APPENDIX A
TRANSPORTATION IMPACT ANALYSIS

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Great America Amusement Park Theme Park Master Plan

Traffic Impact Analysis

Prepared for:

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Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed Great America (GA) Amusement Park Theme Park Master Plan development in Santa Clara, California.

Project Description

The development of the project is part of the GA 20-Year Master Plan. The Master Plan provides for a Planned Development Zoning District for the park that establishes regulations that facilitate continued development and on-going modifications to the existing amusement theme park within the entertainment area of the North Bayshore Zone in Santa Clara. The district allows for the expansion of existing rides, the addition of new rides, water parks, entertainment venues, restaurants, theaters, hotels, retail commercial uses and the like.

In order to provide a more fine grain approach, the Master Plan identifies four geographic zones for the park that have specific use allowances and development regulations. The proposed project development is located within Zone 1 which is located exterior to the park entrance. The GA Master Plan includes the following description of Zone 1

Zone 1 is specifically intended for the Great America Marketplace, an event and entertainment area that could include a collection of restaurants, retail space, and entertainment venues located along a plaza or pedestrian street, hosting activities such as live entertainment, crafts fairs, holiday festivities. Zone 1 may be open to the general public separate from the rest of the Theme Park and may be located outside of the Theme Park entrance.

The project will consist of the development of a 250,000 square foot (s.f.) retail and restaurant entertainment district that includes the retrofit and extension of the Celebration Plaza and Orleans Place sections of the park. The project will be open to the general public outside of the gated park entrance. The project will include 100,000 s.f. of new retail and restaurant entertainment space as well as the already existing 110,000 s.f. Redwood Amphitheater. In addition, 40,000 s.f. of existing theater and event center space will be retro-fitted as part of the project. The potential effects of traffic generation for the 40,000 s.f. of existing theater and event center space is considered as new space for the purposes of this study given that it is currently not open to non-park guests. Therefore, this study evaluates the effects of the development of a total of 140,000 s.f. of new retail and restaurant entertainment space.

Scope of Study

The potential impacts related to the proposed development were evaluated following the standards and methodologies set forth by the Cities of Santa Clara and San Jose, and the Santa Clara Valley

Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

The study includes an analysis of AM and PM peak-hour traffic conditions for 13 signalized intersections. The study intersections were selected based upon the estimated number of project trips that are projected to be added through the intersections (10 or more trips per lane per hour). Any intersections outside of the study area to which the project would not add 10 or more trips per lane per hour, were not studied because the addition of project traffic would not be a sufficient amount to result in the degradation of intersection levels of service. Traffic conditions at all of the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

An analysis of freeway segments was not performed because the proposed project would not add traffic equal to at least one percent of capacity of any freeway segment. However, per CMP guidelines, the traffic study includes an evaluation to document the determination that a freeway level of service analysis is not required.

Project Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip estimates are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation*, Ninth Edition, 2012.

The proposed project consists of the development of 140,000 s.f. of new retail and restaurant entertainment space at Great America. The new space will consist primarily of restaurant space along with small park related retail space and entertainment space and venues. For this analysis the following representative uses were considered for the project:

Restaurant/Deli/Coffee Shop	59,050 s.f.
Bowling Alley	22,250 s.f.
Retail Space	8,700 s.f.
Live Theater & Stages	25,500 s.f.
Multi-Purpose Event Center	24,500 s.f.
Total	**140,000 s.f.**

It is anticipated that the live theater and multi-purpose event spaces would generally be used during weekday evenings and weekends and generate only a minimal amount of trips during the weekday AM and PM peak hours.

The trip estimates for each of the proposed land use components of the proposed project were reduced by 30% to account for internalization, or trips made, between each of the proposed land uses and existing park. The reductions are based on the assumption that vehicle trips to each of the proposed land uses of the site would be reduced due to internal capture (i.e. park guests patronizing the proposed retail/entertainment space). There are no established guidelines for the internalization reduction for developments such as the proposed project. However, it is likely that the internalization may be much greater than the 30% assumed in this study.

In addition, trip generation for retail/restaurant uses is typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances). A pass-by trip

reduction of 25% was applied to the retail/restaurant component of the proposed project as recommended by ITE's *Trip Generation Handbook*.

