Final Environmental Impact Report (FEIR)

Exhibit A

Impact Analysis for City Place Enhanced Open Space Variant

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Overview

The Applicant has proposed an additional land use scheme, which is referred to herein as the Enhanced Open Space (EOS) Variant, in contrast to Scheme A and Scheme B as they are described in the EIR Chapter 2, *Project Description*. Because this variant could apply to either Scheme A or Scheme B, in this impact analysis, the revised EOS schemes are referred to as "EOS Scheme A" and "EOS Scheme B".

Under the EOS Variant, Parcel 3 would be retained by the City and reserved for park uses instead of being developed by the Applicant for up to 720,000 square feet of office building uses and associated parking.[1] For purposes of this analysis, it is assumed that Parcel 3 would include passive open space and recreation uses that would not involve significant structures or major events or activities generating substantial levels of traffic, and would not involve any intrusion into the landfill refuse layer or require any more movement of top soil than the Project. There currently exist no specific plans for Parcel 3 development and use as a park. Park planning for Parcel 3 will be done as part of a subsequent land use planning process. If uses are proposed that would require significant structures, would require any intrusion into the landfill refuse layer, or would include major events or activities generating significant levels of traffic, then additional CEQA evaluation would be conducted prior to approval and development of the park.

On Parcels 1, 2 and 5, the Applicant would be allowed to increase the amount of office space included in the Proposed Project, by up to 20% of the total planned development for those parcels consistent with the Master Community Plan density transfer concept that has long been part of the Project as analyzed in the EIR. For Scheme A, this variant would result in up to an additional 240,000 sf of office space on Parcel 1, an additional 432,000 sf of office space on Parcel 2, and an additional 48,000 sf of office space on Parcel 5 (slightly less than 20% of the Parcel 5 square footage so that the total re-allocated office space equals 720,000 sf.). This intensification of use on Parcels 1, 2 and 5 would increase the density of land uses, which may result in an increase in the heights of individual office buildings, but the overall height of buildings will not exceed 17 stories on any parcel, which is the same as Scheme A and Scheme B.

Tables 1 and 2 below provide a comparison of EOS Schemes A and B. These variants would not increase the overall buildout of the City Place site compared to the original proposed schemes, but would intensify office uses on Parcel 1, 2, and 5 and would replace office uses on Parcel 3 with passive open space and recreational uses.

[1] As shown in Figure 2-11 in the FEIR, certain areas on the south part of Parcel 3 were originally proposed by the Applicant as North Park and these areas would continue to be retained and developed for this proposed use. The minimum area of the active recreational uses that may include a turfed fitness and/or play is 1 acre with a design goal of 2 acres.

Table 1. Proposed Development at the Project Site by EOS Scheme

Land Use	EOS Scheme A[a]	EOS Scheme B[a]
Residential	1,360,000 gsf	200,000 gsf
Commercial (Retail and Entertainment)[b]	1,502,000 gsf	1,702,000 gsf
Office	5,724,400 gsf	6,684,400 gsf
Hotel[c]	578,000 gsf	578,000 gsf
Total	*9,164,400 gsf*	*9,164,000 gsf*
Residential Units	1,360 units	200 units
Hotel Rooms[c]	700 rooms	700 rooms

Source: Related 2015, 2016

Note:

[a.] The EIR retail variant is also applied to both EOS Scheme A and EOS Scheme B at Parcel 2. Under the variant, it is assumed that instead of all office (Scheme A), or an office/retail mix (Scheme B), only retail would be located at Parcel 2. The retail variant would result in a total of 519,000 gsf and 432,000 gsf of office at Parcel 2 with a FAR of 0.36. Therefore, in total, the variant would result in 7,523,400 gsf distributed throughout the Project site with an average FAR of 0.76.

[b.] Commercial (Retail and Entertainment) includes retail uses and food/beverage.

[c.] The numbers in the above table represent maximum development at the Project site, but the land use mix could change slightly (between office and hotel uses). The above table assumes full build-out of office uses rather than hotel uses on Parcels 1, 2, and 3 and in the Northwest Office Zone on Parcel 4. However, if hotel uses are constructed on these parcels, office space would be reduced accordingly. Hotel uses on Parcel 4 (excluding the Northwest Office Zone) and Parcel 5 would total 578,000 gsf, as shown in this table. Total development at the Project site would not exceed 9.16 million gsf under either scheme.

gsf = gross square feet

Table 2. Development Comparison by Scheme

Parcel	Characteristic	EOS Scheme A	EOS Scheme B
Parcel 1	Office[a,b]	1,440,000 gsf	1,440,000 gsf
	Max. Development	*1,440,000 gsf*	*1,440,000 gsf*
	FAR	0.90	0.90
	Height (max.)	17 stories	17 stories
Parcel 2	Office[a,b]	2,592,000 gsf	2,392,000
	Retail	—	200,000 gsf
	Max. Development	*2,592,000 gsf*	*2,592,000 gsf*
	FAR	0.98	0.98
	Height (max.)	17 stories	17 stories
Parcel 3	Park	34.9 acres	34.9 acres
Parcel 4	Residential	1,160,000 gsf (1,160 units)	—
	Hotel	298,000 gsf (300 rooms)	298,000 gsf (300 rooms)
	Retail[c]	1,415,000 gsf	1,415,000 gsf
	Office[a,b]	1,386,400 gsf	2,546,400 gsf
	Max. Development	*4,259,400 gsf*	*4,259,400 gsf*
	FAR	1.13	1.13
	Height (max.)	17 stories	17 stories
Parcel 5	Residential	200,000 (200 units)	200,000 (200 units)
	Hotel	280,000 (400 rooms)	280,000 (400 rooms)
	Retail[c]	87,000	87,000
	Office[a]	306,000	306,000
	Max. Development	873,000	873,000
	FAR	2.52	2.51
	Height (max.)	17 stories	17 stories
Overall Maximum Development		*9,164,400 gsf*	*9,164,400 gsf*
Average FAR		*0.93*	*0.93*

Source: Related 2015, 2016

Notes:

[a.] Small amounts of employee-servicing food/beverage and other retail uses may be provided in each building.

[b.] Hotel uses could be included as part of the office developments on Parcels 1, 2, and 3 and in the Northwest Office Zone on Parcel 4. Total development at the Project site would not exceed 9.16 million gsf under any scheme.

[c.] Retail includes food/beverage on Parcels 4 and 5 and entertainment uses on Parcel 4.

gsf = gross square feet

FAR = floor area ratio

Impact Analysis

The impact analysis below contrasts the impacts of EOS Scheme A and EOS Scheme B compared to the original Scheme A and Scheme B with the shift of office uses from Parcel 3 to Parcels 1, 2, and 5 and the passive park/open space use of Parcel 3 instead of office use.

Land Use

As discussed in Chapter 3.1, *Land Use and Planning*, Scheme A or Scheme B would result in conflicts with the adopted City land use plans and policies in regards to the jobs/housing balance, which would result in significant secondary environmental impacts related to traffic, air quality, and greenhouse gas emissions. Scheme A or Scheme B would also conflict with the Airport land use plan and City policies related to airport noise. These impacts can be reduced through Mitigation Measure LU-1.1 (Increase Residential Density in the City's General Plan) and Mitigation Measure NOI-1.3 (Prepare and Implement a Noise Control Plan to Reduce Interior Noise at Sensitive Land Uses), but not to a less than significant level. Impacts related to the original Proposed Project would thus be ***significant and unavoidable with mitigation.***

EOS Scheme A or EOS Scheme B would not result in any additional impacts in regards to land use and planning compared to the original Scheme A or Scheme B because the shift of up to 720,000 gsf from Parcel 3 to Parcels 1, 2 and 5 would not create any additional land use planning or policy conflicts. Parcel 3 is currently designated for park/open space use and thus use for a park and open space would be consistent with current land use planning. There would be a greater density of use on Parcels 1, 2 and 5 due to the greater density of office use. The shifting of office use from Parcel 3 to Parcels 1, 2, and 5 would not change the severity of conflicts with airport noise because office users are not considered sensitive noise receptors. The jobs/housing balance would similar to the original Proposed Project. EOS Scheme A or B would result in significant unavoidable impacts related to jobs/housing balance (due to the secondary environmental impacts related to traffic, air quality and GHG emissions) and airport noise and the same mitigation as for the original project would be required. Therefore, the EOS Variant would also result in a ***significant and unavoidable impact*** related to land use after mitigation.

Aesthetics

Construction

As discussed in Chapter 3.2, *Aesthetics*, Scheme A or Scheme B would result in construction impacts to recreational views along the Guadalupe River Trail. These impacts can be mitigated to a less than significant level with Mitigation Measures AES-1.1(Imported Material Storage) and AES-1.2 (Early Implementation of Master Community Plan Landscaping Plan for Parcels 1 and 2). Thus, construction impacts with the original Proposed Project would be ***less than significant with mitigation.***

The shift of office space from Parcel 3 to Parcels 1, 2 and 5 would mean less construction on Parcel 3 and more construction on Parcels 1, 2, and 5. The increase of construction on Parcels 1 and 2 may slightly intensify, but would not fundamentally change the character of, the temporary aesthetic impact on the Guadalupe River Trail and the application of Mitigation Measures AES-1.1 and AES-1.2 would reduce the temporary impacts to a less than significant level. Thus, construction impacts with the EOS Variant also would be ***less than significant with mitigation.***

Operations

The original Proposed Project would result in new sources of light and glare impact that would be significant before mitigation, but with the implementation of Mitigation Measure AES-2.1 through AES-2.4 (low profile lighting; shielded fixtures, treating reflective surfaces, and providing obstruction for glare from vehicle headlights in proposed garages), impacts with the original Proposed Project would be ***less than significant with mitigation.***

If Parcel 3 is used for open space and park uses, then the project would introduce far fewer sources of light and glare with limited recreational facilities than with the original Proposed Project. It is possible that lighting may be associated with the limited recreational facilities; if included, some of Mitigation Measures AES-2.1 through AES-2.3 may be necessary. Light and glare effects due to additional office space on Parcels 1, 2 and 5 would be mitigated through the same light and glare mitigation measures such that light and glare impacts with the EOS Variant would also be ***less than significant with mitigation.***

With the increase in office space on Parcels 1, 2 and 5, the density of buildings will increase floor area ratios (FAR) from 0.75 to 0.90 on Parcel 1, from 0.81 to 0.96 to 0.98 on Parcel 2, and from 2.37 to 2.52 on Parcel 5. While this change would result in changes in the density of buildings, the overall height limit would remain at 17 stories. One possible scenario would be that the office buildings shown in Parcels 1, 2 and 5, for example as shown in Figures 3.2-10 through 3.2-13 (Scheme A), would be slightly larger and/or taller than in the original illustrative drawings for the Project . The general character of new development would not substantially change from the original proposed Scheme A and B uses on Parcels 1, 2 and 5 and thus the appearance of the development from adjacent viewpoints would be similar as well. Therefore, the intensification of office use with the EOS Variant also would result in a ***less than significant impac***t related to operational aesthetics on visual character or views.

Transportation

Construction

As discussed in Chapter 3.3, *Transportation*, the original Proposed Project would result in a ***significant and unavoidable*** impact related to transportation for construction, even with implementation of Mitigation Measure TRA-18.1 (Construction Management).

With the project change, construction traffic related to Parcel 3 would be substantially less, but construction related to Parcels 1, 2 and 5 would increase, with no substantial change overall in the level of construction traffic. Therefore, the EOS Variant also would result in a ***significant and unavoidable*** construction impact related to transportation after mitigation.

Operations

As discussed in Chapter 3.3, *Transportation,* the original Proposed Project would result in significant traffic impacts, only some of which would be mitigated to a less than significant level. Therefore, the original Proposed Project would result in a ***significant and unavoidable impact with mitigation***.

According to the City Place Enhanced Open Space Traffic Assessment (Arup 2016, presented in detail below), which has been peer reviewed by the City's transportation consultant and accepted by the City Engineer, the EOS Variant would not change regional trip distribution but would change local trip distribution on the immediate adjacent streets. Analysis of traffic for both the 2020 Background with Project and the 2040 with Project scenarios indicates that no new transportation related project impacts would be created with the EOS Variant. Although some intersections would get slightly worse (and some would improve) compared to the Project analyzed in the EIR, there are no new project related significant impacts or substantially more severe significant impacts at the intersections studied. All of the mitigation measures identified for traffic impacts would also apply to the EOS Variant. Therefore, EOS Scheme A or EOS Scheme B would result in a similar operational impact related to traffic after mitigation and the impacts also would be ***significant and unavoidable with mitigation***. See detailed quantitative analysis below.

Air Quality

Construction

As discussed in Chapter 3.4, *Air Quality*, construction of the original Proposed Project would contribute to criteria air pollutants emissions levels that would exceed BAAQMD thresholds and expose sensitive receptors to toxic air contaminants (TACs). Mitigation Measures AQ-2.1 through AQ-2.4 (clean powered equipment, modern on-road fleet; construction dust and equipment exhaust emissions controls, and offsets) and Mitigation Measure AQ-6.1 (clean diesel equipment, filtration systems and/or other measures) would reduce construction air quality impacts with the original Proposed Project to a ***less than significant level with mitigation***.

The passive park/open space uses would require far less construction activity on Parcel 3 that would result in far less construction emissions than 720,000 sf of office space on that parcel in isolation. Construction on Parcel 3 would be limited to actions that would not disturb landfill refuse levels and thus construction exposure to fugitive land fill emissions would not occur with this project change. However, overall construction activity with the shifting of 720,000 sf of office space to Parcels 1, 2 and 5 would be roughly the same as the original Proposed Project. Regional criteria pollutant emissions during construction should be similar to the original project and the same mitigation measures would apply. TAC emissions associated with construction would be the same overall, but construction would occur slightly closer to sensitive off-site receptors since Parcel 3 is the furthest away from downwind sensitive receptors compared to Parcels 1, 2 and 5. As shown in Tables 3.4-10 and 3.4-11 of the Draft EIR, with implementation of Mitigation Measures AQ-2.1 through 2.4 and Mitigation Measure AQ-6.1, PM 2.5 concentrations and cancer and non-cancer risks would be far below relevant BAAQMD thresholds (all are more than 6 times below the threshold) such that the increase in office construction by up to 20% on Parcels 1, 2 and 5 (instead of at the more distant Parcel 3) is not expected to result in exceedance of the thresholds. Thus construction air quality impacts with the EOS Variant also would be ***less than significant level with mitigation***.

Operations

As discussed in Chapter 3.4, *Air Quality*, the original Proposed Project would result in significant unavoidable impacts associated with operational criteria pollutant emissions, primarily due to vehicular emissions associated with project-generated traffic. While Mitigation Measures GHG-1.2 (energy efficiency, solar energy, food waste, electrical landscaping, electrical vehicle charging, shade trees, fleet requirement, loading dock electrification, idling restrictions, solar hot water heating, heat pumps and/or other energy efficiency measures), TRA-1.1 (Transportation Demand Management) and TRA-1.3 (Prepare and Implement a Multimodal Improvement Plan) would reduce operational criteria pollutant emissions, operational emissions would still exceed BAAQMD thresholds and the impact would be ***significant and unavoidable with mitigation.*** The original Proposed Project would also result in contributions to cumulative off-site PM 2.5 concentrations at sensitive receptors above BAAQMD cumulative thresholds, primarily due to increased traffic emissions and this impact also would be ***significant and unavoidable with mitigation***.

The reallocation of office use with EOS Scheme A or EOS Scheme B would not change the overall project criteria pollutant or TAC emissions associated with traffic or on-site stationary sources because the level of traffic and the amount of on-site stationary sources would be similar. Passive park uses are not likely to result in substantial additional traffic. Regional criteria pollutant emissions with the EOS Variant also would be ***significant and unavoidable with mitigation***.

With the EOS Variant at Parcel 3, although some topsoil overlaying the landfill cap may be removed and used for the development of other parcels on the Project site, the landfill cap would be maintained and recreational exposure to landfill TAC emissions would be similar to that which currently exists for golf course users.

While office uses would be intensified on Parcels, 1, 2, and 5 with the EOS Variant compared to the original project, this is not likely to result in significant TAC emission impacts to on-site receptors due to project on-site sources. As shown in Table 3.4-13 in the Draft EIR, on-site and off-site receptor exposure to non-cancer risks, cancer risks, and PM 2.5 would be far under the BAAQMD risk thresholds for these TAC concerns. The highest risk level is more than 7 times less than the BAAQMD threshold such that a 20% intensification of office use on Parcels 1, 2 and 5 will not change the risk levels to above the threshold and thus impacts associated with new on-site TAC emissions sources also would be less than significant with the EOS Variant, like the original Proposed Project.

Because the EOS Variant would have the same traffic generation overall as the original Proposed Project, it would also result in contributions to cumulative off-site PM 2.5 concentrations at sensitive receptors above BAAQMD cumulative thresholds due to increased traffic emissions but the trip distribution would change for roadways near the project site. A review of the revised traffic volumes indicates that EOS Variant project roadway traffic volumes near the site could change as follows relative to the original Proposed Project: Lafayette from Great America Way to Tasman (+13% to +1%), Great America Parkway from SR 237 to Old Mountain View Alviso Road (-2% to -9%), Tasman between Lafayette and Lick Mill (+10% to +14%), Lick Mill Extension north of Tasman (+10%). No change in project volumes is expected on Lick Mill south of Tasman, Tasman east of Lick Mill, Lafayette south of Tasman, or Great America south of Tasman. Using the worst-case change in traffic levels (+14%), and assuming that this change would result in a corresponding change in the air quality impacts shown in the Draft EIR in Table 3.4-12, the health risks and PM 2.5 exposure would still be well below the BAAQMD thresholds for on-site and off-site receptors.

Using the worst-case change in traffic levels (14%), and assuming that this change would result in a corresponding change in the project's contribution to cumulative health risk and PM 2.5 exposure shown in the Draft EIR in Table 3.4-16 (before mitigation), the cumulative cancer and non-cancer health risks with the EOS Variant would be below the BAAQMD thresholds for all on-site and off-site receptors. PM 2.5 exposure would be below the BAAQMD threshold for off-site school receptors but would be above the threshold for off-site residential and recreational receptors. The original Proposed Project would contribute to cumulative significant unavoidable PM 2.5 exposure impacts to residential and recreational receptors adjacent to the project site along Tasman Drive, which is heavily driven by cumulative with project traffic. The EOS Variant would increase project traffic volumes along Tasman Drive, as well as Lick Mill north of Tasman. These traffic volume increases would contribute to small increases in the cumulative PM 2.5 exposure to recreational receptors and residential receptors along the south side of Tasman Drive. Using the worst-case project traffic increases noted above (+14%, which likely overstates the effects) relative to Tasman and vicinity, the unmitigated cumulative PM 2.5 exposure (after mitigation) to recreational receptors could increase from 1.05 ug/m3 to 1.07 ug/m3 (+2%) and the exposure to residential receptors could increase from 0.82 ug/m3 to 0.84 ug/m3 (+2%). Mitigated levels of exposure would be slightly smaller, but as with the original Proposed Project, would not be reduced to a less than significant level. Although the actual increase in exposure is likely to be less than this worst-case estimation (which is not considered to be a substantial increase in the severity of the impact given the very small nature of the increase that would not translate into cognizable health effects), the project will still contribute to cumulative PM 2.5 exposure and thus impacts related to contributions to cumulative PM 2.5 exposure would be ***significant and unavoidable with mitigation***.

Greenhouse Gas Emissions

As discussed in Chapter 3.5, Greenhouse Gas Emissions, construction and operation of the original Proposed Project would not result in GHG emissions that exceed BAAQMD efficiency-based thresholds derived from the AB 32 derived target for 2020 and the project would be consistent with the City's Climate Action Plan and thus would be less than significant when measured against the 2020 milestone alone. However, when measured against a 2030 milestone, using the adjusted efficiency metric and considering longer- term goals in Executive Orders B-30-15 and S-03-05, the project would have a significant impact on GHG emissions. Mitigation Measures AQ-2.1 through AQ-2.3 (clean powered equipment, modern on-road fleet; construction dust and equipment exhaust emissions controls) for construction and Mitigation Measures GHG-1.2 (energy efficiency, solar energy, food waste, electrical landscaping, electrical vehicle charging, shade trees, fleet requirement, loading dock electrification, idling restrictions, solar hot water heating, heat pumps and/or other energy efficiency measures) and TRA-1.1 (Transportation Demand Management) would reduce operational GHG emissions. However, even with mitigation, operational emissions with the original Proposed Project would still exceed the 2030 adjusted efficiency metric and the impact would be ***significant and unavoidable with mitigation.***

With the project change at Parcel 3, there would be less disturbance to the landfill on Parcel 3, but potentially more disturbance on Parcels 1 and 2, and thus fugitive emissions of methane during construction are expected overall to be similar as they are likely related more to the duration of construction (which should be roughly similar with the project change) than to the location in the landfill.

The intensification of office use with EOS Scheme A or EOS Scheme B would not change the overall project GHG emissions because traffic generation and building-related emissions would be highly similar to the original Proposed Project. Passive park uses are not likely to result in substantial additional traffic or building emissions sources and would not include new stationary GHG emissions sources. The same mitigation measures would apply. GHG emissions impacts with the EOS Variant would be ***significant and unavoidable with mitigation***.

Noise

Construction

As discussed in Chapter 3.6, *Noise*, the original Proposed Project would result in construction noise impacts for on-site and off-site land uses. Construction noise impacts would be reduced with implementation of Mitigation Measure NOI-1.1 (Prepare and Implement a Construction Noise Control Plan to Reduce Construction Noise at Adjacent Land Uses) to a less than significant level. Construction vibration impacts would be less than significant to off-site receptors; significant impacts to on-site receptors would be reduced with implementation of Mitigation Measure NOI-2.1 (Restrict Pile Driving) to a less than significant level. Operational vibration impacts would be less than significant. Construction noise impacts with the original Proposed Project would be ***less than significant with mitigation***.

Construction of passive park improvements on Parcel 3 would likely result in less noise than construction of office uses on Parcel 3, but the adjacent land uses to Parcel 3 are commercial in nature and are no sensitive land uses. There would be more construction on Parcels 1, 2, and 5 with the increase in office space and these parcels do have nearby residential receptors. While there would be more construction overall, given the phased construction over many years, the intensity of construction at any one time is not likely to be any greater than the most intense periods of construction of the original project and thus construction noise levels are not expected to exceed the range of construction

noise levels with the original Proposed Project. All construction mitigation measures would apply and construction noise impacts with the EOS Variant also would be ***less than significant with mitigation***.

Operations

As discussed in Chapter 3.6, *Noise*, Scheme A or Scheme B would result in operational noise impacts to off-site land uses due to traffic, which could be reduced with Implementation of Mitigation Measure NOI-1.2 (Implement Off-site Traffic Noise Reduction Measures) at one location, but traffic noise impacts would be significant and unavoidable at other locations due to the lack of feasible sound wall mitigation measures at those locations. Operational noise impacts to on-site land uses (due to aircraft noise) can be reduced with implementation of Mitigation Measure NOI-1.3 (Prepare and Implement a Noise Control Plan to Reduce Interior Noise at Sensitive Land Uses), but not always to a less than significant level for outside noise and thus there would be significant and unavoidable on-site operational noise impacts. Operational vibration impacts would be less than significant. Overall operational noise and vibration impacts with the original Proposed Project would be ***significant and unavoidable with mitigation***.

With passive park/open space uses at Parcel 3, noise generation at Parcel 3 would be lower than with office uses and would have less than significant impacts on off-site users. Recreational exposure to noise would be similar to that which currently exists for golf course users at present.

The intensification of office use on Parcels 1, 2 and 5 with EOS Scheme A or EOS Scheme B would not change the overall traffic generation or amount of stationary noise sources. Passive park uses on Parcel 3 are not likely to result in substantial additional traffic and thus overall traffic noise levels would be similar to the original Proposed Project. Traffic distribution onto adjacent roadways would change with the shift of more office space to Parcels 1, 2 and 5.

The EIR project traffic noise analysis for the potentially significant segments in Draft EIR Table 3.6-14 in Chapter 3.6, *Noise* was updated with the revised traffic volumes for EOS Scheme B. The results are shown in Table 3 and show that project noise levels at none of these segments would increase substantially such that noise levels would not shift from a less than significant level (for the original Proposed Project) to a significant level (for the EOS Variant). One segment, Lafayette from Tasman to Hogan Drive, would still have a significant level, but this segment was already significant for the original Proposed Project and the traffic noise levels would not change with the EOS Variant.

The EIR cumulative traffic noise analysis for the potentially significant segments in Draft EIR Table 3.6-15 in Chapter 3.6, *Noise* was updated with the revised traffic volumes for EOS Scheme B. The results are shown in Table 4 and show that cumulative traffic noise levels at one of these segments (Tasman between Centennial Blvd. and Calle del Sol) would increase such that the cumulative noise levels would shift from a less than significant level (for the original Proposed Project) to a significant level for the EOS Variant. The project contribution with the EOS Variant would be more than 1 dBA and thus, this would be a significant impact. Cumulative impacts to four other segments (see Table 4) were identified as significant with the original Proposed Project; impacts would remain significant at these four segments with the EOS Variant, but the cumulative noise levels and the project contribution levels would not change as the traffic changes are minimal or there would be no change with the EOS Variant. The identification of one additional location where noise would cross the threshold is not considered to be a substantial increase in the severity of the already identified significant cumulative traffic noise impact that previously identified four segments warranting mitigation.

At the roadway segment of Tasman between Centennial Blvd. and Calle del Sol , the impact would be to residential receptors on the south side of Tasman Drive between Lafayette and Calle Del Sol. Mitigation

Measure NOI-1.3 has been modified (as shown below) to include investigation of a soundwall at this location. If feasible, this element of the noise impact could be mitigated to a less than significant level. If not feasible, then this location of the noise impact would be significant and unavoidable. The EIR disclosed a significant and unavoidable noise impact for both the project impact (in the event that a soundwall is not feasible at the Lafayette segment between Tasman Drive and Hogan Drive) and the cumulative impact (in the event that a soundwall is not feasible at the Lafayette segment between Tasman Drive and Hogan Drive and due to the infeasibility at other cumulatively affected segments). Thus, the overall level of noise impacts due to traffic noise would not change with the EOS Variant, although the details of the location of significant impacts would be different at one location. Thus, operational noise impacts with the EOS Variant also would be ***significant and unavoidable with mitigation***.

> *NOI-1.2: Implement Off-Site Traffic Noise Reduction Measures.* The Project Developer shall implement off-site traffic noise reduction measures along the east side of Lafayette Drive between Tasman Drive and Hogan Drive such that the Project-related increase in traffic noise for noise receptors is less than 3 dBA. The Project Developer shall construct a solid barrier between the roadway and adjacent residential uses along Lafayette Drive between Tasman Drive and Hogan Drive unless deemed infeasible for any reason including unavailability of sufficient right of way or inability to secure design review/architectural approval.
>
> The Project Developer shall implement off-site traffic noise reduction measures along the south side of Tasman Drive between Lafayette and Calle del Sol such that cumulative with project-related increase in traffic noise for noise receptors is less than 3 dBA or the project contribution to traffic noise is less than 1 dBA. The Project Developer shall construct a solid barrier between the roadway and adjacent residential uses along Tasman Drive between Lafayette and Calle del Sol unless deemed infeasible for any reason including unavailability of sufficient right of way or inability to secure design review/architectural approval.
>
> The barriers shall be designed to provide shielding between areas of frequent human use (i.e., residence backyards) and the roadway. This would result in approximately 1,000 feet of noise barriers along ~~this~~ the Lafayette segment (between Tasman Drive and Hogan Drive) and up to 800 feet along the Tasman segment (between Lafayette and Calle del Sol). One effective approach would be to replace the existing privacy fences at single family residences with a solid barrier that is at least 6 feet high. The Project Developer shall prepare an off-site noise control plan that identifies the location, design, and effectiveness of the specific treatments to be implemented. This plan shall be submitted to the City for review and approval prior to the issuance of building permits. The off-site noise improvements shall be completed before Project operations commence.

Table 3: Changes in Project Traffic Noise for Potentially Significant Segments with the EOS Variant compared to Existing Levels

Roadway	Segment	Change in Traffic Volume (EOS/original Project)	Existing Noise levels (dBA)	EOS Noise Levels (dBA)(1)	Change over Existing with EOS (dBA)	Significant? (2)
Tasman Drive	Centennial Blvd. to Calle Del Sol	+2.7%	70.0	72.9	2.9	No
Great America Parkway	SR 237 to Yerba Buena Way/Great America Way	-0.7%	73.5	74.6	1.1	No
Great America Parkway	Yerba Buena Way/Great America Way to Old Mountain View Alviso Road	-2.2%	73.4	75.5	2.1	No
Lafayette Street	Great America Way to Future Driveway	+1.8%	72.3	72.7	0.4	No
Lafayette Street	Calle Del Mundo to Tasman Drive	+0.3%	66.0	68.5	2.5	No
Lafayette Street	Tasman Drive to Hogan Drive	No change	71.0	74.0	3.0	**Yes (3)**
Lafayette Street	Hogan Drive to Agnew Drive	No change	71.3	74.0	2.7	No
Lafayette Street	Agnew Road to Palm Drive	No change	67.0	69.1	2.1	No

Notes:

1. EOS Noise levels were estimated by calculating the change in noise associated with the percentage change in traffic volumes and then adding or subtracting that increment from the original Proposed Project noise levels in Table 3.6-14.
2. Impacts for these segments were identified as significant if the project noise increases were more than 3 dBA
3. Impact was significant for the original Proposed Project. Traffic volumes would not change with the EOS Variant.

Table 4: Changes in Cumulative with Project Traffic Noise for Potentially Significant Segments with the EOS Variant compared to Existing Levels

Roadway	Segment	Change in Traffic Volume (EOS/original Project)	Existing Noise levels (dBA)	Cumulative w/EOS Noise Levels (dBA)(1)	Cumulative Change over Existing with EOS (dBA)	EOS Variant Contribution (dBA)	Significant ? (2)
Tasman Drive	Centennial Blvd. to Calle Del Sol	+2.5%	70.0	73.0	3.0	1.3	**Yes (3)**
Agnew Road-De La Cruz Blvd.	Montague Expressway to Greenwood	No change	65.2	71.6	6.4	1.0	**Yes (4)**
Great America Parkway	SR 237 to Yerba Buena Way/Great America Way	-0.7%	73.5	74.5	1.0	0.6	No
Great America Parkway	Yerba Buena Way/Great America Way to Old Mountain View Alviso Road	-2.3%	73.4	75.7	2.3	1.3	No
Lafayette Street	SR 237 to Great America Way	No receptors					
Lafayette Street	Great America Way to Future Driveway	+2.0%	72.3	72.7	0.4	0.6	No
Lafayette Street	Calle Del Mundo to Tasman Drive	+0.3%	66.0	74.9	8.9	3.0	**Yes (4)**
Lafayette Street	Tasman Drive to Hogan Drive	No change	71.0	75.0	4.0	2.7	**Yes (4)**
Lafayette Street	Hogan Drive to Hope Drive	No change	71.3	75.4	4.2	2.4	**Yes (4)**
Lafayette Street	Hope Drive to Agnew Drive	No change	72.1	74.8	2.6	2.1	No
Lafayette Street	Agnew Road to Palm Drive	No change	67.0	69.6	2.6	1.6	No

Notes:

1. EOS Variant Noise levels were estimated by calculating the change in noise associated with the percentage change in traffic volumes and then adding or subtracting that increment from the original Proposed Project noise levels in Table 3.6-15
2. Impacts for these segments were identified as significant if the cumulative project noise increases were more than 3 dBA and the project contribution was 1 dBA or more.
3. Impact was less than significant for the original Proposed Project because the cumulative noise contribution was 2.9 dBA. With the EOS Variant, the cumulative change with project would 3.0 dBA. Thus the project contribution would be significant with the EOS Variant.
4. Impact was significant for the original Proposed Project but the cumulative noise levels and the project contributions did not change due to either minor or no change in project traffic volumes.

Secondary Impacts of Noise Soundwall Mitigation

As discussed in Draft EIR Chapter 3.6, *Noise*, there could be secondary environmental impacts due to installation of soundwalls for noise mitigation. Since an additional soundwall may be determined to be feasible along the south side of Tasman Drive between Lafayette and Calle del Sol, the potential secondary impacts are reviewed herein.

As described in modified Mitigation Measure NOI-1.2 (see above), a second soundwall could be installed along the south side of Tasman Drive between Lafayette Street and Calle del Sol, between the roadway and the adjacent residential uses. A soundwall at this location has been preliminarily determined to be feasible by the City. The soundwall would include a solid barrier that is at least 6 feet high. The soundwall would be located in an existing urbanized setting. The area adjacent to Tasman Drive includes a wooden fence and trees. Construction-related environmental impacts associated with the soundwall would be temporary and limited to the areas of ground disturbance for the duration of the construction period. Post-construction, all potentially disturbed areas adjacent to the soundwall would presumably be restored to pre-disturbance conditions, including landscaping and tree replacement. The focus of this secondary impact analysis for the soundwall is footprint-based impacts associated with potential ground disturbance. The soundwall would not result in population-driven impacts, because the soundwall would not result in the generation of new residents or employees. Since the construction of the soundwall is tied to impacts of the Project, its impacts are being fully evaluated in this analysis.

Impacts associated with the addition of the Tasman Drive soundwall were reviewed compared to those disclosed for the prior soundwall mitigation location on Lafayette Street and the additional soundwall segment would not result in any new secondary significant impacts or require new additional measures beyond those identified for the prior soundwall mitigation. The impacts of both soundwalls and the recommended associated mitigation measures to reduce, eliminate, or avoid significant impacts are thus provided in Table ES-1 of the Executive Summary.

Cultural Resources

As discussed in Chapter 3.7, *Cultural Resources*, project construction may disturb identified or previously undiscovered archaeological or paleontological resources. Mitigation Measures CR-1.1 through CR-1.3 (Conduct Ex Conduct Extended Phase I (XPI) Archaeological Investigations within the Project Site near Recorded Resources and within an Area of Archaeological Sensitivity, Provide Archaeological Monitoring of the Project Site When in Native Soil, Stop Work if Cultural Resources Are Encountered during Ground-Disturbing Activities), Mitigation Measures CR-2.1 through CR-2.3 (paleontological resource mitigation plan, monitoring, and reporting), and Mitigation Measure CR-3.1 (procedures for human remains) would reduce impacts to cultural resources, paleontological resources, and human remains for the original Proposed Project to a ***less than significant level with mitigation***.

EOS Scheme A or EOS Scheme B would result in similar construction impacts to the Proposed Project to cultural and paleontological resources because construction excavation would occur in the same areas of undisturbed soil/ground as the original Proposed Project. There would be a reduction of excavation on Parcel 3, but Parcel 3 is fully underlain by the former landfill and has less potential to have intact cultural or paleontological resources. The same mitigation identified above would reduce impacts from the EOS Variant to cultural resources, paleontological resources, and human remains to a ***less than significant level with mitigation***.

As discussed in Chapter 3.7, *Cultural Resources*, Scheme A or Scheme B would not result in any operational impacts to cultural resources. EOS Scheme A or EOS Scheme B would not affect any additional areas and thus would also not result in any operational impact related to cultural resources.

Biological Resources

Construction

As discussed in Chapter 3.8, *Biological Resources*, construction of the original Proposed Project could result in the following temporary effects: disturbance/harassment of nesting birds and nest (including burrowing owls); direct impacts to western pond turtles; and erosion and disturbed sediment affecting special status fish species, wetlands and waters. A stormwater pollution prevention plan would be required to address erosion and potential sedimentation per the requirements of the General Construction NPDES permit. Mitigation Measures for temporary construction effects include Mitigation Measure BIO-1.1 (Protect Nesting Birds), BIO-2.1 (Detection of Burrowing Owls); BIO-3.1 (Protect Western Pond Turtles), BIO-4.1 (Protect Central California Coast Steelhead, Critical habitat and Chinook salmon), and BIO-5.1 (Protect Retention Pond and Eastside Retention Drainage Swale, and San Tomas Aquino Creek and the Guadalupe River Aquatic Habitat during Construction.). Impacts to biological resources during construction with the original Proposed Project would be ***less than significant with mitigation***.

Construction associated with the passive park/open space uses on Parcel 3 would likely have less surficial disturbance and would have less subsurface disturbance than construction of office uses on Parcel 3. As shown in Figure 3.8-1, there is non-native grassland surrounding the golf course holes on Parcel 3 and ruderal habitat between the golf course holes. Depending on the nature of passive recreation uses, some or perhaps all of this non-native grassland and ruderal habitat may be converted to recreational use. Thus, the EOS could have similar impacts on nesting birds (including burrowing owls should they be present at the time of construction) on Parcel 3. As shown in Figure 3.8-2a, there is a swale along the east side of Parcel 3 and small wetland in the southeast corner. With passive park/open space uses, impacts to these water/wetland features may be similar (or possibly less) than the original Proposed Project during construction.

Construction associated with the additional office space on Parcels 1, 2 and 5 is unlikely to increase the impacts of the original Proposed Project because all of these parcels would be developed under the original project and EOS Scheme A or EOS Scheme B would not include any additional impact areas to biological resources habitat that would not already be affected. The same mitigation measures for construction effects would apply. Thus, construction impacts to special status species, nesting birds and waters and wetland with the EOS Variant also would *be* ***less than significant with mitigation***.

Operations

As discussed in Chapter 3.8, *Biological Resources*, the original Proposed Project would result in the following permanent effects: mortality and injury to birds (including migratory birds) due to bird strikes on new reflective surfaces on new buildings; potential loss of burrowing owl habitat (if burrowing owls utilize the site in the future prior to construction); loss of western pond turtle habitat in the site ponds and wetlands, loss of special status fish species habitat due to new outfalls and bridges, loss of wetlands and waters, increased stormwater runoff due to increased impervious surfaces and cumulative nitrogen emissions contributions to nitrogen deposition effects to sensitive biological species habitat. The project would comply with existing stormwater treatment and control requirements in the SF Bay MS4 permit, which would address stormwater runoff. Mitigation measures for permanent effects include Mitigation

Measure BIO-1.2 (Implement Bird-Safe Design Standards into Project Buildings and Lighting Design), BIO-2.1 (Detection of Burrowing Owls), BIO-2.2 (Mitigation for Loss of Burrowing Owl Habitat), BIO-5.2 (Compensate for Loss of Waters of the U.S. and State, including Wetlands), and BIO-C.1 (Make a Fair-Share Nitrogen Deposition Fee Contribution to the Santa Clara Habitat Agency's Voluntary Fee Payment Program). Permanent impacts to biological resources for the original Proposed Project also would be ***less than significant with mitigation***.

The passive park/open space uses on Parcel 3 with the EOS Variant may have similar permanent impacts on biological resources as office uses on Parcel 3. As shown in Figure 3.8-1, there is non-native grassland surrounding the golf course holes on Parcel 3 and ruderal habitat between the golf course holes. While the exact configuration of open space/recreational uses is not known, the impact on remnant habitat would be the same or less than with office uses. As shown in Figure 3.8-2a, there is a swale along the east side of Parcel 3 and small wetland in the southeast corner. With passive park/open space uses, impacts to these water/wetland features also would be the same or less than the original Proposed Project.

On Parcels 1, 2 and 5, the permanent impacts would likely be the same as the original Proposed Project because all of these parcels would be developed under the original project or under EOS Scheme A or EOS Scheme B. EOS Scheme A or EOS Scheme B would not include any additional impact areas to biological resources habitat outside of Parcels 1, 2 or 5 that would not already be affected by the original project. The amount of traffic generation and thus nitrogen emissions would be the same as the original project. The overall amount of impervious spaces for the project as a whole (all parcels) would not increase with the project change and could actually decrease with densification of office space where the additional office space on Parcels 1, 2 or 5 could be accommodated through additional building height instead of additional building footprint. The requirements of the SF Bay MS4 permit would apply for stormwater control and treatment. The same mitigation measures for permanent effects described above would apply. Thus, permanent impacts to nesting birds, special status species (including burrowing owl) and waters and wetlands with the EOS Variant also would be ***less than significant with mitigation***.

Geology and Soils

As discussed in Chapter 3.9, *Geology and Soils*, construction of office uses on Parcel 3 and construction of office, retail, residential, and entertainment uses on other parcels would expose soil and buried refuse, potentially resulting in soil erosion, but this impact can be reduced with Mitigation Measure GEO-1.1 (Detailed Grading and Erosion Control Plan) to a less than significant level. Unstable soils may also result in settlement that could pose risks to people and structures, but Mitigation Measure GEO-2.1 (Design Level Geotechnical Investigation), GEO-2.2 (Final Geotechnical Report Review), GEO-2.3 (Construction Quality Assurance Plan), GEO-2.4 (Final Project Design Review), GEO-2.5 (Site Operation, Monitoring and Maintenance Plan), and GEO-2.6 (Review and Approval by Relevant Regulatory Agencies) would reduce these risks to a less than significant level. The project would have less than significant risks related to strong seismic ground shaking. Overall impacts related to geology and soils would be ***less than significant with mitigation***.

Construction of passive park improvements on Parcel 3 with the EOS Variant would likely result in less soil disturbance than construction of office uses on Parcel 3. There would be more construction on Parcels 1, 2, and 5 with the increase in office space that could result in more soil disturbance on those parcels, but the overall project disturbance would be about the same as the original Proposed Project. With the construction mitigation measures identified above, these impacts would be less than

significant. Operationally, the passive park structures would be far more limited in extent than the original proposed office buildings on Parcel 3, but depending on occupancy characteristics and safety concerns, some or all of the mitigation measures for geotechnical design, review, operations, monitoring, and maintenance could be required. While there would be an up to 20 percent increase in structures on Parcels 1, 2 and 5, the overall level of geological or soils risk would be similar to the original Proposed Project and the same operational mitigation would reduce geological and soils risks to a less than significant level. Overall impacts with the EOS Variant related to geology and soils also would be ***less than significant with mitigation***.

Hydrology and Water Quality

As discussed in Chapter 3.10, *Hydrology and Water Quality*, construction of office uses on Parcel 3 and construction of office, retail, residential, and entertainment uses on other parcels could result in impairment of water quality during construction (due to construction erosion, runoff, and spills) and operations (due to stormwater runoff and construction or fill in wetlands or water features). Water quality impacts would be reduced through implementation of Mitigation Measures WQ-1.1 (Design and Implement Stormwater Control Measures) and BIO-5.1 (Protect Retention Pond and Eastside Retention Drainage Swale and San Tomas Aquino and the Guadalupe River Aquatic Habitat during Construction and BIO-5.2 (Compensate for Loss of Waters of the U.S and State Including Wetlands) to a less than significant level. The project would also change existing drainage patterns, place structures within the 100-year Flood Hazard Area that could impede or redirect flows and/or result in erosion and could expose people or structures to flooding. Implementation of Mitigation Measures WQ-1.1, WQ-3.1 (Design New Bridge and Outfall Structures to Avoid Increase in 100-year Flow and Channel Erosion), and WQ-3.2 (Vegetation Removal from the Retention Basin Drainage Swale) would reduce flooding and associated erosion impacts to a less than significant level. Project impacts to groundwater supplies and recharge would be less than significant. Overall impacts related to hydrology and water quality with the original Proposed Project would be ***less than significant with mitigation***.

The EOS Variant would likely result in less soil disturbance than construction of office uses on Parcel 3 and thus less water quality effects on that parcel. There would be more construction on Parcels 1, 2, and 5 with the increase in office space that could result in more soil disturbance on those parcels and localized water quality effects, but the overall project disturbance and associated water quality effects would be about the same as the original Proposed Project. With the construction mitigation measures identified above, these impacts would be reduced to a less than significant level. Operationally, the passive park structures would be far more limited in extent than the original proposed office buildings on Parcel 3 and thus would likely have far less stormwater runoff, but the mitigation relative to stormwater and wetlands would still be required for any new buildings on Parcel 3. The up to 20 percent increase in square footage on Parcels 1, 2 and 5 may increase impervious space on these parcels, but the net increase over the original Proposed Project would depend on whether the additional square footage is achieved through adding office footprint, adding additional elevation to office buildings, or some combination of the two. The overall project impervious space total would not increase substantially over the original Proposed Project given no increase overall in floor space, but the subwatersheds on Parcels 1, 2, and 5 could see higher stormwater runoff levels than with the original Proposed Project. The project site stormwater system will need to be designed to handle the potentially larger stormwater runoff if the additional office space results in a net gain of impervious space. The requirements of the current MS4 permit would apply to all new development as well as the operational mitigation described above, which combined would require control and treatment of stormwater flows and thus impacts related to stormwater runoff would be less than significant. Overall site impervious

space would not substantially change, and thus groundwater recharge impacts would not change. Parcels 1, 2 and 5 are outside the FEMA designated 100-year flood zones and thus an increase in office space would not change effects related to impeding flood flows. The EOS Variant would not change the project elements relative to the bridge and outfall structures and thus impacts on flood flows would be the same as the original Proposed Project. Overall impacts related to hydrology and water quality with the EOS Variant would be ***less than significant with mitigation***.

Hazards and Hazardous Materials

As discussed in Chapter 3.11, *Hazards and Hazardous Materials*, the original Proposed Project could result in accidental release of hazardous materials during construction during demolition of existing structures and excavation, particularly within the former landfill area. These impacts would be reduced with implementation of Mitigation Measure HAZ-2.1 (Finalize Waste Management Plan for Construction) to a less than significant level. During operations, the project could result in hazards to residents and site users due to migration of subsurface hazardous materials within the former landfill. These impacts would be controlled and reduced with implementation of Mitigation Measures HAZ-4.1 (Landfill Closure, Monitoring and Maintenance Plans), HAZ-4.2 (Landfill Gas Collection and Removal System), HAZ-4.3 (Landfill Gas Protection Systems), HAZ-4.4 (Landfill Gas Monitoring and Control System Maintenance), HAZ-4.5 (Building Restrictions), and HAZ-4.6 (Landfill Hazards Disclosure) to a less than significant level. Non-landfill hazards include potential encounter of other subsurface hazardous materials; these impacts would be reduced with implementation of Mitigation Measure HAZ-5.1 (Phase II Site Investigation), HAZ-5.2 (Soil and Groundwater Management Plan) and HAZ-5.3 (Implement Measures Included in CCR Title 27, Section 21190(g)). Impacts associated with disturbance of the landfill leachate collection system would be controlled and reduced by implementation of Mitigation Measure HAZ-6.1 (Finalize Draft Technical Memorandum: Leachate Collection and Removal System). Impacts associated with landfill subsurface fires would be reduced to a less than significant level with implementation of Mitigation Measure HAZ-9.1 (Subsurface Fire Prevention, Detection and Response Plan), HAZ-9.2 (Subsurface Fire Prevention and Detection Measures), and HAZ-9.3 (Subsurface Fire Suppression). The project would not create significant hazards through routine, transport, use or disposal of hazardous materials, hazards to schools due to hazardous materials, aviation hazards, or emergency access or emergency plans. Overall impacts related to hazards and hazardous materials with the original Proposed Project would be ***less than significant with mitigation***.

Construction of passive park improvements on Parcel 3 with the EOS Variant would likely result in less soil disturbance than construction of office uses on Parcel 3 but is not currently envisioned to require disturbance of the refuse in the landfill. There would be more construction on parcels 1, 2, and 5 with the increase in office space that might result in more soil disturbance and refuse exposure on those parcels, but the overall project disturbance would be about the same as the original Proposed Project. With the construction mitigation identified above construction impacts would be less than significant. Operationally, the passive park structures would be far more limited in extent than the original proposed office buildings on Parcel 3 and the park structures are not expected to disturb the landfill refuse, with less or no disturbance then the level of mitigation relative to controlling risks from the landfill would be less than the original Proposed Project on Parcel 3. However, depending on the park buildings and proposed use, some of the landfill related mitigation may still apply such as Mitigation Measures HAZ-4.5 (Building Restrictions), and HAZ-4.6 (Landfill Hazards Disclosure). While there would be an increase in office space on Parcels 1 and 2, operational impacts related to landfill risks would be similar to the original Proposed Project and the same operational mitigation would reduce landfill hazard risks to a less than significant level. Non-landfill risks due to an increase in structures on Parcel 5

would be controlled by the mitigation noted above for non-landfill hazards. Overall impacts related to hazards and hazardous materials with the EOS Variant would be ***less than significant with mitigation***.

Population and Housing

As discussed in Chapter 3.12, *Population and Housing*, there are no existing residents on the project site and thus there would be no displacement of people or housing due to construction. Construction would result in a temporary increase in employment, but population within the City of Santa Clara or Santa Clara County is not anticipated to increase substantially due to construction. As discussed in Chapter 3.12, *Population and Housing*, Scheme A or Scheme B would induce substantial population growth greater than planned within the City and the region, resulting in significant secondary environmental impacts (significance conclusions described above under Land Use).

EOS Scheme A or EOS Scheme B would also result in no displacement to people or housing due to construction. Construction employment would be similar to the original Proposed Project given the similar level of overall proposed development. EOS Scheme A or EOS Scheme B would result in a similar level of employment and housing as the original Proposed Project and thus would also induce substantial population growth greater than planned within the City and the region, resulting in significant secondary environmental impacts (significance conclusions described above under Land Use)

Public Services

As discussed in Chapter 3.13, *Public Services and Recreation*, the original Proposed Project would not result in the need for new or physically altered fire service facilities beyond what is analyzed in the EIR, or need for new of physically altered police service, school, parks and recreation, or library facilities and impacts overall to public services would be ***less than significant***.

Operationally, the passive park/open space on Parcel 3 with the EOS Variant and the increased office space on Parcels 1, 2 and 5 would not substantially change the demand for fire services, police services, schools or libraries as the EOS would have a similar amount of residents, employees, and visitors overall. The EOS Variant would provide more opportunities for recreation and more parks than the original Proposed Project. Overall impacts related to public services with the EOS Variant would be ***less than significant***.

Utilities and Service Systems

As discussed in Chapter 3.14, *Utilities and Service Systems*, there would be sufficient water supplies and landfill capacity to serve the demands of the original Proposed Project. The project would require the expansion of water lines and recycled water lines, which would have some construction impacts that are addressed through the analysis in the other subjects. The project would not exceed wastewater treatment requirements or require construction of expansion of wastewater treatment facilities. The existing sanitary sewer serving the site would not have sufficient pumping capacity to accommodate the project, but implementation of Mitigation Measure UT-3.1 (Make a Fair-Share Contribution to Upgrading the Rabello and Northside Pump Station System's Capacity) would reduce this impact to a less than significant level. The project would require the construction of new stormwater drainage facilities or the expansion of existing facilities on-site, but these improvements are included in the impact analysis in the other resource sections in the EIR. The original Proposed Project would not result in wasteful, inefficient, or unnecessary energy use with the implementation of Mitigation Measure TRA-1.1 (Transportation Demand Management) and GHG-2 (Operational GHG Emissions Reduction Measures).

Overall impacts with the original Proposed Project related to utilities and service systems would be ***less than significant with mitigation***.

With the EOS Variant, while the passive park may include some facilities requiring utilities connections, with the intensification of office space on Parcels 1, 2 and 5, the amount of on-site utility infrastructure may actually be less than the original Proposed Project because of the avoidance of duplicate utility lines on Parcel 3. The impact related to wastewater pumping capacity would be the same as the original Proposed Project because the same overall level of wastewater demand would occur. The energy efficiency of the development under the EOS Variant is expected to be similar given the same level of overall buildout.

The one notable change with the EOS Variant would be in relation to water demand. With the original Proposed Project, the turf areas associated with the two golf course holes on Parcel 3 would be eliminated along with the associated irrigation water demand. The irrigation water demand for the passive park/open space will depend on exactly what kind of recreational uses are accommodated. As a worst-case scenario, it was assumed that the additional passive park/open space uses (beyond the originally proposed North Park) would have the same irrigation water demand as the existing golf course holes on Parcel 3. If that were to occur, then the water demand could increase by an estimated 35 acre-feet compared to the original Proposed Project.[2] As described in Chapter 3.14, *Utilities and Service Systems*, the original Proposed Project would not result in a shortfall in water supply under project conditions out to 2035 and the EOS would not change that conclusion.[3] Under cumulative conditions, the original Proposed Project would have shortfalls in in 2030 and 2035 under certain scenarios, but those shortfalls are not expected to actually occur because the project demand is conservatively estimated[4], minor increases in demand can be met through likely available groundwater supply, and the 2010 UWMP includes specific mandatory water conservation requirements that can be used to address future water supply limitations. Under the EOS, if it assumed that the park irrigation demand is met by potable water, then those shortfalls would increase slightly (by 35 afy). However, it is highly likely that any irrigation needs in the passive park/open space area would be met by recycled water. Regardless, the park irrigation needs would only marginally change the cumulative demand, and for the same reasons as noted above for the Proposed Project, the project's demand is expected to be less than conservatively estimated, there is available groundwater supply, and water conservation practices can be utilized to manage minor shortfalls. Thus, the additional potential for irrigation needs with the EOS Variant is not expected to result in an exceedance of available water supplies.

Overall impacts with the EOS Variant related to utilities and service systems also would be ***less than significant with mitigation***.

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[2] The water demand of the existing Santa Clara Golf and Tennis Club was roughly apportioned to the two holes on Parcel 3 by dividing the overall demand of 311.2 afy by 18 holes and then multiplying by two.

[3] The closest the original Proposed Project water demand comes to exceeding the water supply is in a single dry year scenario without SFPUC water supplies in 2035 (89 afy); even if that surplus were to be reduced by 35 afy, there still would not be a shortfall.

[4] As described in Chapter 3.14, the project's water demand does not include the proposed reductions in indoor and outdoor water use, the reduction from the elimination of three commercial buildings for the Lick Mill Boulevard extension (Tasman East), and the presumption that landscape water demands would be met by recycled water instead of potable water.

Memorandum

ARUP

To	Steve Eimer, Related Companies	Date May 26, 2016
Copies	Bill Camille, Related Companies	Reference number 239661-00/AGM
From	William Baumgardner TE, Arup Andrew McCulloch, Arup	File reference 4-05
Subject	City Place Enhanced Open Space Traffic Assessment	

Executive Summary

City Place, Santa Clara (Project) will redevelop 240 acres of City-owned property to a new multi-phased mixed-use development located in Santa Clara. The Project will include up to 9.16 million gross square feet (gsf) of mixed-use development including office buildings, retail and entertainment facilities, residential units and hotel rooms, as well as surface and structured parking. This memo has been prepared to determine if any additional transportation impacts would be created with an Enhanced Open Space (EOS) program. The EOS land use program would relocate the office program from Parcel 3 to Parcels 1, 2 and 5. Parcel 3 would be Parks / Open Space. The overall total program would remain the same, with the exception of the additional Parks / Open Space provided on Parcel 3.

The analysis identified the net change in trips from those presented in the FEIR and those with the relocation of program. With the net change in trips applied, any new project impacts could be identified.

The analysis has been completed for both the 2020 Background with Project and the 2040 with Project scenarios and the analysis indicates that no new transportation related project impacts would be created with the EOS program. The Existing with Project scenario has not been analyzed under this assessment as an evaluation of the differences between Existing with Project and Background with Project indicated that any potential new impacts with the EOS program would be identified with the Background with Project scenario. Although some intersections would get slightly worse (and some would improve), there would be no new project related impacts at the intersections studied.

Introduction

City Place, Santa Clara (Project) will redevelop 240 acres of City-owned property to a new multi-phased mixed-use development located in Santa Clara. The Project will include up to 9.16 million gross square feet (gsf) of mixed-use development including office buildings, retail and entertainment facilities, residential units and hotel rooms, as well as surface and structured parking. An Environmental Impact Report (EIR) for the Project has been prepared to identify potential environmental impacts of the project, with the Final EIR (FEIR) circulated April 2016 for public

comment. An additional development program, the Enhanced Open Space (EOS) program, has been identified that would reallocate office development within the project site. In comparison to the program tested in the FEIR (Scheme B), the EOS program would have the same amount of total development, but would shift 720 thousand gsf within the project site. This memo has been prepared to determine if any additional transportation impactions would be created with the EOS scenario, compared to Scenario B as evaluated in the FEIR.

Land Use Assumptions and Roadway Network Assumptions

The project consists of 5 parcels (Parcels 1 thru 5) currently designated as Parks / Open Spaces (Parcels 1 thru 4) and Regional Commercial (Parcel 5). Figure 1 presents the proposed site location and the 5 parcels that make up the site.

The FEIR considered two land-use schemes for the project to capture a range of possible land-uses that could be developed. The two schemes would both include a total building area of 9.16 million gsf. The two schemes in the FEIR are referred to as Scheme A and Scheme B.

The Scheme B land-use program generates more peak hour trips than Scheme A, and therefore the Transportation section of the FEIR evaluated the impacts related with the Scheme B program (Scheme A program would likely result in less severe impacts with a lower number of project generated trips).

The City is now considering an Enhanced Open Space (EOS) land use program that would relocate the office program from Parcel 3 to Parcels 1, 2 and 5. Parcel 3 would be Parks / Open Space. The overall total program would remain the same, with the exception of the additional Parks / Open Space provided on Parcel 3. Table 1 provides a summary of the EOS program in comparison to the FEIR Scenario B program.

The new park / open space will generate the majority of its trips outside of the normal weekday peak commute times used in the traffic analysis. Peak activity will generally be at the weekends. The ITE Trip Generation Manual 9th Edition, indicates that a City Park generates on average 1.89 vehicle trips per acre during the weekday. With the park / open space approximately 30 acres in size, this equates to approximately 57 vehicle trips per day, with 50% inbound trips and 50% outbound trips. A conservative assumption that 25% of those trips occur during the peak morning or evening commute times would generate approximately 7 inbound and 7 outbound trips during the peak hours. This low volume of peak hour trips assigned to the network would result in only 1 to 2 trips per intersection and are therefore not included in this assessment.

Memorandum

Table 1: FEIR Scheme B and EOS Land Use Program Comparison

Parcel	Land Use	FEIR Scheme B Program	EOS Program
1	Office	1,200 ksf	1,440 ksf
2	Office	1,960 ksf	2,392 ksf
	Commercial[(a)]	200 ksf	200 ksf
3	Office	720 ksf	-
4	Office	2,546.4 ksf	2,546.4 ksf
	Commercial[(a)]	1,415ksf	1,415 ksf
	Hotel	298 ksf	298 ksf
	Residential	-	-
5	Office	258 ksf	306 ksf
	Commercial[(a)]	87 ksf	87 ksf
	Hotel	280 ksf	280 ksf
	Residential	200 ksf (200 units)	200 ksf (200 units)
	Total	9,164.4 ksf	9,164.4 ksf

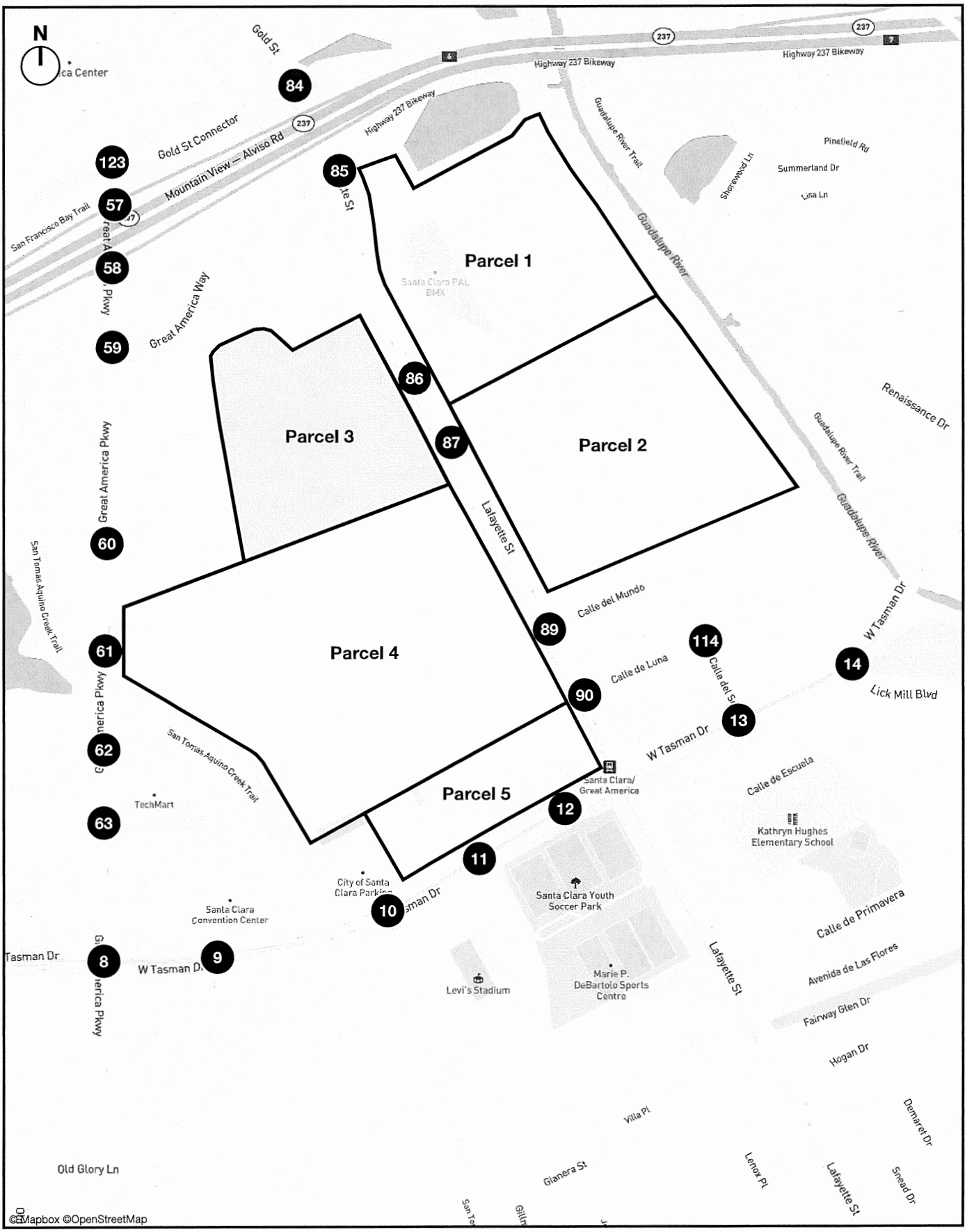
Notes:
(a) Commercial land use includes retail, entertainment, and food/beverage

Source: Related, 2015

Overall regional traffic distribution would be the same as the FEIR, therefore, the number of intersections studied has been confined to the immediate intersections surrounding the project site, as the results for the other EIR intersections would not change with the EOS program from those presented in the FEIR. Similarly, the EOS program would not change the results of the Freeway Segment analysis. Figure 1 presents the intersections studied under this assessment.

The FEIR also studied two site access configurations, the "Base" and "Variant" schemes. This assessment provides a detailed study of the "Base" scheme, and a qualitative discussion for the Variant scheme.

This memo provides an assessment of the potential changes to the transportation impacts identified in the FEIR to determine if the EOS program would result in additional transportation related impact locations not currently identified in the FEIR.



ARUP

Figure 1
Parcel 3 Assessment Study Intersections
City Place, Santa Clara

Memorandum

Analysis Scenarios

This analysis evaluates the 2020 Background with Project and 2040 Cumulative with Project scenarios. The Existing with Project scenario is not evaluated for the following reasons:

- Parcels 1, 2 and 3 will not be constructed and occupied prior to 2020.
- Generally, the FEIR Background with Project scenario is more conservative than the FEIR Existing with Project scenario. With the FEIR Background with Project scenario, the vast majority (13) of the intersections have higher average delays than in the FEIR Existing with Project scenario. At these intersections, any impacts in the EOS Existing with Project scenario would also be identified in the EOS Background with Project scenario.
- The intersections where the FEIR Existing with Project scenario is <u>more conservative</u> than the FEIR Background with Project scenario, there are two conditions:
    - 4 Intersections where the FEIR identifies project impacts in both the FEIR Existing with Project <u>and</u> the FEIR Background with Project scenarios. Appendix A contains a limited analysis of these 4 intersections under Existing with EOS Project to identify the extent of the change in the delay with the Existing with EOS Project.
    - 5 Intersections where the FEIR does not identify impacts in either the FEIR Existing with Project, FEIR Background with Project, or FEIR Cumulative with Project scenarios, and these intersections operate at LOS C or better in <u>all</u> cases. At these intersections, it is highly unlikely that the change with the EOS scheme would trigger additional impacts that would not be identified under scenarios analyzed as part of this assessment.

Appendix A provides further information on the justification for not analyzing the Existing with Project under this assessment.

Methodology

To assess if any new project impacts are created with the EOS Program, the net change in trips with the reallocation of trips from Parcel 3 to Parcels 1, 2 and 5 are applied to the intersection turning volumes as presented in the FEIR. The following outlines the main steps used to prepare this assessment.

1. Identify the number of Scheme B Parcel 3 trips for each intersection and turning movement studied;

2. Identify the number of trips at each intersection and turning movement, with the trips reallocated to Parcels 1, 2 and 5.

3. Identify the net change for each turning movement (positive numbers indicate additional trips on the movement after the trips have been reallocated to the new parcels, negative numbers indicate a decrease in trips after the trips have been reallocated to the new parcels)

4. Apply the net change from Step 3 to the full turning movement volumes used in the FEIR.

5. Analyze the intersection with the adjusted volumes from Step 4 to determine the intersections average delay and LOS

6. Compare the findings of the new analysis against the FEIR findings to determine if any new impacts occur

The methodology above uses the same information for each scenario as presented in the FEIR, with the same methodology for assessment, and just reallocates the traffic assignment within and immediately adjacent to the site based on the EOS scheme.

The same assessment criteria as the FEIR is used to determine the intersection's performance in determining a project impact at the intersection.

Memorandum

Trip Generation, Distribution and Assignment

As described in the Methodology section, the number of trips generated by Parcel 3 have been adjusted and redistributed to Parcels 1, 2 and 5 based upon the reallocation of the office program. Table 2 presents the vehicle trip generation by Parcel for both the Scheme B program as presented in the FEIR and also the new EOS Program land use program, used for this assessment.

Table 2: Scheme B and EOS Program Vehicle Trip Generation Estimates

Scheme B – Trip Generation Estimates

	AM Peak Hour			PM Peak Hour		
Parcel	**Inbound**	**Outbound**	**Total**	**Inbound**	**Outbound**	**Total**
1	1,230	150	1,380	260	1,070	1,330
2	2,040	330	2,370	840	2,130	2,970
3	740	90	830	160	640	800
4 (City Center)	2,300	1,040	3,340	2,090	2,680	4,770
4 (Office)	1,090	140	1,230	240	950	1,190
5	610	260	870	550	700	1,250
Total	**8,010**	**2,010**	**10,020**	**4,140**	**8,170**	**12,310**

Source: City Place Santa Clara Project Draft Environmental Report, October 2015

Note: Trips are rounded to the nearest 10 vehicles.

EOS Program – Trip Generation Estimates

	AM Peak Hour			PM Peak Hour		
Parcel	**Inbound**	**Outbound**	**Total**	**Inbound**	**Outbound**	**Total**
1	1,480	180	1,660	310	1,280	1,590
2	2,480	380	2,860	940	2,520	3,460
3	0	0	0	0	0	0
4 (City Center)	2,300	1,040	3,340	2,090	2,680	4,770
4 (Office)	1,090	140	1,230	240	950	1,190
5	660	270	930	560	740	1,300
Total	**8,010**	**2,010**	**10,020**	**4,140**	**8,170**	**12,310**

Source: City Place Santa Clara Project Draft Environmental Report, October 2015 with the readjusted trips for the EOS Program

Note: Trips are rounded to the nearest 10 vehicles.

The overall project trip generation remains unchanged from the FEIR, because the overall development program is the same. In order to provide a conservative analysis, no additional reduction in trip

generation was assumed for proximity to transit, even though some of the office development would be located closer to the Great America and Lick Mill Stations.

The regional trip distribution patterns for this assessment remain unchanged from those used in the FEIR. Figures 2 and 3 present the AM and PM regional distribution patterns for both the 2020 and 2040 Project conditions. The regional trip distribution patterns presented in Figures 2 and 3 are representative for the full build out land use program for all parcels of the City Place project. The same regional distribution patterns are used for all Parcels, consistent with the FEIR.

The project trips are assigned to the network using the same regional distribution pattern used in the FEIR (Figures 2 and 3). However, as a result of the reallocation of a portion of the development program, the amount of traffic using each of the project driveways would change. Trips generated by Parcel 3 in the FEIR analysis were reassigned within the site and in the immediate vicinity of the site to reflect the EOS Program. Appendix B provides further information on the assignment of trips to the project driveways with FEIR Scheme B and with the EOS Program. Figures 4 and 5 shows the net change in trips at each of the study intersections resulting from the reallocation of development program from Scheme B and the EOS Program for the 2020 Background with Project and 2040 Cumulative with Project scenarios. Figures 6 and 7 present the resulting total turning movement counts for each intersection with the EOS program in both the 2020 Background with Project and 2040 Cumulative with Project scenarios.

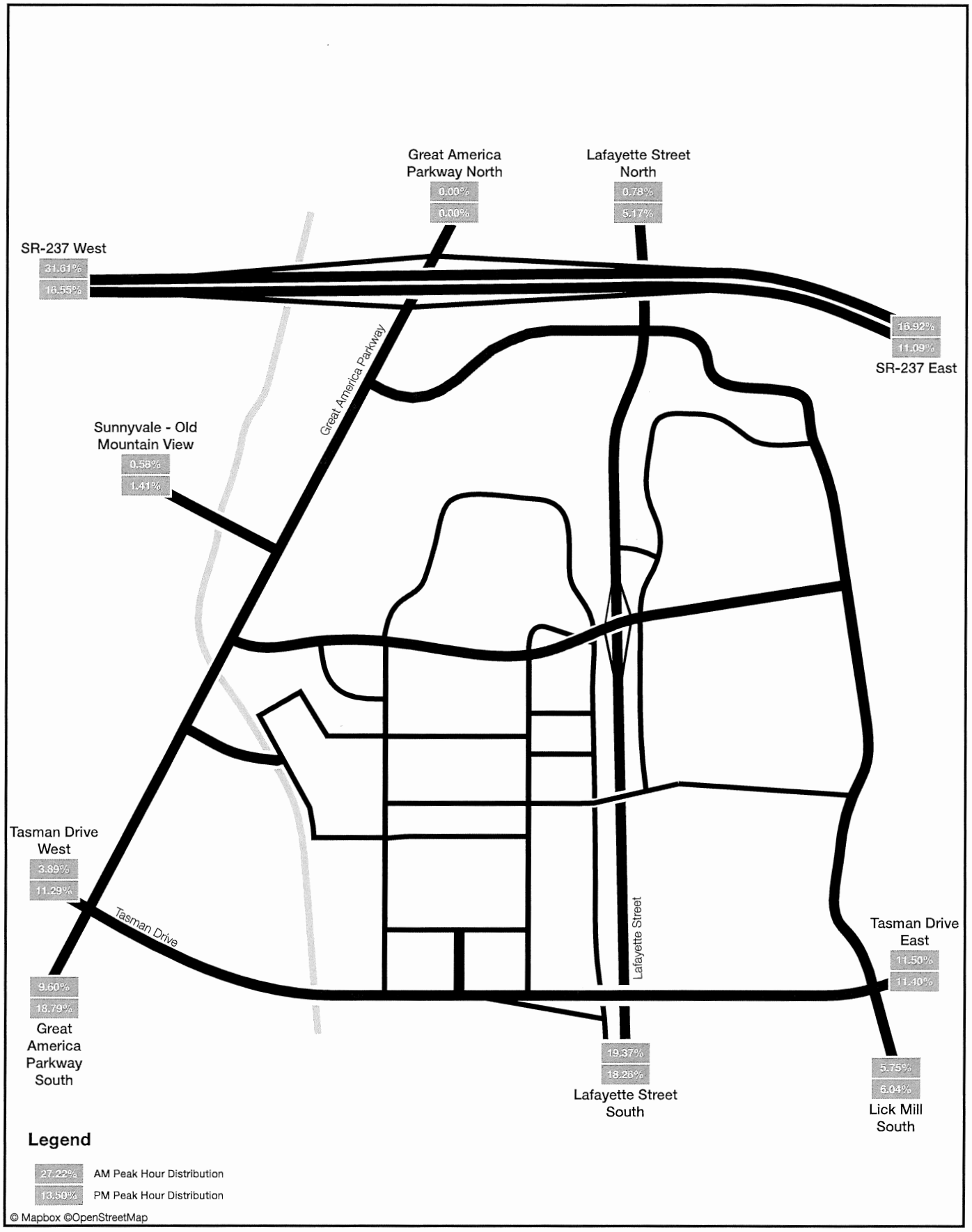


Figure 2
2020 Background with Project Regional Trip Distribution
City Place, Santa Clara

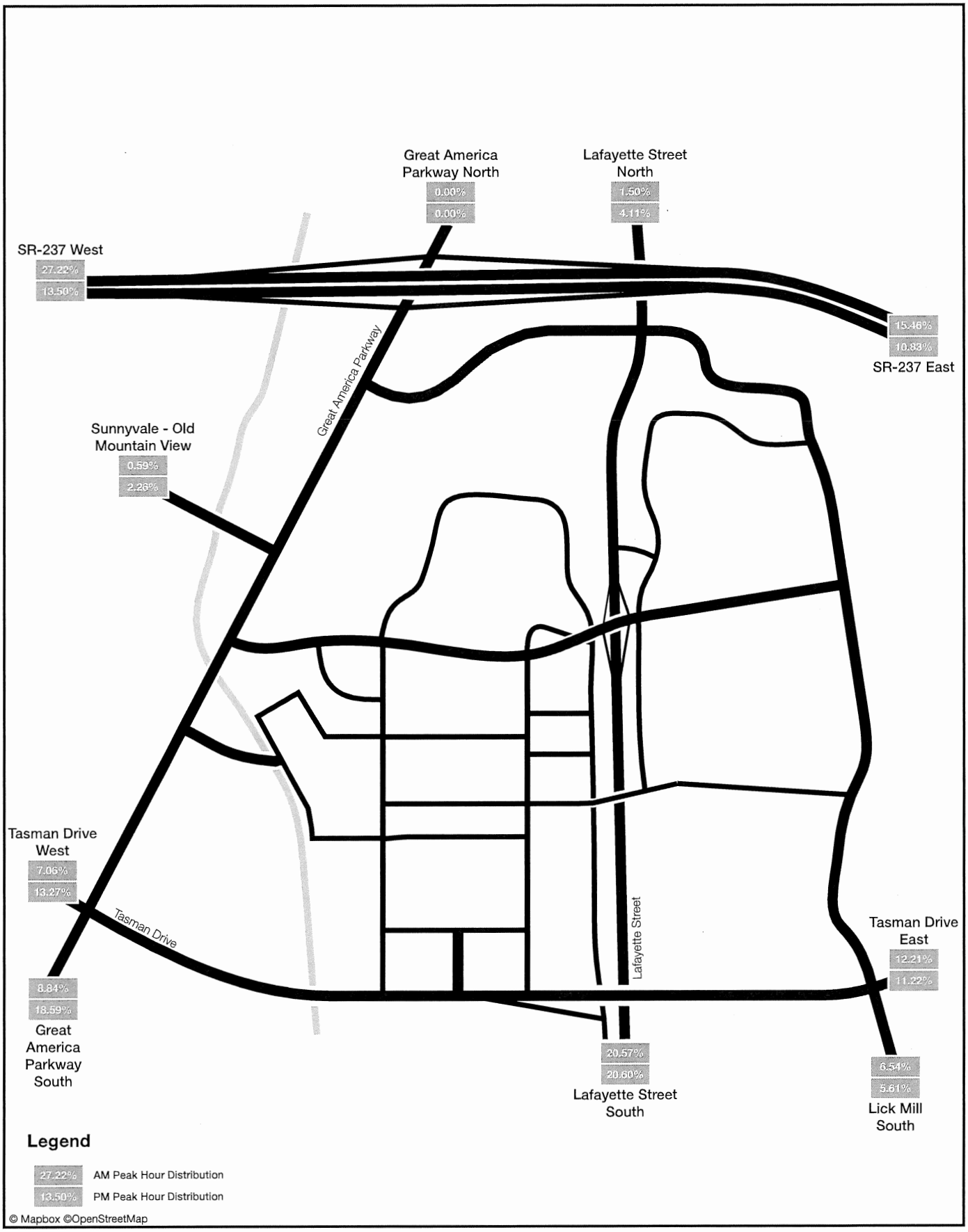
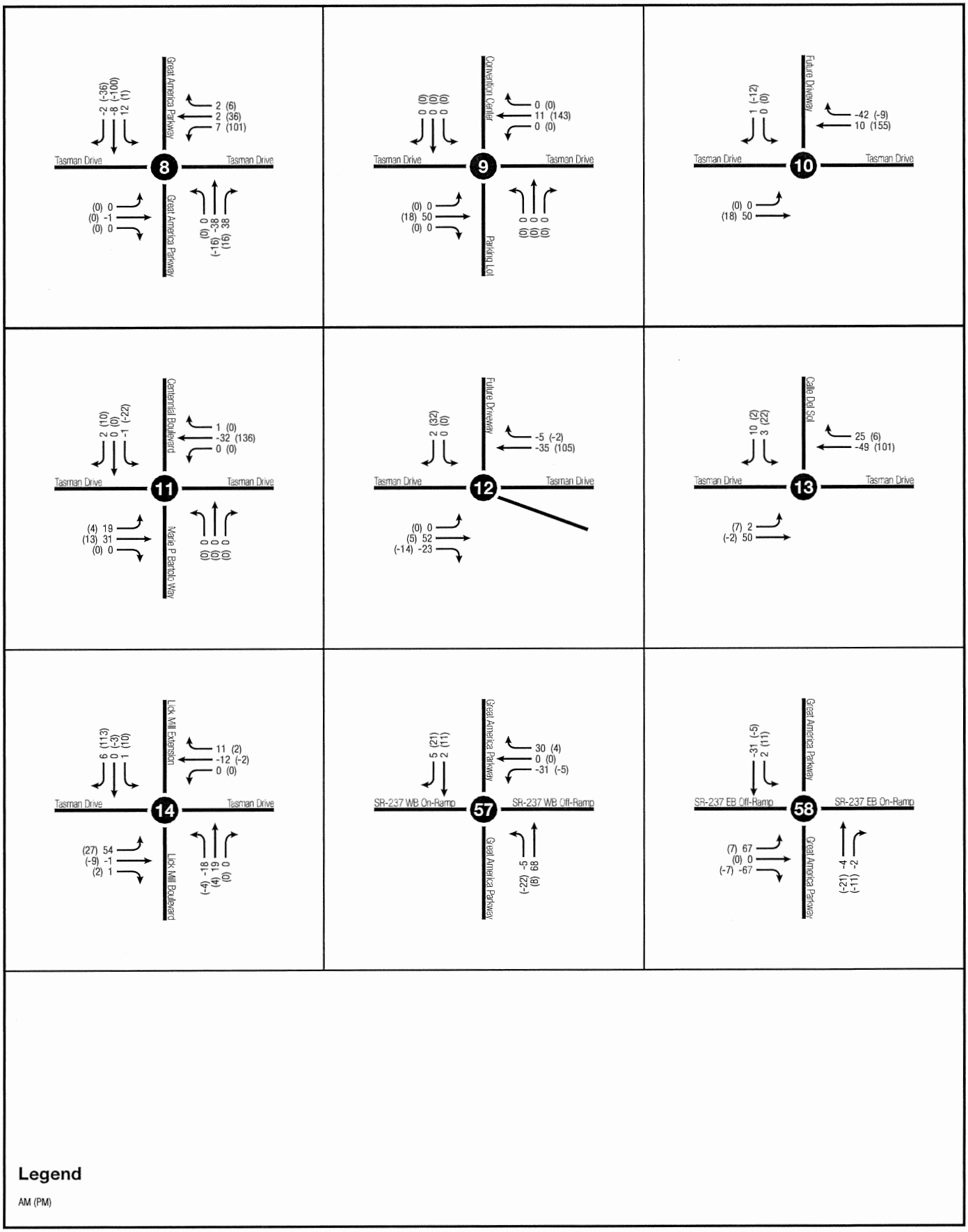


Figure 3
2040 Cumulative with Project Regional Trip Distribution
City Place, Santa Clara

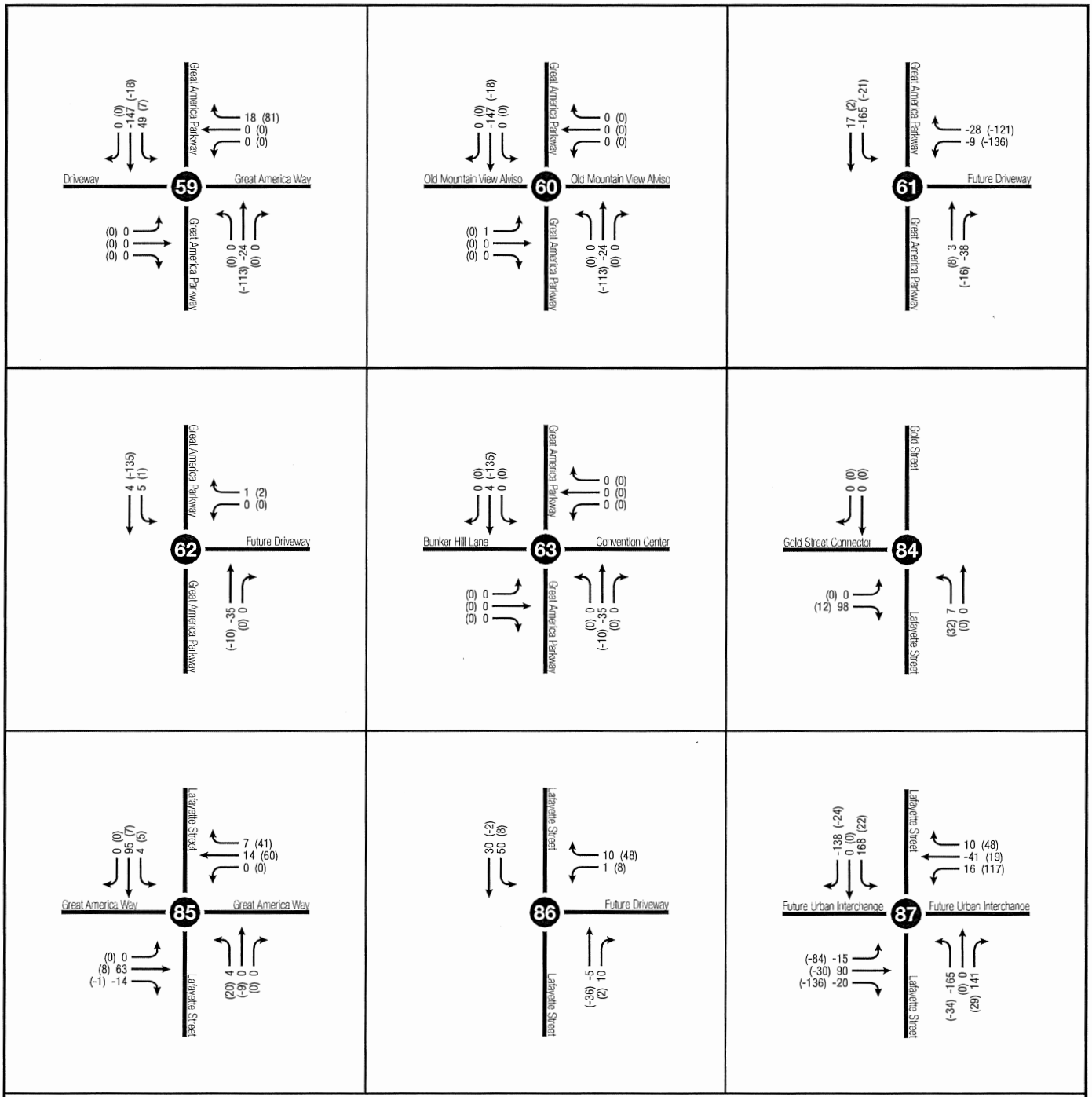


ARUP

Figure 4a

2020 Background Net Change in Trips with EOS Program

City Place, Santa Clara



Legend

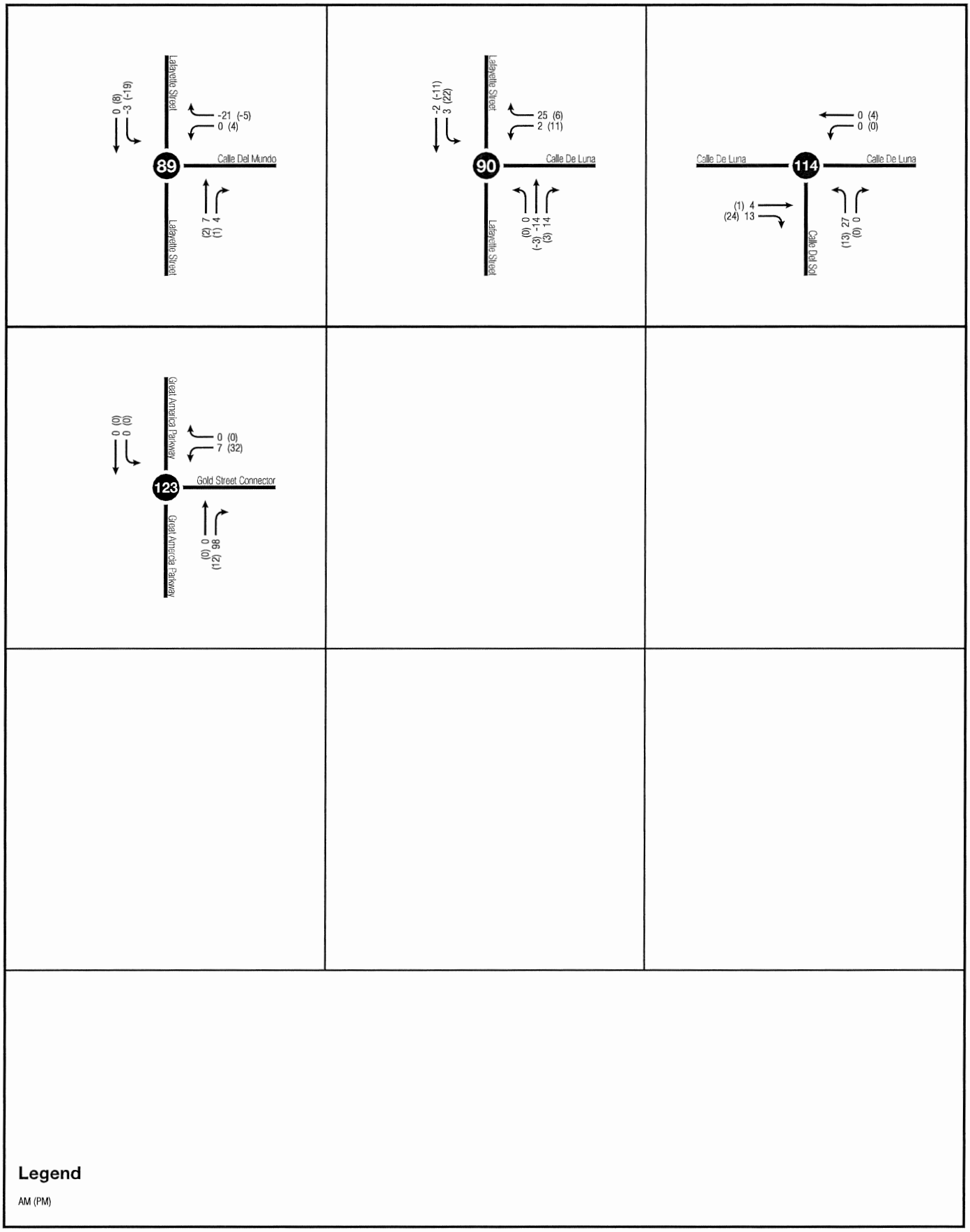
AM (PM)

ARUP

Figure 4b

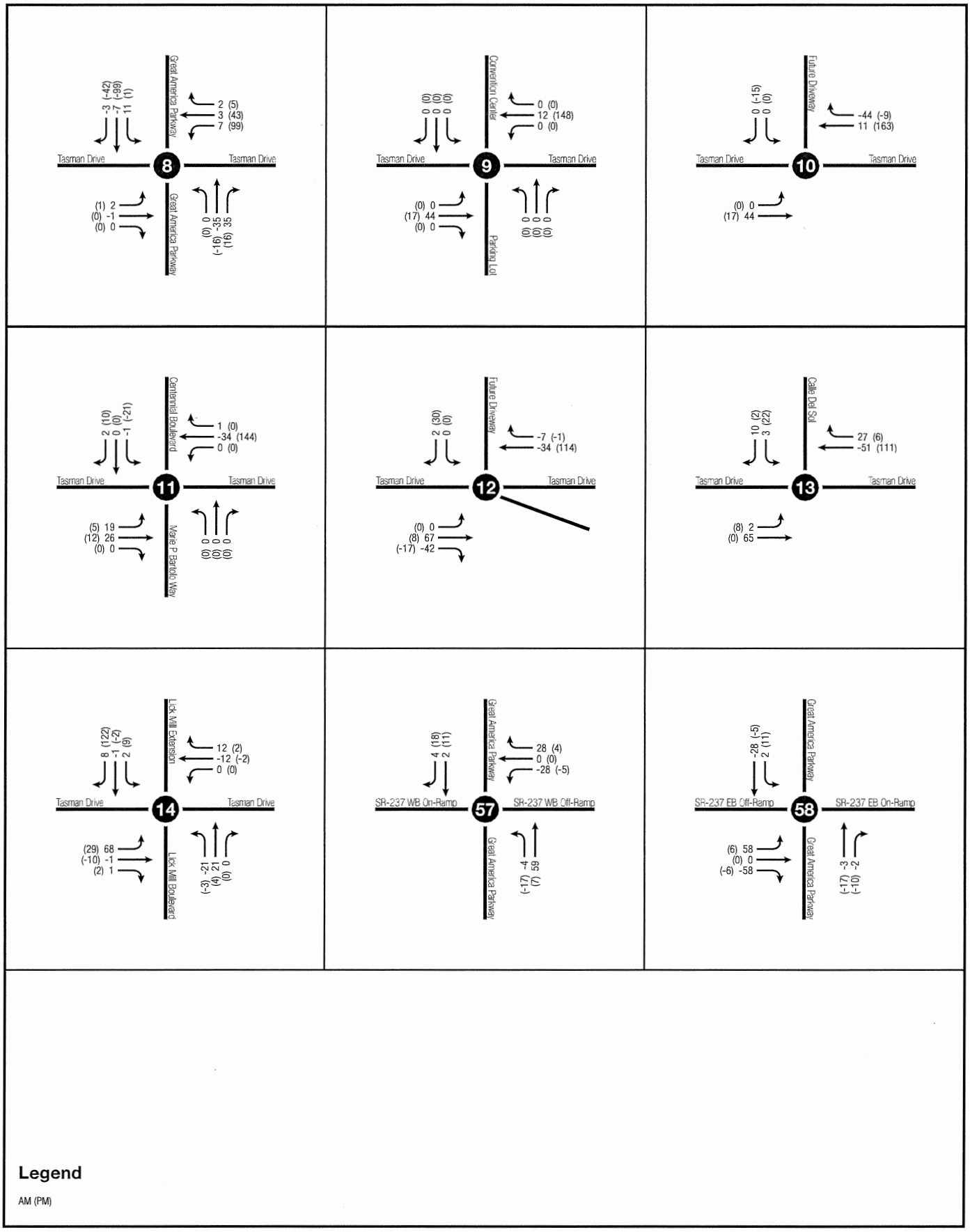
2020 Background Net Change in Trips with EOS Program

City Place, Santa Clara



ARUP

Figure 4c
2020 Background Net Change in Trips with EOS Program
City Place, Santa Clara



ARUP

Figure 5a

2040 Net Change in Trips with Enhanced Open Space Scheme

City Place, Santa Clara

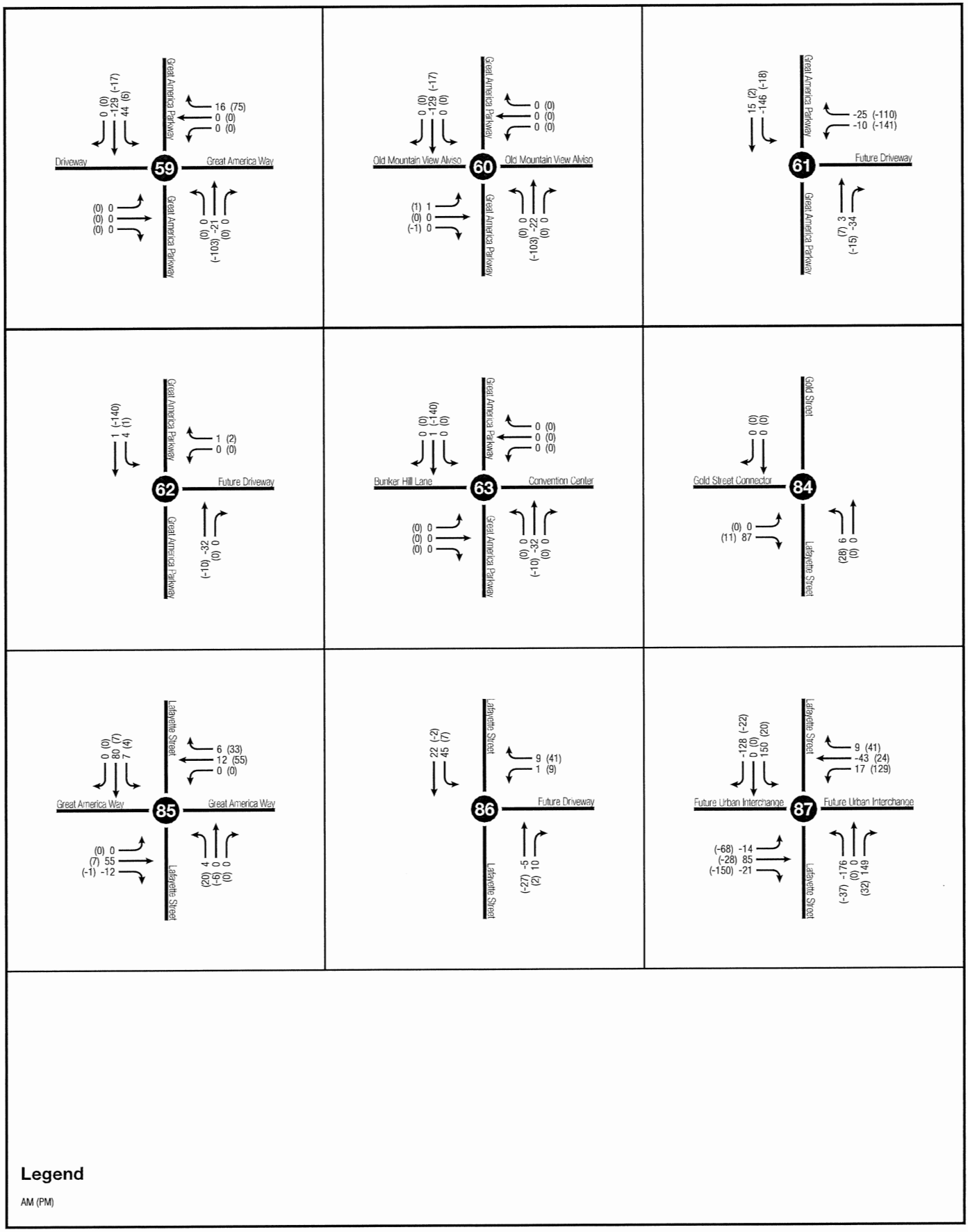


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Figure 5b
2040 Net Change in Trips with Enhanced Open Space Scheme
City Place, Santa Clara

