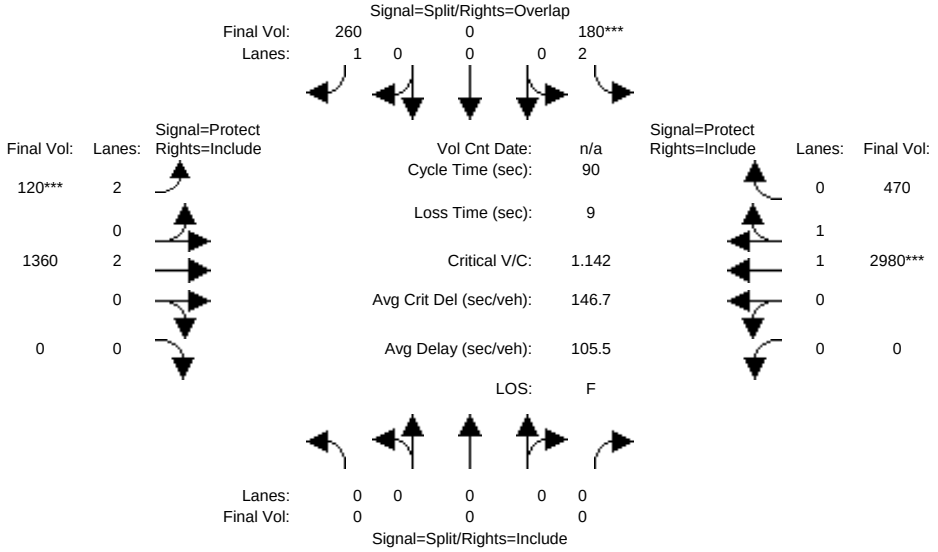
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #13: Calle Del Sol / Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	180	0	260	120	1360	0	0	2980	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:	0	0	0	180	0	260	120	1360	0	0	2980	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	180	0	260	120	1360	0	0	2980	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:	0	0	0	180	0	260	120	1360	0	0	2980	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	260	120	1360	0	0	2980	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:	0	0	0	180	0	260	120	1360	0	0	2980	470
Saturation 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	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	1.72	0.28
Final Sat.:	0	0	0	3150	0	1750	3150	3800	0	0	3196	504
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.15	0.04	0.36	0.00	0.00	0.93	0.93
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	71.0	0.0	0.0	64.0	64.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.79	0.49	0.45	0.00	0.00	1.31	1.31
Delay/Veh:	0.0	0.0	0.0	39.0	0.0	46.6	41.3	3.2	0.0	0.0	156	155.9
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	39.0	0.0	46.6	41.3	3.2	0.0	0.0	156	155.9
LOS by Move:	A	A	A	D	A	D	D	A	A	A	F	F
HCM2k95thQ:	0	0	0	7	0	18	4	12	0	0	146	146

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

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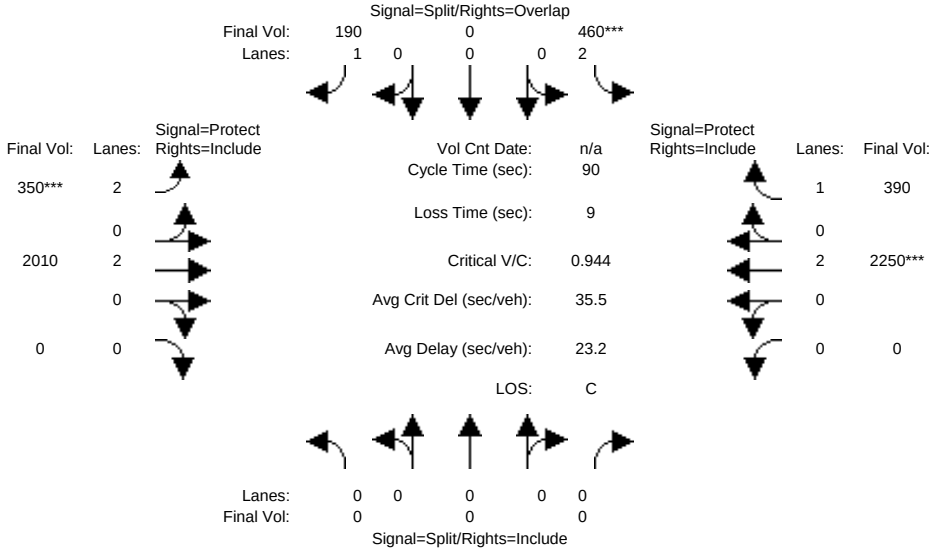
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #13: Calle Del Sol / Tasman Drive



Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	460	0	190	350	2010	0	0	2250	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:	0	0	0	460	0	190	350	2010	0	0	2250	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	460	0	190	350	2010	0	0	2250	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	460	0	190	350	2010	0	0	2250	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	460	0	190	350	2010	0	0	2250	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:	0	0	0	460	0	190	350	2010	0	0	2250	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:	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	0.15	0.00	0.11	0.11	0.53	0.00	0.00	0.59	0.22
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	13.9	0.0	24.5	10.6	67.1	0.0	0.0	56.5	56.5
Volume/Cap:	0.00	0.00	0.00	0.94	0.00	0.40	0.94	0.71	0.00	0.00	0.94	0.36
Delay/Veh:	0.0	0.0	0.0	64.8	0.0	27.3	71.8	7.1	0.0	0.0	23.9	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	64.8	0.0	27.3	71.8	7.1	0.0	0.0	23.9	8.2
LOS by Move:	A	A	A	E	A	C	E	A	A	A	C	A
HCM2k95thQ:	0	0	0	21	0	10	13	26	0	0	44	10

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

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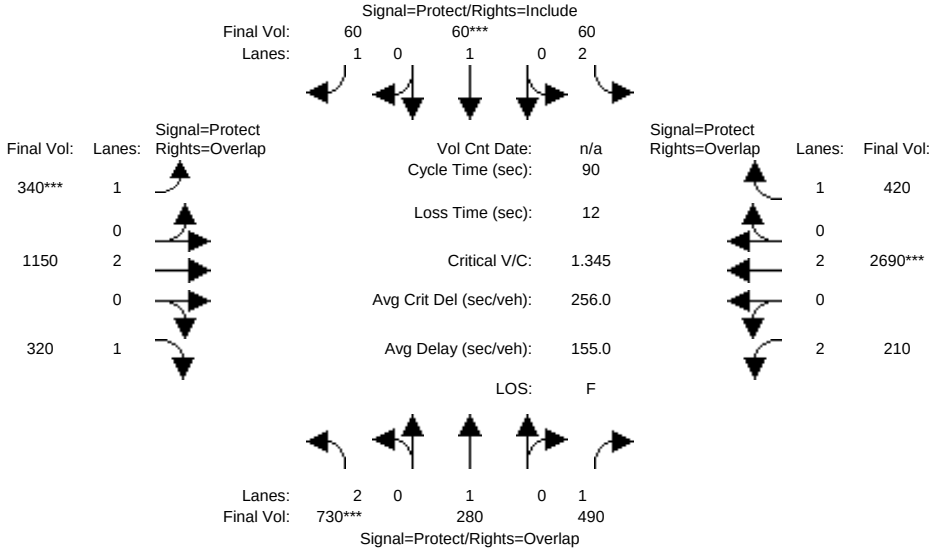
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #14: Lick Mill Boulevard / Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	730	280	490	60	60	60	340	1150	320	210	2690	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	730	280	490	60	60	60	340	1150	320	210	2690	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	730	280	490	60	60	60	340	1150	320	210	2690	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	730	280	490	60	60	60	340	1150	320	210	2690	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	730	280	490	60	60	60	340	1150	320	210	2690	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	730	280	490	60	60	60	340	1150	320	210	2690	420
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.23	0.15	0.28	0.02	0.03	0.03	0.19	0.30	0.18	0.07	0.71	0.24
Crit Moves:	****				****		****				****	
Green Time:	13.9	16.9	28.0	7.0	10.0	10.0	11.7	43.0	56.9	11.1	42.5	49.5
Volume/Cap:	1.50	0.78	0.90	0.24	0.28	0.31	1.50	0.63	0.29	0.54	1.50	0.44
Delay/Veh:	274.0	45.7	47.8	39.5	37.5	37.7	286.2	18.3	7.6	38.7	252	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	274.0	45.7	47.8	39.5	37.5	37.7	286.2	18.3	7.6	38.7	252	12.3
LOS by Move:	F	D	D	D	D+	D+	F	B-	A	D+	F	B
HCM2k95thQ:	49	15	28	2	4	4	42	21	8	7	138	14

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

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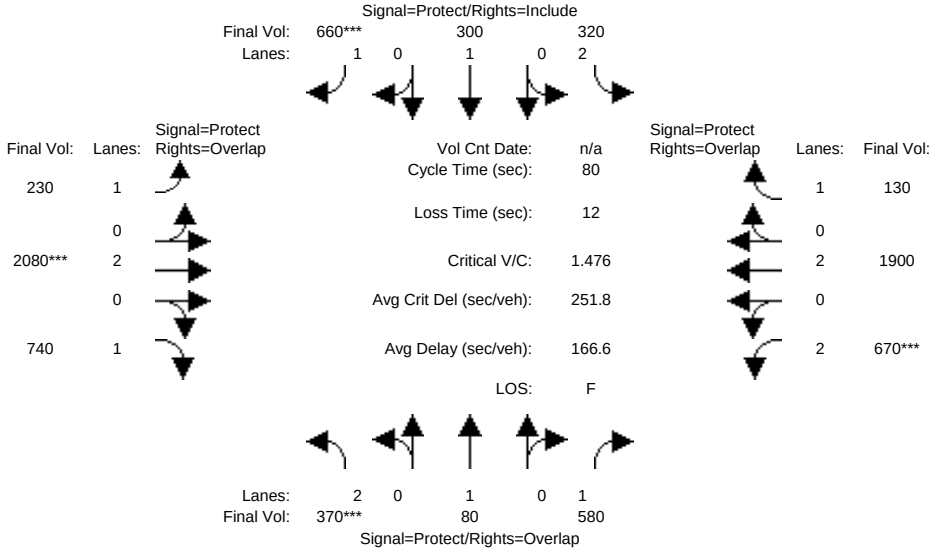
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #14: Lick Mill Boulevard / Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	80	580	320	300	660	230	2080	740	670	1900	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:	370	80	580	320	300	660	230	2080	740	670	1900	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	80	580	320	300	660	230	2080	740	670	1900	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	80	580	320	300	660	230	2080	740	670	1900	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	80	580	320	300	660	230	2080	740	670	1900	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	80	580	320	300	660	230	2080	740	670	1900	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.12	0.04	0.33	0.10	0.16	0.38	0.13	0.55	0.42	0.21	0.50	0.07
Crit Moves:	****					****		****		****		
Green Time:	7.0	15.0	26.4	12.2	20.2	20.2	8.5	29.4	36.4	11.4	32.3	44.5
Volume/Cap:	1.34	0.22	1.00	0.67	0.62	1.49	1.24	1.49	0.93	1.49	1.24	0.13
Delay/Veh:	212.9	27.9	65.0	35.5	29.1	262.7	180.6	250	37.9	267.0	137	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:	212.9	27.9	65.0	35.5	29.1	262.7	180.6	250	37.9	267.0	137	8.6
LOS by Move:	F	C	E	D+	C	F	F	F	D+	F	F	A
HCM2k95thQ:	23	3	34	11	14	74	22	101	34	43	72	3

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

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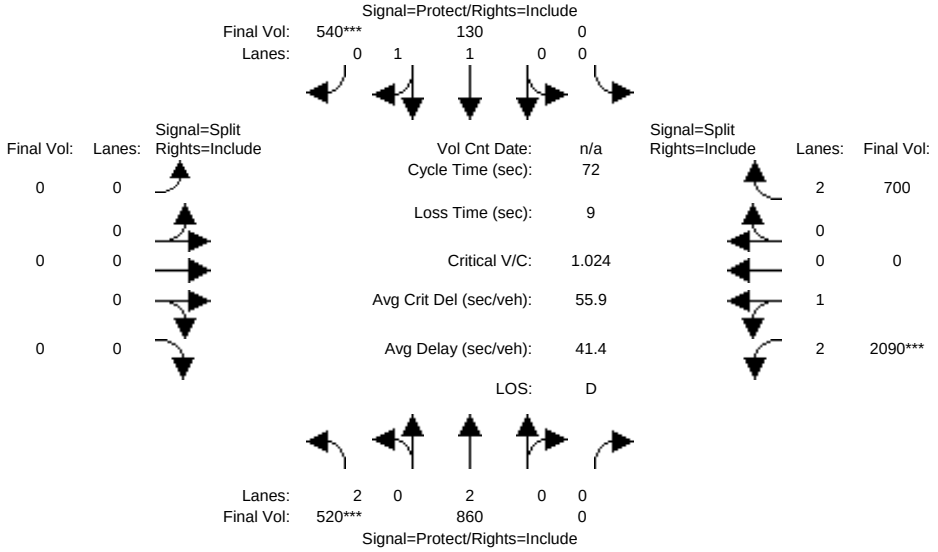
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	860	0	0	130	540	0	0	0	2090	0	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	860	0	0	130	540	0	0	0	2090	0	700
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	860	0	0	130	540	0	0	0	2090	0	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	860	0	0	130	540	0	0	0	2090	0	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	860	0	0	130	540	0	0	0	2090	0	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	860	0	0	130	540	0	0	0	2090	0	700
Saturation 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	0.87	1.00	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	3.00	0.00	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4950	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.17	0.23	0.00	0.00	0.07	0.31	0.00	0.00	0.00	0.42	0.00	0.22
Crit Moves:	****					****				****		
Green Time:	11.6	33.3	0.0	0.0	21.7	21.7	0.0	0.0	0.0	29.7	0.0	29.7
Volume/Cap:	1.02	0.49	0.00	0.00	0.23	1.02	0.00	0.00	0.00	1.02	0.00	0.54
Delay/Veh:	76.3	13.7	0.0	0.0	18.9	66.5	0.0	0.0	0.0	47.4	0.0	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	13.7	0.0	0.0	18.9	66.5	0.0	0.0	0.0	47.4	0.0	16.4
LOS by Move:	E-	B	A	A	B-	E	A	A	A	D	A	B
HCM2k95thQ:	18	12	0	0	4	31	0	0	0	45	0	14

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

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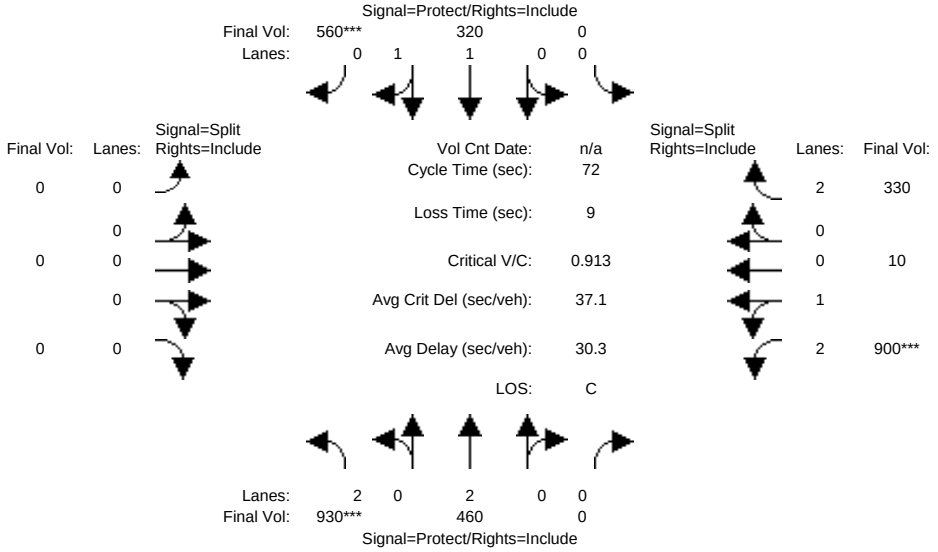
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 WB 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:	7	10	0	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	930	460	0	0	320	560	0	0	0	900	10	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	930	460	0	0	320	560	0	0	0	900	10	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	930	460	0	0	320	560	0	0	0	900	10	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	930	460	0	0	320	560	0	0	0	900	10	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	930	460	0	0	320	560	0	0	0	900	10	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	930	460	0	0	320	560	0	0	0	900	10	330
Saturation 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	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.97	0.03	2.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4895	54	3150
Capacity Analysis Module:												
Vol/Sat:	0.30	0.12	0.00	0.00	0.17	0.32	0.00	0.00	0.00	0.18	0.18	0.10
Crit Moves:	****					****				****		
Green Time:	23.3	48.5	0.0	0.0	25.2	25.2	0.0	0.0	0.0	14.5	14.5	14.5
Volume/Cap:	0.91	0.18	0.00	0.00	0.48	0.91	0.00	0.00	0.00	0.91	0.91	0.52
Delay/Veh:	35.6	4.4	0.0	0.0	18.5	35.1	0.0	0.0	0.0	40.6	40.6	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:	35.6	4.4	0.0	0.0	18.5	35.1	0.0	0.0	0.0	40.6	40.6	26.4
LOS by Move:	D+	A	A	A	B-	D+	A	A	A	D	D	C
HCM2k95thQ:	24	4	0	0	11	26	0	0	0	21	21	9

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

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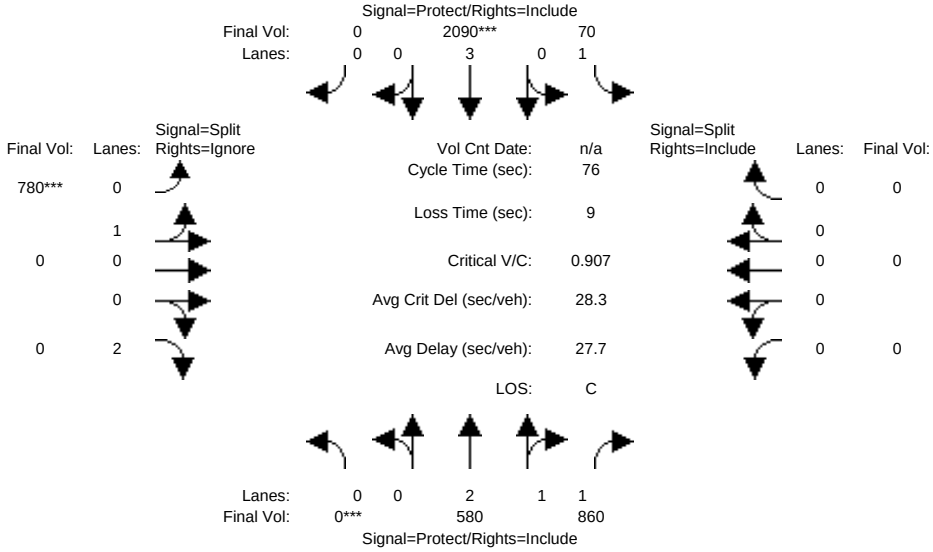
2040+Pall Mit AM

Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	580	860	70	2090	0	780	0	2180	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	580	860	70	2090	0	780	0	2180	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	580	860	70	2090	0	780	0	2180	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	580	860	70	2090	0	780	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	580	860	70	2090	0	780	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	580	860	70	2090	0	780	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	0.15	0.25	0.04	0.37	0.00	0.43	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	22.3	22.3	8.4	30.7	0.0	36.3	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.84	0.36	0.91	0.00	0.91	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.5	28.9	32.5	27.0	0.0	31.6	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	22.5	28.9	32.5	27.0	0.0	31.6	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C+	C	C-	C	A	C	A	A	A	A	A
HCM2k95thQ:	0	11	19	3	30	0	37	0	0	0	0	0

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

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Santa Clara City Place EIR
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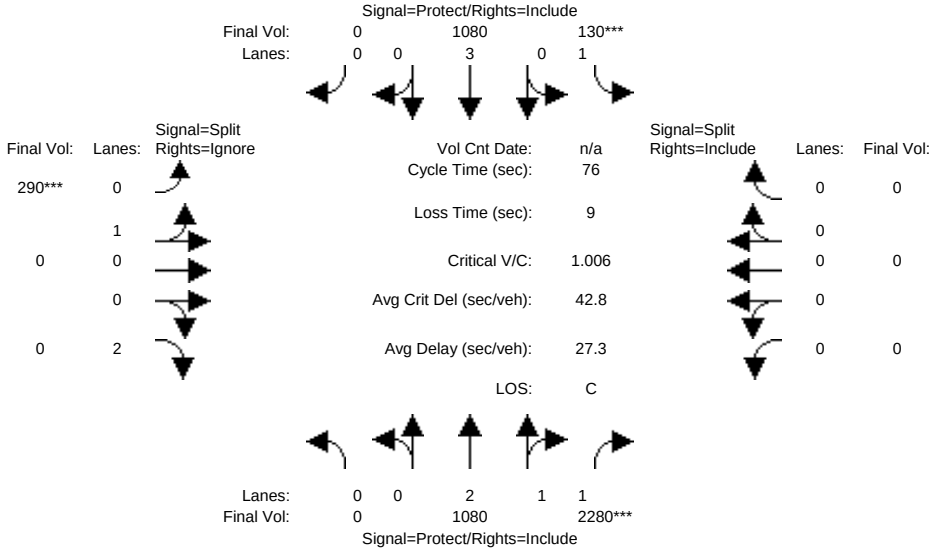
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