Based on the ITE trip generation rates and applicable reductions, it is estimated that the proposed project would generate an additional 4,424 daily trips, with 87 trips (48 inbound and 38 outbound) occurring during the AM peak hour and 235 trips (153 inbound and 82 outbound) occurring during the PM peak hour.

Existing Plus Project Intersection Level of Service Analysis

The results of the intersection level of service analysis under existing plus project conditions are summarized in Table ES 1. The results show that, measured against the applicable level of service standards, all of the study intersections are projected to operate at an acceptable level of service under existing plus project conditions.

Background Plus Project Intersection Level of Service Analysis

The results of the intersection level of service analysis under background plus project conditions are summarized in Table ES 1. The results show that the addition of project traffic is not projected to have an adverse impact on any of the signalized study intersections based on applicable municipal and CMP standards, under background plus project conditions.

Cumulative With Project Intersection Level of Service Analysis

The results of the intersection level of service analysis under cumulative with project conditions are summarized in Table ES 1. The level of service results under cumulative with project conditions show that the addition of project traffic is not projected to have an adverse impact on any of the signalized study intersections based on applicable municipal and CMP standards, under cumulative plus project conditions.

Freeway Segment Capacity Analysis

The results of the freeway level of service analysis under project conditions are summarized in Table ES 2. Traffic volumes on the study freeway segments under background plus project conditions were estimated by adding project trips for each of the project alternatives to the existing volumes obtained from the 2014 CMP Annual Monitoring Report. The results show that the addition of project traffic to freeways segments would equate to less than 1% of capacity on each of the segments studied. Therefore, the project would not have a significant impact on freeway segments.

Other Transportation Issues

Site Access

A detailed site plan for the project is not yet available. However, there are no planned changes to the existing on-site roadway layout or primary access points to Great America along Great America Parkway and Tasman Drive. The project site will continue to be served by one full-access entrance at the Great America Parkway/Old Glory Lane and Tasman Drive/Convention Center intersections.

Traffic operations analyses at each of the primary project access intersections was completed. The operations analysis consisted of an evaluation of intersection level of service and queuing analysis. The

analysis was completed for project traffic conditions during the standard weekday AM and PM peak hours as well as the Saturday evening peak hour. Unlike the weekday peak hours, the City of Santa Clara does not have adopted level of service standards for weekend traffic conditions. Therefore, the evaluation of Saturday evening conditions is presented for informational purposes only and was completed only at the two intersections that provide access to the project and would be most affected by the project. It should be noted, that traffic volumes on the roadway system surrounding the project site during the weekend are typically less than those of weekdays due to the primarily industrial/office land uses in the area that generate minimal traffic on weekends.

Intersection Level of Service Analysis

The level of service analysis indicates that each of the primary access intersections are projected to operate at LOS D or better conditions during the weekday and Saturday evening peak hours with the proposed project traffic.

Queue Analysis

The queuing analysis indicates that the existing storage capacity at each of the primary access intersections will be adequate to serve the projected maximum queue lengths during the weekday and Saturday evening peak hours with the proposed project traffic.

Freeway Ramp Analysis

An analysis of metered freeway ramps providing access to the project site was performed to identify the effect of the addition of project traffic on the queues at metered study freeway on-ramps. It should be noted that the evaluation of freeway ramps is not required based on the City's transportation impact analysis guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

It is projected that the project will result in the addition of peak hour trips to two freeway interchanges: (1) US 101 at Great America Parkway/Bowers Avenue, (2) and SR 237 at Great America Parkway. The southbound loop on-ramp at US 101 and the eastbound on-ramp at SR 237 are metered during the PM peak hour. Since the proposed project would generate the majority of its trips during the PM peak hour, only the on-ramps that are metered during the PM peak hour were evaluated.

Based on this analysis, it was determined that the addition of project traffic to each of the ramps studied will equate to a less than 1.0% increase in volume during the PM peak hour and would extend the wait times at the ramps by no more than one minute. In addition, the addition of project traffic would result in the extension of projected queues by no more than two vehicles.