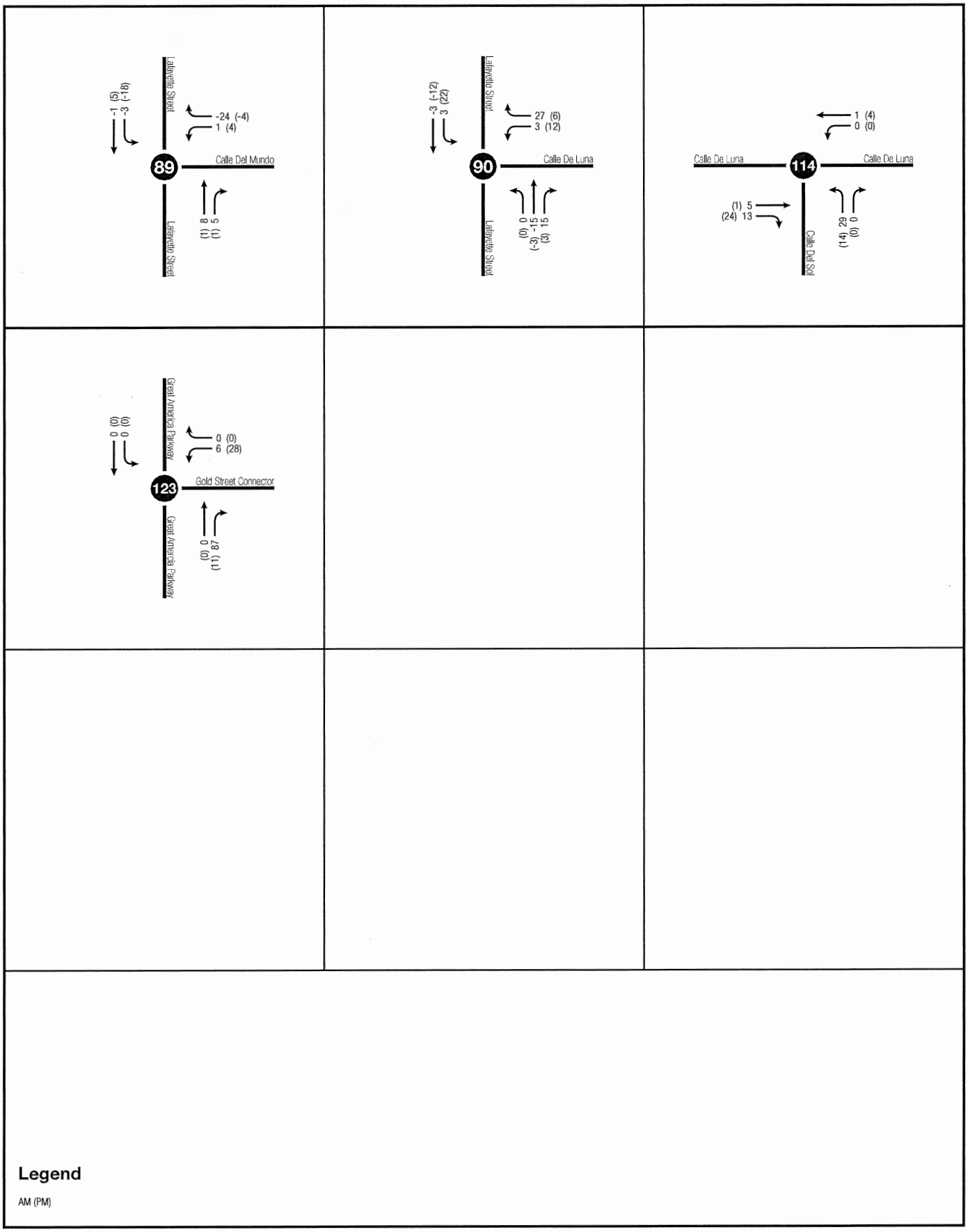

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Figure 5c
2040 Net Change in Trips with Enhanced Open Space Scheme
City Place, Santa Clara

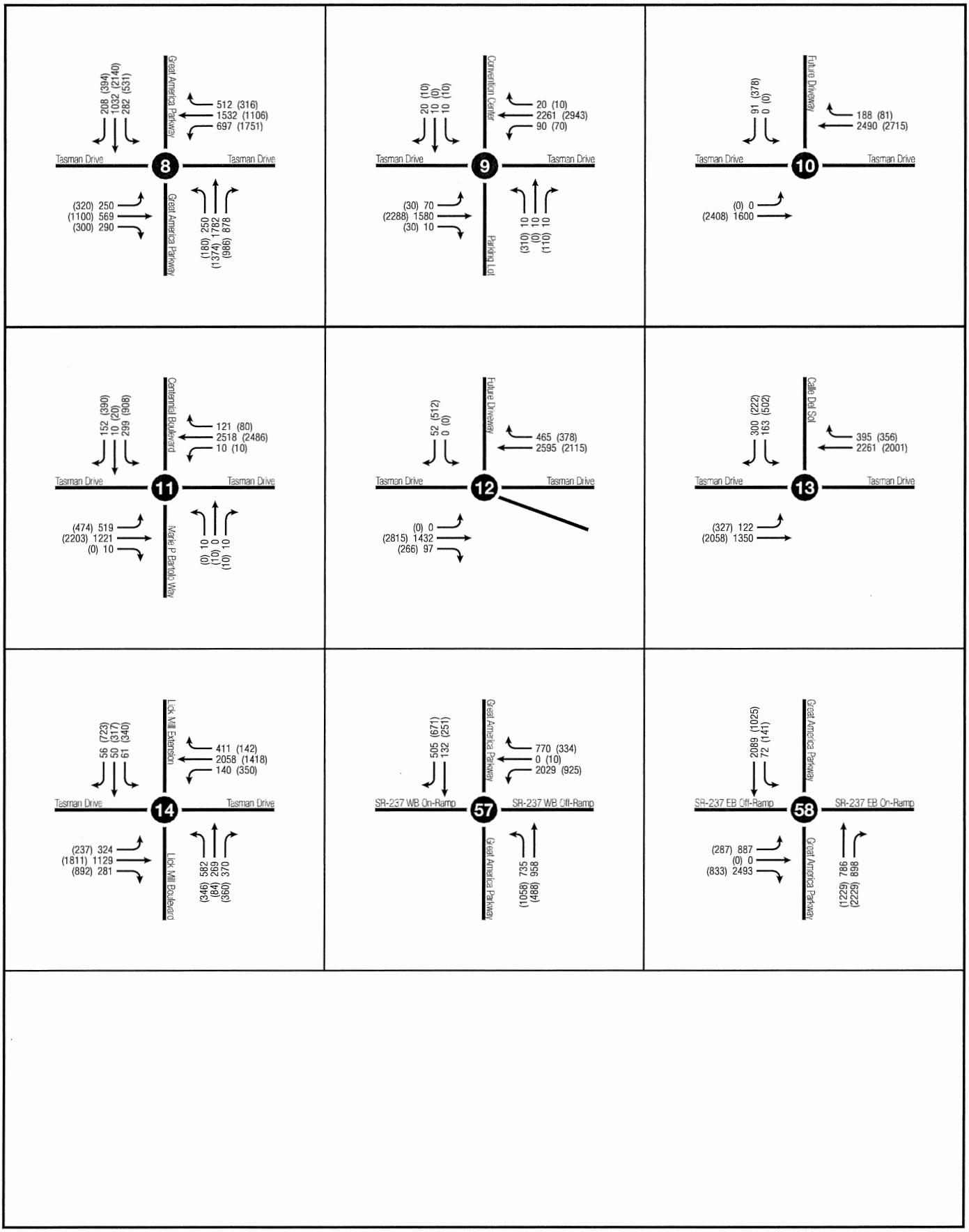

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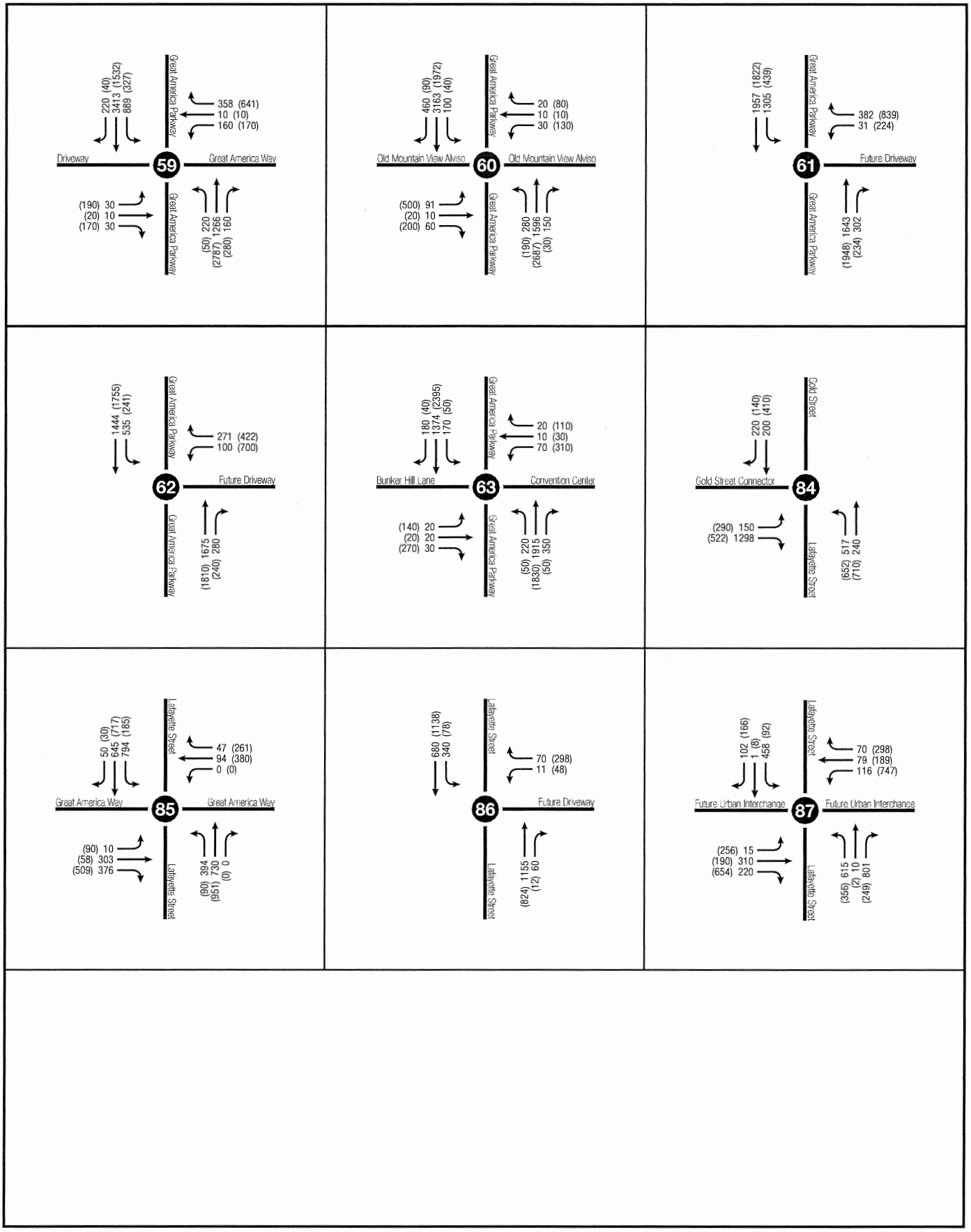
Figure 6a
2020 Enhanced Open Space Scheme Volumes
City Place, Santa Clara



ARUP

Figure 6b
2020 Enhanced Open Space Scheme Volumes
City Place, Santa Clara

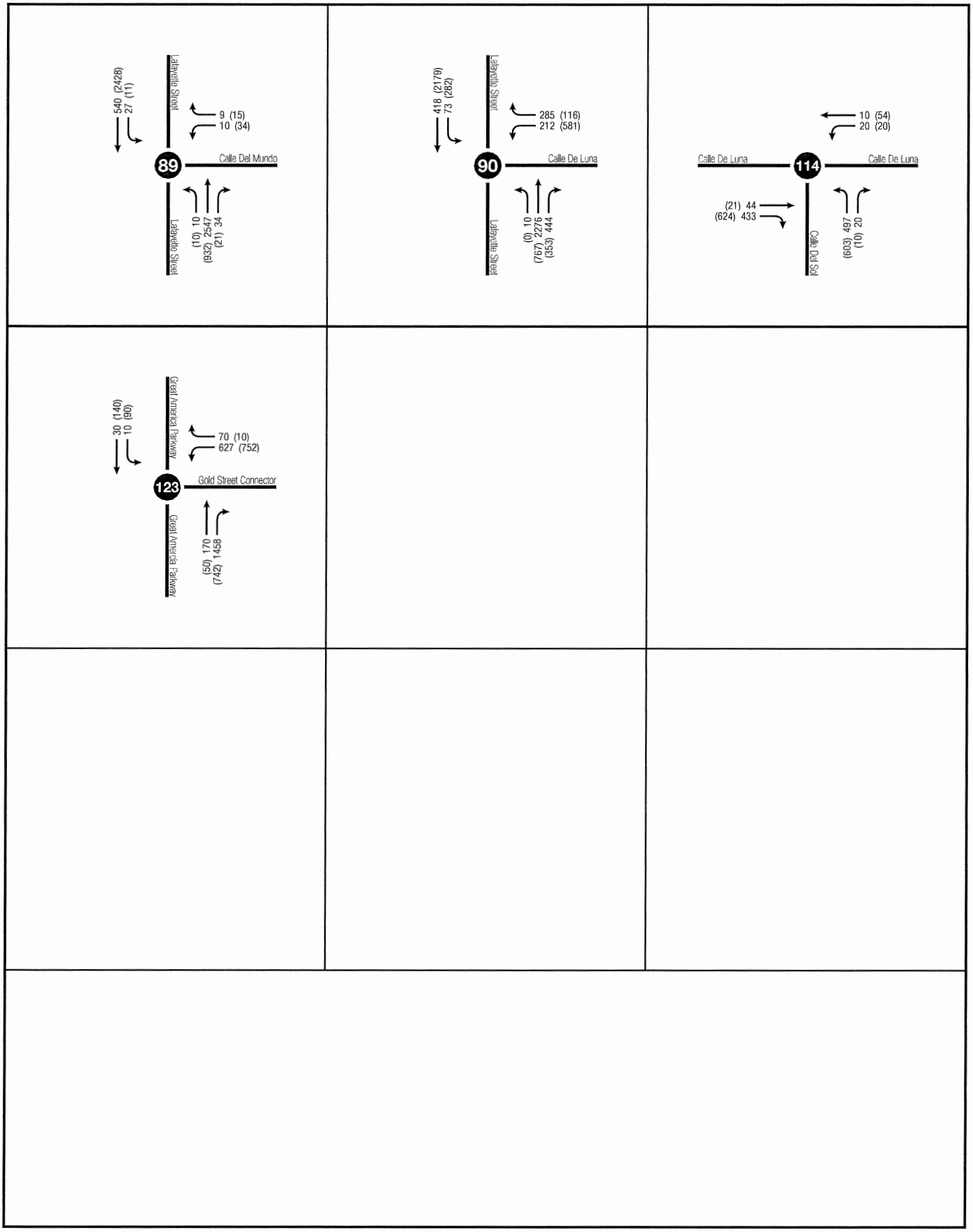


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Figure 6c
2020 Enhanced Open Space Scheme Volumes
City Place, Santa Clara

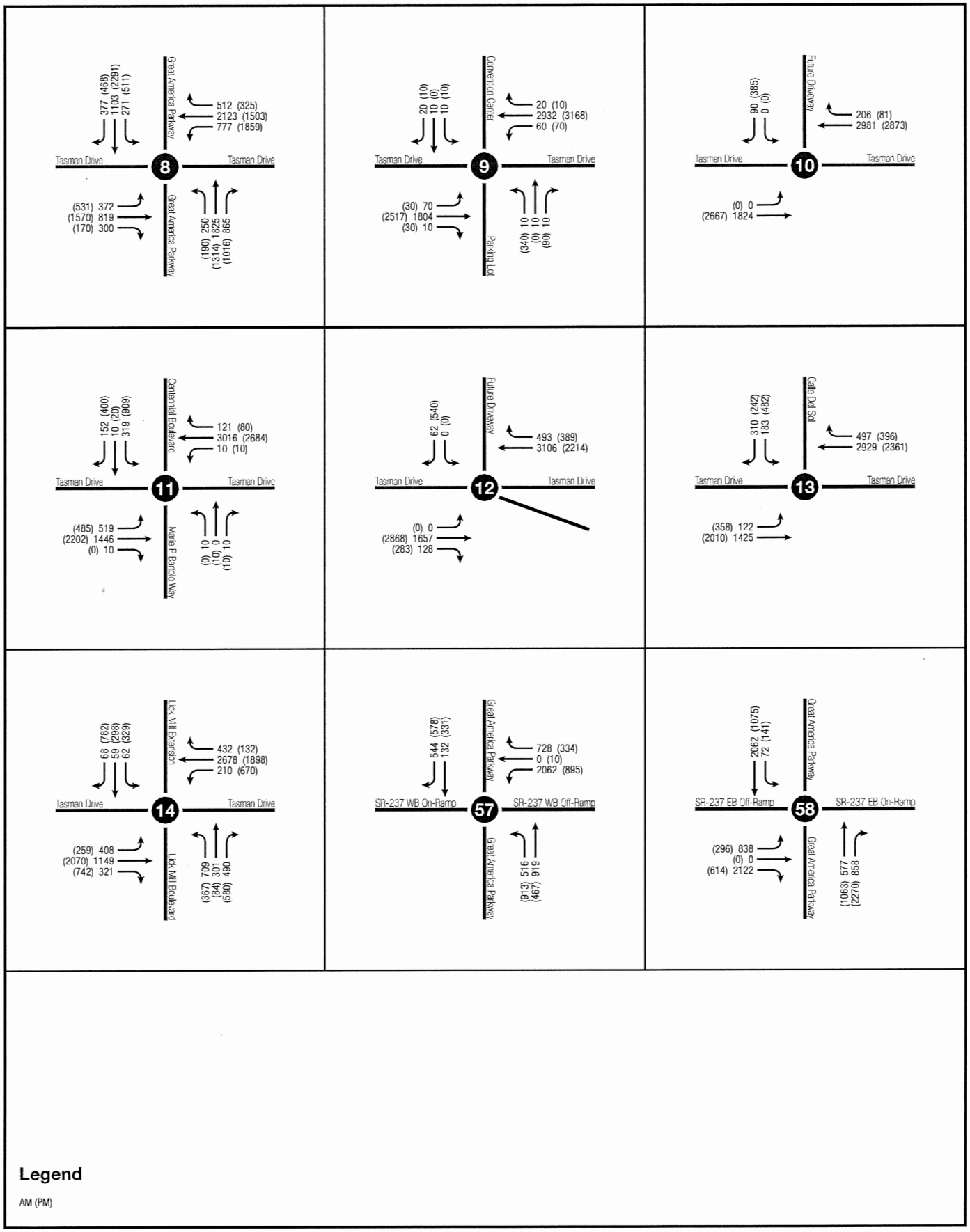

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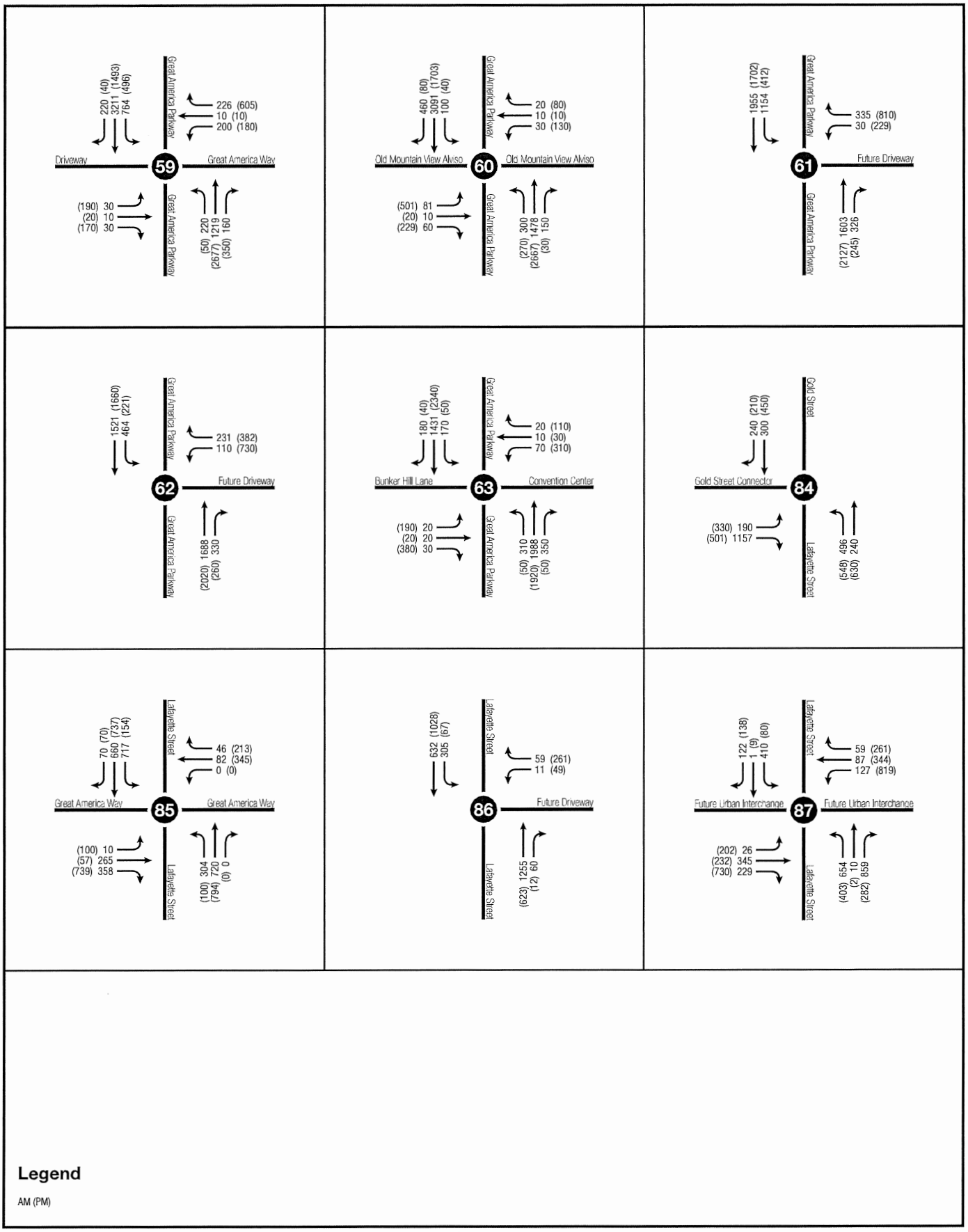
Figure 7a
2040 Enhanced Open Space Scheme Volumes
City Place, Santa Clara



ARUP

Figure 7b
2040 Enhanced Open Space Scheme Volumes
City Place, Santa Clara

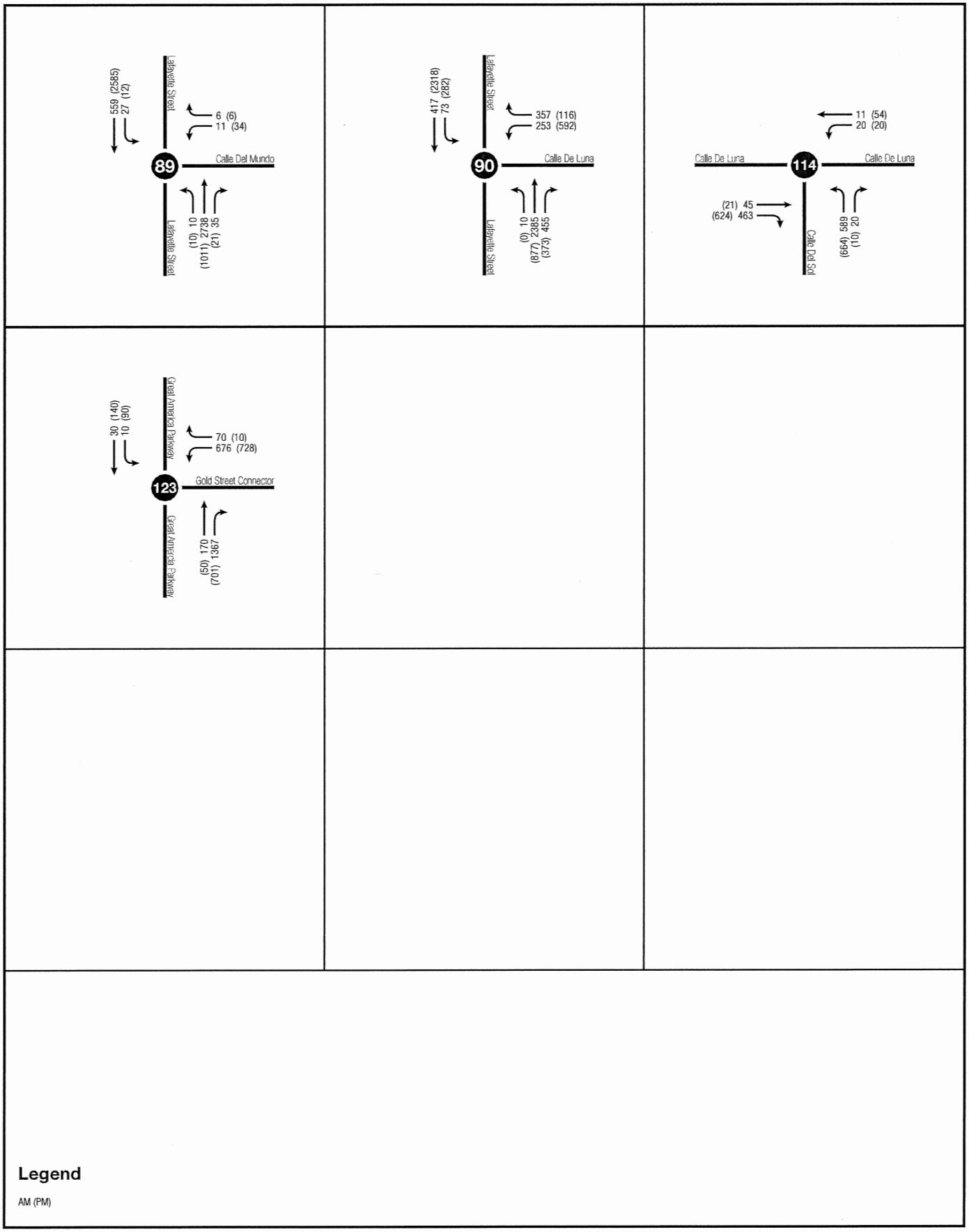


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Figure 7c
2040 Enhanced Open Space Scheme Volumes
City Place, Santa Clara

Traffic Assessment Methodology and Performance Criteria

This traffic assessment has been completed using the same methodology as the FEIR. This consists of analyzing the operation of intersections using TRAFFIX analysis software to calculate the average control delay at each intersection and using the Level of Service criteria to provide a qualitative description of traffic flow through the intersection. The analysis uses the same methodology for calculating intersection control delay as presented in the 2000 Highway Capacity Manual (HCM). LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Table 3 provides a summary of the LOS standards and average control delay per vehicle for signalized intersections.

Table 3: Signalized Intersection LOS Standards

LOS	Definition	Average Control Delay per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and / or short cycle lengths	<10.0
B	Operations with low delay occurring with good progression and / or short cycle lengths	10.1 to 20.0
C	Operations with average delays resulting from fair progression and / or longer cycle lengths. Individual cycle failures begin to appear	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V / C) ratios. Many vehicles stop and individual cycle failures are noticeable	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V / C ratios. Individual cycle failures are frequent occurrences	55.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths	> 80.0

Source: Traffic and Level of Service Guidelines, VTA CMP June 2003.

Intersections #57, #84 and #123 are located in the City of San Jose, all other intersections in this study are located in the City of Santa Clara. A significant impact for a signalized intersection under the jurisdiction of the City of Santa Clara (#9, #10, #11, #12, #13, #14, #59, #60, #61, #62, #63, #84, #85, #86, #87, #90, #123) is triggered when the addition of project traffic causes one of the following conditions:

- The intersection operations degrade from an acceptable LOS (D or better) to an unacceptable LOS (E or F); or
- Unacceptable operations are exacerbated by increasing the critical delay by more than 4 seconds and increasing the V/C ratio by more than 0.01 or more; or

- Unacceptable operations are exacerbated by increasing the V/C ratio by 0.01 or more and the change in critical delay is negative (decreases), which can occur when the critical movements change.

For non CMP intersections, the impact criteria is the same for intersections in City of Santa Clara and City of San José's For CMP intersections within the City of Santa Clara (#8, #58), the minimum acceptable intersection level of service is LOS E. For CMP intersections within the City of San Jose (#57), the minimum acceptable intersection level of service is LOS D.

For the un-signalized intersections (#89 and #114), there is currently no adopted LOS threshold for un-signalized intersections for the City of Santa Clara.

Results: Background 2020 with Project Scenario

The EOS Program has been assessed for the 2020 Background with Project conditions to identify if any new traffic impacts are created compared to the findings of the FEIR with the Scheme B. The results are presented in Table 4. Results presented **BOLD** indicate a project impact. Appendix C provides a summary table for comparison of the 2020 Background Conditions and the 2020 Background with Project EOS and includes the change in critical delay and the V/C ratio change.

The findings of this assessment indicate that with the 2020 Background with Project scenario, no new project impact locations would be created with the EOS Program and redistribution of trips from Parcel 3 to Parcels 1, 2 and 5, nor would there be a substantial increase in the severity of previously identified impacts.

Table 4: 2020 Background with-Project Signalized Intersection LOS Results

#	Intersection	Peak Hour	FEIR 2020 Background with Project (Scheme B)		2020 Background with Project (EOS)			
			Delay	LOS	Delay	LOS	Change	Comment
8	Great America Parkway / Tasman Drive (CMP)	AM	**89.9**	**F**	**89.5**	**F**	**-0.4**	*No new project impact with the EOS Program for AM or PM*
		PM	**242.1**	**F**	**246.7**	**F**	**4.6**	
9	Convention Center / Tasman Drive	AM	46	D	47.1	D	1.1	*No project impact for the AM*
		PM	**120.7**	**F**	**138.7**	**F**	**18**	*No new project impact with the EOS Program for the PM*
10	Future Driveway (west of Centennial Boulevard) / Tasman Drive	AM	6.3	A	6.5	A	0.2	*No project impact*
		PM	27.6	C	34.6	C	7	
11	Centennial Boulevard / Tasman Drive	AM	**110.3**	**F**	**108.8**	**F**	**-1.5**	*No new project impact with the EOS Program for AM or PM*
		PM	**183.6**	**F**	**192.5**	**F**	**8.9**	
12	Future Driveway (east of Centennial Boulevard) / Tasman Drive	AM	6.6	A	6.3	A	-0.3	*No project impact*
		PM	20.5	C	24.2	C	3.7	
13	Calle Del Sol / Tasman Drive	AM	46.7	D	45.8	D	-0.9	*No project impact for the AM*
		PM	**68.8**	**E**	**81.4**	**F**	**12.6**	*Intersection goes from unacceptable LOS E to unacceptable LOS F with the EOS Program, but is not a new project impact*
14	Lick Mill Boulevard / Tasman Drive	AM	**92.8**	**F**	**102.4**	**F**	**9.6**	*No new project impact with the EOS Program for AM or PM*
		PM	**148.3**	**F**	**169.5**	**F**	**21.2**	
57	Great America Parkway / SR 237 WB Ramps (CMP)	AM	**104.7**	**F**	**101.9**	**F**	**-2.8**	*No new project impact with the EOS Program for AM or PM*
		PM	**72.8**	**E**	**73.7**	**E**	**0.9**	
58	Great America Parkway / SR 237 EB Ramps (CMP)	AM	68.8	E	78.5	E	9.7	*No project impact*
		PM	23.4	C	24.2	C	0.8	

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#	Intersection	Peak Hour	FEIR 2020 Background with Project (Scheme B)		2020 Background with Project (EOS)			
			Delay	LOS	Delay	LOS	Change	Comment
59	Great America Parkway / Yerba Buena (Great America) Way	AM	**123.1**	**F**	**125.9**	**F**	**2.8**	*No new project impact with the EOS Program for AM or PM*
		PM	**139.3**	**F**	**150.7**	**F**	**11.4**	
60	Great America Parkway / Old Mountain View-Alviso Road	AM	**91.6**	**F**	**79.7**	**E**	**-11.9**	*No new project impact with the EOS Program for AM or PM*
		PM	**112.2**	**F**	**103.9**	**F**	**-8.3**	
61	Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)	AM	24.9	C	22.1	C	-2.8	*No project impact*
		PM	22.7	C	20.4	C	-2.3	
62	Great America Parkway / Future Driveway (north of Bunker Hill Lane)	AM	23.9	C	23.9	C	0	*No project impact*
		PM	25.8	C	26	C	0.2	
63	Great America Parkway / Bunker Hill Lane	AM	12.5	B	12.5	B	0	*No project impact*
		PM	16.6	B	16.1	B	-0.5	
84	Gold Street / Gold Street Connector	AM	**115.8**	**F**	**138.6**	**F**	**22.8**	*No new project impact with the EOS Program for the AM*
		PM	34.4	C	36.8	D	2.4	*No project impact for the PM*
85	Lafayette Street / Great America Way	AM	54.8	D	53.7	D	-1.1	*No project impact*
		PM	35.7	D	36.1	D	0.4	
86	Lafayette Street / Future Driveway (south of Great America Way)	AM	16.9	B	18.4	B	1.5	*No project impact*
		PM	18.7	B	20.8	C	2.1	
87	Lafayette Street / Future Urban Interchange	AM	31.4	C	36.8	D	5.4	*No project impact*
		PM	31.8	C	31.8	D	0	
89	Lafayette Street / Calle Del Mundo (Un-signalized)	AM	**194.1(1)**	**F**	**366.3(1)**	**F**	**172.2**	*Un-signalized intersection - No new project impact with the EOS Program for AM or PM*
		PM	**173.2(1)**	**F**	**199.5(1)**	**F**	**26.3**	

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#	Intersection	Peak Hour	FEIR 2020 Background with Project (Scheme B)		2020 Background with Project (EOS)		Change	Comment
			Delay	LOS	Delay	LOS		
90	Lafayette Street / Calle De Luna	AM	**70.3**	**E**	**76.7**	**E**	**6.4**	*No new project impact with the EOS Program for the AM*
		PM	24.4	C	25.3	C	0.9	*No project impact for the PM*
114	Calle Del Sol / Calle Del Luna (Un-signalized)	AM	32.0[1]	D	36.7	E	4.7	*Un-signalized intersection - No new project impact with the EOS Program for AM or PM*
		PM	**74.4[1]**	**F**	**87**	**F**	**12.6**	
123	Great America Parkway and Gold Street Connector	AM	29.1	C	43.3	D	14.2	*No project impact*
		PM	13	B	12.9	B	-0.1	

[1] Side street stop controlled intersection. Delay reported is for the worst case approach

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Results: 2040 Cumulative with Project Scenario

The EOS Program has been assessed for the 2040 Cumulative with Project conditions to identify if any new traffic impacts are created compared to the findings of the FEIR with the Scheme B. The results are presented in Table 5. Results presented **BOLD** indicate a project impact. Appendix C provides a summary table for comparison of the 2040 Cumulative Conditions and the 2040 Cumulative with Project EOS and includes the change in critical delay and the V/C ratio change.

The findings of this assessment indicate that with the 2040 Cumulative with Project scenario, no new project impact locations would be created with the EOS Program and redistribution of trips from Parcel 3 to Parcels 1, 2 and 5, nor would there be a substantial increase in the severity of previously identified impacts.

Table 5: 2040 Cumulative with-Project Signalized Intersection LOS Results

#	Intersection	Peak Hour	FEIR 2040 Cumulative with Project (Scheme B)		2040 Cumulative with Project (EOS)		Change	Comments
			Delay	LOS	Delay	LOS		
8	Great America Parkway / Tasman Drive (CMP)	AM	**162.5**	**F**	**162.5**	**F**	0	*No new project impact with the EOS Program for AM or PM*
		PM	**313.9**	**F**	**316.7**	**F**	2.8	
9	Convention Center / Tasman Drive	AM	**131**	**F**	**132.1**	**F**	1.1	*No new project impact with the EOS Program for AM or PM*
		PM	**163.4**	**F**	**182**	**F**	18.6	
10	Future Driveway (west of Centennial Boulevard) / Tasman Drive	AM	5.7	A	5.9	A	0.2	*No project impact*
		PM	38.2	D	48.1	D	9.9	
11	Centennial Boulevard / Tasman Drive	AM	**167.9**	**F**	**165.9**	**F**	-2	*No new project impact with the EOS Program for AM or PM*
		PM	**200.3**	**F**	**211.4**	**F**	11.1	
12	Future Driveway (east of Centennial Boulevard) / Tasman Drive	AM	31.4	C	22.6	C	-8.8	*No project impact*
		PM	23.7	C	29.6	C	5.9	
13	Calle Del Sol / Tasman Drive	AM	**127.1**	**F**	**124.7**	**F**	-2.4	*No new project impact with the EOS Program for AM or PM*
		PM	**100.4**	**F**	**115.7**	**F**	15.3	
14	Lick Mill Boulevard / Tasman Drive	AM	**183.1**	**F**	**196.5**	**F**	13.4	*No new project impact with the EOS Program for AM or PM*
		PM	**243.1**	**F**	**270.4**	**F**	27.3	
57	Great America Parkway / SR 237 WB Ramps (CMP)	AM	**90.4**	**F**	**87.4**	**F**	-3	*No new project impact with the EOS Program for the AM*
		PM	42.7	D	43.4	D	0.7	*No project impact for the PM*
58	Great America Parkway / SR 237 EB Ramps (CMP)	AM	61.7	E	70	E	8.3	*No project impact*
		PM	27.4	C	28.2	C	0.8	
59	Great America Parkway / Yerba Buena (Great America) Way	AM	**76.9**	**E**	**73**	**E**	-3.9	*No new project impact with the EOS Program for AM or PM*
		PM	**165.9**	**F**	**176.5**	**F**	10.6	

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#	Intersection	Peak Hour	FEIR 2040 Cumulative with Project (Scheme B)		2040 Cumulative with Project (EOS)		Change	Comments
			Delay	LOS	Delay	LOS		
60	Great America Parkway / Old Mountain View-Alviso Road	AM	**91**	**F**	**80.4**	**F**	-10.6	*No new project impact with the EOS Program for AM or PM*
		PM	**113.1**	**F**	**105.7**	**F**	-7.4	
61	Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)	AM	22.1	C	20.4	C	-1.7	*No project impact*
		PM	22.8	C	20.5	C	-2.3	
62	Great America Parkway / Future Driveway (north of Bunker Hill Lane)	AM	21	C	21.1	C	0.1	*No project impact*
		PM	25.3	C	25.6	C	0.3	
63	Great America Parkway / Bunker Hill Lane	AM	13.7	B	13.6	B	-0.1	*No project impact*
		PM	18.9	B	18.2	B	-0.7	
84	Gold Street / Gold Street Connector	AM	**96.7**	**F**	**116.2**	**F**	19.5	*No new project impact with the EOS Program for the AM*
		PM	32.5	C	34.1	C	1.6	*No project impact for the PM*
85	Lafayette Street / Great America Way	AM	46.8	D	46.2	D	-0.5	*No project impact*
		PM	39	D	39.1	D	0.3	
86	Lafayette Street / Future Driveway (south of Great America Way)	AM	15.9	B	17.5	B	1.6	*No project impact*
		PM	18.2	B	20.1	C	1.9	
87	Lafayette Street / Future Urban Interchange	AM	32.4	C	39.5	D	7.1	*No project impact*
		PM	29.9	C	29.2	C	-0.7	
89	Lafayette Street / Calle Del Mundo (Un-signalized)	AM	**>200(1)**	**F**	**>200(1)**	**F**	432.1	*Un-signalized intersection - No new project impact with the EOS Program for AM or PM*
		PM	**>200(1)**	**F**	**>200(1)**	**F**	45.6	
90	Lafayette Street / Calle De Luna	AM	**105.5**	**F**	**112.7**	**F**	7.2	*No new project impact with the EOS Program for the AM*
		PM	26.4	C	27.4	C	1	*No project impact for the PM*

Memorandum

#	Intersection	Peak Hour	FEIR 2040 Cumulative with Project (Scheme B)		2040 Cumulative with Project (EOS)		Change	Comments
			Delay	LOS	Delay	LOS		
114	Calle Del Sol / Calle Del Luna (Un-signalized)	AM	49.2[1]	E	**60.9[1]**	**F**	**11.7**	*Un-signalized intersection - No new project impact with the EOS Program for AM or PM*
		PM	**118.6[1]**	**F**	**144.0[1]**	**F**	**25.4**	
123	Great America Parkway and Gold Street Connector	AM	22.7	C	30	C	7.3	*No project impact*
		PM	12.8	B	12.7	B	-0.1	

[1] Side street stop controlled intersection. Delay reported is for the worst case approach

Memorandum

Mitigation

A review of the EOS program with the inclusion of the proposed mitigation measures contained in the FEIR for the base scheme indicates no new additional mitigation measures are required, with the exception of the following intersections.

Intersection #90: 2040 Cumulative with Project – The FEIR indicates that the partial mitigation recommended would mitigate the intersection back to LOS E, 77.7s of delay (still at an unacceptable LOS). With the EOS program, the proposed partial mitigation would only mitigate the intersection back to LOS F, 84.5s of delay. As this was only identified in the FEIR as a partial mitigation, it is unlikely that any further additional mitigation could be included.

Tables 6 and 7 present the project condition intersection levels of service for the intersection with project impacts, for the 2020 Background with EOS Project with Mitigation and 2040 Cumulative with EOS Project with Mitigation. The proposed mitigations described are identical to those presented in the FEIR.

Table 6: 2020 Background with EOS Project Mitigation Measures and Delay / LOS Results

#	Intersection	Mitigation Measure[1]	Peak Hour	2020 Background with Project (FEIR)		2020 Background with Project (EOS)	
				Delay	LOS	Delay	LOS
8	Great America Parkway / Tasman Drive (CMP)	Partial Mitigation: Add a southbound right turn lane and add a third westbound left turn lane.	AM PM	**88.6** **162.1**	**F** **F**	**87.0** **166.4**	**F** **F**
9	Convention Center / Tasman Drive	No feasible mitigation (no right-of-way is available)	AM PM	- -	- -	- -	- -
11	Centennial Boulevard / Tasman Drive	No feasible mitigation (no right-of-way is available)	AM PM	- -	- -	- -	- -
13	Calle Del Sol / Tasman Drive	Add a westbound right-turn lane. Reconfigure southbound approaches to include two left-turn lanes and one right-turn lane with overlap phase	AM PM	13.8 18.8	B B	13.7 20.6	B B
14	Lick Mill Boulevard / Tasman Drive	Partial Mitigation: Reconfigure northbound and southbound approach to two left-turn lanes, one through lane, and one right-turn lane. Change the northbound/southbound signal phasing from split to protective. Add a second westbound left-turn lane.	AM PM	**72.7** **56.7**	**E** **E**	**79.6** **71.6**	**E** **E**
57	Great America Parkway / SR 237 WB Ramps (CMP)	Add third westbound left-turn lane and associated receiving lane under underpass. Add a second westbound right-turn lane.	AM PM	52.1 49.9	D D	50.2 50.7	D D
58	Great America Parkway / SR 237 EB Ramps (CMP)	Add third southbound through lane (from Int. 57) and a second eastbound right-turn lane.	AM PM	30.6 23.3	C C	36.0 24.1	D C
59	Great America Parkway / Yerba Buena (Great America) Way	Partial Mitigation: Add a second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.	AM PM	**69.5** 40.8	**E** D	**60.9** 40	**E** D
60	Great America Parkway / Old Mountain View-Alviso Road	Partial Mitigation: Add a second eastbound left-turn lane.	AM PM	**91.6** 55.0	**F** D	**79.6** 47.7	**E** D
84	Gold Street / Gold Street Connector	Convert northbound through lane to a shared left turn/ through lane, and add a second eastbound right-turn lane.	AM PM	27.5 29.3	C C	28.1 29.4	C C

90	Lafayette Street / Calle De Luna	Reconstruct the westbound approach to include two left-turn lanes and one right-turn lane.	AM PM	48.9 22.0	D C	54.6 22.7	D C
114	Calle Del Sol / Calle Del Luna	Signalize	AM PM	10.2 15.3	B B	7.7 9.1	A A
123	Great America Parkway and Gold Street Connector	Add a second northbound right-turn lane (from Int. 57 dual westbound right-turn lanes)	AM PM	9.8 9.6	A A	10.1 9.5	B A
(1) Mitigations measures are the same as those identified in the FEIR							

Table 7: 2040 Cumulative with EOS Project Mitigation Measures and Delay / LOS Results

#	Intersection	Mitigation Measure[1]	Peak Hour	2040 Cumulative with Project (FEIR)		2040 Cumulative with Project (EOS)	
				Delay	LOS	Delay	LOS
8	Great America Parkway / Tasman Drive (CMP)	Partial Mitigation: Add a southbound right turn lane and add a third westbound left turn lane.	AM PM	**149.8** **>180**	**F** **F**	**150.4** **>180**	**F** **F**
9	Convention Center / Tasman Drive	No feasible mitigation (no right-of-way is available)	AM PM	- -	- -	- -	- -
11	Centennial Boulevard / Tasman Drive	No feasible mitigation (no right-of-way is available)	AM PM	- -	- -	- -	- -
13	Calle Del Sol / Tasman Drive	Add a westbound right-turn lane. Reconfigure southbound approaches to include two left-turn lanes and one right-turn lane with overlap phase	AM PM	43.1 23.3	D C	38.6 28.2	D C
14	Lick Mill Boulevard / Tasman Drive	Partial Mitigation: Reconfigure northbound and southbound approach to two left-turn lanes, one through lane, and one right-turn lane. Change the northbound/southbound signal phasing from split to protective. Add a second westbound left-turn lane.	AM PM	**154.9** **115.7**	**F** **F**	**170.0** **151.9**	**F** **F**
57	Great America Parkway / SR 237 WB Ramps (CMP)	Add third westbound left-turn lane and associated receiving lane under underpass. Add a second westbound right-turn lane.	AM PM	45.8 32.8	D C	46.4 33.2	D C
58	Great America Parkway / SR 237 EB Ramps (CMP)	Add third southbound through lane (from Int. 57) and a second eastbound right-turn lane.	AM PM	27.7 27.3	C C	31.0 28.1	C C
59	Great America Parkway / Yerba Buena (Great America) Way	Partial Mitigation: Add a second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.	AM PM	50.7 **67.7**	D **E**	43.7 **76.5**	D **E**
60	Great America Parkway / Old Mountain View-Alviso Road	Partial Mitigation: Add a second eastbound left-turn lane.	AM PM	**90.9** **55.1**	**F** **E**	**80.4** 48.6	**F** D
84	Gold Street / Gold Street Connector	Convert northbound through lane to a shared left turn/ through lane, and add a second eastbound right-turn lane.	AM PM	29.6 30.6	C C	30.0 30.7	C C

90	Lafayette Street / Calle De Luna	Partial Mitigation: Reconstruct the westbound approach to include two left-turn lanes and one right-turn lane.	AM PM	**77.7** 23.4	**E** C	**84.5** 24.1	**F** C
114	Calle Del Sol / Calle Del Luna	Signalize	AM PM	13.6 12.3	B B	6.8 8.5	A A
123	Great America Parkway and Gold Street Connector	Add a second northbound right-turn lane (from Int. 57 dual westbound right-turn lanes)	AM PM	9.3 9.8	A A	9.7 9.7	A A
(1) Mitigations measures are the same as those identified in the FEIR							

Memorandum

Variant Scheme Assessment

The FEIR considered two site access configurations, the "Base" and the "Variant". The above assessment has been completed for the Base condition. The configuration of the Variant site access differs as follows:

- The two signalized site access points on Great America Parkway (#61 and #62) are both located north of San Tomas Aquino Creek. The first site access point would be located at intersection #60 and would pass through the Irvine Property to access City Place. The second site access point would be located just north of the creek.
- The urban interchange (#87) on Lafayette Street would be reconfigured to two "Jug Handle" intersections
- An additional intersection is created on Tasman Drive to provide additional southbound left turning capacity out from the Project. The new intersection would be west of intersection #12.

A quantitative analysis was not completed for the Variant scheme as the main changes are related to project driveways and the impacts at off-site intersection would be similar., and the Variant scheme overall provides more site access capacity and better distribution of trips. Based upon the assessment completed for the Base configuration and the relocation of trips, the EOS scheme is likely to impact the Variant as follows:

- Moving office trips away from Parcel 3 to Parcels 1, 2 and 5 will reduce the number of trips using intersection #60, thereby improving its performance over the Variant scheme analyzed in the FEIR. The Variant scheme analyzed in the FEIR identified project impacts at this intersection under both the 2020 Background with Project and 2040 Cumulative with Project scenarios. Therefore, the Variant scheme with the EOS Program would not create a <u>new</u> impact at this location.
- The two new jug handle intersections for the Variant scheme as analyzed in the FEIR would each operate at LOS B/C and therefore have spare capacity to handle additional traffic. Both of these two intersections would be new as part of the project and therefore will be designed to ensure they would have sufficient capacity and therefore would not create a project impact.
- Relocation of trips from Parcel 3 to Parcel 5 would add additional traffic to the Tasman Drive intersections (albeit less than 50 – 60 peak hour trips), however the Variant scheme adds intersection capacity and therefore the Variant scheme would perform better than the Base Scheme. The Base Scheme did not identify any new project impacts at locations along Tasman Drive and therefore the Variant scheme would not create any new project impacts.

Freeway Segment Analysis

The traffic volumes and demands along the freeway segments would be identical between both the FEIR Scheme B program and the EOS Program, for all scenarios analyzed. Therefore, the findings of the freeway segment analysis will be the same for the EOS Program, and no new freeway segment project impacts would be generated with the EOS Program.

Queuing Impacts

A review of the project driveway queues for the 2020 Background with EOS Project and 2040 Cumulative with EOS Project indicates the following:

- Queues at the project driveways along Great America Parkway reduce with the EOS Program during both the AM and PM Peak hour
- Queue lengths at the project driveways along Tasman Drive increase by a maximum of 4 vehicles with the EOS Program
- Queue lengths at the intersections along Lafayette Street, decrease for the NBL and SBR movements but increase in the NBR and SBL directions. During the AM the queue increases by a maximum of 11 vehicles. During the PM the WBL queue length increases by a maximum of 8 vehicles.

The queue length increases described above reference the worst case project driveway movement and are the increase in the 95th percentile queue length.

Parking Supply

With the relocation of the office program from Parcel 3 to Parcels 1, 2 and 5, the associated parking spaces will also be relocated, increasing the parking supply at the receiving parcels. Table 8 provides a summary of the parking supply for all parcels and compares against the parking supply presented in the FEIR. With the EOS Program, sufficient vehicle parking would be provided on-site.

Table 8: Parking Supply for Parcels 1 through 5

Parcel	Land Use	Master Community Plan Parking Supply Rate	FEIR Scheme B Program	FEIR Scheme B Parking Supply	EOS Program	EOS Parking Supply
1	Office	3.0	1,200,000	3,600	1,440,000	4,320
2	Office	3.0	1,960,000	5,880	2,392,000	7,176
	Retail	4.5	200,000	900	200,000	900
3	Office	3.0	720,000	2,160	0	0
4/5	Residential	1.5	200 units	300	200,000	300
	Retail	4.5	1,137,000	5,117	1,137,000	5,117
	Office	3.0	2,804,400	8,413	2,852,400	8,557
	Restaurants	1.5	215,000	323	215,000	323
	Entertainment	2.5	190,000	475	190,000	475

	Hotel	1.0	700 rooms	700	700,000	700
			Total Parking Supply	**27,867**		**27,867**

The number of bicycle parking spaces for each land use is based upon VTA Bicycle Technical Guidelines, December 2012. With the relocation of program from Parcel 3 to Parcels 1, 2 and 3, bicycle parking will be relocated to maintain the required overall parking supply, per the FEIR.

Table 9: Bicycle Parking Supply for Parcels 1 through 5

Parcel	Land Use	Bicycle Parking Supply Rate(2)	FEIR Scheme B Program / Employees	FEIR Scheme B Parking Supply	EOS Program	EOS Parking Supply
1	Office	1 per 6,000gsf (75% Class I, 25% Class II)	1,200,000 gsf 4,440 employees	150 Class I 50 Class II	1,440,000 gsf 5,330 employees	180 Class I 60 Class II
2	Office	1 per 6,000gsf (75% Class I, 25% Class II)	1,960,000 gsf 7,260 employees	245 Class I 82 Class II	2,392,000 gsf 8,860 employees	300 Class I 100 Class II
	Retail	1 Class I per 30 employees + 1 Class II per 6,000gsf	200,000 gsf 440 employees	15 Class I 34 Class II	200,000 gsf 440 employees	15 Class I 34 Class II
3	Office	1 per 6,000gsf (75% Class I, 25% Class II)	720,000 gsf 2,670 employees	90 Class I 30 Class II	-	-
4/5	Residential	1 Class I per 3 units + 1 Class II per 15 units	200 units 10 employees	67 Class I 14 Class II	200 units 10 employees	67 Class I 14 Class II
	Retail	1 Class I per 30 employees + 1 Class II per 6,000gsf	1,097,000 gsf 2,440 employees	82 Class I 184 Class II	1,097,000 gsf 2,440 employees	82 Class I 184 Class II
	Office	1 per 6,000gsf (75% Class I, 25% Class II)	2,804,400 gsf 10,380 employees	352 Class I 118 Class II	2,852,400 gsf 10,560 employees	357 Class I 120 Class II
	Restaurants	1 Class I per 30 employees + 1 Class II per 3,000gsf	215,000 gsf 480 employees	16 Class I 73 Class II	215,000 gsf 480 employees	16 Class I 73 Class II
	Entertainment	1 Class I per 30 employees + 1 Class II per 1,500gsf	190,000 gsf 420 employees	14 Class I 127 Class II	190,000 gsf 420 employees	14 Class I 127 Class II
	Hotel	1 Class I per 30 rooms + 1 Class II per 30 employees	700 rooms 700 employees	24 Class I 24 Class II	700 rooms 700 employees	24 Class I 24 Class II
			Total	**1,055 Class I** **736 Class II**		**1,055 Class I** **736 Class II**

Pedestrian Facilities

Similar to the FEIR analysis, the project would generate a substantial number of pedestrian trips traveling between the transit stops and also between the parcels, particularly trips to/from the mixed-use areas on Parcels 4 and 5. With the EOS program, trips between Parcel 3 and the other parcels would be similar, requiring the same level of pedestrian facilities to ensure no significant impacts. The sidewalk

along the northern side of City Place Parkway will need to remain, with the same level of pedestrian treatments to provide safe circulation routes both on approaches to Parcel 3 and within the Parks / Open Space on Parcel 3. With the same level of pedestrian facilities as provided in the FEIR, the pedestrian impacts for the EOS would remain as less-than-significant. Therefore the EOS program is not expected to generate any new pedestrian impacts.

Bicycle Facilities

As discussed in the FEIR, the Project will construct a number of new bicycle facilities within the project and also provide connections to offsite bicycle network, including the Bay Trail, San Tomas Aquino Creel Trail and Guadalupe River Trail. The EOS Program will maintain the same level of bicycle facilities to ensure adequate provision for cyclists. As a result of ensuring the same level of provision of bicycle facilities within the Project and the same level of connections to the off-site network,the EOS impacts for bicycle facilities will remain at less-than-significant, therefore the EOS program is not expected to generate any new bicycle impacts.

Transit Facilities

With the EOS Program, the project would relocate office trips to Parcels 2 and 5 which have a closer proximity to transit, and therefore could increase the number of persons using Public Transit. The FEIR transit capacity analysis assumed transit trips from the mixed-use trip generation estimates, in addition to 5 percent of transit trips from the Parcels with close proximity to transit (Parcels 2 and 5). The FEIR estimated the public transit ridership for the PM peak hour with and without the proposed TDM mitigation. With the EOS program and the relocation of trips from Parcel 3 to Parcels 2 and 5, there could be up to an additional 22 PM peak hour public transit trips with the EOS program. The potential impact with the additional transit boarding's, have been calculated for highest boarding activity for each mode type to estimate the additional trips per vehicle for each of the public transit types. Table 10 provides a breakdown of the additional boarding's per vehicle for the worst case condition for each transit mode type.

Table 10: Estimated Additional Boarding's with the EOS Program

Transit Mode	FEIR Public Transit PM Peak Hour Total Boardings[1]	FEIR Project Boarding's per Vehicle[2]	FEIR Boarding's per Vehicle % share of Total Boarding's	Estimated Additional Boarding's per vehicle with the EOS Program[3]
Commuter Rail	620	139	22.4%	5
VTA Bus	620	20	3.2%	1
ACE Shuttle	620	9	1.5%	0
VTA Light Rail	620	44	7.1%	2

[1] FEIR Table 3.3-38 Public Transit Ridership – Total PM Peak Hour Boarding's with TDM mitigation
[2] FEIR Table 3.3-40 and Table 3.3-42
[3] Additional 22 PM peak hour boarding's with the EOS Program

As presented in Table 9, the EOS program is going to add approximately 1 additional rider for the VTA bus worst case condition, and up to 2 additional riders for VTA Light Rail. The commuter rail service is estimated to add up to 5 additional riders per train with the EOS program. Based upon these findings, combined with the available capacity of the transit vehicles, the transit services would have sufficient capacity to accommodate the additional transit riders expected with the proposed EOS Program and the TDM mitigation. Therefore the EOS program would have a less-than-significant impact on transit vehicle capacity and there would be no new impacts.

As presented in Table 9, the EOS Program would add up to 5 additional passengers onto the Great America Platform. The FEIR analysis indicated that with the TDM mitigation, the peak platform load expected would be 606 persons, with a total capacity of 2,400 persons. With the additional 5 persons from the EOS Program, the peak platform load would increase to 611 persons which is still well under the available capacity. Therefore the impacts on platform capacity at Great America station would be less-than-significant.

With the EOS Program, additional trips are generated by Parcels 2 and 5, and this will add a small amount of additional traffic onto Tasman Drive

Emergency Access

With the proposed EOS program, the internal and external street layout and configuration would be similar between the two schemes (FEIR and EOS), therefore the impact to emergency vehicle access under the EOS Program would be identical to the FEIR analysis, and the findings would be the same with a less-than-significant impact on emergency access.

Analysis Findings

The reallocation of proposed development in the EOS Program would not create project or cumulative impacts at any additional intersections, in comparison to the Scheme B program evaluated in the FEIR. Mitigation measures in the FEIR would also be unchanged with the EOS program.

Memorandum

Appendix A – Existing with Project Assessment

A review of the differences between the Existing with Project and Background with Project to determine no meaningful difference and to evaluate the need to study Existing with Project conditions as part of this traffic assessment. The conclusions indicated that a study of the Existing with Project would not identify any new additional impacts over those that could be identified under the Background with Project or Cumulative with Project scenarios that have been assessed.

Table A1: Existing with Project Evaluation to Exclude from EOS Assessment

#	Intersection	Peak Hour	Existing with Project (FEIR)		Background with Project (FEIR)		Comments
			Delay	LOS	Delay	LOS	
8	Great America Parkway / Tasman Drive (CMP)	AM	34.1	C	**59.9**	**F**	*Background Delay is more conservative* Intersection already identified as a Project Impact
		PM	**171.2**	**F**	**>180**	**F**	
9	Convention Center / Tasman Drive	AM	18.2	B	46.0	D	*Existing Delay is more conservative* FEIR identifies this as a project impact under both Existing and Background, therefore no additional project impacts would be identified. Intersection has no feasible mitigation identified
		PM	**157.3**	**F**	**120.7**	**F**	
10	Future Driveway (west of Centennial Boulevard) / Tasman Drive	AM	4.2	A	6.3	A	*Background Delay is more conservative* This is a new intersection and a project driveway. Under Ex+Pr and Bk+Pr this intersection operates at LOS C or better, therefore it is highly unlikely that the EOS Program would be significantly worse
		PM	15.0	B	27.6	C	
11	Centennial Boulevard / Tasman Drive	AM	52.9	D	**110.3**	**F**	*Background Delay is more conservative* Intersection already identified as a Project Impact
		PM	**134.7**	**F**	**>180**	**F**	
12	Future Driveway (east of Centennial Boulevard) / Tasman Drive	AM	3.4	A	6.6	A	*Background Delay is more conservative* This is a new intersection and a project driveway. Under Ex+Pr and Bk+Pr this intersection operates at LOS C or better, therefore it is highly unlikely that the EOS Program would be significantly worse
		PM	18.7	B	20.5	C	
13	Calle Del Sol / Tasman Drive	AM	12.0	B	46.7	D	*Background Delay is more conservative* Intersection already identified as a Project Impact
		PM	38.2	D	**68.8**	**E**	

#	Intersection	Peak Hour	Existing with Project (FEIR)		Background with Project (FEIR)		Comments
			Delay	LOS	Delay	LOS	
14	Lick Mill Boulevard / Tasman Drive	AM	**57.7**	**E**	**92.8**	**F**	*Existing Delay is more conservative* FEIR identifies this as a project impact under both Existing and Background, therefore no additional project impacts would be identified. Mitigation identified is only a partial mitigation, so no additional mitigation would be identified
		PM	**>180**	**F**	**148.3**	**F**	
57	Great America Parkway / SR 237 WB Ramps (CMP)	AM	**116.5**	**F**	**104.7**	**F**	*Existing Delay is more conservative* FEIR identified this as a project impact under both Existing and Background, therefore no additional project impacts can be identified. *(Note this intersection is in City of San Jose with LOS D impact threshold)*
		PM	**55.3**	**E**	**72.8**	**E**	
58	Great America Parkway / SR 237 EB Ramps (CMP)	AM	72.0	E	68.8	E	*Existing Delay is more conservative* FEIR identified no impacts at this intersection, however mitigation is provided and tied to Intersection #57
		PM	11.6	B	23.4	C	
59	Great America Parkway / Yerba Buena (Great America) Way	AM	**120.5**	**F**	**123.1**	**F**	*Background Delay is more conservative* Intersection already identified as a Project Impact
		PM	**70.8**	**E**	**139.3**	**F**	
60	Great America Parkway / Old Mountain View-Alviso Road	AM	**83.1**	**F**	**91.6**	**F**	*Background Delay is more conservative* Intersection already identified as a Project Impact
		PM	48.9	D	**112.2**	**F**	
61	Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)	AM	25.5	C	24.9	C	*Existing Delay is more conservative* This is a new intersection and a project driveway. Under Ex+Pr, Bk+Pr and Cu+Pr this intersection operates at LOS C or better, therefore it is highly unlikely that the EOS Program would be worse, especially considering we are moving trips away from this intersection
		PM	21.0	C	22.7	C	
62	Great America Parkway / Future Driveway (north of Bunker Hill Lane)	AM	24.2	C	23.9	C	*Existing Delay is more conservative* This is a new intersection and a project driveway. Under Ex+Pr, Bk+Pr and Cu+Pr this intersection operates at LOS C or better, therefore it is highly unlikely that the EOS Program would be worse, especially considering we are moving trips away from this intersection
		PM	25.1	C	25.8	C	
63		AM	12.4	B	12.5	B	*Background Delay is more conservative*

#	Intersection	Peak Hour	Existing with Project (FEIR)		Background with Project (FEIR)		Comments
			Delay	LOS	Delay	LOS	
	Great America Parkway / Bunker Hill Lane	PM	16.5	B	16.6	B	Intersection operates at LOS B or better under Ex+Pr, Bk+Pr and Cu+Pr
84	Gold Street / Gold Street Connector	AM	**113.8**	**F**	**115.8**	**F**	*Background Delay is more conservative*
		PM	29.8	C	34.4	C	Intersection already identified as a Project Impact
85	Lafayette Street / Great America Way	AM	51.7	D	54.8	D	*Background Delay is more conservative*
		PM	34.7	C	35.7	D	
86	Lafayette Street / Future Driveway (south of Great America Way)	AM	17.1	B	16.9	B	*Existing Delay is more conservative*
		PM	17.4	B	18.7	B	This is a new intersection and a project driveway. Under Ex+Pr, Bk+Pr and Cu+Pr this intersection operates at LOS B or better, therefore it is highly unlikely that the EOS Program would be worse.
87	Lafayette Street / Future Urban Interchange	AM	32.3	C	31.4	C	*Existing Delay is more conservative*
		PM	28.6	C	31.8	C	This is a new intersection and a project driveway. Under Ex+Pr, Bk+Pr and Cu+Pr this intersection operates at LOS C or better, therefore it is highly unlikely that the EOS Program would be worse.
89	Lafayette Street / Calle Del Mundo (Un-signalized)	AM	**89.3**	**F**	**194.1**	**F**	*Background Delay is more conservative*
		PM	**146.3**	**F**	**173.2**	**F**	Intersection already identified as a Project Impact
90	Lafayette Street / Calle De Luna	AM	34.9	C	**70.3**	**E**	*Background Delay is more conservative*
		PM	22.6	C	24.4	C	Intersection already identified as a Project Impact
114	Calle Del Sol / Calle Del Luna (Un-signalized)	AM	23.4	C	32.0	D	*Background Delay is more conservative*
		PM	31.5	D	**74.4**	**F**	Intersection already identified as a Project Impact and will be converted to a signal as the proposed mitigation
123	Great America Parkway and Gold Street Connector	AM	34.1	C	29.1	C	*Existing Delay is more conservative*
		PM	12.5	B	13.0	B	Under Ex+Pr, Bk+Pr and Cu+Pr this intersection operates at LOS C or better, therefore it is highly unlikely that the EOS Program would be worse, especially considering its location is north of SR-237

A limited analysis of the 4 intersections where the Existing with Project is more conservative than the Background with Project scenarios, to identify if the Existing with EOS Project would have a more substantial increase in delay over those presented in the FEIR Existing with Project Scenario. Table A2 presents a comparison and the change in delay at these intersections, between the FEIR Existing with Project and Existing with EOS Project.

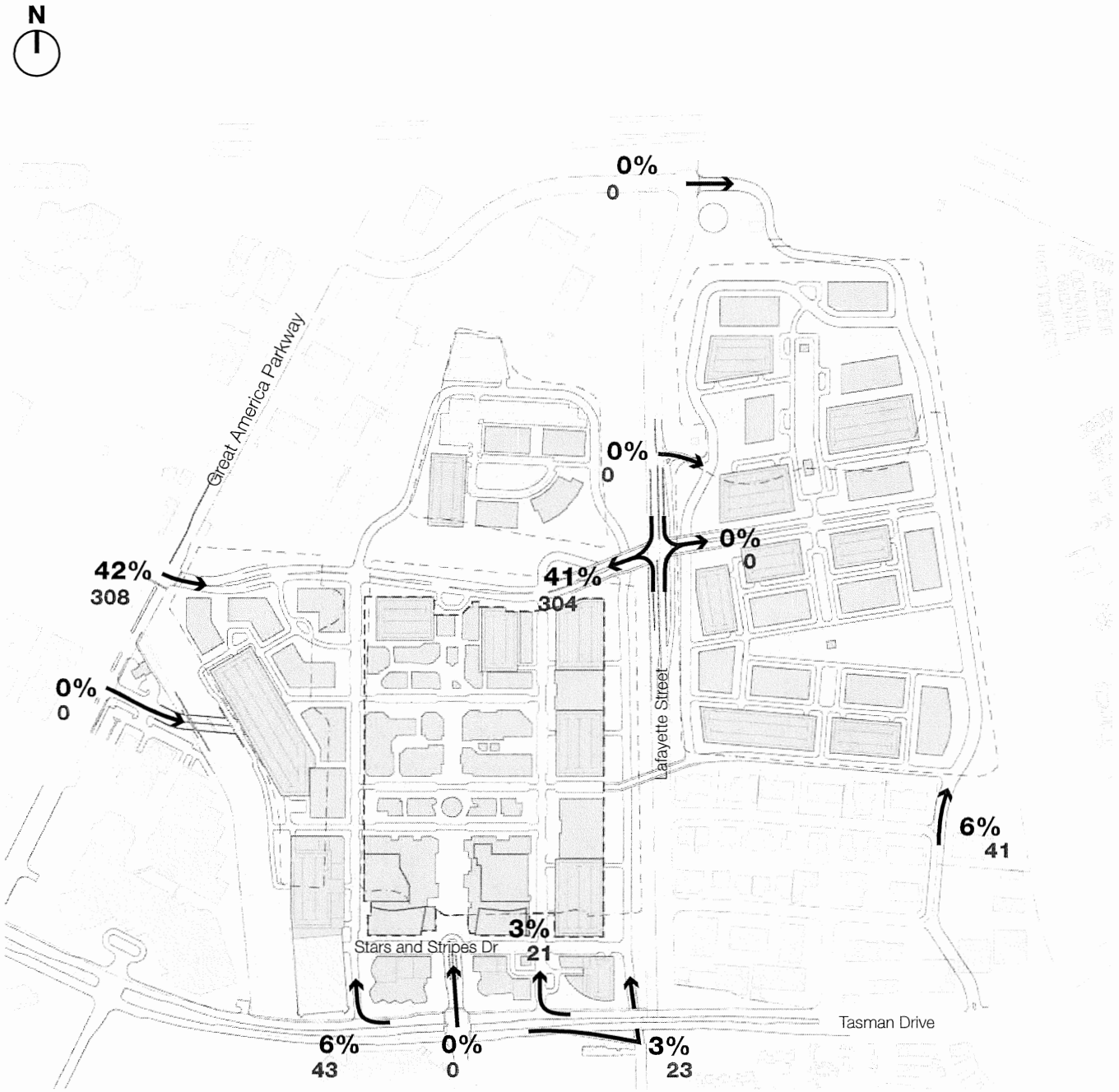
Table A2: 2040 Cumulative with EOS Project Mitigation Measures and Delay / LOS Results

#	Intersection	Peak Hour	FEIR Existing with Project (Scheme B)		Existing with Project (EOS)		Change	Comments
			Delay	LOS	Delay	LOS		
9	Convention Center / Tasman Drive	AM	18.2	B	18.4	B	0.2	FEIR indicating that no feasible mitigation could be provided at this intersection
		PM	**157.3**	**F**	**174.8**	**F**	17.5	
14	Lick Mill Boulevard / Tasman Drive	AM	**57.7**	**E**	**67.5**	**E**	9.8	FEIR indicates that only a partial mitigation could be provided at this intersection
		PM	**200.6**	**F**	**214.8**	**F**	14.2	
57	Great America Parkway / SR 237 WB Ramps (CMP)	AM	**116.5**	**F**	**113.9**	**F**	-2.6	No substantial increase in delay and mitigation measure identified in the FEIR would be appropriate
		PM	**55.3**	**E**	**56.4**	**E**	1.1	
58	Great America Parkway / SR 237 EB Ramps (CMP)	AM	72.0	E	79.8	E	7.8	No project impact, however as per the FEIR mitigation at this intersection will be provided to accommodate the proposed mitigation from intersection #57.
		PM	11.6	B	11.9	B	0.3	

The findings of this limited assessment indicate that the Existing with EOS Project scenario, no new project impact locations would be created with the EOS Program and redistribution of trips from Parcel 3 to Parcels 1, 2 and 5, nor would there be a substantial increase in the severity of previously identified impacts.

Memorandum

Appendix B – 2020 Background and 2040 Cumulative Project Driveway Trip Assignment