Street Name:	Great America Parkway						SR 237 EB 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	10	10	7	10	0	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	1080	2280	130	1080	0	290	0	620	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	1080	2280	130	1080	0	290	0	620	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1080	2280	130	1080	0	290	0	620	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	1080	2280	130	1080	0	290	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1080	2280	130	1080	0	290	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	1080	2280	130	1080	0	290	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	0.28	0.65	0.07	0.19	0.00	0.16	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	48.1	48.1	7.0	55.1	0.0	11.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.45	1.03	0.81	0.26	0.00	1.03	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.2	37.8	58.8	3.6	0.0	93.4	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	7.2	37.8	58.8	3.6	0.0	93.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	D+	E+	A	A	F	A	A	A	A	A
HCM2k95thQ:	0	11	51	7	6	0	24	0	0	0	0	0

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

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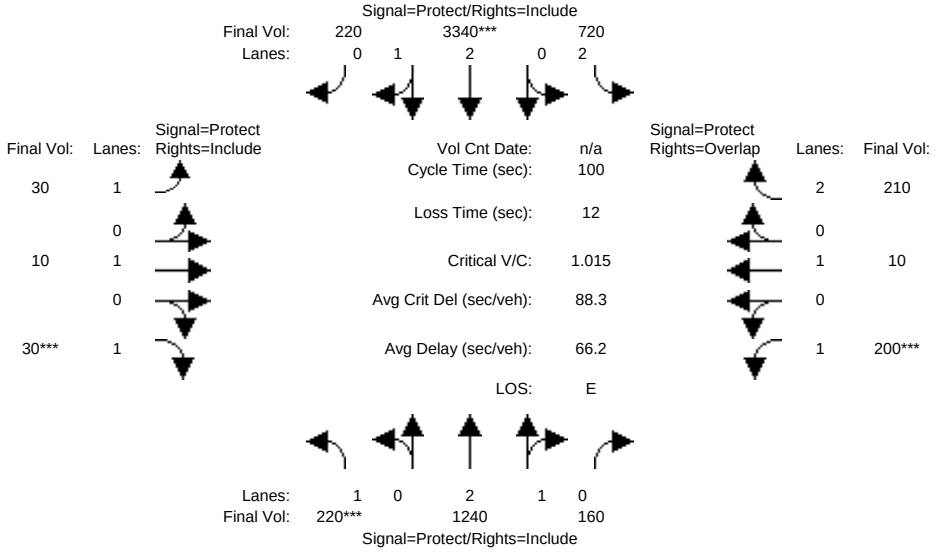
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1240	160	720	3340	220	30	10	30	200	10	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:	220	1240	160	720	3340	220	30	10	30	200	10	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1240	160	720	3340	220	30	10	30	200	10	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:	220	1240	160	720	3340	220	30	10	30	200	10	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1240	160	720	3340	220	30	10	30	200	10	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:	220	1240	160	720	3340	220	30	10	30	200	10	210
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	2.64	0.36	2.00	2.81	0.19	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4959	640	3150	5253	346	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.25	0.23	0.64	0.64	0.02	0.01	0.02	0.11	0.01	0.07
Crit Moves:	****				****				****	****		
Green Time:	11.2	35.4	35.4	32.4	56.6	56.6	8.3	10.0	10.0	10.2	11.9	44.3
Volume/Cap:	1.12	0.71	0.71	0.71	1.12	1.12	0.21	0.05	0.17	1.12	0.04	0.15
Delay/Veh:	145.5	29.0	29.0	31.9	81.7	81.7	43.5	40.8	41.7	149.1	39.1	16.7
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:	145.5	29.0	29.0	31.9	81.7	81.7	43.5	40.8	41.7	149.1	39.1	16.7
LOS by Move:	F	C	C	C	F	F	D	D	D	F	D	B
HCM2k95thQ:	20	22	22	20	80	80	2	1	2	23	1	5

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

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Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
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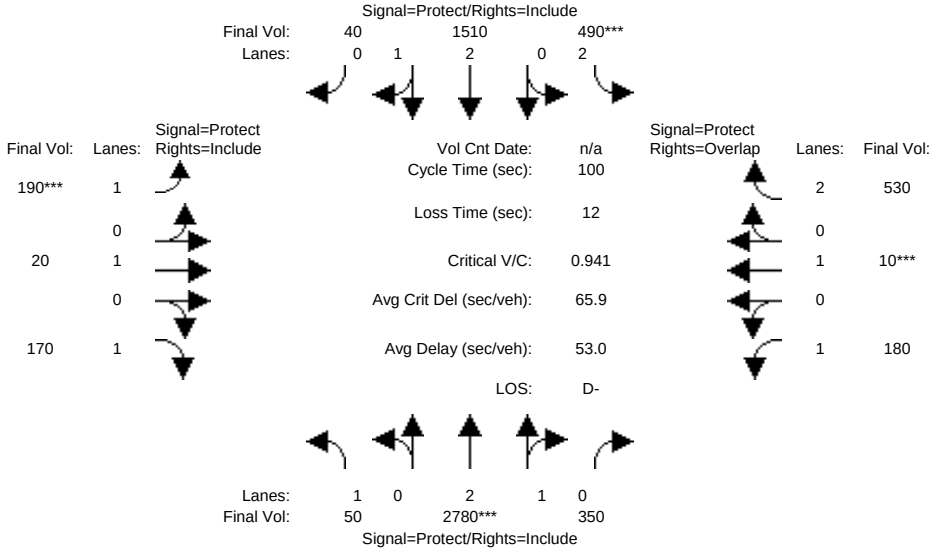
2040+Pall Mit PM

Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



Street Name:	Great America Parkway						Yerba Buena (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:	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:	50	2780	350	490	1510	40	190	20	170	180	10	530
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2780	350	490	1510	40	190	20	170	180	10	530
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2780	350	490	1510	40	190	20	170	180	10	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2780	350	490	1510	40	190	20	170	180	10	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2780	350	490	1510	40	190	20	170	180	10	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2780	350	490	1510	40	190	20	170	180	10	530
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.65	0.35	2.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4973	626	3150	5455	145	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.56	0.56	0.16	0.28	0.28	0.11	0.01	0.10	0.10	0.01	0.17
Crit Moves:		****		****			****				****	
Green Time:	13.7	53.0	53.0	14.7	54.0	54.0	10.3	10.0	10.0	10.3	10.0	24.7
Volume/Cap:	0.21	1.06	1.06	1.06	0.51	0.51	1.06	0.11	0.97	1.00	0.05	0.68
Delay/Veh:	38.8	57.0	57.0	99.8	14.8	14.8	127.3	41.2	104.2	111.9	40.8	36.5
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:	38.8	57.0	57.0	99.8	14.8	14.8	127.3	41.2	104.2	111.9	40.8	36.5
LOS by Move:	D+	E+	E+	F	B	B	F	D	F	F	D	D+
HCM2k95thQ:	3	59	59	23	19	19	21	1	18	19	1	18

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

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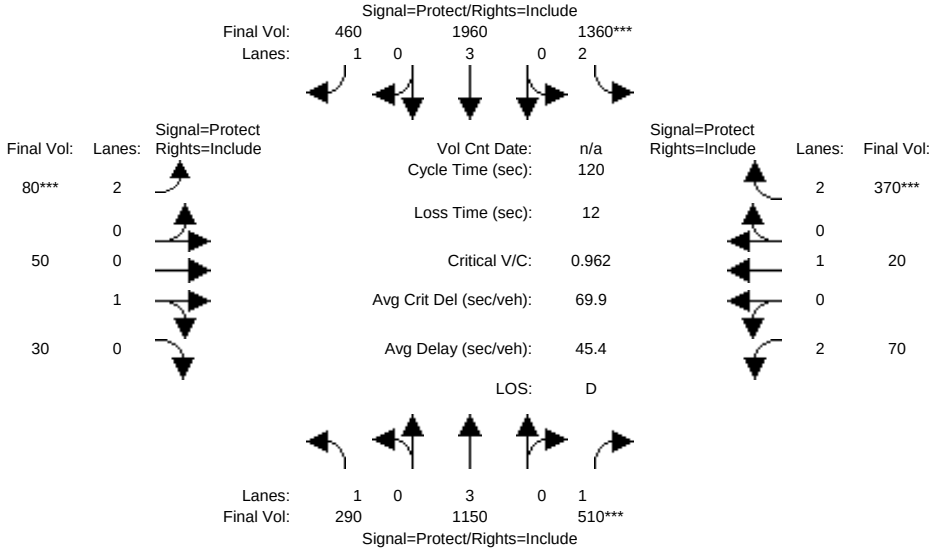
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1150	510	1360	1960	460	80	50	30	70	20	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1150	510	1360	1960	460	80	50	30	70	20	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1150	510	1360	1960	460	80	50	30	70	20	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1150	510	1360	1960	460	80	50	30	70	20	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1150	510	1360	1960	460	80	50	30	70	20	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	1150	510	1360	1960	460	80	50	30	70	20	370
Saturation 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	0.95	0.95	0.83	1.00	0.83
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	0.62	0.38	2.00	1.00	2.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	1125	675	3150	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.17	0.20	0.29	0.43	0.34	0.26	0.03	0.04	0.04	0.02	0.01	0.12
Crit Moves:			****	****			****					****
Green Time:	28.3	35.0	35.0	51.9	58.6	58.6	7.0	12.4	12.4	8.7	14.1	14.1
Volume/Cap:	0.70	0.69	1.00	1.00	0.70	0.54	0.44	0.43	0.43	0.31	0.09	1.00
Delay/Veh:	47.5	39.0	82.0	58.1	24.7	22.0	56.2	52.1	52.1	53.6	47.4	99.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	39.0	82.0	58.1	24.7	22.0	56.2	52.1	52.1	53.6	47.4	99.3
LOS by Move:	D	D+	F	E+	C	C+	E+	D-	D-	D-	D	F
HCM2k95thQ:	19	22	40	48	30	21	5	7	7	4	1	23

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

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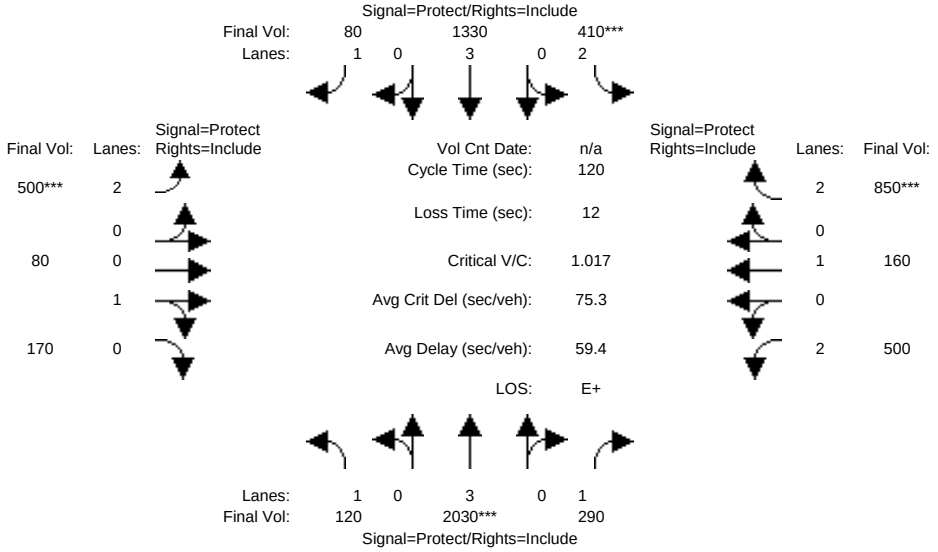
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



Street Name:	Great America Parkway						Old Mountain View-Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	2030	290	410	1330	80	500	80	170	500	160	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:	120	2030	290	410	1330	80	500	80	170	500	160	850
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	2030	290	410	1330	80	500	80	170	500	160	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:	1.00	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	2030	290	410	1330	80	500	80	170	500	160	850
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	2030	290	410	1330	80	500	80	170	500	160	850
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	2030	290	410	1330	80	500	80	170	500	160	850
Saturation 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	0.95	0.95	0.83	1.00	0.83
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	0.32	0.68	2.00	1.00	2.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	576	1224	3150	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.17	0.13	0.23	0.05	0.16	0.14	0.14	0.16	0.08	0.27
Crit Moves:		****		****			****					****
Green Time:	13.0	42.0	42.0	15.4	44.4	44.4	18.7	23.6	23.6	27.0	31.9	31.9
Volume/Cap:	0.63	1.02	0.47	1.02	0.63	0.12	1.02	0.71	0.71	0.71	0.32	1.02
Delay/Veh:	57.9	63.3	30.9	101.4	31.7	25.1	95.4	51.3	51.3	46.1	35.7	79.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	63.3	30.9	101.4	31.7	25.1	95.4	51.3	51.3	46.1	35.7	79.4
LOS by Move:	E+	E	C	F	C	C	F	D-	D-	D	D+	E-
HCM2k95thQ:	9	47	16	21	23	4	29	19	19	21	9	42

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

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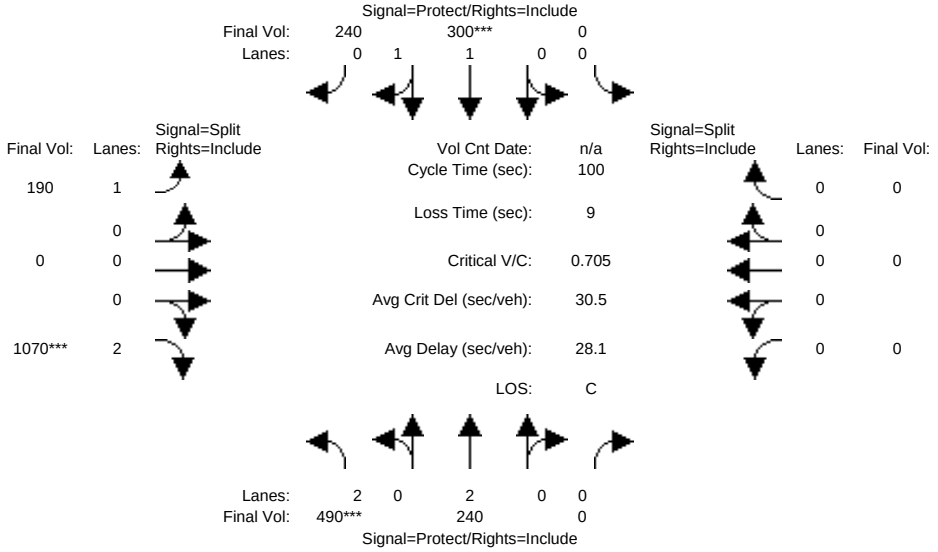
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #84: Gold Street / Gold Street Connector



Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	490	240	0	0	300	240	190	0	1070	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:	490	240	0	0	300	240	190	0	1070	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	240	0	0	300	240	190	0	1070	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	490	240	0	0	300	240	190	0	1070	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	240	0	0	300	240	190	0	1070	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	490	240	0	0	300	240	190	0	1070	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	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.09	0.91	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	2054	1643	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.06	0.00	0.00	0.15	0.15	0.11	0.00	0.34	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	22.1	42.8	0.0	0.0	20.7	20.7	48.2	0.0	48.2	0.0	0.0	0.0
Volume/Cap:	0.70	0.15	0.00	0.00	0.70	0.70	0.23	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	39.2	17.5	0.0	0.0	39.8	39.8	15.2	0.0	21.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	17.5	0.0	0.0	39.8	39.8	15.2	0.0	21.8	0.0	0.0	0.0
LOS by Move:	D	B	A	A	D	D	B	A	C+	A	A	A
HCM2k95thQ:	15	4	0	0	17	17	7	0	27	0	0	0

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

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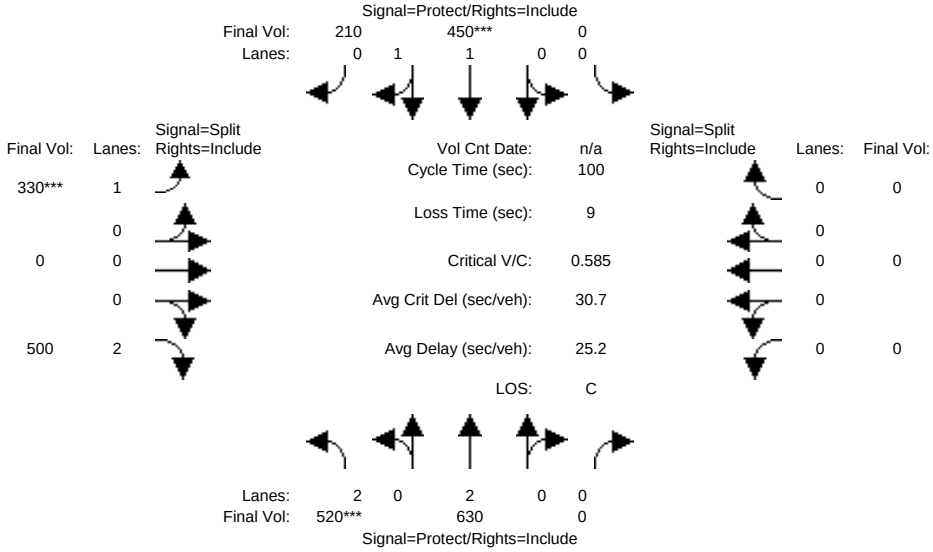
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #84: Gold Street / Gold Street Connector



Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	630	0	0	450	210	330	0	500	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:	520	630	0	0	450	210	330	0	500	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	630	0	0	450	210	330	0	500	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	630	0	0	450	210	330	0	500	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	630	0	0	450	210	330	0	500	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	630	0	0	450	210	330	0	500	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	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.35	0.65	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	2522	1177	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.00	0.18	0.18	0.19	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	28.2	58.7	0.0	0.0	30.5	30.5	32.3	0.0	32.3	0.0	0.0	0.0
Volume/Cap:	0.58	0.28	0.00	0.00	0.58	0.58	0.58	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	31.9	10.3	0.0	0.0	30.2	30.2	29.9	0.0	27.7	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:	31.9	10.3	0.0	0.0	30.2	30.2	29.9	0.0	27.7	0.0	0.0	0.0
LOS by Move:	C	B+	A	A	C	C	C	A	C	A	A	A
HCM2k95thQ:	15	9	0	0	17	17	17	0	14	0	0	0

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

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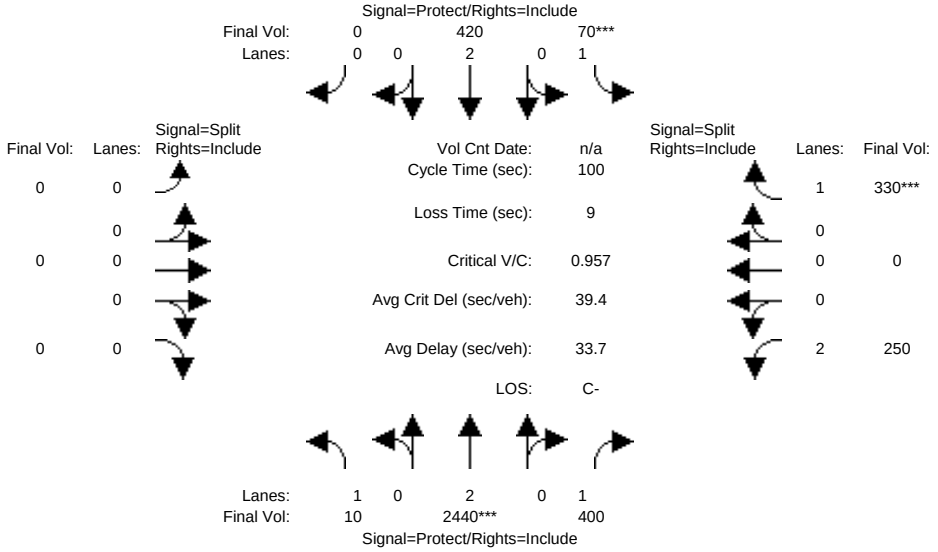
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #90: Lafayette Street / Calle De Luna



Street Name:	Lafayette Street						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:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	2440	400	70	420	0	0	0	0	250	0	330
Growth Adj:	1.00	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	2440	400	70	420	0	0	0	0	250	0	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2440	400	70	420	0	0	0	0	250	0	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2440	400	70	420	0	0	0	0	250	0	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2440	400	70	420	0	0	0	0	250	0	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2440	400	70	420	0	0	0	0	250	0	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.64	0.23	0.04	0.11	0.00	0.00	0.00	0.00	0.08	0.00	0.19
Crit Moves:		****		****								****
Green Time:	27.9	64.9	64.9	7.0	44.0	0.0	0.0	0.0	0.0	19.1	0.0	19.1
Volume/Cap:	0.02	0.99	0.35	0.57	0.25	0.00	0.00	0.00	0.00	0.42	0.00	0.99
Delay/Veh:	26.2	32.7	8.2	51.4	17.7	0.0	0.0	0.0	0.0	36.0	0.0	86.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	32.7	8.2	51.4	17.7	0.0	0.0	0.0	0.0	36.0	0.0	86.5
LOS by Move:	C	C-	A	D-	B	A	A	A	A	D+	A	F
HCM2k95thQ:	0	68	11	5	8	0	0	0	0	9	0	29