The proposed project traffic will have minimal effect on delay and queues at the studied freeway on-ramps. However, the maximum queue lengths measured in the field and projected under project conditions would extend beyond the available storage at both study on-ramps. Each of the subject ramps currently includes an HOV lane. Therefore, additional physical improvement at the ramps would consist of widening Great America Parkway and possibly the overcrossing of US 101. Capacity at the ramps is restricted by metering. Therefore, the widening of arterials would not provide an operational benefit to ramp operations. The City has worked cooperatively with VTA and Caltrans to implement measures to minimize the effects of vehicular queues at freeway ramps, such as shutting off the ramp meters when vehicular queues extend back onto the arterials. The City will continue to monitor the effects of traffic growth in the area and its effects on freeway ramp operations and work with VTA and Caltrans to implement further measures when deemed necessary.

Pedestrian and Bicycle Facilities

Pedestrian Access

There are continuous sidewalks provided along Great America Parkway from SR 237 to US 101 interchange and through the Bowers Avenue and Central Expressway intersection. Tasman Drive has a continuous sidewalk on the south side of the street between Lawrence Expressway and McCarthy Boulevard. The north side of Tasman Drive has continuous sidewalks from Great America Parkway to Centennial Boulevard and east of Calle Del Sol. There is no sidewalk provided along the north side of Tasman Drive between Calle Del Sol and Centennial Boulevard. Separated pedestrian walkways are provided along the north and south sides of Old Glory Lane west of Great America Parkway. Pedestrian crosswalks and signal heads with pushbutton actuators are present at all signalized intersections, including the Old Glory Lane and Great America Parkway intersection (north side only). Adequate pedestrian facilities are provided to the project site, and no improvements are necessary.

Bicycle Facilities

It is expected that bicycle trips would comprise no more than one percent of the total project-generated trips. Thus, the project could generate four new bicycle trips during the PM peak hour. The existing bicycle facilities within the project area would be adequate to serve the anticipated demand.

Other Potential Pedestrian/Bicycle Facility Improvements in the Area

The potential to develop a bicycle and pedestrian trail on the Hetch Hetchy right-of-way corridor is being considered as part of the City of Santa Clara Trail Network Expansion project. The alignment of the trail and right-of-way corridor runs through the parking lots and along the north side of the Great America Theme Park. It is likely that the trail would extend from the Great America Parkway and Old Glory intersection, through the Great America parking lot and across San Tomas Aquino Creek. Therefore, the Theme Park access point and parking circulation would be effected by the trail.

Recommendations: The proposed project and any improvements within the Great America parking lots adjacent to the Hetch Hetchy right-of-way should be designed to accommodate the potential Hetch Hetchy Trail. The project applicant should work with the City Engineer to ensure that necessary right-of-way is maintained for the trail.

Transit Service

The project area is served by the Mountain View–Winchester Line that provides service between downtown Mountain View and Campbell/Los Gatos via downtown San Jose. The Great America Light Rail Station is located approximately 0.25 of a mile north of the project site, along Tasman Drive.

Due to the convenient location of the LRT line and station, it is assumed that some guests and employees of the proposed project would utilize the existing transit service. Applying an estimated three percent transit mode share, equates to approximately 11 new transit riders during the PM peak hour. Assuming the existing LRT service would remain unchanged with the Mountain View–Winchester Line providing service with 15-minute headways during the peak commute periods, the estimated number of new transit riders using the Great America Light Rail Station located near the project site would equate to approximately three riders per train during the PM peak hour. Given that there are also other bus routes and Light Rail Transit (LRT) Station within walking distance of the project site, the projected transit riders associated with the project could be accommodated by the existing transit services.

An evaluation of the effects of project traffic on transit vehicle delay also was completed. The analysis was completed for all transit routes that travel through the study intersections utilizing information produced by the intersection Level of Service analysis. The analysis shows that for most routes, the traffic associated with the proposed project would increase delay to transit vehicles by less than 10 seconds per

vehicle. The VTA has not established any policies or significance criteria related to transit vehicle delay. Thus, the analaysis was completed for informational purposes only.

Parking

The City of Santa Clara Municipal Code identifies required off-street parking ratios for various land uses based on building size or other use specific metrics. Thus, the required parking for a proposed development can be determined by applying the City's parking ratios to the size or other applicable metric. However, given that a detailed project has yet to be defined, it is not possible to determine the actual required parking for the proposed project. The application of the City's parking ratios would require the number of seats for the proposed live theater and event space and number of lanes for the bowling alley. In addition, any determination of additional parking to serve the proposed project should consider that the project is an extension of the existing Great America Amusement Park, rather than a stand-alone development, and the City parking ratios may not be applicable.