Legend

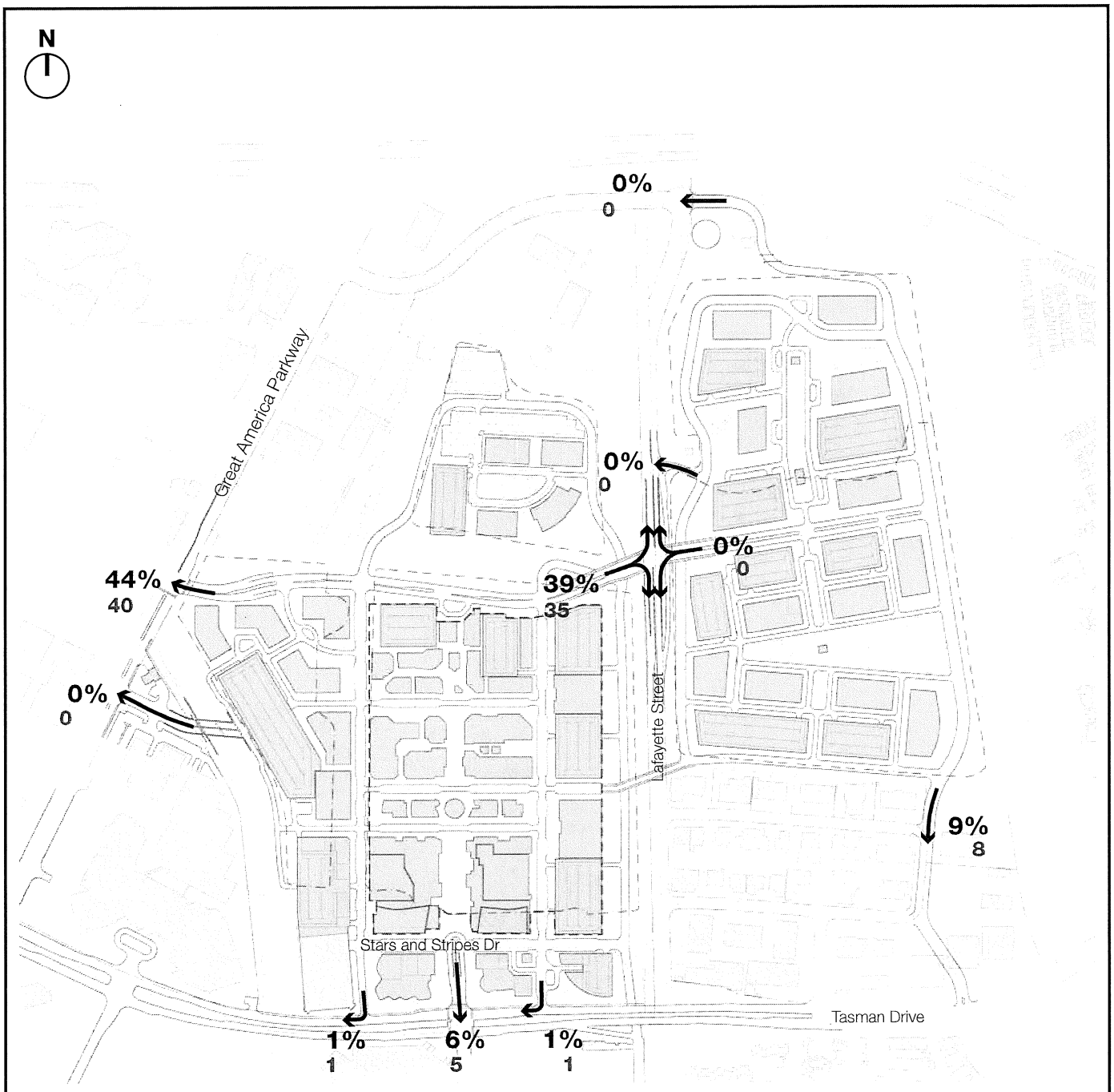
45% Site Access Trip Distribution

288 Site Access Number of Trips

Driveway volumes are rounded to the nearest vehicle

ARUP

Figure B.1
2020 Parcel 3 Project Driveway Trip Assignment
AM Inbound



Legend

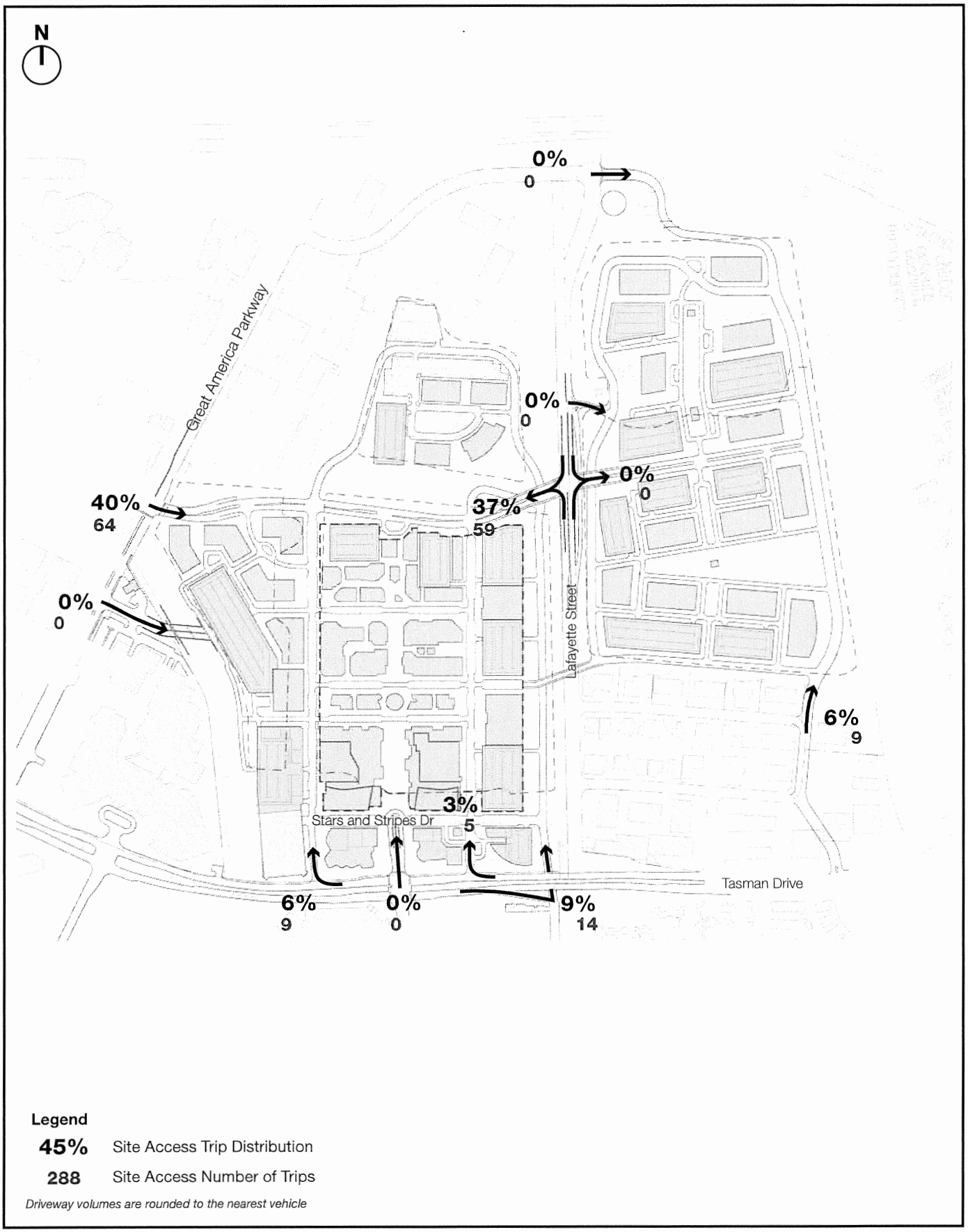
45% Site Access Trip Distribution

288 Site Access Number of Trips

Driveway volumes are rounded to the nearest vehicle

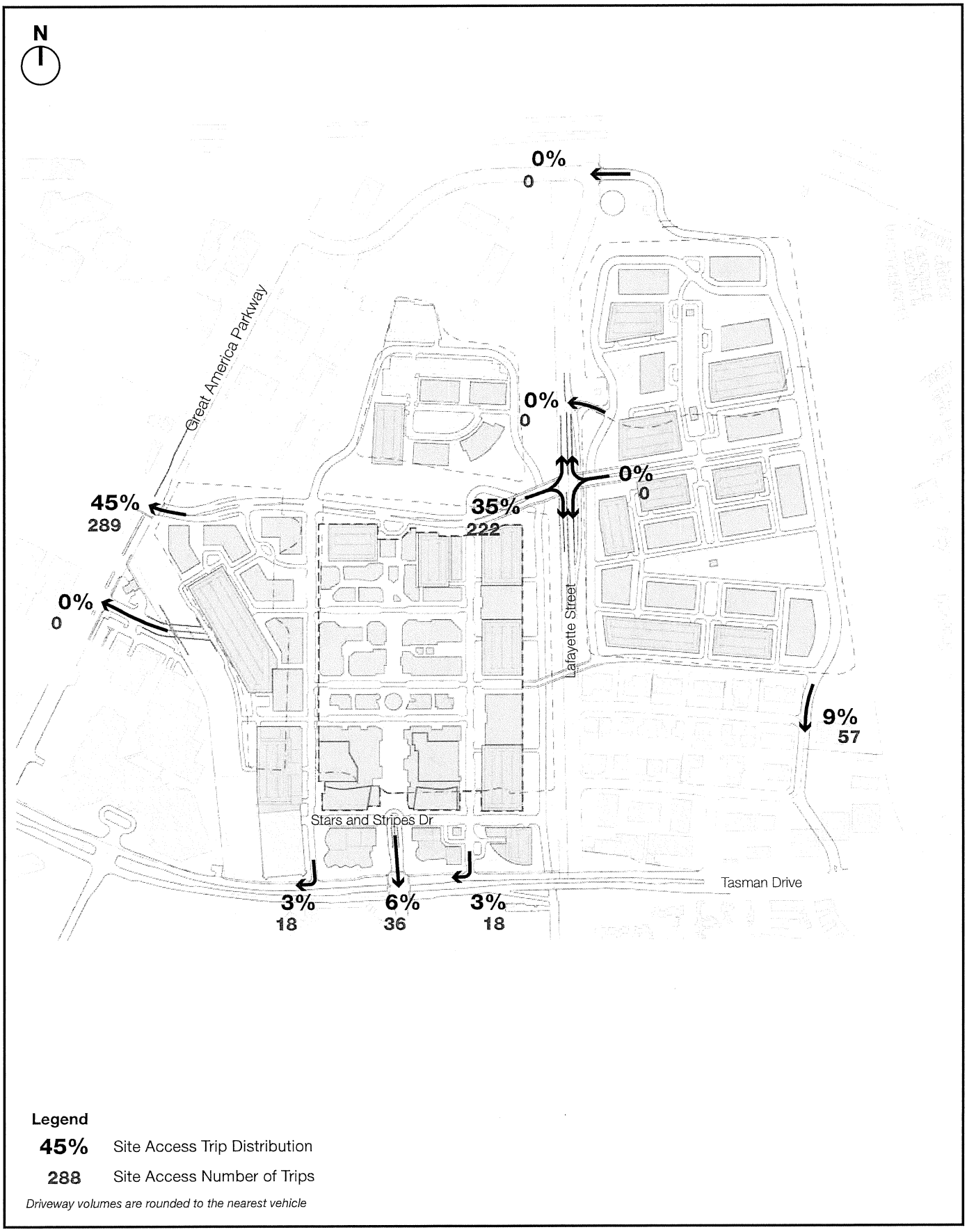
ARUP

Figure B.2
2020 Parcel 3 Project Driveway Trip Assignment
AM Outbound



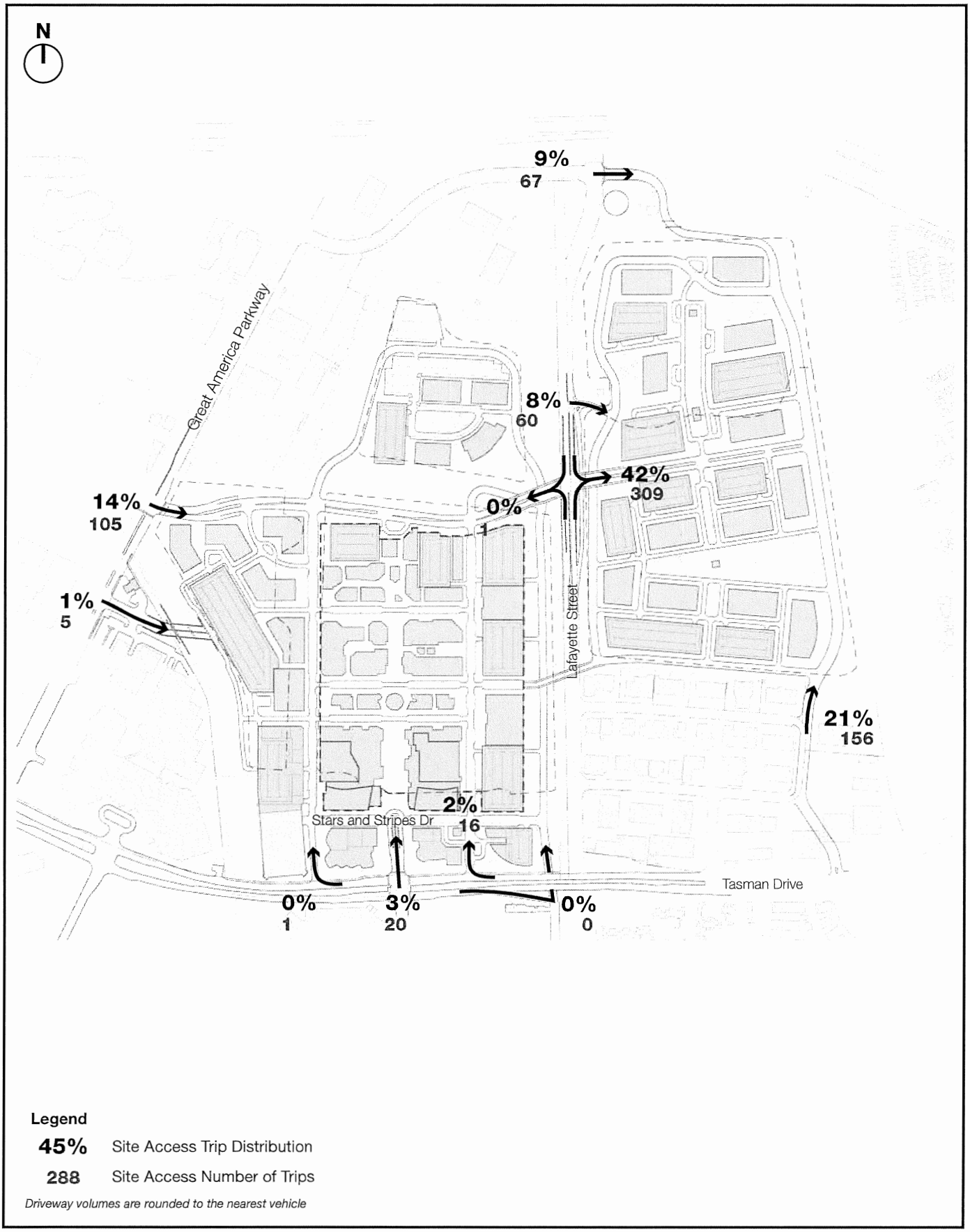
ARUP

Figure B.3
2020 Parcel 3 Project Driveway Trip Assignment
PM Inbound



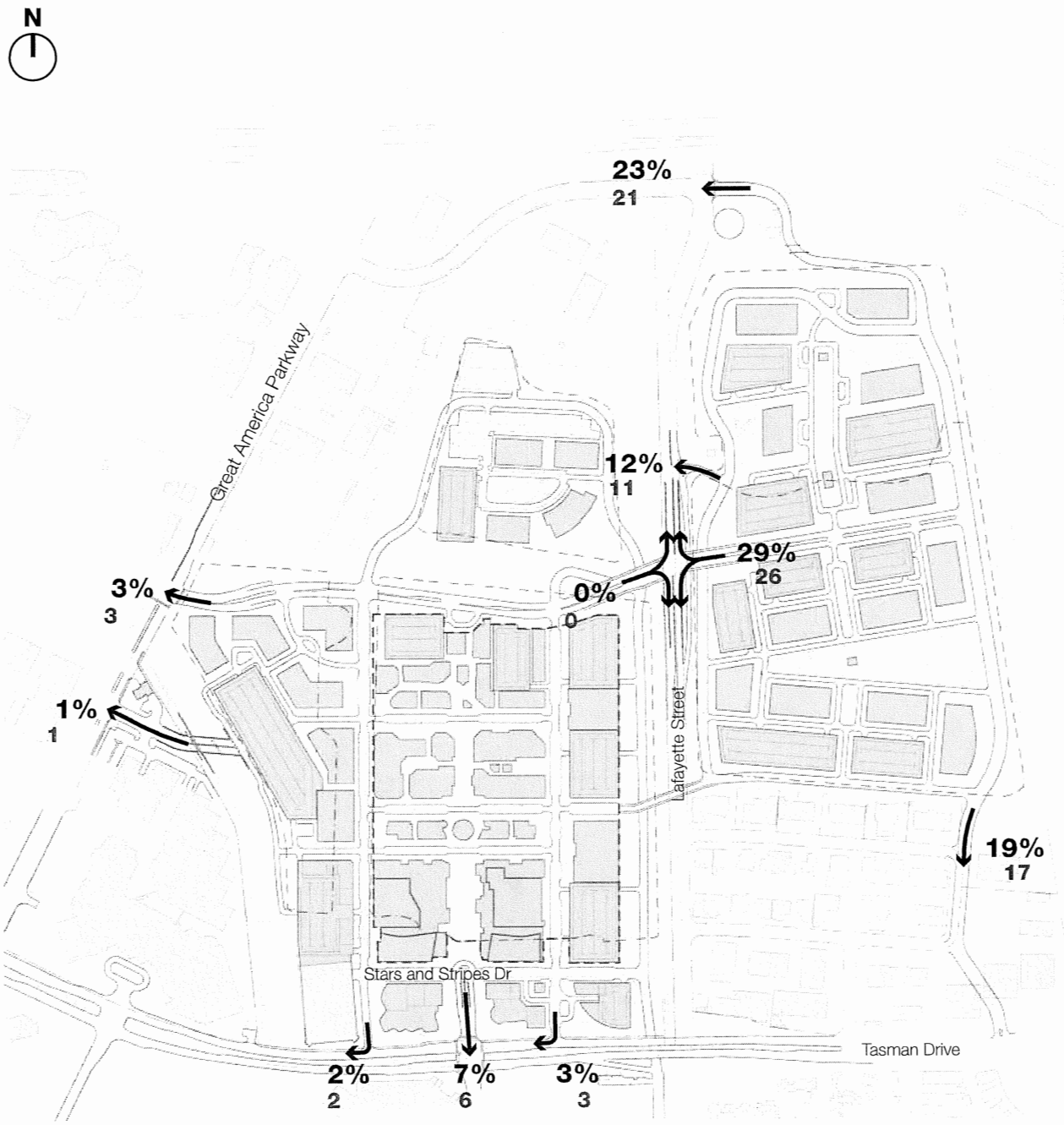
ARUP

Figure B.4
2020 Parcel 3 Project Driveway Trip Assignment
PM Outbound



ARUP

Figure B.5
2020 Background EOS Project Driveway Trip Assignment
AM Inbound



Legend

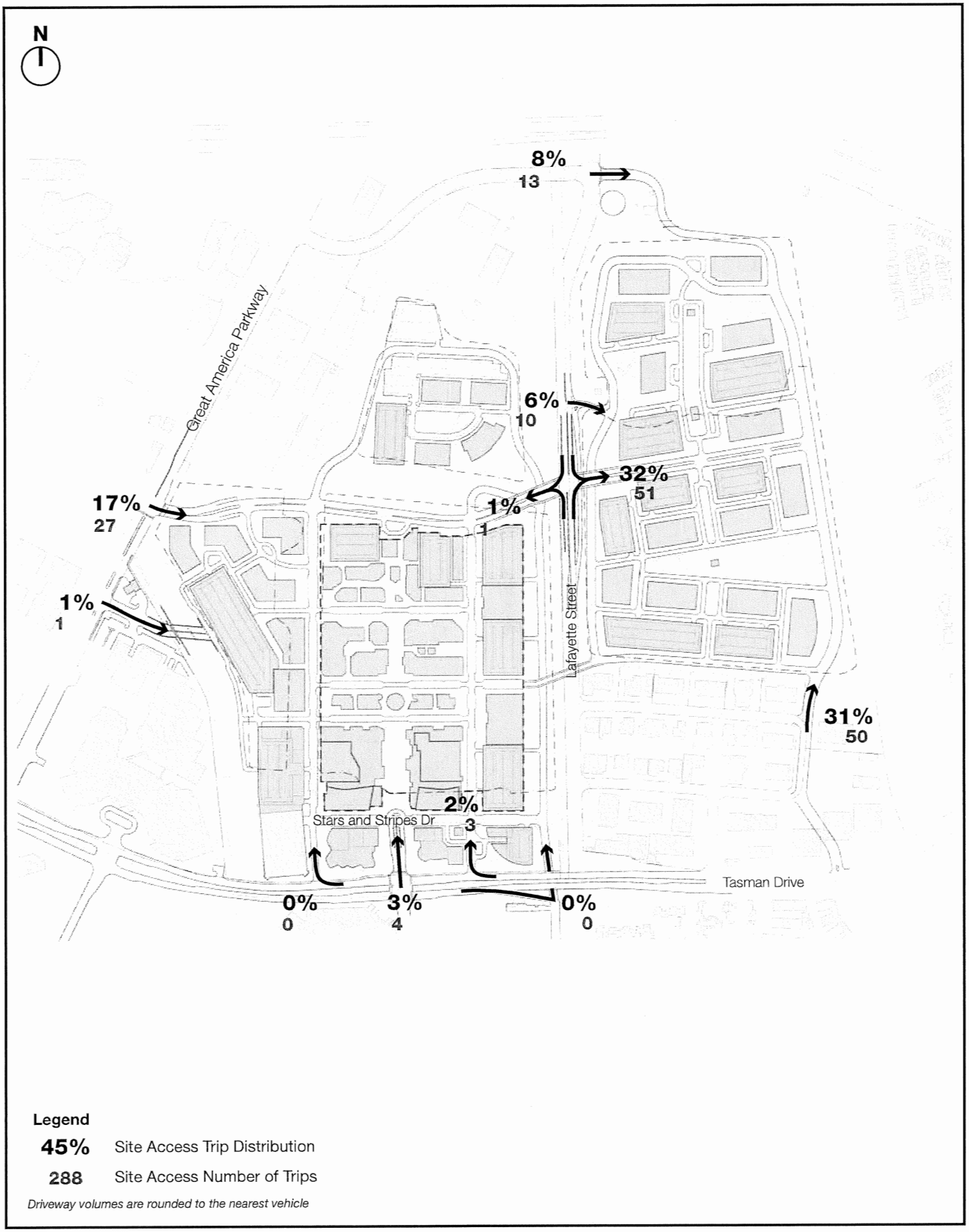
45% Site Access Trip Distribution

288 Site Access Number of Trips

Driveway volumes are rounded to the nearest vehicle

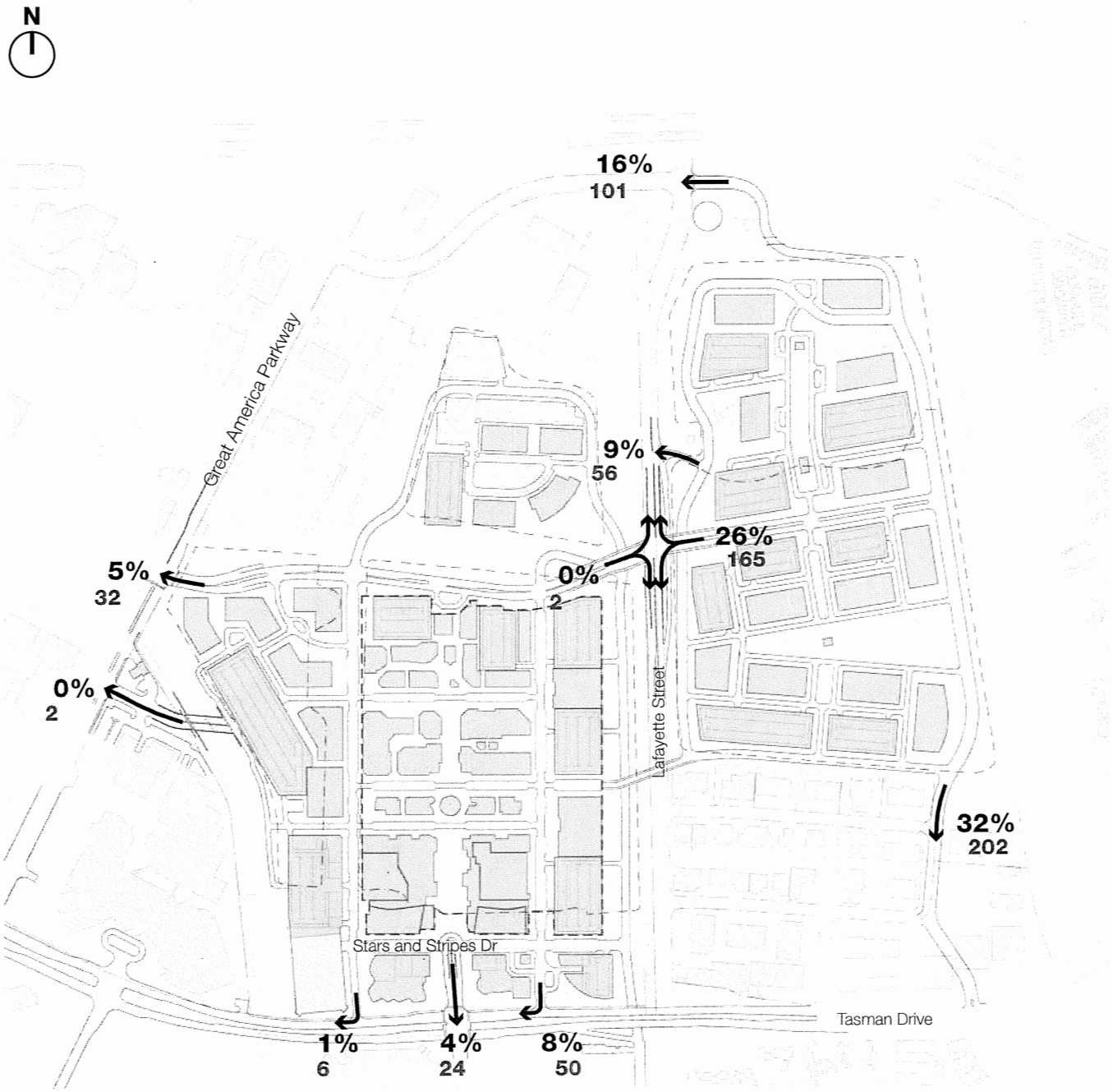
ARUP

Figure B.6
2020 Background EOS Project Driveway Trip Assignment
AM Outbound



ARUP

Figure B.7
2020 Background EOS Project Driveway Trip Assignment
PM Inbound



Legend

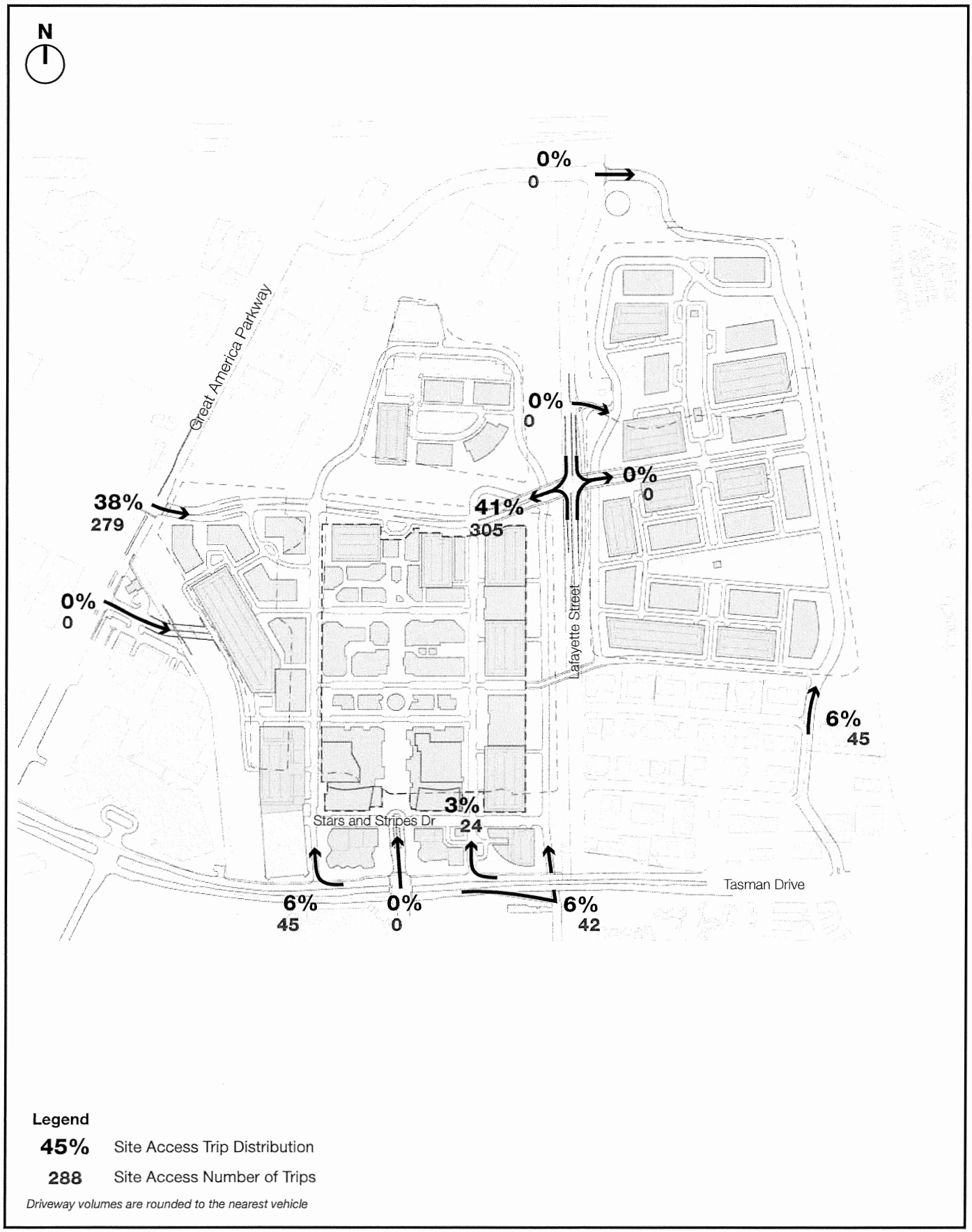
45% Site Access Trip Distribution

288 Site Access Number of Trips

Driveway volumes are rounded to the nearest vehicle

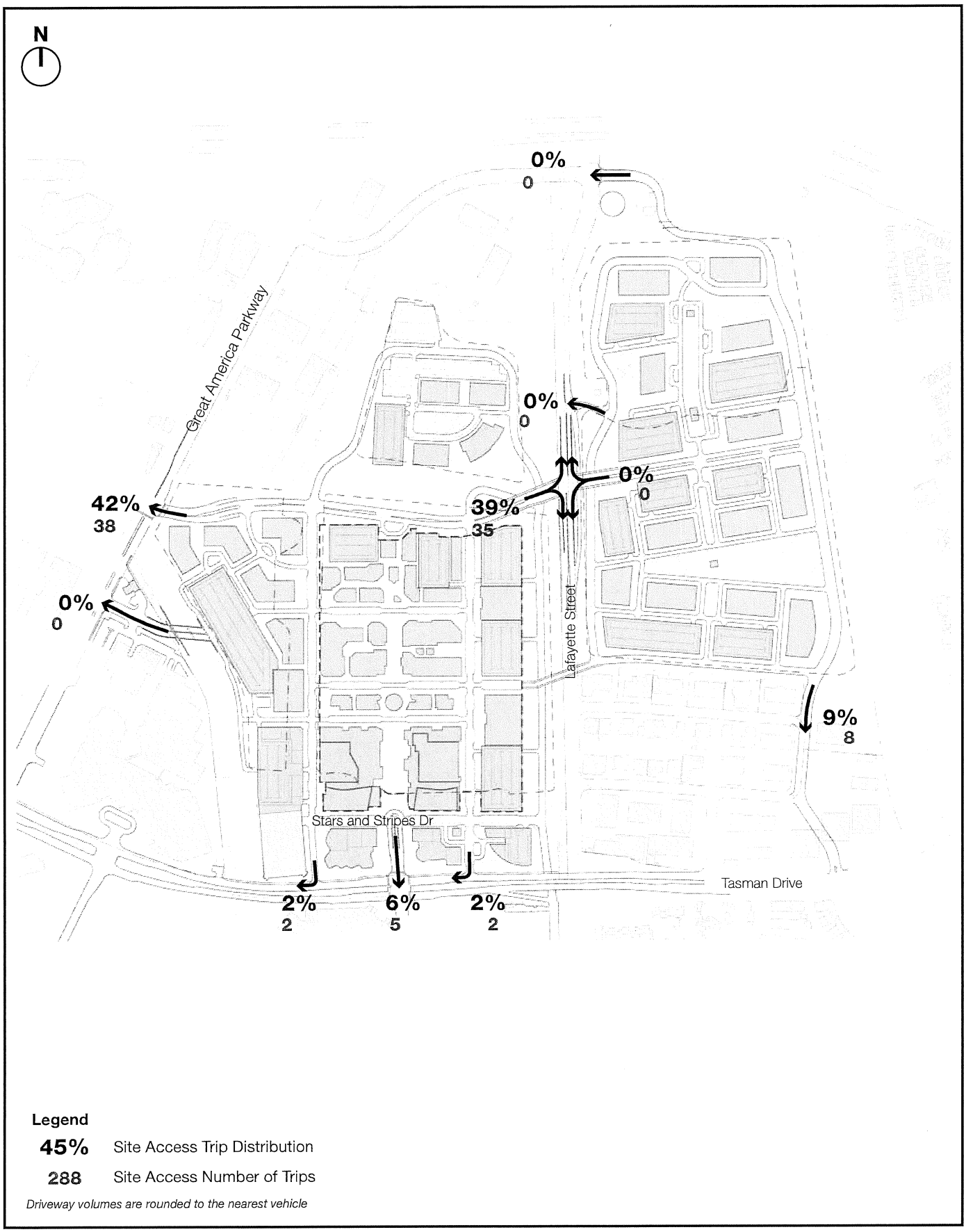
ARUP

Figure B.8
2020 Background EOS Project Driveway Trip Assignment
PM Outbound



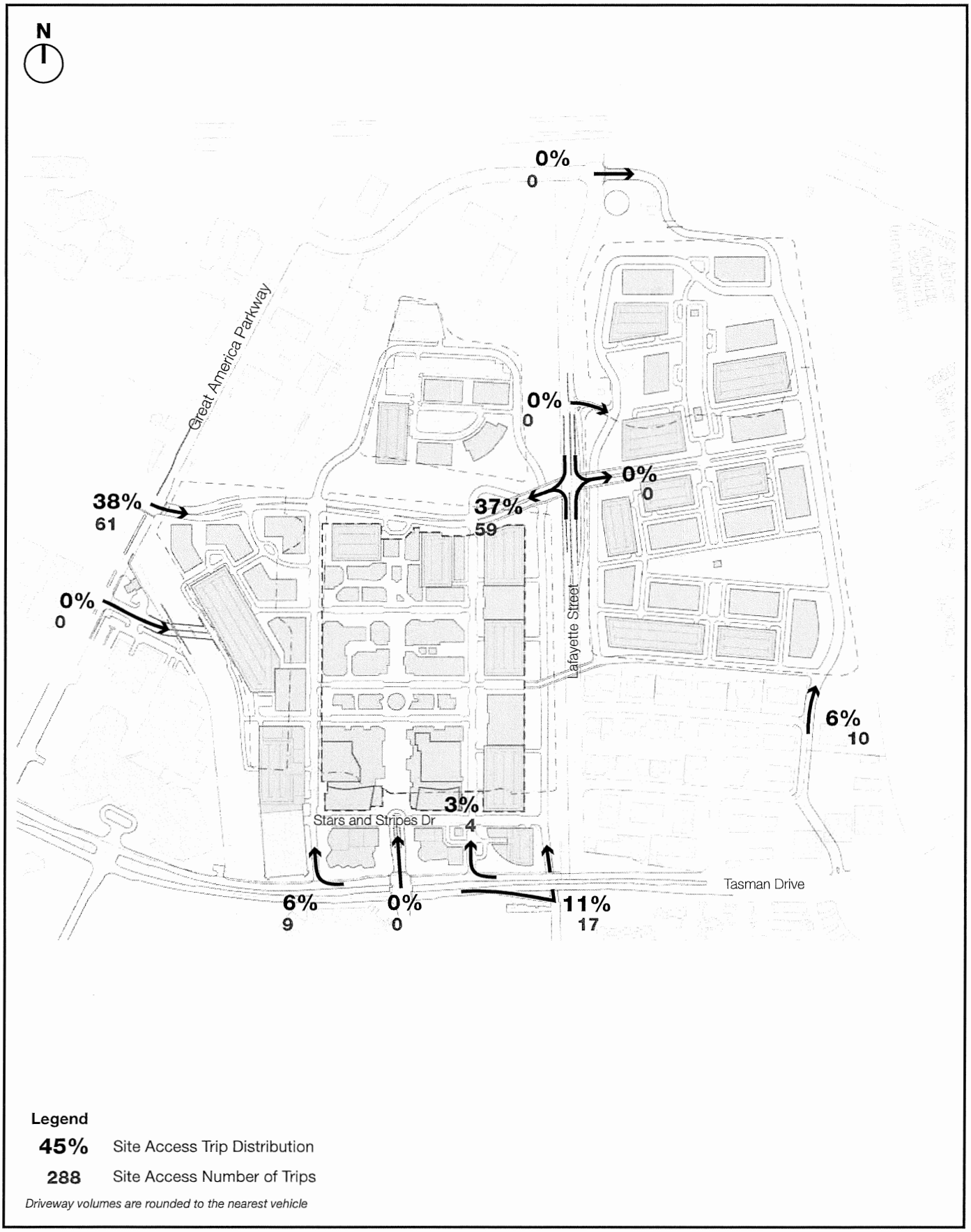
ARUP

Figure B.9
2040 Parcel 3 Project Driveway Trip Assignment
AM Inbound



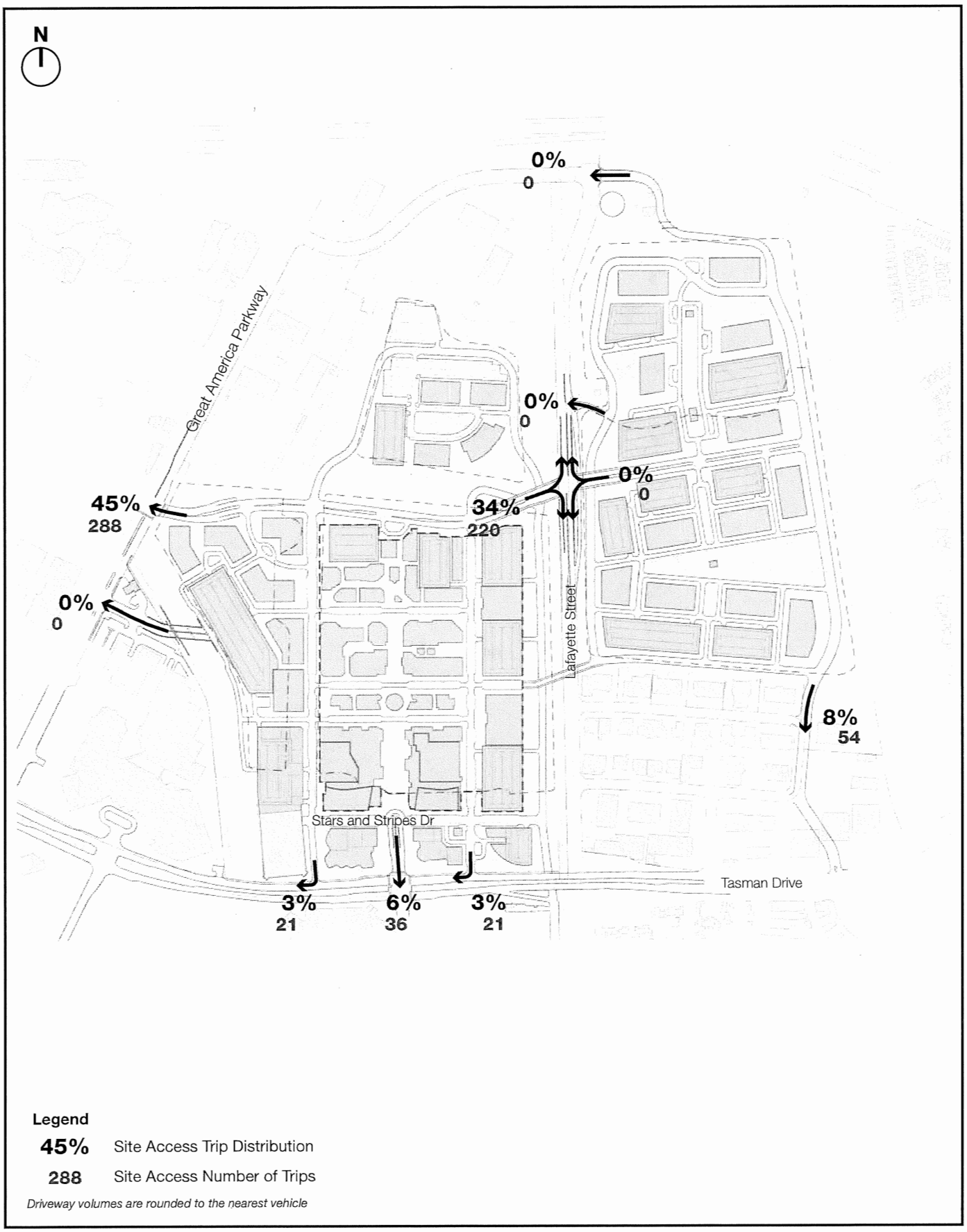
ARUP

Figure B.10
2040 Parcel 3 Project Driveway Trip Assignment
AM Outbound



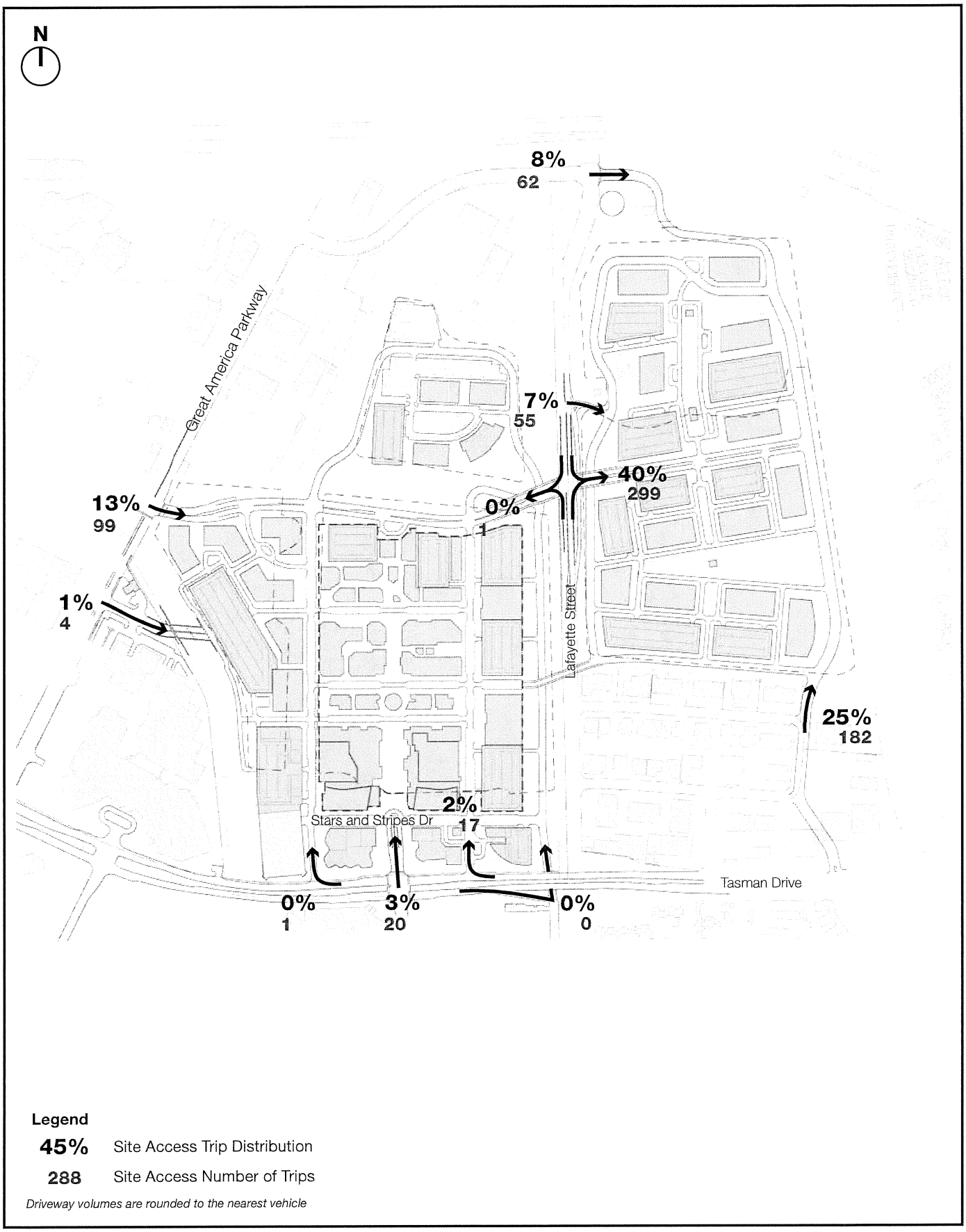
ARUP

Figure B.11
2040 Parcel 3 Project Driveway Trip Assignment
PM Inbound



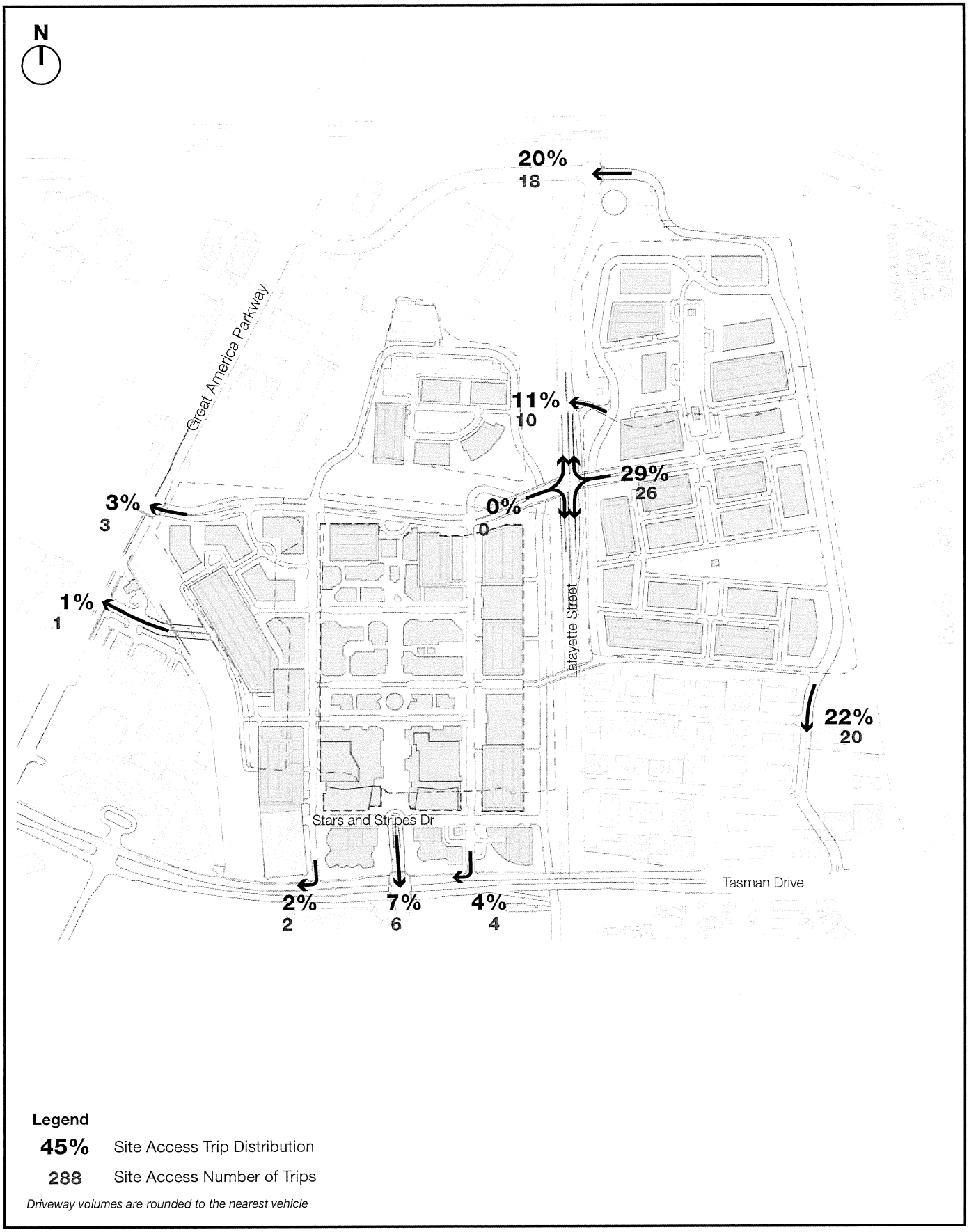
ARUP

Figure B.12
2040 Parcel 3 Project Driveway Trip Assignment
PM Outbound



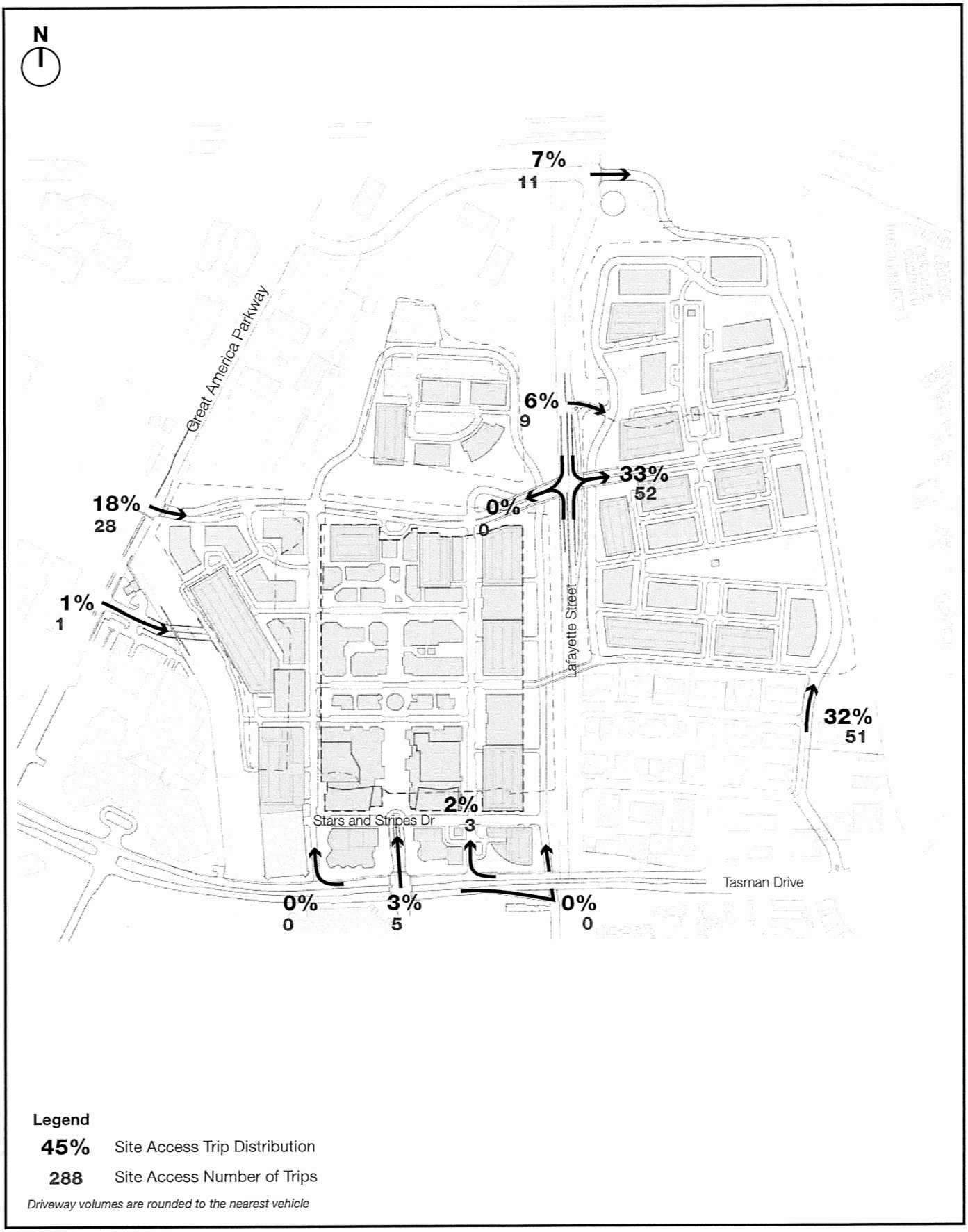
ARUP

Figure B.13
2040 Cumulative EOS Project Driveway Trip Assignment
AM Inbound



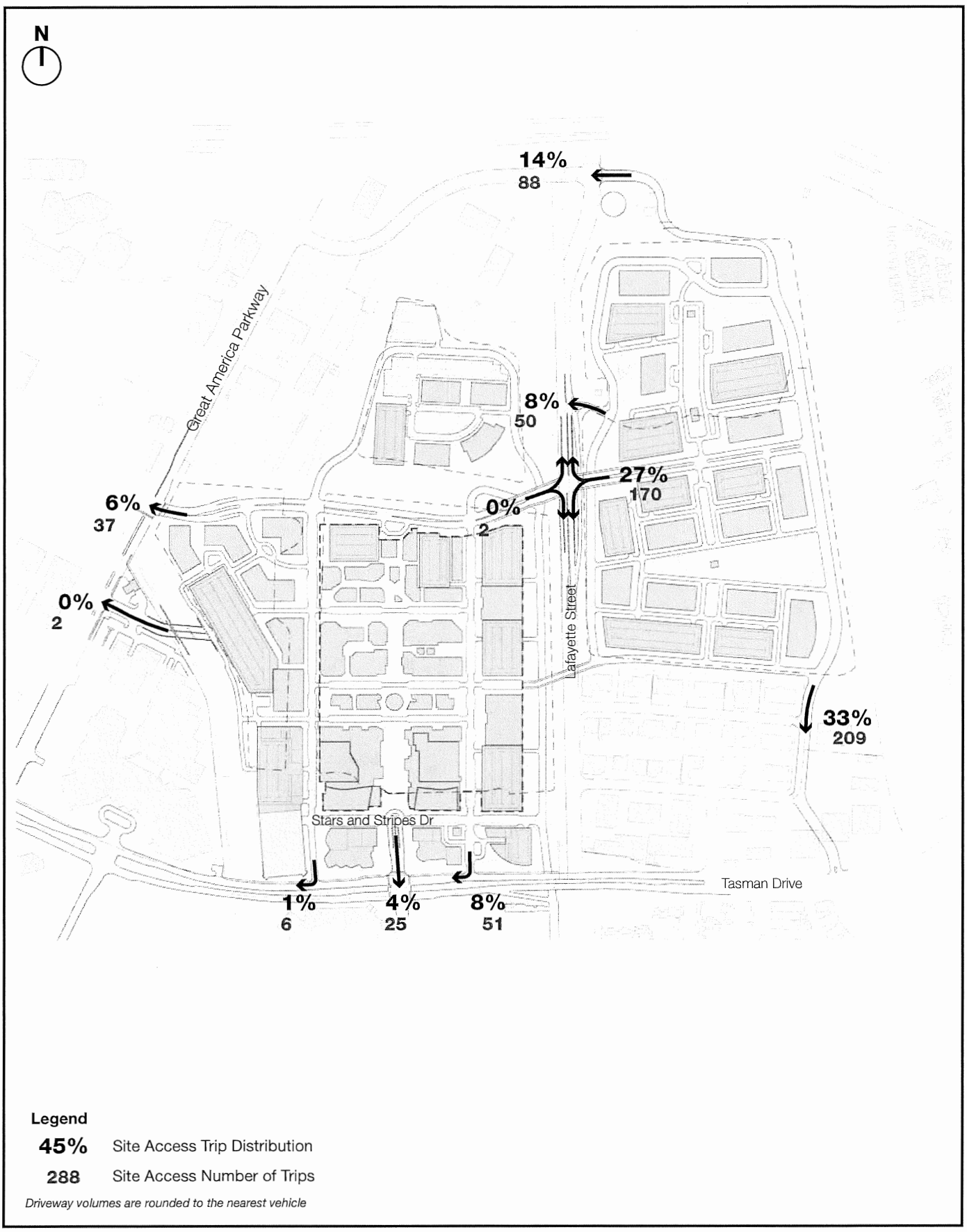
ARUP

Figure B.14
2040 Cumulative EOS Project Driveway Trip Assignment
AM Outbound



ARUP

Figure B.15
2040 Cumulative EOS Project Driveway Trip Assignment
PM Inbound



ARUP

Figure B.16
2040 Cumulative EOS Project Driveway Trip Assignment
PM Outbound

Memorandum

Appendix C – 2020 Background No Project and 2020 Background with EOS Project Comparison and 2040 Cumulative No Project and 2040 Cumulative with EOS Project Comparison Traffix Outputs

City Place Santa Clara
Parcel 3 Development Redistribution
May 2016

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

Intersection						2020 No Project AM Peak (EIR)				2020 EOS AM						???			
		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-	34.7	0.854	37.2	F	89.5	1.193	+ 0.339	131.5	+ 94.4	?	xx.x	x.xxx	xx.x
#9	Convention Center / Tasman Drive					B	17.3	0.533	17.2	D	47.1	0.771	+ 0.237	66.6	+ 49.5	?	xx.x	x.xxx	xx.x
#10	Future Driveway (west of Centennial Boulevard) / Tasman									A	6.5	0.758	+ 0.758	6.8	+ 6.8	?	xx.x	x.xxx	xx.x
#11	Centennial Boulevard / Tasman Drive					C+	20.4	0.604	21.0	F	108.8	1.077	+ 0.474	149.1	+ 128.1	?	xx.x	x.xxx	xx.x
#12	Future Driveway (east of Centennial Boulevard) / Tasman Drive									A	6.3	0.764	+ 0.764	7.1	+ 7.1	?	xx.x	x.xxx	xx.x
#13	Calle Del Sol / Tasman Drive					B	13.2	0.703	16.0	D	45.8	1.039	+ 0.336	69.2	+ 53.2	?	xx.x	x.xxx	xx.x
#14	Lick Mill Boulevard / Tasman Drive					C	23.1	0.636	21.7	F	102.4	1.186	+ 0.550	160.3	+ 138.6	?	xx.x	x.xxx	xx.x
#57	Great America Parkway / SR 237 WB Ramps (CMP)					C	26.5	0.902	30.5	F	101.9	1.250	+ 0.347	144.5	+ 114.1	?	xx.x	x.xxx	xx.x
#58	Great America Parkway / SR 237 EB Ramps (CMP)					B+	11.9	0.664	10.4	E-	78.5	1.183	+ 0.518	111.3	+ 100.9	?	xx.x	x.xxx	xx.x
#59	Great America Parkway / Yerba Buena (Great America) Way					C	29.3	0.702	26.5	F	125.9	1.132	+ 0.430	126.5	+ 100.0	?	xx.x	x.xxx	xx.x
#60	Great America Parkway / Old Mountain View-Alviso Road					C+	20.6	0.589	21.9	E-	79.7	0.946	+ 0.357	122.1	+ 100.3	?	xx.x	x.xxx	xx.x
#61	Great America Parkway / Future Driveway (south of Old									C+	22.1	0.770	+ 0.518	35.4	+ 35.0	?	xx.x	x.xxx	xx.x
#62	Great America Parkway / Future Driveway (north of Bunker Hill									C	23.9	0.729	+ 0.643	32.4	+ 32.1	?	xx.x	x.xxx	xx.x
#63	Great America Parkway / Bunker Hill Lane					B	13.2	0.460	13.3	B	12.5	0.557	+ 0.096	12.2	- 1.0	?	xx.x	x.xxx	xx.x
#84	Gold Street / Gold Street Connector					C	23.3	0.465	27.1	F	138.6	1.278	+ 0.813	166.5	+ 139.4	?	xx.x	x.xxx	xx.x
#85	Lafayette Street / Great America Way						Unsignalized Intersection			D-	53.7	0.962	+ 0.677	65.6	+ 44.7	?	xx.x	x.xxx	xx.x
#86	Lafayette Street / Future Driveway (south of Great America									B-	18.4	0.542	+ 0.542	24.4	+ 24.4	?	xx.x	x.xxx	xx.x
#87	Lafayette Street / Future Urban Interchange									D+	35.3	0.819	+ 0.819	39.0	+ 39.0	?	xx.x	x.xxx	xx.x
#89	Lafayette Street / Calle Del Mundo					C	0.6	0.062	0.6	F	2.5	0.900	+ 0.838	2.5	+ 1.9	?	xx.x	x.xxx	xx.x
#90	Lafayette Street / Calle De Luna					B	16.4	0.495	16.3	E-	76.7	1.094	+ 0.599	90.1	+ 73.8	?	xx.x	x.xxx	xx.x
#114	Calle Del Sol / Calle Del Luna					C	8.2	0.165	8.2	E	10.8	0.304	+ 0.139	10.8	+ 2.6	?	xx.x	x.xxx	xx.x
#123	Great America Parkway and Gold Street Connector					B+	11.9	0.293	15.4	D	43.3	0.932	+ 0.639	47.2	+ 31.8	?	xx.x	x.xxx	xx.x

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City Place Santa Clara
Parcel 3 Development Redistribution
May 2016

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

Intersection						2020 PM Peak (EIR)				2020 EOS 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)					D-	51.8	0.992	63.1	F	246.7	1.666	+ 0.674	368.0	+ 305.0	?	xx.x	x.xxx	xx.x
#9	Convention Center / Tasman Drive					C+	21.9	0.705	24.6	F	138.7	1.048	+ 0.343	189.4	+ 164.8	?	xx.x	x.xxx	xx.x
#10	Future Driveway (west of Centennial Boulevard) / Tasman									C-	34.6	0.997	+ 0.997	35.4	+ 35.4	?	xx.x	x.xxx	xx.x
#11	Centennial Boulevard / Tasman Drive					C	24.1	0.670	27.0	F	192.5	1.274	+ 0.604	235.4	+ 208.4	?	xx.x	x.xxx	xx.x
#12	Future Driveway (east of Centennial Boulevard) / Tasman Drive									C	24.2	0.910	+ 0.910	26.4	+ 26.4	?	xx.x	x.xxx	xx.x
#13	Calle Del Sol / Tasman Drive					B-	19.0	0.704	17.9	F	81.4	1.204	+ 0.500	126.7	+ 108.8	?	xx.x	x.xxx	xx.x
#14	Lick Mill Boulevard / Tasman Drive					C-	32.3	0.772	47.5	F	169.5	1.425	+ 0.652	237.9	+ 190.4	?	xx.x	x.xxx	xx.x
#57	Great America Parkway / SR 237 WB Ramps (CMP)					B-	19.5	0.587	22.2	E	73.7	1.123	+ 0.537	95.8	+ 73.6	?	xx.x	x.xxx	xx.x
#58	Great America Parkway / SR 237 EB Ramps (CMP)					B+	10.9	0.719	14.2	C	24.2	0.995	+ 0.276	37.1	+ 22.9	?	xx.x	x.xxx	xx.x
#59	Great America Parkway / Yerba Buena (Great America) Way					C-	34.7	0.873	37.9	F	150.7	1.374	+ 0.501	209.0	+ 171.1	?	xx.x	x.xxx	xx.x
#60	Great America Parkway / Old Mountain View-Alviso Road					D+	37.2	0.783	45.8	F	103.9	1.002	+ 0.219	155.5	+ 109.7	?	xx.x	x.xxx	xx.x
#61	Great America Parkway / Future Driveway (south of Old									C+	20.4	0.657	+ 0.405	27.1	+ 26.7	?	xx.x	x.xxx	xx.x
#62	Great America Parkway / Future Driveway (north of Bunker Hill									C	26.0	0.739	+ 0.655	30.8	+ 30.5	?	xx.x	x.xxx	xx.x
#63	Great America Parkway / Bunker Hill Lane					B	15.7	0.531	14.8	B	16.1	0.736	+ 0.205	16.5	+ 1.8	?	xx.x	x.xxx	xx.x
#84	Gold Street / Gold Street Connector					C+	21.7	0.358	25.2	D+	36.8	0.901	+ 0.543	48.9	+ 23.7	?	xx.x	x.xxx	xx.x
#85	Lafayette Street / Great America Way						Unsignalized Intersection			D+	36.1	0.726	+ 0.104	37.9	+ 5.9	?	xx.x	x.xxx	xx.x
#86	Lafayette Street / Future Driveway (south of Great America									C+	20.8	0.508	+ 0.508	18.4	+ 18.4	?	xx.x	x.xxx	xx.x
#87	Lafayette Street / Future Urban Interchange									D+	35.2	0.737	+ 0.737	42.2	+ 42.2	?	xx.x	x.xxx	xx.x
#89	Lafayette Street / Calle Del Mundo					B	0.3	0.036	0.3	F	2.9	0.913	+ 0.877	2.9	+ 2.6	?	xx.x	x.xxx	xx.x
#90	Lafayette Street / Calle De Luna					B-	19.6	0.429	16.4	C	25.3	0.885	+ 0.457	25.7	+ 9.3	?	xx.x	x.xxx	xx.x
#114	Calle Del Sol / Calle Del Luna					C	9.3	0.238	9.3	F	16.9	0.465	+ 0.227	16.9	+ 7.6	?	xx.x	x.xxx	xx.x
#123	Great America Parkway and Gold Street Connector					B	13.6	0.368	14.9	B	12.9	0.528	+ 0.160	12.6	- 2.3	?	xx.x	x.xxx	xx.x

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Future Volume Alternative

Intersection						2040 AM Peak (EIR)				2040 EOS AM						???			
		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	128.4	1.173	171.4	F	162.5	1.427	+ 0.254	234.4	+ 63.1	?	xx.x	x.xxx	xx.x
#9	Convention Center / Tasman Drive					F	125.3	0.917	159.0	F	132.1	0.980	+ 0.063	200.6	+ 41.6	?	xx.x	x.xxx	xx.x
#10	Future Driveway (west of Centennial Boulevard) / Tasman									A	5.9	0.836	+ 0.836	6.2	+ 6.2	?	xx.x	x.xxx	xx.x
#11	Centennial Boulevard / Tasman Drive					F	111.1	0.938	140.2	F	165.9	1.236	+ 0.298	231.5	+ 91.3	?	xx.x	x.xxx	xx.x
#12	Future Driveway (east of Centennial Boulevard) / Tasman Drive									C+	22.6	0.853	+ 0.853	21.0	+ 21.0	?	xx.x	x.xxx	xx.x
#13	Calle Del Sol / Tasman Drive					D	44.0	0.987	55.1	F	124.7	1.287	+ 0.300	180.1	+ 125.0	?	xx.x	x.xxx	xx.x
#14	Lick Mill Boulevard / Tasman Drive					E	61.1	0.910	76.3	F	196.5	1.488	+ 0.579	305.3	+ 229.0	?	xx.x	x.xxx	xx.x
#57	Great America Parkway / SR 237 WB Ramps (CMP)					C	27.9	0.915	32.4	F	87.4	1.206	+ 0.291	125.4	+ 92.9	?	xx.x	x.xxx	xx.x
#58	Great America Parkway / SR 237 EB Ramps (CMP)					B	13.3	0.696	12.3	E	70.0	1.144	+ 0.448	95.0	+ 82.7	?	xx.x	x.xxx	xx.x
#59	Great America Parkway / Yerba Buena (Great America) Way					C	29.9	0.722	28.2	E	73.0	0.988	+ 0.267	76.8	+ 48.6	?	xx.x	x.xxx	xx.x
#60	Great America Parkway / Old Mountain View-Alviso Road					C+	21.9	0.629	23.8	F	80.4	0.937	+ 0.308	121.9	+ 98.1	?	xx.x	x.xxx	xx.x
#61	Great America Parkway / Future Driveway (south of Old									C+	20.4	0.710	+ 0.458	32.7	+ 32.3	?	xx.x	x.xxx	xx.x
#62	Great America Parkway / Future Driveway (north of Bunker Hill									C+	21.1	0.692	+ 0.606	28.9	+ 28.6	?	xx.x	x.xxx	xx.x
#63	Great America Parkway / Bunker Hill Lane					B	14.5	0.538	16.3	B	13.6	0.572	+ 0.033	12.3	- 4.0	?	xx.x	x.xxx	xx.x
#84	Gold Street / Gold Street Connector					C	24.3	0.502	28.5	F	116.2	1.198	+ 0.696	135.6	+ 107.1	?	xx.x	x.xxx	xx.x
#85	Lafayette Street / Great America Way						Unsignalized Intersection			D	46.2	0.899	+ 0.570	54.3	+ 25.5	?	xx.x	x.xxx	xx.x
#86	Lafayette Street / Future Driveway (south of Great America									B	17.5	0.549	+ 0.549	22.7	+ 22.7	?	xx.x	x.xxx	xx.x
#87	Lafayette Street / Future Urban Interchange									D+	36.8	0.860	+ 0.860	41.4	+ 41.4	?	xx.x	x.xxx	xx.x
#89	Lafayette Street / Calle Del Mundo					C	0.6	0.074	0.6	F	4.0	1.406	+ 1.332	4.0	+ 3.3	?	xx.x	x.xxx	xx.x
#90	Lafayette Street / Calle De Luna					B	17.9	0.550	18.0	F	112.7	1.187	+ 0.637	133.2	+ 115.2	?	xx.x	x.xxx	xx.x
#114	Calle Del Sol / Calle Del Luna					C	8.4	0.202	8.4	F	12.8	0.376	+ 0.174	12.8	+ 4.4	?	xx.x	x.xxx	xx.x
#123	Great America Parkway and Gold Street Connector					B+	11.5	0.300	15.2	C	30.0	0.874	+ 0.575	32.2	+ 17.0	?	xx.x	x.xxx	xx.x

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Parcel 3 Development Redistribution
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Future Volume Alternative

Intersection						2040 PM Peak (EIR)				2040 EOS 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	125.7	1.275	180.8	F	316.7	1.862	+ 0.587	460.5	+ 279.7	?	xx.x	x.xxx	xx.x
#9	Convention Center / Tasman Drive					D+	36.9	0.837	48.4	F	182.0	1.128	+ 0.291	232.8	+ 184.4	?	xx.x	x.xxx	xx.x
#10	Future Driveway (west of Centennial Boulevard) / Tasman									D	48.1	1.046	+ 1.046	49.2	+ 49.2	?	xx.x	x.xxx	xx.x
#11	Centennial Boulevard / Tasman Drive					D	46.1	0.770	66.4	F	211.4	1.338	+ 0.568	267.6	+ 201.1	?	xx.x	x.xxx	xx.x
#12	Future Driveway (east of Centennial Boulevard) / Tasman Drive									C	29.6	0.955	+ 0.955	32.5	+ 32.5	?	xx.x	x.xxx	xx.x
#13	Calle Del Sol / Tasman Drive					C+	20.9	0.859	28.0	F	115.7	1.329	+ 0.470	179.2	+ 151.3	?	xx.x	x.xxx	xx.x
#14	Lick Mill Boulevard / Tasman Drive					F	89.7	1.029	159.4	F	270.4	1.766	+ 0.737	398.3	+ 238.8	?	xx.x	x.xxx	xx.x
#57	Great America Parkway / SR 237 WB Ramps (CMP)					B-	20.0	0.635	23.4	D	43.4	1.000	+ 0.365	55.4	+ 31.9	?	xx.x	x.xxx	xx.x
#58	Great America Parkway / SR 237 EB Ramps (CMP)					B	13.5	0.786	17.7	C	28.2	1.014	+ 0.228	43.7	+ 26.0	?	xx.x	x.xxx	xx.x
#59	Great America Parkway / Yerba Buena (Great America) Way					E+	59.0	1.029	68.0	F	176.5	1.453	+ 0.424	244.9	+ 176.9	?	xx.x	x.xxx	xx.x
#60	Great America Parkway / Old Mountain View-Alviso Road					D	48.9	0.838	65.9	F	105.7	0.998	+ 0.160	153.4	+ 87.6	?	xx.x	x.xxx	xx.x
#61	Great America Parkway / Future Driveway (south of Old									C+	20.5	0.681	+ 0.429	26.7	+ 26.3	?	xx.x	x.xxx	xx.x
#62	Great America Parkway / Future Driveway (north of Bunker Hill									C	25.6	0.767	+ 0.682	30.5	+ 30.2	?	xx.x	x.xxx	xx.x
#63	Great America Parkway / Bunker Hill Lane					B	16.8	0.609	16.5	B-	18.2	0.772	+ 0.163	19.5	+ 3.1	?	xx.x	x.xxx	xx.x
#84	Gold Street / Gold Street Connector					C+	21.8	0.422	25.0	C-	34.1	0.855	+ 0.433	43.7	+ 18.6	?	xx.x	x.xxx	xx.x
#85	Lafayette Street / Great America Way					Unsignalized Intersection				D	39.1	0.805	- 0.011	41.0	+ 0.7	?	xx.x	x.xxx	xx.x
#86	Lafayette Street / Future Driveway (south of Great America									C+	20.1	0.454	+ 0.454	17.4	+ 17.4	?	xx.x	x.xxx	xx.x
#87	Lafayette Street / Future Urban Interchange									C	31.5	0.580	+ 0.580	38.8	+ 38.8	?	xx.x	x.xxx	xx.x
#89	Lafayette Street / Calle Del Mundo					C	0.3	0.052	0.3	F	4.1	1.182	+ 1.130	4.1	+ 3.8	?	xx.x	x.xxx	xx.x
#90	Lafayette Street / Calle De Luna					B-	18.5	0.545	16.3	C	27.4	0.929	+ 0.384	29.5	+ 13.2	?	xx.x	x.xxx	xx.x
#114	Calle Del Sol / Calle Del Luna					D	9.7	0.269	9.7	F	22.1	0.585	+ 0.316	22.1	+ 12.4	?	xx.x	x.xxx	xx.x
#123	Great America Parkway and Gold Street Connector					B	13.8	0.413	14.9	B	12.7	0.502	+ 0.090	12.3	- 2.7	?	xx.x	x.xxx	xx.x

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Memorandum

Appendix D – EOS Program Traffix Output

City Place Santa Clara
Parcel 3 Development Redistribution
May 2016

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

Intersection		2020 EOS AM				2020 EOS 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	89.5	1.193	131.5	F	246.7	1.666	368.0	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#9	Convention Center / Tasman Drive	D	47.1	0.771	66.6	F	138.7	1.048	189.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#10	Future Driveway (west of Centennial Boulevard) / Tasman	A	6.5	0.758	6.8	C-	34.6	0.997	35.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#11	Centennial Boulevard / Tasman Drive	F	108.8	1.077	149.1	F	192.5	1.274	235.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#12	Future Driveway (east of Centennial Boulevard) / Tasman Drive	A	6.3	0.764	7.1	C	24.2	0.910	26.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#13	Calle Del Sol / Tasman Drive	D	45.8	1.039	69.2	F	81.4	1.204	126.7	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#14	Lick Mill Boulevard / Tasman Drive	F	102.4	1.186	160.3	F	169.5	1.425	237.9	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#57	Great America Parkway / SR 237 WB Ramps (CMP)	F	101.9	1.250	144.5	E	73.7	1.123	95.8	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#58	Great America Parkway / SR 237 EB Ramps (CMP)	E-	78.5	1.183	111.3	C	24.2	0.995	37.1	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#59	Great America Parkway / Yerba Buena (Great America) Way	F	125.9	1.132	126.5	F	150.7	1.374	209.0	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#60	Great America Parkway / Old Mountain View-Alviso Road	E-	79.7	0.946	122.1	F	103.9	1.002	155.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#61	Great America Parkway / Future Driveway (south of Old	C+	22.1	0.770	35.4	C+	20.4	0.657	27.1	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#62	Great America Parkway / Future Driveway (north of Bunker Hill	C	23.9	0.729	32.4	C	26.0	0.739	30.8	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#63	Great America Parkway / Bunker Hill Lane	B	12.5	0.557	12.2	B	16.1	0.736	16.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#84	Gold Street / Gold Street Connector	F	138.6	1.278	166.5	D+	36.8	0.901	48.9	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#85	Lafayette Street / Great America Way	D-	53.7	0.962	65.6	D+	36.1	0.726	37.9	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#86	Lafayette Street / Future Driveway (south of Great America	B-	18.4	0.542	24.4	C+	20.8	0.508	18.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#87	Lafayette Street / Future Urban Interchange	D+	35.3	0.819	39.0	D+	35.2	0.737	42.2	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#89	Lafayette Street / Calle Del Mundo	F	366.3	0.900	2.5	F	199.5	0.913	2.9	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#90	Lafayette Street / Calle De Luna	E-	76.7	1.094	90.1	C	25.3	0.885	25.7	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#114	Calle Del Sol / Calle Del Luna	E	36.7	0.304	10.8	F	87.0	0.465	16.9	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#123	Great America Parkway and Golde Street Connector	D	43.3	0.932	47.2	B	12.9	0.528	12.6	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x

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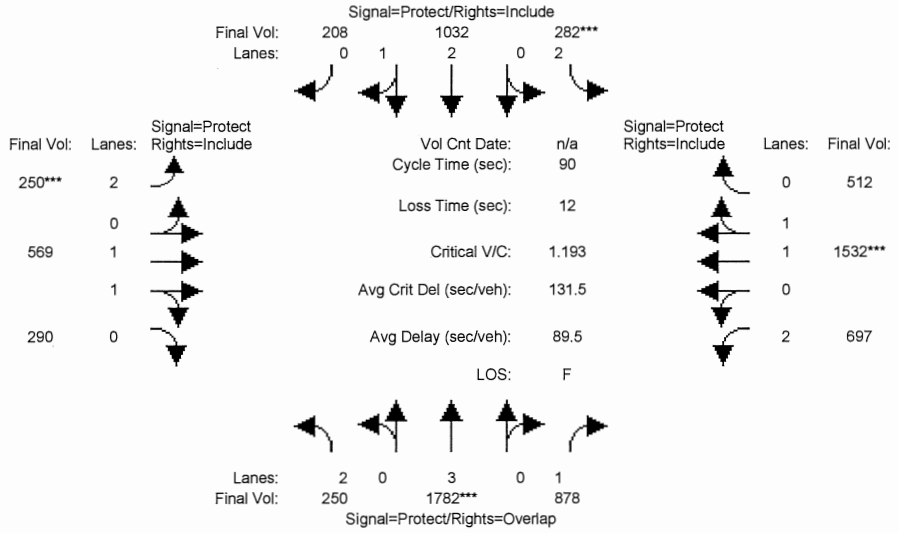
City Place Santa Clara
Parcel 3 Development Redistribution
May 2016

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020 EOS 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	1782	878	282	1032	208	250	569	290	697	1532	512
Growth Adj:	1.00	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	1782	878	282	1032	208	250	569	290	697	1532	512
Added Vol:	0	0	0	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	1782	878	282	1032	208	250	569	290	697	1532	512
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1782	878	282	1032	208	250	569	290	697	1532	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1782	878	282	1032	208	250	569	290	697	1532	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1782	878	282	1032	208	250	569	290	697	1532	512
Saturation Flow 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	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.48	0.52	2.00	1.31	0.69	2.00	1.49	0.51
Final Sat.:	3150	5700	1750	3150	4659	939	3150	2450	1249	3150	2772	927
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.50	0.09	0.22	0.22	0.08	0.23	0.23	0.22	0.55	0.55
Crit Moves:		****		****			****				****	
Green Time:	7.9	23.1	46.5	7.0	22.2	22.2	7.0	24.5	24.5	23.4	40.9	40.9
Volume/Cap:	0.90	1.22	0.97	1.15	0.90	0.90	1.02	0.85	0.85	0.85	1.22	1.22
Delay/Veh:	69.9	137	44.2	145.9	41.0	41.0	104.4	38.2	38.2	40.3	128	127.8
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:	69.9	137	44.2	145.9	41.0	41.0	104.4	38.2	38.2	40.3	128	127.8
LOS by Move:	E	F	D	F	D	D	F	D+	D+	D	F	F
HCM2k95thQ:	14	52	52	15	22	22	16	26	26	19	77	77

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

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City Place Santa Clara
Parcel 3 Development Redistribution
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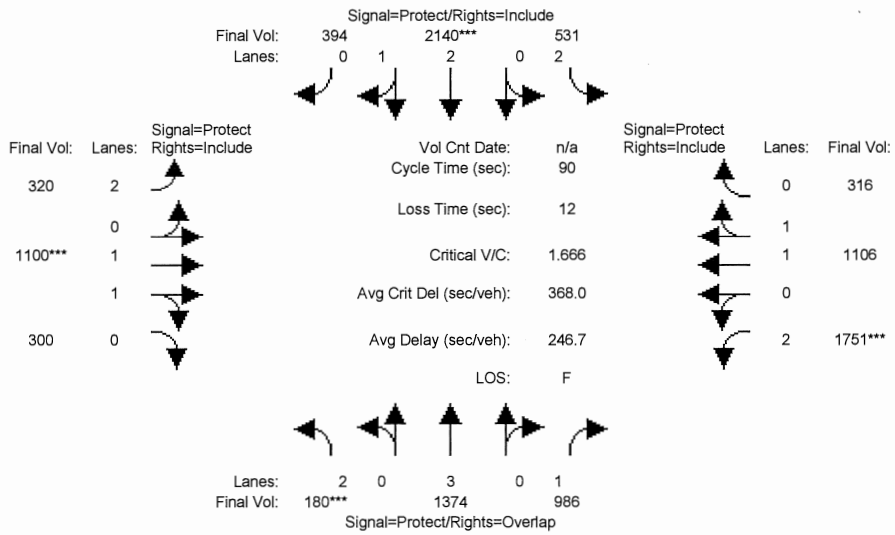
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020 EOS PM

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	1374	986	531	2140	394	320	1100	300	1751	1106	316
Growth Adj:	1.00	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	1374	986	531	2140	394	320	1100	300	1751	1106	316
Added Vol:	0	0	0	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	1374	986	531	2140	394	320	1100	300	1751	1106	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1374	986	531	2140	394	320	1100	300	1751	1106	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1374	986	531	2140	394	320	1100	300	1751	1106	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1374	986	531	2140	394	320	1100	300	1751	1106	316
Saturation Flow 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	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.52	0.48	2.00	1.56	0.44	2.00	1.54	0.46
Final Sat.:	3150	5700	1750	3150	4728	871	3150	2907	793	3150	2877	822
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.56	0.17	0.45	0.45	0.10	0.38	0.38	0.56	0.38	0.38
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.8	46.2	12.4	23.2	23.2	10.0	19.4	19.4	28.5	37.8	37.8
Volume/Cap:	0.73	1.22	1.10	1.22	1.76	1.76	0.91	1.76	1.76	1.76	0.91	0.91
Delay/Veh:	51.6	144	82.1	157.8	377	377.4	67.2	382	381.6	376.1	33.3	33.3
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:	51.6	144	82.1	157.8	377	377.4	67.2	382	381.6	376.1	33.3	33.3
LOS by Move:	D-	F	F	F	F	F	E	F	F	F	C-	C-
HCM2k95thQ:	9	42	71	28	103	103	16	90	90	126	31	31

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

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City Place Santa Clara
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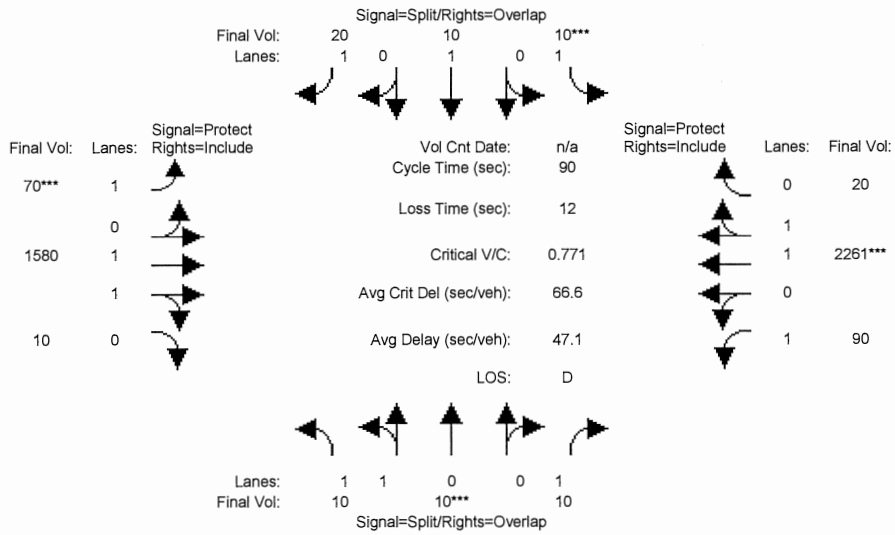
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020 EOS AM

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	1580	10	90	2261	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	1580	10	90	2261	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	1580	10	90	2261	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	1580	10	90	2261	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	10	10	20	70	1580	10	90	2261	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	1580	10	90	2261	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	3677	23	1750	3668	32
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.04	0.43	0.43	0.05	0.62	0.62
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	18.9	10.0	10.0	17.0	7.0	49.1	49.1	8.9	51.0	51.0
Volume/Cap:	0.05	0.05	0.03	0.05	0.05	0.06	0.51	0.79	0.79	0.52	1.09	1.09
Delay/Veh:	35.8	35.8	28.3	35.9	35.8	30.0	43.2	18.4	18.4	41.4	67.8	67.8
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:	35.8	35.8	28.3	35.9	35.8	30.0	43.2	18.4	18.4	41.4	67.8	67.8
LOS by Move:	D+	D+	C	D+	D+	C	D	B-	B-	D	E	E
HCM2k95thQ:	1	1	1	1	1	1	4	30	30	5	69	69

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

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City Place Santa Clara
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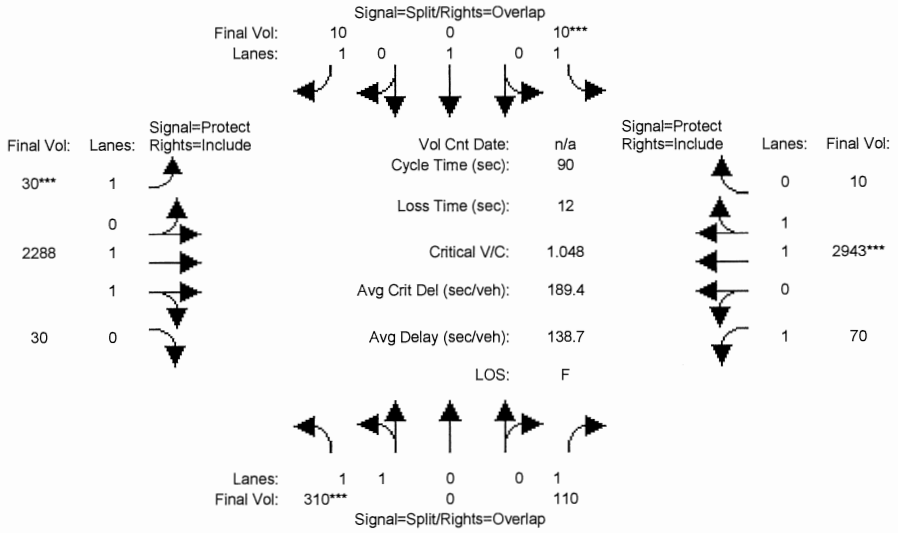
May 2016

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020 EOS 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	110	10	0	10	30	2288	30	70	2943	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	2288	30	70	2943	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	2288	30	70	2943	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	2288	30	70	2943	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	110	10	0	10	30	2288	30	70	2943	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	2288	30	70	2943	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	0.63	0.63	0.04	0.80	0.80
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	1.11	1.11	0.51	1.41	1.41
Delay/Veh:	49.0	0.0	32.2	35.9	0.0	29.8	39.8	74.7	74.7	43.2	206	206.2
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:	49.0	0.0	32.2	35.9	0.0	29.8	39.8	74.7	74.7	43.2	206	206.2
LOS by Move:	D	A	C-	D+	A	C	D	E	E	D	F	F
HCM2k95thQ:	13	0	6	1	0	1	2	69	69	4	140	140

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

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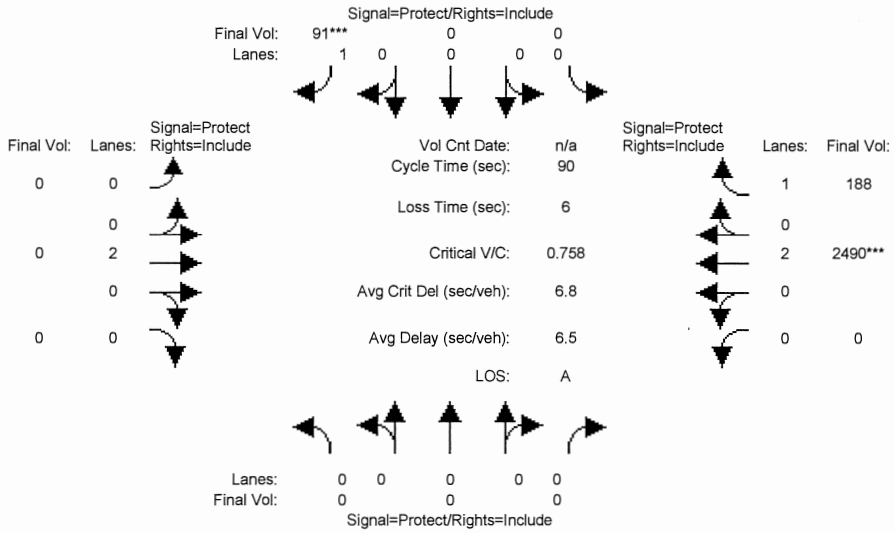
Intersection #10: Future Driveway (west of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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	0	0	10	0	0	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	0	0	91	0	1600	0	0	2490	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	91	0	1600	0	0	2490	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	91	0	0	0	0	2490	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	91	0	0	0	0	2490	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	91	0	0	0	0	2490	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	91	0	0	0	0	2490	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.66	0.11
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	74.0	74.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.80	0.13
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	39.3	0.0	0.0	0.0	0.0	5.6	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	39.3	0.0	0.0	0.0	0.0	5.6	1.6
LOS by Move:	A	A	A	A	A	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	6	0	0	0	0	29	2

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

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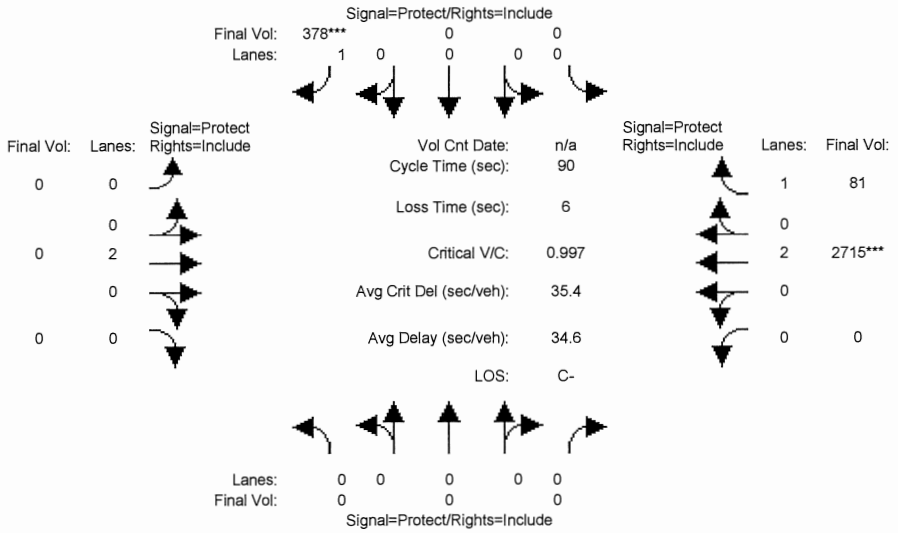
Intersection #10: Future Driveway (west of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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	0	0	10	0	0	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	0	0	378	0	2408	0	0	2715	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	378	0	2408	0	0	2715	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	378	0	0	0	0	2715	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	378	0	0	0	0	2715	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	378	0	0	0	0	2715	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	378	0	0	0	0	2715	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.71	0.05
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	19.5	0.0	0.0	0.0	0.0	64.5	64.5
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.06
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	80.6	0.0	0.0	0.0	0.0	29.2	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	0.0	0.0	80.6	0.0	0.0	0.0	0.0	29.2	3.8
LOS by Move:	A	A	A	A	A	F	A	A	A	A	C	A
HCM2k95thQ:	0	0	0	0	0	30	0	0	0	0	58	1

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

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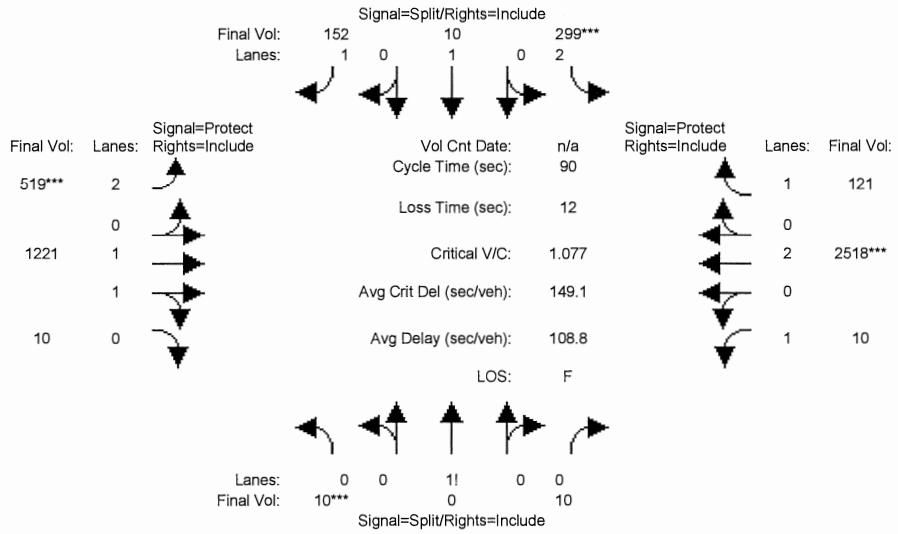
Intersection #11: Centennial Boulevard / Tasman Drive



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	299	10	152	519	1221	10	10	2518	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	299	10	152	519	1221	10	10	2518	121
Added Vol:	0	0	0	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	299	10	152	519	1221	10	10	2518	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	299	10	152	519	1221	10	10	2518	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	299	10	152	519	1221	10	10	2518	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	299	10	152	519	1221	10	10	2518	121
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	3670	30	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.09	0.01	0.09	0.16	0.33	0.33	0.01	0.66	0.07
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	11.5	47.0	47.0	11.0	46.5	46.5
Volume/Cap:	0.10	0.00	0.10	0.85	0.05	0.78	1.28	0.64	0.64	0.05	1.28	0.13
Delay/Veh:	36.2	0.0	36.2	57.4	35.8	57.2	184.7	16.1	16.1	35.0	154	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	36.2	57.4	35.8	57.2	184.7	16.1	16.1	35.0	154	11.4
LOS by Move:	D+	A	D+	E+	D+	E+	F	B	B	C-	F	B+
HCM2k95thQ:	1	0	1	14	1	12	30	22	22	1	102	4

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

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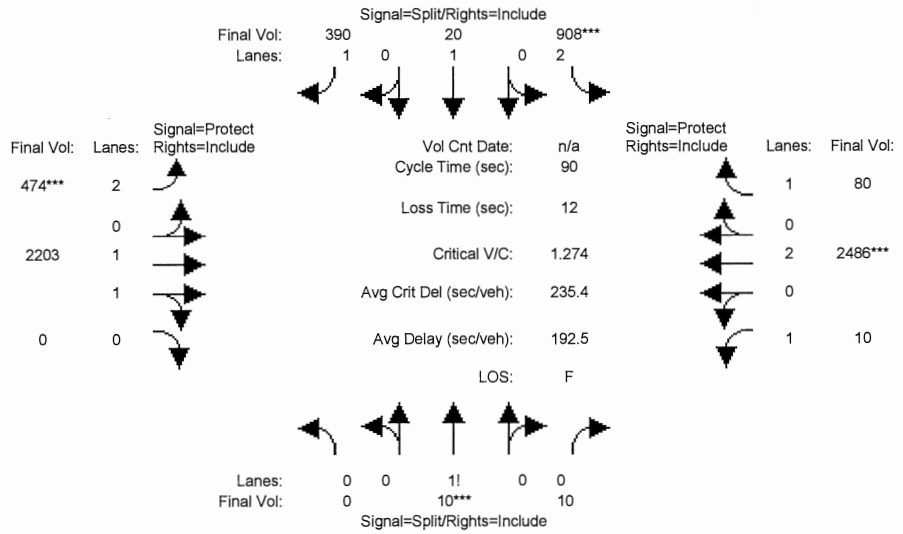
Intersection #11: Centennial Boulevard / Tasman Drive



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	908	20	390	474	2203	0	10	2486	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	908	20	390	474	2203	0	10	2486	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	908	20	390	474	2203	0	10	2486	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	908	20	390	474	2203	0	10	2486	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	10	908	20	390	474	2203	0	10	2486	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	908	20	390	474	2203	0	10	2486	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	0.29	0.01	0.22	0.15	0.60	0.00	0.01	0.65	0.05
Crit Moves:		****		****			****				****	
Green Time:	0.0	10.0	10.0	17.9	17.9	17.9	9.4	43.1	0.0	7.0	40.7	40.7
Volume/Cap:	0.00	0.10	0.10	1.45	0.05	1.12	1.45	1.24	0.00	0.07	1.45	0.10
Delay/Veh:	0.0	36.2	36.2	245.9	29.2	120.2	257.7	138	0.0	38.7	229	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.2	36.2	245.9	29.2	120.2	257.7	138	0.0	38.7	229	14.2
LOS by Move:	A	D+	D+	F	C	F	F	F	A	D+	F	B
HCM2k95thQ:	0	1	1	59	1	36	32	90	0	1	120	3

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

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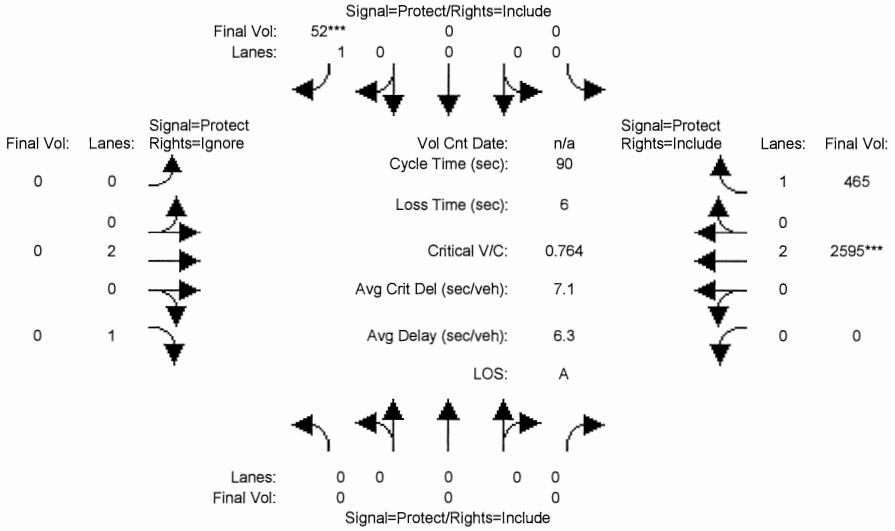
Intersection #12: Future Driveway (east of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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	0	0	10	0	0	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	0	0	52	0	1432	97	0	2595	465
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	52	0	1432	97	0	2595	465
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	52	0	0	97	0	2595	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	52	0	0	0	0	2595	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	52	0	0	0	0	2595	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	52	0	0	0	0	2595	465
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.68	0.27
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	74.0	74.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.83	0.32
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	37.4	0.0	0.0	0.0	0.0	6.5	2.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	37.4	0.0	0.0	0.0	0.0	6.5	2.1
LOS by Move:	A	A	A	A	A	D+	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	3	0	0	0	0	38	7

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

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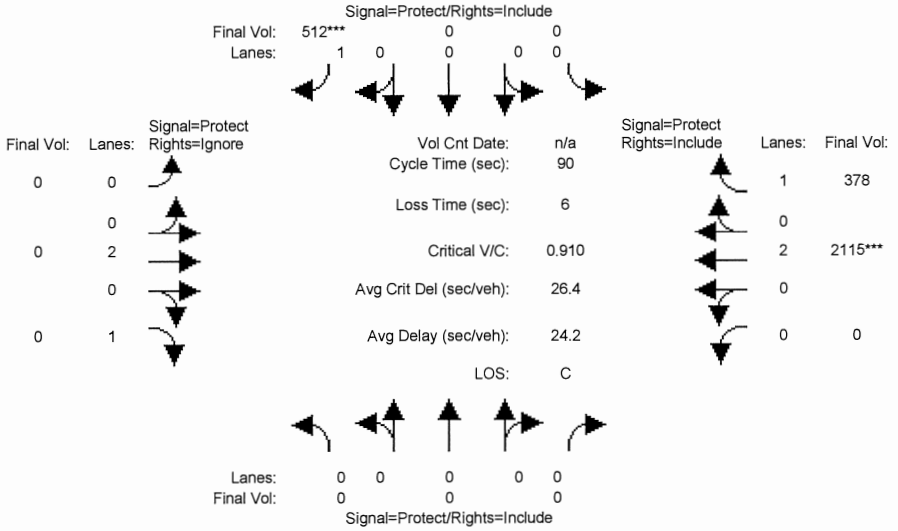
Intersection #12: Future Driveway (east of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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	0	0	10	0	0	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	0	0	512	0	2815	266	0	2115	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	512	0	2815	266	0	2115	378
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	512	0	0	266	0	2115	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	512	0	0	0	0	2115	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	512	0	0	0	0	2115	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	512	0	0	0	0	2115	378
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.56	0.22
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	28.9	0.0	0.0	0.0	0.0	55.1	55.1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.91	0.35
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	48.1	0.0	0.0	0.0	0.0	21.1	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:	0.0	0.0	0.0	0.0	0.0	48.1	0.0	0.0	0.0	0.0	21.1	8.9
LOS by Move:	A	A	A	A	A	D	A	A	A	A	C+	A
HCM2k95thQ:	0	0	0	0	0	32	0	0	0	0	48	11

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

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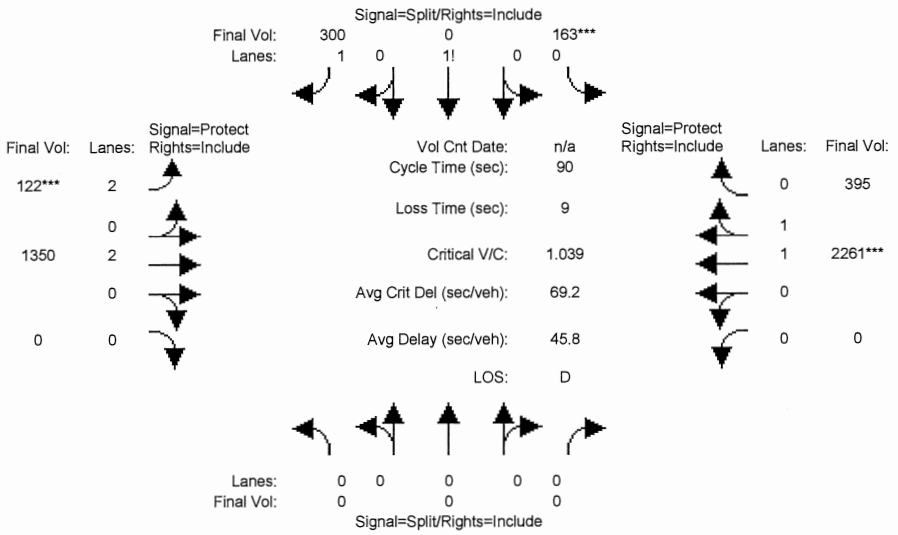
Intersection #13: Calle Del Sol / Tasman Drive



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	163	0	300	122	1350	0	0	2261	395
Growth Adj:	1.00	1.00	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	163	0	300	122	1350	0	0	2261	395
Added Vol:	0	0	0	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	163	0	300	122	1350	0	0	2261	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	163	0	300	122	1350	0	0	2261	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	163	0	300	122	1350	0	0	2261	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	163	0	300	122	1350	0	0	2261	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.98	0.95
Lanes:	0.00	0.00	0.00	0.52	0.00	1.48	2.00	2.00	0.00	0.00	1.69	0.31
Final Sat.:	0	0	0	911	0	2589	3150	3800	0	0	3149	550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.12	0.04	0.36	0.00	0.00	0.72	0.72
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	14.8	0.0	14.8	7.0	66.2	0.0	0.0	59.2	59.2
Volume/Cap:	0.00	0.00	0.00	1.09	0.00	0.71	0.50	0.48	0.00	0.00	1.09	1.09
Delay/Veh:	0.0	0.0	0.0	108.0	0.0	39.1	41.4	5.0	0.0	0.0	63.7	63.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	108.0	0.0	39.1	41.4	5.0	0.0	0.0	63.7	63.7
LOS by Move:	A	A	A	F	A	D	D	A	A	A	E	E
HCM2k95thQ:	0	0	0	29	0	14	5	15	0	0	76	76

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

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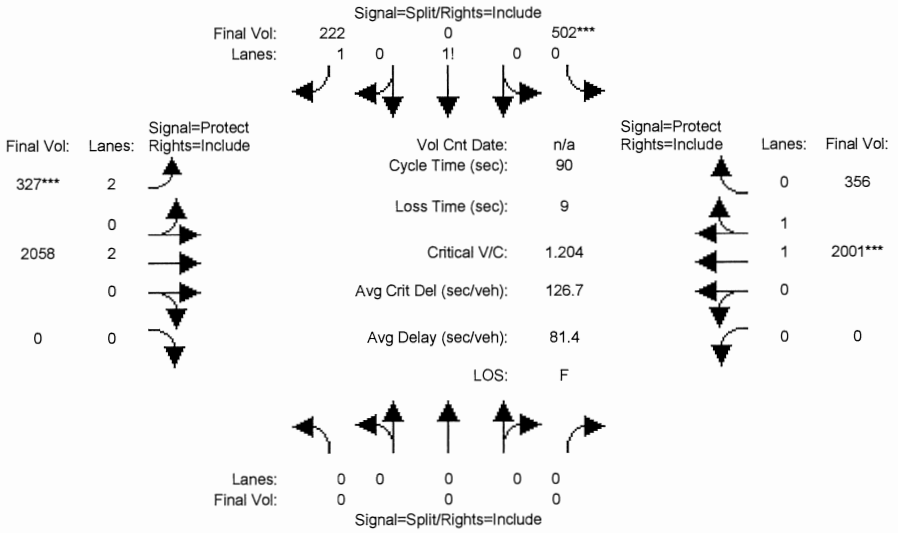
Intersection #13: Calle Del Sol / Tasman Drive



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	502	0	222	327	2058	0	0	2001	356
Growth Adj:	1.00	1.00	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	502	0	222	327	2058	0	0	2001	356
Added Vol:	0	0	0	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	502	0	222	327	2058	0	0	2001	356
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	502	0	222	327	2058	0	0	2001	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	502	0	222	327	2058	0	0	2001	356
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	502	0	222	327	2058	0	0	2001	356
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.81	0.00	1.19	2.00	2.00	0.00	0.00	1.69	0.31
Final Sat.:	0	0	0	1466	0	2074	3150	3800	0	0	3141	559
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.11	0.10	0.54	0.00	0.00	0.64	0.64
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.6	0.0	25.6	7.8	55.4	0.0	0.0	47.6	47.6
Volume/Cap:	0.00	0.00	0.00	1.20	0.00	0.38	1.20	0.88	0.00	0.00	1.20	1.20
Delay/Veh:	0.0	0.0	0.0	139.0	0.0	25.9	162.3	18.7	0.0	0.0	118	117.9
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	139.0	0.0	25.9	162.3	18.7	0.0	0.0	118	117.9
LOS by Move:	A	A	A	F	A	C	F	B-	A	A	F	F
HCM2k95thQ:	0	0	0	55	0	9	22	44	0	0	86	86

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

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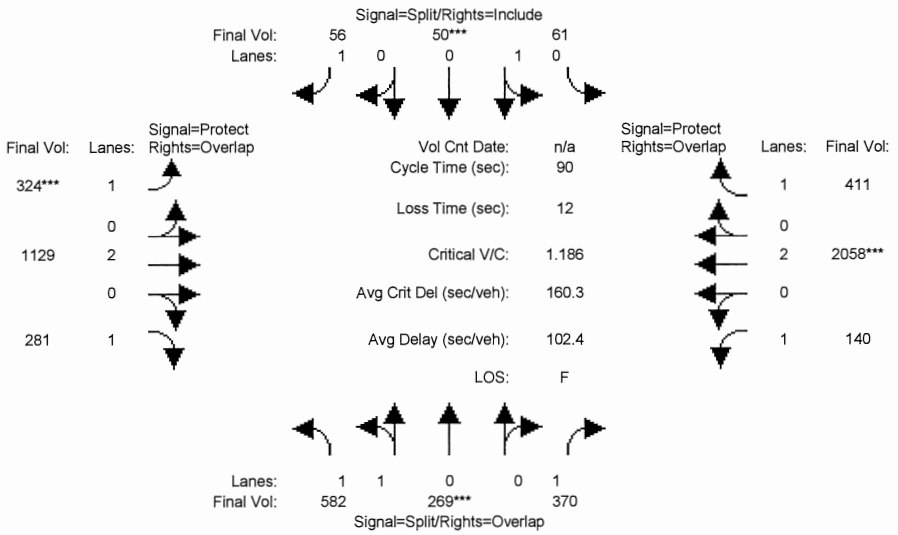
Intersection #14: Lick Mill Boulevard / Tasman Drive



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:	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:	582	269	370	61	50	56	324	1129	281	140	2058	411
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	582	269	370	61	50	56	324	1129	281	140	2058	411
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	582	269	370	61	50	56	324	1129	281	140	2058	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	582	269	370	61	50	56	324	1129	281	140	2058	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	582	269	370	61	50	56	324	1129	281	140	2058	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	582	269	370	61	50	56	324	1129	281	140	2058	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.38	0.62	1.00	0.55	0.45	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2428	1122	1750	989	811	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.21	0.06	0.06	0.03	0.19	0.30	0.16	0.08	0.54	0.23
Crit Moves:		****			****		****				****	
Green Time:	16.9	16.9	27.7	10.0	10.0	10.0	13.0	40.3	57.2	10.8	38.1	48.1
Volume/Cap:	1.28	1.28	0.69	0.56	0.56	0.29	1.28	0.66	0.25	0.66	1.28	0.44
Delay/Veh:	173.5	174	31.0	41.3	41.3	37.6	190.9	20.5	7.3	45.6	156	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	173.5	174	31.0	41.3	41.3	37.6	190.9	20.5	7.3	45.6	156	13.1
LOS by Move:	F	F	C	D	D	D+	F	C+	A	D	F	B
HCM2k95thQ:	45	45	20	8	8	4	33	22	7	10	88	14

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

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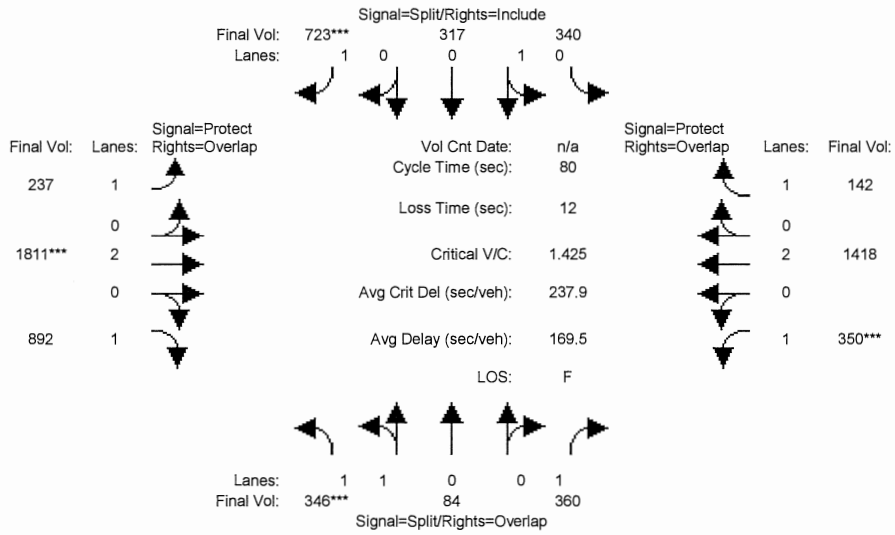
Intersection #14: Lick Mill Boulevard / Tasman Drive



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:	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:	346	84	360	340	317	723	237	1811	892	350	1418	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	84	360	340	317	723	237	1811	892	350	1418	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	84	360	340	317	723	237	1811	892	350	1418	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	84	360	340	317	723	237	1811	892	350	1418	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	84	360	340	317	723	237	1811	892	350	1418	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	84	360	340	317	723	237	1811	892	350	1418	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.39	1.00	0.52	0.48	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2856	693	1750	932	868	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.21	0.37	0.37	0.41	0.14	0.48	0.51	0.20	0.37	0.08
Crit Moves:	****					****		****		****		
Green Time:	10.0	10.0	20.6	22.0	22.0	22.0	9.6	25.4	35.4	10.6	26.4	48.4
Volume/Cap:	0.97	0.97	0.80	1.33	1.33	1.50	1.13	1.50	1.15	1.50	1.13	0.13
Delay/Veh:	69.5	69.5	37.3	190.1	190	266.1	136.7	258	105.7	282.2	95.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.5	69.5	37.3	190.1	190	266.1	136.7	258	105.7	282.2	95.8	6.8
LOS by Move:	E	E	D+	F	F	F	F	F	F	F	F	A
HCM2k95thQ:	18	18	20	63	63	81	19	89	61	44	51	3