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

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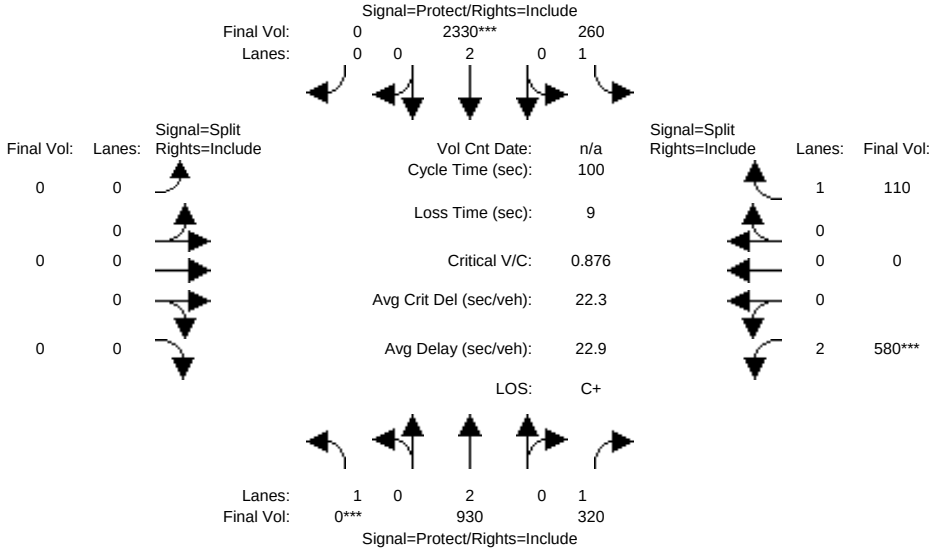
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #90: Lafayette Street / Calle De Luna



Street Name:	Lafayette Street						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:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	930	320	260	2330	0	0	0	0	580	0	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	930	320	260	2330	0	0	0	0	580	0	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	930	320	260	2330	0	0	0	0	580	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	930	320	260	2330	0	0	0	0	580	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	930	320	260	2330	0	0	0	0	580	0	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	930	320	260	2330	0	0	0	0	580	0	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	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.18	0.15	0.61	0.00	0.00	0.00	0.00	0.18	0.00	0.06
Crit Moves:	****				****					****		
Green Time:	0.0	43.5	43.5	26.4	70.0	0.0	0.0	0.0	0.0	21.0	0.0	21.0
Volume/Cap:	0.00	0.56	0.42	0.56	0.88	0.00	0.00	0.00	0.00	0.88	0.00	0.30
Delay/Veh:	0.0	21.5	19.9	33.4	15.3	0.0	0.0	0.0	0.0	50.8	0.0	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.5	19.9	33.4	15.3	0.0	0.0	0.0	0.0	50.8	0.0	33.7
LOS by Move:	A	C+	B-	C-	B	A	A	A	A	D	A	C-
HCM2k95thQ:	0	19	14	13	45	0	0	0	0	24	0	6

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

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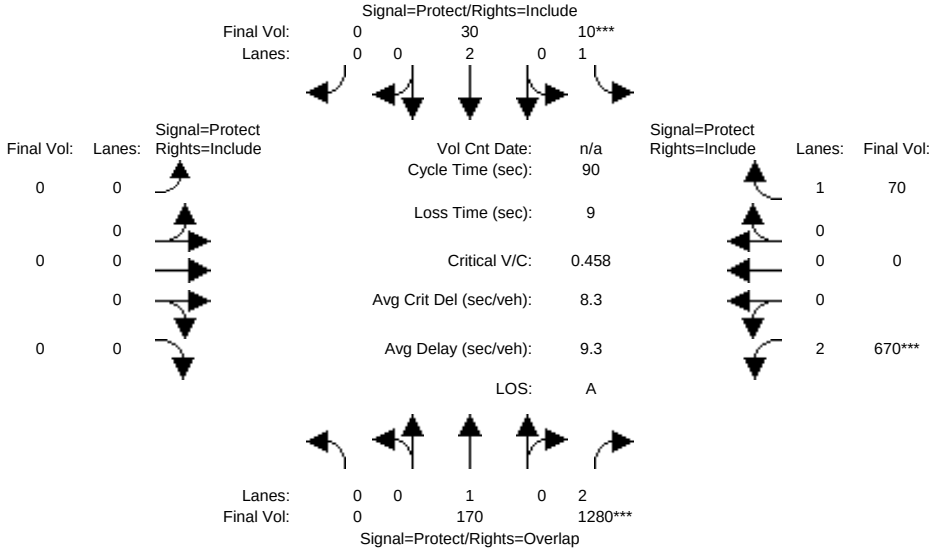
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	170	1280	10	30	0	0	0	0	670	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	170	1280	10	30	0	0	0	0	670	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	1280	10	30	0	0	0	0	670	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	1280	10	30	0	0	0	0	670	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	1280	10	30	0	0	0	0	670	0	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:	0	170	1280	10	30	0	0	0	0	670	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.41	0.01	0.01	0.00	0.00	0.00	0.00	0.21	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	35.3	74.0	7.0	42.3	0.0	0.0	0.0	0.0	38.7	0.0	38.7
Volume/Cap:	0.00	0.23	0.49	0.07	0.02	0.00	0.00	0.00	0.00	0.49	0.00	0.09
Delay/Veh:	0.0	18.4	2.5	38.7	12.8	0.0	0.0	0.0	0.0	18.8	0.0	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:	0.0	18.4	2.5	38.7	12.8	0.0	0.0	0.0	0.0	18.8	0.0	15.3
LOS by Move:	A	B-	A	D+	B	A	A	A	A	B-	A	B
HCM2k95thQ:	0	6	13	1	0	0	0	0	0	15	0	2

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

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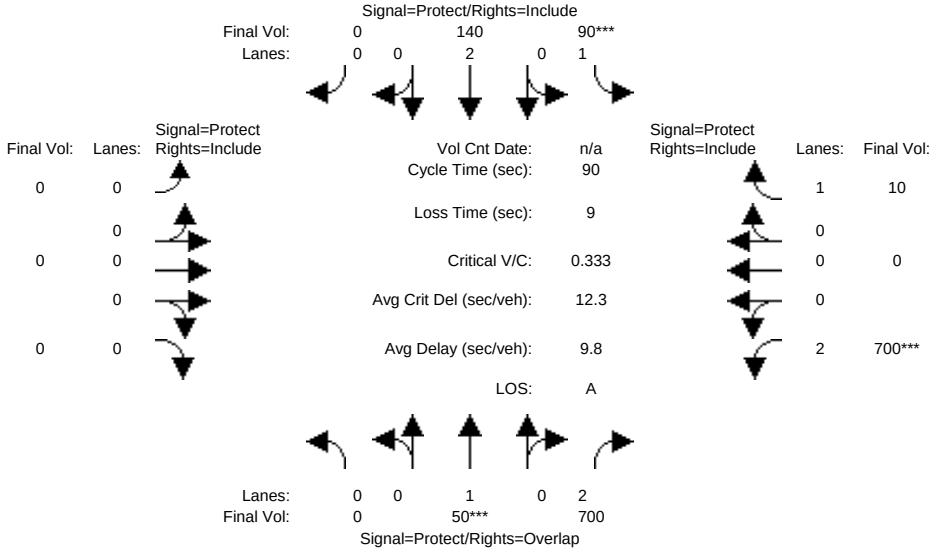
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit PM

Intersection #123: Great America Parkway and Gold Street Connector



Street Name:	Great America Parkway						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	700	90	140	0	0	0	0	700	0	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	50	700	90	140	0	0	0	0	700	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	700	90	140	0	0	0	0	700	0	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:	1.00	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	50	700	90	140	0	0	0	0	700	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	700	90	140	0	0	0	0	700	0	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:	0	50	700	90	140	0	0	0	0	700	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.22	0.05	0.04	0.00	0.00	0.00	0.00	0.22	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	0.0	10.0	67.7	13.3	23.3	0.0	0.0	0.0	0.0	57.7	0.0	57.7
Volume/Cap:	0.00	0.24	0.30	0.35	0.14	0.00	0.00	0.00	0.00	0.35	0.00	0.01
Delay/Veh:	0.0	37.1	3.6	35.2	25.7	0.0	0.0	0.0	0.0	7.6	0.0	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:	0.0	37.1	3.6	35.2	25.7	0.0	0.0	0.0	0.0	7.6	0.0	5.8
LOS by Move:	A	D+	A	D+	C	A	A	A	A	A	A	A
HCM2k95thQ:	0	3	7	5	3	0	0	0	0	10	0	0

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

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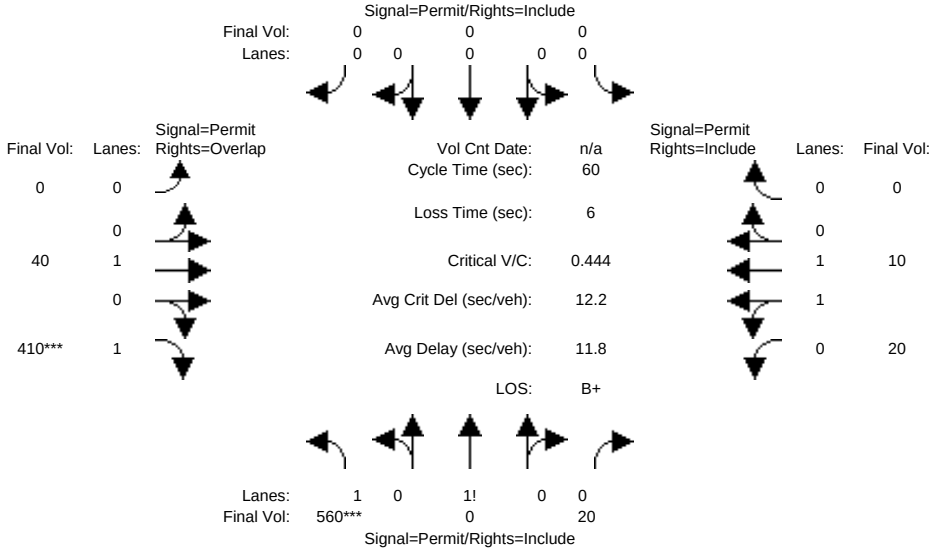
Santa Clara City Place EIR
SJ14-1528.01
Variant 2040 Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040+Pall Mit AM

Intersection #314: Calle Del Sol / Calle Del Luna (signal)



Street Name:	Calle Del Sol						Calle Del 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:	10	10	10	0	0	0	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:	560	0	20	0	0	0	0	40	410	20	10	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	0	20	0	0	0	0	40	410	20	10	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	0	20	0	0	0	0	40	410	20	10	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	0	20	0	0	0	0	40	410	20	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	0	20	0	0	0	0	40	410	20	10	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:	560	0	20	0	0	0	0	40	410	20	10	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3383	0	117	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.02	0.23	0.01	0.01	0.00
Crit Moves:	****								****			
Green Time:	22.4	0.0	22.4	0.0	0.0	0.0	0.0	31.6	31.6	31.6	31.6	0.0
Volume/Cap:	0.44	0.00	0.46	0.00	0.00	0.00	0.00	0.04	0.44	0.02	0.01	0.00
Delay/Veh:	14.4	0.0	14.5	0.0	0.0	0.0	0.0	6.9	9.1	6.8	6.7	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:	14.4	0.0	14.5	0.0	0.0	0.0	0.0	6.9	9.1	6.8	6.7	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	9	0	10	0	0	0	0	1	10	0	0	0

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

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Level Of Service Computation Report
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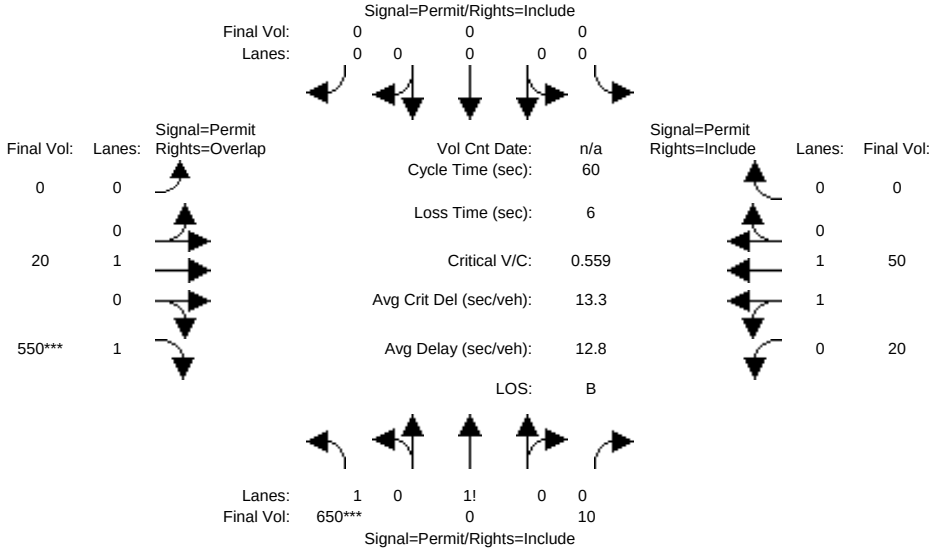
2040+Pall Mit PM

Intersection #314: Calle Del Sol / Calle Del Luna (signal)



Street Name:	Calle Del Sol						Calle Del 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:	10	10	10	0	0	0	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:	650	0	10	0	0	0	0	20	550	20	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	650	0	10	0	0	0	0	20	550	20	50	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	650	0	10	0	0	0	0	20	550	20	50	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	650	0	10	0	0	0	0	20	550	20	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	650	0	10	0	0	0	0	20	550	20	50	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:	650	0	10	0	0	0	0	20	550	20	50	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	0.95	0.98	0.92
Lanes:	1.97	0.00	0.03	0.00	0.00	0.00	0.00	1.00	1.00	0.59	1.41	0.00
Final Sat.:	3448	0	52	0	0	0	0	1900	1750	1057	2642	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.01	0.31	0.02	0.02	0.00
Crit Moves:	****								****			
Green Time:	20.2	0.0	20.2	0.0	0.0	0.0	0.0	33.8	33.8	33.8	33.8	0.0
Volume/Cap:	0.56	0.00	0.57	0.00	0.00	0.00	0.00	0.02	0.56	0.03	0.03	0.00
Delay/Veh:	16.8	0.0	16.9	0.0	0.0	0.0	0.0	5.8	9.1	5.9	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	0.0	16.9	0.0	0.0	0.0	0.0	5.8	9.1	5.9	5.9	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	12	0	12	0	0	0	0	0	14	1	1	0

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

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L. Construction Schedule and Activity Data

City Place Construction Traffic

Construction Activity	Start Date	End Date	No. of Trucks Peak	No. of Trucks Average	No. of Workers Peak	No. of Workers Average	
PARCEL 5 Phase 1							
Clearing, Grubbing, and Grading	Oct-16	Dec-16	5	3	30	15	
Demolition			16	12			6 wks
Auger Cast Caissons and Site Utilities	Nov-17	Jan-18	28	22	120	80	
Curb, Gutter, Interiors Roads	Jun-18	Sep-18	20	6	150	100	
Building Construction	Feb-18	Mar-19	30	20	1000	500	
PARCEL 4 Phase 1							
Clearing and Grubbing	Feb-17	Mar-17					
Demolition	Jan-17	Feb-17					
PARCEL 4 Phase 2							
Clearing, Grubbing, and Grading	Feb-17	Aug-17	7	5	60	30	
Demolition	Jan-17	Feb-17	34	34	30	30	
Auger Cast Caissons and Site Utilities	Jul-17	Mar-18	84	66	300	150	
Curb, Gutter, Interiors Roads	Dec-18	Jul-19	32	24	360	200	
Building Construction	Mar-18	Aug-20	45	29	2700	1200	
PARCEL 4 Phase 3							
Clearing, Grubbing, and Grading	Nov-18	Jul-19			50	30	
Demolition			16	1			
Auger Cast Caissons and Site Utilities	Jul-19	Oct-15	56	44	250	150	
Curb, Gutter, Interiors Roads	Dec-18	Apr-19	17	5	300	200	
Building Construction	Feb-19	Mar-21	27	10	900	550	
PARCEL 4 Phase 4							
Clearing, Grubbing, and Grading	Oct-20	Mar-21	32	23	50	30	
Demolition							
Auger Cast Caissons and Site Utilities	Mar-21	Jun-21	28	22	250	150	
Curb, Gutter, Interiors Roads	Nov-21	Apr-22	20	6	300	200	
Building Construction	Jul-21	Mar-23	35	23	1100	550	
PARCEL 3 Phase 5							
Export to Parcel 4	May-17	Jun-17					
Clearing, Grubbing, and Grading	Oct-22	Mar-23	5	3	60	30	
Demolition							
Auger Cast Caissons and Site Utilities	Jan-23	May-23	19	15	250	150	
Curb, Gutter, Interiors Roads	Jul-23	Dec-23	13	4	300	200	
Building Construction	Apr-23	Mar-25	23	15	900	550	
PARCEL 1 Phase 6							
Clearing, Grubbing, and Grading	Oct-24	Dec-15	2	1	60	30	
Demolition							
Auger Cast Caissons and Site Utilities	Nov-24	Feb-25	28	22	250	150	

Curb, Gutter, Interiors Roads	Nov-24	Mar-25	20	6	320	200
Building Construction	Feb-25	Mar-27	32	21	1200	700
PARCEL 2 Phase 7						
Clearing, Grubbing, and Grading	Oct-26	Nov-26	2	1	60	30
Demolition						
Auger Cast Caissons and Site Utilities	Nov-26	Feb-27	28	22	120	60
Curb, Gutter, Interiors Roads	May-27	Sep-27	20	6	200	80
Building Construction	Feb-27	Mar-29	29	19	1100	500
PARCEL 2 Phase 8						
Clearing, Grubbing, and Grading	Oct-28	Jan-29	2	1	60	30
Demolition						
Auger Cast Caissons and Site Utilities	Nov-28	Feb-29	28	22	120	60
Curb, Gutter, Interiors Roads	Oct-28	Mar-29	20	6	200	80
Building Construction	Feb-29	Mar-31	29	19	1100	500

Number of trucks entering and exiting the site a day during the peak and on an average day
Number of workers entering and exiting the site a day during the peak and on an average day

CITY PLACE SANTA CLARA
ESTIMATED CONSTRUCTION TRUCK TRIPS

April 28, 2015

PHASE	AREA	SF of Development	Estimated CY of debris / recyclables	Estimted truck trips to Zanker	Building Construction Duration estimate (in work days)	Estimated number of truck deliveries / day	Total estimated number of truck deliveries
1	Parcel 5	825,000	6,550	345	277	17	4,709
2	Parcel 4	2,411,470	19,550	1,029	470	26	12,384
3	Parcel 4	752,030	605	32	542	7	3,570
4	Parcel 4	1,095,900	13,242	697	438	20	8,712
5	Parcel 3	720,000	521	27	442	12	5,348
6	Parcel 1	1,200,000	36	2	482	18	8,712
7	50% of Parcel 2	1,080,000	420	22	498	16	7,744
8	balance of Parcel 2	1,080,000	350	18	481	15	7,216
		9,164,400					

On-Road Vehicle Table
May 7, 2015

Parcel	Phase	Activity	Vehicle	Trucks/Day	Hour/Truck/Day	Mi/Truck/Day
5	1	TASMAN SITE K Export to Parcel 2	Kenworth T600 Aerocab	20	8	40
5	1	Auger Cast Caissons & Site Utilities	F 650 Ford Dump Truck	3	8	40
5	1	Curb, Gutter & Interior Roads	Freightliner Concrete Mixer Truck 122D	3	8	64
5	1	Curb, Gutter & Interior Roads	Freightliner Asphalt Transporter	4	8	80
5	1	Building Construction	Freightliner Concrete Mixer Truck 122D	3	8	64
4	2A	Site Prep, Clear and Grub, Rough Grading	Freightliner End dump	5	8	40
4	2B	Auger Cast Caissons & Site Utilities	F 650 Ford Dump Truck	3	8	40
4	2B	Curb, Gutter & Interior Roads	Freightliner Concrete Mixer Truck 122D	3	8	64
4	2B	Curb, Gutter & Interior Roads	Freightliner Asphalt Transporter	4	3	30
4	2B	Building Construction	Freightliner Concrete Mixer Truck 122D	3	8	64
4	3	Auger Cast Caissons & Site Utilities	F 650 Ford Dump Truck	3	8	40
4	3	Curb, Gutter & Interior Roads	Freightliner Concrete Mixer Truck 122D	3	8	64
4	3	Curb, Gutter & Interior Roads	Freightliner Asphalt Transporter	4	3	30
4	3	Building Construction	Freightliner Concrete Mixer Truck 122D	3	8	64
4	4	Auger Cast Caissons & Site Utilities	F 650 Ford Dump Truck	3	8	40
4	4	Curb, Gutter & Interior Roads	Freightliner Concrete Mixer Truck 122D	3	8	64
4	4	Curb, Gutter & Interior Roads	Freightliner Asphalt Transporter	4	3	30
4	4	Building Construction	Freightliner Concrete Mixer Truck 122D	3	8	64
3	5	Auger Cast Caissons & Site Utilities	F 650 Ford Dump Truck	3	8	40
3	5	Curb, Gutter & Interior Roads	Freightliner Asphalt Transporter	4	3	30
3	5	Building Construction	Freightliner Concrete Mixer Truck 122D	3	8	64
1	6	Auger Cast Caissons & Site Utilities	F 650 Ford Dump Truck	3	8	40
1	6	Curb, Gutter & Interior Roads	Freightliner Concrete Mixer Truck 122D	3	8	64
1	6	Curb, Gutter & Interior Roads	Freightliner Asphalt Transporter	4	3	30
1	6	Building Construction	Freightliner Concrete Mixer Truck 122D	3	8	64
2	7	Auger Cast Caissons & Site Utilities	F 650 Ford Dump Truck	3	8	40
2	7	Curb, Gutter & Interior Roads	Freightliner Concrete Mixer Truck 122D	3	8	64
2	7	Curb, Gutter & Interior Roads	Freightliner Asphalt Transporter	4	3	30
2	7	Building Construction	Freightliner Concrete Mixer Truck 122D	3	8	64
2	8	Curb, Gutter & Interior Roads	Freightliner Concrete Mixer Truck 122D	3	8	64
2	8	Curb, Gutter & Interior Roads	Freightliner Asphalt Transporter	4	3	30
2	8	Building Construction	Freightliner Concrete Mixer Truck 122D	3	8	64
2	8	Auger Cast Caissons & Site Utilities	F 650 Ford Dump Truck	3	8	40

mph 5

Concrete mixer truck - Assumes 2 miles from batch plant to site. 4 miles round trip. 3 trips per hour per truck
Asphalt transporter - Assumes 5 miles from batch plant to site. 10 miles round trip. 1 trip per hour per truck