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

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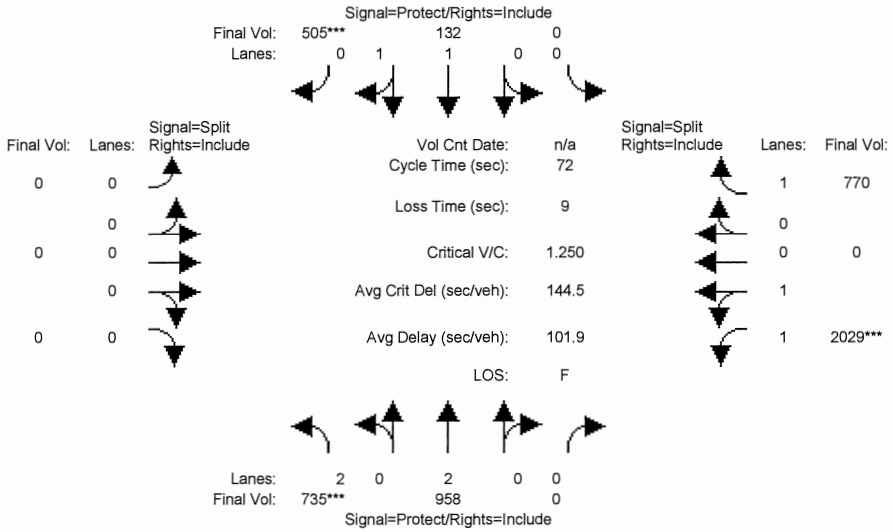
Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



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:	735	958	0	0	132	505	0	0	0	2029	0	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:	735	958	0	0	132	505	0	0	0	2029	0	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:	735	958	0	0	132	505	0	0	0	2029	0	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	735	958	0	0	132	505	0	0	0	2029	0	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	735	958	0	0	132	505	0	0	0	2029	0	770
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	735	958	0	0	132	505	0	0	0	2029	0	770
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.25	0.00	0.00	0.07	0.29	0.00	0.00	0.00	0.57	0.00	0.44
Crit Moves:	****					****				****		
Green Time:	13.4	30.1	0.0	0.0	16.6	16.6	0.0	0.0	0.0	32.9	0.0	32.9
Volume/Cap:	1.25	0.60	0.00	0.00	0.30	1.25	0.00	0.00	0.00	1.25	0.00	0.96
Delay/Veh:	155.3	17.0	0.0	0.0	23.0	155.6	0.0	0.0	0.0	137.2	0.0	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	155.3	17.0	0.0	0.0	23.0	155.6	0.0	0.0	0.0	137.2	0.0	41.8
LOS by Move:	F	B	A	A	C+	F	A	A	A	F	A	D
HCM2k95thQ:	36	15	0	0	5	43	0	0	0	81	0	41

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

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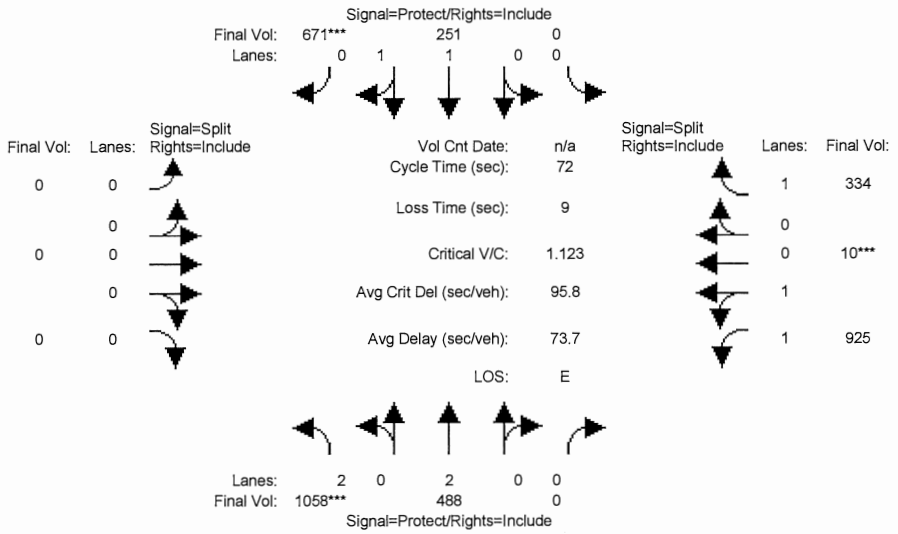
Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



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:	1058	488	0	0	251	671	0	0	0	925	10	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1058	488	0	0	251	671	0	0	0	925	10	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1058	488	0	0	251	671	0	0	0	925	10	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1058	488	0	0	251	671	0	0	0	925	10	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1058	488	0	0	251	671	0	0	0	925	10	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1058	488	0	0	251	671	0	0	0	925	10	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.98	0.02	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3512	38	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.13	0.00	0.00	0.13	0.38	0.00	0.00	0.00	0.26	0.26	0.19
Crit Moves:	****					****					****	
Green Time:	21.5	46.1	0.0	0.0	24.6	24.6	0.0	0.0	0.0	16.9	16.9	16.9
Volume/Cap:	1.12	0.20	0.00	0.00	0.39	1.12	0.00	0.00	0.00	1.12	1.12	0.81
Delay/Veh:	94.5	5.4	0.0	0.0	18.1	94.7	0.0	0.0	0.0	98.4	98.4	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.5	5.4	0.0	0.0	18.1	94.7	0.0	0.0	0.0	98.4	98.4	37.9
LOS by Move:	F	A	A	A	B-	F	A	A	A	F	F	D+
HCM2k95thQ:	40	4	0	0	8	45	0	0	0	37	37	19

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

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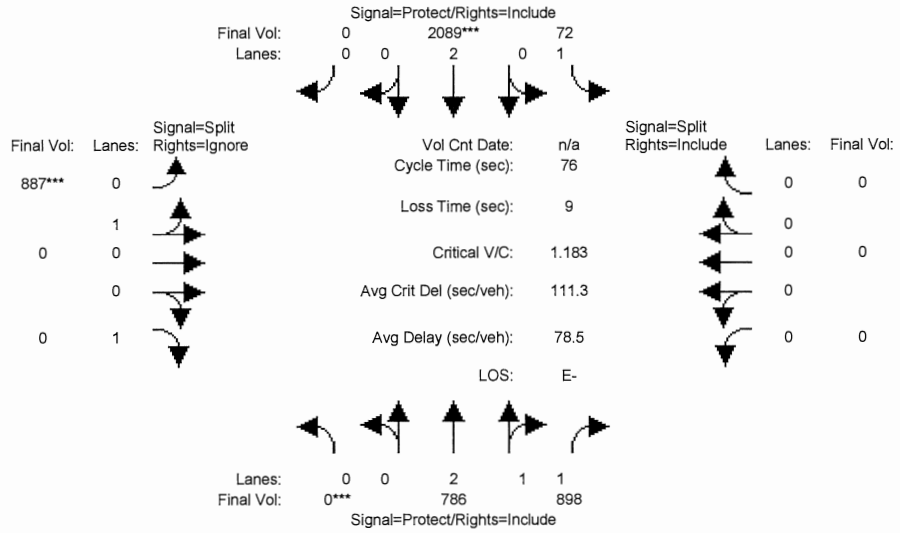
Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



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	786	898	72	2089	0	887	0	2493	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	786	898	72	2089	0	887	0	2493	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	786	898	72	2089	0	887	0	2493	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	786	898	72	2089	0	887	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	786	898	72	2089	0	887	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	786	898	72	2089	0	887	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.26	0.04	0.55	0.00	0.49	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	26.0	26.0	9.3	35.3	0.0	31.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.60	0.75	0.34	1.18	0.00	1.18	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	21.1	23.6	31.4	109	0.0	117.7	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	21.1	23.6	31.4	109	0.0	117.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C+	C	C	F	A	F	A	A	A	A	A
HCM2k95thQ:	0	13	17	3	70	0	67	0	0	0	0	0

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

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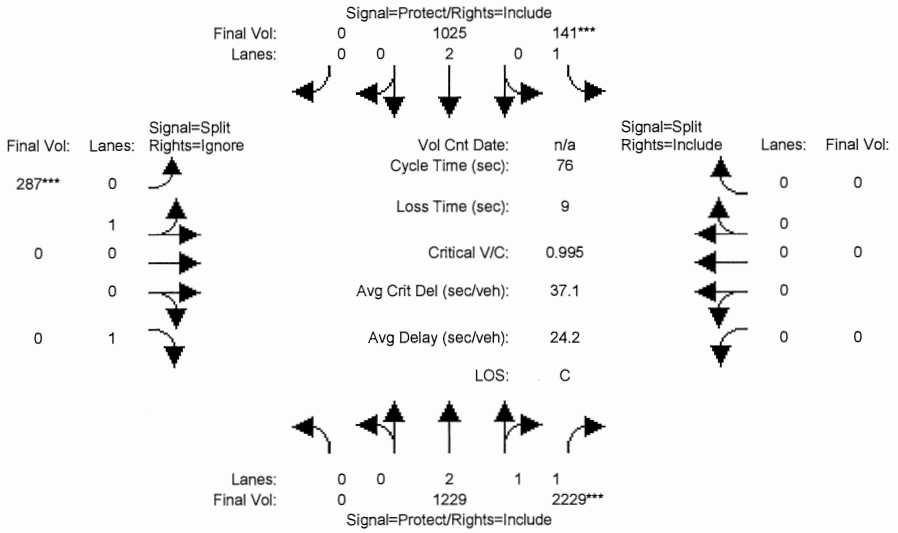
Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



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	1229	2229	141	1025	0	287	0	833	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	1229	2229	141	1025	0	287	0	833	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	1229	2229	141	1025	0	287	0	833	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	1229	2229	141	1025	0	287	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1229	2229	141	1025	0	287	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	1229	2229	141	1025	0	287	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.64	0.08	0.27	0.00	0.16	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	48.0	48.0	7.0	55.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	1.01	0.87	0.37	0.00	1.01	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.7	31.5	71.5	4.1	0.0	87.6	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	7.7	31.5	71.5	4.1	0.0	87.6	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	47	8	9	0	23	0	0	0	0	0

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

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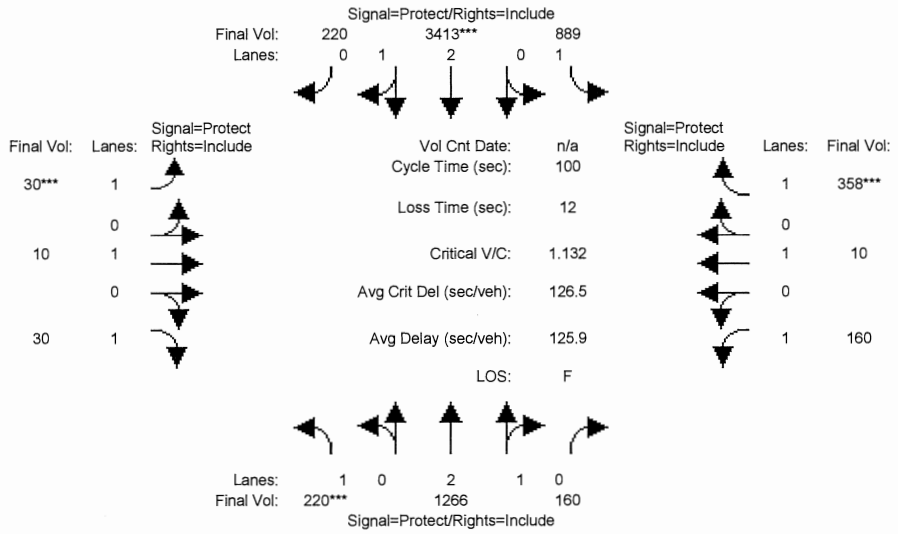
Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



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	1266	160	889	3413	220	30	10	30	160	10	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1266	160	889	3413	220	30	10	30	160	10	358
Added Vol:	0	0	0	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	1266	160	889	3413	220	30	10	30	160	10	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1266	160	889	3413	220	30	10	30	160	10	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1266	160	889	3413	220	30	10	30	160	10	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1266	160	889	3413	220	30	10	30	160	10	358
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.65	0.35	1.00	2.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4971	628	1750	5260	339	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.25	0.51	0.65	0.65	0.02	0.01	0.02	0.09	0.01	0.20
Crit Moves:	****				****		****					****
Green Time:	10.4	21.4	21.4	42.7	53.7	53.7	7.0	12.5	12.5	11.4	16.9	16.9
Volume/Cap:	1.21	1.19	1.19	1.19	1.21	1.21	0.24	0.04	0.14	0.80	0.03	1.21
Delay/Veh:	178.9	133	133.5	127.4	120	120.4	45.0	38.6	39.2	63.2	34.7	162.8
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:	178.9	133	133.5	127.4	120	120.4	45.0	38.6	39.2	63.2	34.7	162.8
LOS by Move:	F	F	F	F	F	F	D	D+	D	E	C-	F
HCM2k95thQ:	23	41	41	72	93	93	2	1	2	11	1	35

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

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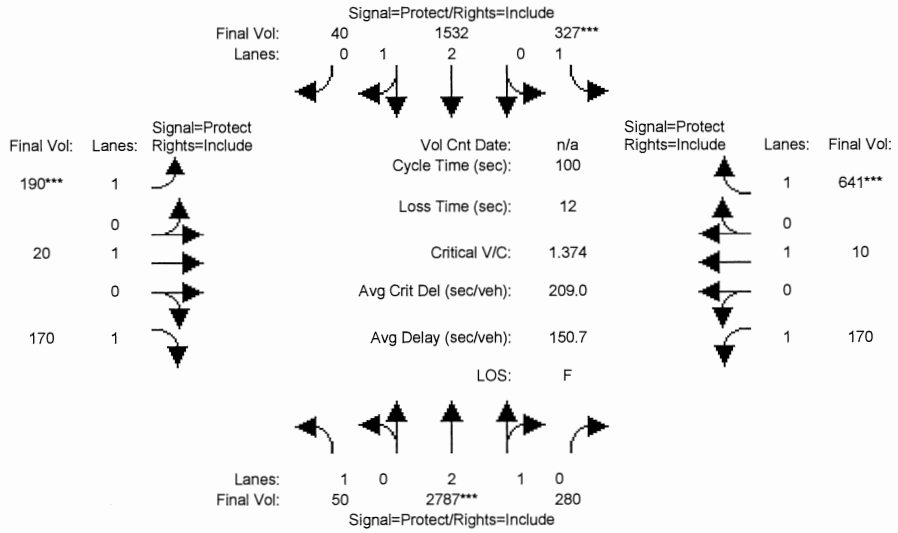
Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



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	2787	280	327	1532	40	190	20	170	170	10	641
Growth Adj:	1.00	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	2787	280	327	1532	40	190	20	170	170	10	641
Added Vol:	0	0	0	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	2787	280	327	1532	40	190	20	170	170	10	641
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2787	280	327	1532	40	190	20	170	170	10	641
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2787	280	327	1532	40	190	20	170	170	10	641
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2787	280	327	1532	40	190	20	170	170	10	641
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.72	0.28	1.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5088	511	1750	5457	142	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.55	0.55	0.19	0.28	0.28	0.11	0.01	0.10	0.10	0.01	0.37
Crit Moves:		****		****			****					****
Green Time:	10.7	39.9	39.9	13.6	42.8	42.8	7.9	17.5	17.5	17.0	26.7	26.7
Volume/Cap:	0.27	1.37	1.37	1.37	0.66	0.66	1.37	0.06	0.55	0.57	0.02	1.37
Delay/Veh:	41.8	201	201.5	236.0	23.4	23.4	253.4	34.4	39.9	40.8	27.1	218.3
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:	41.8	201	201.5	236.0	23.4	23.4	253.4	34.4	39.9	40.8	27.1	218.3
LOS by Move:	D	F	F	F	C	C	F	C-	D	D	C	F
HCM2k95thQ:	3	98	98	38	23	23	27	1	11	10	0	69

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

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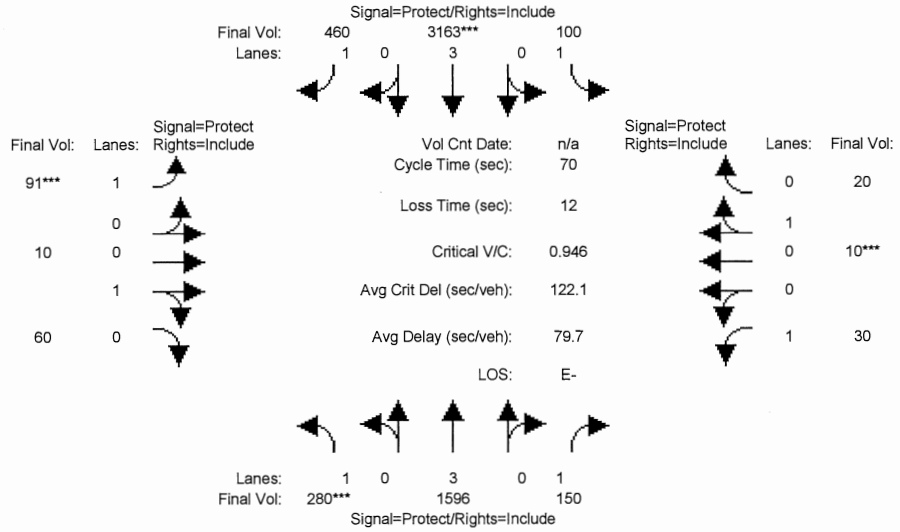
Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



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:	280	1596	150	100	3163	460	91	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	1596	150	100	3163	460	91	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	1596	150	100	3163	460	91	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	1596	150	100	3163	460	91	10	60	30	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1596	150	100	3163	460	91	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	1596	150	100	3163	460	91	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	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.14	0.86	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	257	1543	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.09	0.06	0.55	0.26	0.05	0.04	0.04	0.02	0.02	0.02
Crit Moves:	****				****		****				****	
Green Time:	9.2	30.2	30.2	10.8	31.8	31.8	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	1.22	0.65	0.20	0.37	1.22	0.58	0.52	0.27	0.27	0.17	0.12	0.12
Delay/Veh:	162.3	16.3	12.5	27.4	122	15.2	32.7	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:	162.3	16.3	12.5	27.4	122	15.2	32.7	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:	24	16	4	4	69	14	6	3	3	2	1	1

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

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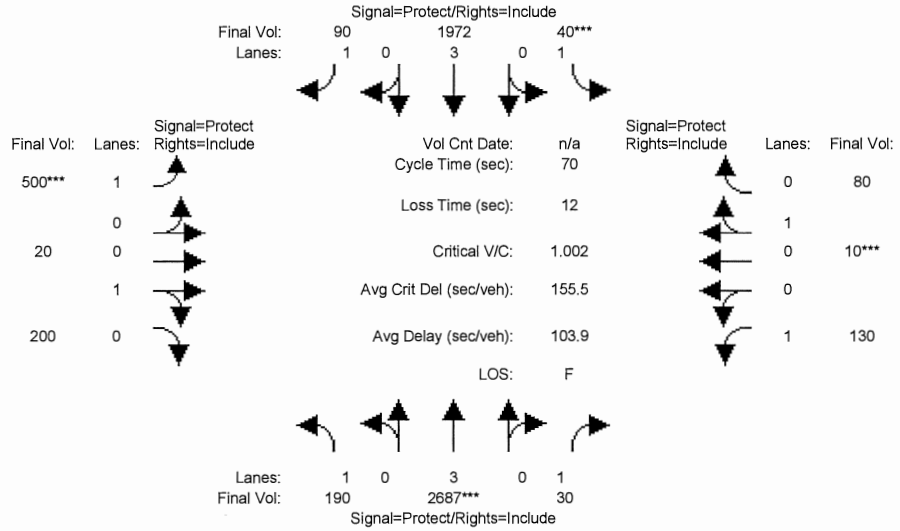
Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



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	2687	30	40	1972	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	2687	30	40	1972	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	2687	30	40	1972	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	2687	30	40	1972	90	500	20	200	130	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	2687	30	40	1972	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	2687	30	40	1972	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	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.09	0.91	1.00	0.11	0.89
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	164	1636	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.47	0.02	0.02	0.35	0.05	0.29	0.12	0.12	0.07	0.05	0.05
Crit Moves:		****		****			****				****	
Green Time:	7.8	25.5	25.5	7.0	24.8	24.8	15.5	15.0	15.0	10.5	10.0	10.0
Volume/Cap:	0.98	1.29	0.05	0.23	0.98	0.15	1.29	0.57	0.57	0.50	0.35	0.35
Delay/Veh:	89.1	158	14.4	29.7	37.5	15.5	177.0	26.7	26.7	28.8	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:	89.1	158	14.4	29.7	37.5	15.5	177.0	26.7	26.7	28.8	27.9	27.9
LOS by Move:	F	F	B	C	D+	B	F	C	C	C	C	C
HCM2k95thQ:	11	69	1	2	29	3	48	10	10	7	4	4

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

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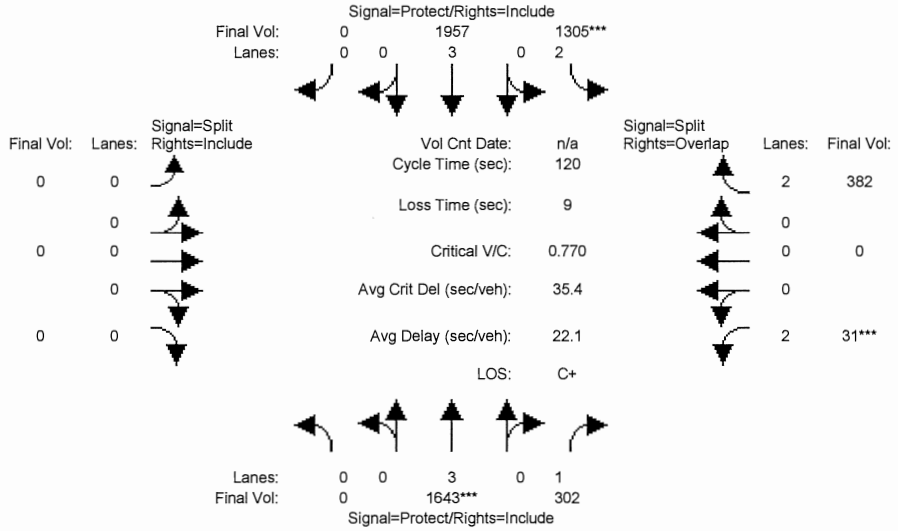
Intersection #61: Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)



Street Name:	Great America Parkway						Future Driveway (south of Old Mou					
Approach:	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	1643	302	1305	1957	0	0	0	0	31	0	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1643	302	1305	1957	0	0	0	0	31	0	382
Added Vol:	0	0	0	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	1643	302	1305	1957	0	0	0	0	31	0	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1643	302	1305	1957	0	0	0	0	31	0	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1643	302	1305	1957	0	0	0	0	31	0	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1643	302	1305	1957	0	0	0	0	31	0	382
Saturation 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	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.17	0.41	0.34	0.00	0.00	0.00	0.00	0.01	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	41.4	41.4	59.6	101	0.0	0.0	0.0	0.0	10.0	0.0	69.6
Volume/Cap:	0.00	0.83	0.50	0.83	0.41	0.00	0.00	0.00	0.00	0.12	0.00	0.21
Delay/Veh:	0.0	39.4	31.7	30.0	2.3	0.0	0.0	0.0	0.0	51.1	0.0	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:	0.0	39.4	31.7	30.0	2.3	0.0	0.0	0.0	0.0	51.1	0.0	12.1
LOS by Move:	A	D	C	C	A	A	A	A	A	D-	A	B
HCM2k95thQ:	0	32	17	38	10	0	0	0	0	1	0	8

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

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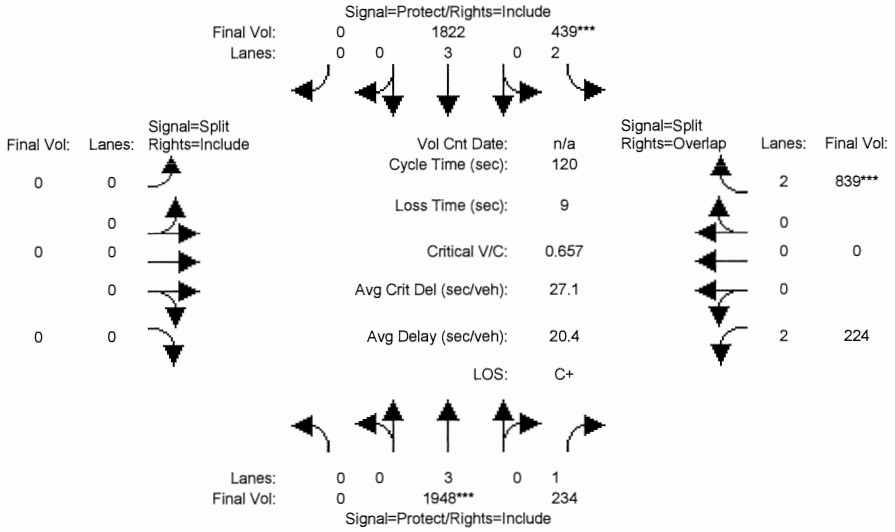
Intersection #61: Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)



Street Name:	Great America Parkway						Future Driveway (south of Old Mou					
Approach:	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	1948	234	439	1822	0	0	0	0	224	0	839
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1948	234	439	1822	0	0	0	0	224	0	839
Added Vol:	0	0	0	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	1948	234	439	1822	0	0	0	0	224	0	839
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1948	234	439	1822	0	0	0	0	224	0	839
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1948	234	439	1822	0	0	0	0	224	0	839
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1948	234	439	1822	0	0	0	0	224	0	839
Saturation 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	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.13	0.14	0.32	0.00	0.00	0.00	0.00	0.07	0.00	0.27
Crit Moves:		****		****								****
Green Time:	0.0	62.4	62.4	25.4	87.8	0.0	0.0	0.0	0.0	23.2	0.0	48.6
Volume/Cap:	0.00	0.66	0.26	0.66	0.44	0.00	0.00	0.00	0.00	0.37	0.00	0.66
Delay/Veh:	0.0	21.6	16.1	45.7	6.4	0.0	0.0	0.0	0.0	42.4	0.0	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	16.1	45.7	6.4	0.0	0.0	0.0	0.0	42.4	0.0	30.2
LOS by Move:	A	C+	B	D	A	A	A	A	A	D	A	C
HCM2k95thQ:	0	29	10	15	15	0	0	0	0	9	0	27

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

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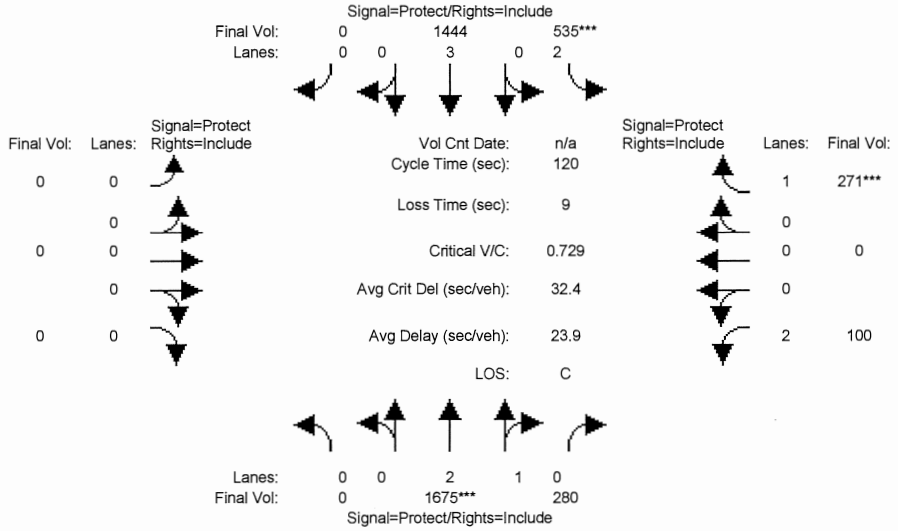
Intersection #62: Great America Parkway / Future Driveway (north of Bunker Hill Lane)



Street Name:	Great America Parkway						Future Driveway (north of Bunker					
Approach:	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	1675	280	535	1444	0	0	0	0	100	0	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1675	280	535	1444	0	0	0	0	100	0	271
Added Vol:	0	0	0	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	1675	280	535	1444	0	0	0	0	100	0	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1675	280	535	1444	0	0	0	0	100	0	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1675	280	535	1444	0	0	0	0	100	0	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1675	280	535	1444	0	0	0	0	100	0	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.55	0.45	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4797	802	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.17	0.25	0.00	0.00	0.00	0.00	0.03	0.00	0.15
Crit Moves:		****		****								****
Green Time:	0.0	57.5	57.5	28.0	85.5	0.0	0.0	0.0	0.0	25.5	0.0	25.5
Volume/Cap:	0.00	0.73	0.73	0.73	0.36	0.00	0.00	0.00	0.00	0.15	0.00	0.73
Delay/Veh:	0.0	26.0	26.0	46.2	6.7	0.0	0.0	0.0	0.0	38.5	0.0	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:	0.0	26.0	26.0	46.2	6.7	0.0	0.0	0.0	0.0	38.5	0.0	51.1
LOS by Move:	A	C	C	D	A	A	A	A	A	D+	A	D-
HCM2k95thQ:	0	33	33	20	13	0	0	0	0	4	0	21

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

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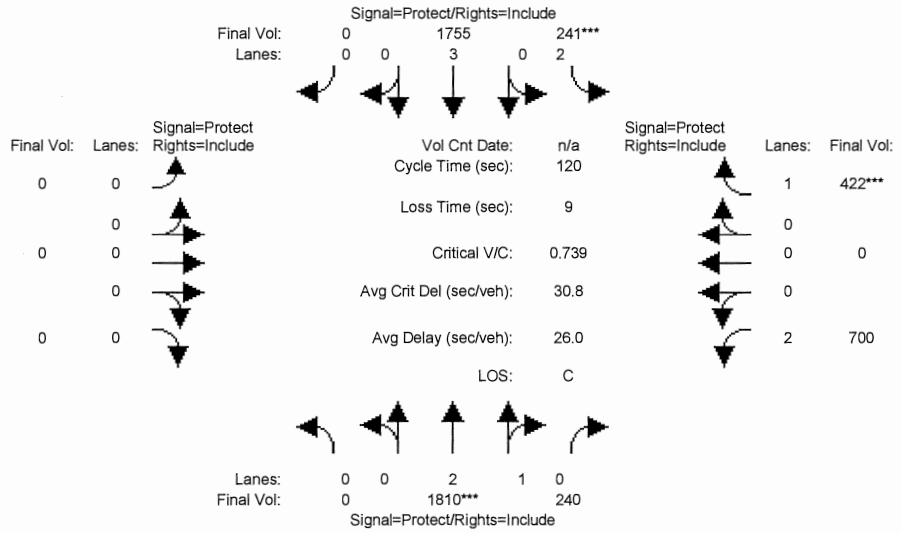
Intersection #62: Great America Parkway / Future Driveway (north of Bunker Hill Lane)



Street Name:	Great America Parkway						Future Driveway (north of Bunker					
Approach:	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	1810	240	241	1755	0	0	0	0	700	0	422
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1810	240	241	1755	0	0	0	0	700	0	422
Added Vol:	0	0	0	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	1810	240	241	1755	0	0	0	0	700	0	422
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1810	240	241	1755	0	0	0	0	700	0	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1810	240	241	1755	0	0	0	0	700	0	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1810	240	241	1755	0	0	0	0	700	0	422
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.64	0.36	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4944	655	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.08	0.31	0.00	0.00	0.00	0.00	0.22	0.00	0.24
Crit Moves:		****		****								****
Green Time:	0.0	59.4	59.4	12.4	71.9	0.0	0.0	0.0	0.0	39.1	0.0	39.1
Volume/Cap:	0.00	0.74	0.74	0.74	0.51	0.00	0.00	0.00	0.00	0.68	0.00	0.74
Delay/Veh:	0.0	25.2	25.2	60.9	14.1	0.0	0.0	0.0	0.0	36.9	0.0	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:	0.0	25.2	25.2	60.9	14.1	0.0	0.0	0.0	0.0	36.9	0.0	41.0
LOS by Move:	A	C	C	E	B	A	A	A	A	D+	A	D
HCM2k95thQ:	0	34	34	11	22	0	0	0	0	25	0	28

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

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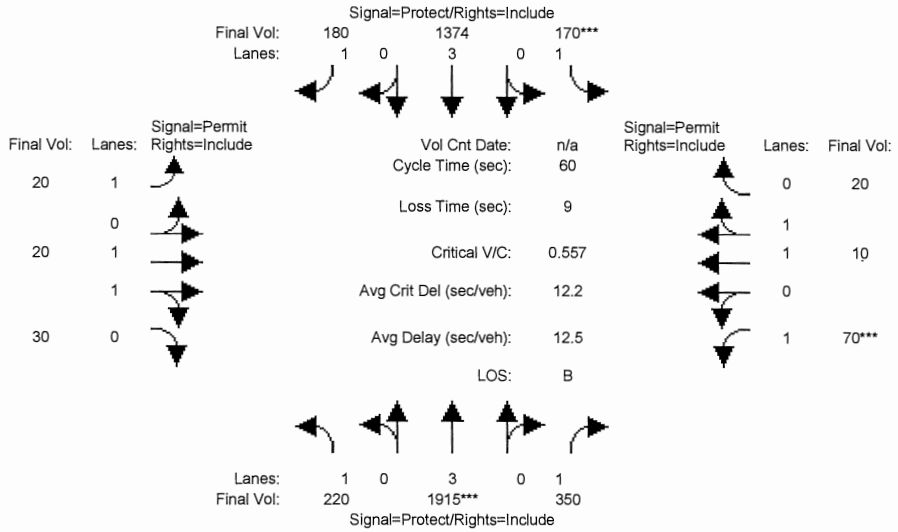
Intersection #63: Great America Parkway / Bunker Hill Lane



Street Name:	Great America Parkway						Bunker Hill 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:	220	1915	350	170	1374	180	20	20	30	70	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:	220	1915	350	170	1374	180	20	20	30	70	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:	220	1915	350	170	1374	180	20	20	30	70	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:	220	1915	350	170	1374	180	20	20	30	70	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1915	350	170	1374	180	20	20	30	70	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:	220	1915	350	170	1374	180	20	20	30	70	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.20	0.10	0.24	0.10	0.01	0.01	0.02	0.04	0.01	0.01
Crit Moves:		****		****						****		
Green Time:	14.1	31.8	31.8	9.2	26.9	26.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.54	0.63	0.38	0.63	0.54	0.23	0.07	0.06	0.10	0.24	0.03	0.07
Delay/Veh:	21.5	10.4	8.5	28.7	12.2	10.3	21.2	21.1	21.3	22.1	21.0	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	10.4	8.5	28.7	12.2	10.3	21.2	21.1	21.3	22.1	21.0	21.1
LOS by Move:	C+	B+	A	C	B	B+	C+	C+	C+	C+	C+	C+
HCM2k95thQ:	7	14	7	7	12	4	1	1	1	3	0	1

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

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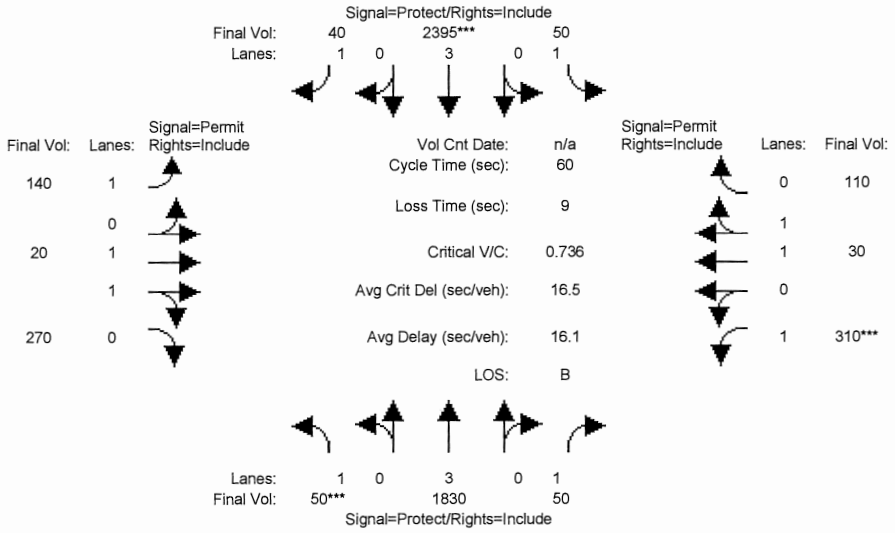
Intersection #63: Great America Parkway / Bunker Hill Lane



Street Name:	Great America Parkway						Bunker Hill 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	1830	50	50	2395	40	140	20	270	310	30	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:	50	1830	50	50	2395	40	140	20	270	310	30	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:	50	1830	50	50	2395	40	140	20	270	310	30	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:	50	1830	50	50	2395	40	140	20	270	310	30	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1830	50	50	2395	40	140	20	270	310	30	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:	50	1830	50	50	2395	40	140	20	270	310	30	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.03	0.03	0.42	0.02	0.08	0.01	0.15	0.18	0.02	0.06
Crit Moves:	****				****					****		
Green Time:	7.0	27.8	27.8	10.1	31.0	31.0	13.0	13.0	13.0	13.0	13.0	13.0
Volume/Cap:	0.24	0.69	0.06	0.17	0.81	0.04	0.37	0.05	0.71	0.81	0.07	0.29
Delay/Veh:	24.7	13.5	8.9	21.6	14.0	7.2	20.6	18.6	27.4	35.0	18.7	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	13.5	8.9	21.6	14.0	7.2	20.6	18.6	27.4	35.0	18.7	19.9
LOS by Move:	C	B	A	C+	B	A	C+	B-	C	D+	B-	B-
HCM2k95thQ:	2	15	1	2	23	1	5	1	13	16	1	4

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

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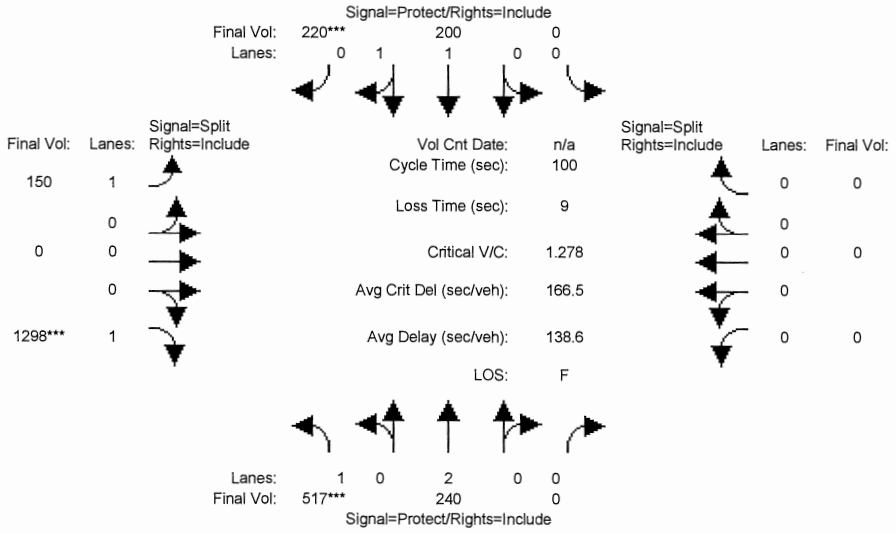
Intersection #84: Gold Street / Gold Street Connector



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:	517	240	0	0	200	220	150	0	1298	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:	517	240	0	0	200	220	150	0	1298	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:	517	240	0	0	200	220	150	0	1298	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:	517	240	0	0	200	220	150	0	1298	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	240	0	0	200	220	150	0	1298	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:	517	240	0	0	200	220	150	0	1298	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.06	0.00	0.00	0.11	0.13	0.09	0.00	0.74	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	23.1	33.1	0.0	0.0	10.0	10.0	57.9	0.0	57.9	0.0	0.0	0.0
Volume/Cap:	1.28	0.19	0.00	0.00	1.05	1.26	0.15	0.00	1.28	0.00	0.00	0.00
Delay/Veh:	182.5	24.0	0.0	0.0	105	182.8	9.7	0.0	154.9	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:	182.5	24.0	0.0	0.0	105	182.8	9.7	0.0	154.9	0.0	0.0	0.0
LOS by Move:	F	C	A	A	F	F	A	A	F	A	A	A
HCM2k95thQ:	50	5	0	0	20	28	5	0	122	0	0	0

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

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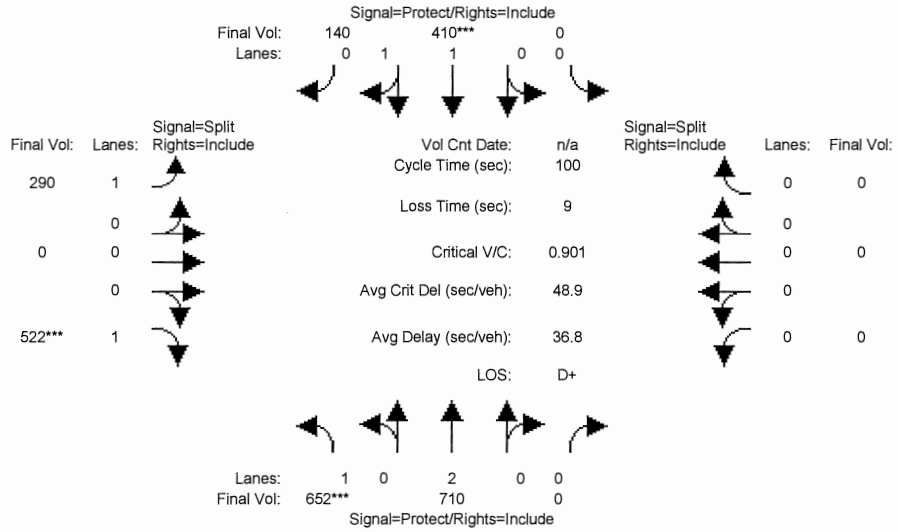
Intersection #84: Gold Street / Gold Street Connector



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:	652	710	0	0	410	140	290	0	522	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	652	710	0	0	410	140	290	0	522	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:	652	710	0	0	410	140	290	0	522	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:	652	710	0	0	410	140	290	0	522	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	652	710	0	0	410	140	290	0	522	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:	652	710	0	0	410	140	290	0	522	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.48	0.52	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2757	942	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.19	0.00	0.00	0.15	0.15	0.17	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	41.4	57.9	0.0	0.0	16.5	16.5	33.1	0.0	33.1	0.0	0.0	0.0
Volume/Cap:	0.90	0.32	0.00	0.00	0.90	0.90	0.50	0.00	0.90	0.00	0.00	0.00
Delay/Veh:	41.7	11.0	0.0	0.0	57.4	57.4	27.5	0.0	49.0	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:	41.7	11.0	0.0	0.0	57.4	57.4	27.5	0.0	49.0	0.0	0.0	0.0
LOS by Move:	D	B+	A	A	E+	E+	C	A	D	A	A	A
HCM2k95thQ:	36	10	0	0	22	22	14	0	32	0	0	0

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

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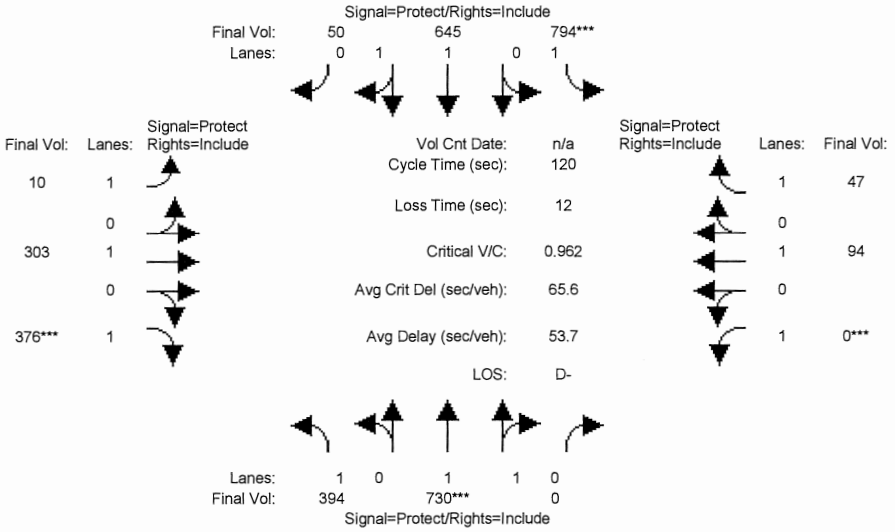
Intersection #85: Lafayette Street / Great America Way



Street Name:	Lafayette Street						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:	394	730	0	794	645	50	10	303	376	0	94	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	730	0	794	645	50	10	303	376	0	94	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	730	0	794	645	50	10	303	376	0	94	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	394	730	0	794	645	50	10	303	376	0	94	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	730	0	794	645	50	10	303	376	0	94	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	394	730	0	794	645	50	10	303	376	0	94	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3700	0	1750	3434	266	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.20	0.00	0.45	0.19	0.19	0.01	0.16	0.21	0.00	0.05	0.03
Crit Moves:		****		****					****	****		
Green Time:	44.3	24.6	0.0	56.6	36.9	36.9	11.0	26.8	26.8	0.0	15.8	15.8
Volume/Cap:	0.61	0.96	0.00	0.96	0.61	0.61	0.06	0.71	0.96	0.00	0.38	0.20
Delay/Veh:	32.6	70.9	0.0	53.1	36.4	36.4	49.9	48.7	81.7	0.0	48.6	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	70.9	0.0	53.1	36.4	36.4	49.9	48.7	81.7	0.0	48.6	47.0
LOS by Move:	C-	E	A	D-	D+	D+	D	D	F	A	D	D
HCM2k95thQ:	22	27	0	47	19	19	1	19	30	0	7	4

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

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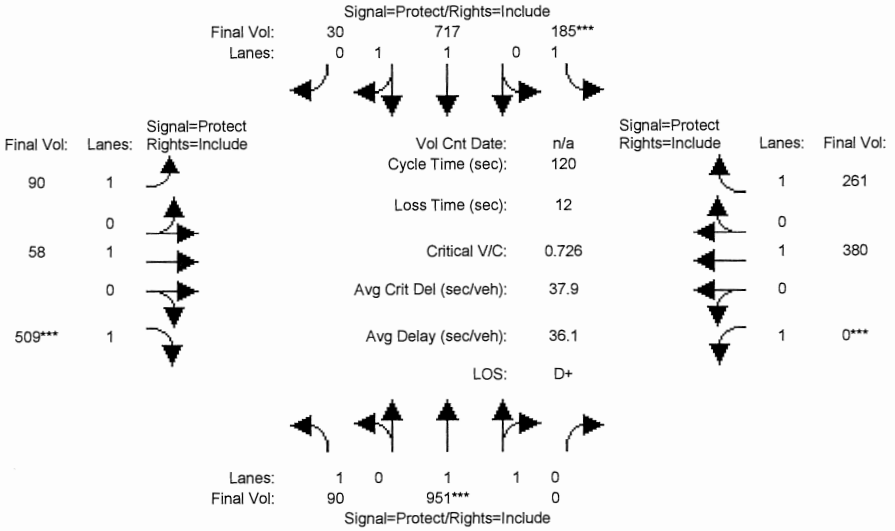
Intersection #85: Lafayette Street / Great America Way



Street Name:	Lafayette Street						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:	90	951	0	185	717	30	90	58	509	0	380	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	951	0	185	717	30	90	58	509	0	380	261
Added Vol:	0	0	0	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	951	0	185	717	30	90	58	509	0	380	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	951	0	185	717	30	90	58	509	0	380	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	951	0	185	717	30	90	58	509	0	380	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	951	0	185	717	30	90	58	509	0	380	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3700	0	1750	3551	149	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.00	0.11	0.20	0.20	0.05	0.03	0.29	0.00	0.20	0.15
Crit Moves:		****		****					****	****		
Green Time:	13.4	42.5	0.0	17.5	46.5	46.5	10.9	48.1	48.1	0.0	37.2	37.2
Volume/Cap:	0.46	0.73	0.00	0.73	0.52	0.52	0.57	0.08	0.73	0.00	0.65	0.48
Delay/Veh:	51.6	35.8	0.0	59.0	28.5	28.5	57.2	22.3	34.2	0.0	38.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	35.8	0.0	59.0	28.5	28.5	57.2	22.3	34.2	0.0	38.2	34.2
LOS by Move:	D-	D+	A	E+	C	C	E+	C+	C-	A	D+	C-
HCM2k95thQ:	7	27	0	13	19	19	7	3	30	0	23	16

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

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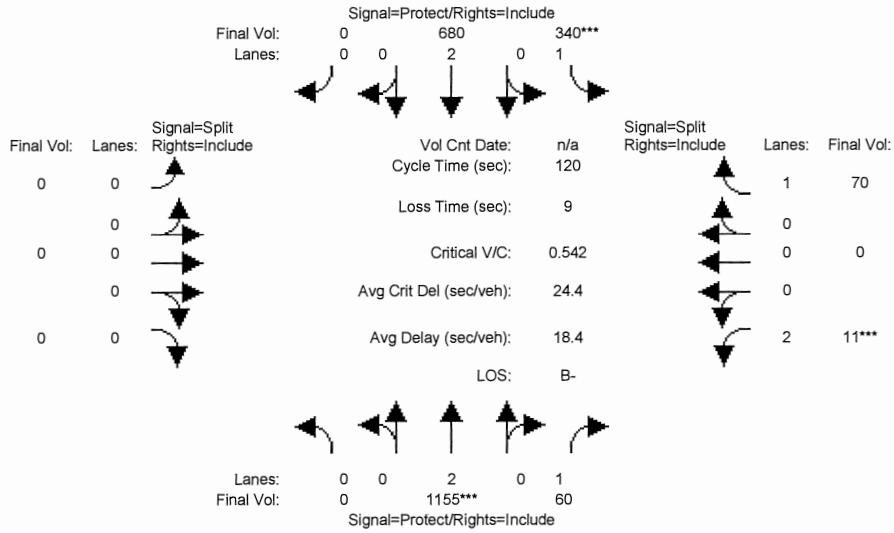
Intersection #86: Lafayette Street / Future Driveway (south of Great America Way)



Street Name:	Lafayette Street						Future Driveway					
Approach:	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	1155	60	340	680	0	0	0	0	11	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	1155	60	340	680	0	0	0	0	11	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	1155	60	340	680	0	0	0	0	11	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	1155	60	340	680	0	0	0	0	11	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1155	60	340	680	0	0	0	0	11	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	1155	60	340	680	0	0	0	0	11	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.03	0.19	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	61.6	61.6	39.4	101	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.59	0.07	0.59	0.21	0.00	0.00	0.00	0.00	0.04	0.00	0.48
Delay/Veh:	0.0	20.9	14.7	35.3	1.9	0.0	0.0	0.0	0.0	50.7	0.0	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.9	14.7	35.3	1.9	0.0	0.0	0.0	0.0	50.7	0.0	55.0
LOS by Move:	A	C+	B	D+	A	A	A	A	A	D	A	D-
HCM2k95thQ:	0	26	2	20	5	0	0	0	0	1	0	7

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

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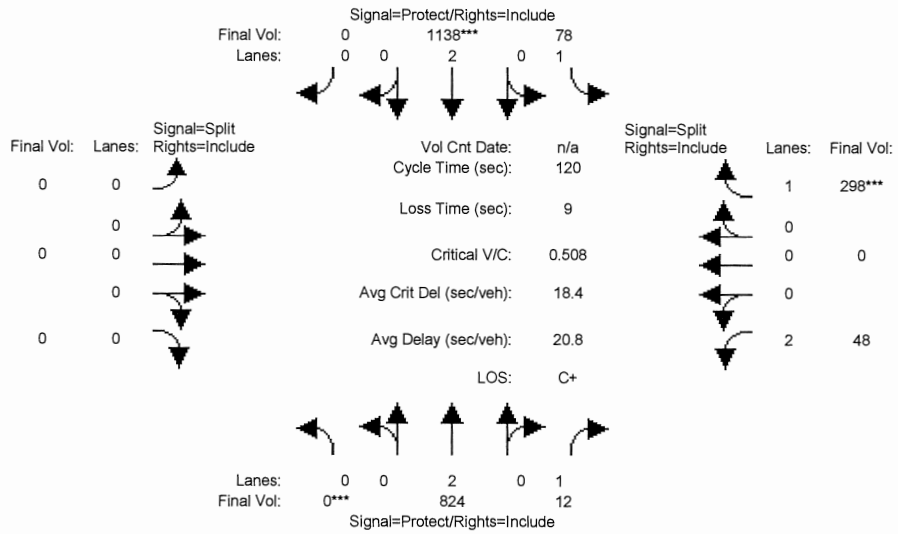
Intersection #86: Lafayette Street / Future Driveway (south of Great America Way)



Street Name:	Lafayette Street						Future Driveway					
Approach:	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	824	12	78	1138	0	0	0	0	48	0	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	824	12	78	1138	0	0	0	0	48	0	298
Added Vol:	0	0	0	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	824	12	78	1138	0	0	0	0	48	0	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	824	12	78	1138	0	0	0	0	48	0	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	824	12	78	1138	0	0	0	0	48	0	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	824	12	78	1138	0	0	0	0	48	0	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.01	0.04	0.30	0.00	0.00	0.00	0.00	0.02	0.00	0.17
Crit Moves:	****				****							****
Green Time:	0.0	55.8	55.8	15.0	70.8	0.0	0.0	0.0	0.0	40.2	0.0	40.2
Volume/Cap:	0.00	0.47	0.01	0.36	0.51	0.00	0.00	0.00	0.00	0.05	0.00	0.51
Delay/Veh:	0.0	22.2	17.3	49.1	14.6	0.0	0.0	0.0	0.0	26.9	0.0	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:	0.0	22.2	17.3	49.1	14.6	0.0	0.0	0.0	0.0	26.9	0.0	32.7
LOS by Move:	A	C+	B	D	B	A	A	A	A	C	A	C-
HCM2k95thQ:	0	18	1	6	21	0	0	0	0	1	0	18

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

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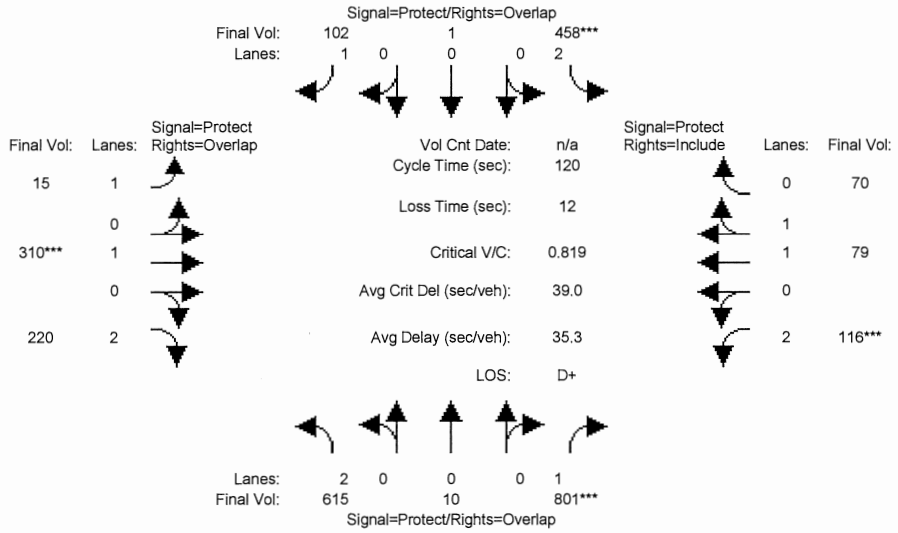
Intersection #87: Lafayette Street / Future Urban Interchange



Street Name:	Lafayette Street						Future Urban Interchange					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	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:	615	10	801	458	1	102	15	310	220	116	79	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:	615	10	801	458	1	102	15	310	220	116	79	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:	615	10	801	458	1	102	15	310	220	116	79	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:	615	10	801	458	1	102	15	310	220	116	79	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	10	801	458	1	102	15	310	220	116	79	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:	615	10	801	458	1	102	15	310	220	116	79	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.94	0.95	0.95	0.92	1.00	0.83	0.83	1.00	0.95
Lanes:	1.97	0.03	1.00	2.00	0.01	0.99	1.00	1.00	2.00	2.00	1.03	0.97
Final Sat.:	3468	56	1800	3559	17	1783	1750	1900	3150	3150	1960	1737
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.45	0.13	0.06	0.06	0.01	0.16	0.07	0.04	0.04	0.04
Crit Moves:			****	****				****		****		
Green Time:	52.2	57.6	64.6	19.2	24.5	37.4	12.9	24.3	76.5	7.0	18.4	18.4
Volume/Cap:	0.41	0.37	0.83	0.81	0.28	0.18	0.08	0.81	0.11	0.63	0.26	0.26
Delay/Veh:	23.4	19.8	26.5	55.5	40.4	30.2	48.4	57.4	8.5	62.2	45.1	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	19.8	26.5	55.5	40.4	30.2	48.4	57.4	8.5	62.2	45.1	45.1
LOS by Move:	C	B-	C	E+	D	C	D	E+	A	E	D	D
HCM2k95thQ:	15	14	40	17	6	6	1	23	4	7	5	5

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

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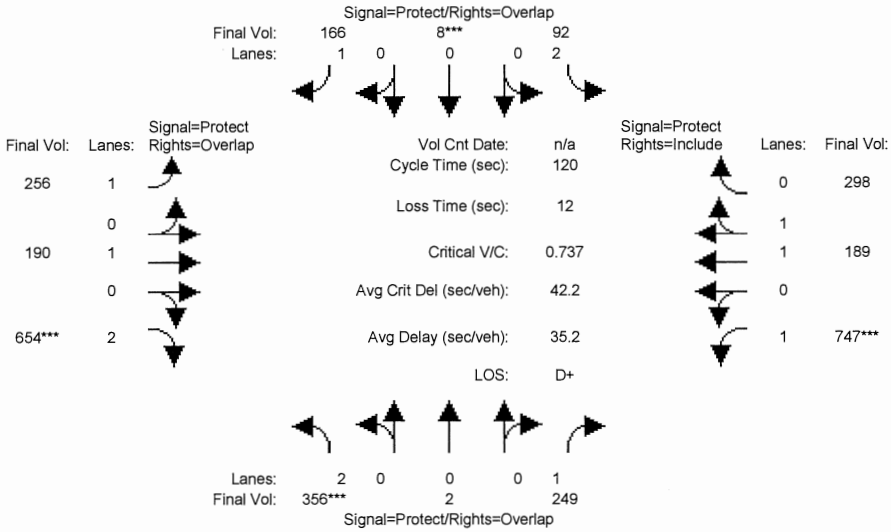
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020 EOS PM

Intersection #87: Lafayette Street / Future Urban Interchange



Street Name:	Lafayette Street						Future Urban Interchange					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	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:	356	2	249	92	8	166	256	190	654	747	189	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	2	249	92	8	166	256	190	654	747	189	298
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	2	249	92	8	166	256	190	654	747	189	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	2	249	92	8	166	256	190	654	747	189	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	2	249	92	8	166	256	190	654	747	189	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	2	249	92	8	166	256	190	654	747	189	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	1.84	0.16	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	3524	20	1800	3230	281	1800	1750	1900	3150	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.03	0.03	0.09	0.15	0.10	0.21	0.43	0.10	0.17
Crit Moves:	****				****				****	****		
Green Time:	15.6	16.2	82.2	9.4	10.0	48.1	38.1	16.5	32.1	65.9	44.3	44.3
Volume/Cap:	0.78	0.75	0.20	0.36	0.34	0.23	0.46	0.73	0.78	0.78	0.27	0.46
Delay/Veh:	55.5	53.7	7.0	52.8	52.2	23.8	33.4	59.6	45.3	25.3	26.6	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	53.7	7.0	52.8	52.2	23.8	33.4	59.6	45.3	25.3	26.6	29.1
LOS by Move:	E+	D-	A	D-	D-	C	C-	E+	D	C	C	C
HCM2k95thQ:	13	13	7	4	4	8	16	15	26	40	9	17

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
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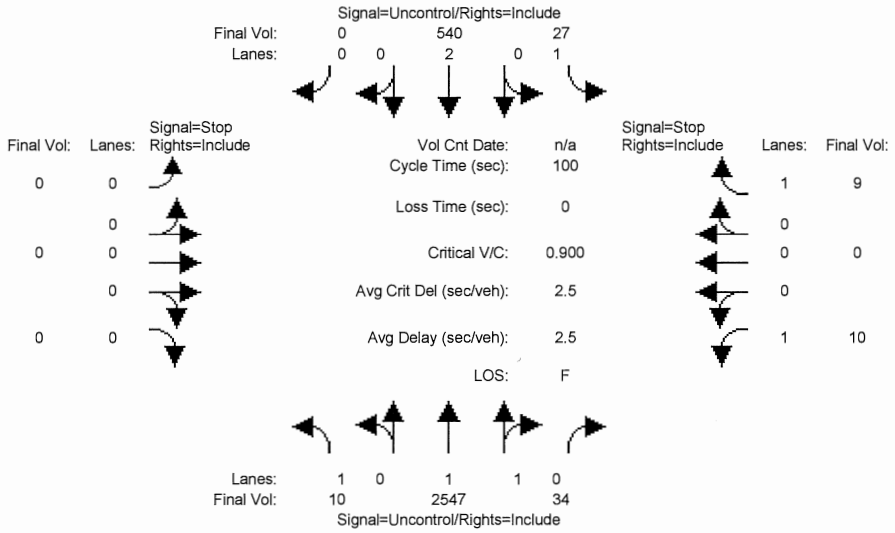
Intersection #89: Lafayette Street / Calle Del Mundo




```
Street Name:         Lafayette Street                  Calle Del Mundo
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10 2547    34    27  540     0     0    0     0    10    0     9
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10 2547    34    27  540     0     0    0     0    10    0     9
Added Vol:      0    0     0     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 2547    34    27  540     0     0    0     0    10    0     9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 2547    34    27  540     0     0    0     0    10    0     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10 2547    34    27  540     0     0    0     0    10    0     9
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  540 xxxx xxxxx  2581 xxxx xxxxx  xxxx xxxx xxxxx  2908 xxxx  1291
Potent Cap.: 1039 xxxx xxxxx   172 xxxx xxxxx  xxxx xxxx xxxxx    13 xxxx   157
Move Cap.:   1039 xxxx xxxxx   172 xxxx xxxxx  xxxx xxxx xxxxx    11 xxxx   157
Volume/Cap:  0.01 xxxx  xxxx  0.16 xxxx  xxxx  xxxx xxxx  xxxx  0.90 xxxx  0.06
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.5 xxxx xxxxx  xxxx xxxx xxxxx   1.9 xxxx   0.2
Control Del:  8.5 xxxx xxxxx  29.8 xxxx xxxxx xxxxx xxxx xxxxx 669.6 xxxx  29.3
LOS by Move:    A    *     *     D    *     *     *    *     *     F    *     D
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            366.3
ApproachLOS:         *                *                *                F
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #89 Lafayette Street / Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10 2547    34    27  540     0     0    0     0    10    0     9
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            366.3
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.9]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=19]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3177]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                 Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #89 Lafayette Street / Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10 2547    34    27  540     0     0    0     0    10    0     9
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             3158
Minor Approach Volume:           19
Minor Approach Volume Threshold: -120 [less than minimum of 150]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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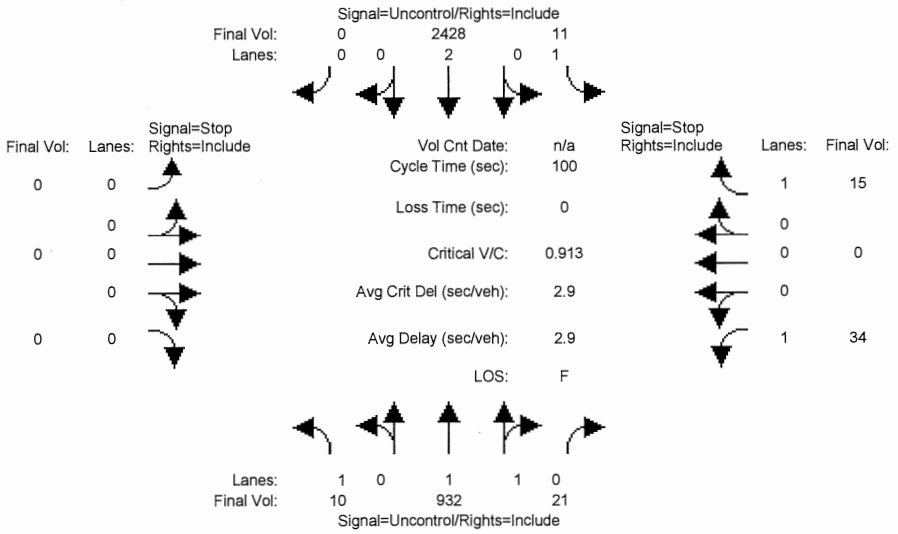
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2020 EOS PM

Intersection #89: Lafayette Street / Calle Del Mundo




```
Street Name:         Lafayette Street                  Calle Del Mundo
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  932    21    11 2428     0     0    0     0    34    0    15
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10  932    21    11 2428     0     0    0     0    34    0    15
Added Vol:      0    0     0     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  932    21    11 2428     0     0    0     0    34    0    15
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  932    21    11 2428     0     0    0     0    34    0    15
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10  932    21    11 2428     0     0    0     0    34    0    15
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2428 xxxx xxxxx   953 xxxx xxxxx  xxxx xxxx xxxxx  2199 xxxx   477
Potent Cap.:  198 xxxx xxxxx   729 xxxx xxxxx  xxxx xxxx xxxxx    39 xxxx   540
Move Cap.:    198 xxxx xxxxx   729 xxxx xxxxx  xxxx xxxx xxxxx    37 xxxx   540
Volume/Cap:  0.05 xxxx  xxxx  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.91 xxxx  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx   3.4 xxxx   0.1
Control Del: 24.2 xxxx xxxxx  10.0 xxxx xxxxx xxxxx xxxx xxxxx 282.3 xxxx  11.9
LOS by Move:    C    *     *     B    *     *     *    *     *     F    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            199.5
ApproachLOS:         *                *                *                 F
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
*******************************************************************************
Intersection #89 Lafayette Street / Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10  932    21    11 2428     0     0    0     0    34    0    15
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            199.5
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.7]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=49]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3451]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #89 Lafayette Street / Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10  932    21    11 2428     0     0    0     0    34    0    15
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             3402
Minor Approach Volume:           49
Minor Approach Volume Threshold: -152 [less than minimum of 150]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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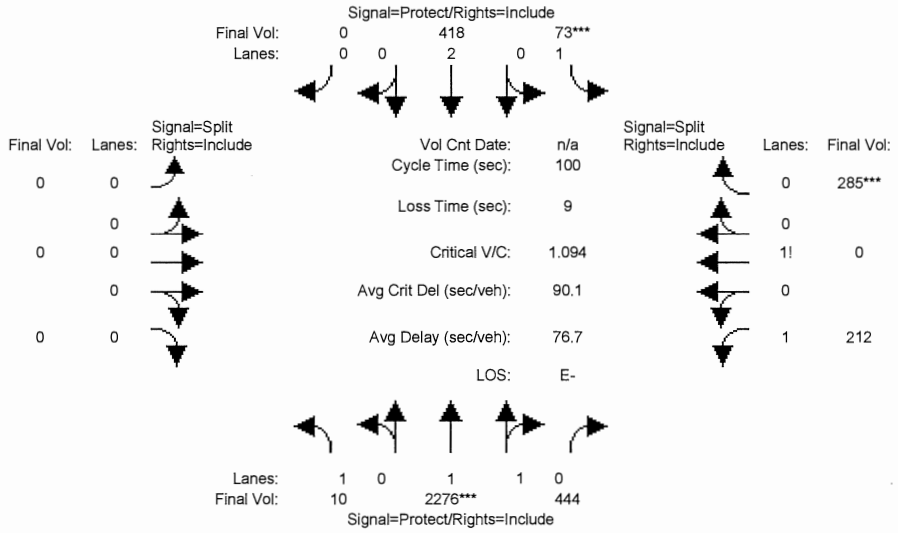
Intersection #90: Lafayette Street / Calle De Luna



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	2276	444	73	418	0	0	0	0	212	0	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2276	444	73	418	0	0	0	0	212	0	285
Added Vol:	0	0	0	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	2276	444	73	418	0	0	0	0	212	0	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2276	444	73	418	0	0	0	0	212	0	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2276	444	73	418	0	0	0	0	212	0	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2276	444	73	418	0	0	0	0	212	0	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.66	0.34	1.00	2.00	0.00	0.00	0.00	0.00	1.28	0.00	0.72
Final Sat.:	1750	3096	604	1750	3800	0	0	0	0	2234	0	1302
Capacity Analysis Module:												
Vol/Sat:	0.01	0.74	0.74	0.04	0.11	0.00	0.00	0.00	0.00	0.09	0.00	0.22
Crit Moves:		****		****								****
Green Time:	27.9	64.7	64.7	7.0	43.8	0.0	0.0	0.0	0.0	19.3	0.0	19.3
Volume/Cap:	0.02	1.14	1.14	0.60	0.25	0.00	0.00	0.00	0.00	0.49	0.00	1.14
Delay/Veh:	26.2	84.5	84.5	52.9	17.8	0.0	0.0	0.0	0.0	36.4	0.0	126.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	84.5	84.5	52.9	17.8	0.0	0.0	0.0	0.0	36.4	0.0	126.1
LOS by Move:	C	F	F	D-	B	A	A	A	A	D+	A	F
HCM2k95thQ:	1	100	100	5	8	0	0	0	0	10	0	38

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

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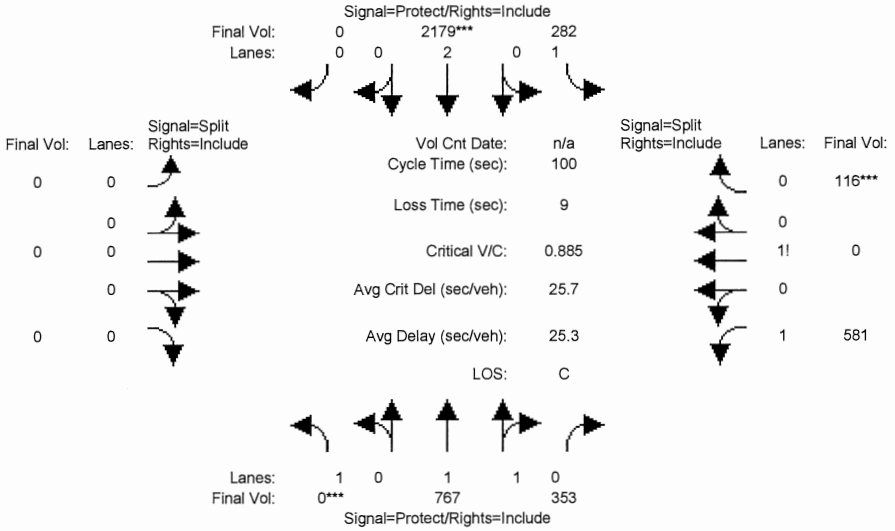
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020 EOS PM

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	767	353	282	2179	0	0	0	0	581	0	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	767	353	282	2179	0	0	0	0	581	0	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	767	353	282	2179	0	0	0	0	581	0	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	767	353	282	2179	0	0	0	0	581	0	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	767	353	282	2179	0	0	0	0	581	0	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	767	353	282	2179	0	0	0	0	581	0	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.35	0.65	1.00	2.00	0.00	0.00	0.00	0.00	1.71	0.00	0.29
Final Sat.:	1750	2533	1166	1750	3800	0	0	0	0	3001	0	499
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.16	0.57	0.00	0.00	0.00	0.00	0.19	0.00	0.23
Crit Moves:	****				****							****
Green Time:	0.0	42.3	42.3	22.5	64.8	0.0	0.0	0.0	0.0	26.2	0.0	26.2
Volume/Cap:	0.00	0.72	0.72	0.72	0.89	0.00	0.00	0.00	0.00	0.74	0.00	0.89
Delay/Veh:	0.0	25.5	25.5	42.0	18.8	0.0	0.0	0.0	0.0	36.8	0.0	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.5	25.5	42.0	18.8	0.0	0.0	0.0	0.0	36.8	0.0	47.2
LOS by Move:	A	C	C	D	B-	A	A	A	A	D+	A	D
HCM2k95thQ:	0	27	27	17	48	0	0	0	0	21	0	29

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

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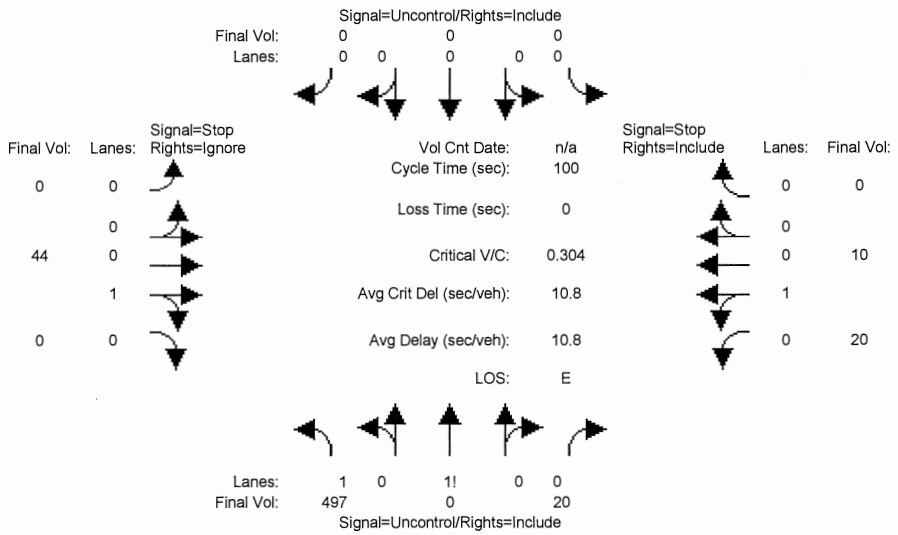
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2020 EOS AM

Intersection #114: Calle Del Sol / Calle Del Luna




```
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
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     497    0    20     0    0     0     0   44   433    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:  497    0    20     0    0     0     0   44   433    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:  497    0    20     0    0     0     0   44   433    20   10     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:   497    0    20     0    0     0     0   44     0    20   10     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  497    0    20     0    0     0     0   44     0    20   10     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  6.5   6.2   7.1  6.5 xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  4.0   3.3   3.5  4.0 xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:    0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx 1014     0  1026 1004 xxxxx
Potent Cap.: 1636 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  240  1091   215  244 xxxxx
Move Cap.:   1636 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  167  1091   133  170 xxxxx
Volume/Cap:  0.30 xxxx  xxxx  xxxx xxxx  xxxx  xxxx 0.26  0.00  0.15 0.06  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.5 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   167   143 xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   1.0   0.8 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  34.0  36.7 xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     D     E    *     *
ApproachDel:    xxxxxx           xxxxxx             34.0             36.7
ApproachLOS:         *                *                D                E
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

****

Intersection #114 Calle Del Sol / Calle Del Luna

****

Future Volume Alternative: Peak Hour Warrant Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:  497    0    20     0    0     0     0   44   433    20   10     0
ApproachDel:    xxxxxx           xxxxxx             34.0             36.7
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4.5]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=477]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1024]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1024]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #114 Calle Del Sol / Calle Del Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:  497    0    20     0    0     0     0   44   433    20   10     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             517
Minor Approach Volume:           477
Minor Approach Volume Threshold: 512
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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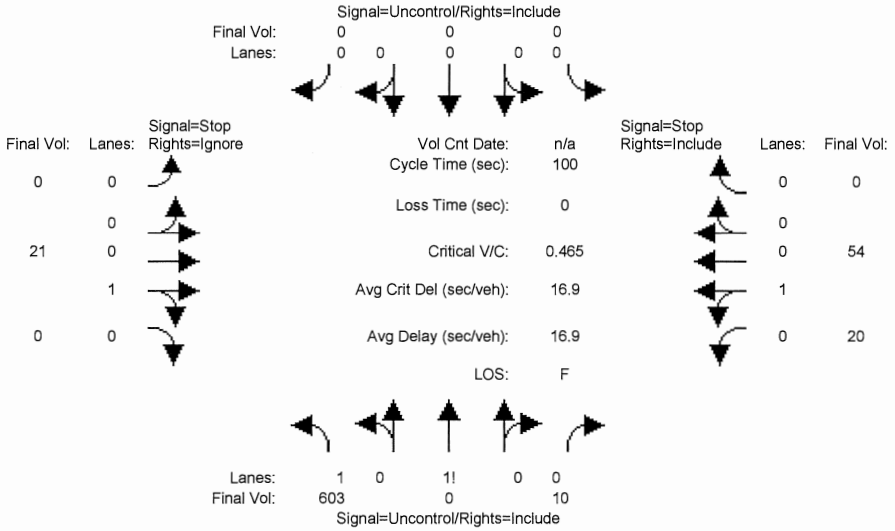
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2020 EOS PM

Intersection #114: Calle Del Sol / Calle Del Luna