M. Game Day Trip Generation Estimates

Game Day (Sunday) Vehicle Trip Generation
City Place Santa Clara

Parcel 1

All Schemes										
Land Use	**Size**	**Unit**	**Daily**				**Peak Hour**			
			Rate	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
General Office	4440	Employees	0.22	489	489	977	0.03	77	56	133
Subtotal				*489*	*489*	*977*		*77*	*56*	*133*
Trip Generation with Trip Reduction Applied										
Reduction to account for drivers electing to avoid area due to game day traffic congestion.	50%			*244*	*244*	*489*		*39*	*28*	*67*
Total				**244**	**244**	**489**		**39**	**28**	**67**

Game Day (Sunday) Vehicle Trip Generation
City Place Santa Clara

Parcel 2

Scheme A-1, Scheme B-1										
Land Use	**Size**	**Unit**	**Daily**				**Peak Hour**			
			Rate	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
General Office	8000	Employees	0.22	880	880	1760	0.03	139	101	240
Total				*880*	*880*	*1,760*		*139*	*101*	*240*
Trip Generation with Trip Reduction Applied										
Reduction to account for drivers electing to avoid area due to game day traffic congestion.	50%	General Office		440	440	880		70	51	120
Trip Generation with Trip Reduction for Transit Proximity										
Employment Subtotal				*440*	*440*	*880*		*70*	*51*	*120*
Employment Location within 2,000-foot walk of LRT or Caltrain Station (3%) (take from subtotal)	3%	General Office		427	427	854		68	49	116
Total				**427**	**427**	**854**		**68**	**49**	**116**

Scheme A-2, Scheme B-2										
Land Use	**Size**	**Unit**	**Daily**				**Peak Hour**			
			Rate	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
General Office	7260	Employees	0.22	799	799	1597	0.03	126	92	218
Retail	200	KSF	36.70	3670	3670	7340	3.12	306	318	624
Subtotal				*4,469*	*4,469*	*8,937*		*432*	*410*	*842*
Trip Generation with Trip Reduction Applied										
Reduction to account for drivers electing to avoid area due to game day traffic congestion.	50%	General Office		399	399	799		63	46	109
	50%	Retail		1835	1835	3670		153	159	312
Trip Generation with Trip Reduction for Transit Proximity										
Employment Subtotal				*399*	*399*	*799*		*63*	*46*	*109*
Employment Location within 2,000-foot walk of LRT or Caltrain Station (3%) (take from subtotal)	3%	General Office		387	387	775		61	45	106
Total				**2,222**	**2,222**	**4,445**		**214**	**204**	**418**

Game Day (Sunday) Vehicle Trip Generation
City Place Santa Clara

Parcel 3

All Schemes										
Land Use	**Size**	**Unit**	**Daily**				**Peak Hour**			
			Rate	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
General Office	2670	Employees	0.22	294	294	587	0.03	46	34	80
Subtotal				*294*	*294*	*587*		*46*	*34*	*80*
Trip Generation with Trip Reduction Applied										
Reduction to account for drivers electing to avoid area due to game day traffic congestion.	50%			*147*	*147*	*294*		*23*	*17*	*40*
Total				**147**	**147**	**294**		**23**	**17**	**40**

Game Day (Sunday) Vehicle Trip Generation
City Place Santa Clara

Parcel 4A

Scheme A-1

Land Use	Size	Unit	Daily				Peak Hour			
			Rate	In	Out	Total	Rate	In	Out	Total
Initial Trip Generation Estimates										
General Office	2139	Employees	0.22	236	235	471	0.03	37	27	64
Hotel	700	Rooms	5.95	2,083	2,083	4,165	0.66	212	248	460
Shopping Center	1,082	KSF	19.53	10,563	10,563	21,126	3.12	1,654	1,722	3,376
Apartment	1360	DU	5.86	4,416	4,416	8,832	0.51	347	347	694
High Turnover Sit Down Restaurant	105	KSF	132	6,922	6,922	13,843	18.46	1,066	872	1938
Quality Restaurant	80	KSF	72	2,886	2,886	5,773	8.38	422	248	670
Quick Serve Dining	10	KSF	543	2,714	2,714	5,427	72.74	349	378	727
Entertainment	190	KSF	81.90	7,781	7,781	15,561	10.75	1,226	817	2043
Supermarket	35	KSF	166.44	2,913	2,913	5,825	18.93	338	325	663
Subtotal 1				*40,513*	*40,512*	*81,024*		*5,651*	*4,984*	*10,635*
Trip Generation with Game Day Trip Reduction Applied										
Reduction to account for drivers electing to avoid area due to game day traffic congestion and for shared-use with Levi's Stadium (i.e. restaurants).	50%	General Office		118	118	236		19	14	32
	65%	Hotel		729	729	1,458		74	87	161
	50%	Shopping Center		5,282	5,282	10,563		827	861	1,688
	100%	Supermarket		0	0	0		0	0	0
	50%	Apartment		2,208	2,208	4,416		173	173	347
	65%	High Turnover Sit Down Restaurant		2,423	2,423	4,845		373	305	678
	65%	Quality Restaurant		1,010	1,010	2,020		148	87	235
	65%	Quick Serve Restaurant		950	950	1,900		122	132	254
	65%	Entertainment		2,723	2,723	5,446		429	286	715
Subtotal 2				*15,443*	*15,443*	*30,884*		*2,165*	*1,945*	*4,110*
Trip Generation with Trip Reduction from VTA TIA Guidelines Applied										
Trip Reduction 2A										
Mixed Use Development Project (10%) *with hotel and retail components. Hotel to Retail.*	10%			73	73	146		7	9	16
Retail to Hotel	10%			73	73	146		9	7	16
Subtotal 2A				*146*	*146*	*292*		*16*	*16*	*32*
Trip Reduction 2B										
Mixed Use Development Project (15%) *with housing and retail components. Housing to Retail.*	15%			331	331	662		26	26	52
Retail to Housing	15%			331	331	662		26	26	52
Subtotal 2B				*662*	*662*	*1,325*		*52*	*52*	*104*
Trip Reduction 2C										
Mixed Use Development Project (3%) *with housing and employment components. Housing to Employment.*	3%			66	66	132		5	5	10
Employment to Housing	3%			66	66	132		5	5	10
Subtotal 2C				*132*	*132*	*265*		*10*	*10*	*21*
Trip Reduction 3A										
Housing Subtotal				*1,811*	*1,811*	*3,621*		*142*	*142*	*285*
Housing Location within 2,000-foot walk of LRT or Caltrain Station (5%) (take from subtotal)	5%			91	91	181		7	7	14
Subtotal 3				*91*	*91*	*181*		*7*	*7*	*14*
Trip Reduction 4B										
Employment Subtotal				*118*	*118*	*236*		*19*	*14*	*32*
Employment Location within 2,000-foot walk of LRT or Caltrain Station (3%) (take from subtotal)	3%			*4*	*4*	*7*		*1*	*0*	*1*
Subtotal 4				*4*	*4*	*7*		*1*	*0*	*1*
Total VTA Trip Reductions										
Subtotal 5				*1,035*	*1,035*	*2,069*		*86*	*86*	*172*
Total Trip Generation for Parcel 4A				**14,408**	**14,408**	**28,815**		**2,079**	**1,859**	**3,938**

Parcel 4A	**11,382**	**11,382**	**22,764**	**1,642**	**1,469**	**3,111**
Parcel 5	**3,026**	**3,026**	**6,051**	**437**	**390**	**827**

Game Day (Sunday) Vehicle Trip Generation
City Place Santa Clara

Scheme B-2

Land Use	Size	Unit	Daily				Peak Hour			
			Rate	In	Out	Total	Rate	In	Out	Total
Initial Trip Generation Estimates										
General Office	6431	Employees	0.22	708	707	1,415	0.03	112	81	193
Hotel	700	Rooms	5.95	2,083	2,083	4,165	0.66	212	248	460
Shopping Center	1,082	KSF	19.53	10,563	10,563	21,126	3.12	1,654	1,722	3,376
Apartment	200	DU	5.86	693	693	1,385	0.51	51	51	102
High Turnover Sit Down Restaurant	105	KSF	132	6,922	6,922	13,843	18.46	1,066	872	1938
Quality Restaurant	80	KSF	72	2,886	2,886	5,773	8.38	422	248	670
Quick Serve Dining	10	KSF	543	2,714	2,714	5,427	72.74	349	378	727
Entertainment	190	KSF	81.90	7,781	7,781	15,561	10.75	1,226	817	2043
Supermarket	35	KSF	166.44	2,913	2,913	5,825	18.93	338	325	663
Subtotal 1				*37,261*	*37,260*	*74,521*		*5,430*	*4,742*	*10,172*
Trip Generation with Game Day Trip Reduction Applied										
Reduction to account for drivers electing to avoid area due to game day traffic congestion and for shared-use with Levi's Stadium (i.e. restaurants).	50%	General Office		354	354	708		56	41	97
	65%	Hotel		729	729	1,458		74	87	161
	50%	Shopping Center		5,282	5,282	10,563		827	861	1,688
	100%	Supermarket		0	0	0		0	0	0
	50%	Apartment		346	346	693		26	26	51
	65%	High Turnover Sit Down Restaurant		2,423	2,423	4,845		373	305	678
	65%	Quality Restaurant		1,010	1,010	2,020		148	87	235
	65%	Quick Serve Restaurant		950	950	1,900		122	132	254
	65%	Entertainment		2,723	2,723	5,446		429	286	715
Subtotal 2				*13,817*	*13,817*	*27,633*		*2,055*	*1,825*	*3,879*
Trip Generation with Trip Reduction from VTA TIA Guidelines Applied										
Trip Reduction 2A										
Mixed Use Development Project (10%) *with hotel and retail components. Hotel to Retail.*	10%			73	73	146		7	9	16
Retail to Hotel	10%			73	73	146		9	7	16
Subtotal 2A				*146*	*146*	*292*		*16*	*16*	*32*
Trip Reduction 2B										
Mixed Use Development Project (15%) *with housing and retail components. Housing to Retail.*	15%			52	52	104		4	4	8
Retail to Housing	15%			52	52	104		4	4	8
Subtotal 2B				*104*	*104*	*208*		*8*	*8*	*16*
Trip Reduction 2C										
Mixed Use Development Project (3%) *with housing and employment components. Housing to Employment.*	3%			10	10	21		1	1	2
Employment to Housing	3%			10	10	21		1	1	2
Subtotal 2C				*21*	*21*	*42*		*2*	*2*	*3*
Trip Reduction 3A										
Housing Subtotal				*284*	*284*	*568*		*21*	*21*	*42*
Housing Location within 2,000-foot walk of LRT or Caltrain Station (5%) (take from subtotal)	5%			14	14	28		1	1	2
Subtotal 3				*14*	*14*	*28*		*1*	*1*	*2*
Trip Reduction 4B										
Employment Subtotal				*354*	*354*	*708*		*56*	*41*	*97*
Employment Location within 2,000-foot walk of LRT or Caltrain Station (3%) (take from subtotal)	3%			*11*	*11*	*21*		*2*	*1*	*3*
Subtotal 4				*11*	*11*	*21*		*2*	*1*	*3*
Total VTA Trip Reductions										
Subtotal 5				*295*	*295*	*590*		*28*	*28*	*56*
Total Trip Generation for Parcel 4A				**13,522**	**13,522**	**27,043**		**2,027**	**1,797**	**3,823**
Parcel 4A				**10,682**	**10,682**	**21,364**		**1,601**	**1,420**	**3,020**
Parcel 5				**2,840**	**2,840**	**5,679**		**426**	**377**	**803**

Game Day (Sunday) Vehicle Trip Generation
City Place Santa Clara

Parcel 4B

All Schemes										
Land Use	**Size**	**Unit**	**Daily**				**Peak Hour**			
			Rate	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
General Office	3950	Employees	0.22	435	435	869	0.03	69	50	119
Subtotal				*435*	*435*	*869*		*69*	*50*	*119*
Trip Generation with Trip Reduction Applied										
Reduction to account for drivers electing to avoid area due to game day traffic congestion.	50%			*217*	*217*	*435*		*35*	*25*	*60*
Total				**217**	**217**	**435**		**35**	**25**	**60**

Game Day (Sunday) Vehicle Trip Generation
City Place Santa Clara

Scheme A-1						
	Daily			Peak Hour		
	In	Out	Total	In	Out	Total
Parcel 1	240	240	490	40	30	70
Parcel 2	430	430	850	70	50	120
Parcel 3	150	150	290	20	20	40
Parcel 4a	11,380	11,380	22,760	1,640	1,470	3,110
Parcel 4b	220	220	440	40	20	60
Parcel 5	3,030	3,030	6,050	440	390	830
Total	**15,450**	**15,450**	**30,880**	**2,250**	**1,980**	**4,230**

Scheme B-2						
	Daily			Peak Hour		
	In	Out	Total	In	Out	Total
Parcel 1	240	240	490	40	30	70
Parcel 2	2,220	2,220	4,450	210	210	420
Parcel 3	150	150	290	20	20	40
Parcel 4a	10,680	10,680	21,360	1,600	1,420	3,020
Parcel 4b	220	220	440	40	20	60
Parcel 5	2,840	2,840	5,680	430	370	800
Total	**16,350**	**16,350**	**32,710**	**2,340**	**2,070**	**4,410**

Sunday (No Game) Vehicle Trip Generation
City Place Santa Clara

Parcel 1

All Schemes										
Land Use	**Size**	**Unit**	**Daily**				**Peak Hour**			
			Rate	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
General Office	4440	Employees	0.22	489	489	977	0.03	77	56	133
Total				**489**	**489**	**977**		**77**	**56**	**133**

Sunday (No Game) Vehicle Trip Generation
City Place Santa Clara

Parcel 2

Scheme A-1, Scheme B-1										
Land Use	**Size**	**Unit**	**Daily**				**Peak Hour**			
			Rate	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
General Office	8000	Employees	0.22	880	880	1760	0.03	139	101	240
Total				**880**	**880**	**1,760**		**139**	**101**	**240**
Trip Generation with Trip Reduction for Transit Proximity										
Employment Subtotal				*880*	*880*	*1,760*		*139*	*101*	*240*
Employment Location within 2,000-foot walk of LRT or Caltrain Station (3%) (take from subtotal)	*3%*			*26*	*26*	*53*		*4*	*3*	*7*
Subtotal				*26*	*26*	*53*		*4*	*3*	*7*
Total				**854**	**854**	**1,707**		**135**	**98**	**233**

Scheme A-2, Scheme B-2										
Land Use	**Size**	**Unit**	**Daily**				**Peak Hour**			
			Rate	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
General Office	7260	Employees	0.22	799	799	1597	0.03	126	92	218
Retail	200	KSF	36.70	3670	3670	7340	3.12	306	318	624
Subtotal				*4,469*	*4,469*	*8,937*		*432*	*410*	*842*
Trip Generation with Trip Reduction for Transit Proximity										
Employment Subtotal				*799*	*799*	*1,597*		*126*	*92*	*218*
Employment Location within 2,000-foot walk of LRT or Caltrain Station (3%) (take from subtotal)	*3%*			*24*	*24*	*48*		*4*	*3*	*7*
Subtotal				*24*	*24*	*48*		*4*	*3*	*7*
Total				**4,445**	**4,445**	**8,890**		**428**	**407**	**835**

Sunday (No Game) Vehicle Trip Generation
City Place Santa Clara

Parcel 3

All Schemes										
Land Use	**Size**	**Unit**	**Daily**				**Peak Hour**			
			Rate	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
General Office	2670	Employees	0.22	294	294	587	0.03	46	34	80
Total				**294**	**294**	**587**		**46**	**34**	**80**

Sunday (No Game) Vehicle Trip Generation
City Place Santa Clara

Parcel 4A

Scheme A-1

Land Use	Size	Unit	Daily				Peak Hour			
			Rate	In	Out	Total	Rate	In	Out	Total
Initial Trip Generation Estimates										
General Office	2139	Employees	0.22	236	235	471	0.03	37	27	64
Hotel	700	Rooms	5.95	2,083	2,083	4,165	0.66	212	248	460
Shopping Center	1,082	KSF	19.53	10,563	10,563	21,126	3.12	1,654	1,722	3,376
Apartment	1360	DU	5.86	4,416	4,416	8,832	0.51	347	347	694
High Turnover Sit Down Restaurant	105	KSF	132	6,922	6,922	13,843	18.46	1,066	872	1938
Quality Restaurant	80	KSF	72	2,886	2,886	5,773	8.38	422	248	670
Quick Serve Dining	10	KSF	543	2,714	2,714	5,427	72.74	349	378	727
Entertainment	190	KSF	81.90	7,781	7,781	15,561	10.75	1,226	817	2043
Supermarket	35	KSF	166.44	2,913	2,913	5,825	18.93	338	325	663
Subtotal 1A				*40,513*	*40,512*	*81,024*		*5,651*	*4,984*	*10,635*
Trip Generation with Trip Internalization for Supermarket/Retail Use										
Internalize 25% of trips between Supermarket and Shopping Center uses	25%			728	728	1,456		85	81	166
Shopping Center to Supermarket	25%			728	728	1,456		81	85	166
Subtotal 1B				*1,456*	*1,456*	*2,913*		*166*	*166*	*332*
Trip Generation with Trip Reduction from VTA TIA Guidelines Applied										
Trip Reduction 2A										
Mixed Use Development Project (10%) *with hotel and retail components. Hotel to Retail.*	10%			208	208	417		21	25	46
Retail to Hotel	10%			208	208	417		25	21	46
Subtotal 2A				*417*	*417*	*833*		*46*	*46*	*92*
Trip Reduction 2B										
Mixed Use Development Project (15%) *with housing and retail components. Housing to Retail.*	15%			662	662	1,325		52	52	104
Retail to Housing	15%			662	662	1,325		52	52	104
Subtotal 2B				*1,325*	*1,325*	*2,650*		*104*	*104*	*208*
Trip Reduction 2C										
Mixed Use Development Project (3%) *with housing and employment components. Housing to Employment.*	3%			132	132	265		10	10	21
Employment to Housing	3%			132	132	265		10	10	21
Subtotal 2C				*265*	*265*	*530*		*21*	*21*	*42*
Trip Reduction 3A										
Housing Subtotal				*3,621*	*3,621*	*7,243*		*284*	*284*	*569*
Housing Location within 2,000-foot walk of LRT or Caltrain Station (5%) (take from subtotal)	5%			181	181	362		14	14	28
Subtotal 3				*181*	*181*	*362*		*14*	*14*	*28*
Trip Reduction 4B										
Employment Subtotal				*236*	*235*	*471*		*37*	*27*	*64*
Employment Location within 2,000-foot walk of LRT or Caltrain Station (3%) (take from subtotal)	*3%*			*7*	*7*	*14*		*1*	*1*	*2*
Subtotal 4				*7*	*7*	*14*		*1*	*1*	*2*
Total Trip Reductions										
Subtotal 5				*3,651*	*3,651*	*7,302*		*352*	*352*	*704*
Total Trip Generation for Parcel 4A				**36,862**	**36,861**	**73,722**		**5,299**	**4,633**	**9,931**

Parcel 4A	**29,121**	**29,120**	**58,240**		**4,186**	**3,660**	**7,845**
Parcel 5	**7,741**	**7,741**	**15,482**		**1,113**	**973**	**2,086**