```
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
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     603    0    10     0    0     0     0   21   624    20   54     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  603    0    10     0    0     0     0   21   624    20   54     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:  603    0    10     0    0     0     0   21   624    20   54     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:   603    0    10     0    0     0     0   21     0    20   54     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  603    0    10     0    0     0     0   21     0    20   54     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  6.5   6.2   7.1  6.5 xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  4.0   3.3   3.5  4.0 xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:    0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx 1216     0  1222 1211 xxxxx
Potent Cap.: 1636 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  183  1091   158  184 xxxxx
Move Cap.:   1636 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  115  1091    98  116 xxxxx
Volume/Cap:  0.37 xxxx  xxxx  xxxx xxxx  xxxx  xxxx 0.18  0.00  0.20 0.47  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.7 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   115   111 xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   0.6   3.5 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  43.0  87.0 xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     E     F    *     *
ApproachDel:    xxxxxx           xxxxxx             43.0             87.0
ApproachLOS:         *                *                E                F
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #114 Calle Del Sol / Calle Del Luna
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
```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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:  603    0    10     0    0     0     0   21   624    20   54     0
ApproachDel:    xxxxxx           xxxxxx             43.0             87.0
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.7]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=645]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1332]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.8]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=74]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1332]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
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This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                 Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #114 Calle Del Sol / Calle Del Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:  603    0    10     0    0     0     0   21   624    20   54     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             613
Minor Approach Volume:           645
Minor Approach Volume Threshold: 453
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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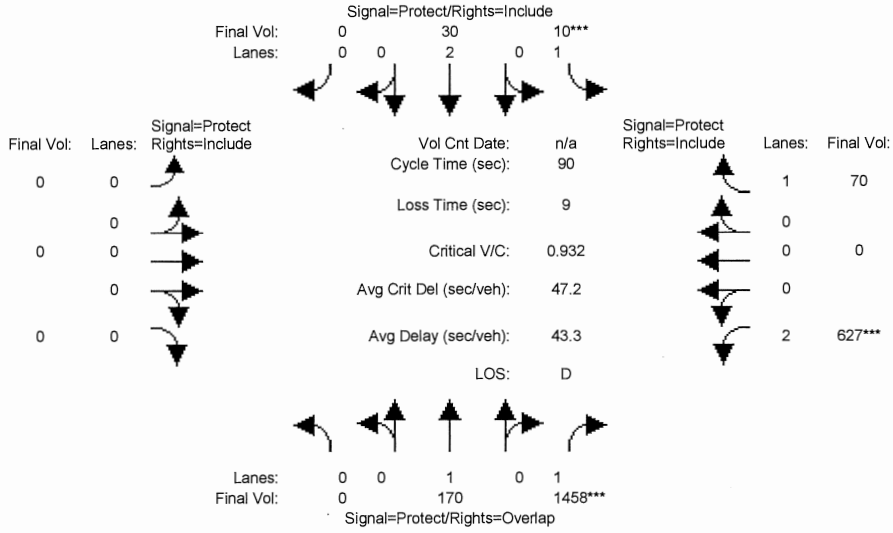
Intersection #123: Great America Parkway and Golde Street Connector



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	1458	10	30	0	0	0	0	627	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	1458	10	30	0	0	0	0	627	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	1458	10	30	0	0	0	0	627	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	1458	10	30	0	0	0	0	627	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	1458	10	30	0	0	0	0	627	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	1458	10	30	0	0	0	0	627	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.83	0.01	0.01	0.00	0.00	0.00	0.00	0.20	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	56.3	74.0	7.0	63.3	0.0	0.0	0.0	0.0	17.7	0.0	17.7
Volume/Cap:	0.00	0.14	1.01	0.07	0.01	0.00	0.00	0.00	0.00	1.01	0.00	0.20
Delay/Veh:	0.0	7.0	35.1	38.7	4.0	0.0	0.0	0.0	0.0	75.7	0.0	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.0	35.1	38.7	4.0	0.0	0.0	0.0	0.0	75.7	0.0	30.6
LOS by Move:	A	A	D+	D+	A	A	A	A	A	E-	A	C
HCM2k95thQ:	0	4	81	1	0	0	0	0	0	25	0	3

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

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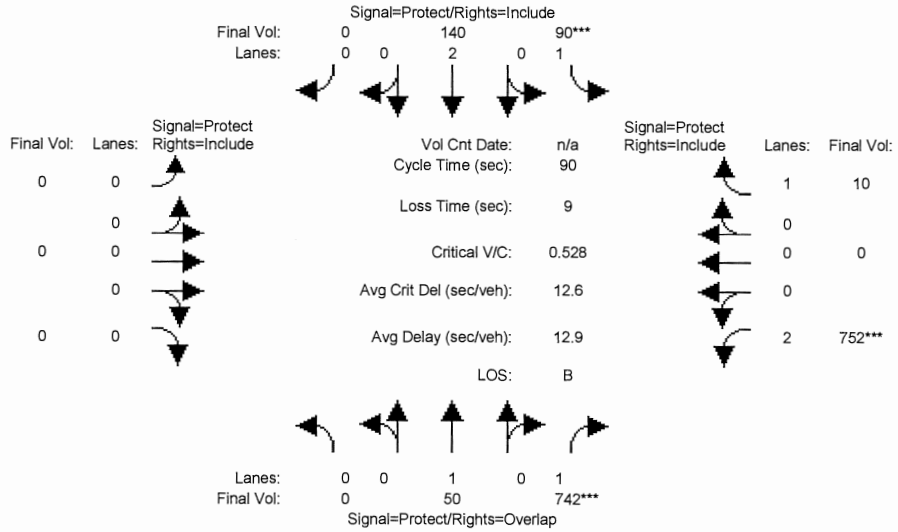
City Place Santa Clara
Parcel 3 Development Redistribution
May 2016

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020 EOS PM

Intersection #123: Great America Parkway and Golde 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	742	90	140	0	0	0	0	752	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	742	90	140	0	0	0	0	752	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	742	90	140	0	0	0	0	752	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	742	90	140	0	0	0	0	752	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	742	90	140	0	0	0	0	752	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	742	90	140	0	0	0	0	752	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.42	0.05	0.04	0.00	0.00	0.00	0.00	0.24	0.00	0.01
Crit Moves:			****	****						****		
Green Time:	0.0	31.6	72.2	8.8	40.3	0.0	0.0	0.0	0.0	40.7	0.0	40.7
Volume/Cap:	0.00	0.08	0.53	0.53	0.08	0.00	0.00	0.00	0.00	0.53	0.00	0.01
Delay/Veh:	0.0	19.5	3.4	41.7	14.3	0.0	0.0	0.0	0.0	18.1	0.0	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	3.4	41.7	14.3	0.0	0.0	0.0	0.0	18.1	0.0	13.6
LOS by Move:	A	B-	A	D	B	A	A	A	A	B-	A	B
HCM2k95thQ:	0	2	15	7	2	0	0	0	0	17	0	0

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

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City Place Santa Clara
Enhanced Open Space Assessment
May 2016

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

Intersection		2040 EOS AM				2040 EOS 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	162.5	1.427	234.4	F	316.7	1.862	460.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#9	Convention Center / Tasman Drive	F	132.1	0.980	200.6	F	182.0	1.128	232.8	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#10	Future Driveway (west of Centennial Boulevard) / Tasman	A	5.9	0.836	6.2	D	48.1	1.046	49.2	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#11	Centennial Boulevard / Tasman Drive	F	165.9	1.236	231.5	F	211.4	1.338	267.6	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#12	Future Driveway (east of Centennial Boulevard) / Tasman Drive	C+	22.6	0.853	21.0	C	29.6	0.955	32.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#13	Calle Del Sol / Tasman Drive	F	124.7	1.287	180.1	F	115.7	1.329	179.2	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#14	Lick Mill Boulevard / Tasman Drive	F	196.5	1.488	305.3	F	270.4	1.766	398.3	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#57	Great America Parkway / SR 237 WB Ramps (CMP)	F	87.4	1.206	125.4	D	43.4	1.000	55.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#58	Great America Parkway / SR 237 EB Ramps (CMP)	E	70.0	1.144	95.0	C	28.2	1.014	43.7	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#59	Great America Parkway / Yerba Buena (Great America) Way	E	73.0	0.988	76.8	F	176.5	1.453	244.9	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#60	Great America Parkway / Old Mountain View-Alviso Road	F	80.4	0.937	121.9	F	105.7	0.998	153.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#61	Great America Parkway / Future Driveway (south of Old	C+	20.4	0.710	32.7	C+	20.5	0.681	26.7	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#62	Great America Parkway / Future Driveway (north of Bunker Hill	C+	21.1	0.692	28.9	C	25.6	0.767	30.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#63	Great America Parkway / Bunker Hill Lane	B	13.6	0.572	12.3	B-	18.2	0.772	19.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#84	Gold Street / Gold Street Connector	F	116.2	1.198	135.6	C-	34.1	0.855	43.7	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#85	Lafayette Street / Great America Way	D	46.2	0.899	54.3	D	39.1	0.805	41.0	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#86	Lafayette Street / Future Driveway (south of Great America	B	17.5	0.549	22.7	C+	20.1	0.454	17.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#87	Lafayette Street / Future Urban Interchange	D+	36.8	0.860	41.4	C	31.5	0.580	38.8	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#89	Lafayette Street / Calle Del Mundo	F	>200	1.406	4.0	F	>200	1.182	4.1	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#90	Lafayette Street / Calle De Luna	F	112.7	1.187	133.2	C	27.4	0.929	29.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#114	Calle Del Sol / Calle Del Luna	F	60.9	0.376	12.8	F	144.0	0.585	22.1	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#123	Great America Parkway and Golde Street Connector	C	30.0	0.874	32.2	B	12.7	0.502	12.3	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x

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City Place Santa Clara
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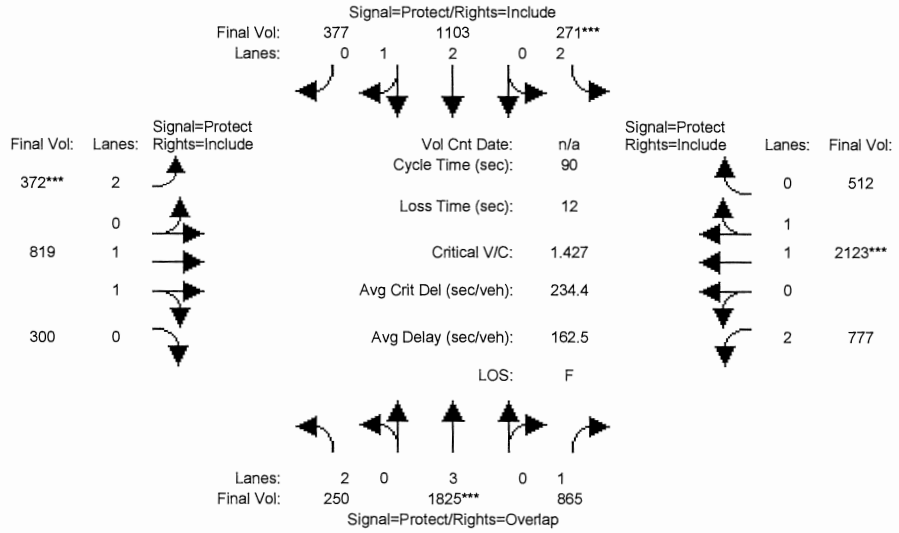
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS AM

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	1825	865	271	1103	377	372	819	300	777	2123	512
Growth Adj:	1.00	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	1825	865	271	1103	377	372	819	300	777	2123	512
Added Vol:	0	0	0	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	1825	865	271	1103	377	372	819	300	777	2123	512
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1825	865	271	1103	377	372	819	300	777	2123	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1825	865	271	1103	377	372	819	300	777	2123	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1825	865	271	1103	377	372	819	300	777	2123	512
Saturation Flow 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	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.21	0.79	2.00	1.45	0.55	2.00	1.60	0.40
Final Sat.:	3150	5700	1750	3150	4172	1426	3150	2707	992	3150	2981	719
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.49	0.09	0.26	0.26	0.12	0.30	0.30	0.25	0.71	0.71
Crit Moves:		****		****			****				****	
Green Time:	6.2	19.8	42.8	7.0	20.6	20.6	7.3	28.2	28.2	23.0	44.0	44.0
Volume/Cap:	1.16	1.46	1.04	1.11	1.16	1.16	1.46	0.96	0.96	0.96	1.46	1.46
Delay/Veh:	151.7	246	65.7	130.4	114	114.2	268.1	48.9	48.9	56.4	232	232.5
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:	151.7	246	65.7	130.4	114	114.2	268.1	48.9	48.9	56.4	232	232.5
LOS by Move:	F	F	E	F	F	F	F	D	D	E+	F	F
HCM2k95thQ:	18	65	58	14	38	38	29	36	36	22	131	131

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

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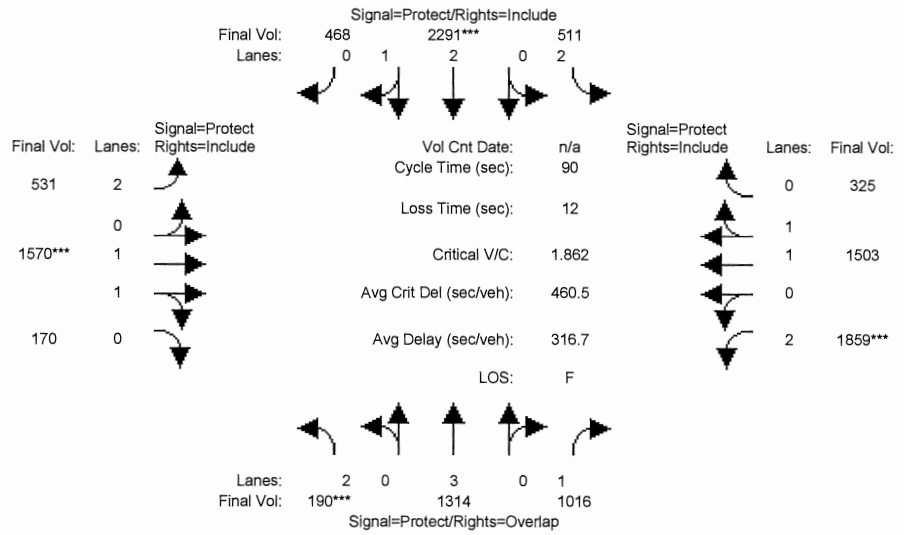
City Place Santa Clara
Enhanced Open Space Assessment
May 2016

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS 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	1314	1016	511	2291	468	531	1570	170	1859	1503	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1314	1016	511	2291	468	531	1570	170	1859	1503	325
Added Vol:	0	0	0	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	1314	1016	511	2291	468	531	1570	170	1859	1503	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1314	1016	511	2291	468	531	1570	170	1859	1503	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1314	1016	511	2291	468	531	1570	170	1859	1503	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1314	1016	511	2291	468	531	1570	170	1859	1503	325
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.47	0.53	2.00	1.80	0.20	2.00	1.63	0.37
Final Sat.:	3150	5700	1750	3150	4649	950	3150	3338	361	3150	3042	658
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.58	0.16	0.49	0.49	0.17	0.47	0.47	0.59	0.49	0.49
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.3	44.3	12.2	22.5	22.5	12.3	21.5	21.5	27.0	36.1	36.1
Volume/Cap:	0.78	1.20	1.18	1.20	1.97	1.97	1.23	1.97	1.97	1.97	1.23	1.23
Delay/Veh:	55.1	134	115.5	148.4	472	472.4	161.4	474	474.4	471.4	137	136.7
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:	55.1	134	115.5	148.4	472	472.4	161.4	474	474.4	471.4	137	136.7
LOS by Move:	E+	F	F	F	F	F	F	F	F	F	F	F
HCM2k95thQ:	10	40	82	26	123	123	33	119	119	146	71	71

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

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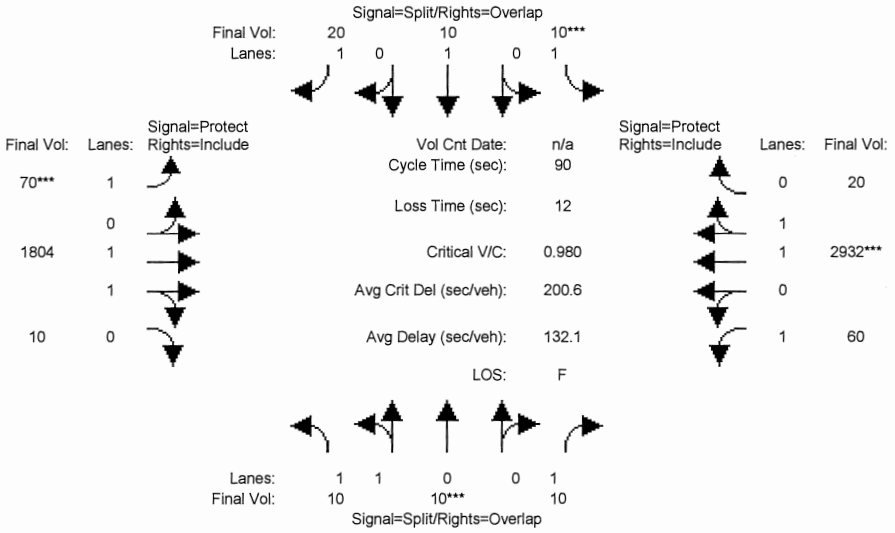
May 2016

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS 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	1804	10	60	2932	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	1804	10	60	2932	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	1804	10	60	2932	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
HF Volume:	10	10	10	10	10	20	70	1804	10	60	2932	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	10	10	20	70	1804	10	60	2932	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	1804	10	60	2932	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	3680	20	1750	3675	25
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.04	0.49	0.49	0.03	0.80	0.80
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	17.9	10.0	10.0	17.0	7.0	50.1	50.1	7.9	51.0	51.0
Volume/Cap:	0.05	0.05	0.03	0.05	0.05	0.06	0.51	0.88	0.88	0.39	1.41	1.41
Delay/Veh:	35.8	35.8	29.0	35.9	35.8	30.0	43.2	22.2	22.2	40.4	206	206.0
User DelAdj:	1.00	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	29.0	35.9	35.8	30.0	43.2	22.2	22.2	40.4	206	206.0
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	141	141

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

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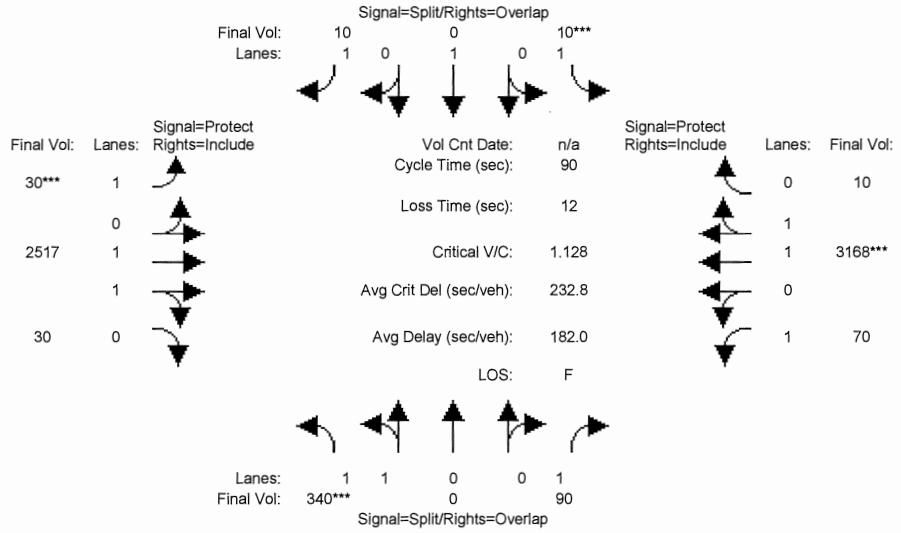
Enhanced Open Space Assessment
May 2016

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS 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	2517	30	70	3168	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	2517	30	70	3168	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	2517	30	70	3168	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	2517	30	70	3168	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	0	90	10	0	10	30	2517	30	70	3168	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	2517	30	70	3168	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	0.69	0.69	0.04	0.86	0.86
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	1.52	1.52
Delay/Veh:	56.7	0.0	31.7	35.9	0.0	29.8	39.8	121	120.8	43.2	254	254.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	0.0	31.7	35.9	0.0	29.8	39.8	121	120.8	43.2	254	254.1
LOS by Move:	E+	A	C	D+	A	C	D	F	F	D	F	F
HCM2k95thQ:	15	0	5	1	0	1	2	94	94	4	166	166

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

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2000 HCM Operations (Future Volume Alternative)
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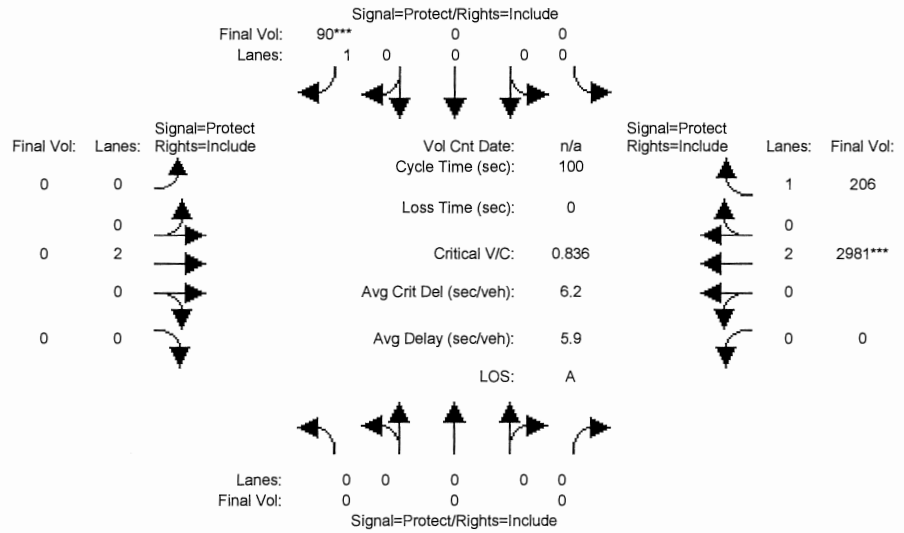
Intersection #10: Future Driveway (west of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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:	0	0	0	0	0	90	0	1824	0	0	2981	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	90	0	1824	0	0	2981	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	90	0	0	0	0	2981	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	90	0	0	0	0	2981	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	90	0	0	0	0	2981	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	90	0	0	0	0	2981	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.78	0.12
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	90.0	90.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.87	0.13
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	45.3	0.0	0.0	0.0	0.0	5.0	0.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	45.3	0.0	0.0	0.0	0.0	5.0	0.6
LOS by Move:	A	A	A	A	A	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	7	0	0	0	0	34	1

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

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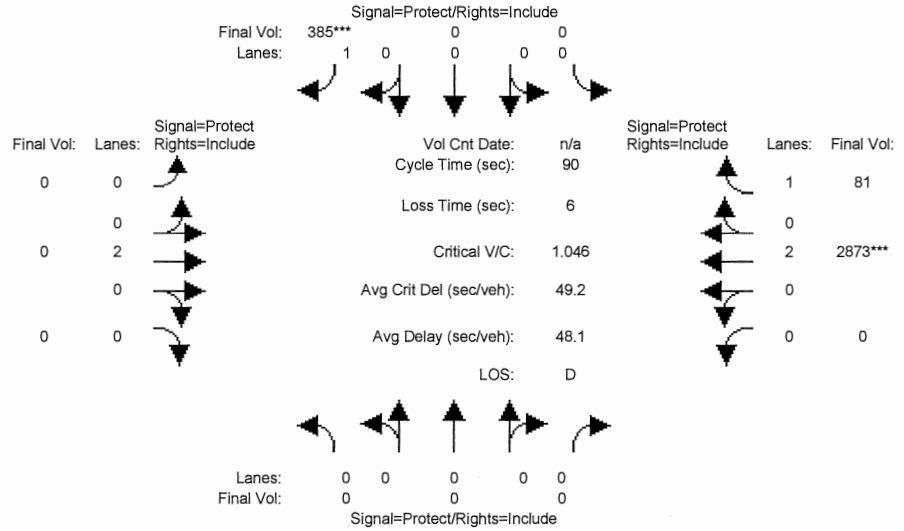
Intersection #10: Future Driveway (west of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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	0	0	10	0	0	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	0	0	385	0	2667	0	0	2873	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	385	0	2667	0	0	2873	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	385	0	0	0	0	2873	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	385	0	0	0	0	2873	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	385	0	0	0	0	2873	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	385	0	0	0	0	2873	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.76	0.05
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	18.9	0.0	0.0	0.0	0.0	65.1	65.1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	1.05	0.00	0.00	0.00	0.00	1.05	0.06
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	94.9	0.0	0.0	0.0	0.0	43.1	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	94.9	0.0	0.0	0.0	0.0	43.1	3.6
LOS by Move:	A	A	A	A	A	F	A	A	A	A	D	A
HCM2k95thQ:	0	0	0	0	0	32	0	0	0	0	70	1

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

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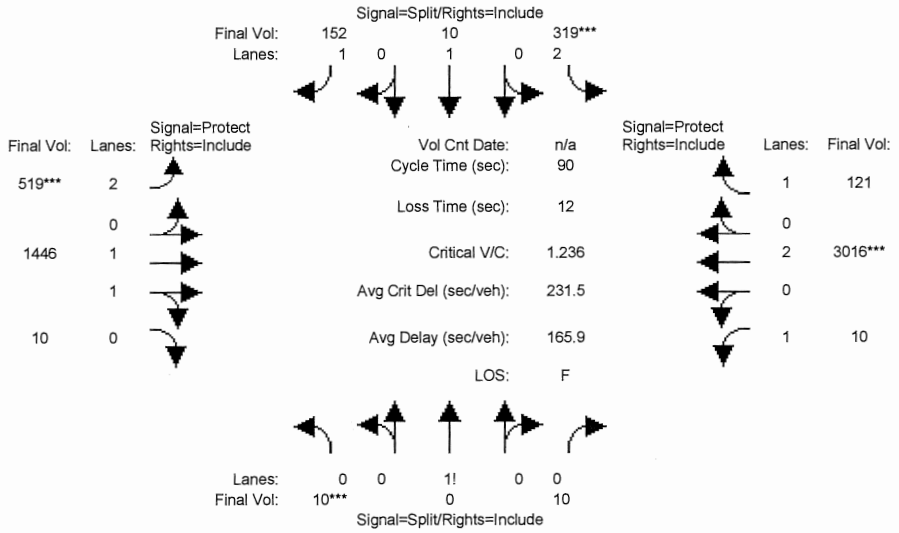
Intersection #11: Centennial Boulevard / Tasman Drive



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	319	10	152	519	1446	10	10	3016	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	319	10	152	519	1446	10	10	3016	121
Added Vol:	0	0	0	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	319	10	152	519	1446	10	10	3016	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	319	10	152	519	1446	10	10	3016	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	319	10	152	519	1446	10	10	3016	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	319	10	152	519	1446	10	10	3016	121
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	3675	25	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.10	0.01	0.09	0.16	0.39	0.39	0.01	0.79	0.07
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	10.0	48.4	48.4	9.6	48.0	48.0
Volume/Cap:	0.10	0.00	0.10	0.91	0.05	0.78	1.49	0.73	0.73	0.05	1.49	0.13
Delay/Veh:	36.2	0.0	36.2	66.6	35.8	57.2	274.0	17.3	17.3	36.3	243	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	36.2	66.6	35.8	57.2	274.0	17.3	17.3	36.3	243	10.6
LOS by Move:	D+	A	D+	E	D+	E+	F	B	B	D+	F	B+
HCM2k95thQ:	1	0	1	16	1	12	36	28	28	1	150	3

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

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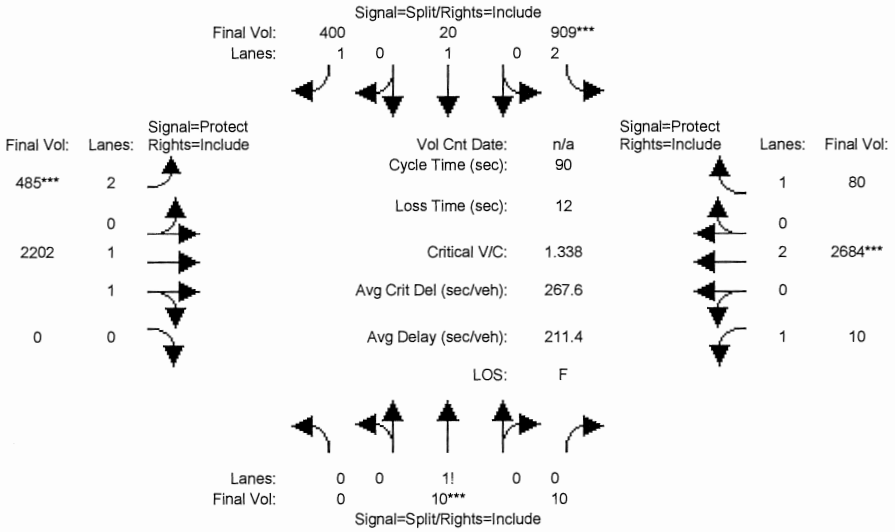
Intersection #11: Centennial Boulevard / Tasman Drive



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	909	20	400	485	2202	0	10	2684	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	909	20	400	485	2202	0	10	2684	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	909	20	400	485	2202	0	10	2684	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	909	20	400	485	2202	0	10	2684	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	10	909	20	400	485	2202	0	10	2684	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	909	20	400	485	2202	0	10	2684	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	0.29	0.01	0.23	0.15	0.60	0.00	0.01	0.71	0.05
Crit Moves:		****		****			****				****	
Green Time:	0.0	10.0	10.0	17.1	17.1	17.1	9.1	43.9	0.0	7.0	41.8	41.8
Volume/Cap:	0.00	0.10	0.10	1.52	0.06	1.20	1.52	1.22	0.00	0.07	1.52	0.10
Delay/Veh:	0.0	36.2	36.2	279.2	29.9	153.5	290.2	127	0.0	38.7	261	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.2	36.2	279.2	29.9	153.5	290.2	127	0.0	38.7	261	13.6
LOS by Move:	A	D+	D+	F	C	F	F	F	A	D+	F	B
HCM2k95thQ:	0	1	1	62	1	40	35	87	0	1	137	3

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

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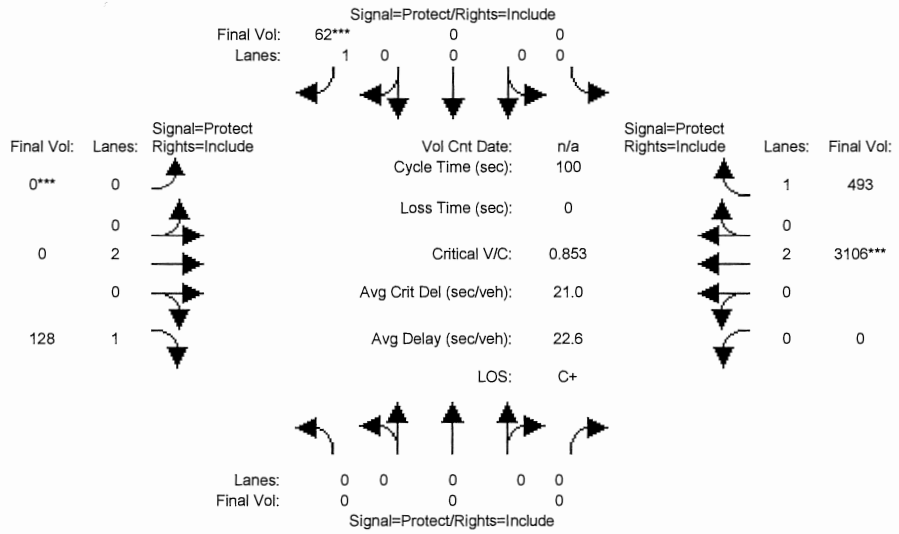
Intersection #12: Future Driveway (east of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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:	0	0	0	0	0	62	0	1657	128	0	3106	493
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	62	0	1657	128	0	3106	493
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	62	0	0	128	0	3106	493
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	62	0	0	128	0	3106	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	62	0	0	128	0	3106	493
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	62	0	0	128	0	3106	493
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.07	0.00	0.82	0.28
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	7.0	0.0	83.0	83.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.00	1.04	0.00	0.98	0.34
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	43.2	0.0	0.0	140.3	0.0	20.6	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	43.2	0.0	0.0	140.3	0.0	20.6	2.2
LOS by Move:	A	A	A	A	A	D	A	A	F	A	C+	A
HCM2k95thQ:	0	0	0	0	0	5	0	0	11	0	81	8

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

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2000 HCM Operations (Future Volume Alternative)
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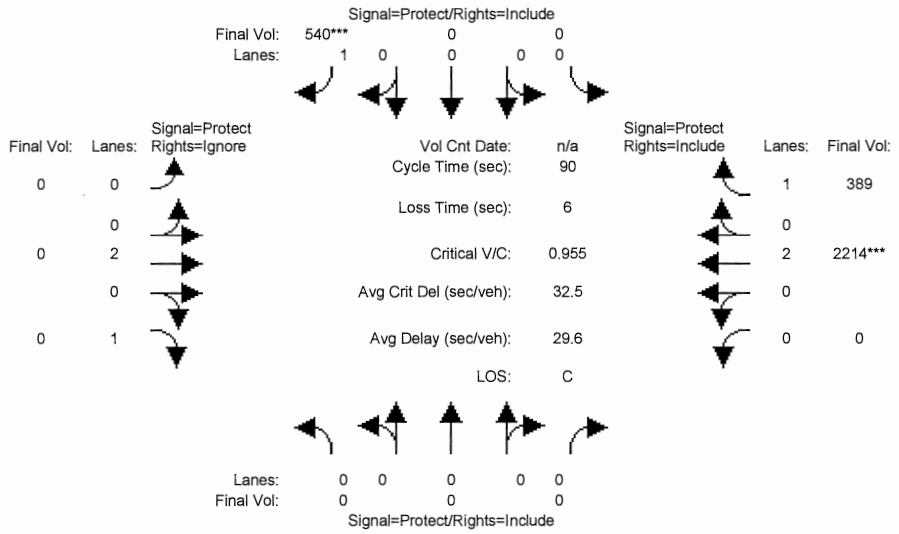
Intersection #12: Future Driveway (east of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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	0	0	10	0	0	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	0	0	540	0	2868	283	0	2214	389
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	540	0	2868	283	0	2214	389
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	540	0	0	283	0	2214	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	540	0	0	0	0	2214	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	540	0	0	0	0	2214	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	540	0	0	0	0	2214	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.58	0.22
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	29.1	0.0	0.0	0.0	0.0	54.9	54.9
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.95	0.00	0.00	0.00	0.00	0.95	0.36
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	56.7	0.0	0.0	0.0	0.0	26.5	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	56.7	0.0	0.0	0.0	0.0	26.5	9.0
LOS by Move:	A	A	A	A	A	E+	A	A	A	A	C	A
HCM2k95thQ:	0	0	0	0	0	36	0	0	0	0	55	11

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

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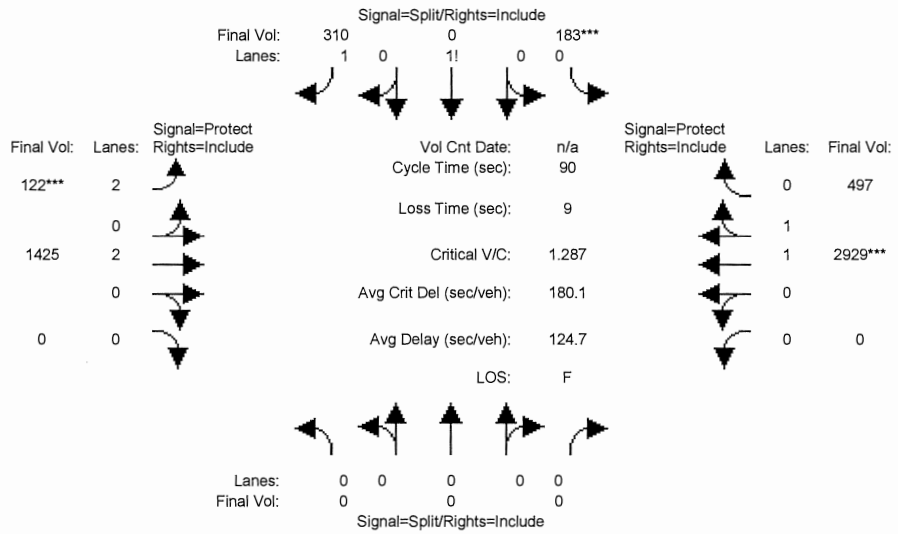
Intersection #13: Calle Del Sol / Tasman Drive



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	183	0	310	122	1425	0	0	2929	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	183	0	310	122	1425	0	0	2929	497
Added Vol:	0	0	0	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	183	0	310	122	1425	0	0	2929	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	183	0	310	122	1425	0	0	2929	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	183	0	310	122	1425	0	0	2929	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	183	0	310	122	1425	0	0	2929	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.98	0.95
Lanes:	0.00	0.00	0.00	0.54	0.00	1.46	2.00	2.00	0.00	0.00	1.70	0.30
Final Sat.:	0	0	0	947	0	2553	3150	3800	0	0	3163	537
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.12	0.04	0.38	0.00	0.00	0.93	0.93
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.8	0.0	12.8	7.0	68.2	0.0	0.0	61.2	61.2
Volume/Cap:	0.00	0.00	0.00	1.36	0.00	0.86	0.50	0.49	0.00	0.00	1.36	1.36
Delay/Veh:	0.0	0.0	0.0	218.1	0.0	49.8	41.4	4.3	0.0	0.0	180	179.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	218.1	0.0	49.8	41.4	4.3	0.0	0.0	180	179.6
LOS by Move:	A	A	A	F	A	D	D	A	A	A	F	F
HCM2k95thQ:	0	0	0	40	0	17	5	15	0	0	154	154

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

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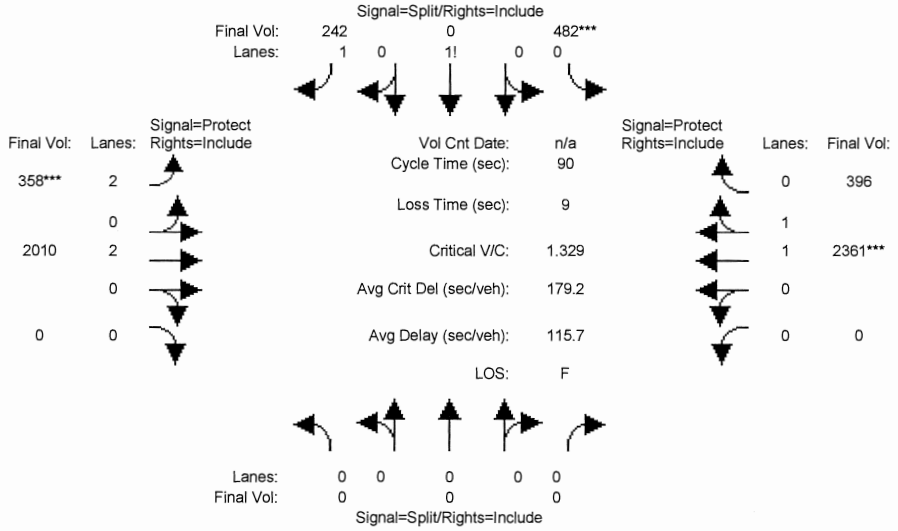
Intersection #13: Calle Del Sol / Tasman Drive



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	482	0	242	358	2010	0	0	2361	396
Growth Adj:	1.00	1.00	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	482	0	242	358	2010	0	0	2361	396
Added Vol:	0	0	0	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	482	0	242	358	2010	0	0	2361	396
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	482	0	242	358	2010	0	0	2361	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	482	0	242	358	2010	0	0	2361	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	482	0	242	358	2010	0	0	2361	396
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.79	0.00	1.21	2.00	2.00	0.00	0.00	1.70	0.30
Final Sat.:	0	0	0	1431	0	2109	3150	3800	0	0	3168	531
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.11	0.11	0.53	0.00	0.00	0.75	0.75
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	22.8	0.0	22.8	7.7	58.2	0.0	0.0	50.5	50.5
Volume/Cap:	0.00	0.00	0.00	1.33	0.00	0.45	1.33	0.82	0.00	0.00	1.33	1.33
Delay/Veh:	0.0	0.0	0.0	193.8	0.0	28.5	212.4	14.2	0.0	0.0	171	171.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	193.8	0.0	28.5	212.4	14.2	0.0	0.0	171	171.1
LOS by Move:	A	A	A	F	A	C	F	B	A	A	F	F
HCM2k95thQ:	0	0	0	62	0	11	26	38	0	0	120	120

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

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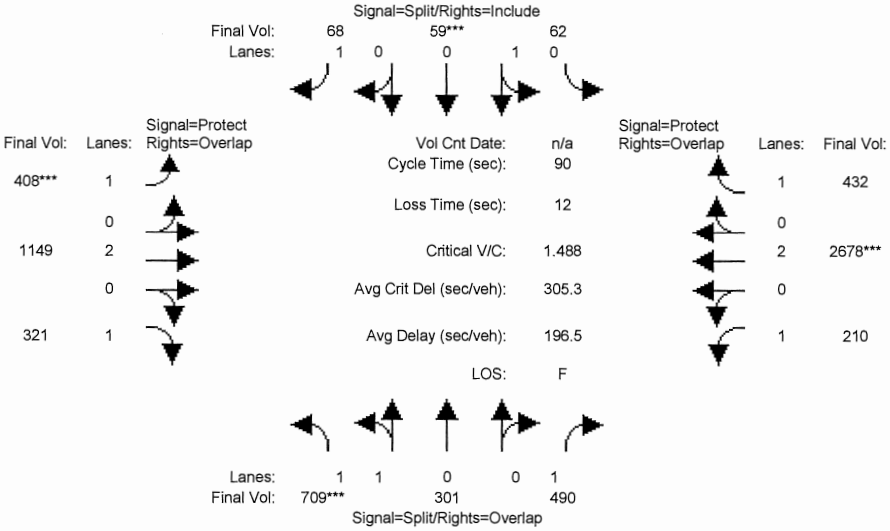
Intersection #14: Lick Mill Boulevard / Tasman Drive



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:	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:	709	301	490	62	59	68	408	1149	321	210	2678	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	709	301	490	62	59	68	408	1149	321	210	2678	432
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	709	301	490	62	59	68	408	1149	321	210	2678	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	709	301	490	62	59	68	408	1149	321	210	2678	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	709	301	490	62	59	68	408	1149	321	210	2678	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	709	301	490	62	59	68	408	1149	321	210	2678	432
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.41	0.59	1.00	0.51	0.49	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2492	1058	1750	922	878	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.07	0.07	0.04	0.23	0.30	0.18	0.12	0.70	0.25
Crit Moves:	****				****		****				****	
Green Time:	15.8	15.8	30.7	10.0	10.0	10.0	13.0	37.3	53.2	14.8	39.2	49.2
Volume/Cap:	1.62	1.62	0.82	0.61	0.61	0.35	1.62	0.73	0.31	0.73	1.62	0.45
Delay/Veh:	322.5	322	36.2	43.3	43.3	38.1	334.1	23.8	9.4	44.7	306	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	322.5	322	36.2	43.3	43.3	38.1	334.1	23.8	9.4	44.7	306	12.6
LOS by Move:	F	F	D+	D	D	D+	F	C	A	D	F	B
HCM2k95thQ:	65	65	28	9	9	5	53	24	9	14	150	15

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

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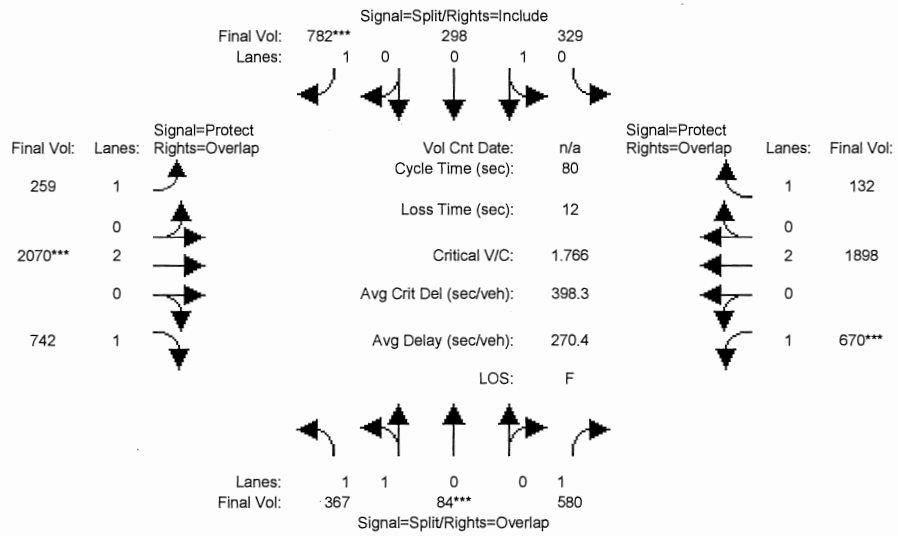
Intersection #14: Lick Mill Boulevard / Tasman Drive



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:	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:	367	84	580	329	298	782	259	2070	742	670	1898	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	84	580	329	298	782	259	2070	742	670	1898	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	84	580	329	298	782	259	2070	742	670	1898	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	84	580	329	298	782	259	2070	742	670	1898	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	84	580	329	298	782	259	2070	742	670	1898	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	367	84	580	329	298	782	259	2070	742	670	1898	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.63	0.37	1.00	0.52	0.48	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2889	661	1750	944	856	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.33	0.35	0.35	0.45	0.15	0.54	0.42	0.38	0.50	0.08
Crit Moves:		****				****		****		****		
Green Time:	10.0	10.0	26.2	18.9	18.9	18.9	8.9	23.0	33.0	16.2	30.2	49.1
Volume/Cap:	1.02	1.02	1.01	1.48	1.48	1.90	1.32	1.90	1.03	1.90	1.32	0.12
Delay/Veh:	81.9	81.9	68.0	258.0	258	442.7	212.0	435	64.4	445.5	175	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.9	81.9	68.0	258.0	258	442.7	212.0	435	64.4	445.5	175	6.5
LOS by Move:	F	F	E	F	F	F	F	F	E	F	F	A
HCM2k95thQ:	20	20	39	69	69	107	27	127	41	93	82	3

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

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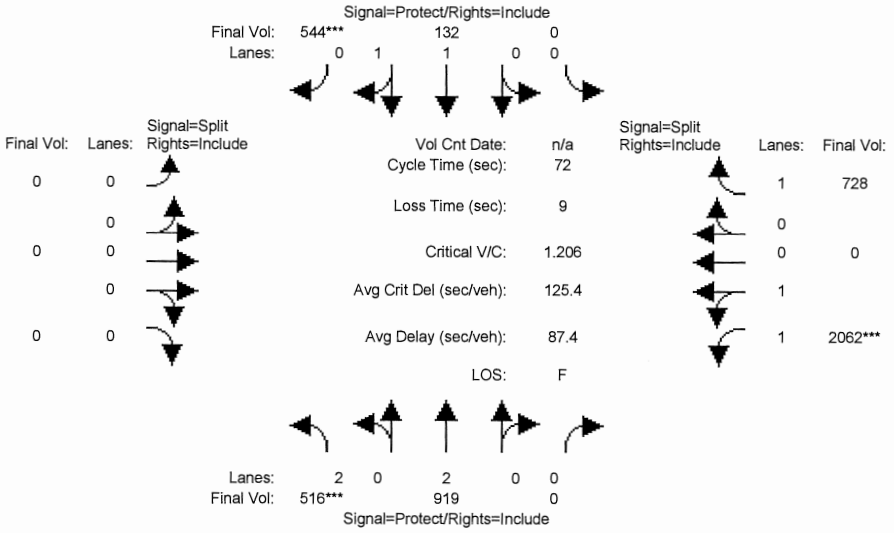
Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



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:	516	919	0	0	132	544	0	0	0	2062	0	728
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	516	919	0	0	132	544	0	0	0	2062	0	728
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	516	919	0	0	132	544	0	0	0	2062	0	728
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	516	919	0	0	132	544	0	0	0	2062	0	728
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	516	919	0	0	132	544	0	0	0	2062	0	728
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	516	919	0	0	132	544	0	0	0	2062	0	728
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.00	0.00	0.07	0.31	0.00	0.00	0.00	0.58	0.00	0.42
Crit Moves:	****					****				****		
Green Time:	9.8	28.3	0.0	0.0	18.6	18.6	0.0	0.0	0.0	34.7	0.0	34.7
Volume/Cap:	1.21	0.61	0.00	0.00	0.27	1.21	0.00	0.00	0.00	1.21	0.00	0.86
Delay/Veh:	144.2	18.2	0.0	0.0	21.4	135.6	0.0	0.0	0.0	117.3	0.0	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:	144.2	18.2	0.0	0.0	21.4	135.6	0.0	0.0	0.0	117.3	0.0	25.8
LOS by Move:	F	B-	A	A	C+	F	A	A	A	F	A	C
HCM2k95thQ:	25	15	0	0	5	43	0	0	0	78	0	32

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

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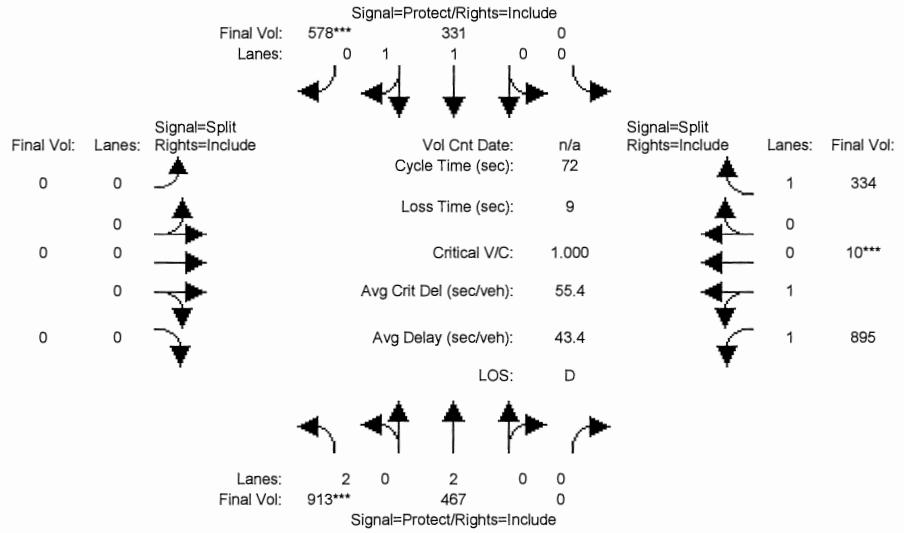
Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



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:	913	467	0	0	331	578	0	0	0	895	10	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	913	467	0	0	331	578	0	0	0	895	10	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	913	467	0	0	331	578	0	0	0	895	10	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	913	467	0	0	331	578	0	0	0	895	10	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	913	467	0	0	331	578	0	0	0	895	10	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	913	467	0	0	331	578	0	0	0	895	10	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.98	0.02	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3511	39	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.12	0.00	0.00	0.17	0.33	0.00	0.00	0.00	0.25	0.25	0.19
Crit Moves:	****					****					****	
Green Time:	20.9	44.6	0.0	0.0	23.8	23.8	0.0	0.0	0.0	18.4	18.4	18.4
Volume/Cap:	1.00	0.20	0.00	0.00	0.53	1.00	0.00	0.00	0.00	1.00	1.00	0.75
Delay/Veh:	55.4	6.0	0.0	0.0	19.9	54.0	0.0	0.0	0.0	56.8	56.8	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	6.0	0.0	0.0	19.9	54.0	0.0	0.0	0.0	56.8	56.8	31.6
LOS by Move:	E+	A	A	A	B-	D-	A	A	A	E+	E+	C
HCM2k95thQ:	28	4	0	0	11	32	0	0	0	30	30	17

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

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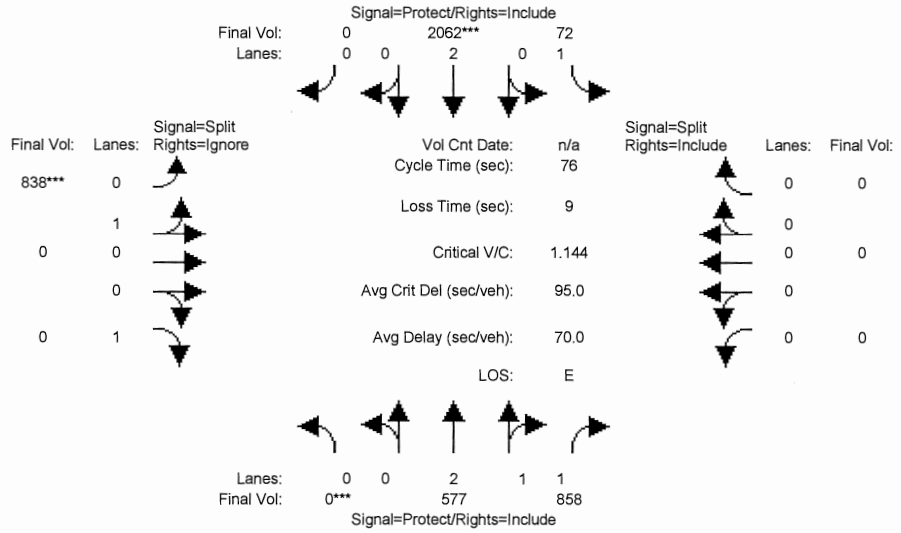
Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



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	577	858	72	2062	0	838	0	2122	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	577	858	72	2062	0	838	0	2122	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	577	858	72	2062	0	838	0	2122	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	577	858	72	2062	0	838	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	577	858	72	2062	0	838	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	577	858	72	2062	0	838	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.25	0.04	0.54	0.00	0.47	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	26.2	26.2	9.8	36.1	0.0	30.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.71	0.32	1.14	0.00	1.14	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.3	22.8	30.8	91.8	0.0	102.9	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	19.3	22.8	30.8	91.8	0.0	102.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B-	C+	C	F	A	F	A	A	A	A	A
HCM2k95thQ:	0	9	16	3	65	0	60	0	0	0	0	0

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

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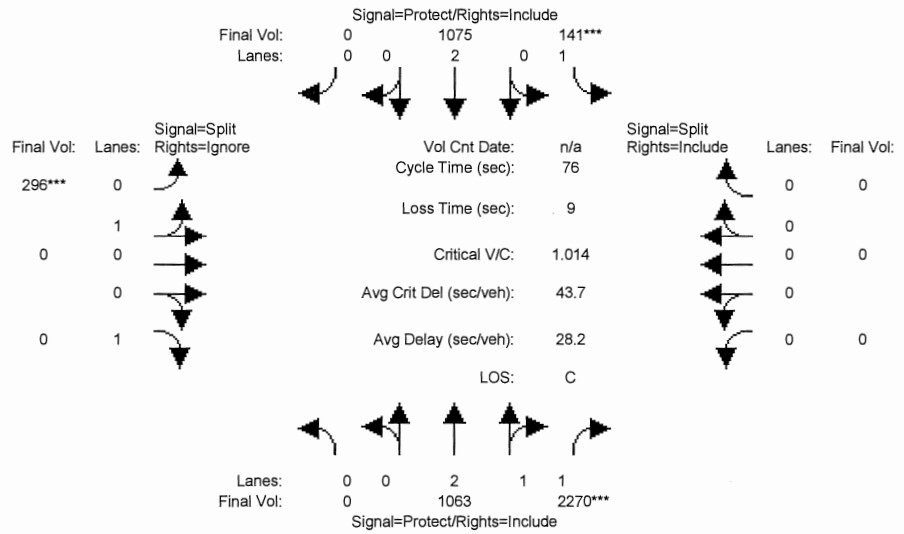
Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



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	1063	2270	141	1075	0	296	0	614	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	1063	2270	141	1075	0	296	0	614	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	1063	2270	141	1075	0	296	0	614	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	1063	2270	141	1075	0	296	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1063	2270	141	1075	0	296	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	1063	2270	141	1075	0	296	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.65	0.08	0.28	0.00	0.16	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	47.9	47.9	7.0	54.9	0.0	12.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	1.03	0.87	0.39	0.00	1.03	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.3	38.2	71.5	4.2	0.0	92.9	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	7.3	38.2	71.5	4.2	0.0	92.9	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	8	9	0	24	0	0	0	0	0

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

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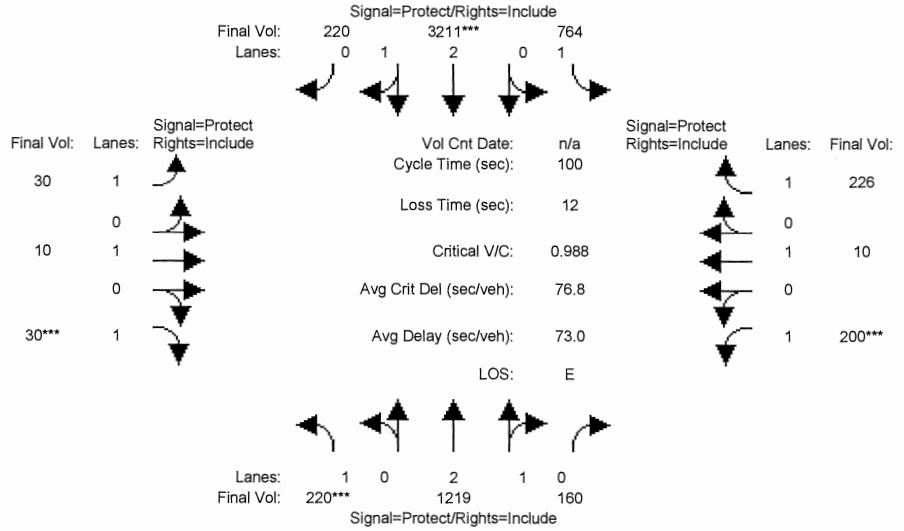
Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



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	1219	160	764	3211	220	30	10	30	200	10	226
Growth Adj:	1.00	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	1219	160	764	3211	220	30	10	30	200	10	226
Added Vol:	0	0	0	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	1219	160	764	3211	220	30	10	30	200	10	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1219	160	764	3211	220	30	10	30	200	10	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1219	160	764	3211	220	30	10	30	200	10	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1219	160	764	3211	220	30	10	30	200	10	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.64	0.36	1.00	2.80	0.20	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4949	650	1750	5240	359	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.25	0.44	0.61	0.61	0.02	0.01	0.02	0.11	0.01	0.13
Crit Moves:	****				****				****	****		
Green Time:	11.5	24.4	24.4	43.2	56.0	56.0	7.2	10.0	10.0	10.5	13.3	13.3
Volume/Cap:	1.09	1.01	1.01	1.01	1.09	1.09	0.24	0.05	0.17	1.09	0.04	0.97
Delay/Veh:	134.8	64.9	64.9	63.9	69.8	69.8	44.8	40.8	41.7	138.4	37.9	94.6
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:	134.8	64.9	64.9	63.9	69.8	69.8	44.8	40.8	41.7	138.4	37.9	94.6
LOS by Move:	F	E	E	E	E	E	D	D	D	F	D+	F
HCM2k95thQ:	20	31	31	43	70	70	2	1	2	19	1	18

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

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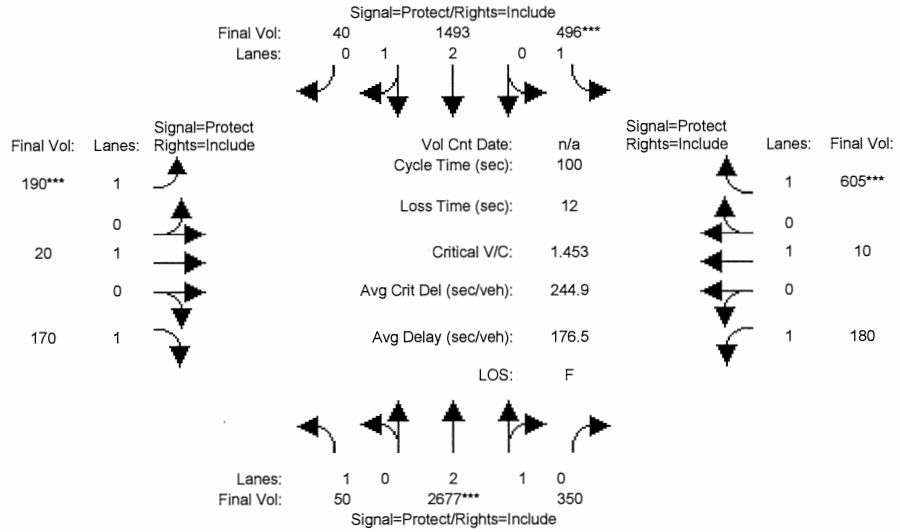
Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



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	2677	350	496	1493	40	190	20	170	180	10	605
Growth Adj:	1.00	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	2677	350	496	1493	40	190	20	170	180	10	605
Added Vol:	0	0	0	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	2677	350	496	1493	40	190	20	170	180	10	605
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2677	350	496	1493	40	190	20	170	180	10	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2677	350	496	1493	40	190	20	170	180	10	605
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2677	350	496	1493	40	190	20	170	180	10	605
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.64	0.36	1.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4952	647	1750	5454	146	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.54	0.54	0.28	0.27	0.27	0.11	0.01	0.10	0.10	0.01	0.35
Crit Moves:		****		****			****					****
Green Time:	11.6	37.2	37.2	19.5	45.2	45.2	7.5	15.4	15.4	15.9	23.8	23.8
Volume/Cap:	0.25	1.45	1.45	1.45	0.61	0.61	1.45	0.07	0.63	0.65	0.02	1.45
Delay/Veh:	40.9	238	237.8	259.6	21.1	21.1	287.3	36.3	44.4	44.8	29.2	254.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	238	237.8	259.6	21.1	21.1	287.3	36.3	44.4	44.8	29.2	254.8
LOS by Move:	D	F	F	F	C+	C+	F	D+	D	D	C	F
HCM2k95thQ:	3	104	104	58	21	21	28	1	12	11	0	70

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

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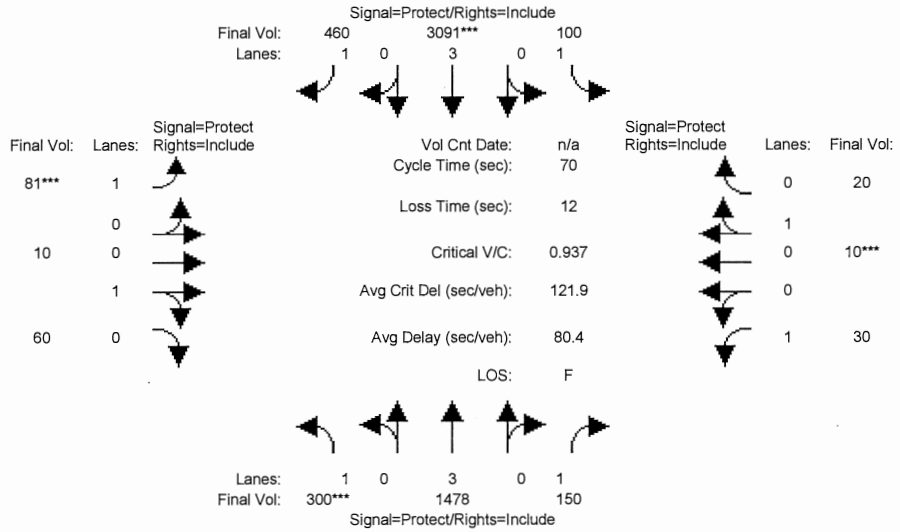
Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



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:	300	1478	150	100	3091	460	81	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	1478	150	100	3091	460	81	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	1478	150	100	3091	460	81	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	1478	150	100	3091	460	81	10	60	30	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1478	150	100	3091	460	81	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	1478	150	100	3091	460	81	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	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.14	0.86	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	257	1543	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.09	0.06	0.54	0.26	0.05	0.04	0.04	0.02	0.02	0.02
Crit Moves:	****				****		****				****	
Green Time:	9.8	29.6	29.6	11.4	31.2	31.2	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	1.22	0.61	0.20	0.35	1.22	0.59	0.46	0.27	0.27	0.17	0.12	0.12
Delay/Veh:	159.4	16.2	12.9	26.8	122	15.8	31.7	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:	159.4	16.2	12.9	26.8	122	15.8	31.7	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	15	4	4	67	14	5	3	3	2	1	1

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

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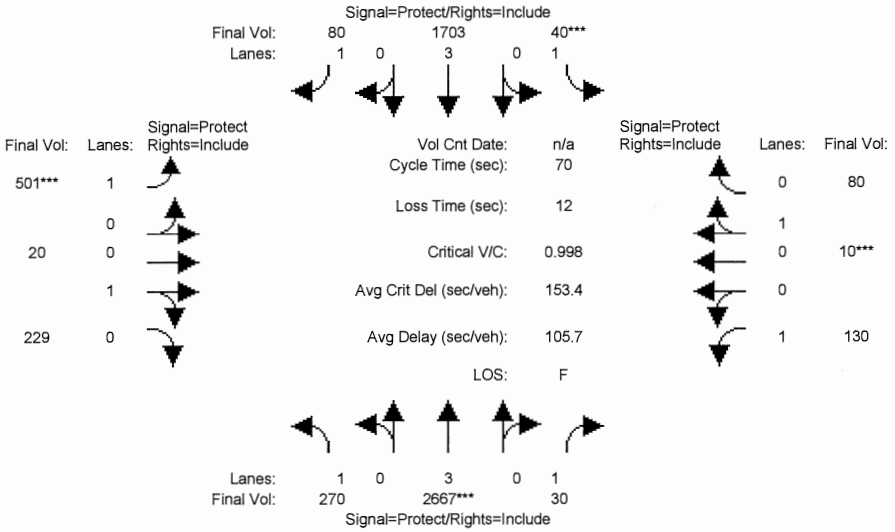
Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



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:	270	2667	30	40	1703	80	501	20	229	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	2667	30	40	1703	80	501	20	229	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	2667	30	40	1703	80	501	20	229	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	2667	30	40	1703	80	501	20	229	130	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	2667	30	40	1703	80	501	20	229	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	2667	30	40	1703	80	501	20	229	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	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.08	0.92	1.00	0.11	0.89
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	145	1655	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.47	0.02	0.02	0.30	0.05	0.29	0.14	0.14	0.07	0.05	0.05
Crit Moves:		****		****			****				****	
Green Time:	11.0	25.4	25.4	7.0	21.4	21.4	15.6	15.0	15.0	10.5	10.0	10.0
Volume/Cap:	0.98	1.29	0.05	0.23	0.98	0.15	1.29	0.64	0.64	0.49	0.35	0.35
Delay/Veh:	77.2	155	14.5	29.7	40.6	17.8	174.8	28.7	28.7	28.8	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:	77.2	155	14.5	29.7	40.6	17.8	174.8	28.7	28.7	28.8	27.9	27.9
LOS by Move:	E-	F	B	C	D	B	F	C	C	C	C	C
HCM2k95thQ:	15	68	1	2	26	3	48	12	12	7	4	4

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

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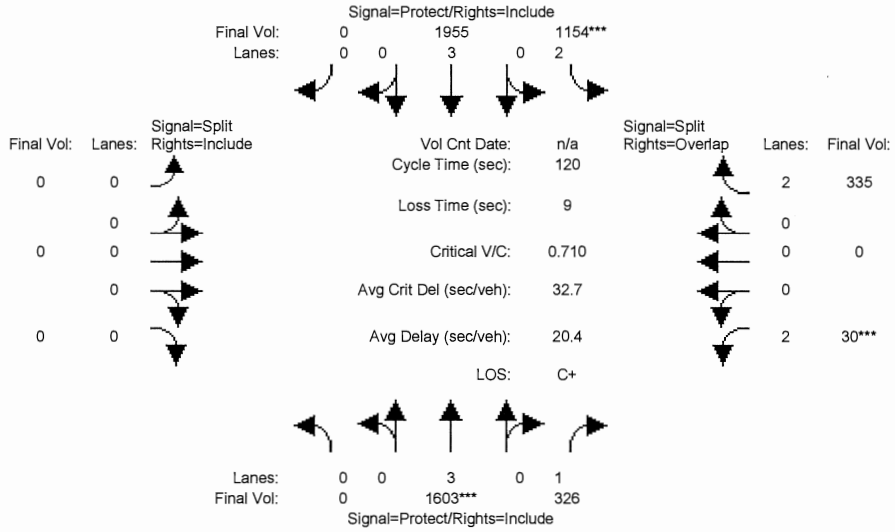
Intersection #61: Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)



Street Name:	Great America Parkway						Future Driveway (south of Old Mou					
Approach:	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	1603	326	1154	1955	0	0	0	0	30	0	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1603	326	1154	1955	0	0	0	0	30	0	335
Added Vol:	0	0	0	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	1603	326	1154	1955	0	0	0	0	30	0	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1603	326	1154	1955	0	0	0	0	30	0	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1603	326	1154	1955	0	0	0	0	30	0	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1603	326	1154	1955	0	0	0	0	30	0	335
Saturation 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	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.19	0.37	0.34	0.00	0.00	0.00	0.00	0.01	0.00	0.11
Crit Moves:		****		****						****		
Green Time:	0.0	43.9	43.9	57.1	101	0.0	0.0	0.0	0.0	10.0	0.0	67.1
Volume/Cap:	0.00	0.77	0.51	0.77	0.41	0.00	0.00	0.00	0.00	0.11	0.00	0.19
Delay/Veh:	0.0	35.4	30.4	28.5	2.3	0.0	0.0	0.0	0.0	51.1	0.0	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.4	30.4	28.5	2.3	0.0	0.0	0.0	0.0	51.1	0.0	13.1
LOS by Move:	A	D+	C	C	A	A	A	A	A	D-	A	B
HCM2k95thQ:	0	30	18	33	10	0	0	0	0	1	0	7

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

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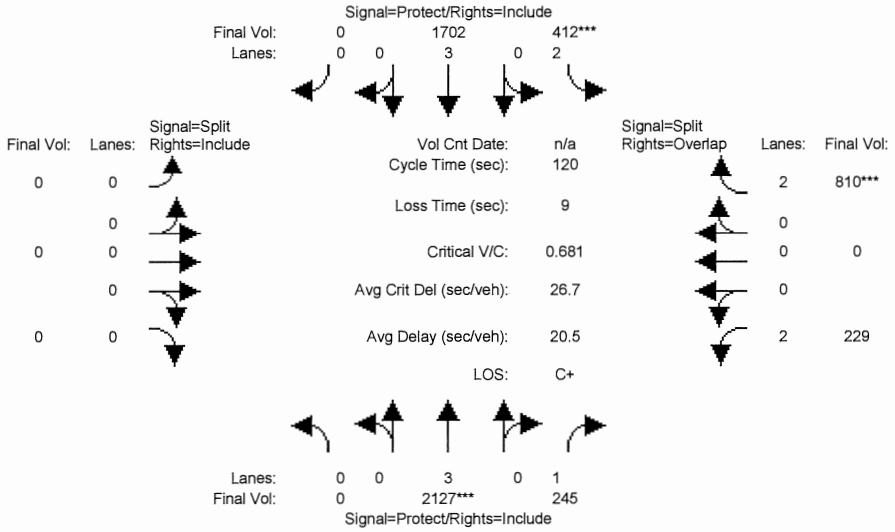
Intersection #61: Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)



Street Name:	Great America Parkway						Future Driveway (south of Old Mou					
Approach:	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	2127	245	412	1702	0	0	0	0	229	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:	0	2127	245	412	1702	0	0	0	0	229	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:	0	2127	245	412	1702	0	0	0	0	229	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:	0	2127	245	412	1702	0	0	0	0	229	0	810
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2127	245	412	1702	0	0	0	0	229	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:	0	2127	245	412	1702	0	0	0	0	229	0	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	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.14	0.13	0.30	0.00	0.00	0.00	0.00	0.07	0.00	0.26
Crit Moves:		****		****								****
Green Time:	0.0	65.7	65.7	23.0	88.7	0.0	0.0	0.0	0.0	22.3	0.0	45.3
Volume/Cap:	0.00	0.68	0.26	0.68	0.40	0.00	0.00	0.00	0.00	0.39	0.00	0.68
Delay/Veh:	0.0	20.2	14.4	48.3	5.9	0.0	0.0	0.0	0.0	43.4	0.0	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.2	14.4	48.3	5.9	0.0	0.0	0.0	0.0	43.4	0.0	32.9
LOS by Move:	A	C+	B	D	A	A	A	A	A	D	A	C-
HCM2k95thQ:	0	31	9	15	14	0	0	0	0	9	0	27

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

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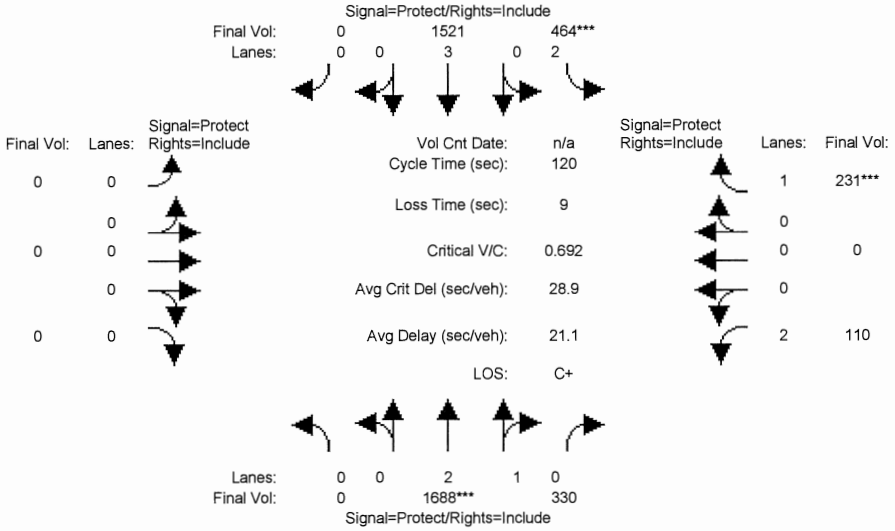
Enhanced Open Space Assessment
May 2016

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS AM

Intersection #62: Great America Parkway / Future Driveway (north of Bunker Hill Lane)



Street Name:	Great America Parkway						Future Driveway (north of Bunker					
Approach:	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	1688	330	464	1521	0	0	0	0	110	0	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1688	330	464	1521	0	0	0	0	110	0	231
Added Vol:	0	0	0	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	1688	330	464	1521	0	0	0	0	110	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1688	330	464	1521	0	0	0	0	110	0	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1688	330	464	1521	0	0	0	0	110	0	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1688	330	464	1521	0	0	0	0	110	0	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.49	0.51	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4683	916	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.15	0.27	0.00	0.00	0.00	0.00	0.03	0.00	0.13
Crit Moves:		****		****								****
Green Time:	0.0	62.5	62.5	25.6	88.1	0.0	0.0	0.0	0.0	22.9	0.0	22.9
Volume/Cap:	0.00	0.69	0.69	0.69	0.36	0.00	0.00	0.00	0.00	0.18	0.00	0.69
Delay/Veh:	0.0	22.2	22.2	46.7	5.8	0.0	0.0	0.0	0.0	40.9	0.0	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	22.2	46.7	5.8	0.0	0.0	0.0	0.0	40.9	0.0	51.4
LOS by Move:	A	C+	C+	D	A	A	A	A	A	D	A	D-
HCM2k95thQ:	0	31	31	18	13	0	0	0	0	4	0	18

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

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City Place Santa Clara
Enhanced Open Space Assessment
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Level Of Service Computation Report
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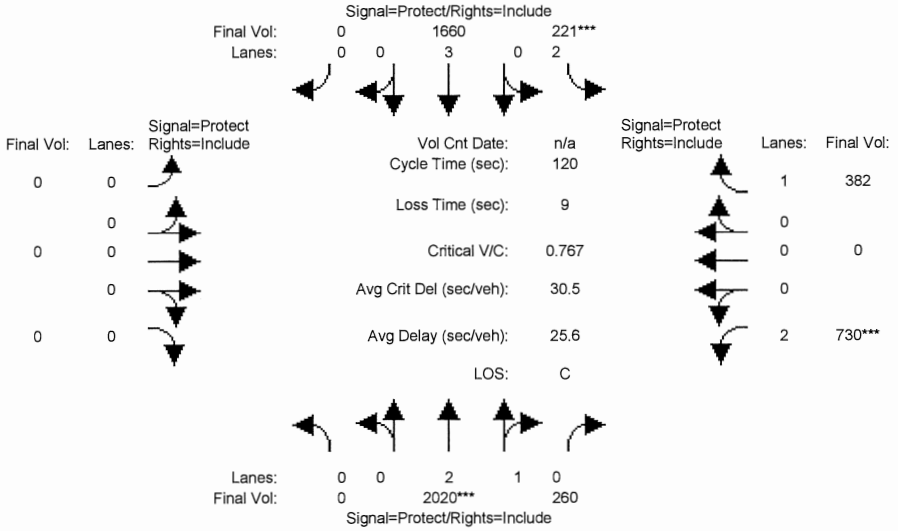
2040 EOS PM

Intersection #62: Great America Parkway / Future Driveway (north of Bunker Hill Lane)



Street Name:	Great America Parkway						Future Driveway (north of Bunker					
Approach:	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	2020	260	221	1660	0	0	0	0	730	0	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2020	260	221	1660	0	0	0	0	730	0	382
Added Vol:	0	0	0	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	2020	260	221	1660	0	0	0	0	730	0	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2020	260	221	1660	0	0	0	0	730	0	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2020	260	221	1660	0	0	0	0	730	0	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2020	260	221	1660	0	0	0	0	730	0	382
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.65	0.35	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4961	638	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.07	0.29	0.00	0.00	0.00	0.00	0.23	0.00	0.22
Crit Moves:		****		****						****		
Green Time:	0.0	63.7	63.7	11.0	74.7	0.0	0.0	0.0	0.0	36.3	0.0	36.3
Volume/Cap:	0.00	0.77	0.77	0.77	0.47	0.00	0.00	0.00	0.00	0.77	0.00	0.72
Delay/Veh:	0.0	23.5	23.5	64.9	12.1	0.0	0.0	0.0	0.0	41.8	0.0	42.2
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	23.5	23.5	64.9	12.1	0.0	0.0	0.0	0.0	41.8	0.0	42.2
LOS by Move:	A	C	C	E	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	37	37	10	19	0	0	0	0	28	0	26

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

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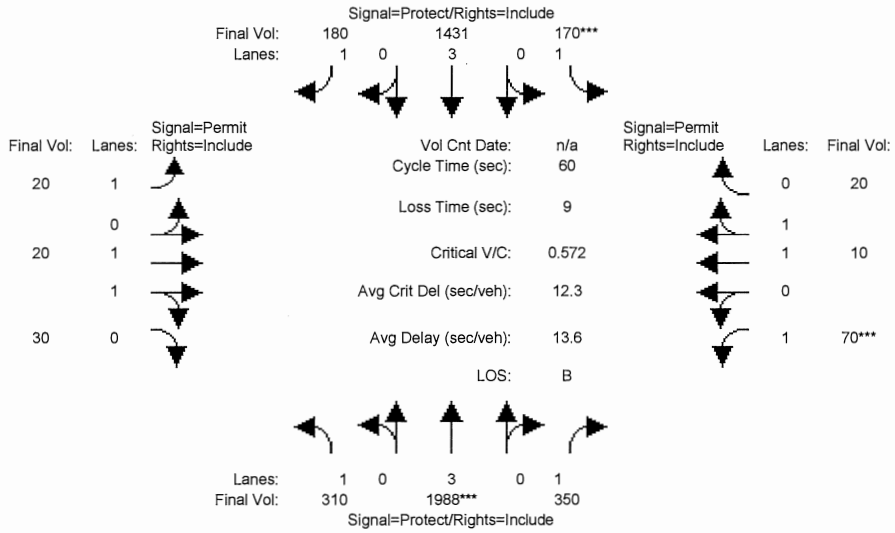
Intersection #63: Great America Parkway / Bunker Hill Lane



Street Name:	Great America Parkway						Bunker Hill 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:	310	1988	350	170	1431	180	20	20	30	70	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:	310	1988	350	170	1431	180	20	20	30	70	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:	310	1988	350	170	1431	180	20	20	30	70	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:	310	1988	350	170	1431	180	20	20	30	70	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1988	350	170	1431	180	20	20	30	70	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:	310	1988	350	170	1431	180	20	20	30	70	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.20	0.10	0.25	0.10	0.01	0.01	0.02	0.04	0.01	0.01
Crit Moves:		****		****						****		
Green Time:	17.0	32.1	32.1	8.9	24.0	24.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.63	0.65	0.37	0.65	0.63	0.26	0.07	0.06	0.10	0.24	0.03	0.07
Delay/Veh:	21.3	10.5	8.4	29.9	14.9	12.2	21.2	21.1	21.3	22.1	21.0	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	10.5	8.4	29.9	14.9	12.2	21.2	21.1	21.3	22.1	21.0	21.1
LOS by Move:	C+	B+	A	C	B	B	C+	C+	C+	C+	C+	C+
HCM2k95thQ:	10	15	7	7	13	5	1	1	1	3	0	1

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

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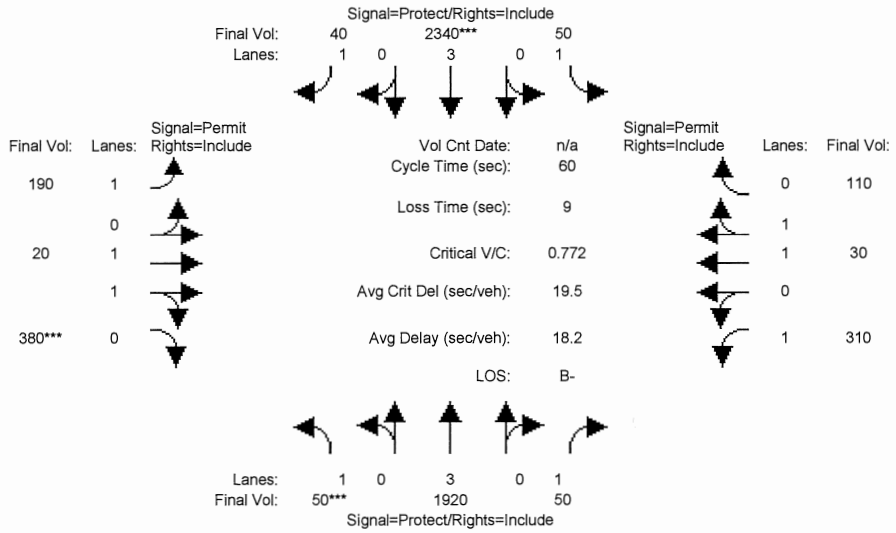

Street Name:	Great America Parkway						Bunker Hill Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1920	50	50	2340	40	190	20	380	310	30	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:	50	1920	50	50	2340	40	190	20	380	310	30	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:	50	1920	50	50	2340	40	190	20	380	310	30	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:	50	1920	50	50	2340	40	190	20	380	310	30	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1920	50	50	2340	40	190	20	380	310	30	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:	50	1920	50	50	2340	40	190	20	380	310	30	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.03	0.03	0.41	0.02	0.11	0.01	0.22	0.18	0.02	0.06
Crit Moves:	****				****				****			
Green Time:	7.0	26.6	26.6	9.2	28.8	28.8	15.2	15.2	15.2	15.2	15.2	15.2
Volume/Cap:	0.24	0.76	0.06	0.19	0.86	0.05	0.43	0.04	0.86	0.70	0.06	0.25
Delay/Veh:	24.7	15.4	9.6	22.5	16.7	8.3	19.4	16.9	35.7	25.2	17.0	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:	24.7	15.4	9.6	22.5	16.7	8.3	19.4	16.9	35.7	25.2	17.0	18.1
LOS by Move:	C	B	A	C+	B	A	B-	B	D+	C	B	B-
HCM2k95thQ:	2	17	1	2	25	1	7	1	19	14	1	4

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

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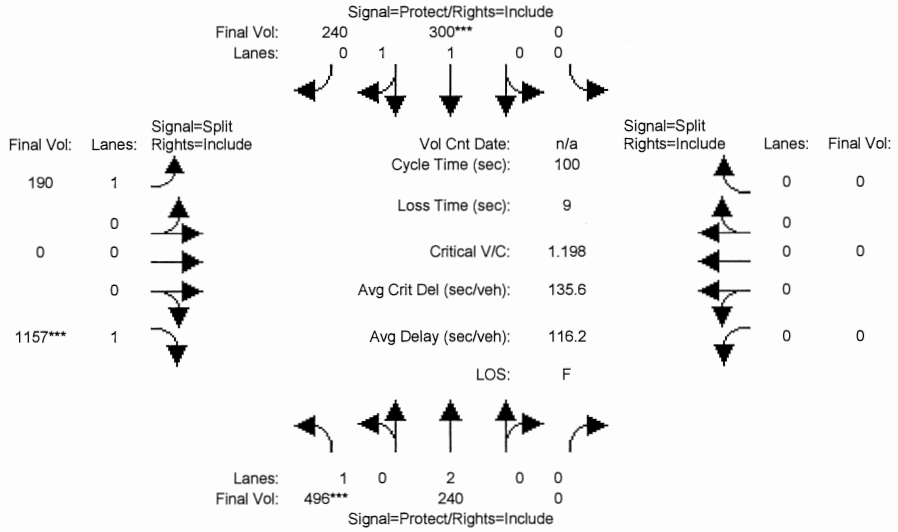
Intersection #84: Gold Street / Gold Street Connector



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:	496	240	0	0	300	240	190	0	1157	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:	496	240	0	0	300	240	190	0	1157	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:	496	240	0	0	300	240	190	0	1157	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:	496	240	0	0	300	240	190	0	1157	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	240	0	0	300	240	190	0	1157	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:	496	240	0	0	300	240	190	0	1157	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.09	0.91	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2054	1643	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.06	0.00	0.00	0.15	0.15	0.11	0.00	0.66	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	23.6	35.8	0.0	0.0	12.2	12.2	55.2	0.0	55.2	0.0	0.0	0.0
Volume/Cap:	1.20	0.18	0.00	0.00	1.20	1.20	0.20	0.00	1.20	0.00	0.00	0.00
Delay/Veh:	148.7	22.0	0.0	0.0	153	153.0	11.4	0.0	121.8	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:	148.7	22.0	0.0	0.0	153	153.0	11.4	0.0	121.8	0.0	0.0	0.0
LOS by Move:	F	C+	A	A	F	F	B+	A	F	A	A	A
HCM2k95thQ:	44	5	0	0	30	30	6	0	98	0	0	0

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

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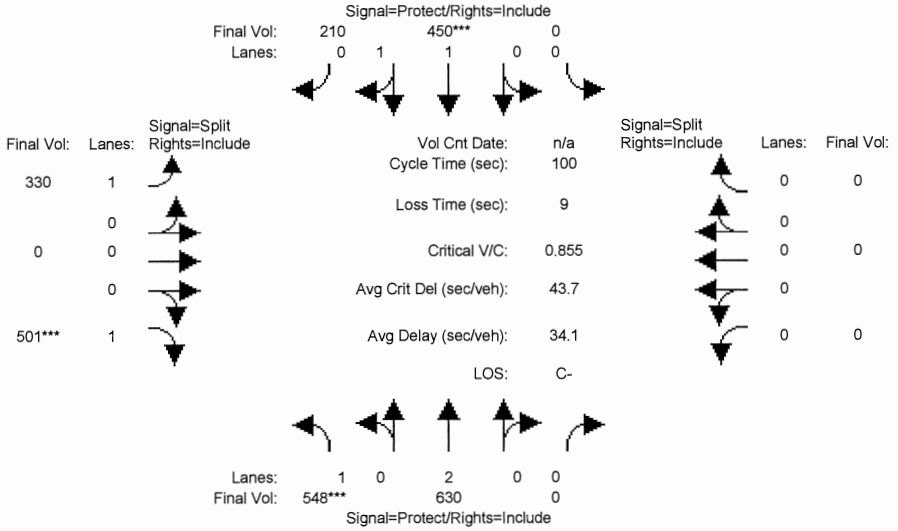
Intersection #84: Gold Street / Gold Street Connector



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:	548	630	0	0	450	210	330	0	501	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:	548	630	0	0	450	210	330	0	501	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:	548	630	0	0	450	210	330	0	501	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:	548	630	0	0	450	210	330	0	501	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	548	630	0	0	450	210	330	0	501	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:	548	630	0	0	450	210	330	0	501	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.35	0.65	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2522	1177	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.17	0.00	0.00	0.18	0.18	0.19	0.00	0.29	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	36.6	57.5	0.0	0.0	20.9	20.9	33.5	0.0	33.5	0.0	0.0	0.0
Volume/Cap:	0.85	0.29	0.00	0.00	0.85	0.85	0.56	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	40.1	10.9	0.0	0.0	47.3	47.3	28.5	0.0	42.8	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:	40.1	10.9	0.0	0.0	47.3	47.3	28.5	0.0	42.8	0.0	0.0	0.0
LOS by Move:	D	B+	A	A	D	D	C	A	D	A	A	A
HCM2k95thQ:	29	9	0	0	23	23	17	0	29	0	0	0

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

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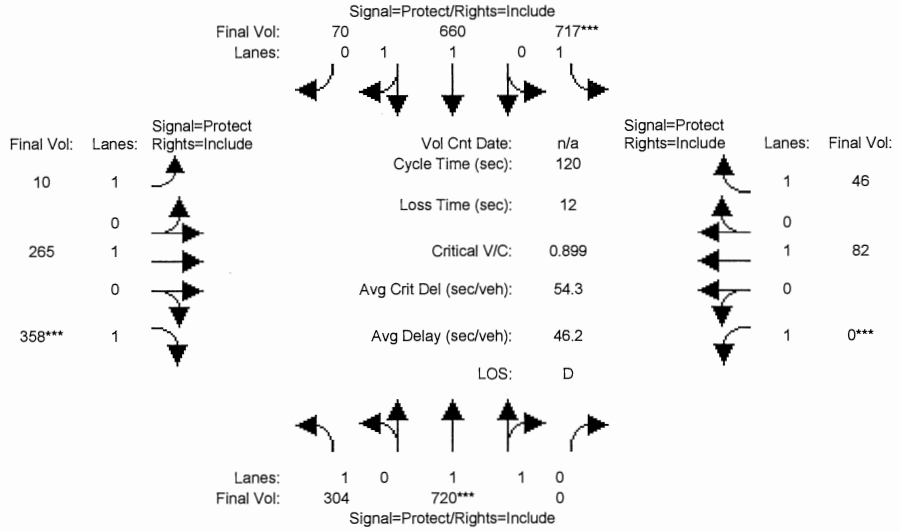
Intersection #85: Lafayette Street / Great America Way



Street Name:	Lafayette Street						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:	304	720	0	717	660	70	10	265	358	0	82	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	720	0	717	660	70	10	265	358	0	82	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	720	0	717	660	70	10	265	358	0	82	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	720	0	717	660	70	10	265	358	0	82	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	720	0	717	660	70	10	265	358	0	82	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	720	0	717	660	70	10	265	358	0	82	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.80	0.20	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3700	0	1750	3345	355	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.00	0.41	0.20	0.20	0.01	0.14	0.20	0.00	0.04	0.03
Crit Moves:		****		****					****	****		
Green Time:	37.8	26.0	0.0	54.7	42.9	42.9	11.2	27.3	27.3	0.0	16.1	16.1
Volume/Cap:	0.55	0.90	0.00	0.90	0.55	0.55	0.06	0.61	0.90	0.00	0.32	0.20
Delay/Veh:	35.3	58.7	0.0	43.1	31.4	31.4	49.7	44.2	67.5	0.0	47.8	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	58.7	0.0	43.1	31.4	31.4	49.7	44.2	67.5	0.0	47.8	46.6
LOS by Move:	D+	E+	A	D	C	C	D	D	E	A	D	D
HCM2k95thQ:	18	25	0	41	19	19	1	16	27	0	6	4

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

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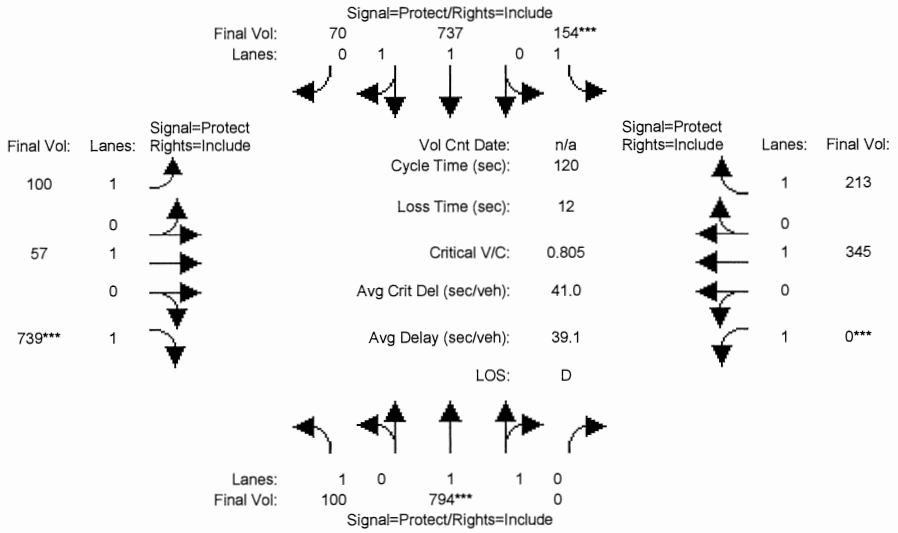
Intersection #85: Lafayette Street / Great America Way



Street Name:	Lafayette Street						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:	100	794	0	154	737	70	100	57	739	0	345	213
Growth Adj:	1.00	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	794	0	154	737	70	100	57	739	0	345	213
Added Vol:	0	0	0	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	794	0	154	737	70	100	57	739	0	345	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	794	0	154	737	70	100	57	739	0	345	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	794	0	154	737	70	100	57	739	0	345	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	794	0	154	737	70	100	57	739	0	345	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3700	0	1750	3379	321	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.00	0.09	0.22	0.22	0.06	0.03	0.42	0.00	0.18	0.12
Crit Moves:		****		****					****	****		
Green Time:	9.5	32.0	0.0	13.1	35.6	35.6	15.3	62.9	62.9	0.0	47.6	47.6
Volume/Cap:	0.72	0.81	0.00	0.81	0.74	0.74	0.45	0.06	0.81	0.00	0.46	0.31
Delay/Veh:	70.8	46.0	0.0	73.7	40.6	40.6	49.9	14.0	28.8	0.0	27.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	46.0	0.0	73.7	40.6	40.6	49.9	14.0	28.8	0.0	27.1	25.1
LOS by Move:	E	D	A	E	D	D	D	B	C	A	C	C
HCM2k95thQ:	8	26	0	11	23	23	7	2	41	0	17	11

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

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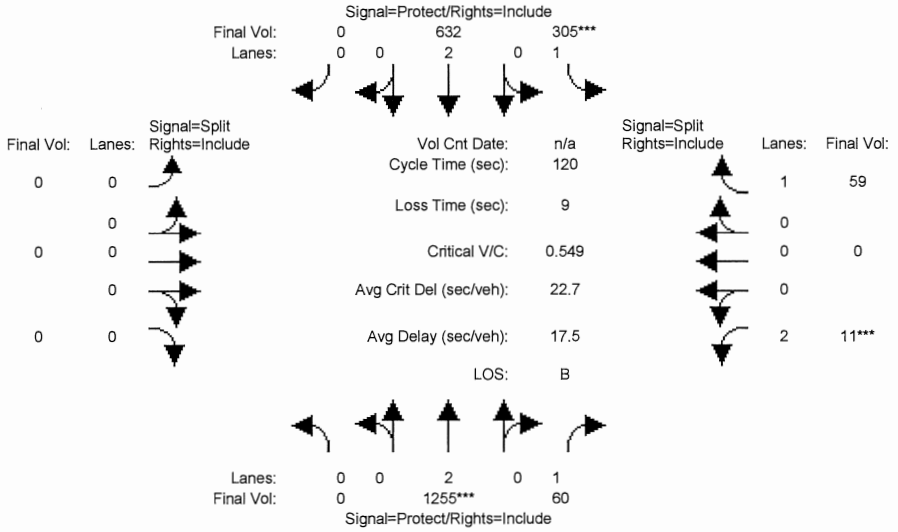
Intersection #86: Lafayette Street / Future Driveway (south of Great America Way)



Street Name:	Lafayette Street						Future Driveway					
Approach:	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	1255	60	305	632	0	0	0	0	11	0	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1255	60	305	632	0	0	0	0	11	0	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1255	60	305	632	0	0	0	0	11	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1255	60	305	632	0	0	0	0	11	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1255	60	305	632	0	0	0	0	11	0	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1255	60	305	632	0	0	0	0	11	0	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.03	0.17	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Crit Moves:		****		****						****		
Green Time:	0.0	66.1	66.1	34.9	101	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.60	0.06	0.60	0.20	0.00	0.00	0.00	0.00	0.04	0.00	0.40
Delay/Veh:	0.0	18.6	12.6	38.5	1.8	0.0	0.0	0.0	0.0	50.7	0.0	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.6	12.6	38.5	1.8	0.0	0.0	0.0	0.0	50.7	0.0	54.0
LOS by Move:	A	B-	B	D+	A	A	A	A	A	D	A	D-
HCM2k95thQ:	0	27	2	19	5	0	0	0	0	1	0	5

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

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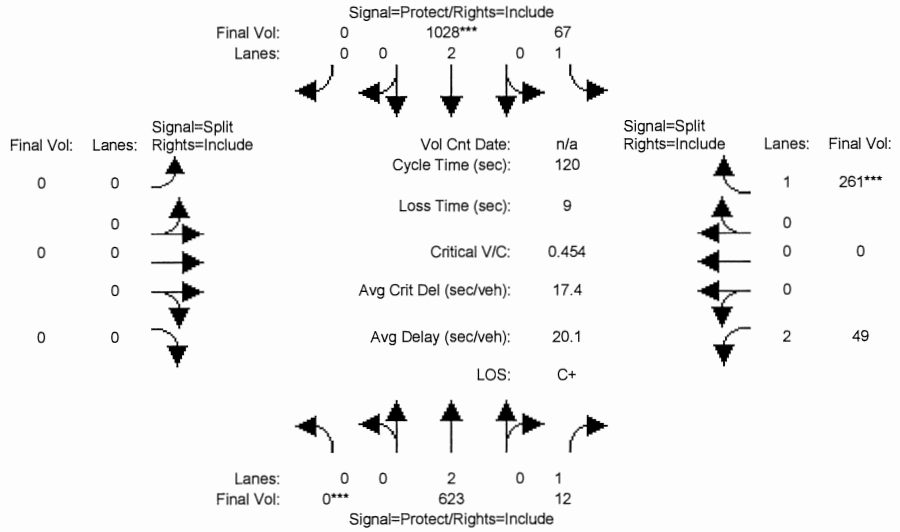
Intersection #86: Lafayette Street / Future Driveway (south of Great America Way)



Street Name:	Lafayette Street						Future Driveway					
Approach:	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	623	12	67	1028	0	0	0	0	49	0	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	623	12	67	1028	0	0	0	0	49	0	261
Added Vol:	0	0	0	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	623	12	67	1028	0	0	0	0	49	0	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	623	12	67	1028	0	0	0	0	49	0	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	623	12	67	1028	0	0	0	0	49	0	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	623	12	67	1028	0	0	0	0	49	0	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.01	0.04	0.27	0.00	0.00	0.00	0.00	0.02	0.00	0.15
Crit Moves:	****				****							****
Green Time:	0.0	52.8	52.8	18.8	71.6	0.0	0.0	0.0	0.0	39.4	0.0	39.4
Volume/Cap:	0.00	0.37	0.02	0.24	0.45	0.00	0.00	0.00	0.00	0.05	0.00	0.45
Delay/Veh:	0.0	22.7	19.0	44.9	13.6	0.0	0.0	0.0	0.0	27.5	0.0	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.7	19.0	44.9	13.6	0.0	0.0	0.0	0.0	27.5	0.0	32.3
LOS by Move:	A	C+	B-	D	B	A	A	A	A	C	A	C-
HCM2k95thQ:	0	14	1	4	18	0	0	0	0	1	0	16

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

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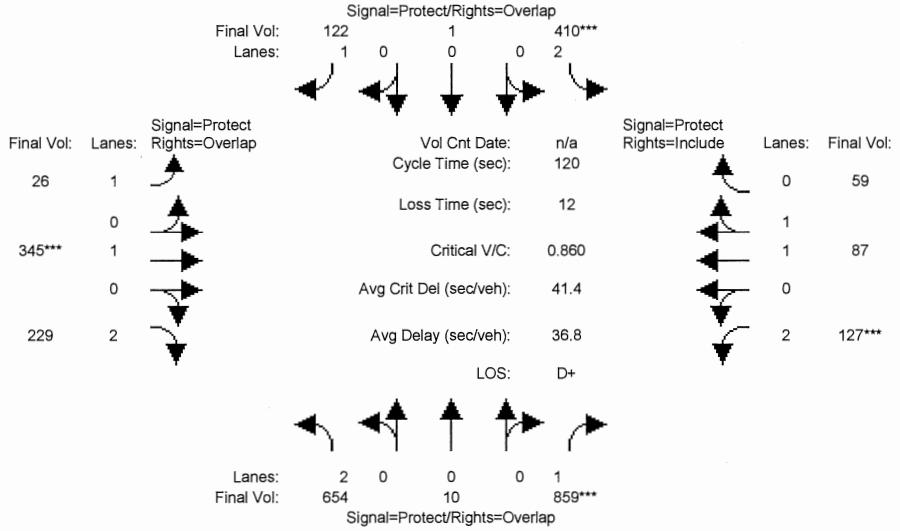
Intersection #87: Lafayette Street / Future Urban Interchange



Street Name:	Lafayette Street						Future Urban Interchange					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	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:	654	10	859	410	1	122	26	345	229	127	87	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	654	10	859	410	1	122	26	345	229	127	87	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	654	10	859	410	1	122	26	345	229	127	87	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	654	10	859	410	1	122	26	345	229	127	87	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	654	10	859	410	1	122	26	345	229	127	87	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	654	10	859	410	1	122	26	345	229	127	87	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.94	0.95	0.95	0.92	1.00	0.83	0.83	0.99	0.95
Lanes:	1.97	0.03	1.00	2.00	0.01	0.99	1.00	1.00	2.00	2.00	1.17	0.83
Final Sat.:	3470	53	1800	3557	15	1785	1750	1900	3150	3150	2204	1494
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.48	0.12	0.07	0.07	0.01	0.18	0.07	0.04	0.04	0.04
Crit Moves:			****	****				****		****		
Green Time:	52.3	59.1	66.1	16.3	23.1	36.5	13.4	25.6	77.9	7.0	19.2	19.2
Volume/Cap:	0.43	0.38	0.87	0.85	0.35	0.22	0.13	0.85	0.11	0.69	0.25	0.25
Delay/Veh:	23.6	19.1	28.0	61.4	42.1	31.2	48.3	60.9	8.0	66.1	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	19.1	28.0	61.4	42.1	31.2	48.3	60.9	8.0	66.1	44.3	44.3
LOS by Move:	C	B-	C	E	D	C	D	E	A	E	D	D
HCM2k95thQ:	16	14	43	16	8	7	2	26	4	8	5	5

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

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City Place Santa Clara
Enhanced Open Space Assessment
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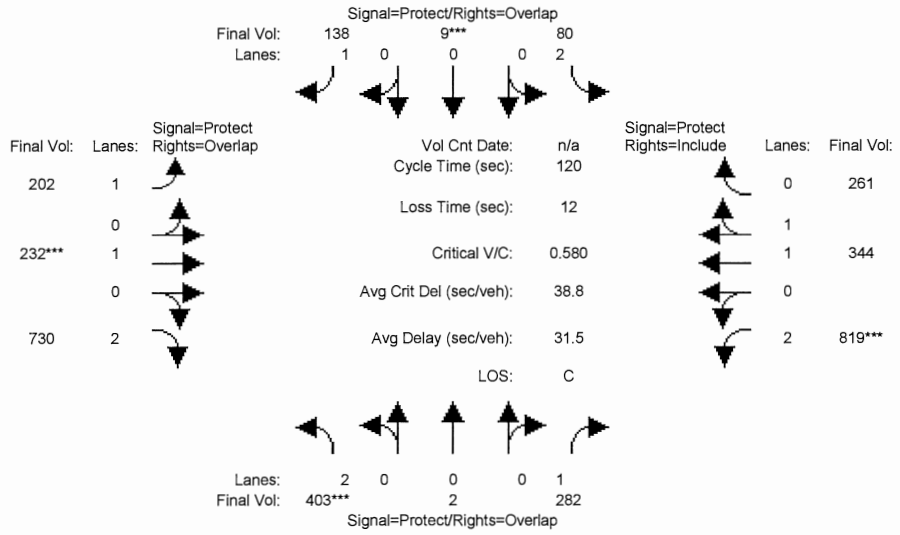
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS PM

Intersection #87: Lafayette Street / Future Urban Interchange



Street Name:	Lafayette Street						Future Urban Interchange					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	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:	403	2	282	80	9	138	202	232	730	819	344	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	403	2	282	80	9	138	202	232	730	819	344	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	2	282	80	9	138	202	232	730	819	344	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	2	282	80	9	138	202	232	730	819	344	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	2	282	80	9	138	202	232	730	819	344	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	2	282	80	9	138	202	232	730	819	344	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.83	0.83	0.99	0.95
Lanes:	1.99	0.01	1.00	1.80	0.20	1.00	1.00	1.00	2.00	2.00	1.11	0.89
Final Sat.:	3526	17	1800	3159	355	1800	1750	1900	3150	3150	2103	1595
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.16	0.03	0.03	0.08	0.12	0.12	0.23	0.26	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	22.6	21.6	72.9	11.0	10.0	41.2	31.2	24.1	46.7	51.3	44.2	44.2
Volume/Cap:	0.61	0.64	0.26	0.28	0.30	0.22	0.44	0.61	0.60	0.61	0.44	0.44
Delay/Veh:	45.6	46.9	11.0	51.0	52.0	28.1	37.8	46.5	30.0	27.4	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	46.9	11.0	51.0	52.0	28.1	37.8	46.5	30.0	27.4	28.8	28.8
LOS by Move:	D	D	B+	D	D-	C	D+	D	C	C	C	C
HCM2k95thQ:	13	14	9	3	3	7	13	16	23	25	16	16

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

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City Place Santa Clara
Enhanced Open Space Assessment
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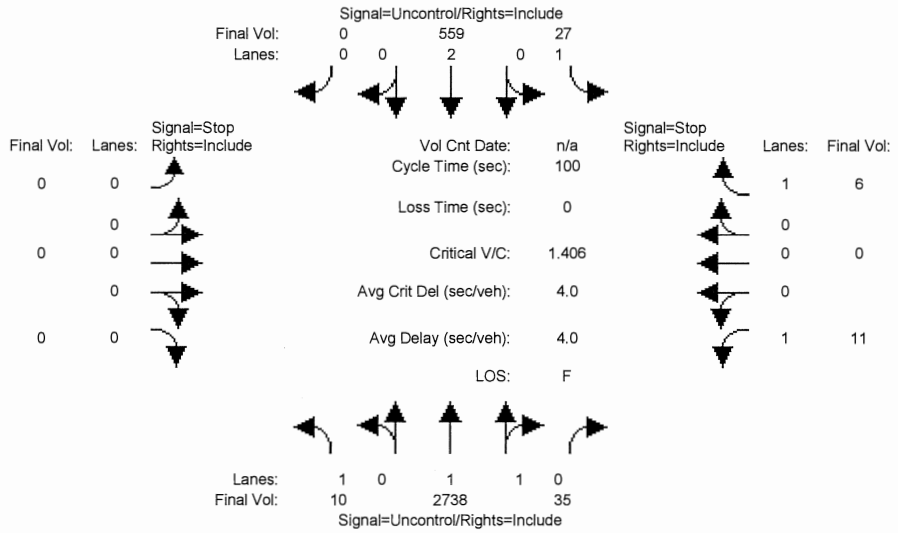
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 EOS AM

Intersection #89: Lafayette Street / Calle Del Mundo




```
Street Name:         Lafayette Street                    Calle Del Mundo
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10 2738    35    27  559     0     0    0     0    11    0     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10 2738    35    27  559     0     0    0     0    11    0     6
Added Vol:      0    0     0     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 2738    35    27  559     0     0    0     0    11    0     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 2738    35    27  559     0     0    0     0    11    0     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10 2738    35    27  559     0     0    0     0    11    0     6
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  559 xxxx xxxxx  2773 xxxx xxxxx  xxxx xxxx xxxxx  3109 xxxx  1387
Potent Cap.: 1022 xxxx xxxxx   144 xxxx xxxxx  xxxx xxxx xxxxx     9 xxxx   135
Move Cap.:   1022 xxxx xxxxx   144 xxxx xxxxx  xxxx xxxx xxxxx     8 xxxx   135
Volume/Cap:  0.01 xxxx  xxxx  0.19 xxxx  xxxx  xxxx xxxx  xxxx  1.41 xxxx  0.04
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.7 xxxx xxxxx  xxxx xxxx xxxxx   2.2 xxxx   0.1
Control Del:  8.6 xxxx xxxxx  35.6 xxxx xxxxx xxxxx xxxx xxxxx  1104 xxxx  32.9
LOS by Move:    A    *     *     E    *     *     *    *     *     F    *     D
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            726.0
ApproachLOS:         *                *                *                F
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
*******************************************************************************
Intersection #89 Lafayette Street / Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10 2738    35    27  559     0     0    0     0    11    0     6
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            726.0
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=17]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3386]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #89 Lafayette Street / Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10 2738    35    27  559     0     0    0     0    11    0     6
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             3369
Minor Approach Volume:           17
Minor Approach Volume Threshold: -148 [less than minimum of 150]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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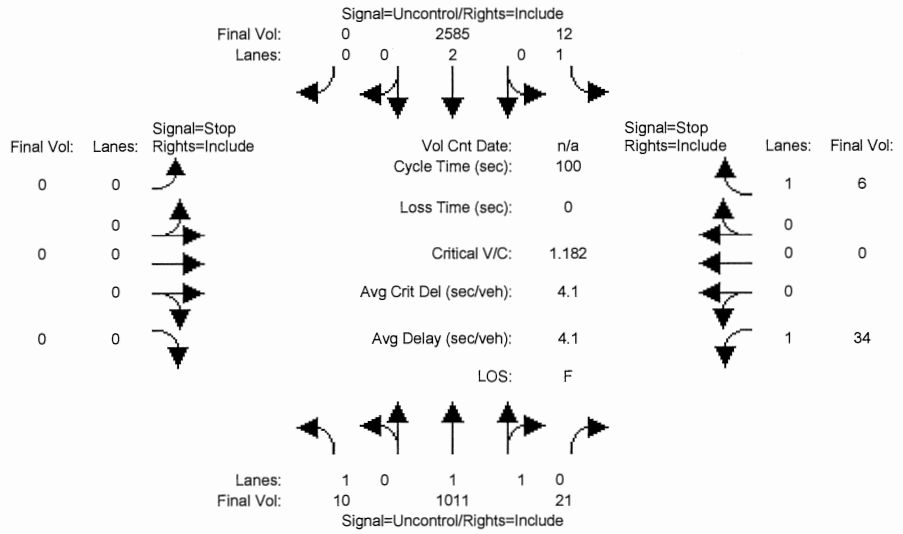
City Place Santa Clara
Enhanced Open Space Assessment
May 2016

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 EOS PM

Intersection #89: Lafayette Street / Calle Del Mundo




```
Street Name:         Lafayette Street                  Calle Del Mundo
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10 1011    21    12 2585     0     0    0     0    34    0     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10 1011    21    12 2585     0     0    0     0    34    0     6
Added Vol:      0    0     0     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 1011    21    12 2585     0     0    0     0    34    0     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1011    21    12 2585     0     0    0     0    34    0     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10 1011    21    12 2585     0     0    0     0    34    0     6
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2585 xxxx xxxxx  1032 xxxx xxxxx  xxxx xxxx xxxxx  2358 xxxx   516
Potent Cap.:  171 xxxx xxxxx   681 xxxx xxxxx  xxxx xxxx xxxxx    31 xxxx   509
Move Cap.:    171 xxxx xxxxx   681 xxxx xxxxx  xxxx xxxx xxxxx    29 xxxx   509
Volume/Cap:  0.06 xxxx  xxxx  0.02 xxxx  xxxx  xxxx xxxx  xxxx  1.18 xxxx  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx   3.9 xxxx   0.0
Control Del: 27.3 xxxx xxxxx  10.4 xxxx xxxxx xxxxx xxxx xxxxx 432.4 xxxx  12.2
LOS by Move:    D    *     *     B    *     *     *    *     *     F    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            369.4
ApproachLOS:         *                *                *                 F
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
*******************************************************************************
Intersection #89 Lafayette Street / Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10 1011    21    12 2585     0     0    0     0    34    0     6
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            369.4
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=40]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3679]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #89 Lafayette Street / Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10 1011    21    12 2585     0     0    0     0    34    0     6
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             3639
Minor Approach Volume:           40
Minor Approach Volume Threshold: -181 [less than minimum of 150]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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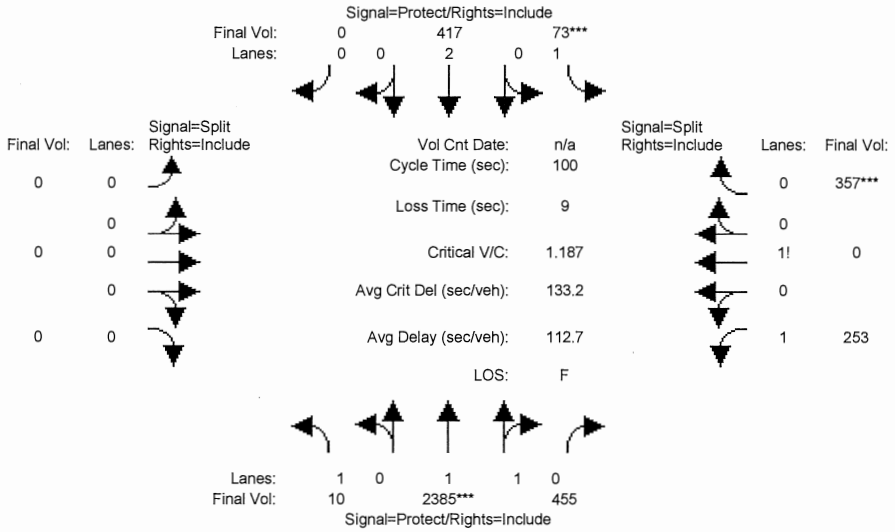
May 2016

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS 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	2385	455	73	417	0	0	0	0	253	0	357
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2385	455	73	417	0	0	0	0	253	0	357
Added Vol:	0	0	0	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	2385	455	73	417	0	0	0	0	253	0	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2385	455	73	417	0	0	0	0	253	0	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2385	455	73	417	0	0	0	0	253	0	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2385	455	73	417	0	0	0	0	253	0	357
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.67	0.33	1.00	2.00	0.00	0.00	0.00	0.00	1.27	0.00	0.73
Final Sat.:	1750	3107	593	1750	3800	0	0	0	0	2217	0	1319
Capacity Analysis Module:												
Vol/Sat:	0.01	0.77	0.77	0.04	0.11	0.00	0.00	0.00	0.00	0.11	0.00	0.27
Crit Moves:		****		****								****
Green Time:	26.9	62.1	62.1	7.0	42.2	0.0	0.0	0.0	0.0	21.9	0.0	21.9
Volume/Cap:	0.02	1.24	1.24	0.60	0.26	0.00	0.00	0.00	0.00	0.52	0.00	1.24
Delay/Veh:	26.9	129	129.1	52.9	18.9	0.0	0.0	0.0	0.0	34.9	0.0	161.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	129	129.1	52.9	18.9	0.0	0.0	0.0	0.0	34.9	0.0	161.8
LOS by Move:	C	F	F	D-	B-	A	A	A	A	C-	A	F
HCM2k95thQ:	1	121	121	5	8	0	0	0	0	12	0	49

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

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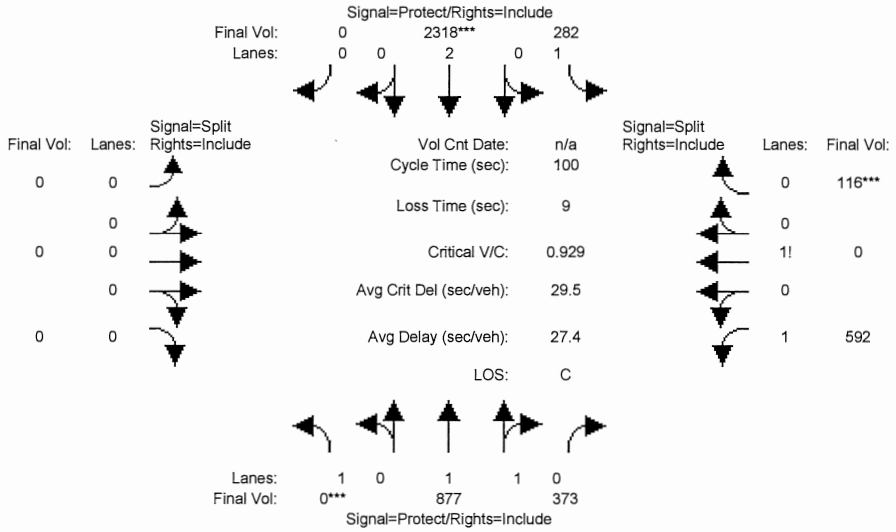
City Place Santa Clara
Enhanced Open Space Assessment
May 2016

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS 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	877	373	282	2318	0	0	0	0	592	0	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	877	373	282	2318	0	0	0	0	592	0	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	877	373	282	2318	0	0	0	0	592	0	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	877	373	282	2318	0	0	0	0	592	0	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	877	373	282	2318	0	0	0	0	592	0	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	877	373	282	2318	0	0	0	0	592	0	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.39	0.61	1.00	2.00	0.00	0.00	0.00	0.00	1.72	0.00	0.28
Final Sat.:	1750	2595	1104	1750	3800	0	0	0	0	3007	0	493
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.16	0.61	0.00	0.00	0.00	0.00	0.20	0.00	0.24
Crit Moves:	****				****							****
Green Time:	0.0	44.5	44.5	21.2	65.7	0.0	0.0	0.0	0.0	25.3	0.0	25.3
Volume/Cap:	0.00	0.76	0.76	0.76	0.93	0.00	0.00	0.00	0.00	0.78	0.00	0.93
Delay/Veh:	0.0	25.4	25.4	45.9	22.0	0.0	0.0	0.0	0.0	39.0	0.0	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.4	25.4	45.9	22.0	0.0	0.0	0.0	0.0	39.0	0.0	54.1
LOS by Move:	A	C	C	D	C+	A	A	A	A	D+	A	D-
HCM2k95thQ:	0	31	31	17	55	0	0	0	0	23	0	31

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

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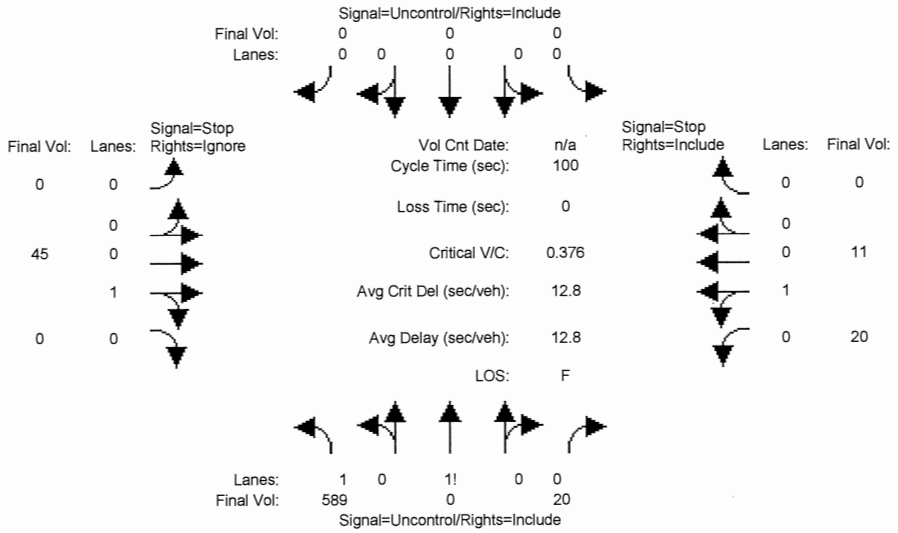
City Place Santa Clara
Enhanced Open Space Assessment
May 2016

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 EOS AM

Intersection #114: Calle Del Sol / Calle Del Luna




```
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
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     589    0    20     0    0     0     0   45   463    20   11     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  589    0    20     0    0     0     0   45   463    20   11     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:  589    0    20     0    0     0     0   45   463    20   11     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:   589    0    20     0    0     0     0   45     0    20   11     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  589    0    20     0    0     0     0   45     0    20   11     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  6.5   6.2   7.1  6.5 xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  4.0   3.3   3.5  4.0 xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:    0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx 1198     0  1211 1188 xxxxx
Potent Cap.: 1636 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  187  1091   161  190 xxxxx
Move Cap.:   1636 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  120  1091    84  121 xxxxx
Volume/Cap:  0.36 xxxx  xxxx  xxxx xxxx  xxxx  xxxx 0.38  0.00  0.24 0.09  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.7 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   120    94 xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   1.5   1.3 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  52.1  60.9 xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     F     F    *     *
ApproachDel:    xxxxxx            xxxxxx             52.1             60.9
ApproachLOS:         *                 *                F                F
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #114 Calle Del Sol / Calle Del Luna
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
```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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:  589    0    20     0    0     0     0   45   463    20   11     0
ApproachDel:    xxxxxx           xxxxxx             52.1             60.9
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.4]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=508]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1148]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=31]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1148]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #114 Calle Del Sol / Calle Del Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:  589    0    20     0    0     0     0   45   463    20   11     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             609
Minor Approach Volume:           508
Minor Approach Volume Threshold: 456
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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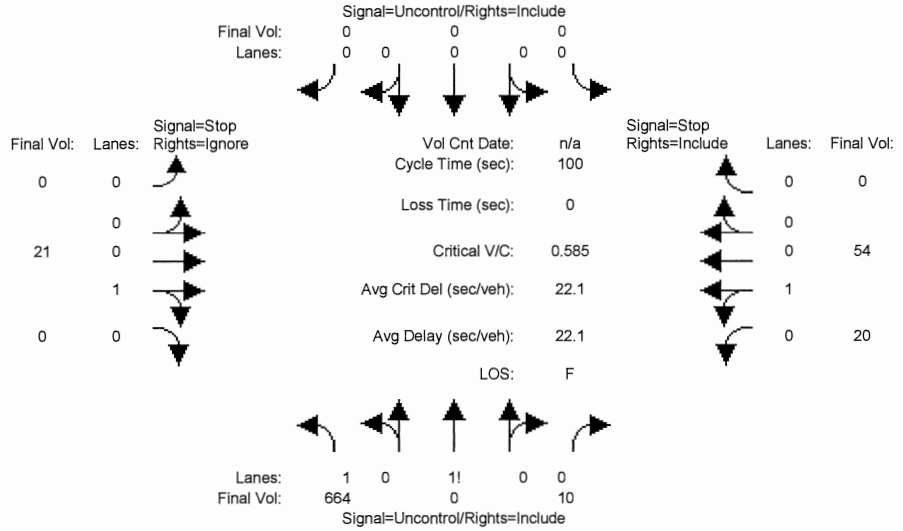
City Place Santa Clara
Enhanced Open Space Assessment
May 2016

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 EOS PM

Intersection #114: Calle Del Sol / Calle Del Luna




```
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
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     664    0    10     0    0     0     0   21   624    20   54     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  664    0    10     0    0     0     0   21   624    20   54     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:  664    0    10     0    0     0     0   21   624    20   54     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:   664    0    10     0    0     0     0   21     0    20   54     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  664    0    10     0    0     0     0   21     0    20   54     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  6.5   6.2   7.1  6.5 xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  4.0   3.3   3.5  4.0 xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:    0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx 1338     0  1344 1333 xxxxx
Potent Cap.: 1636 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  154  1091   130  155 xxxxx
Move Cap.:   1636 xxxx xxxxx  xxxx xxxx xxxxx  xxxx   92  1091    74   92 xxxxx
Volume/Cap:  0.41 xxxx  xxxx  xxxx xxxx  xxxx  xxxx 0.23  0.00  0.27 0.58  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.8 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx    92    87 xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   0.8   4.5 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  55.5 144.0 xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     F     F    *     *
ApproachDel:    xxxxxx            xxxxxx             55.5            144.0
ApproachLOS:         *                 *                F                F
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
*******************************************************************************
Intersection #114 Calle Del Sol / Calle Del Luna
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
```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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:  664    0    10     0    0     0     0   21   624    20   54     0
ApproachDel:    xxxxxx           xxxxxx             55.5            144.0
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=9.9]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=645]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1393]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=74]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1393]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #114 Calle Del Sol / Calle Del Luna
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
Initial Vol:  664    0    10     0    0     0     0   21   624    20   54     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             674
Minor Approach Volume:           645
Minor Approach Volume Threshold: 421
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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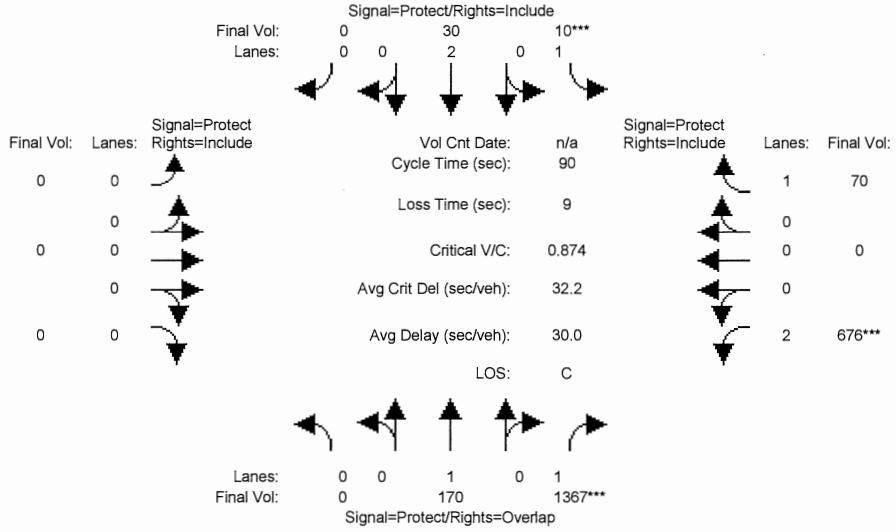
Enhanced Open Space Assessment
May 2016

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS AM

Intersection #123: Great America Parkway and Golde 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	1367	10	30	0	0	0	0	676	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	1367	10	30	0	0	0	0	676	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	1367	10	30	0	0	0	0	676	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	1367	10	30	0	0	0	0	676	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	1367	10	30	0	0	0	0	676	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	1367	10	30	0	0	0	0	676	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.78	0.01	0.01	0.00	0.00	0.00	0.00	0.21	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	53.7	74.0	7.0	60.7	0.0	0.0	0.0	0.0	20.3	0.0	20.3
Volume/Cap:	0.00	0.15	0.95	0.07	0.01	0.00	0.00	0.00	0.00	0.95	0.00	0.18
Delay/Veh:	0.0	8.1	20.1	38.7	4.8	0.0	0.0	0.0	0.0	56.6	0.0	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:	0.0	8.1	20.1	38.7	4.8	0.0	0.0	0.0	0.0	56.6	0.0	28.3
LOS by Move:	A	A	C+	D+	A	A	A	A	A	E+	A	C
HCM2k95thQ:	0	4	59	1	0	0	0	0	0	24	0	3

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

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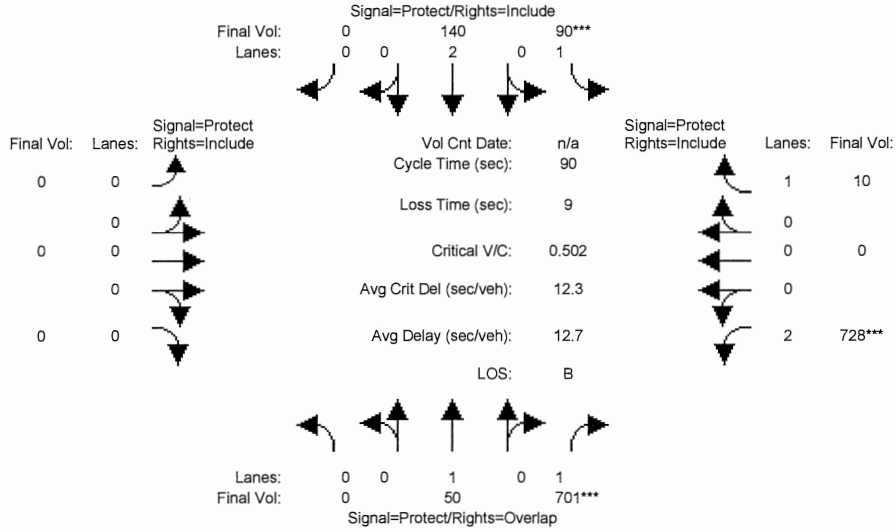
City Place Santa Clara
Enhanced Open Space Assessment
May 2016

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS PM

Intersection #123: Great America Parkway and Golde 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	701	90	140	0	0	0	0	728	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	701	90	140	0	0	0	0	728	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	701	90	140	0	0	0	0	728	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	701	90	140	0	0	0	0	728	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	701	90	140	0	0	0	0	728	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	701	90	140	0	0	0	0	728	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.40	0.05	0.04	0.00	0.00	0.00	0.00	0.23	0.00	0.01
Crit Moves:			****	****						****		
Green Time:	0.0	30.4	71.8	9.2	39.6	0.0	0.0	0.0	0.0	41.4	0.0	41.4
Volume/Cap:	0.00	0.08	0.50	0.50	0.08	0.00	0.00	0.00	0.00	0.50	0.00	0.01
Delay/Veh:	0.0	20.3	3.4	40.5	14.7	0.0	0.0	0.0	0.0	17.3	0.0	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.3	3.4	40.5	14.7	0.0	0.0	0.0	0.0	17.3	0.0	13.2
LOS by Move:	A	C+	A	D	B	A	A	A	A	B	A	B
HCM2k95thQ:	0	2	14	6	2	0	0	0	0	16	0	0

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

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City Place Santa Clara
Enhanced Open Space Assessment
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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2020 EOS Mit AM				2020 EOS 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	87.0	1.235	125.8	F	166.4	1.380	231.3	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#9	Convention Center / Tasman Drive	D	47.1	0.771	66.6	F	138.7	1.048	189.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#10	Future Driveway (west of Centennial Boulevard) / Tasman	A	6.5	0.758	6.8	C-	34.6	0.997	35.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#11	Centennial Boulevard / Tasman Drive	F	108.8	1.077	149.1	F	192.5	1.274	235.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#12	Future Driveway (east of Centennial Boulevard) / Tasman Drive	A	6.3	0.764	7.1	C	24.2	0.910	26.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#13	Calle Del Sol / Tasman Drive	B	13.7	0.762	15.8	C+	20.3	0.878	29.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#14	Lick Mill Boulevard / Tasman Drive	E-	79.6	1.082	131.0	E	71.6	1.147	103.1	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#57	Great America Parkway / SR 237 WB Ramps (CMP)	D	50.2	1.065	70.1	D	50.7	1.038	65.2	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#58	Great America Parkway / SR 237 EB Ramps (CMP)	D+	36.0	0.975	38.7	C	24.1	0.995	37.1	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#59	Great America Parkway / Yerba Buena (Great America) Way	E	60.9	1.004	81.8	D	40.0	0.977	45.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#60	Great America Parkway / Old Mountain View-Alviso Road	E-	79.6	0.930	122.6	D	47.7	0.848	65.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#61	Great America Parkway / Future Driveway (south of Old	C+	22.1	0.770	35.4	C+	20.4	0.657	27.1	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#62	Great America Parkway / Future Driveway (north of Bunker Hill	C	23.9	0.729	32.4	C	26.0	0.739	30.8	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#63	Great America Parkway / Bunker Hill Lane	B	12.5	0.557	12.2	B	16.1	0.736	16.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#84	Gold Street / Gold Street Connector	C	28.1	0.771	31.3	C	29.4	0.620	28.8	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#85	Lafayette Street / Great America Way	D-	53.7	0.962	65.6	D+	36.1	0.726	37.9	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#86	Lafayette Street / Future Driveway (south of Great America	B-	18.4	0.542	24.4	C+	20.8	0.508	18.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#87	Lafayette Street / Future Urban Interchange	D+	35.3	0.819	39.0	D+	35.2	0.737	42.2	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#89	Lafayette Street / Calle Del Mundo	F	>200	0.900	2.5	F	>200	0.913	2.9	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#90	Lafayette Street / Calle De Luna	D-	54.6	1.033	61.0	C+	22.7	0.833	20.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#114	Calle Del Sol / Calle Del Luna	A	7.7	0.189	7.6	A	9.1	0.228	8.9	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#123	Great America Parkway and Golde Street Connector	B+	10.1	0.521	9.5	A	9.5	0.352	11.9	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x

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City Place Santa Clara
Enhanced Open Space Assessment
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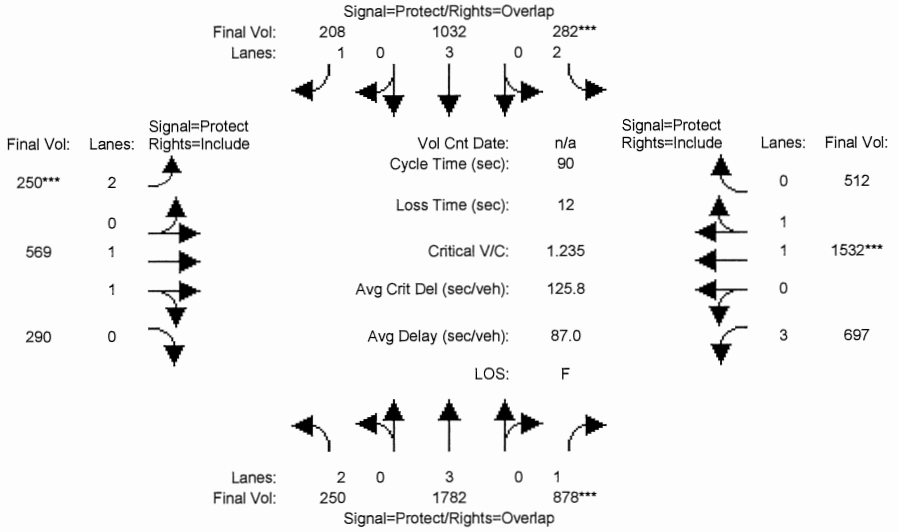
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020 EOS Mit AM

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	1782	878	282	1032	208	250	569	290	697	1532	512
Growth Adj:	1.00	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	1782	878	282	1032	208	250	569	290	697	1532	512
Added Vol:	0	0	0	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	1782	878	282	1032	208	250	569	290	697	1532	512
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1782	878	282	1032	208	250	569	290	697	1532	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1782	878	282	1032	208	250	569	290	697	1532	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1782	878	282	1032	208	250	569	290	697	1532	512
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	2450	1249	4551	2772	927
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.50	0.09	0.18	0.12	0.08	0.23	0.23	0.15	0.55	0.55
Crit Moves:			****	****			****				****	
Green Time:	9.7	24.8	43.1	7.0	22.1	29.1	7.0	27.9	27.9	18.4	39.2	39.2
Volume/Cap:	0.74	1.14	1.05	1.15	0.74	0.37	1.02	0.75	0.75	0.75	1.27	1.27
Delay/Veh:	47.2	102	67.5	145.9	33.4	23.8	104.4	30.7	30.7	37.1	151	150.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	102	67.5	145.9	33.4	23.8	104.4	30.7	30.7	37.1	151	150.7
LOS by Move:	D	F	E	F	C-	C	F	C	C	D+	F	F
HCM2k95thQ:	11	47	59	15	17	9	16	23	23	13	83	83

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

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City Place Santa Clara
Enhanced Open Space Assessment
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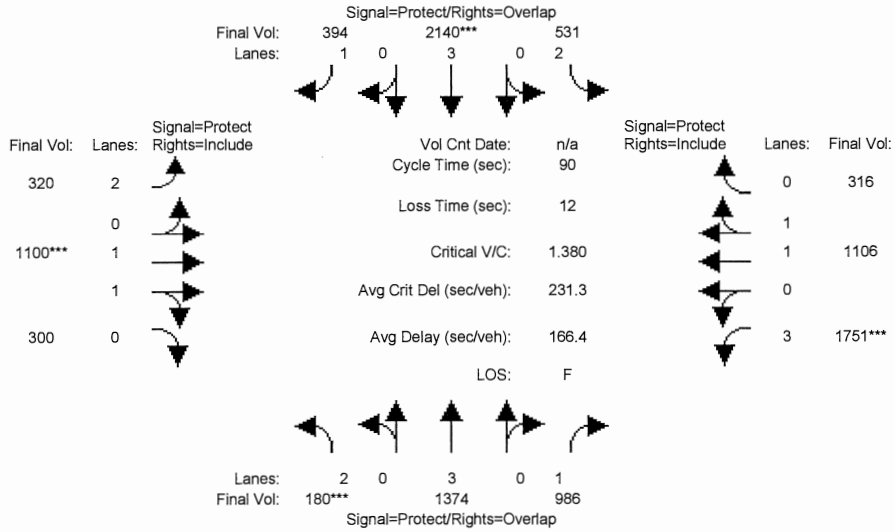
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020 EOS Mit PM

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	1374	986	531	2140	394	320	1100	300	1751	1106	316
Growth Adj:	1.00	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	1374	986	531	2140	394	320	1100	300	1751	1106	316
Added Vol:	0	0	0	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	1374	986	531	2140	394	320	1100	300	1751	1106	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1374	986	531	2140	394	320	1100	300	1751	1106	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1374	986	531	2140	394	320	1100	300	1751	1106	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1374	986	531	2140	394	320	1100	300	1751	1106	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	2877	822
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.56	0.17	0.38	0.23	0.10	0.38	0.38	0.38	0.38	0.38
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.9	41.9	12.5	23.4	33.4	9.9	23.6	23.6	24.0	37.6	37.6
Volume/Cap:	0.73	1.21	1.21	1.21	1.44	0.61	0.92	1.44	1.44	1.44	0.92	0.92
Delay/Veh:	51.6	140	130.2	153.8	237	24.7	68.3	239	238.6	237.2	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	140	130.2	153.8	237	24.7	68.3	239	238.6	237.2	33.9	33.9
LOS by Move:	D-	F	F	F	F	C	E	F	F	F	C-	C-
HCM2k95thQ:	9	42	84	28	71	17	16	75	75	72	31	31

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

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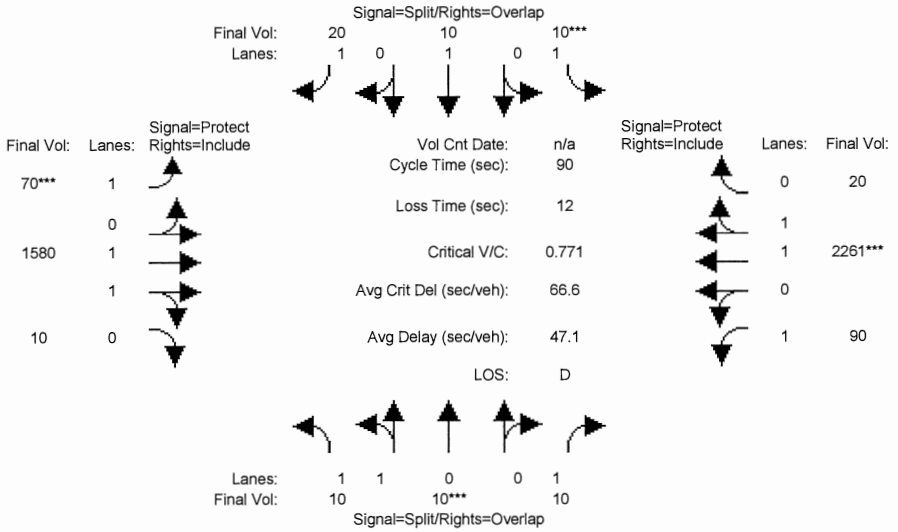
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020 EOS Mit AM

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	1580	10	90	2261	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	1580	10	90	2261	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	1580	10	90	2261	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	1580	10	90	2261	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	10	10	20	70	1580	10	90	2261	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	1580	10	90	2261	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	3677	23	1750	3668	32
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.04	0.43	0.43	0.05	0.62	0.62
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	18.9	10.0	10.0	17.0	7.0	49.1	49.1	8.9	51.0	51.0
Volume/Cap:	0.05	0.05	0.03	0.05	0.05	0.06	0.51	0.79	0.79	0.52	1.09	1.09
Delay/Veh:	35.8	35.8	28.3	35.9	35.8	30.0	43.2	18.4	18.4	41.4	67.8	67.8
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:	35.8	35.8	28.3	35.9	35.8	30.0	43.2	18.4	18.4	41.4	67.8	67.8
LOS by Move:	D+	D+	C	D+	D+	C	D	B-	B-	D	E	E
HCM2k95thQ:	1	1	1	1	1	1	4	31	31	5	69	69

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

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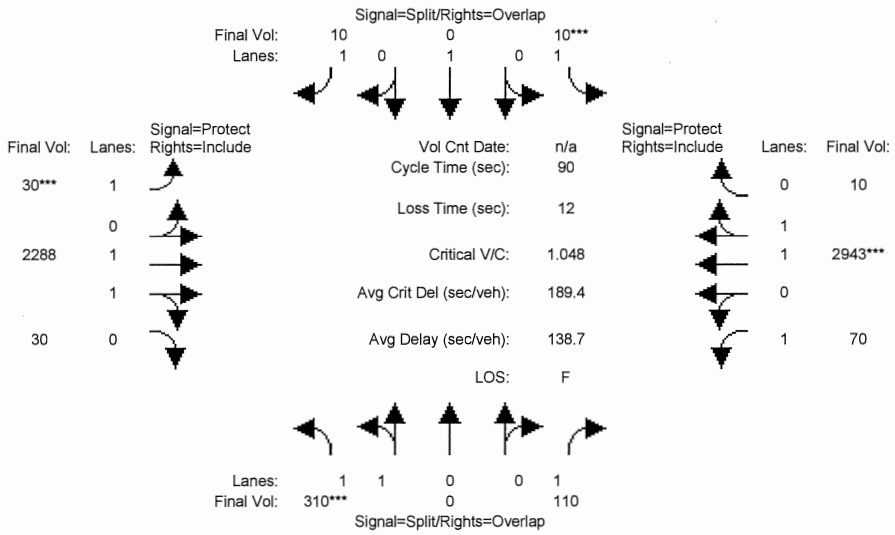
Intersection #9: Convention Center / Tasman Drive



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	2288	30	70	2943	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	2288	30	70	2943	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	2288	30	70	2943	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	2288	30	70	2943	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	110	10	0	10	30	2288	30	70	2943	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	2288	30	70	2943	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	0.63	0.63	0.04	0.80	0.80
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	1.11	1.11	0.51	1.41	1.41
Delay/Veh:	49.0	0.0	32.2	35.9	0.0	29.8	39.8	74.7	74.7	43.2	206	206.2
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:	49.0	0.0	32.2	35.9	0.0	29.8	39.8	74.7	74.7	43.2	206	206.2
LOS by Move:	D	A	C-	D+	A	C	D	E	E	D	F	F
HCM2k95thQ:	13	0	6	1	0	1	2	69	69	4	140	140

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

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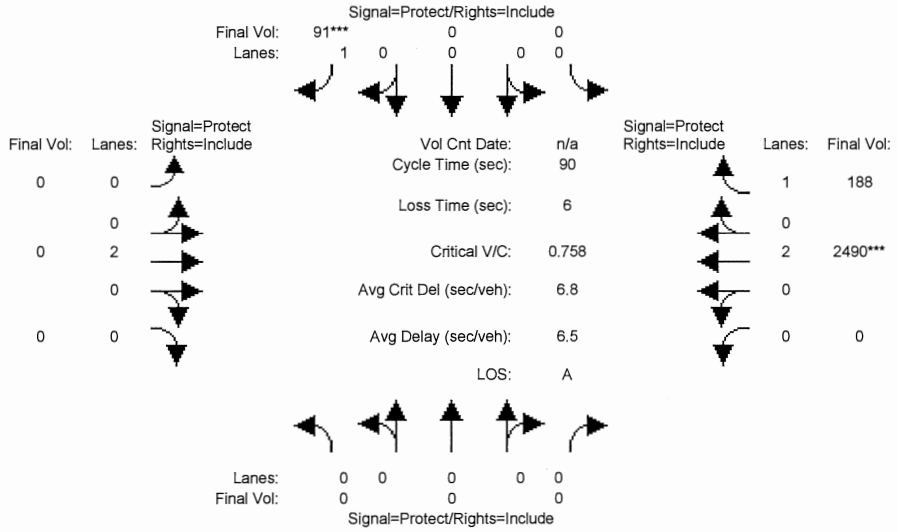
Intersection #10: Future Driveway (west of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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	0	0	10	0	0	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	0	0	91	0	1600	0	0	2490	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	91	0	1600	0	0	2490	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	91	0	0	0	0	2490	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	91	0	0	0	0	2490	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	91	0	0	0	0	2490	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	91	0	0	0	0	2490	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.66	0.11
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	74.0	74.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.80	0.13
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	39.3	0.0	0.0	0.0	0.0	5.6	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	39.3	0.0	0.0	0.0	0.0	5.6	1.6
LOS by Move:	A	A	A	A	A	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	6	0	0	0	0	29	2

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

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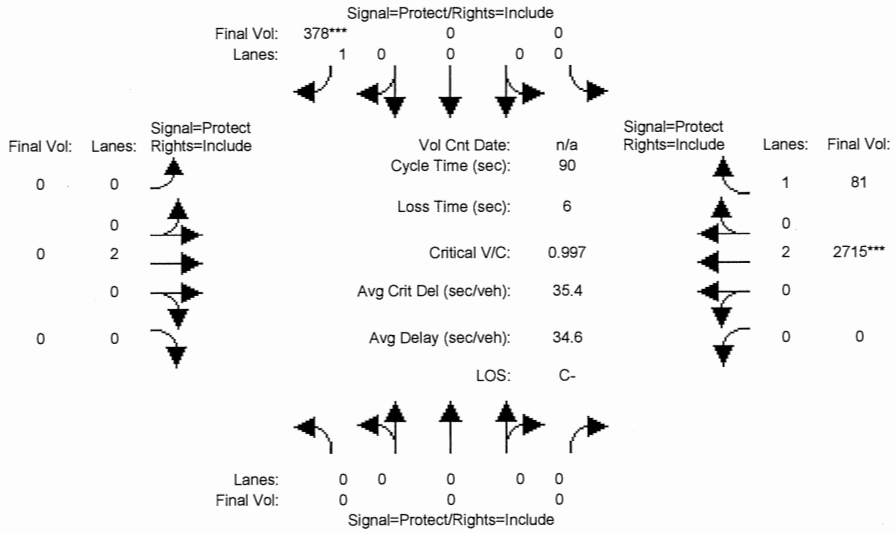
Intersection #10: Future Driveway (west of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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	0	0	10	0	0	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	0	0	378	0	2408	0	0	2715	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	378	0	2408	0	0	2715	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	378	0	0	0	0	2715	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	378	0	0	0	0	2715	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	378	0	0	0	0	2715	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	378	0	0	0	0	2715	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.71	0.05
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	19.5	0.0	0.0	0.0	0.0	64.5	64.5
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.06
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	80.6	0.0	0.0	0.0	0.0	29.2	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	0.0	0.0	80.6	0.0	0.0	0.0	0.0	29.2	3.8
LOS by Move:	A	A	A	A	A	F	A	A	A	A	C	A
HCM2k95thQ:	0	0	0	0	0	30	0	0	0	0	58	1

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

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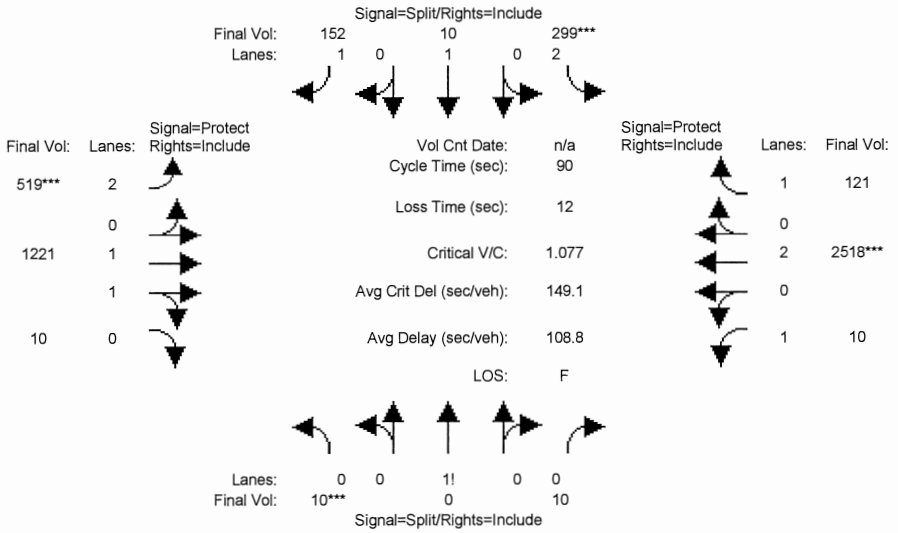
Intersection #11: Centennial Boulevard / Tasman Drive



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	299	10	152	519	1221	10	10	2518	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	299	10	152	519	1221	10	10	2518	121
Added Vol:	0	0	0	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	299	10	152	519	1221	10	10	2518	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	299	10	152	519	1221	10	10	2518	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	299	10	152	519	1221	10	10	2518	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	299	10	152	519	1221	10	10	2518	121
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	3670	30	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.09	0.01	0.09	0.16	0.33	0.33	0.01	0.66	0.07
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	11.5	47.0	47.0	11.0	46.5	46.5
Volume/Cap:	0.10	0.00	0.10	0.85	0.05	0.78	1.28	0.64	0.64	0.05	1.28	0.13
Delay/Veh:	36.2	0.0	36.2	57.4	35.8	57.2	184.7	16.1	16.1	35.0	154	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	36.2	57.4	35.8	57.2	184.7	16.1	16.1	35.0	154	11.4
LOS by Move:	D+	A	D+	E+	D+	E+	F	B	B	C-	F	B+
HCM2k95thQ:	1	0	1	14	1	12	30	22	22	1	102	4

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

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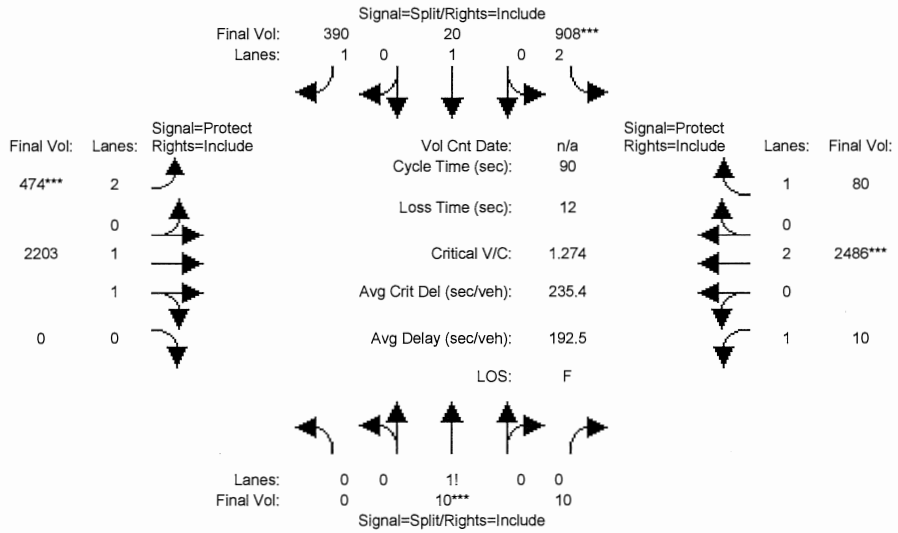
Intersection #11: Centennial Boulevard / Tasman Drive



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	908	20	390	474	2203	0	10	2486	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	908	20	390	474	2203	0	10	2486	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	908	20	390	474	2203	0	10	2486	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	908	20	390	474	2203	0	10	2486	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	10	908	20	390	474	2203	0	10	2486	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	908	20	390	474	2203	0	10	2486	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	0.29	0.01	0.22	0.15	0.60	0.00	0.01	0.65	0.05
Crit Moves:		****		****			****				****	
Green Time:	0.0	10.0	10.0	17.9	17.9	17.9	9.4	43.1	0.0	7.0	40.7	40.7
Volume/Cap:	0.00	0.10	0.10	1.45	0.05	1.12	1.45	1.24	0.00	0.07	1.45	0.10
Delay/Veh:	0.0	36.2	36.2	245.9	29.2	120.2	257.7	138	0.0	38.7	229	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.2	36.2	245.9	29.2	120.2	257.7	138	0.0	38.7	229	14.2
LOS by Move:	A	D+	D+	F	C	F	F	F	A	D+	F	B
HCM2k95thQ:	0	1	1	59	1	36	32	90	0	1	120	3

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

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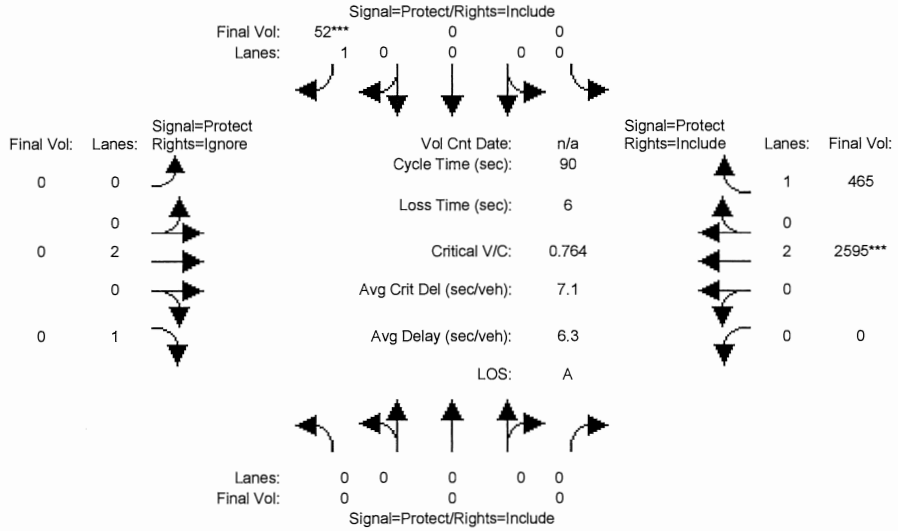
Intersection #12: Future Driveway (east of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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	0	0	10	0	0	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	0	0	52	0	1432	97	0	2595	465
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	52	0	1432	97	0	2595	465
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	52	0	0	97	0	2595	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	52	0	0	0	0	2595	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	52	0	0	0	0	2595	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	52	0	0	0	0	2595	465
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.68	0.27
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	74.0	74.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.83	0.32
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	37.4	0.0	0.0	0.0	0.0	6.5	2.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	37.4	0.0	0.0	0.0	0.0	6.5	2.1
LOS by Move:	A	A	A	A	A	D+	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	3	0	0	0	0	38	7

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

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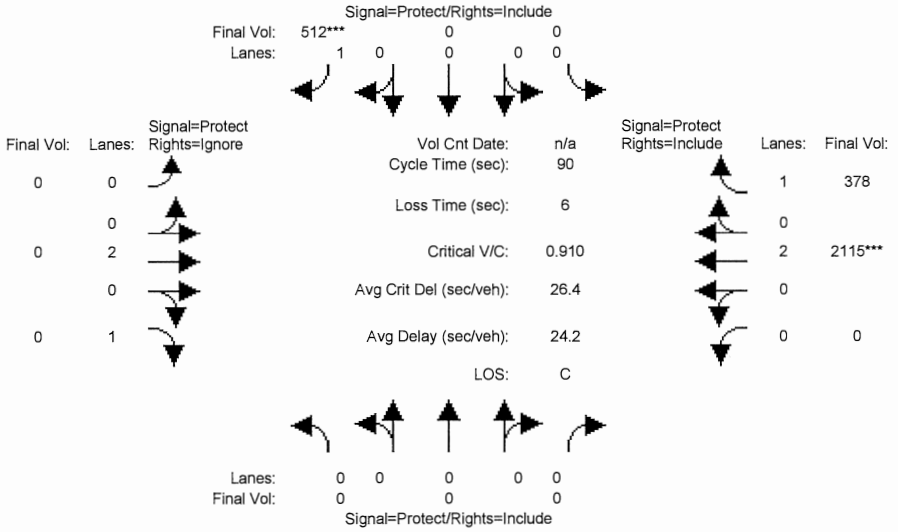
Intersection #12: Future Driveway (east of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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	0	0	10	0	0	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	0	0	512	0	2815	266	0	2115	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	512	0	2815	266	0	2115	378
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	512	0	0	266	0	2115	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	512	0	0	0	0	2115	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	512	0	0	0	0	2115	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	512	0	0	0	0	2115	378
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.56	0.22
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	28.9	0.0	0.0	0.0	0.0	55.1	55.1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.91	0.35
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	48.1	0.0	0.0	0.0	0.0	21.1	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:	0.0	0.0	0.0	0.0	0.0	48.1	0.0	0.0	0.0	0.0	21.1	8.9
LOS by Move:	A	A	A	A	A	D	A	A	A	A	C+	A
HCM2k95thQ:	0	0	0	0	0	32	0	0	0	0	48	11

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

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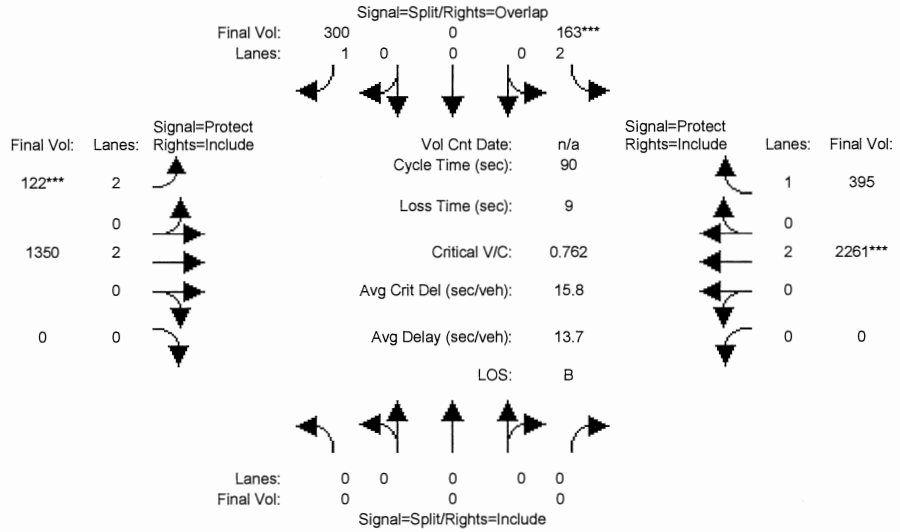
Intersection #13: Calle Del Sol / Tasman Drive



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	163	0	300	122	1350	0	0	2261	395
Growth Adj:	1.00	1.00	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	163	0	300	122	1350	0	0	2261	395
Added Vol:	0	0	0	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	163	0	300	122	1350	0	0	2261	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	163	0	300	122	1350	0	0	2261	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	163	0	300	122	1350	0	0	2261	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	163	0	300	122	1350	0	0	2261	395
Saturation 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	0.36	0.00	0.00	0.60	0.23
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	11.1	0.0	18.1	7.0	69.9	0.0	0.0	62.9	62.9
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.85	0.50	0.46	0.00	0.00	0.85	0.32
Delay/Veh:	0.0	0.0	0.0	37.2	0.0	52.7	41.4	3.6	0.0	0.0	12.9	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.2	0.0	52.7	41.4	3.6	0.0	0.0	12.9	5.4
LOS by Move:	A	A	A	D+	A	D-	D	A	A	A	B	A
HCM2k95thQ:	0	0	0	5	0	18	5	13	0	0	36	8

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

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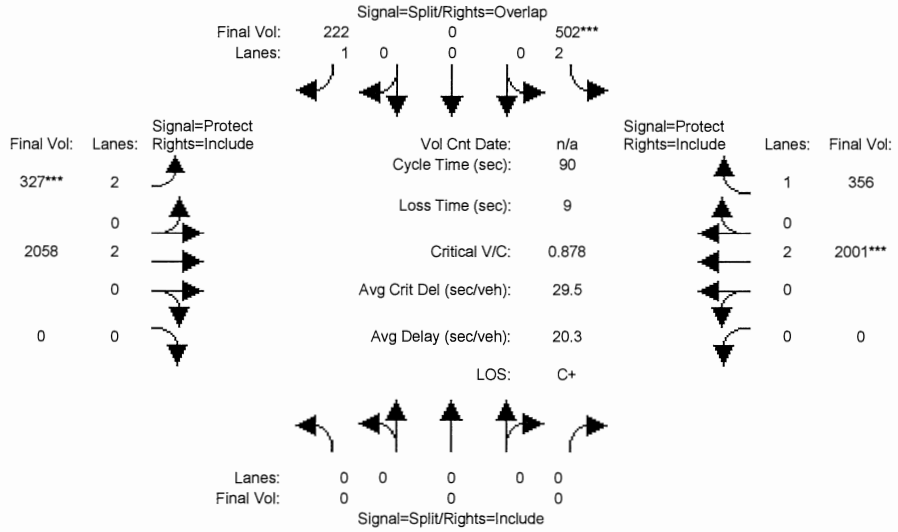
Intersection #13: Calle Del Sol / Tasman Drive



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	502	0	222	327	2058	0	0	2001	356
Growth Adj:	1.00	1.00	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	502	0	222	327	2058	0	0	2001	356
Added Vol:	0	0	0	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	502	0	222	327	2058	0	0	2001	356
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	502	0	222	327	2058	0	0	2001	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	502	0	222	327	2058	0	0	2001	356
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	502	0	222	327	2058	0	0	2001	356
Saturation 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	0.16	0.00	0.13	0.10	0.54	0.00	0.00	0.53	0.20
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	16.3	0.0	27.0	10.6	64.7	0.0	0.0	54.0	54.0
Volume/Cap:	0.00	0.00	0.00	0.88	0.00	0.42	0.88	0.75	0.00	0.00	0.88	0.34
Delay/Veh:	0.0	0.0	0.0	50.2	0.0	25.8	59.4	9.0	0.0	0.0	19.4	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	50.2	0.0	25.8	59.4	9.0	0.0	0.0	19.4	9.2
LOS by Move:	A	A	A	D	A	C	E+	A	A	A	B-	A
HCM2k95thQ:	0	0	0	17	0	10	16	32	0	0	36	10

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

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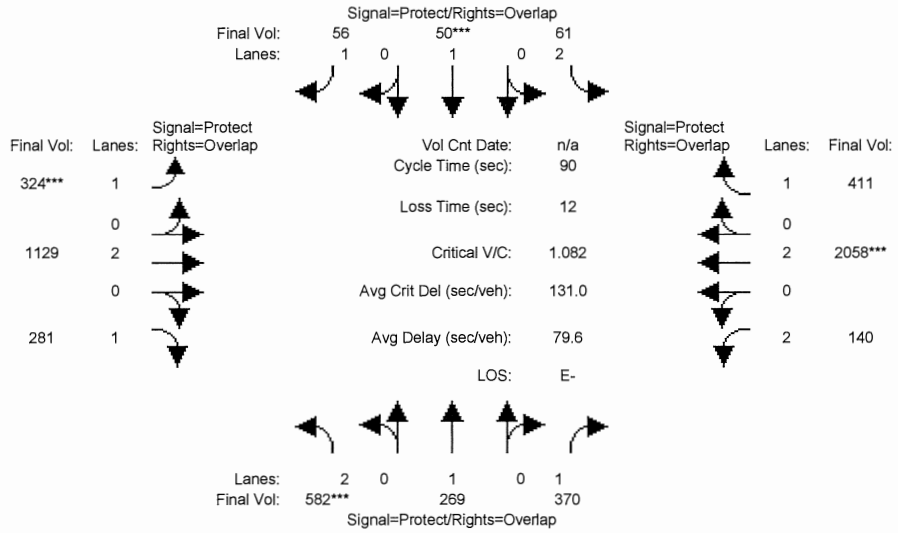
Intersection #14: Lick Mill Boulevard / Tasman Drive



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:	582	269	370	61	50	56	324	1129	281	140	2058	411
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	582	269	370	61	50	56	324	1129	281	140	2058	411
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	582	269	370	61	50	56	324	1129	281	140	2058	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	582	269	370	61	50	56	324	1129	281	140	2058	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	582	269	370	61	50	56	324	1129	281	140	2058	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	582	269	370	61	50	56	324	1129	281	140	2058	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.18	0.14	0.21	0.02	0.03	0.03	0.19	0.30	0.16	0.04	0.54	0.23
Crit Moves:	****				****		****				****	
Green Time:	13.8	16.2	27.5	7.6	10.0	23.8	13.8	43.0	56.8	11.2	40.4	48.0
Volume/Cap:	1.21	0.79	0.69	0.23	0.24	0.12	1.21	0.62	0.25	0.36	1.21	0.44
Delay/Veh:	149.2	46.6	31.4	39.0	37.1	25.3	160.7	18.2	7.4	36.6	123	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	149.2	46.6	31.4	39.0	37.1	25.3	160.7	18.2	7.4	36.6	123	13.2
LOS by Move:	F	D	C	D+	D+	C	F	B-	A	D+	F	B
HCM2k95thQ:	34	17	20	2	3	3	31	21	7	5	80	14

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

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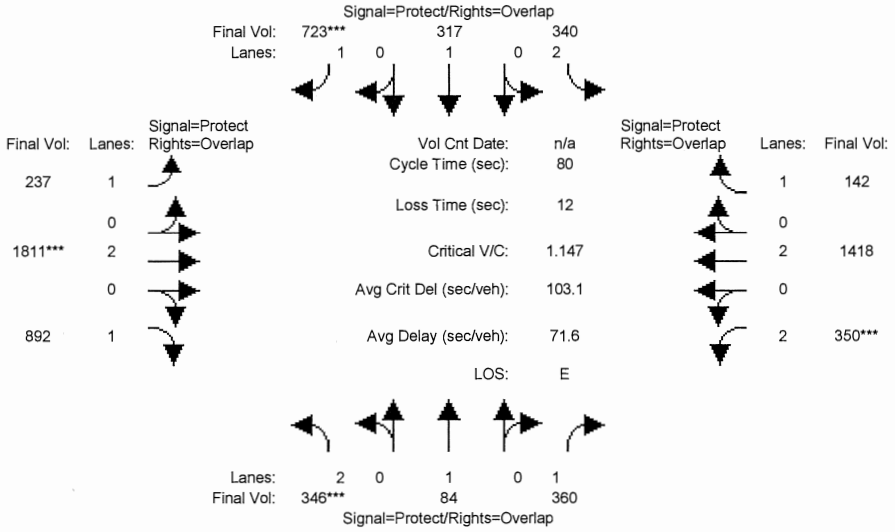
Intersection #14: Lick Mill Boulevard / Tasman Drive



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:	346	84	360	340	317	723	237	1811	892	350	1418	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	84	360	340	317	723	237	1811	892	350	1418	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	84	360	340	317	723	237	1811	892	350	1418	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	84	360	340	317	723	237	1811	892	350	1418	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	84	360	340	317	723	237	1811	892	350	1418	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	84	360	340	317	723	237	1811	892	350	1418	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.11	0.17	0.41	0.14	0.48	0.51	0.11	0.37	0.08
Crit Moves:	****					****		****		****		
Green Time:	7.7	14.5	22.2	12.5	19.4	30.3	10.9	33.2	40.9	7.7	30.1	42.6
Volume/Cap:	1.15	0.24	0.74	0.69	0.69	1.09	0.99	1.15	1.00	1.15	0.99	0.15
Delay/Veh:	134.0	28.4	32.2	36.0	32.0	87.5	90.7	97.6	48.9	133.7	46.9	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:	134.0	28.4	32.2	36.0	32.0	87.5	90.7	97.6	48.9	133.7	46.9	9.6
LOS by Move:	F	C	C-	D+	C	F	F	F	D	F	D	A
HCM2k95thQ:	21	4	19	12	16	52	15	58	45	21	41	4

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

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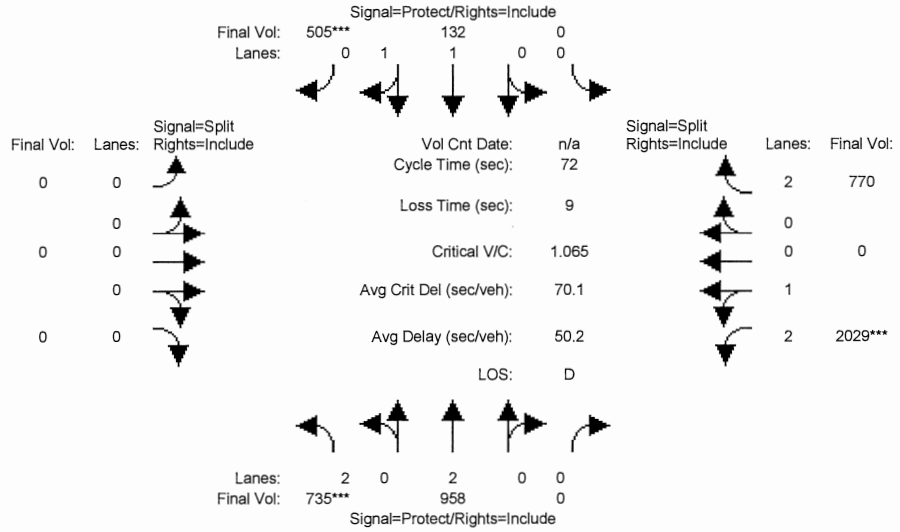
Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



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:	735	958	0	0	132	505	0	0	0	2029	0	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:	735	958	0	0	132	505	0	0	0	2029	0	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:	735	958	0	0	132	505	0	0	0	2029	0	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	735	958	0	0	132	505	0	0	0	2029	0	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	735	958	0	0	132	505	0	0	0	2029	0	770
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	735	958	0	0	132	505	0	0	0	2029	0	770
Saturation 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	0.25	0.00	0.00	0.07	0.29	0.00	0.00	0.00	0.41	0.00	0.24
Crit Moves:	****					****				****		
Green Time:	15.8	35.3	0.0	0.0	19.5	19.5	0.0	0.0	0.0	27.7	0.0	27.7
Volume/Cap:	1.06	0.51	0.00	0.00	0.26	1.06	0.00	0.00	0.00	1.06	0.00	0.64
Delay/Veh:	81.0	12.8	0.0	0.0	20.6	81.5	0.0	0.0	0.0	62.6	0.0	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.0	12.8	0.0	0.0	20.6	81.5	0.0	0.0	0.0	62.6	0.0	19.1
LOS by Move:	F	B	A	A	C+	F	A	A	A	E	A	B-
HCM2k95thQ:	25	13	0	0	4	32	0	0	0	47	0	17

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

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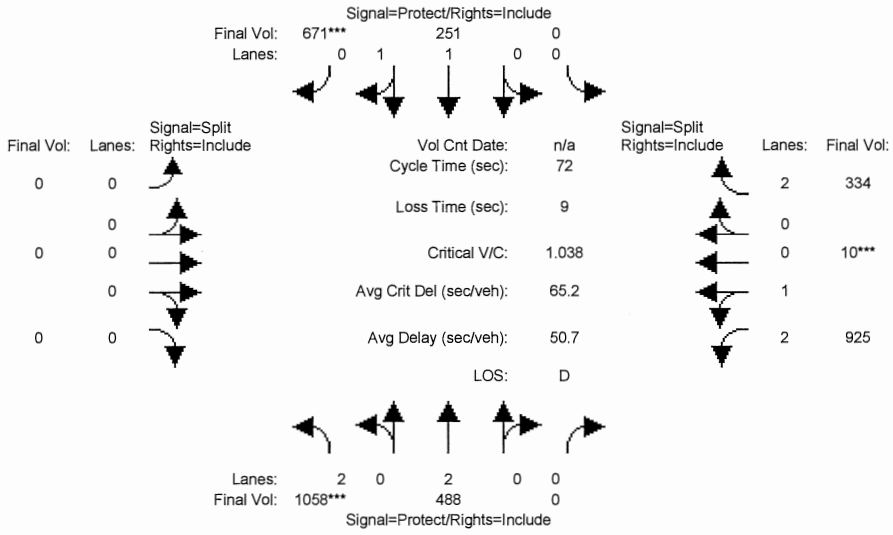
Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



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:	1058	488	0	0	251	671	0	0	0	925	10	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1058	488	0	0	251	671	0	0	0	925	10	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1058	488	0	0	251	671	0	0	0	925	10	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1058	488	0	0	251	671	0	0	0	925	10	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1058	488	0	0	251	671	0	0	0	925	10	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1058	488	0	0	251	671	0	0	0	925	10	334
Saturation 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	0.38	0.00	0.00	0.00	0.19	0.19	0.11
Crit Moves:	****					****					****	
Green Time:	23.3	49.9	0.0	0.0	26.6	26.6	0.0	0.0	0.0	13.1	13.1	13.1
Volume/Cap:	1.04	0.19	0.00	0.00	0.36	1.04	0.00	0.00	0.00	1.04	1.04	0.58
Delay/Veh:	62.9	3.9	0.0	0.0	16.6	63.2	0.0	0.0	0.0	69.7	69.7	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	3.9	0.0	0.0	16.6	63.2	0.0	0.0	0.0	69.7	69.7	28.5
LOS by Move:	E	A	A	A	B	E	A	A	A	E	E	C
HCM2k95thQ:	34	4	0	0	8	38	0	0	0	26	26	10

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

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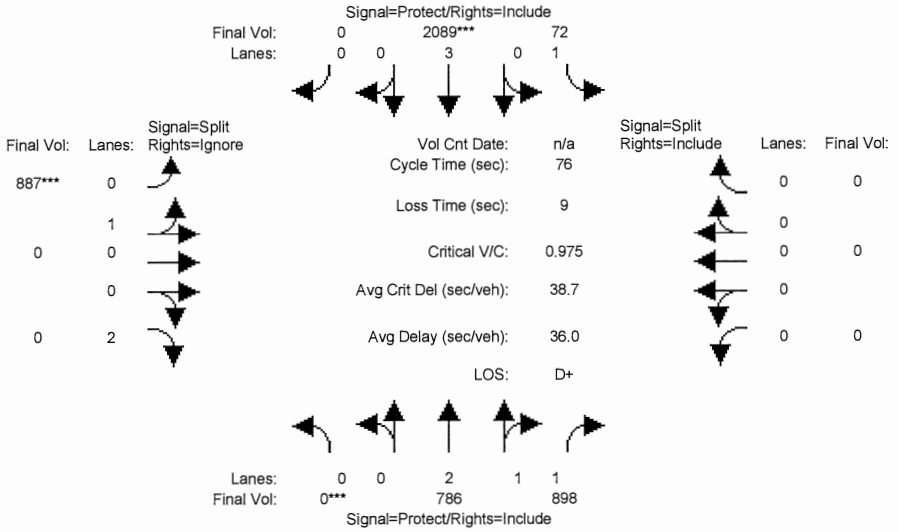
Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



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	786	898	72	2089	0	887	0	2493	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	786	898	72	2089	0	887	0	2493	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	786	898	72	2089	0	887	0	2493	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	786	898	72	2089	0	887	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	786	898	72	2089	0	887	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	786	898	72	2089	0	887	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	0.49	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	21.0	21.0	7.5	28.6	0.0	38.4	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.75	0.93	0.41	0.97	0.00	0.97	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	26.5	35.5	33.8	37.3	0.0	42.0	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	26.5	35.5	33.8	37.3	0.0	42.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	D+	C-	D+	A	D	A	A	A	A	A
HCM2k95thQ:	0	15	22	3	34	0	47	0	0	0	0	0

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

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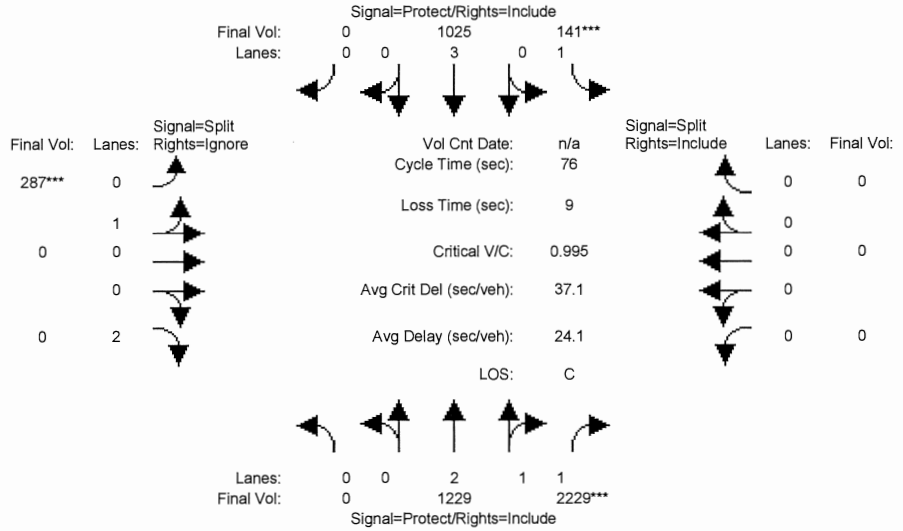
Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



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	1229	2229	141	1025	0	287	0	833	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	1229	2229	141	1025	0	287	0	833	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	1229	2229	141	1025	0	287	0	833	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	1229	2229	141	1025	0	287	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1229	2229	141	1025	0	287	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	1229	2229	141	1025	0	287	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	0.64	0.08	0.18	0.00	0.16	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	48.0	48.0	7.0	55.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	1.01	0.87	0.25	0.00	1.01	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.7	31.5	71.5	3.6	0.0	87.6	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	7.7	31.5	71.5	3.6	0.0	87.6	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	49	8	5	0	23	0	0	0	0	0

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

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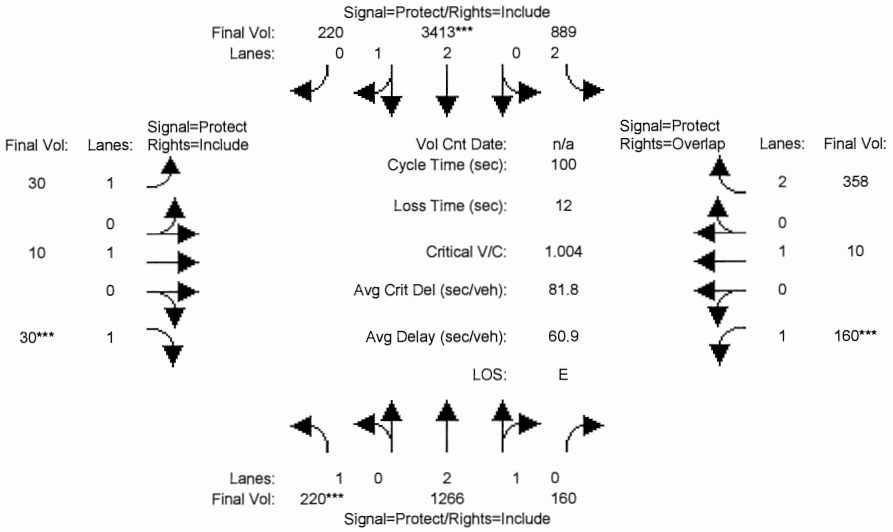
Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



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	1266	160	889	3413	220	30	10	30	160	10	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1266	160	889	3413	220	30	10	30	160	10	358
Added Vol:	0	0	0	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	1266	160	889	3413	220	30	10	30	160	10	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1266	160	889	3413	220	30	10	30	160	10	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1266	160	889	3413	220	30	10	30	160	10	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1266	160	889	3413	220	30	10	30	160	10	358
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	2.81	0.19	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4971	628	3150	5260	339	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.25	0.28	0.65	0.65	0.02	0.01	0.02	0.09	0.01	0.11
Crit Moves:	****				****				****	****		
Green Time:	11.3	33.1	33.1	36.7	58.4	58.4	7.5	10.0	10.0	8.2	10.7	47.4
Volume/Cap:	1.11	0.77	0.77	0.77	1.11	1.11	0.23	0.05	0.17	1.11	0.05	0.24
Delay/Veh:	140.9	32.1	32.1	31.2	75.4	75.4	44.4	40.8	41.7	153.5	40.2	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.9	32.1	32.1	31.2	75.4	75.4	44.4	40.8	41.7	153.5	40.2	15.7
LOS by Move:	F	C-	C-	C	E-	E-	D	D	D	F	D	B
HCM2k95thQ:	20	24	24	24	78	78	2	1	2	16	1	7

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

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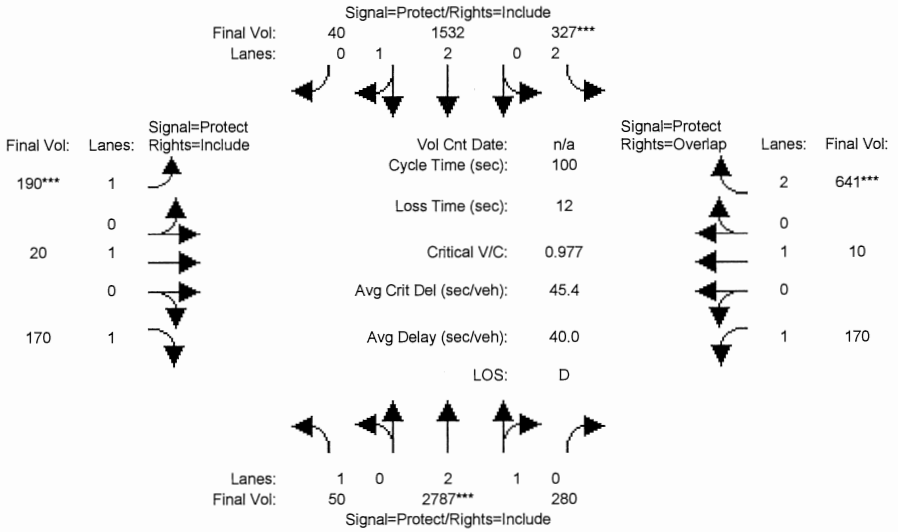
Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



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	2787	280	327	1532	40	190	20	170	170	10	641
Growth Adj:	1.00	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	2787	280	327	1532	40	190	20	170	170	10	641
Added Vol:	0	0	0	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	2787	280	327	1532	40	190	20	170	170	10	641
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2787	280	327	1532	40	190	20	170	170	10	641
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2787	280	327	1532	40	190	20	170	170	10	641
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2787	280	327	1532	40	190	20	170	170	10	641
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	2.72	0.28	2.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	5088	511	3150	5457	142	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.55	0.55	0.10	0.28	0.28	0.11	0.01	0.10	0.10	0.01	0.20
Crit Moves:		****		****			****					****
Green Time:	13.3	56.1	56.1	10.6	53.4	53.4	11.1	10.8	10.8	10.5	10.2	20.8
Volume/Cap:	0.21	0.98	0.98	0.98	0.53	0.53	0.98	0.10	0.90	0.92	0.05	0.98
Delay/Veh:	39.1	32.6	32.6	87.4	15.3	15.3	102.0	40.4	82.4	89.7	40.6	68.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	32.6	32.6	87.4	15.3	15.3	102.0	40.4	82.4	89.7	40.6	68.7
LOS by Move:	D	C-	C-	F	B	B	F	D	F	F	D	E
HCM2k95thQ:	3	48	48	15	19	19	19	1	16	12	1	25

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

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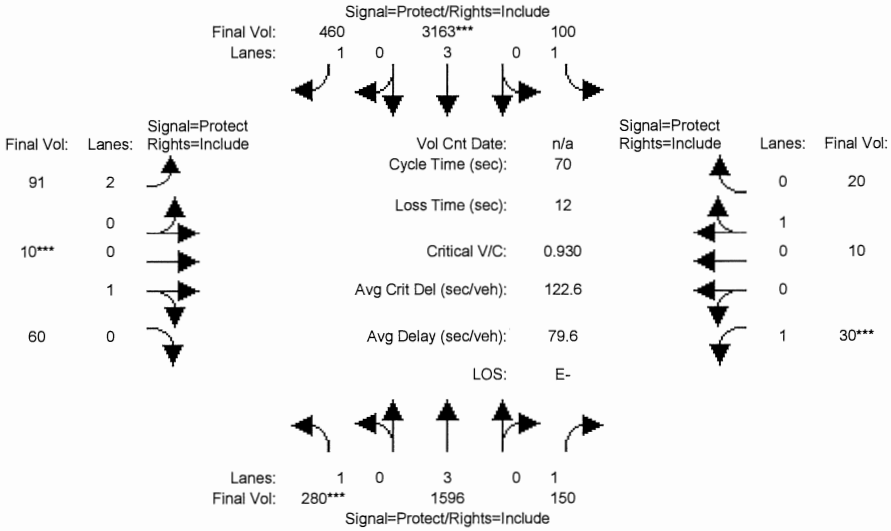
Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



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:	280	1596	150	100	3163	460	91	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	1596	150	100	3163	460	91	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	1596	150	100	3163	460	91	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	1596	150	100	3163	460	91	10	60	30	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1596	150	100	3163	460	91	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	1596	150	100	3163	460	91	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	0.55	0.26	0.03	0.04	0.04	0.02	0.02	0.02
Crit Moves:	****				****			****		****		
Green Time:	9.2	30.2	30.2	10.8	31.8	31.8	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	1.22	0.65	0.20	0.37	1.22	0.58	0.29	0.27	0.27	0.17	0.12	0.12
Delay/Veh:	162.3	16.3	12.5	27.4	122	15.2	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:	162.3	16.3	12.5	27.4	122	15.2	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:	24	16	4	4	69	14	3	3	3	2	1	1

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

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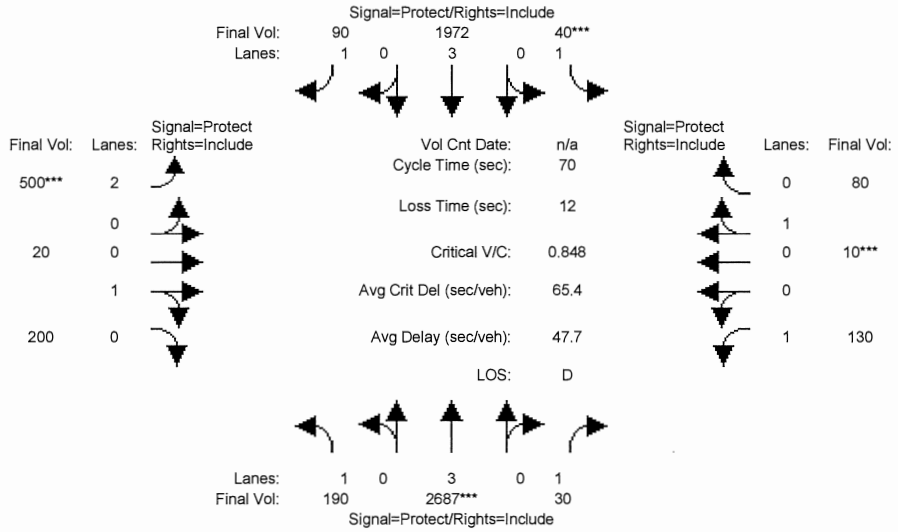
Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



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	2687	30	40	1972	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	2687	30	40	1972	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	2687	30	40	1972	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	2687	30	40	1972	90	500	20	200	130	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	2687	30	40	1972	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	2687	30	40	1972	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	0.47	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	30.7	30.7	7.0	28.7	28.7	10.3	12.0	12.0	8.4	10.0	10.0
Volume/Cap:	0.84	1.08	0.04	0.23	0.84	0.13	1.08	0.72	0.72	0.62	0.35	0.35
Delay/Veh:	54.1	62.0	11.3	29.7	21.7	12.9	93.4	35.2	35.2	35.0	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	62.0	11.3	29.7	21.7	12.9	93.4	35.2	35.2	35.0	27.9	27.9
LOS by Move:	D-	E	B+	C	C+	B	F	D+	D+	C-	C	C
HCM2k95thQ:	9	47	1	2	24	3	24	12	12	8	4	4

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

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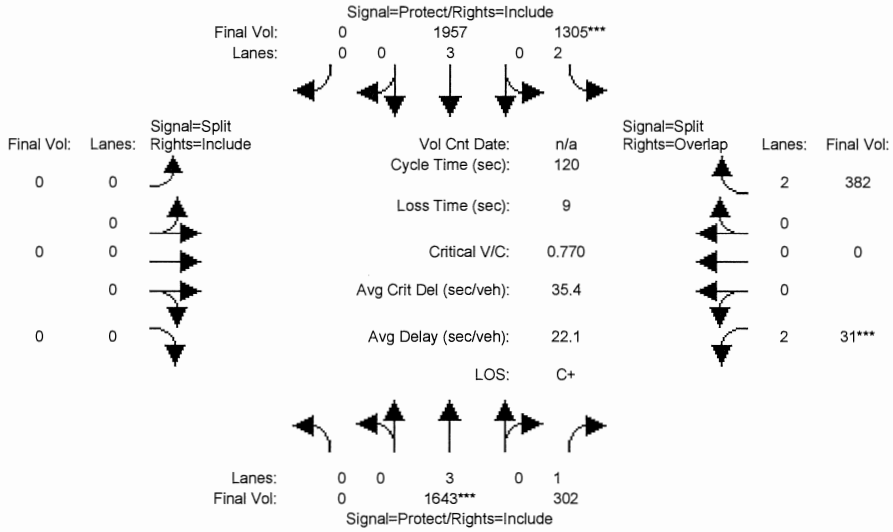
Intersection #61: Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)



Street Name:	Great America Parkway						Future Driveway (south of Old Mou					
Approach:	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	1643	302	1305	1957	0	0	0	0	31	0	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1643	302	1305	1957	0	0	0	0	31	0	382
Added Vol:	0	0	0	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	1643	302	1305	1957	0	0	0	0	31	0	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1643	302	1305	1957	0	0	0	0	31	0	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1643	302	1305	1957	0	0	0	0	31	0	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1643	302	1305	1957	0	0	0	0	31	0	382
Saturation 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	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.17	0.41	0.34	0.00	0.00	0.00	0.00	0.01	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	41.4	41.4	59.6	101	0.0	0.0	0.0	0.0	10.0	0.0	69.6
Volume/Cap:	0.00	0.83	0.50	0.83	0.41	0.00	0.00	0.00	0.00	0.12	0.00	0.21
Delay/Veh:	0.0	39.4	31.7	30.0	2.3	0.0	0.0	0.0	0.0	51.1	0.0	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:	0.0	39.4	31.7	30.0	2.3	0.0	0.0	0.0	0.0	51.1	0.0	12.1
LOS by Move:	A	D	C	C	A	A	A	A	A	D-	A	B
HCM2k95thQ:	0	32	17	38	10	0	0	0	0	1	0	8

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

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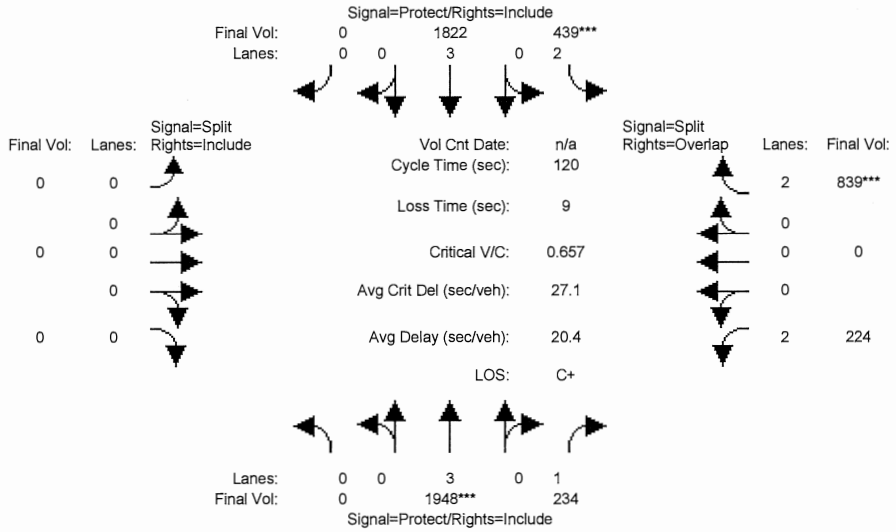
Intersection #61: Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)



Street Name:	Great America Parkway						Future Driveway (south of Old Mou					
Approach:	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	1948	234	439	1822	0	0	0	0	224	0	839
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1948	234	439	1822	0	0	0	0	224	0	839
Added Vol:	0	0	0	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	1948	234	439	1822	0	0	0	0	224	0	839
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1948	234	439	1822	0	0	0	0	224	0	839
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1948	234	439	1822	0	0	0	0	224	0	839
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1948	234	439	1822	0	0	0	0	224	0	839
Saturation 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	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.13	0.14	0.32	0.00	0.00	0.00	0.00	0.07	0.00	0.27
Crit Moves:		****		****								****
Green Time:	0.0	62.4	62.4	25.4	87.8	0.0	0.0	0.0	0.0	23.2	0.0	48.6
Volume/Cap:	0.00	0.66	0.26	0.66	0.44	0.00	0.00	0.00	0.00	0.37	0.00	0.66
Delay/Veh:	0.0	21.6	16.1	45.7	6.4	0.0	0.0	0.0	0.0	42.4	0.0	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	16.1	45.7	6.4	0.0	0.0	0.0	0.0	42.4	0.0	30.2
LOS by Move:	A	C+	B	D	A	A	A	A	A	D	A	C
HCM2k95thQ:	0	29	10	16	16	0	0	0	0	9	0	27

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

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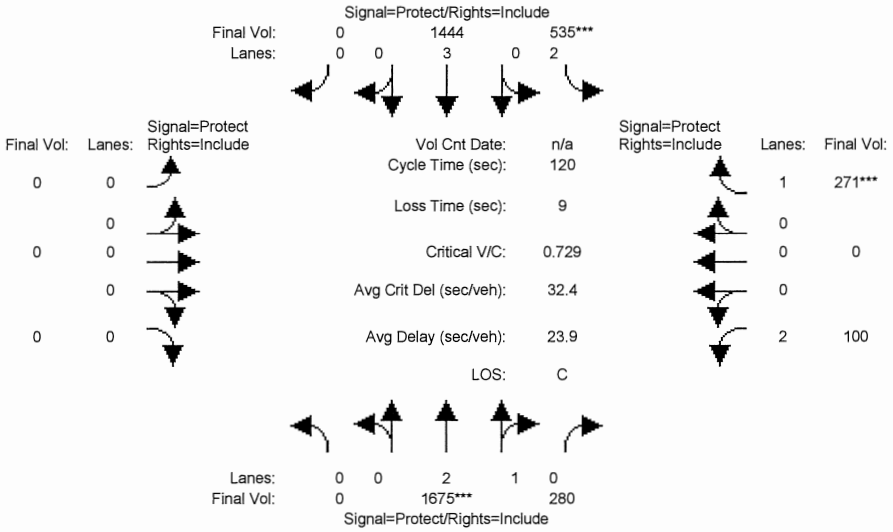
Intersection #62: Great America Parkway / Future Driveway (north of Bunker Hill Lane)



Street Name:	Great America Parkway						Future Driveway (north of Bunker					
Approach:	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	1675	280	535	1444	0	0	0	0	100	0	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1675	280	535	1444	0	0	0	0	100	0	271
Added Vol:	0	0	0	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	1675	280	535	1444	0	0	0	0	100	0	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1675	280	535	1444	0	0	0	0	100	0	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1675	280	535	1444	0	0	0	0	100	0	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1675	280	535	1444	0	0	0	0	100	0	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.55	0.45	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4797	802	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.17	0.25	0.00	0.00	0.00	0.00	0.03	0.00	0.15
Crit Moves:		****		****								****
Green Time:	0.0	57.5	57.5	28.0	85.5	0.0	0.0	0.0	0.0	25.5	0.0	25.5
Volume/Cap:	0.00	0.73	0.73	0.73	0.36	0.00	0.00	0.00	0.00	0.15	0.00	0.73
Delay/Veh:	0.0	26.0	26.0	46.2	6.7	0.0	0.0	0.0	0.0	38.5	0.0	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:	0.0	26.0	26.0	46.2	6.7	0.0	0.0	0.0	0.0	38.5	0.0	51.1
LOS by Move:	A	C	C	D	A	A	A	A	A	D+	A	D-
HCM2k95thQ:	0	33	33	20	13	0	0	0	0	4	0	21

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

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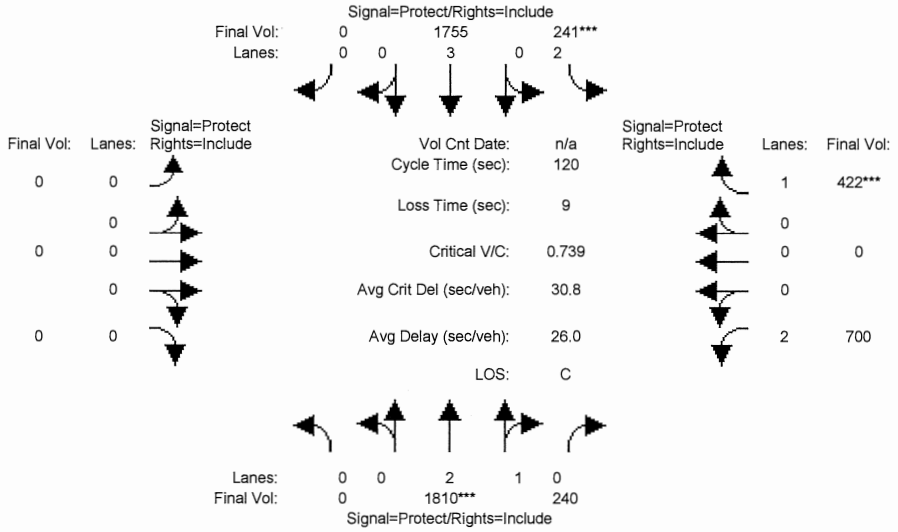
Intersection #62: Great America Parkway / Future Driveway (north of Bunker Hill Lane)



Street Name:	Great America Parkway						Future Driveway (north of Bunker					
Approach:	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	1810	240	241	1755	0	0	0	0	700	0	422
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1810	240	241	1755	0	0	0	0	700	0	422
Added Vol:	0	0	0	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	1810	240	241	1755	0	0	0	0	700	0	422
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1810	240	241	1755	0	0	0	0	700	0	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1810	240	241	1755	0	0	0	0	700	0	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1810	240	241	1755	0	0	0	0	700	0	422
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.64	0.36	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4944	655	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.08	0.31	0.00	0.00	0.00	0.00	0.22	0.00	0.24
Crit Moves:		****		****								****
Green Time:	0.0	59.4	59.4	12.4	71.9	0.0	0.0	0.0	0.0	39.1	0.0	39.1
Volume/Cap:	0.00	0.74	0.74	0.74	0.51	0.00	0.00	0.00	0.00	0.68	0.00	0.74
Delay/Veh:	0.0	25.2	25.2	60.9	14.1	0.0	0.0	0.0	0.0	36.9	0.0	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:	0.0	25.2	25.2	60.9	14.1	0.0	0.0	0.0	0.0	36.9	0.0	41.0
LOS by Move:	A	C	C	E	B	A	A	A	A	D+	A	D
HCM2k95thQ:	0	34	34	11	22	0	0	0	0	25	0	28

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

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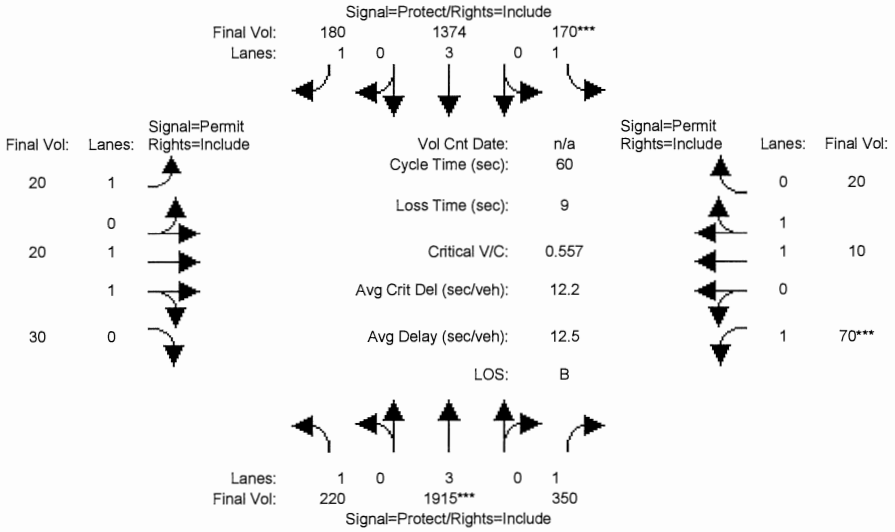
Intersection #63: Great America Parkway / Bunker Hill Lane



Street Name:	Great America Parkway						Bunker Hill 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:	220	1915	350	170	1374	180	20	20	30	70	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:	220	1915	350	170	1374	180	20	20	30	70	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:	220	1915	350	170	1374	180	20	20	30	70	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:	220	1915	350	170	1374	180	20	20	30	70	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1915	350	170	1374	180	20	20	30	70	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:	220	1915	350	170	1374	180	20	20	30	70	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.20	0.10	0.24	0.10	0.01	0.01	0.02	0.04	0.01	0.01
Crit Moves:		****		****						****		
Green Time:	14.1	31.8	31.8	9.2	26.9	26.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.54	0.63	0.38	0.63	0.54	0.23	0.07	0.06	0.10	0.24	0.03	0.07
Delay/Veh:	21.5	10.4	8.5	28.7	12.2	10.3	21.2	21.1	21.3	22.1	21.0	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	10.4	8.5	28.7	12.2	10.3	21.2	21.1	21.3	22.1	21.0	21.1
LOS by Move:	C+	B+	A	C	B	B+	C+	C+	C+	C+	C+	C+
HCM2k95thQ:	7	14	7	7	12	4	1	1	1	3	0	1

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

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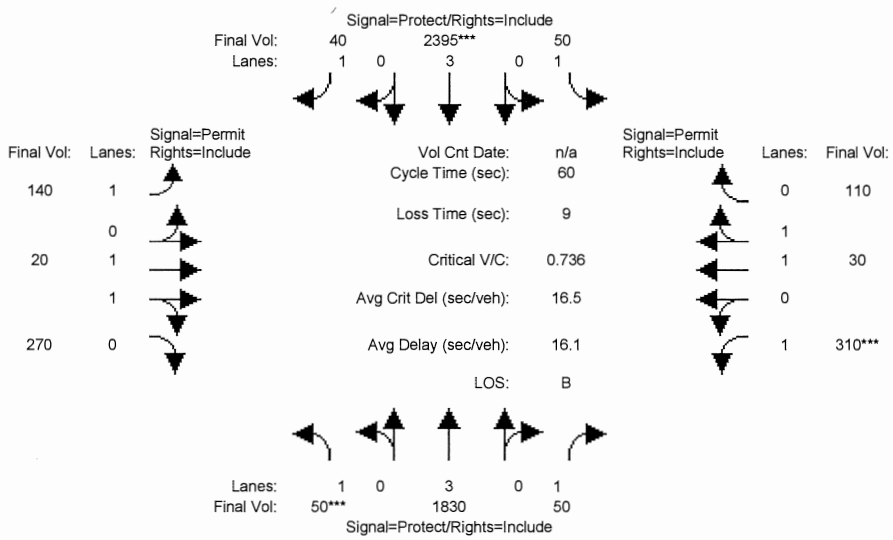
Intersection #63: Great America Parkway / Bunker Hill Lane



Street Name:	Great America Parkway						Bunker Hill 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	1830	50	50	2395	40	140	20	270	310	30	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:	50	1830	50	50	2395	40	140	20	270	310	30	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:	50	1830	50	50	2395	40	140	20	270	310	30	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:	50	1830	50	50	2395	40	140	20	270	310	30	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1830	50	50	2395	40	140	20	270	310	30	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:	50	1830	50	50	2395	40	140	20	270	310	30	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.03	0.03	0.42	0.02	0.08	0.01	0.15	0.18	0.02	0.06
Crit Moves:	****				****					****		
Green Time:	7.0	27.8	27.8	10.1	31.0	31.0	13.0	13.0	13.0	13.0	13.0	13.0
Volume/Cap:	0.24	0.69	0.06	0.17	0.81	0.04	0.37	0.05	0.71	0.81	0.07	0.29
Delay/Veh:	24.7	13.5	8.9	21.6	14.0	7.2	20.6	18.6	27.4	35.0	18.7	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	13.5	8.9	21.6	14.0	7.2	20.6	18.6	27.4	35.0	18.7	19.9
LOS by Move:	C	B	A	C+	B	A	C+	B-	C	D+	B-	B-
HCM2k95thQ:	2	15	1	2	23	1	5	1	13	16	1	4

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

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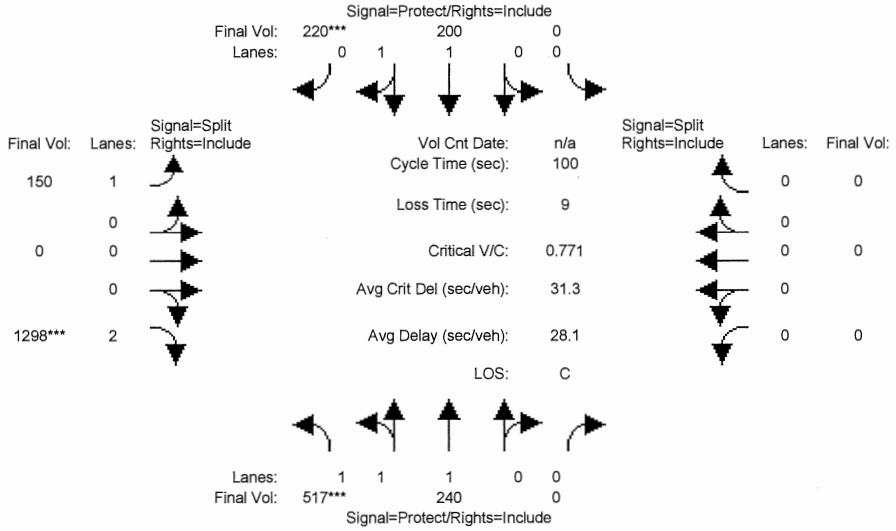
Intersection #84: Gold Street / Gold Street Connector



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:	10	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	517	240	0	0	200	220	150	0	1298	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:	517	240	0	0	200	220	150	0	1298	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:	517	240	0	0	200	220	150	0	1298	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:	517	240	0	0	200	220	150	0	1298	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	240	0	0	200	220	150	0	1298	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:	517	240	0	0	200	220	150	0	1298	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	1.00	0.00	0.00	1.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	1900	0	0	1900	1750	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.13	0.00	0.00	0.11	0.13	0.09	0.00	0.41	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	21.3	37.6	0.0	0.0	16.3	16.3	53.4	0.0	53.4	0.0	0.0	0.0
Volume/Cap:	0.77	0.34	0.00	0.00	0.65	0.77	0.16	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	40.9	22.4	0.0	0.0	41.4	46.8	11.9	0.0	20.7	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:	40.9	22.4	0.0	0.0	41.4	46.8	11.9	0.0	20.7	0.0	0.0	0.0
LOS by Move:	D	C+	A	A	D	D	B+	A	C+	A	A	A
HCM2k95thQ:	16	9	0	0	13	17	5	0	33	0	0	0

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

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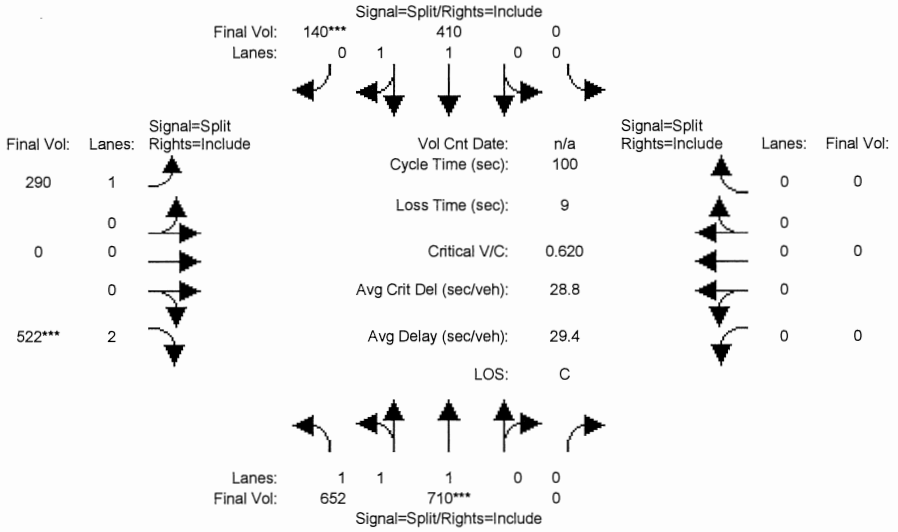
Intersection #84: Gold Street / Gold Street Connector



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:	10	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	652	710	0	0	410	140	290	0	522	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	652	710	0	0	410	140	290	0	522	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:	652	710	0	0	410	140	290	0	522	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:	652	710	0	0	410	140	290	0	522	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	652	710	0	0	410	140	290	0	522	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:	652	710	0	0	410	140	290	0	522	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	1.48	1.52	0.00	0.00	1.48	0.52	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	2607	2839	0	0	2757	942	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.00	0.00	0.15	0.15	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****				****			****			
Green Time:	40.3	40.3	0.0	0.0	24.0	24.0	26.7	0.0	26.7	0.0	0.0	0.0
Volume/Cap:	0.62	0.62	0.00	0.00	0.62	0.62	0.62	0.00	0.62	0.00	0.00	0.00
Delay/Veh:	24.3	24.3	0.0	0.0	35.3	35.3	34.7	0.0	33.6	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:	24.3	24.3	0.0	0.0	35.3	35.3	34.7	0.0	33.6	0.0	0.0	0.0
LOS by Move:	C	C	A	A	D+	D+	C-	A	C-	A	A	A
HCM2k95thQ:	20	20	0	0	16	16	16	0	16	0	0	0

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

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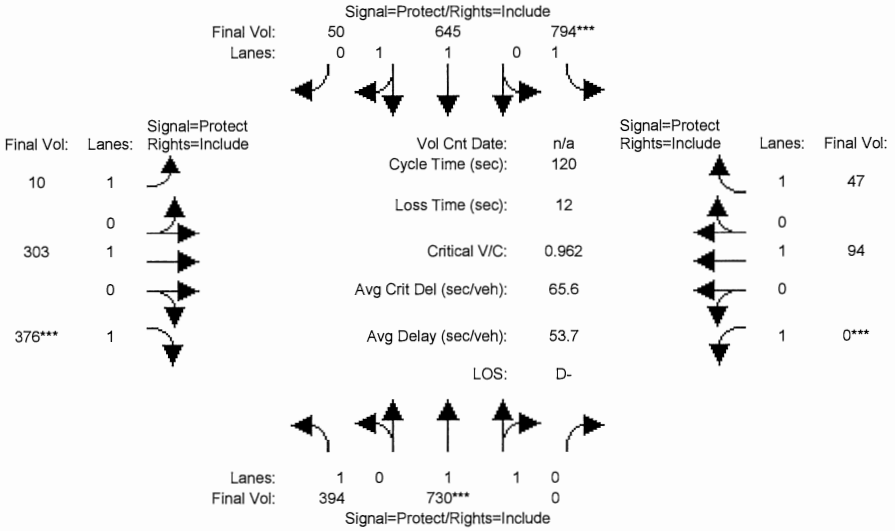
Intersection #85: Lafayette Street / Great America Way



Street Name:	Lafayette Street						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:	394	730	0	794	645	50	10	303	376	0	94	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	730	0	794	645	50	10	303	376	0	94	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	730	0	794	645	50	10	303	376	0	94	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	394	730	0	794	645	50	10	303	376	0	94	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	730	0	794	645	50	10	303	376	0	94	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	394	730	0	794	645	50	10	303	376	0	94	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3700	0	1750	3434	266	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.20	0.00	0.45	0.19	0.19	0.01	0.16	0.21	0.00	0.05	0.03
Crit Moves:		****		****					****	****		
Green Time:	44.3	24.6	0.0	56.6	36.9	36.9	11.0	26.8	26.8	0.0	15.8	15.8
Volume/Cap:	0.61	0.96	0.00	0.96	0.61	0.61	0.06	0.71	0.96	0.00	0.38	0.20
Delay/Veh:	32.6	70.9	0.0	53.1	36.4	36.4	49.9	48.7	81.7	0.0	48.6	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	70.9	0.0	53.1	36.4	36.4	49.9	48.7	81.7	0.0	48.6	47.0
LOS by Move:	C-	E	A	D-	D+	D+	D	D	F	A	D	D
HCM2k95thQ:	22	27	0	54	20	20	1	19	30	0	7	4

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

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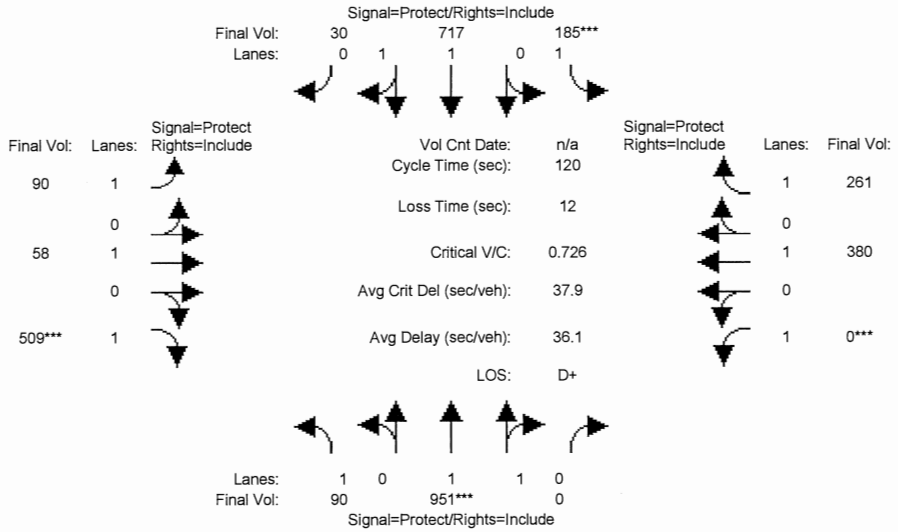
Intersection #85: Lafayette Street / Great America Way



Street Name:	Lafayette Street						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:	90	951	0	185	717	30	90	58	509	0	380	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	951	0	185	717	30	90	58	509	0	380	261
Added Vol:	0	0	0	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	951	0	185	717	30	90	58	509	0	380	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	951	0	185	717	30	90	58	509	0	380	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	951	0	185	717	30	90	58	509	0	380	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	951	0	185	717	30	90	58	509	0	380	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3700	0	1750	3551	149	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.00	0.11	0.20	0.20	0.05	0.03	0.29	0.00	0.20	0.15
Crit Moves:		****		****					****	****		
Green Time:	13.4	42.5	0.0	17.5	46.5	46.5	10.9	48.1	48.1	0.0	37.2	37.2
Volume/Cap:	0.46	0.73	0.00	0.73	0.52	0.52	0.57	0.08	0.73	0.00	0.65	0.48
Delay/Veh:	51.6	35.8	0.0	59.0	28.5	28.5	57.2	22.3	34.2	0.0	38.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	35.8	0.0	59.0	28.5	28.5	57.2	22.3	34.2	0.0	38.2	34.2
LOS by Move:	D-	D+	A	E+	C	C	E+	C+	C-	A	D+	C-
HCM2k95thQ:	7	27	0	14	19	19	7	3	30	0	23	16

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

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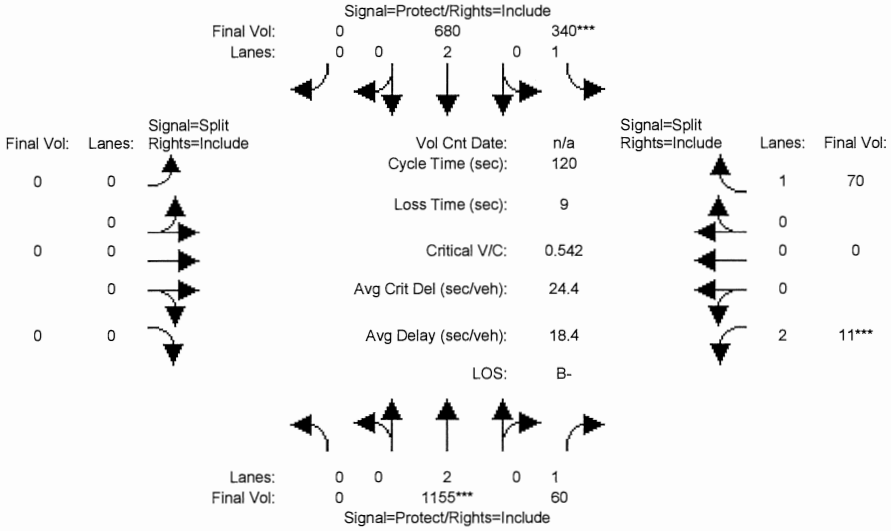
Intersection #86: Lafayette Street / Future Driveway (south of Great America Way)



Street Name:	Lafayette Street						Future Driveway					
Approach:	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	1155	60	340	680	0	0	0	0	11	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	1155	60	340	680	0	0	0	0	11	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	1155	60	340	680	0	0	0	0	11	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	1155	60	340	680	0	0	0	0	11	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1155	60	340	680	0	0	0	0	11	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	1155	60	340	680	0	0	0	0	11	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.03	0.19	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	61.6	61.6	39.4	101	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.59	0.07	0.59	0.21	0.00	0.00	0.00	0.00	0.04	0.00	0.48
Delay/Veh:	0.0	20.9	14.7	35.3	1.9	0.0	0.0	0.0	0.0	50.7	0.0	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.9	14.7	35.3	1.9	0.0	0.0	0.0	0.0	50.7	0.0	55.0
LOS by Move:	A	C+	B	D+	A	A	A	A	A	D	A	D-
HCM2k95thQ:	0	26	2	20	5	0	0	0	0	1	0	7

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

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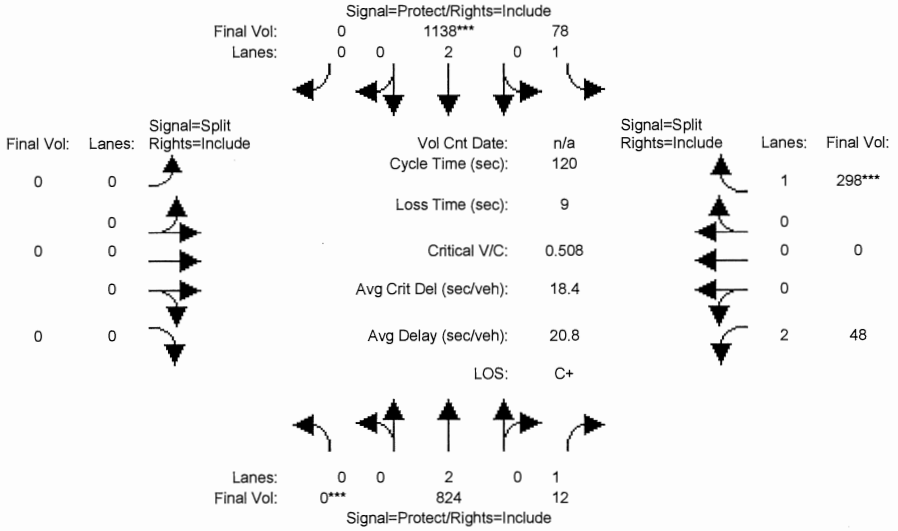
Intersection #86: Lafayette Street / Future Driveway (south of Great America Way)



Street Name:	Lafayette Street						Future Driveway					
Approach:	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	824	12	78	1138	0	0	0	0	48	0	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	824	12	78	1138	0	0	0	0	48	0	298
Added Vol:	0	0	0	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	824	12	78	1138	0	0	0	0	48	0	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	824	12	78	1138	0	0	0	0	48	0	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	824	12	78	1138	0	0	0	0	48	0	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	824	12	78	1138	0	0	0	0	48	0	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.01	0.04	0.30	0.00	0.00	0.00	0.00	0.02	0.00	0.17
Crit Moves:	****				****							****
Green Time:	0.0	55.8	55.8	15.0	70.8	0.0	0.0	0.0	0.0	40.2	0.0	40.2
Volume/Cap:	0.00	0.47	0.01	0.36	0.51	0.00	0.00	0.00	0.00	0.05	0.00	0.51
Delay/Veh:	0.0	22.2	17.3	49.1	14.6	0.0	0.0	0.0	0.0	26.9	0.0	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:	0.0	22.2	17.3	49.1	14.6	0.0	0.0	0.0	0.0	26.9	0.0	32.7
LOS by Move:	A	C+	B	D	B	A	A	A	A	C	A	C-
HCM2k95thQ:	0	18	1	6	21	0	0	0	0	1	0	18

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

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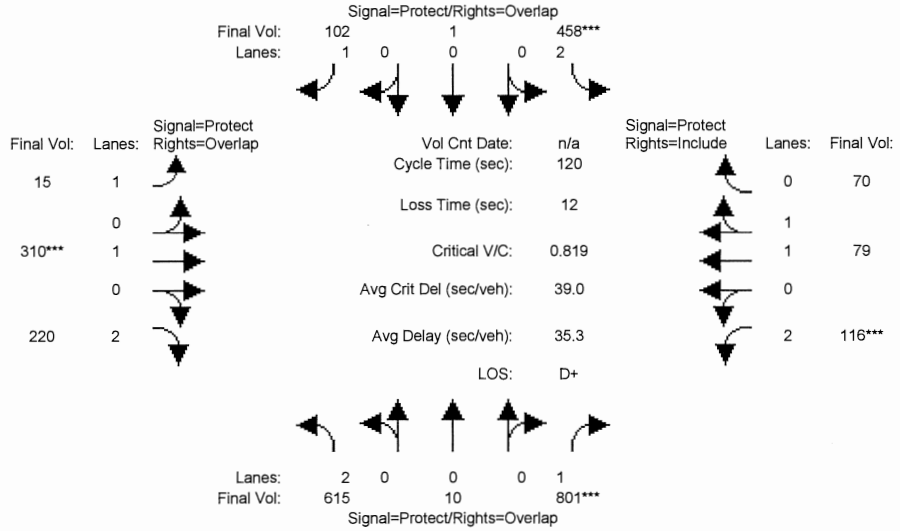
Intersection #87: Lafayette Street / Future Urban Interchange



Street Name:	Lafayette Street						Future Urban Interchange					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	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:	615	10	801	458	1	102	15	310	220	116	79	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:	615	10	801	458	1	102	15	310	220	116	79	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:	615	10	801	458	1	102	15	310	220	116	79	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:	615	10	801	458	1	102	15	310	220	116	79	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	10	801	458	1	102	15	310	220	116	79	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:	615	10	801	458	1	102	15	310	220	116	79	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.94	0.95	0.95	0.92	1.00	0.83	0.83	1.00	0.95
Lanes:	1.97	0.03	1.00	2.00	0.01	0.99	1.00	1.00	2.00	2.00	1.03	0.97
Final Sat.:	3468	56	1800	3559	17	1783	1750	1900	3150	3150	1960	1737
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.45	0.13	0.06	0.06	0.01	0.16	0.07	0.04	0.04	0.04
Crit Moves:			****	****				****		****		
Green Time:	52.2	57.6	64.6	19.2	24.5	37.4	12.9	24.3	76.5	7.0	18.4	18.4
Volume/Cap:	0.41	0.37	0.83	0.81	0.28	0.18	0.08	0.81	0.11	0.63	0.26	0.26
Delay/Veh:	23.4	19.8	26.5	55.5	40.4	30.2	48.4	57.4	8.5	62.2	45.1	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	19.8	26.5	55.5	40.4	30.2	48.4	57.4	8.5	62.2	45.1	45.1
LOS by Move:	C	B-	C	E+	D	C	D	E+	A	E	D	D
HCM2k95thQ:	15	14	40	17	6	6	1	23	4	7	5	5

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

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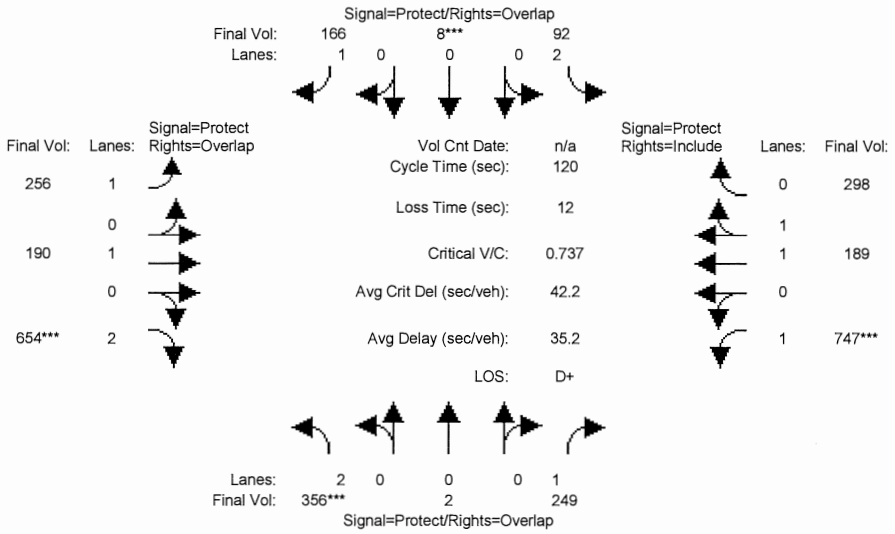
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2020 EOS Mit PM

Intersection #87: Lafayette Street / Future Urban Interchange



Street Name:	Lafayette Street						Future Urban Interchange					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	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:	356	2	249	92	8	166	256	190	654	747	189	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	2	249	92	8	166	256	190	654	747	189	298
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	2	249	92	8	166	256	190	654	747	189	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	2	249	92	8	166	256	190	654	747	189	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	2	249	92	8	166	256	190	654	747	189	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	2	249	92	8	166	256	190	654	747	189	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	1.99	0.01	1.00	1.84	0.16	1.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	3524	20	1800	3230	281	1800	1750	1900	3150	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.03	0.03	0.09	0.15	0.10	0.21	0.43	0.10	0.17
Crit Moves:	****				****				****	****		
Green Time:	15.6	16.2	82.2	9.4	10.0	48.1	38.1	16.5	32.1	65.9	44.3	44.3
Volume/Cap:	0.78	0.75	0.20	0.36	0.34	0.23	0.46	0.73	0.78	0.78	0.27	0.46
Delay/Veh:	55.5	53.7	7.0	52.8	52.2	23.8	33.4	59.6	45.3	25.3	26.6	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	53.7	7.0	52.8	52.2	23.8	33.4	59.6	45.3	25.3	26.6	29.1
LOS by Move:	E+	D-	A	D-	D-	C	C-	E+	D	C	C	C
HCM2k95thQ:	13	13	7	4	4	8	16	15	26	40	9	17

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

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Level Of Service Computation Report
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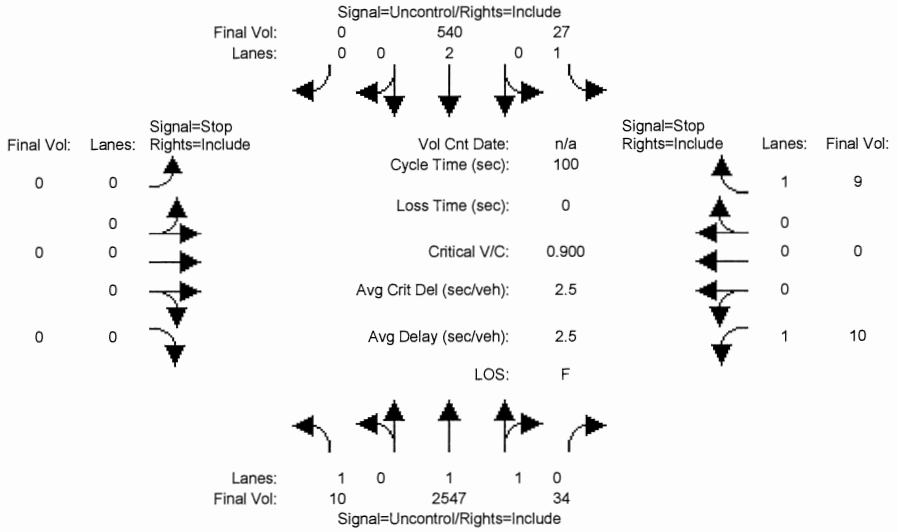
Intersection #89: Lafayette Street / Calle Del Mundo