Sunday (No Game) Vehicle Trip Generation
City Place Santa Clara

Scheme B-2

Land Use	Size	Unit	Daily				Peak Hour			
			Rate	In	Out	Total	Rate	In	Out	Total
Initial Trip Generation Estimates										
General Office	6431	Employees	0.22	708	707	1,415	0.03	112	81	193
Hotel	700	Rooms	5.95	2,083	2,083	4,165	0.66	212	248	460
Shopping Center	1,082	KSF	19.53	10,563	10,563	21,126	3.12	1,654	1,722	3,376
Apartment	200	DU	5.86	693	693	1,385	0.51	51	51	102
High Turnover Sit Down Restaurant	105	KSF	132	6,922	6,922	13,843	18.46	1,066	872	1938
Quality Restaurant	80	KSF	72	2,886	2,886	5,773	8.38	422	248	670
Quick Serve Dining	10	KSF	543	2,714	2,714	5,427	72.74	349	378	727
Entertainment	190	KSF	81.90	7,781	7,781	15,561	10.75	1,226	817	2043
Supermarket	35	KSF	166.44	2,913	2,913	5,825	18.93	338	325	663
Subtotal 1A				*37,261*	*37,260*	*74,521*		*5,430*	*4,742*	*10,172*
Trip Generation with Trip Internalization for Supermarket/Retail Use										
Internalize 25% of trips between Supermarket and Shopping Center uses	25%			728	728	1,456		85	81	166
Shopping Center to Supermarket	25%			728	728	1,456		81	85	166
Subtotal 1B				*1,456*	*1,456*	*2,913*		*166*	*166*	*332*
Trip Generation with Trip Reduction from VTA TIA Guidelines Applied										
Trip Reduction 2A										
Mixed Use Development Project (10%) *with hotel and retail components. Hotel to Retail.*	10%			208	208	417		21	25	46
Retail to Hotel	10%			208	208	417		25	21	46
Subtotal 2A				*417*	*417*	*833*		*46*	*46*	*92*
Trip Reduction 2B										
Mixed Use Development Project (15%) *with housing and retail components. Housing to Retail.*	15%			104	104	208		8	8	15
Retail to Housing	15%			104	104	208		8	8	15
Subtotal 2B				*208*	*208*	*416*		*15*	*15*	*31*
Trip Reduction 2C										
Mixed Use Development Project (3%) *with housing and employment components. Housing to Employment.*	3%			21	21	42		2	2	3
Employment to Housing	3%			21	21	42		2	2	3
Subtotal 2C				*42*	*42*	*83*		*3*	*3*	*6*
Trip Reduction 3A										
Housing Subtotal				*568*	*568*	*1,136*		*42*	*42*	*84*
Housing Location within 2,000-foot walk of LRT or Caltrain Station (5%) (take from subtotal)	5%			28	28	57		2	2	4
Subtotal 3				*28*	*28*	*57*		*2*	*2*	*4*
Trip Reduction 4B										
Employment Subtotal				*708*	*707*	*1,415*		*112*	*81*	*193*
Employment Location within 2,000-foot walk of LRT or Caltrain Station (3%) (take from subtotal)	*3%*			*21*	*21*	*42*		*3*	*2*	*6*
Subtotal 4				*21*	*21*	*42*		*3*	*2*	*6*
Total Trip Reductions										
Subtotal 5				*2,172*	*2,172*	*4,344*		*236*	*235*	*470*
Total Trip Generation for Parcel 4A				**35,089**	**35,088**	**70,177**		**5,194**	**4,508**	**9,702**

Parcel 4A				**27,720**	**27,719**	**55,440**		**4,103**	**3,561**	**7,665**
Parcel 5				**7,369**	**7,369**	**14,737**		**1,091**	**947**	**2,037**

Sunday (No Game) Vehicle Trip Generation
City Place Santa Clara

Parcel 4B

Scheme A-1, Scheme A-2										
Land Use	**Size**	**Unit**	**Daily**				**Peak Hour**			
			Rate	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
General Office	3950	Employees	0.22	435	435	869	0.03	69	50	119
Total				**435**	**435**	**869**		**69**	**50**	**119**

Scheme B-2										
Land Use	**Size**	**Unit**	**Daily**				**Peak Hour**			
			Rate	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
General Office	3950	Employees	0.22	435	435	869	0.03	69	50	119
Total				**435**	**435**	**869**		**69**	**50**	**119**

Sunday (No Game) Vehicle Trip Generation
City Place Santa Clara

Scheme A-1						
	Daily			Peak Hour		
	In	Out	Total	In	Out	Total
Parcel 1	490	490	980	80	50	130
Parcel 2	850	850	1,710	130	100	230
Parcel 3	290	290	590	50	30	80
Parcel 4a (Phase 2 and 3)	29,120	29,120	58,240	4,190	3,660	7,850
Parcel 4b (Phase 4 NW Office)	430	430	870	70	50	120
Parcel 5 (Phase 1)	7,740	7,740	15,480	1,110	980	2,090
Total	**38,920**	**38,920**	**77,870**	**5,630**	**4,870**	**10,500**

Scheme B-2						
	Daily			Peak Hour		
	In	Out	Total	In	Out	Total
Parcel 1	490	490	980	80	50	130
Parcel 2	4,440	4,440	8,890	430	410	840
Parcel 3	290	290	590	50	30	80
Parcel 4a (Phase 2 and 3)	27,720	27,720	55,440	4,100	3,570	7,670
Parcel 4b (Phase 4 NW Office)	430	430	870	70	50	120
Parcel 5 (Phase 1)	7,370	7,370	14,740	1,090	950	2,040
Total	**40,740**	**40,740**	**81,510**	**5,820**	**5,060**	**10,880**

N. Freeway Ramp Analysis

FEHR PEERS

MEMORANDUM

Date: August 19, 2015

To: Dennis Ng, City of Santa Clara

From: Daniel Rubins, Sarah Thomas, and Jane Bierstedt, Fehr & Peers

Subject: City Place Santa Clara: Freeway Ramp Vehicle Queuing Analysis

SJ14-1528.01

This memorandum presents the results of the freeway ramp vehicle queuing analysis conducted for the City Place Santa Clara project. The analysis was conducted to assess increases in peak hour ramp queue lengths with the addition of project traffic and their effects on freeway and local street operations. Queuing is not considered an environmental impact per CEQA. Thus, the results are provided for informational purposes for the City of Santa Clara.

The freeway interchanges listed below provide direct access to and from the Project site and the freeway system:

- US 101 and Bowers Avenue-Great America Parkway
- US 101 and Montague Expressway
- SR 237 and Great America Parkway
- SR 237 and N. First Street

This memorandum summarizes the changes in the estimated vehicle queue lengths under Existing with Project Conditions compared to Existing Conditions and available vehicle storage on each study ramp. Background and Cumulative Conditions are not evaluated since Caltrans typically determines the ramp metering plans based on existing volumes and does not evaluate future conditions as part of the metering plan development.

EXISTING OPERATIONS BASED ON OBSERVATIONS

Field observations were conducted at the study ramps on Wednesday, April 8, 2015 and Thursday, April 9, 2015 during the morning and evening peak hours to observe queues and on-ramp metering rates.

The on-ramps at the SR 237/Great America Parkway and SR 237/N. First Street interchanges operated with short queues that did not exceed available storage on the ramps during the AM peak period. In the PM peak period, queues at the eastbound SR 237/Great America Parkway on-ramp were observed to extend back to the intersection but not onto the local street network. The eastbound SR 237/N. First Street on-ramp had some queuing during the PM peak period with a maximum queue of 20 vehicles that was maintained within the available storage on the ramp. All other on-ramp queues at these interchanges dissipated quickly. All of the queues at the off-ramps cleared each cycle during the allocated green time.

The on-ramps at US 101/Bowers Avenue-Great America Parkway interchange operated with little congestion during the AM and PM peak periods. Maximum queues of 15 to 20 vehicles were observed during the PM peak period. These queues dissipated after several minutes and did not extend back onto Bowers Avenue. The off-ramp queues cleared with each signal cycle.

The metered on-ramps at US 101/Montague Expressway interchange also operated with little congestion during the AM and PM peak periods. The maximum queues observed occurred during the AM peak period and were 15 vehicles (or less). These queues, however, dissipated after several minutes and did not extend back onto Montague Expressway. The off-ramps at this interchange operated in free-flow conditions. During the PM peak period, the collector-distributor road along US 101 in the southbound direction had queues that extended for its entire length; however, this congestion did not affect operations at the US 101 on-ramp.

ON-RAMP EVALUATION

Within the study area, freeway on-ramps are equipped with ramp meters. The on-ramp analysis was conducted using basic ramp-metering analysis principles and existing ramp-metering plans provided by Caltrans in January 2015. Ramp metering rates are generally set between 240 vehicles per hour per lane (vphpl) and 900 vphpl for one-vehicle-per-green metering plans and between 600 vphpl and 1,050 vphpl for two-vehicles-per-green metering plans. Currently, all metered on-

ramps within the study are metered at one vehicle per green. Per Caltrans analysis methods, queue lengths were calculated using a vehicle length of 30 feet per vehicle.

Table 1 summarizes the on-ramp configuration (loop or diagonal), storage capacity, whether it has an HOV bypass lane, the percent of vehicles using that lane, and metering rates for the on-ramps evaluated as part of this study.

TABLE 1: ON-RAMP CONFIGURATION AND METERING INFORMATION

Ramp Type	Total Storage Capacity (ft)	Number of Lanes[2]		HOV Bypass Percent[3]	Vehicles/ Green	Metering Rate[4]			
						AM Peak Hour		PM Peak Hour	
		SOV	HOV			Min.	Max.	Min.	Max.
US 101 / Bowers Avenue – Great America Parkway									
Northbound Diagonal	1,280	1	0	N/A	1	720	900	Not Metered	
Southbound Loop	585	1	1	5	1	Not Metered		820	900
US 101 / Montague Expressway									
Northbound Diagonal	1,360	2	1	5	1	450	900	Not Metered	
Southbound Loop	495	1	1	15	1	Not Metered		420	900
SR 237 / Great America Parkway									
Eastbound Diagonal	2,140	1	1	13	1	Not Metered		440	900
Westbound Diagonal	1,400	1	0	N/A	1	720	900	600	900
SR 237 / N. First Street									
Eastbound Diagonal	925	1	1	27	1	Not Metered		300	900
Westbound Diagonal	1,350	2	0	N/A	1	510	900	510	900

Notes:
1. Total storage capacity is defined as the length of mixed-flow lanes available for vehicle queuing.
2. SOV= Single-occupant vehicle, HOV = High-occupancy vehicle (carpools and buses)
3. Percent of demand assumed in HOV lane (N/A = not applicable – no HOV bypass lane).
4. Metering rates presented in vehicle per hour per lane (vphpl)
Source: Caltrans, January 2015 and Fehr & Peers, July 2015.

ON-RAMP ANALYSIS RESULTS

The on-ramp queuing results for the AM and PM peak hours are presented in **Table 2**. The results under the heading "Counted Volumes" represents the observed on-ramp queues with the counted volumes and implementation of the observed ramp metering rates. On-ramp queues are currently contained within the available storage areas.

On-ramp queues were also evaluated using the adjusted baseline volumes that include traffic projections for developments that are under construction, also known as Existing Conditions, and for Existing with Project Conditions. Observed ramp metering rates were used for all ramps except for ramps where that rate would result in on-ramp queues extending beyond the available storage. In those cases, the maximum ramp metering rate was used to replicate typical ramp metering protocol. Under Existing Conditions, vehicle queues would exceed available storage at the following on-ramp:

- SR 237/Great America Parkway Eastbound Diagonal (PM peak hour)

Under Existing with Project Conditions vehicle queues will exceed storage capacity at the following on-ramps:

- SR 237/Great America Parkway Eastbound Diagonal (PM peak hour)
- SR 237/Great America Parkway Westbound Diagonal (AM and PM peak hour)
- US 101/Bowers Avenue-Great America Parkway Southbound Loop (PM peak hour)

TABLE 2: FREEWAY ON-RAMP QUEUING EVALUATION

On-Ramp	Total Storage Capacity (ft)	Peak Hour	Counted Volume		Existing		Existing with Project	
			Ramp Volume	Queue (ft)[1]	Ramp Volume	Queue (ft)[1]	Ramp Volume	Queue (ft)[1]
US 101 / Bowers Avenue-Great America Parkway								
Northbound Diagonal	1,280	AM	275	30	319	30	340	30
		PM	N/A	N/A	N/A	N/A	N/A	N/A
Southbound Loop	585	AM	N/A	N/A	N/A	N/A	N/A	N/A
		PM	661	30	885	510	1,050	**>2,500**
US 101 / Montague Expressway								
Northbound Diagonal	1,360	AM	849	30	1,010	30	1,010	30
		PM	N/A	N/A	N/A	N/A	N/A	N/A
Southbound Loop	495	AM	N/A	N/A	N/A	N/A	N/A	N/A
		PM	369	30	370	30	420	30
SR 237 / Great America Parkway								
Eastbound Diagonal	2,140	AM	N/A	N/A	N/A	N/A	N/A	N/A
		PM	737	1,410	1,246	**>2,500**	1,550	**>2,500**
Westbound Diagonal	1,400	AM	537	30	586	30	1,240	**>2,500**
		PM	508	30	727	30	1,620	**>2,500**
SR 237 / N. First Street								
Eastbound Diagonal	925	AM	N/A	N/A	N/A	N/A	N/A	N/A
		PM	558	480	590	30	1,090	30
Westbound Diagonal	1,350	AM	448	30	479	30	490	30
		PM	995	30	1,123	30	1,280	30

Notes:
1. Estimated queue applying maximum metering rates as presented in **Table 1**. The minimum queue is one vehicle, which is equal to 30 feet.
2. "N/A" = not applicable, ramp is not metered during that time period.
Bold text indicates conditions where the queue exceeds the available storage capacity.
Source: Fehr & Peers, July 2015.

OFF-RAMP EVALUATION

Off-ramp queues were also evaluated for Counted Volume Conditions, Existing Conditions, and Existing with Project Conditions. Off-ramp queues where the terminal intersection is signalized were evaluated using the Poisson method. Slip ramps where there is no control device (e.g., signal or stop sign) where the ramp intersects with the local street were evaluated using volume-to-capacity (V/C) ratios. **Table 3** shows the off-ramp configurations for locations with signalized terminal intersections, including the type of ramp (diagonal or loop) and whether the off-ramp exits the freeway from an auxiliary lane or directly from the freeway mainline (diverge lane). Queue lengths were calculated using a vehicle length of 30 feet. The same information for ramps with unsignalized/uncontrolled terminal intersections is shown in **Table 4**.

TABLE 3: OFF-RAMP CONFIGURATIONS – SIGNALIZED TERMINAL INTERSECTIONS

Off-Ramp	Freeway Exit Lane	Total Storage Capacity[1] (ft)
US 101 / Bowers Avenue-Great America Parkway		
Northbound Diagonal	1 Auxiliary Lane	910/1,360 (2,270)
Southbound Diagonal	1 Diverge Lane	1,450/1,825 (3,275)
SR 237 / Great America Parkway		
Eastbound Diagonal	1 Auxiliary Lane	300/1,600 (1,900)
Westbound Diagonal	1 Auxiliary Lane	2,285/455 (2,740)
SR 237 / N. First Street		
Eastbound Loop	1 Auxiliary Lane	1,650/575 (2,225)
Westbound Diagonal	1 Diverge Lane	1,350/250 (1,600)

Note:
1. ##/## (##) = left-turn pocket / right-turn pocket (total storage capacity)
Source: Fehr & Peers, July 2015.

TABLE 4: OFF-RAMP CONFIGURATIONS - UNSIGNALIZED TERMINAL INTERSECTIONS

Off-Ramp	Freeway Exit Lane	Total Storage Capacity (ft)
US 101 / Montague Expressway		
Northbound Diagonal	1 Diverge Lane	1,745
Southbound Loop	1 Auxiliary Lane	1,660

Source: Fehr & Peers, July 2015.

OFF-RAMP ANALYSIS RESULTS

Table 5 summarizes the queues calculated using the Poisson distribution method at the off-ramps with signalized terminal intersections for the AM and PM peak hours. Data for left-turning and right-turning vehicles are presented separately. Off-ramp queues are contained within the available storage areas based on counted volumes and under Existing Conditions.

The off-ramps listed below would exceed the available storage capacity under Existing with Project Conditions.

- SR 237/Great America Parkway Eastbound Diagonal (Left-turn and right turn queues during the AM peak hour)
- SR 237/Great America Parkway Westbound Diagonal (Right-turn queues during the AM peak hour). While the right-turn queue would exceed the storage available in the right-turn pocket, the total storage capacity for the off-ramp would provide enough storage to accommodate the right-turn queue without impacting mainline freeway operations.

The queue on the off-ramp from eastbound SR 237 to Great America Parkway would extend onto the freeway for over a quarter of a mile.

TABLE 5: FREEWAY OFF-RAMP LEFT-TURN/RIGHT-TURN QUEUING EVALUATION - SIGNALIZED TERMINAL INTERSECTIONS

Off-Ramp	Total Storage Capacity (ft)	Peak Hour	Counted Volume		Existing		Existing with Project	
			Ramp Volume	Queue (ft)	Ramp Volume	Queue (ft)	Ramp Volume	Queue (ft)
US 101 / Bowers Avenue-Great America Parkway								
Northbound Diagonal	910/1,360 (2,270)	AM	335/967	480/N/A	815/1,216	1,020/N/A	820/1,530	1,020/N/A
		PM	381/670	540/N/A	539/715	690/N/A	540/1,190	720/N/A
Southbound Diagonal	1,450/1,825 (3,275)	AM	926/290	1,110/N/A	1,106/649	1,320/N/A	1,120/770	1,320/N/A
		PM	283/265	420/N/A	335/391	480/N/A	370/580	510/N/A
SR 237 / Great America Parkway								
Eastbound Diagonal	300/1,600 (1,900)	AM	195/489	240/480	195/719	240/660	760/2,380	**690/1,860**[2]
		PM	160/282	180/330	160/368	180/390	250/710	270/660
Westbound Diagonal	2,285/455 (2,740)	AM	1,002/203	840/240	1,521/212	1,200/240	2,200/810	1,650/**690**
		PM	483/207	480/240	619/209	540/240	810/300	690/330
SR 237 / N. First Street								
Eastbound Loop	1,650/575 (2,225)	AM	720/194	660/240	856/194	750/240	870/200	810/240
		PM	284/28	330/90	320/28	360/90	330/30	360/90
Westbound Diagonal	1,350/250 (1,600)	AM	96/126	150/180	110/126	150/180	120/130	180/180
		PM	169/67	240/90	234/67	270/90	250/70	270/90

Notes:

1. **Bold** text indicates conditions where the queue exceeds the turn pocket capacity. **Bold and underlined** text indicates conditions where the queue exceeds the total storage capacity and may extend onto the freeway.

2. The total queue for the SR 237 / Great America Parkway Eastbound Diagonal off-ramp would be 2,550 feet long, which exceeds the total storage capacity of 1,900 feet. Therefore, this queue would extend onto the freeway mainline.

3. ##/## (##) = left-turn pocket / right-turn pocket (total storage capacity).

4. N/A = Channelized right-turn movements not analyzed as they are not signal controlled.

Source: Fehr & Peers, July 2015.

Table 6 summarizes the V/C ratios for the off-ramps with unsignalized/uncontrolled terminal intersections for the AM and PM peak hours. The V/C ratios for each analysis scenario are less than 0.70, indicating that the off-ramps have sufficient capacity to accommodate the exiting volumes at these locations.

TABLE 6: FREEWAY OFF-RAMP QUEUING EVALUATION – UNSIGNALIZED TERMINAL INTERSECTIONS

Off-Ramp	Capacity (vphpl)	Peak Hour	Counted Volume		Existing		Existing with Project	
			Ramp Volume	V/C	Ramp Volume	V/C	Ramp Volume	V/C
US 101 / Montague Expressway								
Northbound Diagonal	1,900	AM	472	0.25	480	0.25	660	0.35
		PM	421	0.22	430	0.23	430	0.23
Southbound Loop	1,800	AM	1,095	0.61	1,210	0.67	1,230	0.68
		PM	834	0.46	840	0.47	840	0.47

Notes:
1. Vphpl = vehicles per hour per lane.
Source: Fehr & Peers, July 2015.

SUMMARY AND CONCLUSIONS

On-ramp and off-ramp vehicle queues were evaluated at the following interchanges during the AM and PM peak hours:

- US 101 and Bowers Avenue-Great America Parkway
- US 101 and Montague Expressway
- SR 237 and Great America Parkway
- SR 237 and N. First Street

Queue lengths were evaluated using counted volumes, adjusted baseline volumes that include traffic projections for developments that are under construction, also known as Existing Conditions, and for Existing with Project Conditions.

ON-RAMP QUEUES

On-ramp queues are maintained within the available storage areas based on counted volumes. The addition of traffic from developments under construction would cause excessive queuing under Existing Conditions at the following on-ramp:

- SR 237/Great America Parkway Eastbound Diagonal (PM peak hour)

The addition of project traffic would cause excessive queuing at the following on-ramps:

- SR 237/Great America Parkway Eastbound Diagonal (PM peak hour)
- SR 237/Great America Parkway Westbound Diagonal (AM and PM peak hour)
- US 101/Bowers Avenue-Great America Parkway Southbound Loop (PM peak hour)

OFF-RAMP QUEUES

Off-ramp queues are maintained within the available storage areas based on counted volumes and under Existing Conditions.