```
Street Name:         Lafayette Street                  Calle Del Mundo
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10 2547    34    27  540     0     0    0     0    10    0     9
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10 2547    34    27  540     0     0    0     0    10    0     9
Added Vol:      0    0     0     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 2547    34    27  540     0     0    0     0    10    0     9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 2547    34    27  540     0     0    0     0    10    0     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10 2547    34    27  540     0     0    0     0    10    0     9
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  540 xxxx xxxxx  2581 xxxx xxxxx  xxxx xxxx xxxxx  2908 xxxx  1291
Potent Cap.: 1039 xxxx xxxxx   172 xxxx xxxxx  xxxx xxxx xxxxx    13 xxxx   157
Move Cap.:   1039 xxxx xxxxx   172 xxxx xxxxx  xxxx xxxx xxxxx    11 xxxx   157
Volume/Cap:  0.01 xxxx  xxxx  0.16 xxxx  xxxx  xxxx xxxx  xxxx  0.90 xxxx  0.06
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.5 xxxx xxxxx  xxxx xxxx xxxxx   1.9 xxxx   0.2
Control Del:  8.5 xxxx xxxxx  29.8 xxxx xxxxx xxxxx xxxx xxxxx 669.6 xxxx  29.3
LOS by Move:    A    *     *     D    *     *     *    *     *     F    *     D
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx            366.3
ApproachLOS:         *               *               *                F
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

****

Intersection #89 Lafayette Street / Calle Del Mundo

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10 2547    34    27  540     0     0    0     0    10    0     9
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            366.3
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.9]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=19]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3177]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #89 Lafayette Street / Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10 2547    34    27  540     0     0    0     0    10    0     9
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             3158
Minor Approach Volume:           19
Minor Approach Volume Threshold: -120 [less than minimum of 150]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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Enhanced Open Space Assessment
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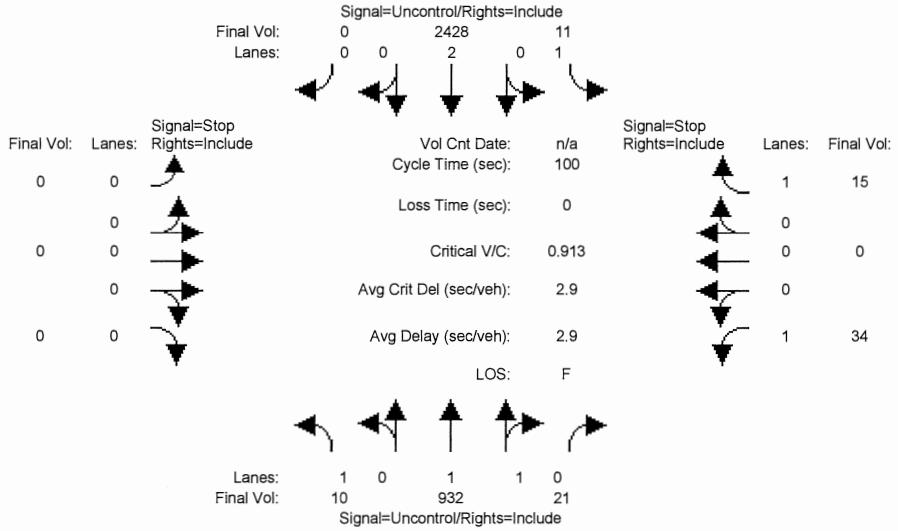
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2020 EOS Mit PM

Intersection #89: Lafayette Street / Calle Del Mundo




```
Street Name:         Lafayette Street                  Calle Del Mundo
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  932    21    11 2428     0     0    0     0    34    0    15
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10  932    21    11 2428     0     0    0     0    34    0    15
Added Vol:      0    0     0     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  932    21    11 2428     0     0    0     0    34    0    15
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  932    21    11 2428     0     0    0     0    34    0    15
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10  932    21    11 2428     0     0    0     0    34    0    15
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2428 xxxx xxxxx   953 xxxx xxxxx  xxxx xxxx xxxxx  2199 xxxx   477
Potent Cap.:  198 xxxx xxxxx   729 xxxx xxxxx  xxxx xxxx xxxxx    39 xxxx   540
Move Cap.:    198 xxxx xxxxx   729 xxxx xxxxx  xxxx xxxx xxxxx    37 xxxx   540
Volume/Cap:  0.05 xxxx  xxxx  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.91 xxxx  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx   3.4 xxxx   0.1
Control Del: 24.2 xxxx xxxxx  10.0 xxxx xxxxx xxxxx xxxx xxxxx 282.3 xxxx  11.9
LOS by Move:    C    *     *     B    *     *     *    *     *     F    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            199.5
ApproachLOS:         *                *                *                F
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
*******************************************************************************
Intersection #89 Lafayette Street / Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10  932    21    11 2428     0     0    0     0    34    0    15
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            199.5
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.7]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=49]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3451]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #89 Lafayette Street / Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10  932    21    11 2428     0     0    0     0    34    0    15
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             3402
Minor Approach Volume:           49
Minor Approach Volume Threshold: -152 [less than minimum of 150]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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2000 HCM Operations (Future Volume Alternative)
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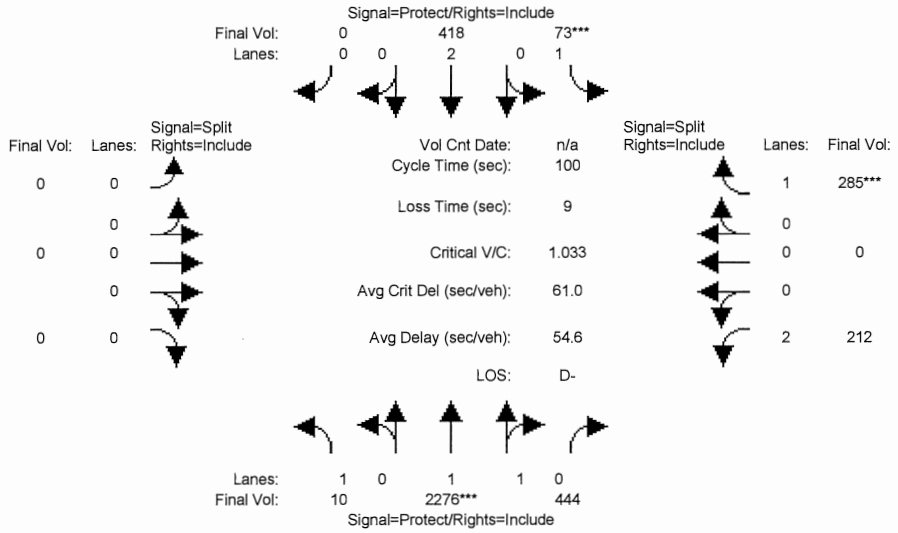
Intersection #90: Lafayette Street / Calle De Luna



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	2276	444	73	418	0	0	0	0	212	0	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2276	444	73	418	0	0	0	0	212	0	285
Added Vol:	0	0	0	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	2276	444	73	418	0	0	0	0	212	0	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2276	444	73	418	0	0	0	0	212	0	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2276	444	73	418	0	0	0	0	212	0	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2276	444	73	418	0	0	0	0	212	0	285
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	1.66	0.34	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3096	604	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	0.16
Crit Moves:		****		****								****
Green Time:	29.5	68.8	68.8	7.0	46.3	0.0	0.0	0.0	0.0	15.2	0.0	15.2
Volume/Cap:	0.02	1.07	1.07	0.60	0.24	0.00	0.00	0.00	0.00	0.44	0.00	1.07
Delay/Veh:	25.0	55.3	55.3	52.9	16.3	0.0	0.0	0.0	0.0	39.2	0.0	117.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	55.3	55.3	52.9	16.3	0.0	0.0	0.0	0.0	39.2	0.0	117.0
LOS by Move:	C	E+	E+	D-	B	A	A	A	A	D	A	F
HCM2k95thQ:	0	90	90	5	7	0	0	0	0	7	0	24

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

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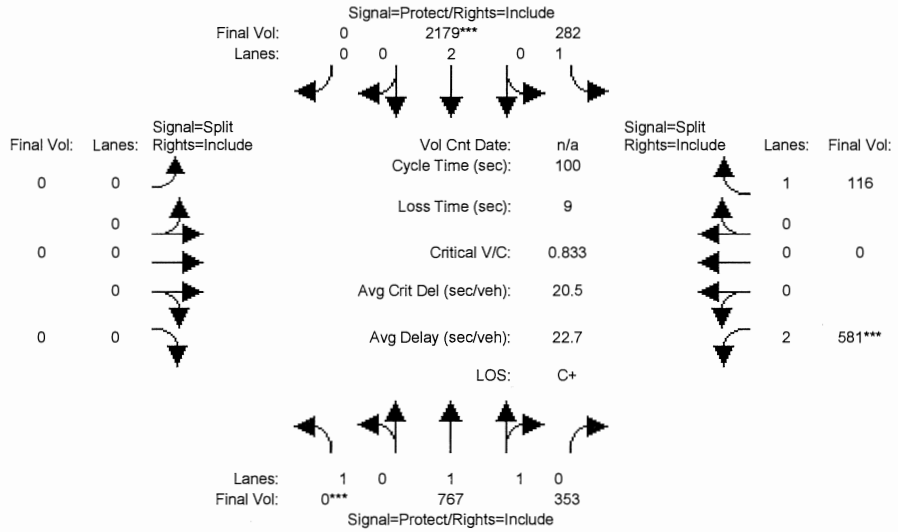
Intersection #90: Lafayette Street / Calle De Luna



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	767	353	282	2179	0	0	0	0	581	0	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	767	353	282	2179	0	0	0	0	581	0	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	767	353	282	2179	0	0	0	0	581	0	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	767	353	282	2179	0	0	0	0	581	0	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	767	353	282	2179	0	0	0	0	581	0	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	767	353	282	2179	0	0	0	0	581	0	116
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	1.35	0.65	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2533	1166	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.16	0.57	0.00	0.00	0.00	0.00	0.18	0.00	0.07
Crit Moves:	****				****					****		
Green Time:	0.0	44.9	44.9	23.9	68.9	0.0	0.0	0.0	0.0	22.1	0.0	22.1
Volume/Cap:	0.00	0.67	0.67	0.67	0.83	0.00	0.00	0.00	0.00	0.83	0.00	0.30
Delay/Veh:	0.0	22.8	22.8	38.8	13.8	0.0	0.0	0.0	0.0	45.6	0.0	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.8	22.8	38.8	13.8	0.0	0.0	0.0	0.0	45.6	0.0	32.9
LOS by Move:	A	C+	C+	D+	B	A	A	A	A	D	A	C-
HCM2k95thQ:	0	26	26	16	42	0	0	0	0	20	0	6

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

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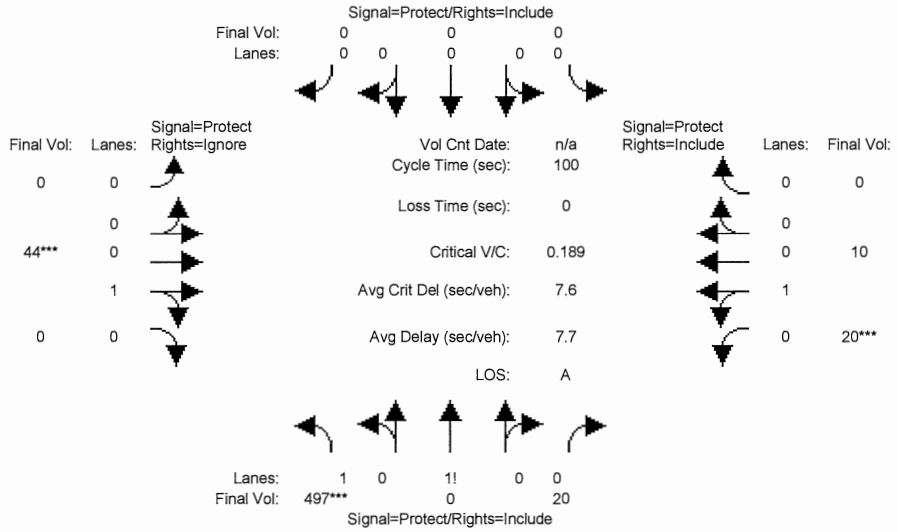
Intersection #114: Calle Del Sol / Calle Del Luna



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:	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:	497	0	20	0	0	0	0	44	433	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:	497	0	20	0	0	0	0	44	433	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:	497	0	20	0	0	0	0	44	433	20	10	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:	497	0	20	0	0	0	0	44	0	20	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	0	20	0	0	0	0	44	0	20	10	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:	497	0	20	0	0	0	0	44	0	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	0.95	0.92	0.95	0.95	0.92
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.00	0.00	0.67	0.33	0.00
Final Sat.:	3370	0	130	0	0	0	0	1800	0	1200	600	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.02	0.00	0.02	0.02	0.00
Crit Moves:	****							****		****		
Green Time:	78.2	0.0	60.6	0.0	0.0	0.0	0.0	13.0	0.0	8.8	12.8	0.0
Volume/Cap:	0.19	0.00	0.25	0.00	0.00	0.00	0.00	0.19	0.00	0.19	0.13	0.00
Delay/Veh:	2.8	0.0	9.2	0.0	0.0	0.0	0.0	39.2	0.0	42.8	38.9	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:	2.8	0.0	9.2	0.0	0.0	0.0	0.0	39.2	0.0	42.8	38.9	0.0
LOS by Move:	A	A	A	A	A	A	A	D	A	D	D+	A
HCM2k95thQ:	4	0	8	0	0	0	0	3	0	2	2	0

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

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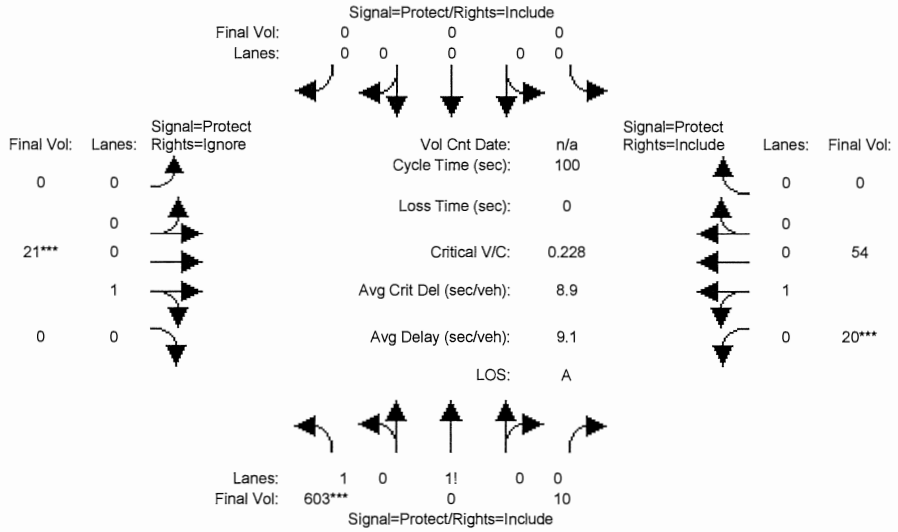
Intersection #114: Calle Del Sol / Calle Del Luna



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:	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:	603	0	10	0	0	0	0	21	624	20	54	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	603	0	10	0	0	0	0	21	624	20	54	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:	603	0	10	0	0	0	0	21	624	20	54	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:	603	0	10	0	0	0	0	21	0	20	54	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	603	0	10	0	0	0	0	21	0	20	54	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:	603	0	10	0	0	0	0	21	0	20	54	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.92
Lanes:	1.97	0.00	0.03	0.00	0.00	0.00	0.00	1.00	0.00	0.27	0.73	0.00
Final Sat.:	3444	0	56	0	0	0	0	1800	0	486	1314	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.01	0.00	0.04	0.04	0.00
Crit Moves:	****							****		****		
Green Time:	72.9	0.0	59.5	0.0	0.0	0.0	0.0	10.0	0.0	17.1	15.9	0.0
Volume/Cap:	0.24	0.00	0.30	0.00	0.00	0.00	0.00	0.12	0.00	0.24	0.26	0.00
Delay/Veh:	4.5	0.0	10.1	0.0	0.0	0.0	0.0	41.3	0.0	36.2	37.3	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:	4.5	0.0	10.1	0.0	0.0	0.0	0.0	41.3	0.0	36.2	37.3	0.0
LOS by Move:	A	A	B+	A	A	A	A	D	A	D+	D+	A
HCM2k95thQ:	7	0	10	0	0	0	0	1	0	4	5	0

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

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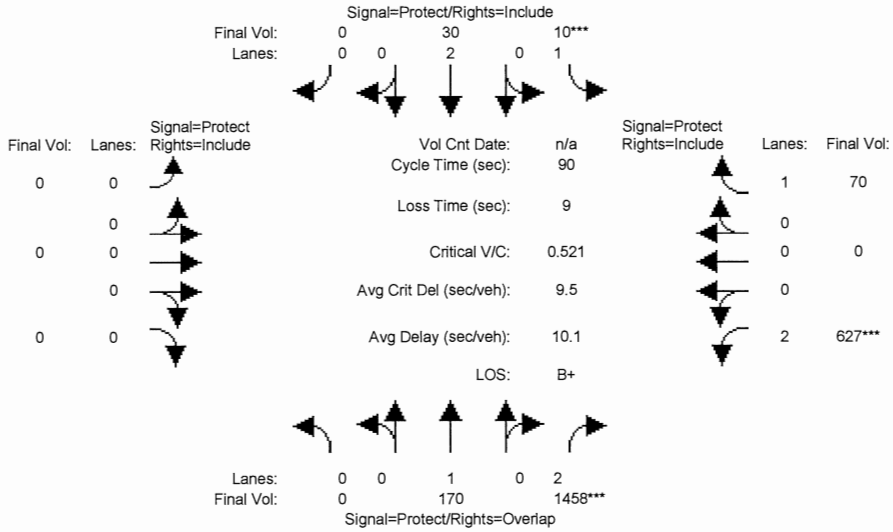
Intersection #123: Great America Parkway and Golde Street Connector



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	1458	10	30	0	0	0	0	627	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	1458	10	30	0	0	0	0	627	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	1458	10	30	0	0	0	0	627	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	1458	10	30	0	0	0	0	627	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	1458	10	30	0	0	0	0	627	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	1458	10	30	0	0	0	0	627	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	0.46	0.01	0.01	0.00	0.00	0.00	0.00	0.20	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	42.2	74.0	7.0	49.2	0.0	0.0	0.0	0.0	31.8	0.0	31.8
Volume/Cap:	0.00	0.19	0.56	0.07	0.01	0.00	0.00	0.00	0.00	0.56	0.00	0.11
Delay/Veh:	0.0	14.1	2.9	38.7	9.3	0.0	0.0	0.0	0.0	24.1	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	14.1	2.9	38.7	9.3	0.0	0.0	0.0	0.0	24.1	0.0	19.7
LOS by Move:	A	B	A	D+	A	A	A	A	A	C	A	B-
HCM2k95thQ:	0	5	16	1	0	0	0	0	0	16	0	3

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

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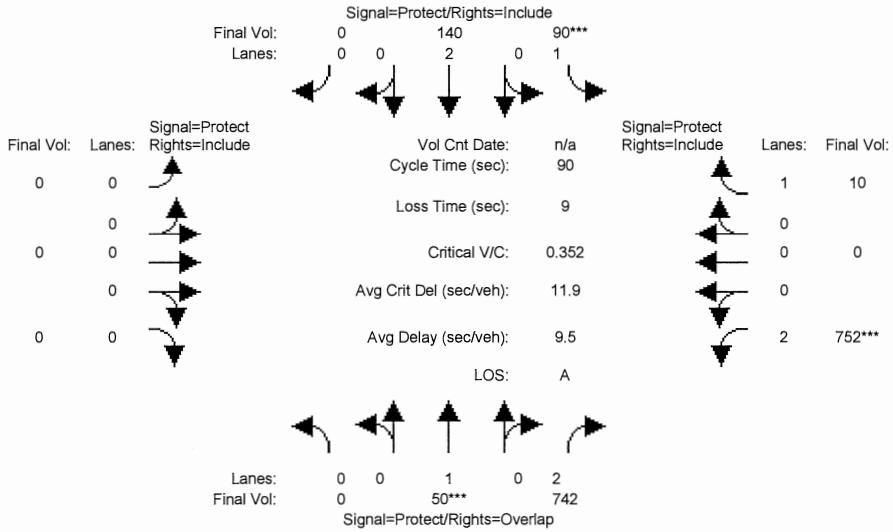
Intersection #123: Great America Parkway and Golde Street Connector



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	742	90	140	0	0	0	0	752	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	742	90	140	0	0	0	0	752	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	742	90	140	0	0	0	0	752	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	742	90	140	0	0	0	0	752	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	742	90	140	0	0	0	0	752	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	742	90	140	0	0	0	0	752	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	0.24	0.05	0.04	0.00	0.00	0.00	0.00	0.24	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	0.0	10.0	68.4	12.6	22.6	0.0	0.0	0.0	0.0	58.4	0.0	58.4
Volume/Cap:	0.00	0.24	0.31	0.37	0.15	0.00	0.00	0.00	0.00	0.37	0.00	0.01
Delay/Veh:	0.0	37.1	3.5	36.0	26.3	0.0	0.0	0.0	0.0	7.4	0.0	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.1	3.5	36.0	26.3	0.0	0.0	0.0	0.0	7.4	0.0	5.6
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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City Place Santa Clara
Enhanced Open Space Assessment
May 2016

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

Intersection		2040 EOS Mit AM				2040 EOS 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	150.4	1.427	234.4	F	226.4	1.547	309.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#9	Convention Center / Tasman Drive	F	132.1	0.980	200.6	F	182.0	1.128	232.8	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#10	Future Driveway (west of Centennial Boulevard) / Tasman	A	5.9	0.836	6.2	D	48.1	1.046	49.2	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#11	Centennial Boulevard / Tasman Drive	F	165.9	1.236	231.5	F	211.4	1.338	267.6	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#12	Future Driveway (east of Centennial Boulevard) / Tasman Drive	C+	22.6	0.853	21.0	C	29.6	0.955	32.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#13	Calle Del Sol / Tasman Drive	D+	38.6	0.964	56.3	C	28.2	0.987	43.9	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#14	Lick Mill Boulevard / Tasman Drive	F	165.2	1.378	273.5	F	137.4	1.380	200.8	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#57	Great America Parkway / SR 237 WB Ramps (CMP)	D	46.4	1.019	54.5	C-	33.2	0.927	40.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#58	Great America Parkway / SR 237 EB Ramps (CMP)	C	31.0	0.938	32.3	C	28.1	1.014	43.7	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#59	Great America Parkway / Yerba Buena (Great America) Way	D	43.7	0.931	53.5	E-	76.5	1.131	100.7	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#60	Great America Parkway / Old Mountain View-Alviso Road	F	80.4	0.929	122.1	D	48.6	0.845	63.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#61	Great America Parkway / Future Driveway (south of Old	C+	20.4	0.710	32.7	C+	20.5	0.681	26.7	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#62	Great America Parkway / Future Driveway (north of Bunker Hill	C+	21.1	0.692	28.9	C	25.6	0.767	30.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#63	Great America Parkway / Bunker Hill Lane	B	13.6	0.572	12.3	B-	18.2	0.772	19.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#84	Gold Street / Gold Street Connector	C	30.0	0.737	31.6	C	30.7	0.641	30.8	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#85	Lafayette Street / Great America Way	D	46.2	0.899	54.3	D	39.1	0.805	41.0	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#86	Lafayette Street / Future Driveway (south of Great America	B	17.5	0.549	22.7	C+	20.1	0.454	17.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#87	Lafayette Street / Future Urban Interchange	D+	36.8	0.860	41.4	C	31.5	0.580	38.8	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#89	Lafayette Street / Calle Del Mundo	F	>200	1.406	4.0	F	>200	1.182	4.1	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#90	Lafayette Street / Calle De Luna	F	84.5	1.114	96.9	C	24.1	0.877	22.6	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#114	Calle Del Sol / Calle Del Luna	A	6.8	0.216	6.7	A	8.5	0.245	8.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#123	Great America Parkway and Golde Street Connector	A	9.7	0.489	8.8	A	9.7	0.343	12.1	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x

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City Place Santa Clara
Enhanced Open Space Assessment
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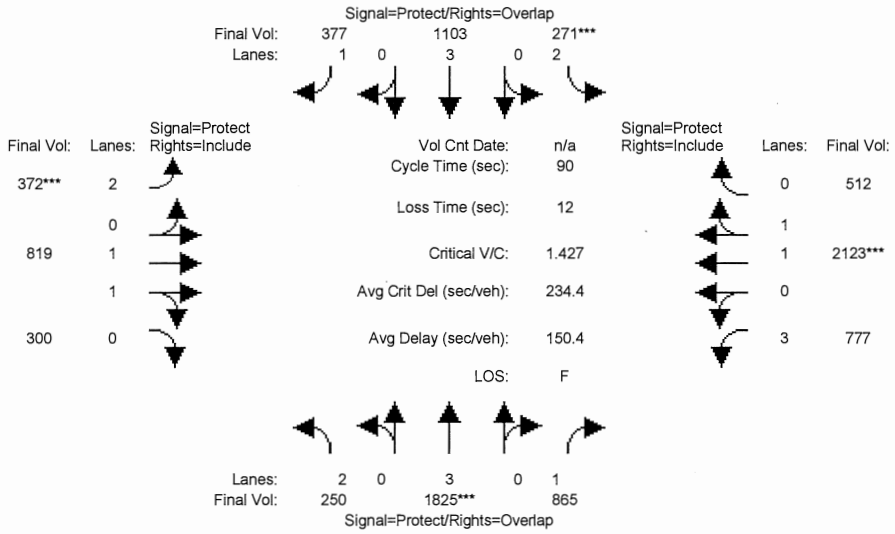
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS Mit AM

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	1825	865	271	1103	377	372	819	300	777	2123	512
Growth Adj:	1.00	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	1825	865	271	1103	377	372	819	300	777	2123	512
Added Vol:	0	0	0	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	1825	865	271	1103	377	372	819	300	777	2123	512
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1825	865	271	1103	377	372	819	300	777	2123	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1825	865	271	1103	377	372	819	300	777	2123	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1825	865	271	1103	377	372	819	300	777	2123	512
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	2707	992	4551	2981	719
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.49	0.09	0.19	0.22	0.12	0.30	0.30	0.17	0.71	0.71
Crit Moves:		****		****			****				****	
Green Time:	7.8	19.8	38.2	7.0	19.0	26.3	7.3	32.8	32.8	18.5	44.0	44.0
Volume/Cap:	0.92	1.46	1.16	1.11	0.92	0.74	1.46	0.83	0.83	0.83	1.46	1.46
Delay/Veh:	74.4	246	113.7	130.4	45.9	34.4	268.1	30.6	30.6	40.6	232	232.5
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:	74.4	246	113.7	130.4	45.9	34.4	268.1	30.6	30.6	40.6	232	232.5
LOS by Move:	E	F	F	F	D	C-	F	C	C	D	F	F
HCM2k95thQ:	14	65	70	14	20	19	29	29	29	15	131	131

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

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City Place Santa Clara
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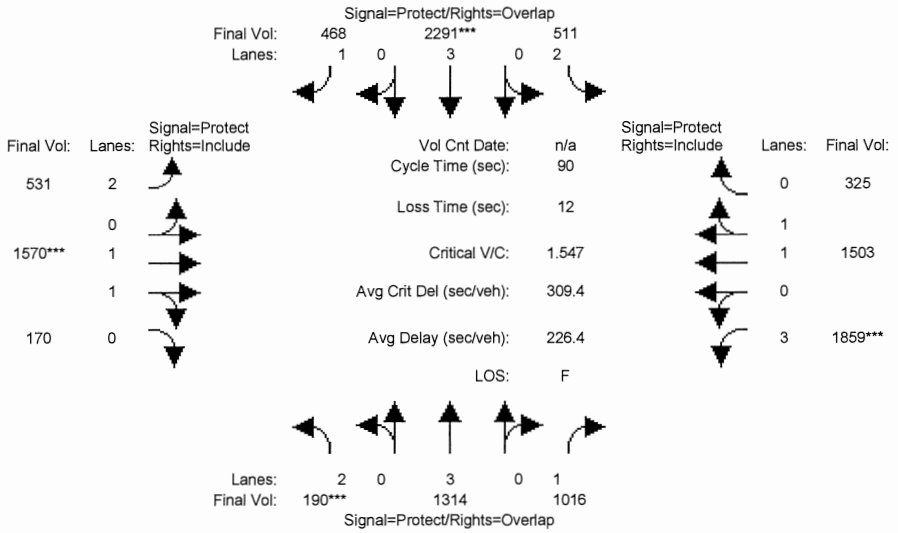
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS Mit PM

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	1314	1016	511	2291	468	531	1570	170	1859	1503	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1314	1016	511	2291	468	531	1570	170	1859	1503	325
Added Vol:	0	0	0	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	1314	1016	511	2291	468	531	1570	170	1859	1503	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1314	1016	511	2291	468	531	1570	170	1859	1503	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1314	1016	511	2291	468	531	1570	170	1859	1503	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1314	1016	511	2291	468	531	1570	170	1859	1503	325
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.80	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	3042	658
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.58	0.16	0.40	0.27	0.17	0.47	0.47	0.41	0.49	0.49
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.2	39.8	12.1	22.3	34.7	12.4	26.1	26.1	22.6	36.3	36.3
Volume/Cap:	0.78	1.21	1.31	1.21	1.62	0.69	1.22	1.62	1.62	1.62	1.22	1.22
Delay/Veh:	55.1	138	174.6	152.5	318	26.4	158.8	317	316.8	318.3	134	134.0
User DelAdj:	1.00	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	138	174.6	152.5	318	26.4	158.8	317	316.8	318.3	134	134.0
LOS by Move:	E+	F	F	F	F	C	F	F	F	F	F	F
HCM2k95thQ:	10	40	97	26	86	20	32	102	102	87	70	70

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

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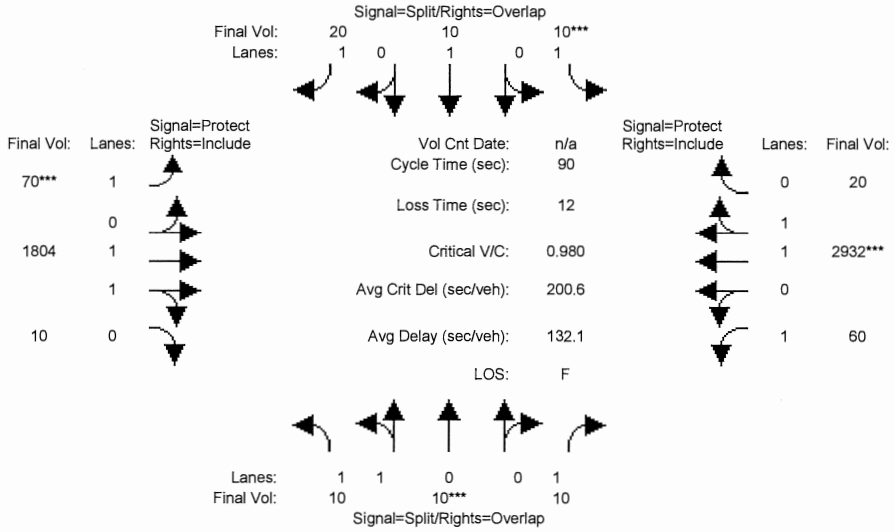
City Place Santa Clara
Enhanced Open Space Assessment
May 2016

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS 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	1804	10	60	2932	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	1804	10	60	2932	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	1804	10	60	2932	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	1804	10	60	2932	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	10	10	20	70	1804	10	60	2932	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	1804	10	60	2932	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	3680	20	1750	3675	25
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.04	0.49	0.49	0.03	0.80	0.80
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	17.9	10.0	10.0	17.0	7.0	50.1	50.1	7.9	51.0	51.0
Volume/Cap:	0.05	0.05	0.03	0.05	0.05	0.06	0.51	0.88	0.88	0.39	1.41	1.41
Delay/Veh:	35.8	35.8	29.0	35.9	35.8	30.0	43.2	22.2	22.2	40.4	206	206.0
User DelAdj:	1.00	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	29.0	35.9	35.8	30.0	43.2	22.2	22.2	40.4	206	206.0
LOS by Move:	D+	D+	C	D+	D+	C	D	C+	C+	D	F	F
HCM2k95thQ:	1	1	1	1	1	1	4	37	37	3	141	141

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

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City Place Santa Clara
Enhanced Open Space Assessment
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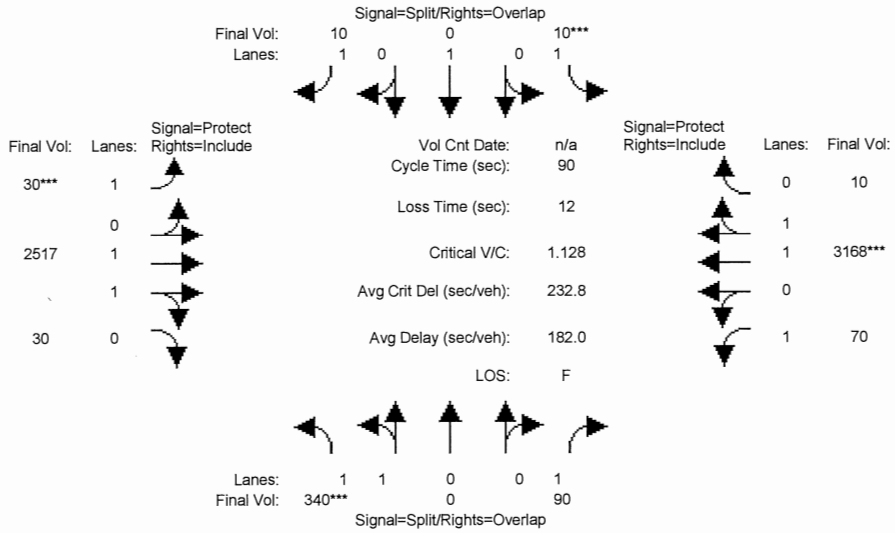
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS Mit PM

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	2517	30	70	3168	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	2517	30	70	3168	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	2517	30	70	3168	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	2517	30	70	3168	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	0	90	10	0	10	30	2517	30	70	3168	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	2517	30	70	3168	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	0.69	0.69	0.04	0.86	0.86
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	1.52	1.52
Delay/Veh:	56.7	0.0	31.7	35.9	0.0	29.8	39.8	121	120.8	43.2	254	254.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	0.0	31.7	35.9	0.0	29.8	39.8	121	120.8	43.2	254	254.1
LOS by Move:	E+	A	C	D+	A	C	D	F	F	D	F	F
HCM2k95thQ:	15	0	5	1	0	1	2	94	94	4	166	166

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

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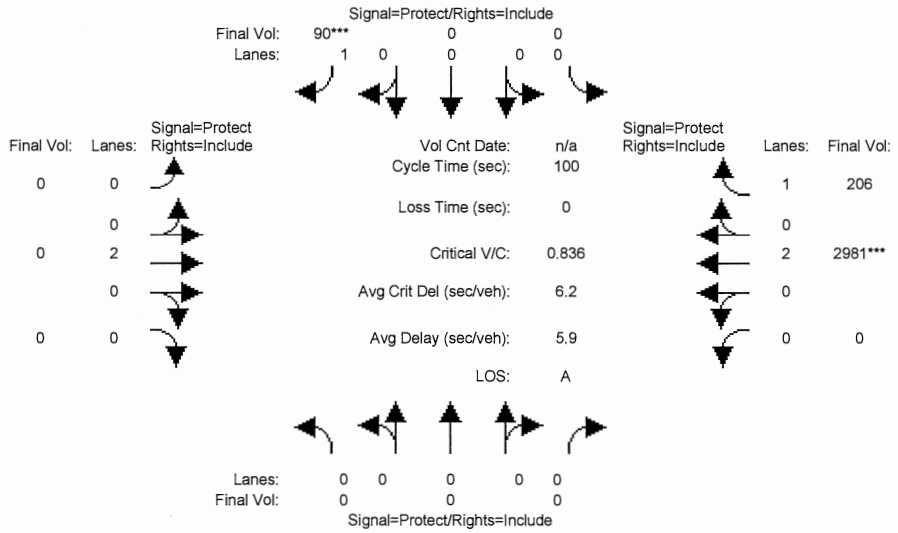
Intersection #10: Future Driveway (west of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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:	0	0	0	0	0	90	0	1824	0	0	2981	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	90	0	1824	0	0	2981	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	90	0	0	0	0	2981	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	90	0	0	0	0	2981	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	90	0	0	0	0	2981	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	90	0	0	0	0	2981	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.78	0.12
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	90.0	90.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.87	0.13
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	45.3	0.0	0.0	0.0	0.0	5.0	0.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	45.3	0.0	0.0	0.0	0.0	5.0	0.6
LOS by Move:	A	A	A	A	A	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	7	0	0	0	0	34	1

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

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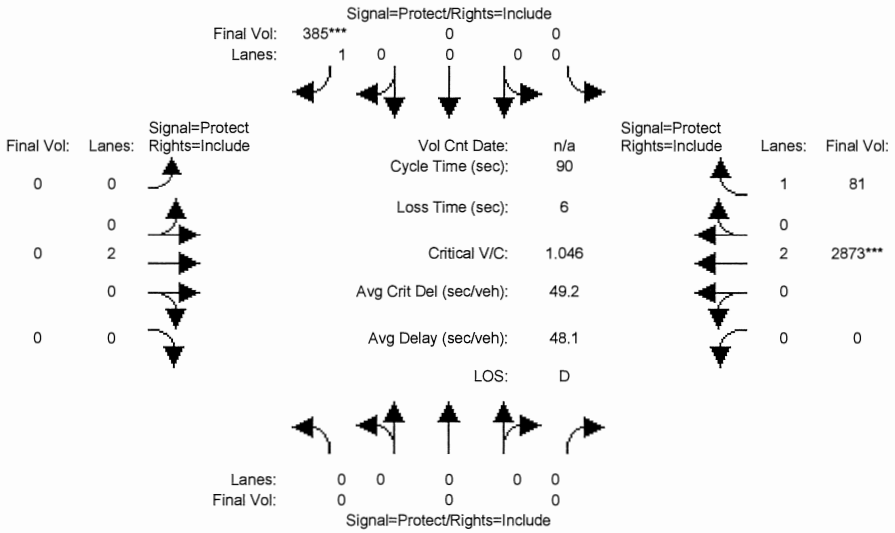
Intersection #10: Future Driveway (west of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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	0	0	10	0	0	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	0	0	385	0	2667	0	0	2873	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	385	0	2667	0	0	2873	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	385	0	0	0	0	2873	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	385	0	0	0	0	2873	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	385	0	0	0	0	2873	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	385	0	0	0	0	2873	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.76	0.05
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	18.9	0.0	0.0	0.0	0.0	65.1	65.1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	1.05	0.00	0.00	0.00	0.00	1.05	0.06
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	94.9	0.0	0.0	0.0	0.0	43.1	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	94.9	0.0	0.0	0.0	0.0	43.1	3.6
LOS by Move:	A	A	A	A	A	F	A	A	A	A	D	A
HCM2k95thQ:	0	0	0	0	0	32	0	0	0	0	70	1

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

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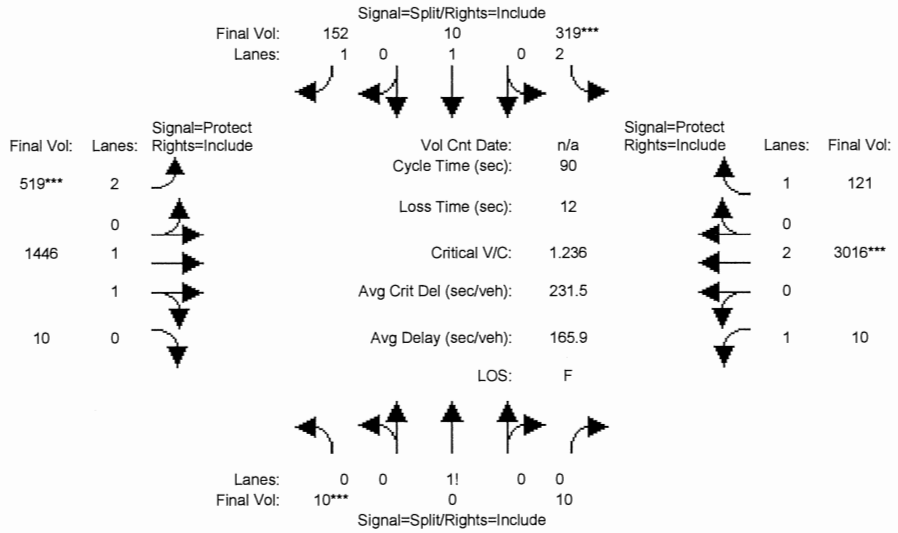
Intersection #11: Centennial Boulevard / Tasman Drive



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	319	10	152	519	1446	10	10	3016	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	319	10	152	519	1446	10	10	3016	121
Added Vol:	0	0	0	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	319	10	152	519	1446	10	10	3016	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	319	10	152	519	1446	10	10	3016	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	319	10	152	519	1446	10	10	3016	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	319	10	152	519	1446	10	10	3016	121
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	3675	25	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.10	0.01	0.09	0.16	0.39	0.39	0.01	0.79	0.07
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	10.0	48.4	48.4	9.6	48.0	48.0
Volume/Cap:	0.10	0.00	0.10	0.91	0.05	0.78	1.49	0.73	0.73	0.05	1.49	0.13
Delay/Veh:	36.2	0.0	36.2	66.6	35.8	57.2	274.0	17.3	17.3	36.3	243	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	36.2	66.6	35.8	57.2	274.0	17.3	17.3	36.3	243	10.6
LOS by Move:	D+	A	D+	E	D+	E+	F	B	B	D+	F	B+
HCM2k95thQ:	1	0	1	16	1	12	36	28	28	1	150	3

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

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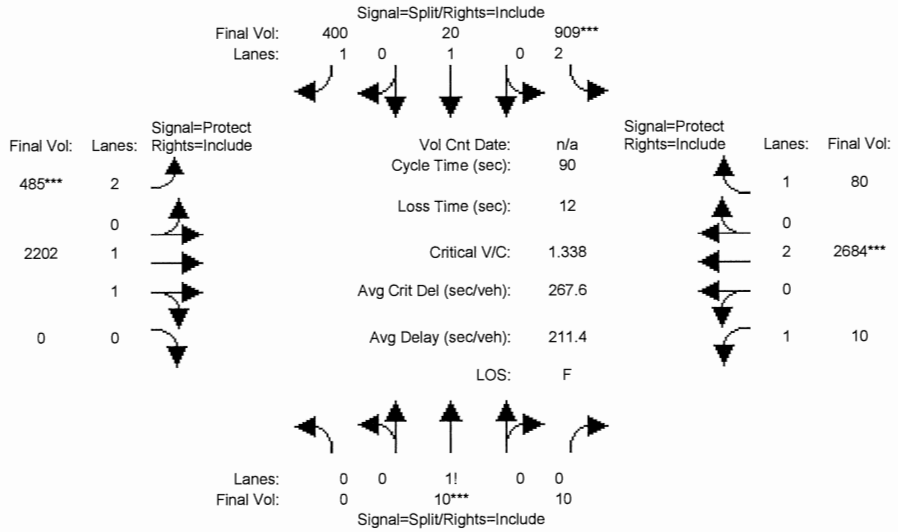
Intersection #11: Centennial Boulevard / Tasman Drive



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	909	20	400	485	2202	0	10	2684	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	909	20	400	485	2202	0	10	2684	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	909	20	400	485	2202	0	10	2684	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	909	20	400	485	2202	0	10	2684	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	10	909	20	400	485	2202	0	10	2684	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	909	20	400	485	2202	0	10	2684	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	0.29	0.01	0.23	0.15	0.60	0.00	0.01	0.71	0.05
Crit Moves:		****		****			****				****	
Green Time:	0.0	10.0	10.0	17.1	17.1	17.1	9.1	43.9	0.0	7.0	41.8	41.8
Volume/Cap:	0.00	0.10	0.10	1.52	0.06	1.20	1.52	1.22	0.00	0.07	1.52	0.10
Delay/Veh:	0.0	36.2	36.2	279.2	29.9	153.5	290.2	127	0.0	38.7	261	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.2	36.2	279.2	29.9	153.5	290.2	127	0.0	38.7	261	13.6
LOS by Move:	A	D+	D+	F	C	F	F	F	A	D+	F	B
HCM2k95thQ:	0	1	1	62	1	40	35	87	0	1	137	3

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

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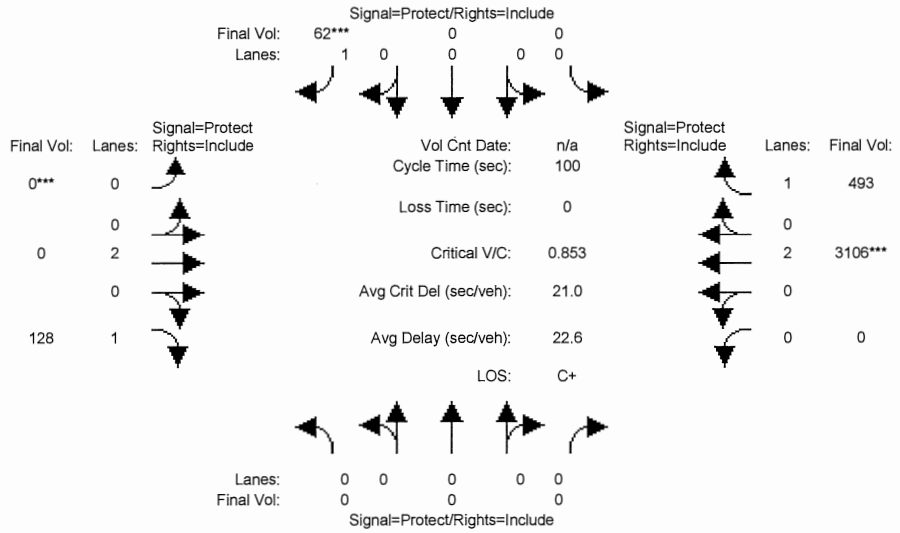
Intersection #12: Future Driveway (east of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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:	0	0	0	0	0	62	0	1657	128	0	3106	493
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	62	0	1657	128	0	3106	493
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	62	0	0	128	0	3106	493
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	62	0	0	128	0	3106	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	62	0	0	128	0	3106	493
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	62	0	0	128	0	3106	493
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.07	0.00	0.82	0.28
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	7.0	0.0	83.0	83.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.00	1.04	0.00	0.98	0.34
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	43.2	0.0	0.0	140.3	0.0	20.6	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	43.2	0.0	0.0	140.3	0.0	20.6	2.2
LOS by Move:	A	A	A	A	A	D	A	A	F	A	C+	A
HCM2k95thQ:	0	0	0	0	0	5	0	0	11	0	81	8

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

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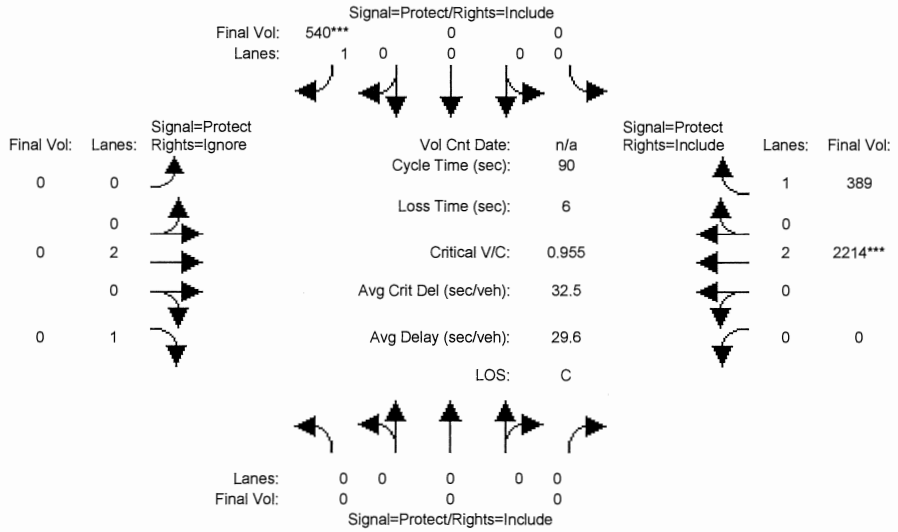
2040 EOS Mit PM

Intersection #12: Future Driveway (east of Centennial Boulevard) / Tasman Drive



Street Name:	Future Driveway						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	0	0	10	0	0	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	0	0	540	0	2868	283	0	2214	389
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	540	0	2868	283	0	2214	389
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	xxxx	0	0	0	0
Initial Fut:	0	0	0	0	0	540	0	0	283	0	2214	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	540	0	0	0	0	2214	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	540	0	0	0	0	2214	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	540	0	0	0	0	2214	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	1750	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.58	0.22
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	29.1	0.0	0.0	0.0	0.0	54.9	54.9
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.95	0.00	0.00	0.00	0.00	0.95	0.36
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	56.7	0.0	0.0	0.0	0.0	26.5	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	56.7	0.0	0.0	0.0	0.0	26.5	9.0
LOS by Move:	A	A	A	A	A	E+	A	A	A	A	C	A
HCM2k95thQ:	0	0	0	0	0	36	0	0	0	0	55	11

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

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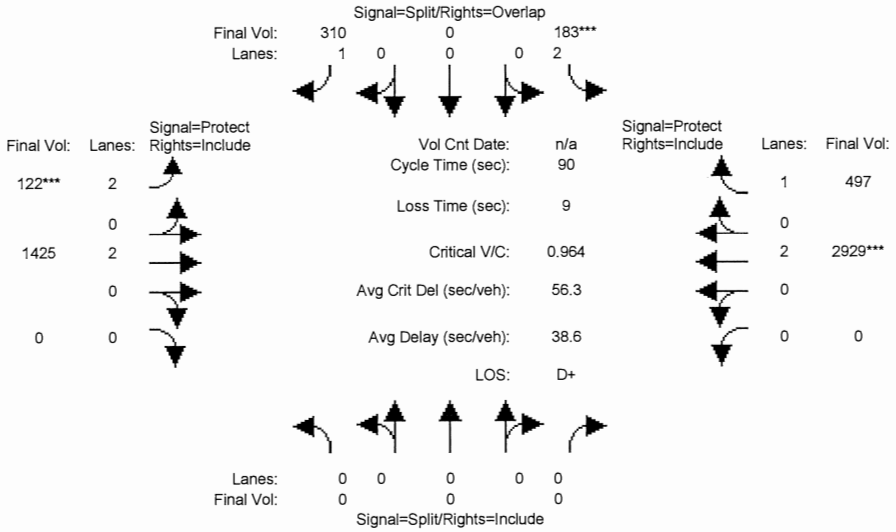
Intersection #13: Calle Del Sol / Tasman Drive



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	183	0	310	122	1425	0	0	2929	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	183	0	310	122	1425	0	0	2929	497
Added Vol:	0	0	0	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	183	0	310	122	1425	0	0	2929	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	183	0	310	122	1425	0	0	2929	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	183	0	310	122	1425	0	0	2929	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	183	0	310	122	1425	0	0	2929	497
Saturation 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	0.18	0.04	0.38	0.00	0.00	0.77	0.28
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	0.52	0.00	0.94	0.50	0.48	0.00	0.00	1.08	0.40
Delay/Veh:	0.0	0.0	0.0	39.2	0.0	69.6	41.4	3.3	0.0	0.0	58.0	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:	0.0	0.0	0.0	39.2	0.0	69.6	41.4	3.3	0.0	0.0	58.0	5.5
LOS by Move:	A	A	A	D	A	E	D	A	A	A	E+	A
HCM2k95thQ:	0	0	0	6	0	20	5	13	0	0	79	11

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

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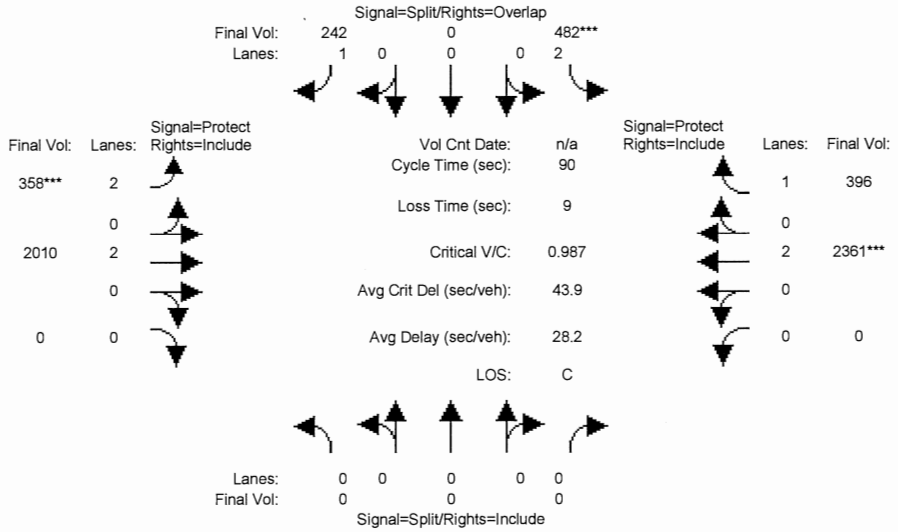
Intersection #13: Calle Del Sol / Tasman Drive



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	482	0	242	358	2010	0	0	2361	396
Growth Adj:	1.00	1.00	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	482	0	242	358	2010	0	0	2361	396
Added Vol:	0	0	0	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	482	0	242	358	2010	0	0	2361	396
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	482	0	242	358	2010	0	0	2361	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	482	0	242	358	2010	0	0	2361	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	482	0	242	358	2010	0	0	2361	396
Saturation 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	0.62	0.23
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	14.0	0.0	24.3	10.4	67.0	0.0	0.0	56.7	56.7
Volume/Cap:	0.00	0.00	0.00	0.99	0.00	0.51	0.99	0.71	0.00	0.00	0.99	0.36
Delay/Veh:	0.0	0.0	0.0	75.0	0.0	28.8	83.3	7.1	0.0	0.0	31.6	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	75.0	0.0	28.8	83.3	7.1	0.0	0.0	31.6	8.2
LOS by Move:	A	A	A	E-	A	C	F	A	A	A	C	A
HCM2k95thQ:	0	0	0	19	0	12	19	28	0	0	50	10

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

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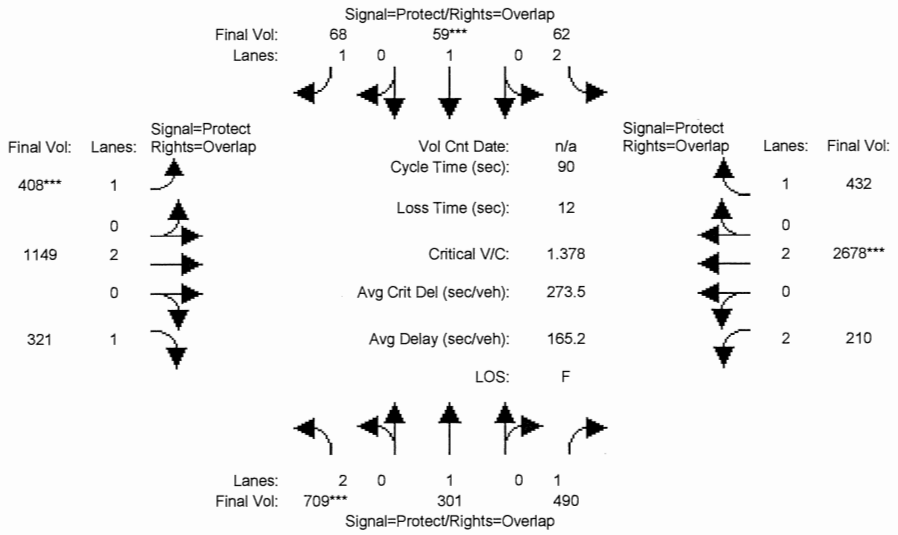
Intersection #14: Lick Mill Boulevard / Tasman Drive



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:	709	301	490	62	59	68	408	1149	321	210	2678	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	709	301	490	62	59	68	408	1149	321	210	2678	432
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	709	301	490	62	59	68	408	1149	321	210	2678	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	709	301	490	62	59	68	408	1149	321	210	2678	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	709	301	490	62	59	68	408	1149	321	210	2678	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	709	301	490	62	59	68	408	1149	321	210	2678	432
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.16	0.28	0.02	0.03	0.04	0.23	0.30	0.18	0.07	0.70	0.25
Crit Moves:	****				****		****				****	
Green Time:	13.2	16.2	27.4	7.0	10.0	23.6	13.6	43.6	56.8	11.2	41.2	48.2
Volume/Cap:	1.54	0.88	0.92	0.25	0.28	0.15	1.54	0.62	0.29	0.53	1.54	0.46
Delay/Veh:	291.7	58.5	51.6	39.6	37.4	25.6	298.9	17.8	7.7	38.4	270	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	291.7	58.5	51.6	39.6	37.4	25.6	298.9	17.8	7.7	38.4	270	13.2
LOS by Move:	F	E+	D-	D	D+	C	F	B	A	D+	F	B
HCM2k95thQ:	51	21	32	2	4	3	50	21	8	8	143	15

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

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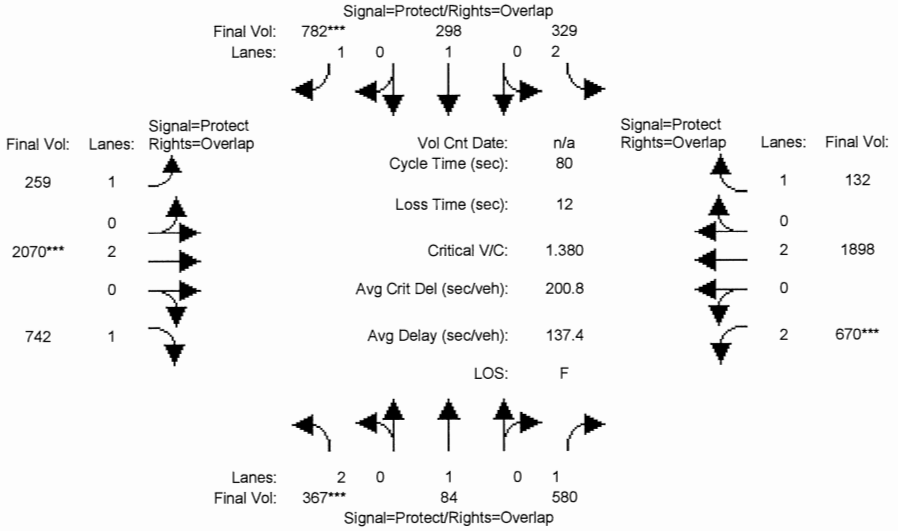
Intersection #14: Lick Mill Boulevard / Tasman Drive



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:	367	84	580	329	298	782	259	2070	742	670	1898	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	84	580	329	298	782	259	2070	742	670	1898	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	84	580	329	298	782	259	2070	742	670	1898	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	84	580	329	298	782	259	2070	742	670	1898	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	84	580	329	298	782	259	2070	742	670	1898	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	367	84	580	329	298	782	259	2070	742	670	1898	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.45	0.15	0.54	0.42	0.21	0.50	0.08
Crit Moves:	****					****		****		****		
Green Time:	7.0	13.2	25.5	11.0	17.3	27.3	10.0	31.5	38.5	12.3	33.7	44.8
Volume/Cap:	1.33	0.27	1.04	0.76	0.73	1.31	1.18	1.39	0.88	1.39	1.18	0.13
Delay/Veh:	208.4	29.6	76.1	40.6	35.6	178.3	154.6	202	29.5	219.7	113	8.4
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:	208.4	29.6	76.1	40.6	35.6	178.3	154.6	202	29.5	219.7	113	8.4
LOS by Move:	F	C	E-	D	D+	F	F	F	C	F	F	A
HCM2k95thQ:	26	4	41	13	16	74	23	92	32	43	69	3

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

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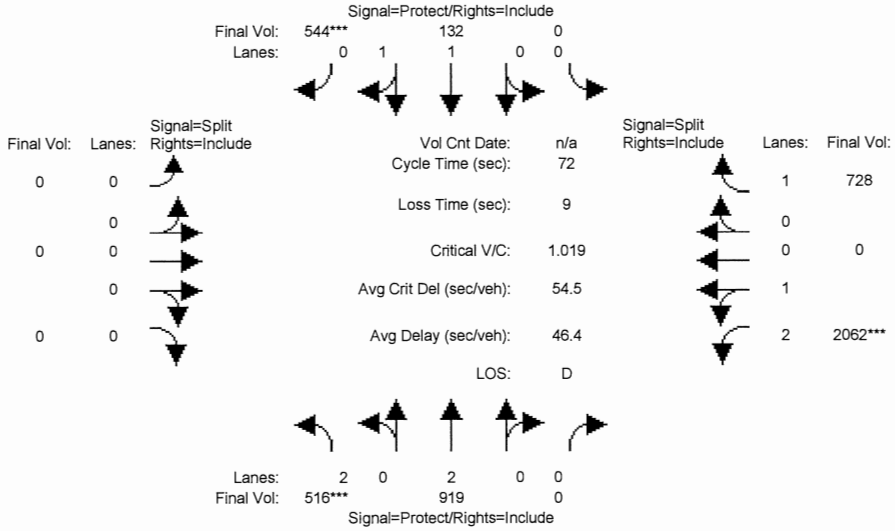
Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



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:	516	919	0	0	132	544	0	0	0	2062	0	728
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	516	919	0	0	132	544	0	0	0	2062	0	728
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	516	919	0	0	132	544	0	0	0	2062	0	728
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	516	919	0	0	132	544	0	0	0	2062	0	728
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	516	919	0	0	132	544	0	0	0	2062	0	728
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	516	919	0	0	132	544	0	0	0	2062	0	728
Saturation 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:	0.16	0.24	0.00	0.00	0.07	0.31	0.00	0.00	0.00	0.42	0.00	0.42
Crit Moves:	****					****				****		
Green Time:	11.6	33.6	0.0	0.0	22.0	22.0	0.0	0.0	0.0	29.4	0.0	29.4
Volume/Cap:	1.02	0.52	0.00	0.00	0.23	1.02	0.00	0.00	0.00	1.02	0.00	1.02
Delay/Veh:	75.0	13.8	0.0	0.0	18.7	64.7	0.0	0.0	0.0	46.1	0.0	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:	75.0	13.8	0.0	0.0	18.7	64.7	0.0	0.0	0.0	46.1	0.0	59.3
LOS by Move:	E	B	A	A	B-	E	A	A	A	D	A	E+
HCM2k95thQ:	18	13	0	0	4	31	0	0	0	44	0	44

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

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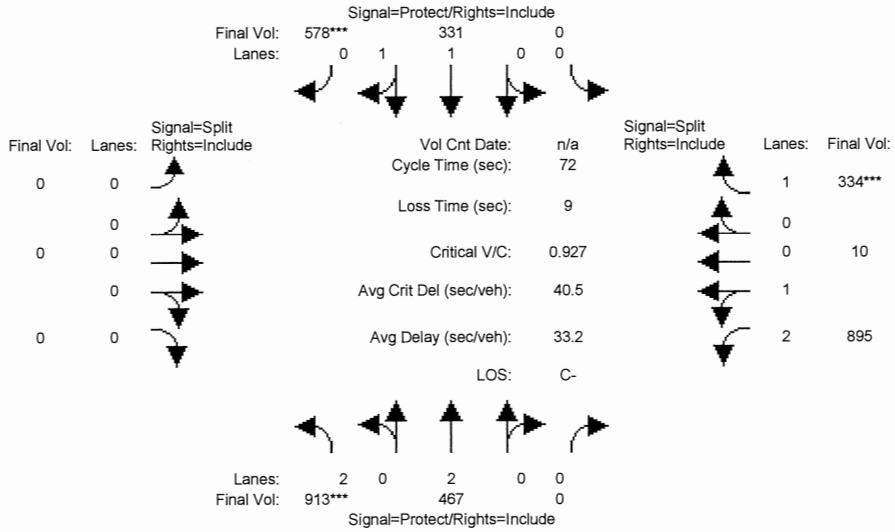
Intersection #57: Great America Parkway / SR 237 WB Ramps (CMP)



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:	913	467	0	0	331	578	0	0	0	895	10	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	913	467	0	0	331	578	0	0	0	895	10	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	913	467	0	0	331	578	0	0	0	895	10	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	913	467	0	0	331	578	0	0	0	895	10	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	913	467	0	0	331	578	0	0	0	895	10	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	913	467	0	0	331	578	0	0	0	895	10	334
Saturation 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	55	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.12	0.00	0.00	0.17	0.33	0.00	0.00	0.00	0.18	0.18	0.19
Crit Moves:	****					****						****
Green Time:	22.5	48.2	0.0	0.0	25.7	25.7	0.0	0.0	0.0	14.8	14.8	14.8
Volume/Cap:	0.93	0.18	0.00	0.00	0.49	0.93	0.00	0.00	0.00	0.89	0.89	0.93
Delay/Veh:	38.2	4.5	0.0	0.0	18.3	36.6	0.0	0.0	0.0	37.4	37.4	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:	38.2	4.5	0.0	0.0	18.3	36.6	0.0	0.0	0.0	37.4	37.4	57.5
LOS by Move:	D+	A	A	A	B-	D+	A	A	A	D+	D+	E+
HCM2k95thQ:	25	4	0	0	11	28	0	0	0	20	20	22

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

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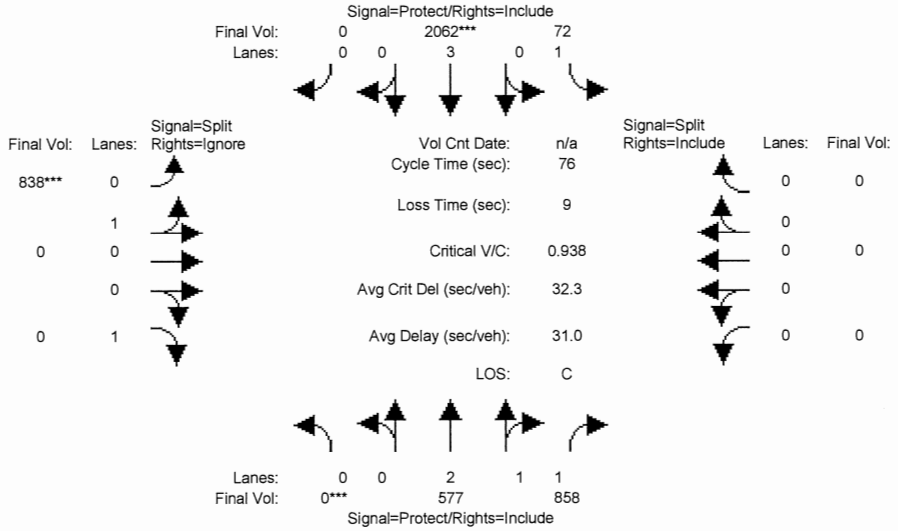
Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



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	577	858	72	2062	0	838	0	2122	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	577	858	72	2062	0	838	0	2122	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	577	858	72	2062	0	838	0	2122	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	577	858	72	2062	0	838	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	577	858	72	2062	0	838	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	577	858	72	2062	0	838	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	0.36	0.00	0.47	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	21.3	21.3	8.0	29.3	0.0	37.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.87	0.39	0.94	0.00	0.94	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	23.4	31.7	33.1	31.1	0.0	35.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.4	31.7	33.1	31.1	0.0	35.2	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	11	20	3	31	0	41	0	0	0	0	0

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

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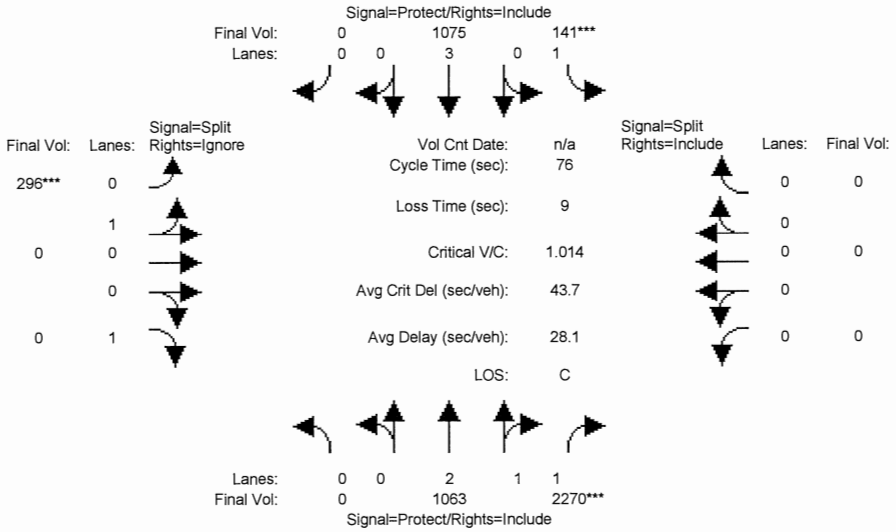
Intersection #58: Great America Parkway / SR 237 EB Ramps (CMP)



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	1063	2270	141	1075	0	296	0	614	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	1063	2270	141	1075	0	296	0	614	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	1063	2270	141	1075	0	296	0	614	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	1063	2270	141	1075	0	296	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1063	2270	141	1075	0	296	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	1063	2270	141	1075	0	296	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	0.08	0.19	0.00	0.16	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	47.9	47.9	7.0	54.9	0.0	12.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	1.03	0.87	0.26	0.00	1.03	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.3	38.2	71.5	3.7	0.0	92.9	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	7.3	38.2	71.5	3.7	0.0	92.9	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	8	6	0	24	0	0	0	0	0

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

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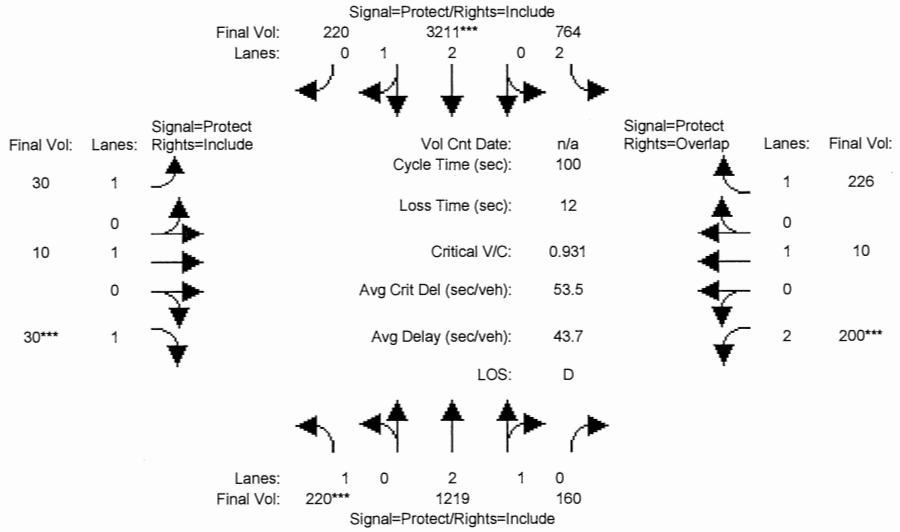
Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



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	1219	160	764	3211	220	30	10	30	200	10	226
Growth Adj:	1.00	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	1219	160	764	3211	220	30	10	30	200	10	226
Added Vol:	0	0	0	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	1219	160	764	3211	220	30	10	30	200	10	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1219	160	764	3211	220	30	10	30	200	10	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1219	160	764	3211	220	30	10	30	200	10	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1219	160	764	3211	220	30	10	30	200	10	226
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	2.80	0.20	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4949	650	3150	5240	359	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.25	0.24	0.61	0.61	0.02	0.01	0.02	0.06	0.01	0.13
Crit Moves:	****				****				****	****		
Green Time:	12.1	35.8	35.8	35.2	58.9	58.9	7.0	10.0	10.0	7.0	10.0	45.2
Volume/Cap:	1.04	0.69	0.69	0.69	1.04	1.04	0.24	0.05	0.17	0.91	0.05	0.29
Delay/Veh:	116.7	28.4	28.4	29.5	47.9	47.9	45.0	40.8	41.7	82.5	40.8	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.7	28.4	28.4	29.5	47.9	47.9	45.0	40.8	41.7	82.5	40.8	17.4
LOS by Move:	F	C	C	C	D	D	D	D	D	F	D	B
HCM2k95thQ:	18	22	22	20	64	64	2	1	2	9	1	9

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

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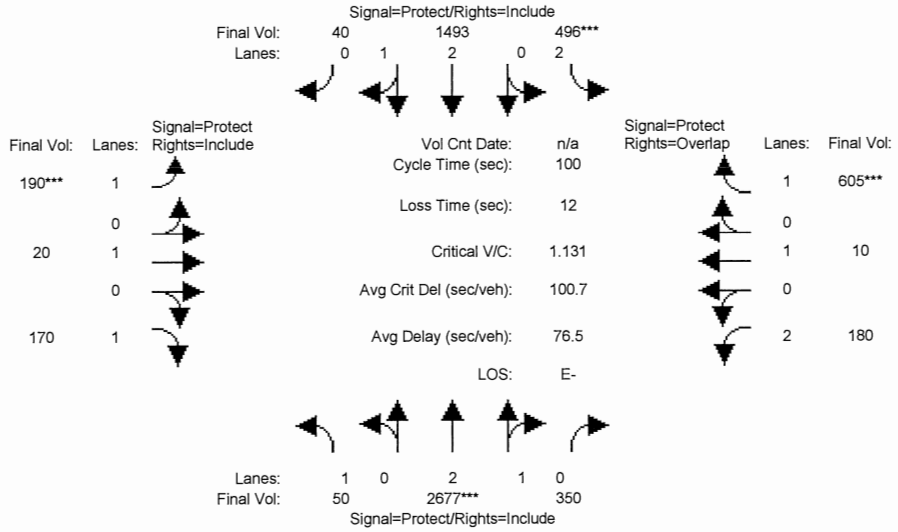
Intersection #59: Great America Parkway / Yerba Buena (Great America) Way



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	2677	350	496	1493	40	190	20	170	180	10	605
Growth Adj:	1.00	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	2677	350	496	1493	40	190	20	170	180	10	605
Added Vol:	0	0	0	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	2677	350	496	1493	40	190	20	170	180	10	605
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2677	350	496	1493	40	190	20	170	180	10	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2677	350	496	1493	40	190	20	170	180	10	605
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2677	350	496	1493	40	190	20	170	180	10	605
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	2.92	0.08	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4952	647	3150	5454	146	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.54	0.54	0.16	0.27	0.27	0.11	0.01	0.10	0.06	0.01	0.35
Crit Moves:		****		****			****					****
Green Time:	12.6	47.8	47.8	13.9	49.2	49.2	9.6	15.4	15.4	10.8	16.7	30.6
Volume/Cap:	0.23	1.13	1.13	1.13	0.56	0.56	1.13	0.07	0.63	0.53	0.03	1.13
Delay/Veh:	39.9	90.2	90.2	126.7	18.0	18.0	154.0	36.2	44.3	43.7	35.0	114.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	90.2	90.2	126.7	18.0	18.0	154.0	36.2	44.3	43.7	35.0	114.8
LOS by Move:	D	F	F	F	B-	B-	F	D+	D	D	C-	F
HCM2k95thQ:	3	68	68	26	20	20	23	1	12	6	1	50

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

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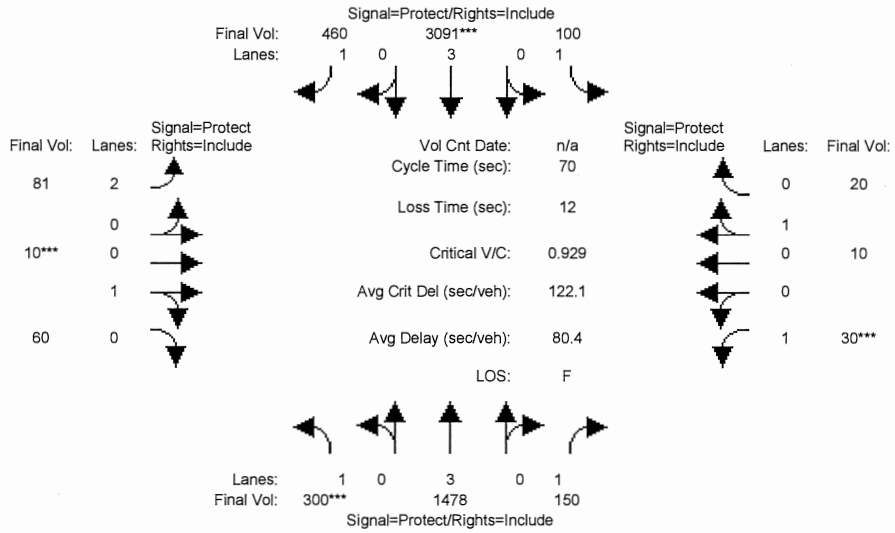
Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



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:	300	1478	150	100	3091	460	81	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	1478	150	100	3091	460	81	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	1478	150	100	3091	460	81	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	1478	150	100	3091	460	81	10	60	30	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1478	150	100	3091	460	81	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	1478	150	100	3091	460	81	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	0.54	0.26	0.03	0.04	0.04	0.02	0.02	0.02
Crit Moves:	****				****			****		****		
Green Time:	9.8	29.6	29.6	11.4	31.2	31.2	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	1.22	0.61	0.20	0.35	1.22	0.59	0.26	0.27	0.27	0.17	0.12	0.12
Delay/Veh:	159.4	16.2	12.9	26.8	122	15.8	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:	159.4	16.2	12.9	26.8	122	15.8	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:	25	15	4	4	67	14	3	3	3	2	1	1

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

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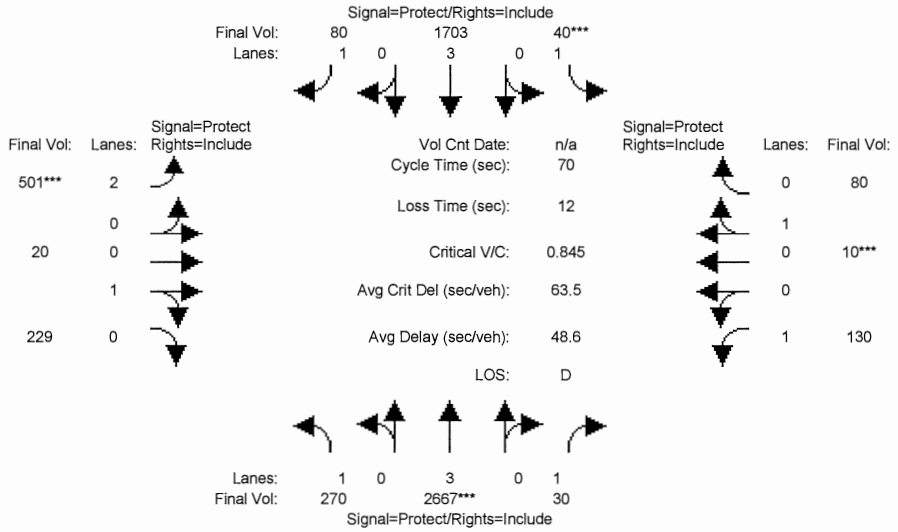
Intersection #60: Great America Parkway / Old Mountain View-Alviso Road



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:	270	2667	30	40	1703	80	501	20	229	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	2667	30	40	1703	80	501	20	229	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	2667	30	40	1703	80	501	20	229	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	2667	30	40	1703	80	501	20	229	130	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	2667	30	40	1703	80	501	20	229	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	2667	30	40	1703	80	501	20	229	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	145	1655	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.47	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	30.6	30.6	7.0	24.8	24.8	10.4	12.0	12.0	8.4	10.0	10.0
Volume/Cap:	0.84	1.07	0.04	0.23	0.84	0.13	1.07	0.81	0.81	0.62	0.35	0.35
Delay/Veh:	45.7	60.0	11.3	29.7	24.2	15.4	91.5	42.3	42.3	34.8	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:	45.7	60.0	11.3	29.7	24.2	15.4	91.5	42.3	42.3	34.8	27.9	27.9
LOS by Move:	D	E	B+	C	C	B	F	D	D	C-	C	C
HCM2k95thQ:	12	46	1	2	22	2	24	15	15	8	4	4

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

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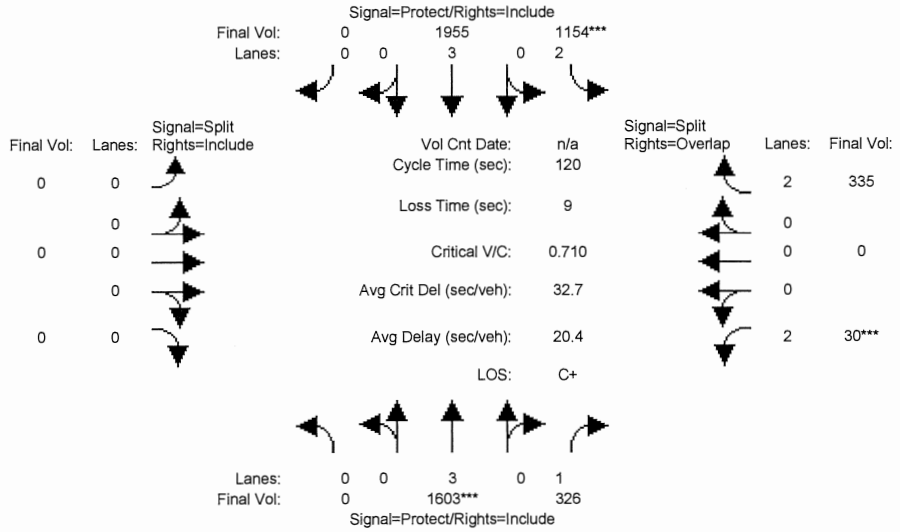
Intersection #61: Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)



Street Name:	Great America Parkway						Future Driveway (south of Old Mou					
Approach:	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	1603	326	1154	1955	0	0	0	0	30	0	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1603	326	1154	1955	0	0	0	0	30	0	335
Added Vol:	0	0	0	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	1603	326	1154	1955	0	0	0	0	30	0	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1603	326	1154	1955	0	0	0	0	30	0	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1603	326	1154	1955	0	0	0	0	30	0	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1603	326	1154	1955	0	0	0	0	30	0	335
Saturation 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	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.19	0.37	0.34	0.00	0.00	0.00	0.00	0.01	0.00	0.11
Crit Moves:		****		****						****		
Green Time:	0.0	43.9	43.9	57.1	101	0.0	0.0	0.0	0.0	10.0	0.0	67.1
Volume/Cap:	0.00	0.77	0.51	0.77	0.41	0.00	0.00	0.00	0.00	0.11	0.00	0.19
Delay/Veh:	0.0	35.4	30.4	28.5	2.3	0.0	0.0	0.0	0.0	51.1	0.0	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.4	30.4	28.5	2.3	0.0	0.0	0.0	0.0	51.1	0.0	13.1
LOS by Move:	A	D+	C	C	A	A	A	A	A	D-	A	B
HCM2k95thQ:	0	30	18	33	10	0	0	0	0	1	0	7

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

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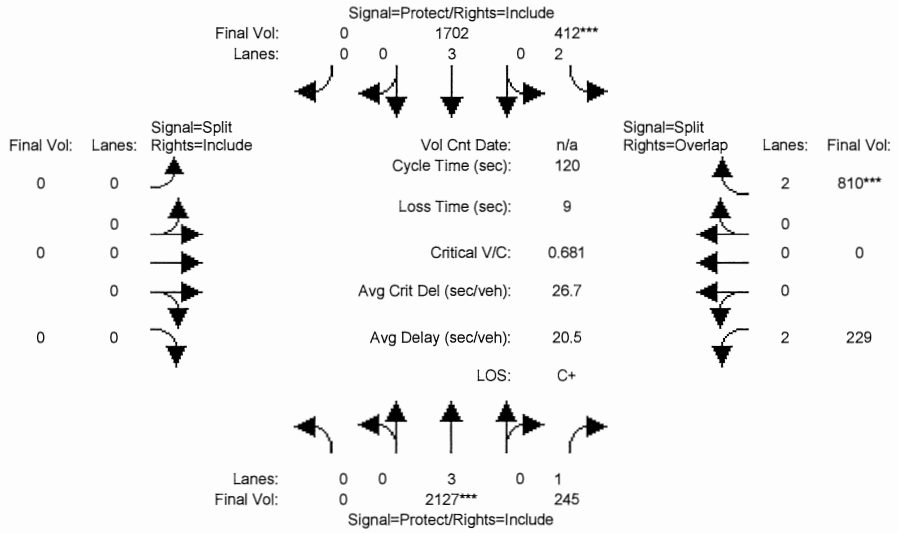
Intersection #61: Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)



Street Name:	Great America Parkway						Future Driveway (south of Old Mou					
Approach:	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	2127	245	412	1702	0	0	0	0	229	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:	0	2127	245	412	1702	0	0	0	0	229	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:	0	2127	245	412	1702	0	0	0	0	229	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:	0	2127	245	412	1702	0	0	0	0	229	0	810
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2127	245	412	1702	0	0	0	0	229	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:	0	2127	245	412	1702	0	0	0	0	229	0	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	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.14	0.13	0.30	0.00	0.00	0.00	0.00	0.07	0.00	0.26
Crit Moves:		****		****								****
Green Time:	0.0	65.7	65.7	23.0	88.7	0.0	0.0	0.0	0.0	22.3	0.0	45.3
Volume/Cap:	0.00	0.68	0.26	0.68	0.40	0.00	0.00	0.00	0.00	0.39	0.00	0.68
Delay/Veh:	0.0	20.2	14.4	48.3	5.9	0.0	0.0	0.0	0.0	43.4	0.0	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.2	14.4	48.3	5.9	0.0	0.0	0.0	0.0	43.4	0.0	32.9
LOS by Move:	A	C+	B	D	A	A	A	A	A	D	A	C-
HCM2k95thQ:	0	31	9	15	14	0	0	0	0	9	0	27

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

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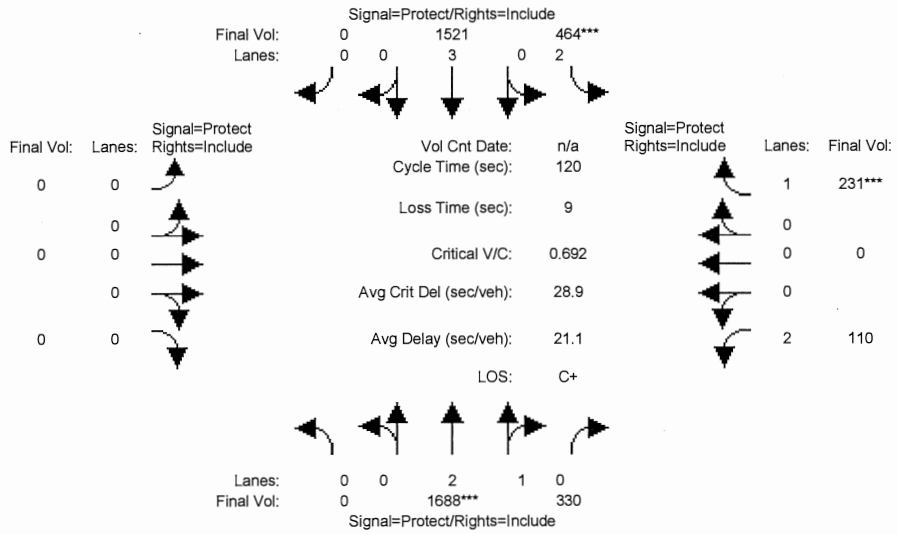
Intersection #62: Great America Parkway / Future Driveway (north of Bunker Hill Lane)



Street Name:	Great America Parkway						Future Driveway (north of Bunker					
Approach:	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	1688	330	464	1521	0	0	0	0	110	0	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1688	330	464	1521	0	0	0	0	110	0	231
Added Vol:	0	0	0	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	1688	330	464	1521	0	0	0	0	110	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1688	330	464	1521	0	0	0	0	110	0	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1688	330	464	1521	0	0	0	0	110	0	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1688	330	464	1521	0	0	0	0	110	0	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.49	0.51	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4683	916	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.15	0.27	0.00	0.00	0.00	0.00	0.03	0.00	0.13
Crit Moves:		****		****								****
Green Time:	0.0	62.5	62.5	25.6	88.1	0.0	0.0	0.0	0.0	22.9	0.0	22.9
Volume/Cap:	0.00	0.69	0.69	0.69	0.36	0.00	0.00	0.00	0.00	0.18	0.00	0.69
Delay/Veh:	0.0	22.2	22.2	46.7	5.8	0.0	0.0	0.0	0.0	40.9	0.0	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	22.2	46.7	5.8	0.0	0.0	0.0	0.0	40.9	0.0	51.4
LOS by Move:	A	C+	C+	D	A	A	A	A	A	D	A	D-
HCM2k95thQ:	0	31	31	18	13	0	0	0	0	4	0	18

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

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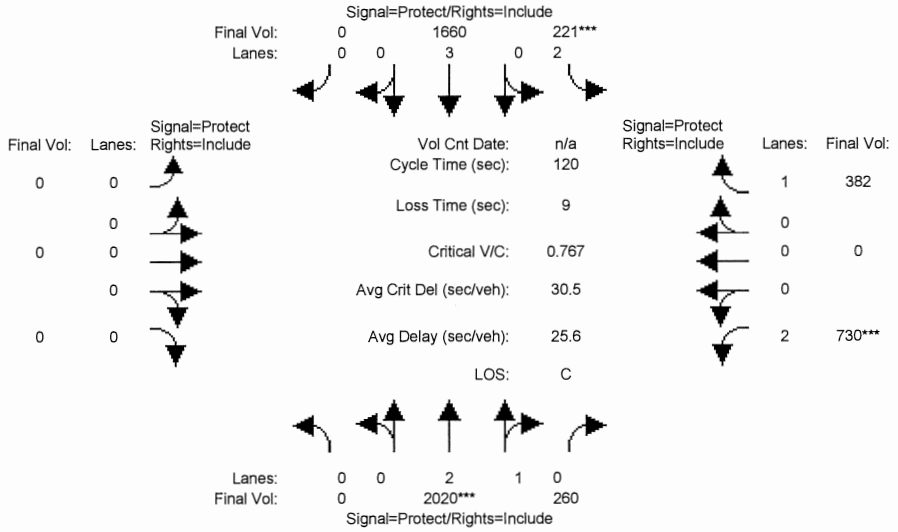
Intersection #62: Great America Parkway / Future Driveway (north of Bunker Hill Lane)



Street Name:	Great America Parkway						Future Driveway (north of Bunker					
Approach:	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	2020	260	221	1660	0	0	0	0	730	0	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2020	260	221	1660	0	0	0	0	730	0	382
Added Vol:	0	0	0	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	2020	260	221	1660	0	0	0	0	730	0	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2020	260	221	1660	0	0	0	0	730	0	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2020	260	221	1660	0	0	0	0	730	0	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2020	260	221	1660	0	0	0	0	730	0	382
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.65	0.35	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4961	638	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.07	0.29	0.00	0.00	0.00	0.00	0.23	0.00	0.22
Crit Moves:		****		****						****		
Green Time:	0.0	63.7	63.7	11.0	74.7	0.0	0.0	0.0	0.0	36.3	0.0	36.3
Volume/Cap:	0.00	0.77	0.77	0.77	0.47	0.00	0.00	0.00	0.00	0.77	0.00	0.72
Delay/Veh:	0.0	23.5	23.5	64.9	12.1	0.0	0.0	0.0	0.0	41.8	0.0	42.2
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	23.5	23.5	64.9	12.1	0.0	0.0	0.0	0.0	41.8	0.0	42.2
LOS by Move:	A	C	C	E	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	37	37	10	19	0	0	0	0	28	0	26

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

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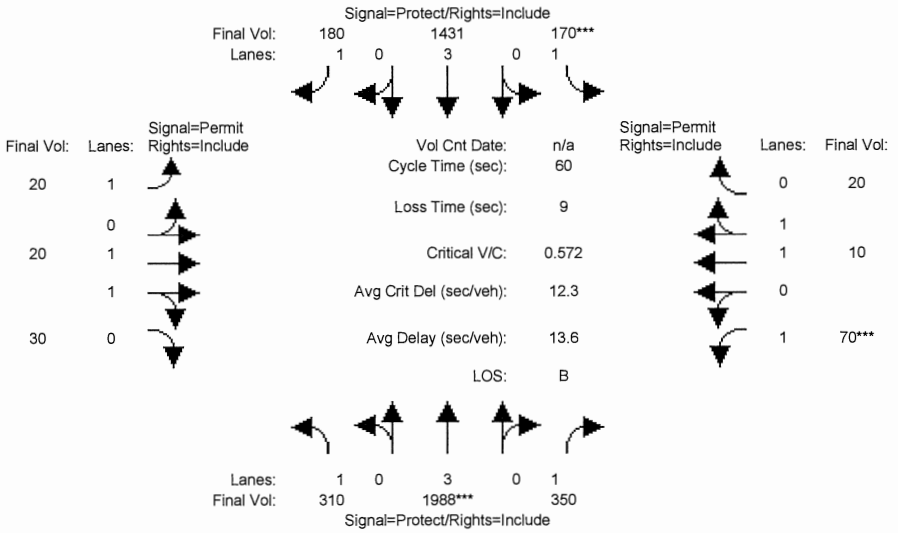
Intersection #63: Great America Parkway / Bunker Hill Lane



Street Name:	Great America Parkway						Bunker Hill 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:	310	1988	350	170	1431	180	20	20	30	70	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:	310	1988	350	170	1431	180	20	20	30	70	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:	310	1988	350	170	1431	180	20	20	30	70	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:	310	1988	350	170	1431	180	20	20	30	70	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1988	350	170	1431	180	20	20	30	70	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:	310	1988	350	170	1431	180	20	20	30	70	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.20	0.10	0.25	0.10	0.01	0.01	0.02	0.04	0.01	0.01
Crit Moves:		****		****						****		
Green Time:	17.0	32.1	32.1	8.9	24.0	24.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.63	0.65	0.37	0.65	0.63	0.26	0.07	0.06	0.10	0.24	0.03	0.07
Delay/Veh:	21.3	10.5	8.4	29.9	14.9	12.2	21.2	21.1	21.3	22.1	21.0	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	10.5	8.4	29.9	14.9	12.2	21.2	21.1	21.3	22.1	21.0	21.1
LOS by Move:	C+	B+	A	C	B	B	C+	C+	C+	C+	C+	C+
HCM2k95thQ:	10	15	7	7	13	5	1	1	1	3	0	1

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

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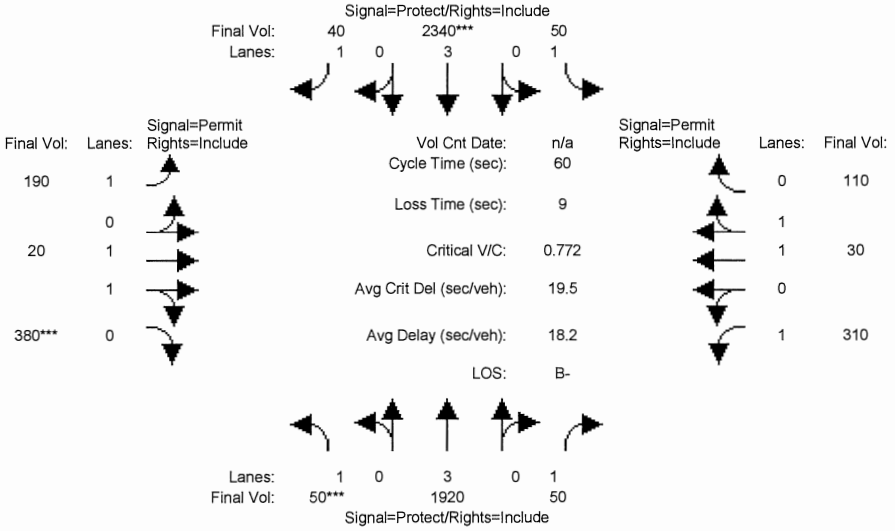
Intersection #63: Great America Parkway / Bunker Hill Lane



Street Name:	Great America Parkway						Bunker Hill 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	1920	50	50	2340	40	190	20	380	310	30	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:	50	1920	50	50	2340	40	190	20	380	310	30	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:	50	1920	50	50	2340	40	190	20	380	310	30	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:	50	1920	50	50	2340	40	190	20	380	310	30	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1920	50	50	2340	40	190	20	380	310	30	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:	50	1920	50	50	2340	40	190	20	380	310	30	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.03	0.03	0.41	0.02	0.11	0.01	0.22	0.18	0.02	0.06
Crit Moves:	****				****				****			
Green Time:	7.0	26.6	26.6	9.2	28.8	28.8	15.2	15.2	15.2	15.2	15.2	15.2
Volume/Cap:	0.24	0.76	0.06	0.19	0.86	0.05	0.43	0.04	0.86	0.70	0.06	0.25
Delay/Veh:	24.7	15.4	9.6	22.5	16.7	8.3	19.4	16.9	35.7	25.2	17.0	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:	24.7	15.4	9.6	22.5	16.7	8.3	19.4	16.9	35.7	25.2	17.0	18.1
LOS by Move:	C	B	A	C+	B	A	B-	B	D+	C	B	B-
HCM2k95thQ:	2	17	1	2	25	1	7	1	19	14	1	4

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

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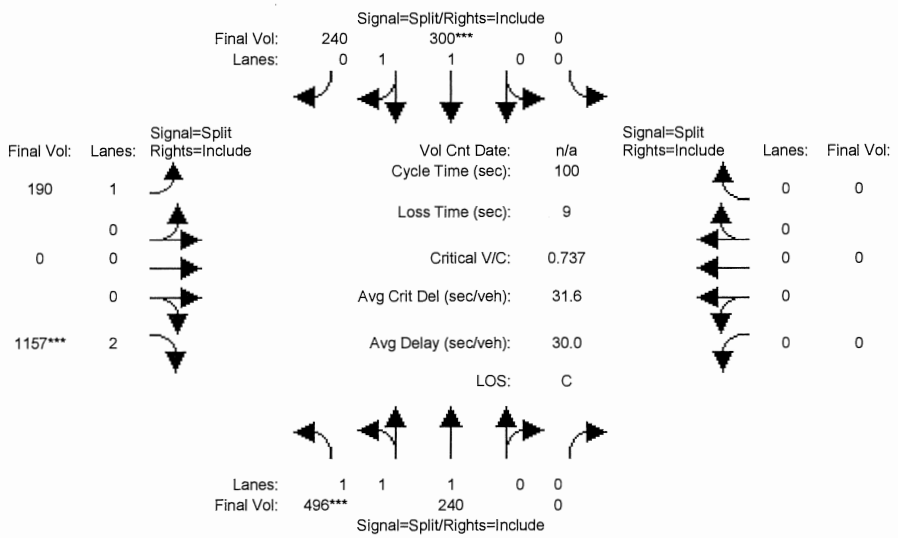
Intersection #84: Gold Street / Gold Street Connector



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:	10	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	496	240	0	0	300	240	190	0	1157	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:	496	240	0	0	300	240	190	0	1157	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:	496	240	0	0	300	240	190	0	1157	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:	496	240	0	0	300	240	190	0	1157	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	240	0	0	300	240	190	0	1157	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:	496	240	0	0	300	240	190	0	1157	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	1.00	0.00	0.00	1.09	0.91	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	1900	0	0	2054	1643	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.13	0.00	0.00	0.15	0.15	0.11	0.00	0.37	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	21.4	21.4	0.0	0.0	19.8	19.8	49.8	0.0	49.8	0.0	0.0	0.0
Volume/Cap:	0.74	0.59	0.00	0.00	0.74	0.74	0.22	0.00	0.74	0.00	0.00	0.00
Delay/Veh:	39.6	36.2	0.0	0.0	41.6	41.6	14.2	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:	39.6	36.2	0.0	0.0	41.6	41.6	14.2	0.0	21.8	0.0	0.0	0.0
LOS by Move:	D	D+	A	A	D	D	B	A	C+	A	A	A
HCM2k95thQ:	15	12	0	0	18	18	7	0	30	0	0	0

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

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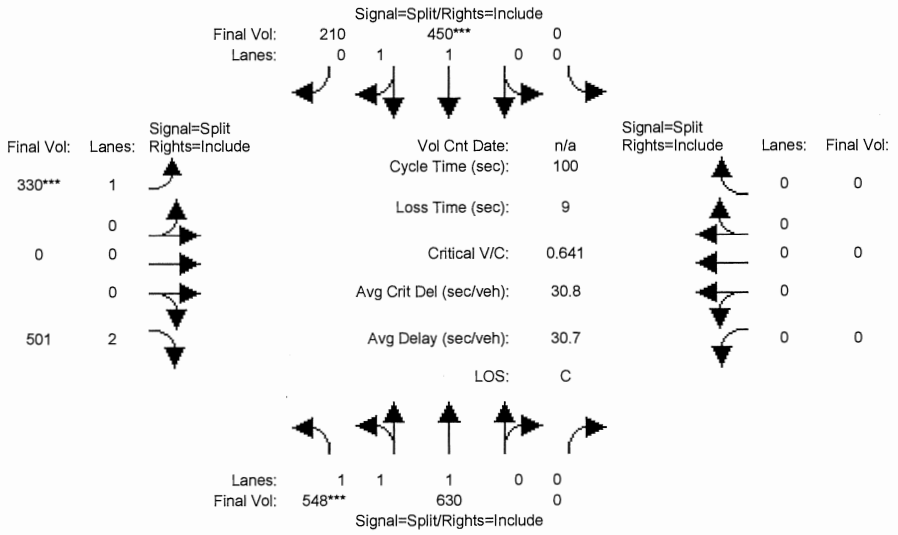
Intersection #84: Gold Street / Gold Street Connector



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:	10	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	548	630	0	0	450	210	330	0	501	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:	548	630	0	0	450	210	330	0	501	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:	548	630	0	0	450	210	330	0	501	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:	548	630	0	0	450	210	330	0	501	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	548	630	0	0	450	210	330	0	501	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:	548	630	0	0	450	210	330	0	501	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	1.44	1.56	0.00	0.00	1.35	0.65	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	2533	2913	0	0	2522	1177	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.00	0.00	0.18	0.18	0.19	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	33.7	33.7	0.0	0.0	27.8	27.8	29.4	0.0	29.4	0.0	0.0	0.0
Volume/Cap:	0.64	0.64	0.00	0.00	0.64	0.64	0.64	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	28.8	28.8	0.0	0.0	33.1	33.1	33.4	0.0	30.3	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:	28.8	28.8	0.0	0.0	33.1	33.1	33.4	0.0	30.3	0.0	0.0	0.0
LOS by Move:	C	C	A	A	C-	C-	C-	A	C	A	A	A
HCM2k95thQ:	19	19	0	0	18	18	18	0	14	0	0	0

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

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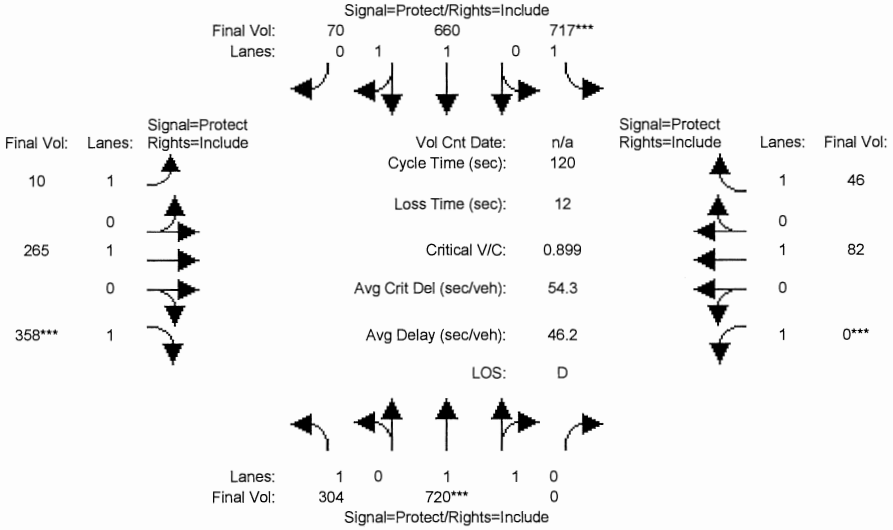
Intersection #85: Lafayette Street / Great America Way



Street Name:	Lafayette Street						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:	304	720	0	717	660	70	10	265	358	0	82	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	720	0	717	660	70	10	265	358	0	82	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	720	0	717	660	70	10	265	358	0	82	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	720	0	717	660	70	10	265	358	0	82	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	720	0	717	660	70	10	265	358	0	82	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	720	0	717	660	70	10	265	358	0	82	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.80	0.20	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3700	0	1750	3345	355	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.00	0.41	0.20	0.20	0.01	0.14	0.20	0.00	0.04	0.03
Crit Moves:		****		****					****	****		
Green Time:	37.8	26.0	0.0	54.7	42.9	42.9	11.2	27.3	27.3	0.0	16.1	16.1
Volume/Cap:	0.55	0.90	0.00	0.90	0.55	0.55	0.06	0.61	0.90	0.00	0.32	0.20
Delay/Veh:	35.3	58.7	0.0	43.1	31.4	31.4	49.7	44.2	67.5	0.0	47.8	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	58.7	0.0	43.1	31.4	31.4	49.7	44.2	67.5	0.0	47.8	46.6
LOS by Move:	D+	E+	A	D	C	C	D	D	E	A	D	D
HCM2k95thQ:	18	25	0	44	19	19	1	16	27	0	6	4

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

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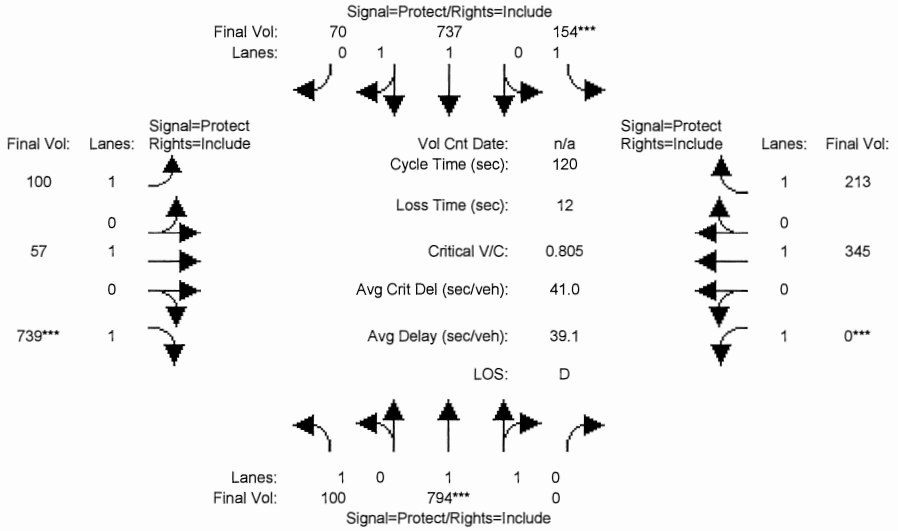
Intersection #85: Lafayette Street / Great America Way



Street Name:	Lafayette Street						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:	100	794	0	154	737	70	100	57	739	0	345	213
Growth Adj:	1.00	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	794	0	154	737	70	100	57	739	0	345	213
Added Vol:	0	0	0	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	794	0	154	737	70	100	57	739	0	345	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	794	0	154	737	70	100	57	739	0	345	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	794	0	154	737	70	100	57	739	0	345	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	794	0	154	737	70	100	57	739	0	345	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3700	0	1750	3379	321	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.00	0.09	0.22	0.22	0.06	0.03	0.42	0.00	0.18	0.12
Crit Moves:		****		****					****	****		
Green Time:	9.5	32.0	0.0	13.1	35.6	35.6	15.3	62.9	62.9	0.0	47.6	47.6
Volume/Cap:	0.72	0.81	0.00	0.81	0.74	0.74	0.45	0.06	0.81	0.00	0.46	0.31
Delay/Veh:	70.8	46.0	0.0	73.7	40.6	40.6	49.9	14.0	28.8	0.0	27.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	46.0	0.0	73.7	40.6	40.6	49.9	14.0	28.8	0.0	27.1	25.1
LOS by Move:	E	D	A	E	D	D	D	B	C	A	C	C
HCM2k95thQ:	8	26	0	12	24	24	7	2	41	0	17	11

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

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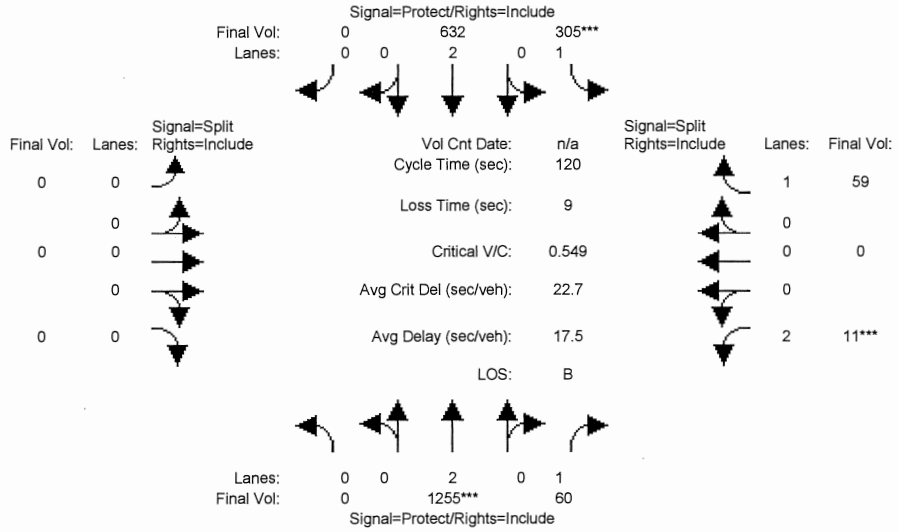
Intersection #86: Lafayette Street / Future Driveway (south of Great America Way)



Street Name:	Lafayette Street						Future Driveway					
Approach:	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	1255	60	305	632	0	0	0	0	11	0	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1255	60	305	632	0	0	0	0	11	0	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1255	60	305	632	0	0	0	0	11	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1255	60	305	632	0	0	0	0	11	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1255	60	305	632	0	0	0	0	11	0	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1255	60	305	632	0	0	0	0	11	0	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.03	0.17	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Crit Moves:		****		****						****		
Green Time:	0.0	66.1	66.1	34.9	101	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.60	0.06	0.60	0.20	0.00	0.00	0.00	0.00	0.04	0.00	0.40
Delay/Veh:	0.0	18.6	12.6	38.5	1.8	0.0	0.0	0.0	0.0	50.7	0.0	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.6	12.6	38.5	1.8	0.0	0.0	0.0	0.0	50.7	0.0	54.0
LOS by Move:	A	B-	B	D+	A	A	A	A	A	D	A	D-
HCM2k95thQ:	0	27	2	19	5	0	0	0	0	1	0	5

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

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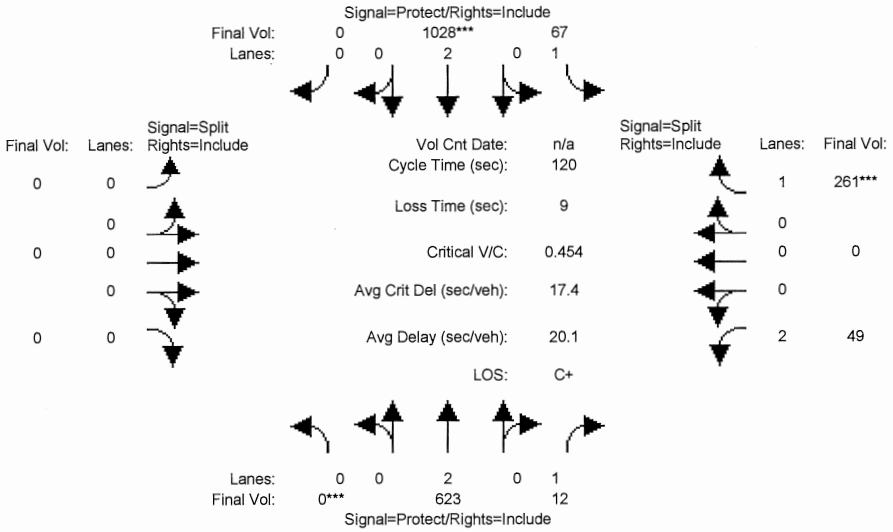
Intersection #86: Lafayette Street / Future Driveway (south of Great America Way)



Street Name:	Lafayette Street						Future Driveway					
Approach:	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	623	12	67	1028	0	0	0	0	49	0	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	623	12	67	1028	0	0	0	0	49	0	261
Added Vol:	0	0	0	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	623	12	67	1028	0	0	0	0	49	0	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	623	12	67	1028	0	0	0	0	49	0	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	623	12	67	1028	0	0	0	0	49	0	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	623	12	67	1028	0	0	0	0	49	0	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.01	0.04	0.27	0.00	0.00	0.00	0.00	0.02	0.00	0.15
Crit Moves:	****				****							****
Green Time:	0.0	52.8	52.8	18.8	71.6	0.0	0.0	0.0	0.0	39.4	0.0	39.4
Volume/Cap:	0.00	0.37	0.02	0.24	0.45	0.00	0.00	0.00	0.00	0.05	0.00	0.45
Delay/Veh:	0.0	22.7	19.0	44.9	13.6	0.0	0.0	0.0	0.0	27.5	0.0	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.7	19.0	44.9	13.6	0.0	0.0	0.0	0.0	27.5	0.0	32.3
LOS by Move:	A	C+	B-	D	B	A	A	A	A	C	A	C-
HCM2k95thQ:	0	14	1	4	18	0	0	0	0	1	0	16

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

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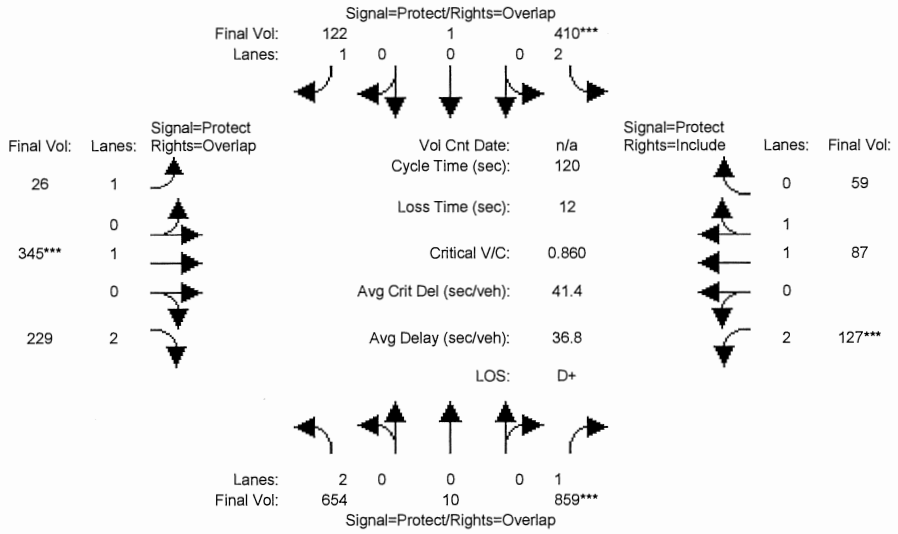
Intersection #87: Lafayette Street / Future Urban Interchange



Street Name:	Lafayette Street						Future Urban Interchange					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	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:	654	10	859	410	1	122	26	345	229	127	87	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	654	10	859	410	1	122	26	345	229	127	87	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	654	10	859	410	1	122	26	345	229	127	87	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	654	10	859	410	1	122	26	345	229	127	87	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	654	10	859	410	1	122	26	345	229	127	87	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	654	10	859	410	1	122	26	345	229	127	87	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.94	0.95	0.95	0.92	1.00	0.83	0.83	0.99	0.95
Lanes:	1.97	0.03	1.00	2.00	0.01	0.99	1.00	1.00	2.00	2.00	1.17	0.83
Final Sat.:	3470	53	1800	3557	15	1785	1750	1900	3150	3150	2204	1494
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.48	0.12	0.07	0.07	0.01	0.18	0.07	0.04	0.04	0.04
Crit Moves:			****	****				****		****		
Green Time:	52.3	59.1	66.1	16.3	23.1	36.5	13.4	25.6	77.9	7.0	19.2	19.2
Volume/Cap:	0.43	0.38	0.87	0.85	0.35	0.22	0.13	0.85	0.11	0.69	0.25	0.25
Delay/Veh:	23.6	19.1	28.0	61.4	42.1	31.2	48.3	60.9	8.0	66.1	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	19.1	28.0	61.4	42.1	31.2	48.3	60.9	8.0	66.1	44.3	44.3
LOS by Move:	C	B-	C	E	D	C	D	E	A	E	D	D
HCM2k95thQ:	16	14	43	16	8	7	2	26	4	8	5	5

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

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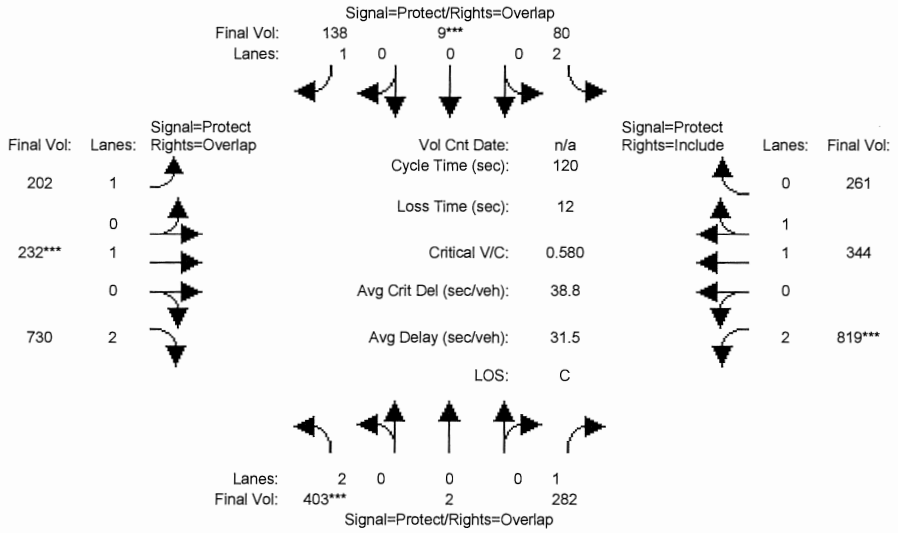
Intersection #87: Lafayette Street / Future Urban Interchange



Street Name:	Lafayette Street						Future Urban Interchange					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	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:	403	2	282	80	9	138	202	232	730	819	344	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	403	2	282	80	9	138	202	232	730	819	344	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	2	282	80	9	138	202	232	730	819	344	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	2	282	80	9	138	202	232	730	819	344	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	2	282	80	9	138	202	232	730	819	344	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	2	282	80	9	138	202	232	730	819	344	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.83	0.83	0.99	0.95
Lanes:	1.99	0.01	1.00	1.80	0.20	1.00	1.00	1.00	2.00	2.00	1.11	0.89
Final Sat.:	3526	17	1800	3159	355	1800	1750	1900	3150	3150	2103	1595
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.16	0.03	0.03	0.08	0.12	0.12	0.23	0.26	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	22.6	21.6	72.9	11.0	10.0	41.2	31.2	24.1	46.7	51.3	44.2	44.2
Volume/Cap:	0.61	0.64	0.26	0.28	0.30	0.22	0.44	0.61	0.60	0.61	0.44	0.44
Delay/Veh:	45.6	46.9	11.0	51.0	52.0	28.1	37.8	46.5	30.0	27.4	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	46.9	11.0	51.0	52.0	28.1	37.8	46.5	30.0	27.4	28.8	28.8
LOS by Move:	D	D	B+	D	D-	C	D+	D	C	C	C	C
HCM2k95thQ:	13	14	9	3	3	7	13	16	23	25	16	16

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

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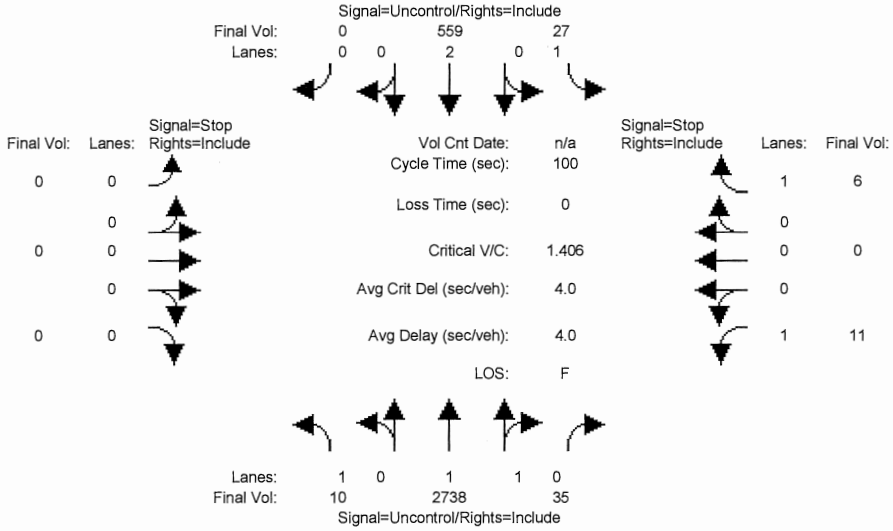
City Place Santa Clara
Enhanced Open Space Assessment
May 2016

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 EOS Mit AM

Intersection #89: Lafayette Street / Calle Del Mundo




```
Street Name:          Lafayette Street                  Calle Del Mundo
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       10 2738    35    27  559     0     0    0     0    11    0     6
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    10 2738    35    27  559     0     0    0     0    11    0     6
Added Vol:       0    0     0     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 2738    35    27  559     0     0    0     0    11    0     6
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 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 2738    35    27  559     0     0    0     0    11    0     6
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    10 2738    35    27  559     0     0    0     0    11    0     6
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:   2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   559 xxxx xxxxx  2773 xxxx xxxxx  xxxx xxxx xxxxx  3109 xxxx  1387
Potent Cap.:  1022 xxxx xxxxx   144 xxxx xxxxx  xxxx xxxx xxxxx     9 xxxx   135
Move Cap.:    1022 xxxx xxxxx   144 xxxx xxxxx  xxxx xxxx xxxxx     8 xxxx   135
Volume/Cap:   0.01 xxxx  xxxx  0.19 xxxx  xxxx  xxxx xxxx  xxxx  1.41 xxxx  0.04
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:     0.0 xxxx xxxxx   0.7 xxxx xxxxx  xxxx xxxx xxxxx   2.2 xxxx   0.1
Control Del:   8.6 xxxx xxxxx  35.6 xxxx xxxxx xxxxx xxxx xxxxx  1104 xxxx  32.9
LOS by Move:     A    *     *     E    *     *     *    *     *     F    *     D
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            726.0
ApproachLOS:         *                *                *                F
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #89 Lafayette Street / Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10 2738    35    27  559     0     0    0     0    11    0     6
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            726.0
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=17]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3386]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                 Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #89 Lafayette Street / Calle Del Mundo
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10 2738    35    27  559     0     0    0     0    11    0     6
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              3369
Minor Approach Volume:            17
Minor Approach Volume Threshold: -148 [less than minimum of 150]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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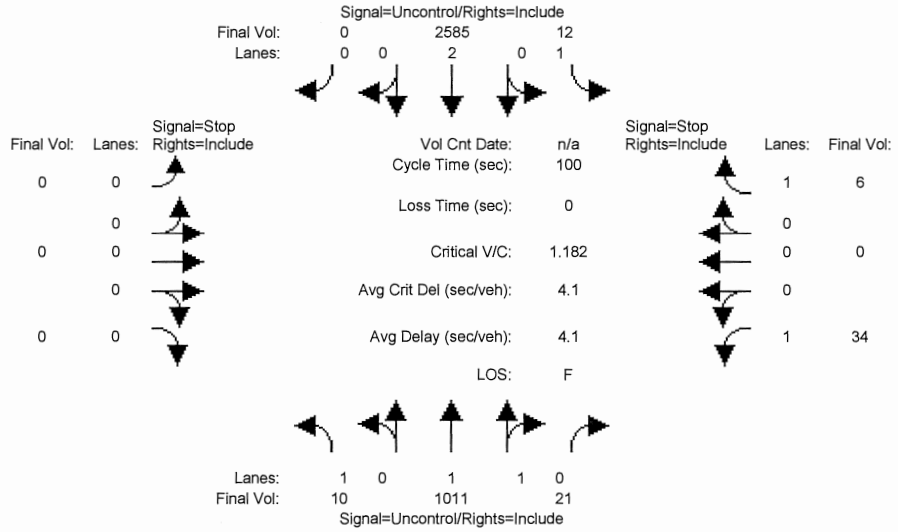
Enhanced Open Space Assessment
May 2016

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 EOS Mit PM

Intersection #89: Lafayette Street / Calle Del Mundo




```
Street Name:         Lafayette Street                    Calle Del Mundo
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10 1011    21    12 2585     0     0    0     0    34    0     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10 1011    21    12 2585     0     0    0     0    34    0     6
Added Vol:      0    0     0     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 1011    21    12 2585     0     0    0     0    34    0     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1011    21    12 2585     0     0    0     0    34    0     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10 1011    21    12 2585     0     0    0     0    34    0     6
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2585 xxxx xxxxx  1032 xxxx xxxxx  xxxx xxxx xxxxx  2358 xxxx   516
Potent Cap.:  171 xxxx xxxxx   681 xxxx xxxxx  xxxx xxxx xxxxx    31 xxxx   509
Move Cap.:    171 xxxx xxxxx   681 xxxx xxxxx  xxxx xxxx xxxxx    29 xxxx   509
Volume/Cap:  0.06 xxxx  xxxx  0.02 xxxx  xxxx  xxxx xxxx  xxxx  1.18 xxxx  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx   3.9 xxxx   0.0
Control Del: 27.3 xxxx xxxxx  10.4 xxxx xxxxx xxxxx xxxx xxxxx 432.4 xxxx  12.2
LOS by Move:    D    *     *     B    *     *     *    *     *     F    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            369.4
ApproachLOS:         *                *                *                F
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
*******************************************************************************
Intersection #89 Lafayette Street / Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10 1011    21    12 2585     0     0    0     0    34    0     6
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            369.4
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=40]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3679]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #89 Lafayette Street / Calle Del Mundo
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:   10 1011    21    12 2585     0     0    0     0    34    0     6
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             3639
Minor Approach Volume:           40
Minor Approach Volume Threshold: -181 [less than minimum of 150]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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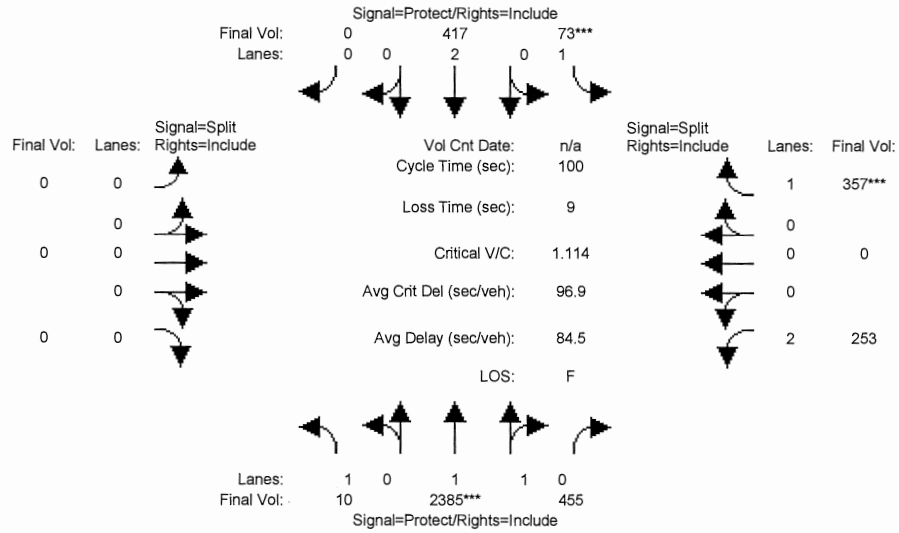
City Place Santa Clara
Enhanced Open Space Assessment
May 2016

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS 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	2385	455	73	417	0	0	0	0	253	0	357
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2385	455	73	417	0	0	0	0	253	0	357
Added Vol:	0	0	0	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	2385	455	73	417	0	0	0	0	253	0	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2385	455	73	417	0	0	0	0	253	0	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2385	455	73	417	0	0	0	0	253	0	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2385	455	73	417	0	0	0	0	253	0	357
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	1.67	0.33	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3107	593	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	0.20
Crit Moves:		****		****								****
Green Time:	28.6	66.4	66.4	7.0	44.8	0.0	0.0	0.0	0.0	17.6	0.0	17.6
Volume/Cap:	0.02	1.16	1.16	0.60	0.24	0.00	0.00	0.00	0.00	0.46	0.00	1.16
Delay/Veh:	25.7	92.4	92.4	52.9	17.2	0.0	0.0	0.0	0.0	37.5	0.0	141.9
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:	25.7	92.4	92.4	52.9	17.2	0.0	0.0	0.0	0.0	37.5	0.0	141.9
LOS by Move:	C	F	F	D-	B	A	A	A	A	D+	A	F
HCM2k95thQ:	0	108	108	5	8	0	0	0	0	8	0	33

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

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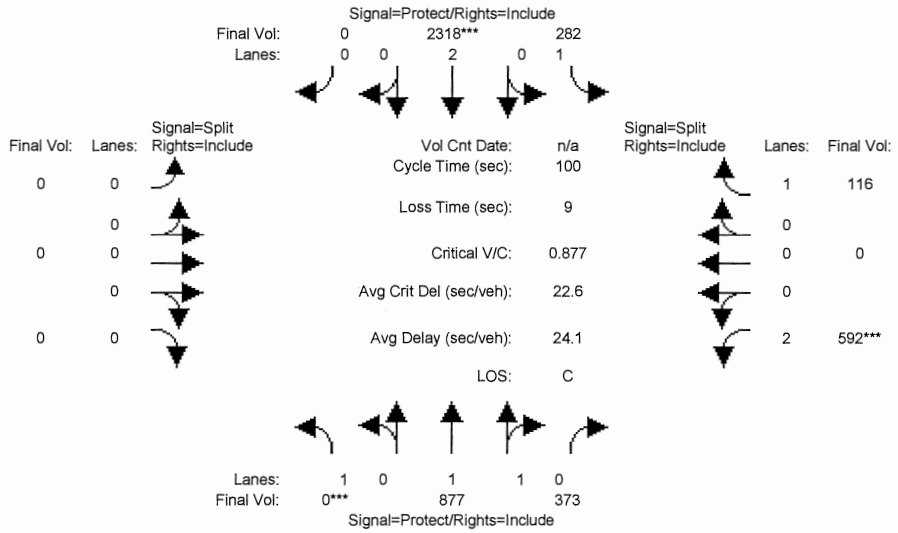
City Place Santa Clara
Enhanced Open Space Assessment
May 2016

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 EOS 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	877	373	282	2318	0	0	0	0	592	0	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	877	373	282	2318	0	0	0	0	592	0	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	877	373	282	2318	0	0	0	0	592	0	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	877	373	282	2318	0	0	0	0	592	0	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	877	373	282	2318	0	0	0	0	592	0	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	877	373	282	2318	0	0	0	0	592	0	116
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	2595	1104	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.16	0.61	0.00	0.00	0.00	0.00	0.19	0.00	0.07
Crit Moves:	****				****					****		
Green Time:	0.0	47.1	47.1	22.5	69.6	0.0	0.0	0.0	0.0	21.4	0.0	21.4
Volume/Cap:	0.00	0.72	0.72	0.72	0.88	0.00	0.00	0.00	0.00	0.88	0.00	0.31
Delay/Veh:	0.0	22.6	22.6	42.1	15.5	0.0	0.0	0.0	0.0	50.5	0.0	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.6	22.6	42.1	15.5	0.0	0.0	0.0	0.0	50.5	0.0	33.5
LOS by Move:	A	C+	C+	D	B	A	A	A	A	D	A	C-
HCM2k95thQ:	0	29	29	17	48	0	0	0	0	21	0	6

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

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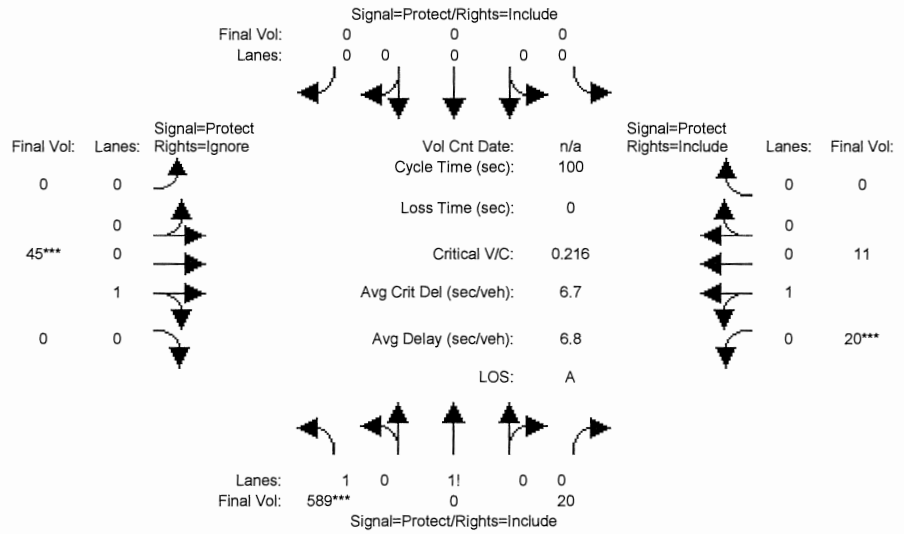
Intersection #114: Calle Del Sol / Calle Del Luna



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:	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:	589	0	20	0	0	0	0	45	463	20	11	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	589	0	20	0	0	0	0	45	463	20	11	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:	589	0	20	0	0	0	0	45	463	20	11	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:	589	0	20	0	0	0	0	45	0	20	11	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	589	0	20	0	0	0	0	45	0	20	11	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:	589	0	20	0	0	0	0	45	0	20	11	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.92
Lanes:	1.94	0.00	0.06	0.00	0.00	0.00	0.00	1.00	0.00	0.65	0.35	0.00
Final Sat.:	3389	0	111	0	0	0	0	1800	0	1161	639	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.18	0.00	0.00	0.00	0.00	0.03	0.00	0.02	0.02	0.00
Crit Moves:	****							****		****		
Green Time:	80.5	0.0	65.1	0.0	0.0	0.0	0.0	11.6	0.0	8.0	11.5	0.0
Volume/Cap:	0.22	0.00	0.28	0.00	0.00	0.00	0.00	0.22	0.00	0.22	0.15	0.00
Delay/Veh:	2.4	0.0	7.5	0.0	0.0	0.0	0.0	40.6	0.0	43.8	40.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	0.0	7.5	0.0	0.0	0.0	0.0	40.6	0.0	43.8	40.2	0.0
LOS by Move:	A	A	A	A	A	A	A	D	A	D	D	A
HCM2k95thQ:	5	0	9	0	0	0	0	3	0	2	2	0

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

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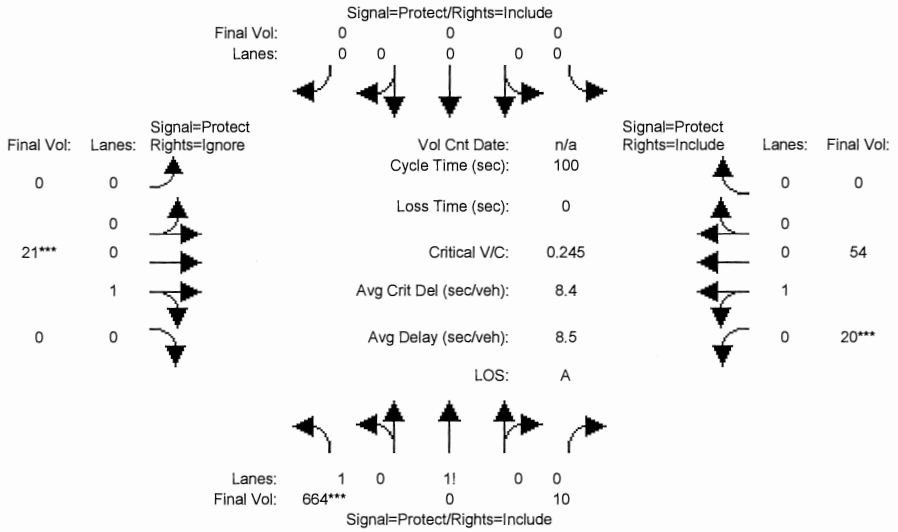
Intersection #114: Calle Del Sol / Calle Del Luna



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:	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:	664	0	10	0	0	0	0	21	624	20	54	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	664	0	10	0	0	0	0	21	624	20	54	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:	664	0	10	0	0	0	0	21	624	20	54	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:	664	0	10	0	0	0	0	21	0	20	54	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	664	0	10	0	0	0	0	21	0	20	54	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:	664	0	10	0	0	0	0	21	0	20	54	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.92
Lanes:	1.97	0.00	0.03	0.00	0.00	0.00	0.00	1.00	0.00	0.27	0.73	0.00
Final Sat.:	3449	0	51	0	0	0	0	1800	0	486	1314	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.20	0.00	0.00	0.00	0.00	0.01	0.00	0.04	0.04	0.00
Crit Moves:	****							****		****		
Green Time:	74.2	0.0	62.0	0.0	0.0	0.0	0.0	10.0	0.0	15.8	15.2	0.0
Volume/Cap:	0.26	0.00	0.32	0.00	0.00	0.00	0.00	0.12	0.00	0.26	0.27	0.00
Delay/Veh:	4.2	0.0	9.1	0.0	0.0	0.0	0.0	41.3	0.0	37.4	38.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.2	0.0	9.1	0.0	0.0	0.0	0.0	41.3	0.0	37.4	38.0	0.0
LOS by Move:	A	A	A	A	A	A	A	D	A	D+	D+	A
HCM2k95thQ:	7	0	10	0	0	0	0	1	0	5	5	0

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

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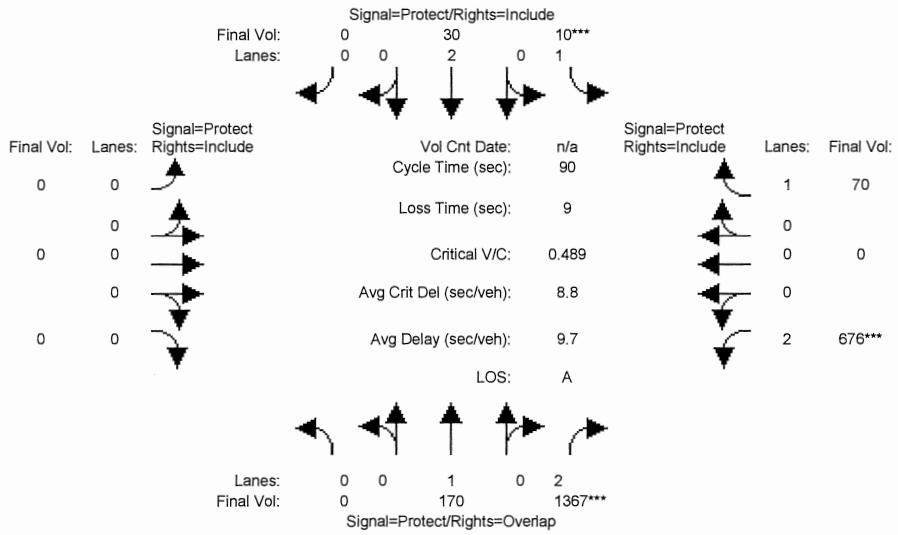
Intersection #123: Great America Parkway and Golde Street Connector



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	1367	10	30	0	0	0	0	676	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	1367	10	30	0	0	0	0	676	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	1367	10	30	0	0	0	0	676	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	1367	10	30	0	0	0	0	676	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	1367	10	30	0	0	0	0	676	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	1367	10	30	0	0	0	0	676	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	0.21	0.00	0.04
Crit Moves:			****	****						****		
Green Time:	0.0	37.4	74.0	7.0	44.4	0.0	0.0	0.0	0.0	36.6	0.0	36.6
Volume/Cap:	0.00	0.22	0.53	0.07	0.02	0.00	0.00	0.00	0.00	0.53	0.00	0.10
Delay/Veh:	0.0	17.0	2.7	38.7	11.6	0.0	0.0	0.0	0.0	20.6	0.0	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.0	2.7	38.7	11.6	0.0	0.0	0.0	0.0	20.6	0.0	16.6
LOS by Move:	A	B	A	D+	B+	A	A	A	A	C+	A	B
HCM2k95thQ:	0	6	14	1	0	0	0	0	0	16	0	3

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

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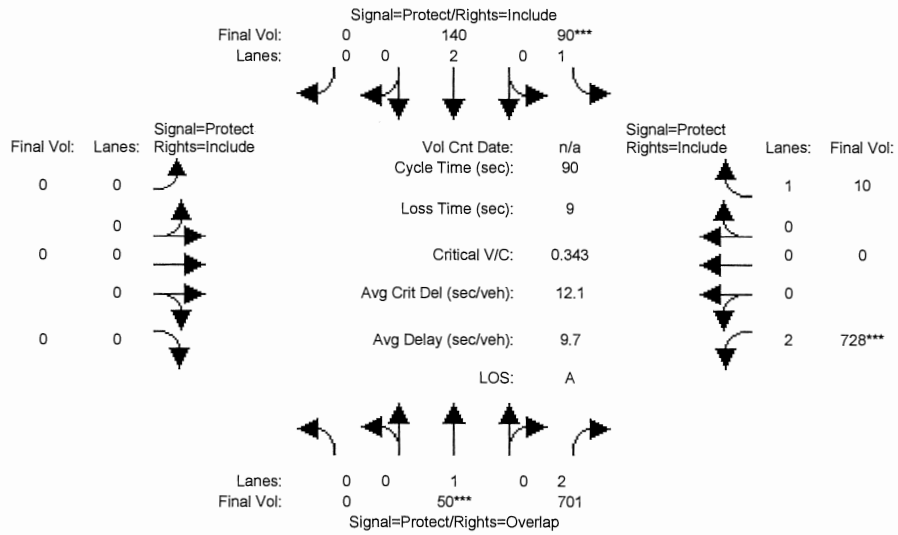
Intersection #123: Great America Parkway and Golde Street Connector



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	701	90	140	0	0	0	0	728	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	701	90	140	0	0	0	0	728	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	701	90	140	0	0	0	0	728	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	701	90	140	0	0	0	0	728	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	701	90	140	0	0	0	0	728	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	701	90	140	0	0	0	0	728	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	0.23	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	0.0	10.0	68.1	12.9	22.9	0.0	0.0	0.0	0.0	58.1	0.0	58.1
Volume/Cap:	0.00	0.24	0.29	0.36	0.14	0.00	0.00	0.00	0.00	0.36	0.00	0.01
Delay/Veh:	0.0	37.1	3.5	35.7	26.0	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	3.5	35.7	26.0	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	7	6	3	0	0	0	0	11	0	0

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

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Memorandum

Appendix E – 95th Percentile Queue Lengths

Appendix E - 2020 Cumulative Scenarios 95th Percentile Queue Lengths

2020 Background with Project (FEIR) - TRAFFIX Output - 95th Percentile Vehicle Q Lengths (vehicles)

Intersection Number	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
8	Great America Parkway / Tasman Drive (CMP)	14	53	46	14	23	23	16	26	26	19	78	78	9	41	69	26	108	108	16	89	89	118	30	30
9	Convention Center / Tasman Drive	1	1	1	1	1	1	4	29	29	5	68	68	13	0	6	1	0	1	2	67	67	4	124	124
10	Future Driveway (west of Centennial Boulevard) / Tasman Drive	0	0	0	0	0	6	0	0	0	0	28	3	0	0	0	0	0	29	0	0	0	0	49	2
11	Centennial Boulevard / Tasman Drive	1	0	1	15	1	12	30	22	22	1	104	4	0	1	1	59	1	32	31	92	0	1	110	3
12	Future Driveway (east of Centennial Boulevard) / Tasman Drive	0	0	0	0	0	3	0	0	0	0	39	7	0	0	0	0	0	29	0	0	0	0	42	11
13	Calle Del Sol / Tasman Drive	0	0	0	29	0	13	5	14	0	0	77	77	0	0	0	50	0	9	21	45	0	0	75	75
14	Lick Mill Boulevard / Tasman Drive	43	43	20	8	8	3	27	22	7	10	85	13	18	18	20	69	69	64	14	84	56	42	44	3
57	Great America Parkway / SR 237 WB Ramps (CMP)	36	14	0	0	5	43	0	0	0	83	0	36	40	4	0	0	8	44	0	0	0	37	37	18
58	Great America Parkway / SR 237 EB Ramps (CMP)	0	13	17	3	67	0	60	0	0	0	0	0	0	14	48	7	9	0	22	0	0	0	0	0
59	Great America Parkway / Yerba Buena (Great America) Way	23	38	38	62	100	100	2	1	2	11	1	35	3	98	98	37	23	23	26	1	12	10	0	59
60	Great America Parkway / Old Mountain View-Alviso Road	25	16	4	4	78	14	6	3	3	2	1	1	11	74	1	2	30	3	49	10	10	7	4	4
61	Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)	0	34	20	44	10	0	0	0	0	2	0	8	0	31	11	16	17	0	0	0	0	14	0	31
62	Great America Parkway / Future Driveway (north of Bunker Hill Lane)	0	33	33	20	13	0	0	0	0	4	0	21	0	34	34	10	24	0	0	0	0	25	0	28
63	Great America Parkway / Bunker Hill Lane	7	15	7	7	12	4	1	1	1	3	0	1	2	15	1	2	25	1	6	1	13	17	1	4
84	Gold Street / Gold Street Connector	45	5	0	0	20	27	5	0	104	0	0	0	33	10	0	0	21	21	14	0	30	0	0	0
85	Lafayette Street / Great America Way	21	28	0	47	17	17	1	14	31	0	6	3	5	28	0	13	18	18	7	2	30	0	19	14
86	Lafayette Street / Future Driveway (south of Great America Way)	0	24	2	17	5	0	0	0	0	0	0	5	0	18	0	5	20	0	0	0	0	1	0	16
87	Lafayette Street / Future Urban Interchange	21	0	29	12	0	15	2	16	4	6	7	7	15	0	9	3	0	9	18	15	27	32	9	15
90	Lafayette Street / Calle De Luna	0	97	97	5	8	0	0	0	0	10	0	35	0	26	26	15	48	0	0	0	0	21	0	28
123	Great America Parkway and Gold Street Connector	0	4	58	1	0	0	0	0	0	22	0	3	0	2	15	7	2	0	0	0	0	16	0	0

2020 Background with EOS Project - TRAFFIX Output - 95th Percentile Vehicle Q Lengths (vehicles)

Intersection Number	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
8	Great America Parkway / Tasman Drive (CMP)	14	52	52	15	22	22	16	26	26	19	77	77	9	42	71	28	103	103	16	90	90	126	31	31
9	Convention Center / Tasman Drive	1	1	1	1	1	1	4	30	30	5	69	69	13	0	6	1	0	1	2	69	69	4	140	140
10	Future Driveway (west of Centennial Boulevard) / Tasman Drive	0	0	0	0	0	6	0	0	0	0	29	2	0	0	0	0	0	30	0	0	0	0	58	1
11	Centennial Boulevard / Tasman Drive	1	0	1	14	1	12	30	22	22	1	102	4	0	1	1	59	1	36	32	90	0	1	120	3
12	Future Driveway (east of Centennial Boulevard) / Tasman Drive	0	0	0	0	0	3	0	0	0	0	38	7	0	0	0	0	0	32	0	0	0	0	48	11
13	Calle Del Sol / Tasman Drive	0	0	0	29	0	14	5	15	0	0	76	76	0	0	0	55	0	9	22	44	0	0	86	86
14	Lick Mill Boulevard / Tasman Drive	45	45	20	8	8	4	33	22	7	10	88	14	18	18	20	63	63	81	19	89	61	44	51	3
57	Great America Parkway / SR 237 WB Ramps (CMP)	36	15	0	0	5	43	0	0	0	81	0	41	40	4	0	0	8	45	0	0	0	37	37	19
58	Great America Parkway / SR 237 EB Ramps (CMP)	0	13	17	3	70	0	67	0	0	0	0	0	0	14	47	8	9	0	23	0	0	0	0	0
59	Great America Parkway / Yerba Buena (Great America) Way	23	41	41	72	93	93	2	1	2	11	1	35	3	98	98	38	23	23	27	1	11	10	0	69
60	Great America Parkway / Old Mountain View-Alviso Road	24	16	4	4	69	14	6	3	3	2	1	1	11	69	1	2	29	3	48	10	10	7	4	4
61	Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)	0	32	17	38	10	0	0	0	0	1	0	8	0	29	10	15	15	0	0	0	0	9	0	27
62	Great America Parkway / Future Driveway (north of Bunker Hill Lane)	0	33	33	20	13	0	0	0	0	4	0	21	0	34	34	11	22	0	0	0	0	25	0	28
63	Great America Parkway / Bunker Hill Lane	7	14	7	7	12	4	1	1	1	3	0	1	2	15	1	2	23	1	5	1	13	16	1	4
84	Gold Street / Gold Street Connector	50	5	0	0	20	28	5	0	122	0	0	0	36	10	0	0	22	22	14	0	32	0	0	0
85	Lafayette Street / Great America Way	22	27	0	47	19	19	1	19	30	0	7	4	7	27	0	13	19	19	7	3	30	0	23	16
86	Lafayette Street / Future Driveway (south of Great America Way)	0	26	2	20	5	0	0	0	0	1	0	7	0	18	1	6	21	0	0	0	0	1	0	18
87	Lafayette Street / Future Urban Interchange	15	0	40	17	0	6	1	23	4	7	5	5	13	0	7	4	0	8	16	15	26	40	9	17
90	Lafayette Street / Calle De Luna	1	100	100	5	8	0	0	0	0	10	0	38	0	27	27	17	48	0	0	0	0	21	0	29
123	Great America Parkway and Gold Street Connector	0	4	81	1	0	0	0	0	0	25	0	3	0	2	15	7	2	0	0	0	0	17	0	0

Change in Vehicle Q Lengths between FEIR and EOS Program (vehicles)

Intersection Number	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
8	Great America Parkway / Tasman Drive (CMP)	0	-1	6	1	-1	-1	0	0	0	0	-1	-1	0	1	2	2	-5	-5	0	1	1	8	1	1
9	Convention Center / Tasman Drive	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	2	2	0	16	16
10	Future Driveway (west of Centennial Boulevard) / Tasman Drive	0	0	0	0	0	0	0	0	0	0	1	-1	0	0	0	0	0	1	0	0	0	0	9	-1
11	Centennial Boulevard / Tasman Drive	0	0	0	-1	0	0	0	0	0	0	-2	0	0	0	0	0	0	4	1	-2	0	0	10	0
12	Future Driveway (east of Centennial Boulevard) / Tasman Drive	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	3	0	0	0	0	6	0
13	Calle Del Sol / Tasman Drive	0	0	0	0	0	1	0	1	0	0	-1	-1	0	0	0	5	0	0	1	-1	0	0	11	11
14	Lick Mill Boulevard / Tasman Drive	2	2	0	0	0	1	6	0	0	0	3	1	0	0	0	-6	-6	17	5	5	5	2	7	0
57	Great America Parkway / SR 237 WB Ramps (CMP)	0	1	0	0	0	0	0	0	0	-2	0	5	0	0	0	0	0	1	0	0	0	0	0	1
58	Great America Parkway / SR 237 EB Ramps (CMP)	0	0	0	0	3	0	7	0	0	0	0	0	0	0	-1	1	0	0	1	0	0	0	0	0
59	Great America Parkway / Yerba Buena (Great America) Way	0	3	3	10	-7	-7	0	0	0	0	0	0	0	0	0	1	0	0	1	0	-1	0	0	10
60	Great America Parkway / Old Mountain View-Alviso Road	-1	0	0	0	-9	0	0	0	0	0	0	0	0	-5	0	0	-1	0	-1	0	0	0	0	0
61	Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)	0	-2	-3	-6	0	0	0	0	0	-1	0	0	0	-2	-1	-1	-2	0	0	0	0	-5	0	-4
62	Great America Parkway / Future Driveway (north of Bunker Hill Lane)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-2	0	0	0	0	0	0	0
63	Great America Parkway / Bunker Hill Lane	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	-1	0	0	-1	0	0
84	Gold Street / Gold Street Connector	5	0	0	0	0	1	0	0	18	0	0	0	3	0	0	0	1	1	0	0	2	0	0	0
85	Lafayette Street / Great America Way	1	-1	0	0	2	2	0	5	-1	0	1	1	2	-1	0	0	1	1	0	1	0	0	4	2
86	Lafayette Street / Future Driveway (south of Great America Way)	0	2	0	3	0	0	0	0	0	1	0	2	0	0	1	1	1	0	0	0	0	0	0	2
87	Lafayette Street / Future Urban Interchange	-6	0	11	5	0	-9	-1	7	0	1	-2	-2	-2	0	-2	1	0	-1	-2	0	-1	8	0	2
90	Lafayette Street / Calle De Luna	1	3	3	0	0	0	0	0	0	0	0	3	0	1	1	2	0	0	0	0	0	0	0	1
123	Great America Parkway and Gold Street Connector	0	0	23	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Appendix E - 2040 Cumulative Scenarios 95th Percentile Queue Lengths

2040 Cumulative with Project (FEIR) - TRAFFIX Output - 95th Percentile Vehicle Q Lengths (vehicles)

Intersection Number	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
8	Great America Parkway / Tasman Drive (CMP)	18	67	53	12	38	38	29	36	36	22	132	132	10	39	81	24	128	128	33	119	119	138	70	70
9	Convention Center / Tasman Drive	1	1	1	1	1	1	4	34	34	3	140	140	15	0	5	1	0	1	2	92	92	4	149	149
10	Future Driveway (west of Centennial Boulevard) / Tasman Drive	0	0	0	0	0	7	0	0	0	0	33	2	0	0	0	0	0	32	0	0	0	0	60	2
11	Centennial Boulevard / Tasman Drive	1	0	1	16	1	12	35	27	27	1	152	3	0	1	1	62	1	36	33	89	0	1	126	3
12	Future Driveway (east of Centennial Boulevard) / Tasman Drive	0	0	0	0	0	4	0	0	22	0	86	8	0	0	0	0	0	32	0	0	0	0	47	11
13	Calle Del Sol / Tasman Drive	0	0	0	40	0	17	5	14	0	0	156	156	0	0	0	57	0	10	25	38	0	0	107	107
14	Lick Mill Boulevard / Tasman Drive	63	63	27	9	9	4	44	24	9	15	146	14	20	20	37	76	76	88	21	123	37	90	73	3
57	Great America Parkway / SR 237 WB Ramps (CMP)	25	14	0	0	5	44	0	0	0	79	0	29	28	4	0	0	11	31	0	0	0	30	30	17
58	Great America Parkway / SR 237 EB Ramps (CMP)	0	9	16	3	62	0	54	0	0	0	0	0	0	11	51	7	9	0	24	0	0	0	0	0
59	Great America Parkway / Yerba Buena (Great America) Way	21	29	29	38	78	78	2	1	2	19	1	16	3	104	104	56	21	21	28	1	13	11	0	61
60	Great America Parkway / Old Mountain View-Alviso Road	27	15	4	4	75	14	5	3	3	2	1	1	15	73	1	2	26	3	49	12	12	7	4	4
61	Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)	0	31	21	38	10	0	0	0	0	2	0	7	0	33	11	16	15	0	0	0	0	15	0	31
62	Great America Parkway / Future Driveway (north of Bunker Hill Lane)	0	32	32	18	13	0	0	0	0	4	0	18	0	37	37	10	21	0	0	0	0	28	0	26
63	Great America Parkway / Bunker Hill Lane	10	15	7	7	13	5	1	1	1	3	0	1	2	17	1	2	27	1	7	1	21	14	1	4
84	Gold Street / Gold Street Connector	40	5	0	0	28	28	6	0	84	0	0	0	27	9	0	0	22	22	16	0	28	0	0	0
85	Lafayette Street / Great America Way	17	25	0	40	17	17	1	12	28	0	5	3	6	26	0	11	23	23	7	2	41	0	15	10
86	Lafayette Street / Future Driveway (south of Great America Way)	0	25	2	16	4	0	0	0	0	0	0	4	0	14	0	4	17	0	0	0	0	1	0	14
87	Lafayette Street / Future Urban Interchange	23	0	32	11	0	17	3	18	4	7	6	6	15	0	13	2	0	9	16	16	24	22	16	16
90	Lafayette Street / Calle De Luna	1	117	117	5	8	0	0	0	0	12	0	46	0	30	30	16	55	0	0	0	0	22	0	30
123	Great America Parkway and Gold Street Connector	0	4	45	1	0	0	0	0	0	22	0	3	0	2	14	6	2	0	0	0	0	15	0	0

2040 Cumulative with EOS Project - TRAFFIX Output - 95th Percentile Vehicle Q Lengths (vehicles)

Intersection Number	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
8	Great America Parkway / Tasman Drive (CMP)	18	65	58	14	38	38	29	36	36	22	131	131	10	40	82	26	123	123	33	119	119	146	71	71
9	Convention Center / Tasman Drive	1	1	1	1	1	1	4	36	36	3	141	141	15	0	5	1	0	1	2	94	94	4	166	166
10	Future Driveway (west of Centennial Boulevard) / Tasman Drive	0	0	0	0	0	7	0	0	0	0	34	1	0	0	0	0	0	32	0	0	0	0	70	1
11	Centennial Boulevard / Tasman Drive	1	0	1	16	1	12	36	28	28	1	150	3	0	1	1	62	1	40	35	87	0	1	137	3
12	Future Driveway (east of Centennial Boulevard) / Tasman Drive	0	0	0	0	0	5	0	0	11	0	81	8	0	0	0	0	0	36	0	0	0	0	55	11
13	Calle Del Sol / Tasman Drive	0	0	0	40	0	17	5	15	0	0	154	154	0	0	0	62	0	11	26	38	0	0	120	120
14	Lick Mill Boulevard / Tasman Drive	65	65	28	9	9	5	53	24	9	14	150	15	20	20	39	69	69	107	27	127	41	93	82	3
57	Great America Parkway / SR 237 WB Ramps (CMP)	25	15	0	0	5	43	0	0	0	78	0	32	28	4	0	0	11	32	0	0	0	30	30	17
58	Great America Parkway / SR 237 EB Ramps (CMP)	0	9	16	3	65	0	60	0	0	0	0	0	0	11	51	8	9	0	24	0	0	0	0	0
59	Great America Parkway / Yerba Buena (Great America) Way	20	31	31	43	70	70	2	1	2	19	1	18	3	104	104	58	21	21	28	1	12	11	0	70
60	Great America Parkway / Old Mountain View-Alviso Road	25	15	4	4	67	14	5	3	3	2	1	1	15	68	1	2	26	3	48	12	12	7	4	4
61	Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)	0	30	18	33	10	0	0	0	0	1	0	7	0	31	9	15	14	0	0	0	0	9	0	27
62	Great America Parkway / Future Driveway (north of Bunker Hill Lane)	0	31	31	18	13	0	0	0	0	4	0	18	0	37	37	10	19	0	0	0	0	28	0	26
63	Great America Parkway / Bunker Hill Lane	10	15	7	7	13	5	1	1	1	3	0	1	2	17	1	2	25	1	7	1	19	14	1	4
84	Gold Street / Gold Street Connector	44	5	0	0	30	30	6	0	98	0	0	0	29	9	0	0	23	23	17	0	29	0	0	0
85	Lafayette Street / Great America Way	18	25	0	41	19	19	1	16	27	0	6	4	8	26	0	11	23	23	7	2	41	0	17	11
86	Lafayette Street / Future Driveway (south of Great America Way)	0	27	2	19	5	0	0	0	0	1	0	5	0	14	1	4	18	0	0	0	0	1	0	16
87	Lafayette Street / Future Urban Interchange	16	0	43	16	0	7	2	26	4	8	5	5	13	0	9	3	0	7	13	16	23	25	16	16
90	Lafayette Street / Calle De Luna	1	121	121	5	8	0	0	0	0	12	0	49	0	31	31	17	55	0	0	0	0	23	0	31
123	Great America Parkway and Gold Street Connector	0	4	59	1	0	0	0	0	0	24	0	3	0	2	14	6	2	0	0	0	0	16	0	0

Change in Vehicle Q Lengths between FEIR and EOS Program (vehicles)

Intersection Number	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
8	Great America Parkway / Tasman Drive (CMP)	0	-2	5	2	0	0	0	0	0	0	-1	-1	0	1	1	2	-5	-5	0	0	0	8	1	1
9	Convention Center / Tasman Drive	0	0	0	0	0	0	0	2	2	0	1	1	0	0	0	0	0	0	0	2	2	0	17	17
10	Future Driveway (west of Centennial Boulevard) / Tasman Drive	0	0	0	0	0	0	0	0	0	0	1	-1	0	0	0	0	0	0	0	0	0	0	10	-1
11	Centennial Boulevard / Tasman Drive	0	0	0	0	0	0	1	1	1	0	-2	0	0	0	0	0	0	4	2	-2	0	0	11	0
12	Future Driveway (east of Centennial Boulevard) / Tasman Drive	0	0	0	0	0	1	0	0	-11	0	-5	0	0	0	0	0	0	4	0	0	0	0	8	0
13	Calle Del Sol / Tasman Drive	0	0	0	0	0	0	0	1	0	0	-2	-2	0	0	0	5	0	1	1	0	0	0	13	13
14	Lick Mill Boulevard / Tasman Drive	2	2	1	0	0	1	9	0	0	-1	4	1	0	0	2	-7	-7	19	6	4	4	3	9	0
57	Great America Parkway / SR 237 WB Ramps (CMP)	0	1	0	0	0	-1	0	0	0	-1	0	3	0	0	0	0	0	1	0	0	0	0	0	0
58	Great America Parkway / SR 237 EB Ramps (CMP)	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
59	Great America Parkway / Yerba Buena (Great America) Way	-1	2	2	5	-8	-8	0	0	0	0	0	2	0	0	0	2	0	0	0	0	-1	0	0	9
60	Great America Parkway / Old Mountain View-Alviso Road	-2	0	0	0	-8	0	0	0	0	0	0	0	0	-5	0	0	0	0	-1	0	0	0	0	0
61	Great America Parkway / Future Driveway (south of Old Mountain View-Alviso Road)	0	-1	-3	-5	0	0	0	0	0	-1	0	0	0	-2	-2	-1	-1	0	0	0	0	-6	0	-4
62	Great America Parkway / Future Driveway (north of Bunker Hill Lane)	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0
63	Great America Parkway / Bunker Hill Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	-2	0	0	0
84	Gold Street / Gold Street Connector	4	0	0	0	2	2	0	0	14	0	0	0	2	0	0	0	1	1	1	0	1	0	0	0
85	Lafayette Street / Great America Way	1	0	0	1	2	2	0	4	-1	0	1	1	2	0	0	0	0	0	0	0	0	0	2	1
86	Lafayette Street / Future Driveway (south of Great America Way)	0	2	0	3	1	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	2
87	Lafayette Street / Future Urban Interchange	-7	0	11	5	0	-10	-1	8	0	1	-1	-1	-2	0	-4	1	0	-2	-3	0	-1	3	0	0
90	Lafayette Street / Calle De Luna	0	4	4	0	0	0	0	0	0	0	0	3	0	1	1	1	0	0	0	0	0	1	0	1
123	Great America Parkway and Gold Street Connector	0	0	14	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0