The off-ramps listed below would exceed the available storage capacity under Existing with Project Conditions.

- SR 237/Great America Parkway Eastbound Diagonal (Left-turn and right turn queues during the AM peak hour)
- SR 237/Great America Parkway Westbound Diagonal (Right-turn queues during the AM peak hour). While the right-turn queue would exceed the storage available in the right-turn pocket, the total storage capacity on the ramp would provide enough storage to accommodate the right-turn queue without impacting mainline freeway operations.

POTENTIAL IMPROVEMENTS

The queuing deficiencies described above could be improved with physical improvements to the ramps such as lengthening of storage pockets, adding turn lanes, or adding off-ramp auxiliary lanes. Adding lanes to intersections to increase the vehicle carrying capacity, will improve their levels of service and reduce the vehicle delay and queues. However, these improvements could have secondary effects on pedestrians and bicyclists as they may increase the distance to cross the intersection and increase their exposure to vehicle traffic. The decision to widen intersections would be done on a case-by-case basis by the appropriate agency with jurisdiction that would

weigh the effects on all travel modes that use the intersection to mitigate these secondary impacts.

Freeway On-Ramps

- US 101 / Bowers Avenue-Great America Parkway (Southbound Loop On-Ramp): This ramp exceeds available vehicle storage capacity under Existing with Project Conditions during the evening peak hour. A second mixed-flow lane of 585 feet could be added to the ramp, which would increase the total storage capacity to 1,170 feet. The ramp would still experience queues longer than the total storage capacity. In addition, this partial improvement could require relocation of light poles, control boxes, sidewalks, and overpass widening to accommodate the additional lane on the ramp.
- SR 237 / Great America Parkway (Eastbound Diagonal On-Ramp): This ramp exceeds available vehicle storage capacity under Existing and Existing with Project Conditions during the evening peak hour. This on-ramp has a 1,660 foot long mixed-flow on-ramp lane and a partial lane of 480 feet. The extension of the existing partial storage pocket would widen this ramp to two mixed-flow lanes and increase the total storage capacity to 3,320 feet. The existing HOV lane on the on-ramp would remain. The ramp would still experience queues longer than the total storage capacity. In addition, this partial improvement may have right-of-way constraints and would likely require bridge widening on the ramp to accommodate the additional lane.
- SR 237 / Great America Parkway (Westbound Diagonal On-Ramp): This ramp exceeds available vehicle storage capacity under Existing with Project Conditions during the morning and evening peak hours. This on-ramp has a 1,200 foot long mixed-flow on-ramp lane and a partial lane of 200 feet. Extension of the existing partial storage pocket would widen this ramp to two mixed-flow lanes and increase the total storage capacity to 2,400 feet. The ramp would still experience queues longer than the total storage capacity. In addition, this partial improvement would require bridge widening and potentially need additional right-of-way to accommodate the additional lane.

Freeway Off-Ramps

- SR 237 / Great America Parkway (Eastbound Diagonal Off-Ramp): This ramp exceeds available vehicle storage capacity under Existing with Project Conditions during the morning peak hour. The excess queue could be accommodated by constructing a second eastbound right-turn lane at the ramp terminal intersection with extension of the storage pockets too. These potential improvements are subject to right-of-way constraints and may require a retaining wall or other structural improvements to the ramp to accommodate the additional lane for either of these alternatives.

ATTACHMENTS

Attachment A: Metered On-Ramp Queuing Analysis Sheets
Attachment B: Signalized Off-Ramp Queuing Analysis Sheets

ATTACHMENTS

Attachment A: Metered On-Ramp Queuing Analysis Sheets
Attachment B: Signalized Off-Ramp Queuing Analysis Sheets

RAMP METERING ANALYSIS

Location: US 101 NB
Ramp: Great America Parkway
Scenario: Counted Volume

Configuration: 1 SOV + 0 HOV
Peak Hour Volume: 275
3-hour Peak Period Volume: 683

HOV Bypass (%)	0%
Metered Volume (veh/hr)	275
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	390
Storage Length (ft)	1280
SOV Storage Lanes	1
Maximum Storage (veh)	51

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	720	6%	43	43	0	0	0.00	0	172	172
6:15-6:30	720	6%	43	43	0	0	0.00	0	186	186
6:30-6:45	720	6%	43	43	0	0	0.00	0	191	191
6:45-7:00	720	6%	43	43	0	0	0.00	0	203	203
7:00-7:15	720	8%	57	57	0	0	0.00	0	236	236
7:15-7:30	720	7%	48	48	0	0	0.00	0	227	227
7:30-7:45	720	8%	55	55	0	0	0.00	0	245	245
7:45-8:00	720	11%	76	76	0	0	0.00	0	273	273
8:00-8:15	720	7%	48	48	0	0	0.00	0	275	275
8:15-8:30	720	10%	66	66	0	0	0.00	0		
8:30-8:45	720	12%	83	83	0	0	0.00	0		
8:45-9:00	720	11%	78	78	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 NB
Ramp: Great America Parkway
Scenario: Counted Volume

Configuration: 1 SOV + 0 HOV
Peak Hour Volume: 739
4-hour Peak Period Volume: 2,273

HOV Bypass (%)	0%
Metered Volume (veh/hr)	739
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	390
Storage Length (ft)	1280
Storage Lanes	1
Maximum Storage (veh)	51

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15										
3:15-3:30										
3:30-3:45										
3:45-4:00										
4:00-4:15										
4:15-4:30										
4:30-4:45										
4:45-5:00										
5:00-5:15										
5:15-5:30										
5:30-5:45										
5:45-6:00										
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: US 101 SB
Ramp: Great America Parkway
Scenario: Counted Volume

Configuration: 1 SOV + 1 HOV
Peak Hour Volume: 244
3-hour Peak Period Volume: 459

HOV Bypass (%)	0%
Metered Volume (veh/hr)	244
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	178
Storage Length (ft)	585
SOV Storage Lanes	1
Maximum Storage (veh)	23

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 SB
Ramp: Great America Parkway
Scenario: Counted Volume

Configuration: 1 SOV + 1 HOV
Peak Hour Volume: 661
4-hour Peak Period Volume: 2,379

HOV Bypass (%)	5%
Metered Volume (veh/hr)	628
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	178
Storage Length (ft)	585
Storage Lanes	1
Maximum Storage (veh)	23

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	820	8%	183	174	0	0	0.00	0	662	629
3:15-3:30	820	6%	147	140	0	0	0.00	0	631	599
3:30-3:45	820	8%	190	181	0	0	0.00	0	643	611
3:45-4:00	820	6%	142	135	0	0	0.00	0	612	581
4:00-4:15	820	6%	152	144	0	0	0.00	0	620	589
4:15-4:30	820	7%	159	151	0	0	0.00	0	624	593
4:30-4:45	820	7%	159	151	0	0	0.00	0	589	560
4:45-5:00	820	6%	150	143	0	0	0.00	0	570	542
5:00-5:15	820	7%	156	148	0	0	0.00	0	540	513
5:15-5:30	820	5%	124	118	0	0	0.00	0	502	477
5:30-5:45	820	6%	140	133	0	0	0.00	0	520	494
5:45-6:00	820	5%	120	114	0	0	0.00	0	520	494
6:00-6:15	820	5%	118	112	0	0	0.00	0	558	530
6:15-6:30	820	6%	142	135	0	0	0.00	0		
6:30-6:45	820	6%	140	133	0	0	0.00	0		
6:45-7:00	820	7%	158	150	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: US 101 NB
Ramp: Montague Expwy
Scenario: Counted Volume

Configuration: 2 SOV + 1 HOV
Peak Hour Volume: 849
3-hour Peak Period Volume: 2,135

HOV Bypass (%)	5%
Metered Volume (veh/hr)	807
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	415
Storage Length (ft)	1360
SOV Storage Lanes	2
Maximum Storage (veh)	109

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	600	4%	78	74	0	0	0.00	0	531	504
6:15-6:30	600	6%	122	116	0	0	0.00	0	650	618
6:30-6:45	600	7%	139	132	0	0	0.00	0	744	707
6:45-7:00	600	9%	192	182	0	0	0.00	0	849	807
7:00-7:15	600	9%	197	187	0	0	0.00	0	846	804
7:15-7:30	600	10%	216	205	0	0	0.00	0	839	797
7:30-7:45	600	11%	244	232	0	0	0.00	0	818	777
7:45-8:00	600	9%	189	180	0	0	0.00	0	787	748
8:00-8:15	600	9%	190	181	0	0	0.00	0	758	720
8:15-8:30	600	9%	195	185	0	0	0.00	0		
8:30-8:45	600	10%	213	202	0	0	0.00	0		
8:45-9:00	600	7%	160	152	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 NB
Ramp: Montague Expwy
Scenario: Counted Volume

Configuration: 2 SOV + 1 HOV
Peak Hour Volume: 1,248
4-hour Peak Period Volume: 3,838

HOV Bypass (%)	0%
Metered Volume (veh/hr)	1,248
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	415
Storage Length (ft)	1360
Storage Lanes	2
Maximum Storage (veh)	109

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15										
3:15-3:30										
3:30-3:45										
3:45-4:00										
4:00-4:15										
4:15-4:30										
4:30-4:45										
4:45-5:00										
5:00-5:15										
5:15-5:30										
5:30-5:45										
5:45-6:00										
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: US 101 SB
Ramp: Montague Expwy
Scenario: Counted Volume

Configuration: 1 SOV + 1 HOV
Peak Hour Volume: 356
3-hour Peak Period Volume: 809

HOV Bypass (%)	0%
Metered Volume (veh/hr)	356
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	151
Storage Length (ft)	495
SOV Storage Lanes	1
Maximum Storage (veh)	20

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 SB
Ramp: Montague Expwy
Scenario: Counted Volume

Configuration: 1 SOV + 1 HOV
Peak Hour Volume: 369
4-hour Peak Period Volume: 1,328

HOV Bypass (%)	15%
Metered Volume (veh/hr)	314
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	151
Storage Length (ft)	495
Storage Lanes	1
Maximum Storage (veh)	20

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	720	8%	102	87	0	0	0.00	0	369	314
3:15-3:30	720	6%	82	70	0	0	0.00	0	352	299
3:30-3:45	720	8%	106	90	0	0	0.00	0	359	305
3:45-4:00	720	6%	79	67	0	0	0.00	0	342	291
4:00-4:15	720	6%	85	72	0	0	0.00	0	347	295
4:15-4:30	720	7%	89	76	0	0	0.00	0	349	297
4:30-4:45	720	7%	89	76	0	0	0.00	0	329	280
4:45-5:00	720	6%	84	71	0	0	0.00	0	318	270
5:00-5:15	720	7%	87	74	0	0	0.00	0	301	256
5:15-5:30	720	5%	69	59	0	0	0.00	0	280	238
5:30-5:45	720	6%	78	66	0	0	0.00	0	290	247
5:45-6:00	720	5%	67	57	0	0	0.00	0	290	247
6:00-6:15	720	5%	66	56	0	0	0.00	0	311	264
6:15-6:30	720	6%	79	67	0	0	0.00	0		
6:30-6:45	720	6%	78	66	0	0	0.00	0		
6:45-7:00	720	7%	88	75	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: SR 237 EB
Ramp: Great America Parkway
Scenario: Counted Volume

Configuration: 1 SOV + 1 HOV
Peak Hour Volume: 377
3-hour Peak Period Volume: 957

HOV Bypass (%)	0%
Metered Volume (veh/hr)	377
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	652
Storage Length (ft)	2140
SOV Storage Lanes	1
Maximum Storage (veh)	86

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: SR 237 EB
Ramp: Great America Parkway
Scenario: Counted Volume

Configuration: 1 SOV + 1 HOV
Peak Hour Volume: 737
4-hour Peak Period Volume: 2,554

HOV Bypass (%)	13%
Metered Volume (veh/hr)	641
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	652
Storage Length (ft)	2140
Storage Lanes	1
Maximum Storage (veh)	71

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	600	5%	128	111	0	0	0.00	0	512	445
3:15-3:30	600	5%	128	111	0	0	0.00	0	560	487
3:30-3:45	600	5%	128	111	0	0	0.00	0	592	515
3:45-4:00	600	5%	128	111	0	0	0.00	0	634	551
4:00-4:15	600	7%	176	153	3	3	0.76	153	668	581
4:15-4:30	600	6%	160	139	0	0	0.00	0	672	584
4:30-4:45	600	7%	170	148	0	0	0.00	0	703	611
4:45-5:00	600	6%	162	141	0	0	0.00	0	733	637
5:00-5:15	600	7%	180	157	7	7	1.63	157	737	641
5:15-5:30	600	7%	191	166	16	23	5.65	166	735	639
5:30-5:45	600	8%	200	174	24	47	11.63	174	712	619
5:45-6:00	600	6%	166	144	0	41	10.22	144	651	566
6:00-6:15	600	7%	178	155	5	46	11.41	155	637	554
6:15-6:30	600	7%	168	146	0	42	10.43	146		
6:30-6:45	600	5%	139	121	0	13	3.15	121		
6:45-7:00	600	6%	152	132	0	0	0.00	0		

Total Delay (veh-4hr)	55
Total Vehicles Delayed (veh)	1,216
Average Delay (hr)	0.05
Average Delay (min)	2.71

Maximum Queue (veh)	47
Maximum Queue (ft)	1,410

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: **SR 237 WB**
Ramp: **Great America Parkway**
Scenario: **Counted Volume**

Configuration: **1 SOV + 0 HOV**
Peak Hour Volume: **537**
3-hour Peak Period Volume: **1,290**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	537
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	427
Storage Length (ft)	1400
SOV Storage Lanes	1
Maximum Storage (veh)	56

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	720	6%	81	81	0	0	0.00	0	324	324
6:15-6:30	720	6%	81	81	0	0	0.00	0	327	327
6:30-6:45	720	6%	81	81	0	0	0.00	0	340	340
6:45-7:00	720	6%	81	81	0	0	0.00	0	412	412
7:00-7:15	720	7%	84	84	0	0	0.00	0	446	446
7:15-7:30	720	7%	94	94	0	0	0.00	0	495	495
7:30-7:45	720	12%	153	153	0	0	0.00	0	537	537
7:45-8:00	720	9%	115	115	0	0	0.00	0	502	502
8:00-8:15	720	10%	133	133	0	0	0.00	0	520	520
8:15-8:30	720	11%	136	136	0	0	0.00	0		
8:30-8:45	720	9%	118	118	0	0	0.00	0		
8:45-9:00	720	10%	133	133	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: **SR 237 WB**
Ramp: **Great America Parkway**
Scenario: **Counted Volume**

Configuration: **1 SOV + 0 HOV**
Peak Hour Volume: **508**
4-hour Peak Period Volume: **1,696**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	508
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	427
Storage Length (ft)	1400
Storage Lanes	1
Maximum Storage (veh)	56

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	720	5%	85	85	0	0	0.00	0	340	340
3:15-3:30	720	5%	85	85	0	0	0.00	0	364	364
3:30-3:45	720	5%	85	85	0	0	0.00	0	399	399
3:45-4:00	720	5%	85	85	0	0	0.00	0	415	415
4:00-4:15	720	6%	109	109	0	0	0.00	0	442	442
4:15-4:30	720	7%	120	120	0	0	0.00	0	446	446
4:30-4:45	720	6%	101	101	0	0	0.00	0	466	466
4:45-5:00	720	7%	112	112	0	0	0.00	0	506	506
5:00-5:15	720	7%	113	113	0	0	0.00	0	499	499
5:15-5:30	720	8%	140	140	0	0	0.00	0	508	508
5:30-5:45	720	8%	141	141	0	0	0.00	0	456	456
5:45-6:00	720	6%	105	105	0	0	0.00	0	424	424
6:00-6:15	720	7%	122	122	0	0	0.00	0	415	415
6:15-6:30	720	5%	88	88	0	0	0.00	0		
6:30-6:45	720	6%	109	109	0	0	0.00	0		
6:45-7:00	720	6%	96	96	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Notes: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet. Storage length includes 200 feet of storage for the partial on-ramp lane.

RAMP METERING ANALYSIS

Location: **SR 237 EB**
Ramp: **North First Street**
Scenario: **Counted Volume**

Configuration: **1 SOV + 1 HOV**
Peak Hour Volume: **357**
3-hour Peak Period Volume: **906**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	357
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	282
Storage Length (ft)	925
SOV Storage Lanes	1
Maximum Storage (veh)	37

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: **SR 237 EB**
Ramp: **North First Street**
Scenario: **Counted Volume**

Configuration: **1 SOV + 1 HOV**
Peak Hour Volume: **558**
4-hour Peak Period Volume: **1,934**

HOV Bypass (%)	27%
Metered Volume (veh/hr)	406
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	282
Storage Length (ft)	925
Storage Lanes	1
Maximum Storage (veh)	37

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	400	5%	97	71	0	0	0.00	0	388	282
3:15-3:30	400	5%	97	71	0	0	0.00	0	424	308
3:30-3:45	400	5%	97	71	0	0	0.00	0	448	326
3:45-4:00	400	5%	97	71	0	0	0.00	0	480	349
4:00-4:15	400	7%	133	97	0	0	0.00	0	506	368
4:15-4:30	400	6%	121	88	0	0	0.00	0	509	370
4:30-4:45	400	7%	129	94	0	0	0.00	0	533	388
4:45-5:00	400	6%	123	89	0	0	0.00	0	555	404
5:00-5:15	400	7%	136	99	0	0	0.00	0	558	406
5:15-5:30	400	7%	145	105	5	5	1.36	105	557	405
5:30-5:45	400	8%	151	110	10	15	3.82	110	539	392
5:45-6:00	400	6%	126	92	0	7	1.73	92	493	359
6:00-6:15	400	7%	135	98	0	5	1.27	98	482	351
6:15-6:30	400	7%	127	92	0	0	0.00	0		
6:30-6:45	400	5%	105	76	0	0	0.00	0		
6:45-7:00	400	6%	115	84	0	0	0.00	0		

Total Delay (veh-4hr)	8
Total Vehicles Delayed (veh)	405
Average Delay (hr)	0.02
Average Delay (min)	1.21

Maximum Queue (veh)	15
Maximum Queue (ft)	480

Notes: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet. Storage length includes 200 feet of storage for the partial on-ramp lane.

RAMP METERING ANALYSIS

Location: **SR 237 WB**
Ramp: **North First Street**
Scenario: **Counted Volume**

Configuration: **2 SOV + 0 HOV**
Peak Hour Volume: **448**
3-hour Peak Period Volume: **1,076**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	448
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	411
Storage Length (ft)	1350
SOV Storage Lanes	2
Maximum Storage (veh)	108

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	720	6%	68	68	0	0	0.00	0	272	272
6:15-6:30	720	6%	68	68	0	0	0.00	0	274	274
6:30-6:45	720	6%	68	68	0	0	0.00	0	284	284
6:45-7:00	720	6%	68	68	0	0	0.00	0	344	344
7:00-7:15	720	7%	70	70	0	0	0.00	0	372	372
7:15-7:30	720	7%	78	78	0	0	0.00	0	413	413
7:30-7:45	720	12%	128	128	0	0	0.00	0	448	448
7:45-8:00	720	9%	96	96	0	0	0.00	0	418	418
8:00-8:15	720	10%	111	111	0	0	0.00	0	433	433
8:15-8:30	720	11%	113	113	0	0	0.00	0		
8:30-8:45	720	9%	98	98	0	0	0.00	0		
8:45-9:00	720	10%	111	111	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: **SR 237 WB**
Ramp: **North First Street**
Scenario: **Counted Volume**

Configuration: **2 SOV + 0 HOV**
Peak Hour Volume: **995**
4-hour Peak Period Volume: **3,322**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	995
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	411
Storage Length (ft)	1350
Storage Lanes	2
Maximum Storage (veh)	108

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	5%	166	166	0	0	0.00	0	664	664
3:15-3:30	900	5%	166	166	0	0	0.00	0	711	711
3:30-3:45	900	5%	166	166	0	0	0.00	0	780	780
3:45-4:00	900	5%	166	166	0	0	0.00	0	812	812
4:00-4:15	900	6%	213	213	0	0	0.00	0	865	865
4:15-4:30	900	7%	235	235	0	0	0.00	0	873	873
4:30-4:45	900	6%	198	198	0	0	0.00	0	912	912
4:45-5:00	900	7%	219	219	0	0	0.00	0	990	990
5:00-5:15	900	7%	221	221	0	0	0.00	0	977	977
5:15-5:30	900	8%	274	274	0	0	0.00	0	995	995
5:30-5:45	900	8%	276	276	0	0	0.00	0	893	893
5:45-6:00	900	6%	206	206	0	0	0.00	0	830	830
6:00-6:15	900	7%	239	239	0	0	0.00	0	812	812
6:15-6:30	900	5%	172	172	0	0	0.00	0		
6:30-6:45	900	6%	213	213	0	0	0.00	0		
6:45-7:00	900	6%	188	188	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: **US 101 NB**
Ramp: **Great America Parkway**
Scenario: **Existing (Scenario 1)**

Configuration: **1 SOV + 0 HOV**
Peak Hour Volume: **319**
3-hour Peak Period Volume: **792**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	319
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	390
Storage Length (ft)	1280
SOV Storage Lanes	1
Maximum Storage (veh)	51

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	720	6%	50	50	0	0	0.00	0	200	200
6:15-6:30	720	6%	50	50	0	0	0.00	0	216	216
6:30-6:45	720	6%	50	50	0	0	0.00	0	222	222
6:45-7:00	720	6%	50	50	0	0	0.00	0	236	236
7:00-7:15	720	8%	66	66	0	0	0.00	0	274	274
7:15-7:30	720	7%	56	56	0	0	0.00	0	264	264
7:30-7:45	720	8%	64	64	0	0	0.00	0	285	285
7:45-8:00	720	11%	88	88	0	0	0.00	0	317	317
8:00-8:15	720	7%	56	56	0	0	0.00	0	319	319
8:15-8:30	720	10%	77	77	0	0	0.00	0		
8:30-8:45	720	12%	96	96	0	0	0.00	0		
8:45-9:00	720	11%	90	90	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: **US 101 NB**
Ramp: **Great America Parkway**
Scenario: **Existing (Scenario 1)**

Configuration: **1 SOV + 0 HOV**
Peak Hour Volume: **933**
4-hour Peak Period Volume: **2,869**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	933
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	390
Storage Length (ft)	1280
Storage Lanes	1
Maximum Storage (veh)	51

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15										
3:15-3:30										
3:30-3:45										
3:45-4:00										
4:00-4:15										
4:15-4:30										
4:30-4:45										
4:45-5:00										
5:00-5:15										
5:15-5:30										
5:30-5:45										
5:45-6:00										
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: US 101 SB
Ramp: Great America Parkway
Scenario: Existing (Scenario 1)

Configuration: 1 SOV + 1 HOV
Peak Hour Volume: 274
3-hour Peak Period Volume: 515

HOV Bypass (%)	0%
Metered Volume (veh/hr)	274
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	178
Storage Length (ft)	585
SOV Storage Lanes	1
Maximum Storage (veh)	23

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 SB
Ramp: Great America Parkway
Scenario: Existing (Scenario 1)

Configuration: 1 SOV + 1 HOV
Peak Hour Volume: 885
4-hour Peak Period Volume: 3,185

HOV Bypass (%)	5%
Metered Volume (veh/hr)	841
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	178
Storage Length (ft)	585
Storage Lanes	1
Maximum Storage (veh)	23

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	8%	245	233	8	8	1.94	233	885	841
3:15-3:30	900	6%	197	187	0	0	0.00	0	844	802
3:30-3:45	900	8%	254	241	16	16	4.08	241	860	817
3:45-4:00	900	6%	189	180	0	0	0.00	0	819	778
4:00-4:15	900	6%	204	194	0	0	0.00	0	831	789
4:15-4:30	900	7%	213	202	0	0	0.00	0	836	794
4:30-4:45	900	7%	213	202	0	0	0.00	0	788	749
4:45-5:00	900	6%	201	191	0	0	0.00	0	762	724
5:00-5:15	900	7%	209	199	0	0	0.00	0	722	686
5:15-5:30	900	5%	165	157	0	0	0.00	0	671	637
5:30-5:45	900	6%	187	178	0	0	0.00	0	695	660
5:45-6:00	900	5%	161	153	0	0	0.00	0	695	660
6:00-6:15	900	5%	158	150	0	0	0.00	0	745	708
6:15-6:30	900	6%	189	180	0	0	0.00	0		
6:30-6:45	900	6%	187	178	0	0	0.00	0		
6:45-7:00	900	7%	211	200	0	0	0.00	0		

Total Delay (veh-4hr)	6
Total Vehicles Delayed (veh)	474
Average Delay (hr)	0.01
Average Delay (min)	0.76

Maximum Queue (veh)	16
Maximum Queue (ft)	510

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: US 101 NB
Ramp: Montague Expwy
Scenario: Existing (Scenario 1)

Configuration: 2 SOV + 1 HOV
Peak Hour Volume: 1010
3-hour Peak Period Volume: 2,540

HOV Bypass (%)	5%
Metered Volume (veh/hr)	960
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	415
Storage Length (ft)	1360
SOV Storage Lanes	2
Maximum Storage (veh)	109

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	600	4%	93	88	0	0	0.00	0	631	599
6:15-6:30	600	6%	145	138	0	0	0.00	0	772	733
6:30-6:45	600	7%	165	157	0	0	0.00	0	884	840
6:45-7:00	600	9%	228	217	0	0	0.00	0	1009	959
7:00-7:15	600	9%	234	222	0	0	0.00	0	1006	956
7:15-7:30	600	10%	257	244	0	0	0.00	0	998	948
7:30-7:45	600	11%	290	276	0	0	0.00	0	973	924
7:45-8:00	600	9%	225	214	0	0	0.00	0	936	889
8:00-8:15	600	9%	226	215	0	0	0.00	0	901	856
8:15-8:30	600	9%	232	220	0	0	0.00	0		
8:30-8:45	600	10%	253	240	0	0	0.00	0		
8:45-9:00	600	7%	190	181	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 NB
Ramp: Montague Expwy
Scenario: Existing (Scenario 1)

Configuration: 2 SOV + 1 HOV
Peak Hour Volume: 1,400
4-hour Peak Period Volume: 4,305

HOV Bypass (%)	0%
Metered Volume (veh/hr)	1,400
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	415
Storage Length (ft)	1360
Storage Lanes	2
Maximum Storage (veh)	109

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15										
3:15-3:30										
3:30-3:45										
3:45-4:00										
4:00-4:15										
4:15-4:30										
4:30-4:45										
4:45-5:00										
5:00-5:15										
5:15-5:30										
5:30-5:45										
5:45-6:00										
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: US 101 SB
Ramp: Montague Expwy
Scenario: Existing (Scenario 1)

Configuration: 1 SOV + 1 HOV
Peak Hour Volume: 360
3-hour Peak Period Volume: 818

HOV Bypass (%)	0%
Metered Volume (veh/hr)	360
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	151
Storage Length (ft)	495
SOV Storage Lanes	1
Maximum Storage (veh)	20

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 SB
Ramp: Montague Expwy
Scenario: Existing (Scenario 1)

Configuration: 1 SOV + 1 HOV
Peak Hour Volume: 370
4-hour Peak Period Volume: 1,332

HOV Bypass (%)	15%
Metered Volume (veh/hr)	315
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	151
Storage Length (ft)	495
Storage Lanes	1
Maximum Storage (veh)	20

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	720	8%	102	87	0	0	0.00	0	369	314
3:15-3:30	720	6%	82	70	0	0	0.00	0	352	299
3:30-3:45	720	8%	106	90	0	0	0.00	0	359	305
3:45-4:00	720	6%	79	67	0	0	0.00	0	342	291
4:00-4:15	720	6%	85	72	0	0	0.00	0	347	295
4:15-4:30	720	7%	89	76	0	0	0.00	0	349	297
4:30-4:45	720	7%	89	76	0	0	0.00	0	329	280
4:45-5:00	720	6%	84	71	0	0	0.00	0	318	270
5:00-5:15	720	7%	87	74	0	0	0.00	0	301	256
5:15-5:30	720	5%	69	59	0	0	0.00	0	280	238
5:30-5:45	720	6%	78	66	0	0	0.00	0	290	247
5:45-6:00	720	5%	67	57	0	0	0.00	0	290	247
6:00-6:15	720	5%	66	56	0	0	0.00	0	311	264
6:15-6:30	720	6%	79	67	0	0	0.00	0		
6:30-6:45	720	6%	78	66	0	0	0.00	0		
6:45-7:00	720	7%	88	75	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: **SR 237 EB**
Ramp: **Great America Parkway**
Scenario: **Existing (Scenario 1)**

Configuration: **1 SOV + 1 HOV**
Peak Hour Volume: **470**
3-hour Peak Period Volume: **1,193**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	470
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	652
Storage Length (ft)	2140
SOV Storage Lanes	1
Maximum Storage (veh)	86

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: **SR 237 EB**
Ramp: **Great America Parkway**
Scenario: **Existing (Scenario 1)**

Configuration: **1 SOV + 1 HOV**
Peak Hour Volume: **1,246**
4-hour Peak Period Volume: **4,318**

HOV Bypass (%)	13%
Metered Volume (veh/hr)	1,083
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	652
Storage Length (ft)	2140
Storage Lanes	1
Maximum Storage (veh)	86

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	5%	216	188	0	0	0.00	0	864	751
3:15-3:30	900	5%	216	188	0	0	0.00	0	946	823
3:30-3:45	900	5%	216	188	0	0	0.00	0	1001	870
3:45-4:00	900	5%	216	188	0	0	0.00	0	1072	932
4:00-4:15	900	7%	298	259	34	34	8.53	259	1130	983
4:15-4:30	900	6%	271	236	11	45	11.20	236	1136	988
4:30-4:45	900	7%	287	250	25	69	17.34	250	1188	1033
4:45-5:00	900	6%	274	238	13	83	20.65	238	1239	1077
5:00-5:15	900	7%	304	264	39	122	30.49	264	1246	1083
5:15-5:30	900	7%	323	281	56	178	44.46	281	1243	1081
5:30-5:45	900	8%	338	294	69	247	61.68	294	1204	1047
5:45-6:00	900	6%	281	244	19	266	66.52	244	1101	957
6:00-6:15	900	7%	301	262	37	303	75.71	262	1077	937
6:15-6:30	900	7%	284	247	22	325	81.20	247		
6:30-6:45	900	5%	235	204	0	304	76.03	204		
6:45-7:00	900	6%	257	223	0	303	75.65	223		

Total Delay (veh-4hr)	569
Total Vehicles Delayed (veh)	3,003
Average Delay (hr)	0.19
Average Delay (min)	11.38

Maximum Queue (veh)	**325**
Maximum Queue (ft)	9,750

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: **SR 237 WB**
Ramp: **Great America Parkway**
Scenario: **Existing (Scenario 1)**

Configuration: **1 SOV + 0 HOV**
Peak Hour Volume: **586**
3-hour Peak Period Volume: **1,408**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	586
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	427
Storage Length (ft)	1400
SOV Storage Lanes	1
Maximum Storage (veh)	56

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	720	6%	88	88	0	0	0.00	0	352	352
6:15-6:30	720	6%	88	88	0	0	0.00	0	356	356
6:30-6:45	720	6%	88	88	0	0	0.00	0	371	371
6:45-7:00	720	6%	88	88	0	0	0.00	0	450	450
7:00-7:15	720	7%	92	92	0	0	0.00	0	487	487
7:15-7:30	720	7%	103	103	0	0	0.00	0	540	540
7:30-7:45	720	12%	167	167	0	0	0.00	0	585	585
7:45-8:00	720	9%	125	125	0	0	0.00	0	547	547
8:00-8:15	720	10%	145	145	0	0	0.00	0	567	567
8:15-8:30	720	11%	148	148	0	0	0.00	0		
8:30-8:45	720	9%	129	129	0	0	0.00	0		
8:45-9:00	720	10%	145	145	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: **SR 237 WB**
Ramp: **Great America Parkway**
Scenario: **Existing (Scenario 1)**

Configuration: **1 SOV + 0 HOV**
Peak Hour Volume: **727**
4-hour Peak Period Volume: **2,427**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	727
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	427
Storage Length (ft)	1400
Storage Lanes	1
Maximum Storage (veh)	56

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	5%	122	122	0	0	0.00	0	488	488
3:15-3:30	900	5%	122	122	0	0	0.00	0	522	522
3:30-3:45	900	5%	122	122	0	0	0.00	0	572	572
3:45-4:00	900	5%	122	122	0	0	0.00	0	595	595
4:00-4:15	900	6%	156	156	0	0	0.00	0	633	633
4:15-4:30	900	7%	172	172	0	0	0.00	0	639	639
4:30-4:45	900	6%	145	145	0	0	0.00	0	667	667
4:45-5:00	900	7%	160	160	0	0	0.00	0	724	724
5:00-5:15	900	7%	162	162	0	0	0.00	0	714	714
5:15-5:30	900	8%	200	200	0	0	0.00	0	727	727
5:30-5:45	900	8%	202	202	0	0	0.00	0	653	653
5:45-6:00	900	6%	150	150	0	0	0.00	0	607	607
6:00-6:15	900	7%	175	175	0	0	0.00	0	594	594
6:15-6:30	900	5%	126	126	0	0	0.00	0		
6:30-6:45	900	6%	156	156	0	0	0.00	0		
6:45-7:00	900	6%	137	137	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Notes: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet. Storage length includes 200 feet of storage for the partial on-ramp lane.

RAMP METERING ANALYSIS

Location: **SR 237 EB**
Ramp: **North First Street**
Scenario: **Existing (Scenario 1)**

Configuration: **1 SOV + 1 HOV**
Peak Hour Volume: **425**
3-hour Peak Period Volume: **1,079**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	425
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	282
Storage Length (ft)	925
SOV Storage Lanes	1
Maximum Storage (veh)	37

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: **SR 237 EB**
Ramp: **North First Street**
Scenario: **Existing (Scenario 1)**

Configuration: **1 SOV + 1 HOV**
Peak Hour Volume: **590**
4-hour Peak Period Volume: **2,045**

HOV Bypass (%)	27%
Metered Volume (veh/hr)	429
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	282
Storage Length (ft)	925
Storage Lanes	1
Maximum Storage (veh)	37

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	5%	102	74	0	0	0.00	0	408	297
3:15-3:30	900	5%	102	74	0	0	0.00	0	447	325
3:30-3:45	900	5%	102	74	0	0	0.00	0	473	344
3:45-4:00	900	5%	102	74	0	0	0.00	0	507	369
4:00-4:15	900	7%	141	103	0	0	0.00	0	535	389
4:15-4:30	900	6%	128	93	0	0	0.00	0	538	391
4:30-4:45	900	7%	136	99	0	0	0.00	0	563	409
4:45-5:00	900	6%	130	95	0	0	0.00	0	587	427
5:00-5:15	900	7%	144	105	0	0	0.00	0	590	429
5:15-5:30	900	7%	153	111	0	0	0.00	0	588	428
5:30-5:45	900	8%	160	116	0	0	0.00	0	569	414
5:45-6:00	900	6%	133	97	0	0	0.00	0	520	378
6:00-6:15	900	7%	142	103	0	0	0.00	0	509	370
6:15-6:30	900	7%	134	97	0	0	0.00	0		
6:30-6:45	900	5%	111	81	0	0	0.00	0		
6:45-7:00	900	6%	122	89	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Notes: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet. Storage length includes 200 feet of storage for the partial on-ramp lane.

RAMP METERING ANALYSIS

Location: **SR 237 WB**
Ramp: **North First Street**
Scenario: **Existing (Scenario 1)**

Configuration: **2 SOV + 0 HOV**
Peak Hour Volume: **479**
3-hour Peak Period Volume: **1,151**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	479
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	411
Storage Length (ft)	1350
SOV Storage Lanes	2
Maximum Storage (veh)	108

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	720	6%	72	72	0	0	0.00	0	288	288
6:15-6:30	720	6%	72	72	0	0	0.00	0	291	291
6:30-6:45	720	6%	72	72	0	0	0.00	0	303	303
6:45-7:00	720	6%	72	72	0	0	0.00	0	367	367
7:00-7:15	720	7%	75	75	0	0	0.00	0	398	398
7:15-7:30	720	7%	84	84	0	0	0.00	0	442	442
7:30-7:45	720	12%	136	136	0	0	0.00	0	479	479
7:45-8:00	720	9%	103	103	0	0	0.00	0	448	448
8:00-8:15	720	10%	119	119	0	0	0.00	0	464	464
8:15-8:30	720	11%	121	121	0	0	0.00	0		
8:30-8:45	720	9%	105	105	0	0	0.00	0		
8:45-9:00	720	10%	119	119	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: **SR 237 WB**
Ramp: **North First Street**
Scenario: **Existing (Scenario 1)**

Configuration: **2 SOV + 0 HOV**
Peak Hour Volume: **1,123**
4-hour Peak Period Volume: **3,749**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	1,123
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	411
Storage Length (ft)	1350
Storage Lanes	2
Maximum Storage (veh)	108

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	5%	188	188	0	0	0.00	0	752	752
3:15-3:30	900	5%	188	188	0	0	0.00	0	805	805
3:30-3:45	900	5%	188	188	0	0	0.00	0	882	882
3:45-4:00	900	5%	188	188	0	0	0.00	0	917	917
4:00-4:15	900	6%	241	241	0	0	0.00	0	977	977
4:15-4:30	900	7%	265	265	0	0	0.00	0	986	986
4:30-4:45	900	6%	223	223	0	0	0.00	0	1030	1030
4:45-5:00	900	7%	248	248	0	0	0.00	0	1119	1119
5:00-5:15	900	7%	250	250	0	0	0.00	0	1103	1103
5:15-5:30	900	8%	309	309	0	0	0.00	0	1123	1123
5:30-5:45	900	8%	312	312	0	0	0.00	0	1009	1009
5:45-6:00	900	6%	232	232	0	0	0.00	0	938	938
6:00-6:15	900	7%	270	270	0	0	0.00	0	918	918
6:15-6:30	900	5%	195	195	0	0	0.00	0		
6:30-6:45	900	6%	241	241	0	0	0.00	0		
6:45-7:00	900	6%	212	212	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: **US 101 NB**
Ramp: **Great America Parkway**
Scenario: **Existing with Project (Scenario 2a)**

Configuration: **1 SOV + 0 HOV**
Peak Hour Volume: **340**
3-hour Peak Period Volume: **844**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	340
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	390
Storage Length (ft)	1280
SOV Storage Lanes	1
Maximum Storage (veh)	51

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	720	6%	53	53	0	0	0.00	0	212	212
6:15-6:30	720	6%	53	53	0	0	0.00	0	229	229
6:30-6:45	720	6%	53	53	0	0	0.00	0	235	235
6:45-7:00	720	6%	53	53	0	0	0.00	0	250	250
7:00-7:15	720	8%	70	70	0	0	0.00	0	291	291
7:15-7:30	720	7%	59	59	0	0	0.00	0	280	280
7:30-7:45	720	8%	68	68	0	0	0.00	0	303	303
7:45-8:00	720	11%	94	94	0	0	0.00	0	338	338
8:00-8:15	720	7%	59	59	0	0	0.00	0	340	340
8:15-8:30	720	10%	82	82	0	0	0.00	0		
8:30-8:45	720	12%	103	103	0	0	0.00	0		
8:45-9:00	720	11%	96	96	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: **US 101 NB**
Ramp: **Great America Parkway**
Scenario: **Existing with Project (Scenario 2a)**

Configuration: **1 SOV + 0 HOV**
Peak Hour Volume: **1,450**
3-hour Peak Period Volume: **4,459**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	1,450
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	390
Storage Length (ft)	1280
Storage Lanes	1
Maximum Storage (veh)	51

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15										
3:15-3:30										
3:30-3:45										
3:45-4:00										
4:00-4:15										
4:15-4:30										
4:30-4:45										
4:45-5:00										
5:00-5:15										
5:15-5:30										
5:30-5:45										
5:45-6:00										
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: **US 101 SB**
Ramp: **Great America Parkway**
Scenario: **Existing with Project (Scenario 2a)**

Configuration: **1 SOV + 1 HOV**
Peak Hour Volume: **590**
3-hour Peak Period Volume: **1,110**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	590
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	178
Storage Length (ft)	585
SOV Storage Lanes	1
Maximum Storage (veh)	23

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: **US 101 SB**
Ramp: **Great America Parkway**
Scenario: **Existing with Project (Scenario 2a)**

Configuration: **1 SOV + 1 HOV**
Peak Hour Volume: **1,050**
3-hour Peak Period Volume: **3,779**

HOV Bypass (%)	5%
Metered Volume (veh/hr)	998
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	178
Storage Length (ft)	585
Storage Lanes	1
Maximum Storage (veh)	23

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	8%	290	276	51	51	12.63	276	1050	998
3:15-3:30	900	6%	233	221	0	47	11.71	221	1002	952
3:30-3:45	900	8%	302	287	62	109	27.19	287	1022	971
3:45-4:00	900	6%	225	214	0	98	24.38	214	973	924
4:00-4:15	900	6%	242	230	5	102	25.60	230	987	938
4:15-4:30	900	7%	253	240	15	118	29.44	240	993	943
4:30-4:45	900	7%	253	240	15	133	33.28	240	936	889
4:45-5:00	900	6%	239	227	2	135	33.79	227	905	860
5:00-5:15	900	7%	248	236	11	146	36.44	236	857	814
5:15-5:30	900	5%	196	186	0	107	26.74	186	797	757
5:30-5:45	900	6%	222	211	0	93	23.21	211	826	785
5:45-6:00	900	5%	191	181	0	49	12.33	181	826	785
6:00-6:15	900	5%	188	179	0	3	0.72	179	885	841
6:15-6:30	900	6%	225	214	0	0	0.00	0		
6:30-6:45	900	6%	222	211	0	0	0.00	0		
6:45-7:00	900	7%	250	238	13	13	3.13	238		

Total Delay (veh-4hr)	301
Total Vehicles Delayed (veh)	3,165
Average Delay (hr)	0.09
Average Delay (min)	5.70

Maximum Queue (veh)	**146**
Maximum Queue (ft)	4,380

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: US 101 NB
Ramp: Montague Expwy
Scenario: Existing with Project (Scenario 2a)

Configuration: 2 SOV + 1 HOV
Peak Hour Volume: 1010
3-hour Peak Period Volume: 2,540

HOV Bypass (%)	5%
Metered Volume (veh/hr)	960
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	415
Storage Length (ft)	1360
SOV Storage Lanes	2
Maximum Storage (veh)	109

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	600	4%	93	88	0	0	0.00	0	631	599
6:15-6:30	600	6%	145	138	0	0	0.00	0	772	733
6:30-6:45	600	7%	165	157	0	0	0.00	0	884	840
6:45-7:00	600	9%	228	217	0	0	0.00	0	1009	959
7:00-7:15	600	9%	234	222	0	0	0.00	0	1006	956
7:15-7:30	600	10%	257	244	0	0	0.00	0	998	948
7:30-7:45	600	11%	290	276	0	0	0.00	0	973	924
7:45-8:00	600	9%	225	214	0	0	0.00	0	936	889
8:00-8:15	600	9%	226	215	0	0	0.00	0	901	856
8:15-8:30	600	9%	232	220	0	0	0.00	0		
8:30-8:45	600	10%	253	240	0	0	0.00	0		
8:45-9:00	600	7%	190	181	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 NB
Ramp: Montague Expwy
Scenario: Existing with Project (Scenario 2a)

Configuration: 2 SOV + 1 HOV
Peak Hour Volume: 1,480
3-hour Peak Period Volume: 4,551

HOV Bypass (%)	0%
Metered Volume (veh/hr)	1,480
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	415
Storage Length (ft)	1360
Storage Lanes	2
Maximum Storage (veh)	109

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15										
3:15-3:30										
3:30-3:45										
3:45-4:00										
4:00-4:15										
4:15-4:30										
4:30-4:45										
4:45-5:00										
5:00-5:15										
5:15-5:30										
5:30-5:45										
5:45-6:00										
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: US 101 SB
Ramp: Montague Expwy
Scenario: Existing with Project (Scenario 2a)

Configuration: 1 SOV + 1 HOV
Peak Hour Volume: 400
3-hour Peak Period Volume: 909

HOV Bypass (%)	0%
Metered Volume (veh/hr)	400
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	151
Storage Length (ft)	495
SOV Storage Lanes	1
Maximum Storage (veh)	20

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: US 101 SB
Ramp: Montague Expwy
Scenario: Existing with Project (Scenario 2a)

Configuration: 1 SOV + 1 HOV
Peak Hour Volume: 420
3-hour Peak Period Volume: 1,512

HOV Bypass (%)	15%
Metered Volume (veh/hr)	357
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	151
Storage Length (ft)	495
Storage Lanes	1
Maximum Storage (veh)	20

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	720	8%	116	99	0	0	0.00	0	420	357
3:15-3:30	720	6%	93	79	0	0	0.00	0	401	341
3:30-3:45	720	8%	121	103	0	0	0.00	0	409	348
3:45-4:00	720	6%	90	77	0	0	0.00	0	389	331
4:00-4:15	720	6%	97	82	0	0	0.00	0	395	336
4:15-4:30	720	7%	101	86	0	0	0.00	0	397	337
4:30-4:45	720	7%	101	86	0	0	0.00	0	375	319
4:45-5:00	720	6%	96	82	0	0	0.00	0	363	309
5:00-5:15	720	7%	99	84	0	0	0.00	0	343	292
5:15-5:30	720	5%	79	67	0	0	0.00	0	319	271
5:30-5:45	720	6%	89	76	0	0	0.00	0	330	281
5:45-6:00	720	5%	76	65	0	0	0.00	0	330	281
6:00-6:15	720	5%	75	64	0	0	0.00	0	354	301
6:15-6:30	720	6%	90	77	0	0	0.00	0		
6:30-6:45	720	6%	89	76	0	0	0.00	0		
6:45-7:00	720	7%	100	85	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: SR 237 EB
Ramp: Great America Parkway
Scenario: Existing with Project (Scenario 2a)

Configuration: 1 SOV + 1 HOV
Peak Hour Volume: 770
3-hour Peak Period Volume: 1,955

HOV Bypass (%)	0%
Metered Volume (veh/hr)	770
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	652
Storage Length (ft)	2140
SOV Storage Lanes	1
Maximum Storage (veh)	86

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: SR 237 EB
Ramp: Great America Parkway
Scenario: Existing with Project (Scenario 2a)

Configuration: 1 SOV + 1 HOV
Peak Hour Volume: 1,550
3-hour Peak Period Volume: 5,371

HOV Bypass (%)	13%
Metered Volume (veh/hr)	1,348
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	652
Storage Length (ft)	2140
Storage Lanes	1
Maximum Storage (veh)	86

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	5%	269	234	9	9	2.23	234	1076	936
3:15-3:30	900	5%	269	234	9	18	4.46	234	1177	1023
3:30-3:45	900	5%	269	234	9	27	6.68	234	1244	1082
3:45-4:00	900	5%	269	234	9	36	8.91	234	1333	1159
4:00-4:15	900	7%	370	322	97	132	33.10	322	1405	1222
4:15-4:30	900	6%	336	292	67	200	49.89	292	1414	1230
4:30-4:45	900	7%	358	311	86	286	71.47	311	1480	1287
4:45-5:00	900	6%	341	297	72	357	89.35	297	1543	1342
5:00-5:15	900	7%	379	330	105	462	115.49	330	1551	1349
5:15-5:30	900	7%	402	350	125	587	146.63	350	1546	1344
5:30-5:45	900	8%	421	366	141	728	181.90	366	1497	1302
5:45-6:00	900	6%	349	303	78	806	201.52	303	1368	1190
6:00-6:15	900	7%	374	325	100	906	226.58	325	1339	1164
6:15-6:30	900	7%	353	307	82	988	247.07	307		
6:30-6:45	900	5%	292	254	29	1017	254.29	254		
6:45-7:00	900	6%	320	278	53	1070	267.61	278		

Total Delay (veh-4hr)	1,907
Total Vehicles Delayed (veh)	4,670
Average Delay (hr)	0.41
Average Delay (min)	24.50

Maximum Queue (veh)	**1070**
Maximum Queue (ft)	32,130

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

RAMP METERING ANALYSIS

Location: SR 237 WB
Ramp: Great America Parkway
Scenario: Existing with Project (Scenario 2a)

Configuration: 1 SOV + 0 HOV
Peak Hour Volume: 1240
3-hour Peak Period Volume: 2,979

HOV Bypass (%)	0%
Metered Volume (veh/hr)	1,240
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	427
Storage Length (ft)	1400
SOV Storage Lanes	1
Maximum Storage (veh)	56

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	900	6%	187	187	0	0	0.00	0	748	748
6:15-6:30	900	6%	187	187	0	0	0.00	0	755	755
6:30-6:45	900	6%	187	187	0	0	0.00	0	785	785
6:45-7:00	900	6%	187	187	0	0	0.00	0	951	951
7:00-7:15	900	7%	194	194	0	0	0.00	0	1030	1030
7:15-7:30	900	7%	217	217	0	0	0.00	0	1143	1143
7:30-7:45	900	12%	353	353	128	128	32.00	353	1240	1240
7:45-8:00	900	9%	266	266	41	169	42.25	266	1159	1159
8:00-8:15	900	10%	307	307	82	251	62.75	307	1200	1200
8:15-8:30	900	11%	314	314	89	340	85.00	314		
8:30-8:45	900	9%	272	272	47	387	96.75	272		
8:45-9:00	900	10%	307	307	82	469	117.25	307		

Total Delay (veh-4hr)	436
Total Vehicles Delayed (veh)	1,819
Average Delay (hr)	0.24
Average Delay (min)	14.38

Maximum Queue (veh)	**469**
Maximum Queue (ft)	14,070

Location: SR 237 WB
Ramp: Great America Parkway
Scenario: Existing with Project (Scenario 2a)

Configuration: 1 SOV + 0 HOV
Peak Hour Volume: 1,620
3-hour Peak Period Volume: 5,409

HOV Bypass (%)	0%
Metered Volume (veh/hr)	1,620
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	427
Storage Length (ft)	1400
Storage Lanes	1
Maximum Storage (veh)	56

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	5%	271	271	46	46	11.50	271	1084	1084
3:15-3:30	900	5%	271	271	46	92	23.00	271	1161	1161
3:30-3:45	900	5%	271	271	46	138	34.50	271	1273	1273
3:45-4:00	900	5%	271	271	46	184	46.00	271	1324	1324
4:00-4:15	900	6%	348	348	123	307	76.75	348	1410	1410
4:15-4:30	900	7%	383	383	158	465	116.25	383	1422	1422
4:30-4:45	900	6%	322	322	97	562	140.50	322	1485	1485
4:45-5:00	900	7%	357	357	132	694	173.50	357	1613	1613
5:00-5:15	900	7%	360	360	135	829	207.25	360	1591	1591
5:15-5:30	900	8%	446	446	221	1050	262.50	446	1620	1620
5:30-5:45	900	8%	450	450	225	1275	318.75	450	1455	1455
5:45-6:00	900	6%	335	335	110	1385	346.25	335	1353	1353
6:00-6:15	900	7%	389	389	164	1549	387.25	389	1324	1324
6:15-6:30	900	5%	281	281	56	1605	401.25	281		
6:30-6:45	900	6%	348	348	123	1728	432.00	348		
6:45-7:00	900	6%	306	306	81	1809	452.25	306		

Total Delay (veh-4hr)	3,430
Total Vehicles Delayed (veh)	5,409
Average Delay (hr)	0.63
Average Delay (min)	38.04

Maximum Queue (veh)	**1809**
Maximum Queue (ft)	54,270

Notes: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet. Storage length includes 200 feet of storage for the partial on-ramp lane.

RAMP METERING ANALYSIS

Location: **SR 237 EB**
Ramp: **North First Street**
Scenario: **Existing with Project (Scenario 2a)**

Configuration: **1 SOV + 1 HOV**
Peak Hour Volume: **430**
3-hour Peak Period Volume: **1,092**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	430
Max. Metering Rate (veh/hr/ln)	Not Metered
Max. Discharge Rate (veh/15 min)	N/A

Storage Length (m)	282
Storage Length (ft)	925
SOV Storage Lanes	1
Maximum Storage (veh)	37

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15										
6:15-6:30										
6:30-6:45										
6:45-7:00										
7:00-7:15										
7:15-7:30										
7:30-7:45										
7:45-8:00										
8:00-8:15										
8:15-8:30										
8:30-8:45										
8:45-9:00										

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: **SR 237 EB**
Ramp: **North First Street**
Scenario: **Existing with Project (Scenario 2a)**

Configuration: **1 SOV + 1 HOV**
Peak Hour Volume: **1,090**
3-hour Peak Period Volume: **3,777**

HOV Bypass (%)	27%
Metered Volume (veh/hr)	793
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	282
Storage Length (ft)	925
Storage Lanes	1
Maximum Storage (veh)	37

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	5%	189	137	0	0	0.00	0	756	550
3:15-3:30	900	5%	189	137	0	0	0.00	0	827	601
3:30-3:45	900	5%	189	137	0	0	0.00	0	875	636
3:45-4:00	900	5%	189	137	0	0	0.00	0	937	681
4:00-4:15	900	7%	260	189	0	0	0.00	0	988	719
4:15-4:30	900	6%	237	172	0	0	0.00	0	994	723
4:30-4:45	900	7%	251	183	0	0	0.00	0	1039	756
4:45-5:00	900	6%	240	175	0	0	0.00	0	1084	788
5:00-5:15	900	7%	266	193	0	0	0.00	0	1090	793
5:15-5:30	900	7%	282	205	0	0	0.00	0	1087	791
5:30-5:45	900	8%	296	215	0	0	0.00	0	1053	766
5:45-6:00	900	6%	246	179	0	0	0.00	0	963	700
6:00-6:15	900	7%	263	191	0	0	0.00	0	942	685
6:15-6:30	900	7%	248	180	0	0	0.00	0		
6:30-6:45	900	5%	206	150	0	0	0.00	0		
6:45-7:00	900	6%	225	164	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Notes: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet. Storage length includes 200 feet of storage for the partial on-ramp lane.

RAMP METERING ANALYSIS

Location: **SR 237 WB**
Ramp: **North First Street**
Scenario: **Existing with Project (Scenario 2a)**

Configuration: **2 SOV + 0 HOV**
Peak Hour Volume: **490**
3-hour Peak Period Volume: **1,177**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	490
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	411
Storage Length (ft)	1350
SOV Storage Lanes	2
Maximum Storage (veh)	108

Morning (AM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
6:00-6:15	720	6%	74	74	0	0	0.00	0	296	296
6:15-6:30	720	6%	74	74	0	0	0.00	0	299	299
6:30-6:45	720	6%	74	74	0	0	0.00	0	311	311
6:45-7:00	720	6%	74	74	0	0	0.00	0	377	377
7:00-7:15	720	7%	77	77	0	0	0.00	0	408	408
7:15-7:30	720	7%	86	86	0	0	0.00	0	452	452
7:30-7:45	720	12%	140	140	0	0	0.00	0	490	490
7:45-8:00	720	9%	105	105	0	0	0.00	0	458	458
8:00-8:15	720	10%	121	121	0	0	0.00	0	474	474
8:15-8:30	720	11%	124	124	0	0	0.00	0		
8:30-8:45	720	9%	108	108	0	0	0.00	0		
8:45-9:00	720	10%	121	121	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Location: **SR 237 WB**
Ramp: **North First Street**
Scenario: **Existing with Project (Scenario 2a)**

Configuration: **2 SOV + 0 HOV**
Peak Hour Volume: **1,280**
3-hour Peak Period Volume: **4,273**

HOV Bypass (%)	0%
Metered Volume (veh/hr)	1,280
Max. Metering Rate (veh/hr/ln)	900
Max. Discharge Rate (veh/15 min)	225

Storage Length (m)	411
Storage Length (ft)	1350
Storage Lanes	2
Maximum Storage (veh)	108

Evening (PM) Time Interval	Ramp Meter Rate	Arrival Distribution	15-Minute Volumes	Metered 15-Minute min flows	Excess Demand	Accum-ulated Vehicles	Total Delay (veh-15m)	Vehicles Delayed	Total Hourly Volume	Metered Hourly Volume
3:00-3:15	900	5%	214	214	0	0	0.00	0	856	856
3:15-3:30	900	5%	214	214	0	0	0.00	0	917	917
3:30-3:45	900	5%	214	214	0	0	0.00	0	1005	1005
3:45-4:00	900	5%	214	214	0	0	0.00	0	1045	1045
4:00-4:15	900	6%	275	275	0	0	0.00	0	1113	1113
4:15-4:30	900	7%	302	302	0	0	0.00	0	1123	1123
4:30-4:45	900	6%	254	254	0	0	0.00	0	1174	1174
4:45-5:00	900	7%	282	282	0	0	0.00	0	1275	1275
5:00-5:15	900	7%	285	285	0	0	0.00	0	1258	1258
5:15-5:30	900	8%	353	353	0	0	0.00	0	1280	1280
5:30-5:45	900	8%	355	355	0	0	0.00	0	1149	1149
5:45-6:00	900	6%	265	265	0	0	0.00	0	1069	1069
6:00-6:15	900	7%	307	307	0	0	0.00	0	1046	1046
6:15-6:30	900	5%	222	222	0	0	0.00	0		
6:30-6:45	900	6%	275	275	0	0	0.00	0		
6:45-7:00	900	6%	242	242	0	0	0.00	0		

Total Delay (veh-4hr)	0
Total Vehicles Delayed (veh)	0
Average Delay (hr)	0.00
Average Delay (min)	0.00

Maximum Queue (veh)	0
Maximum Queue (ft)	0

Note: Maximum queue length in feet has been rounded up to the nearest 30 feet. Minimum queue is expressed as 30 feet.

FEHR PEERS

Storage Length Spreadsheet
Signalized - Poisson Method

Project Name: City Place Santa Clara
Project Number: SJ14-1528
Project Scenario: Counted Volumes
Date: 7/28/2015

S (Desired Storage) = [N (veh/interval) + z(sqrt N (veh/interval))] x 30 (ft/veh)
N = (veh/interval) = [(V) x (C/3600)]

Where: z = 1.645 for 95% confidence level
C = cycle length in seconds
30 ft/veh = average length of a vehicle
V = vph

Intersection	Movement	Peak Hour	VPH	Cycle Length	Lanes per Movement	Veh/Int	Desired Total Storage (ft)
US 101 / Bowers Avenue-Great America Parkway							
Northbound	LT	AM	335	110	2	10	480
Northbound	LT	PM	381	110	2	12	540
Southbound	LT	AM	926	110	2	28	1110
Southbound	LT	PM	283	110	2	9	420
SR 237 / Great America Parkway							
Eastbound	LT	AM	195	76	1	4	240
Eastbound	RT	AM	489	76	1	10	480
Eastbound	LT	PM	160	76	1	3	180
Eastbound	RT	PM	282	76	1	6	330
Westbound	LT	AM	1002	72	2	20	840
Westbound	RT	AM	203	72	1	4	240
Westbound	LT	PM	483	72	2	10	480
Westbound	RT	PM	207	72	1	4	240
SR 237 / North First Street							
Eastbound	LT	AM	720	77	2	15	660
Eastbound	RT	AM	194	77	1	4	240
Eastbound	LT	PM	284	77	2	6	330
Eastbound	RT	PM	28	77	1	1	90
Westbound	LT	AM	96	75	2	2	150
Westbound	RT	AM	126	75	1	3	180
Westbound	LT	PM	169	75	2	4	240
Westbound	RT	PM	67	75	1	1	90

Note: Desired storage length in feet has been rounded up to the nearest 30 feet.

FEHR PEERS

Storage Length Spreadsheet
Signalized - Poisson Method

Project Name: City Place Santa Clara
Project Number: SJ14-1528
Project Scenario: Existing
Date: 7/28/2015

S (Desired Storage) = [N (veh/interval) + z(sqrt N (veh/interval))] x 30 (ft/veh)
N = (veh/interval) = [(V) x (C/3600)]

Where: z = 1.645 for 95% confidence level
C = cycle length in seconds
30 ft/veh = average length of a vehicle
V = vph

Intersection	Movement	Peak Hour	VPH	Cycle Length	Lanes per Movement	Veh/Int	Desired Total Storage (ft)
US 101 / Bowers Avenue-Great America Parkway							
Northbound	LT	AM	815	110	2	25	1020
Northbound	LT	PM	539	110	2	16	690
Southbound	LT	AM	1106	110	2	34	1320
Southbound	LT	PM	335	110	2	10	480
SR 237 / Great America Parkway							
Eastbound	LT	AM	195	76	1	4	240
Eastbound	RT	AM	719	76	1	15	660
Eastbound	LT	PM	160	76	1	3	180
Eastbound	RT	PM	368	76	1	8	390
Westbound	LT	AM	1521	72	2	30	1200
Westbound	RT	AM	212	72	1	4	240
Westbound	LT	PM	619	72	2	12	540
Westbound	RT	PM	209	72	1	4	240
SR 237 / North First Street							
Eastbound	LT	AM	856	77	2	18	750
Eastbound	RT	AM	194	77	1	4	240
Eastbound	LT	PM	320	77	2	7	360
Eastbound	RT	PM	28	77	1	1	90
Westbound	LT	AM	110	75	2	2	150
Westbound	RT	AM	126	75	1	3	180
Westbound	LT	PM	234	75	2	5	270
Westbound	RT	PM	67	75	1	1	90

Note: Desired storage length in feet has been rounded up to the nearest 30 feet.

FEHR PEERS

Storage Length Spreadsheet
Signalized - Poisson Method

Project Name: City Place Santa Clara
Project Number: SJ14-1528
Project Scenario: Existing + Project
Date: 7/28/2015

S (Desired Storage) = [N (veh/interval) + z(sqrt N (veh/interval))] x 30 (ft/veh)
N = (veh/interval) = [(V) x (C/3600)]

Where: z = 1.645 for 95% confidence level
C = cycle length in seconds
30 ft/veh = average length of a vehicle
V = vph

Intersection	Movement	Peak Hour	VPH	Cycle Length	Lanes per Movement	Veh/Int	Desired Total Storage (ft)
US 101 / Bowers Avenue-Great America Parkway							
Northbound	LT	AM	820	110	2	25	1020
Northbound	LT	PM	540	110	2	17	720
Southbound	LT	AM	1120	110	2	34	1320
Southbound	LT	PM	370	110	2	11	510
SR 237 / Great America Parkway							
Eastbound	LT	AM	760	76	1	16	690
Eastbound	RT	AM	2380	76	1	50	1860
Eastbound	LT	PM	250	76	1	5	270
Eastbound	RT	PM	710	76	1	15	660
Westbound	LT	AM	2200	72	2	44	1650
Westbound	RT	AM	810	72	1	16	690
Westbound	LT	PM	810	72	2	16	690
Westbound	RT	PM	300	72	1	6	330
SR 237 / North First Street							
Eastbound	LT	AM	870	77	2	19	810
Eastbound	RT	AM	200	77	1	4	240
Eastbound	LT	PM	330	77	2	7	360
Eastbound	RT	PM	30	77	1	1	90
Westbound	LT	AM	120	75	2	3	180
Westbound	RT	AM	130	75	1	3	180
Westbound	LT	PM	250	75	2	5	270
Westbound	RT	PM	70	75	1	1	90

Note: Desired storage length in feet has been rounded up to the nearest 30 feet.