A qualitative evaluation of the parking demand for the proposed project was completed for the purpose of relating the project's peak parking demand periods to football game times at Levi's Stadium. The peak parking demand was determined assuming that the parking demand for the proposed project uses would generally be consistent with those of retail land uses. The evaluation of parking demand on weekdays and weekends is based on survey results compiled by the Urban Land Institute and the methodology presented in their *Shared Parking* guide. The surveys evaluate parking demand characteristics for various land uses and identify hourly parking demand ratios for each land use. Based on the survey data, peak parking demand for retail occurs between the hours of 12:00 pm and 7:00 pm on weekdays and weekends. Weekday and Sunday football games generally start at 5:00 pm and 1:00 pm, respectively, with peak parking demand occurring during the start of the games. Therefore, the parking demand of the proposed project and football games would coincide.

The existing Great America parking lots are currently available for use by the stadium during football games via a parking agreement with the 49ers and Great America. As part of the agreement, the Theme Park has 1,500 parking spaces guaranteed during an NFL game that occurs on days that the Great America is in operation.

A Traffic Management and Operations Plan (TMOP) is implemented on days of games at Levis's Stadium for the purpose of providing for efficient ingress and egress of vehicles, pedestrians, and transit services to and from the stadium and identified parking facilities and minimize the effects of stadium traffic and parking on surrounding neighborhoods. The TMOP implements the following strategies:

- Motorist information system
- Dispersed/decentralized parking plan
- Neighborhood protection
- Promotion of public transit options
- Traffic and pedestrian control
- Utilize a transportation management and communications center

A traffic control plan that serves to move vehicular traffic associated with the stadium efficiently from regional transportation facilities to arterials and into identified parking locations is implemented as part of the TMOP. The traffic control plan includes road closures, intersection lane configuration changes, and locations that are controlled by uniformed officers.

Changes in nearby land uses, available parking locations, and residential concerns, necessitate a re-evaluation of the TMOP annually to evaluate the effectiveness of the TMOP and address any concerns that arise from implementation of the TMOP. The established traffic control plan should be adequate to serve the Theme Park traffic since access points to designated parking for the Theme Park and the stadium are shared. However, it may be necessary to refine the TMOP to ensure that Theme Park traffic is not prohibited by road closures. Specificially, the ingress (pre-game) and egress (post-game) plans that

provide routes to and from major thoroughfares and parking lots will need to provide an identified route to access the dedicated Theme Park parking.

Table ES 1
Intersection Levels of Service Summary

Study Number	Intersection	Location	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Background Plus Project Incr. In Crit. Delay	Background Plus Project Incr. In Crit. V/C	Cumulative No Project Avg. Delay	Cumulative No Project LOS	Cumulative with Project Avg. Delay	Cumulative with Project LOS	Cumulative with Project Incr. In Crit. Delay	Cumulative with Project Incr. In Crit. V/C	% of Project Contribution
1	Great America Parkway and Tasman Drive *	Santa Clara	AM	10/27/15	26.6	C	26.6	C	38.0	D	38.1	D	0.3	0.002	58.6	E	58.9	E	0.7	0.002	
			PM	09/16/14	28.7	C	28.9	C	33.3	C	33.2	C	3.1	0.037	**98.9**	**F**	**102.7**	**F**	**4.0**	**0.009**	
2	Great America Parkway and Great America Way	Santa Clara	AM	01/26/16	21.5	C	21.5	C	24.1	C	24.2	C	0.0	0.003	34.3	C	34.7	C	0.6	0.003	
			PM	01/26/16	18.1	B	17.9	B	16.4	B	16.2	B	0.0	0.005	20.0	C	20.1	C	0.1	0.005	
3	Great America Parkway and Alviso Road	Santa Clara	AM	01/26/16	16.5	B	16.5	B	19.2	B	19.3	B	0.1	0.003	**96.0**	**F**	**97.3**	**F**	**2.0**	**0.003**	
			PM	01/26/16	33.6	C	34.6	C	**79.1**	**E**	**80.8**	**F**	**2.7**	**0.005**	**140.9**	**F**	**144.9**	**F**	**2.9**	**0.005**	
4	Great America Parkway and Bunker Hill Lane	Santa Clara	AM	01/26/16	13.4	B	13.4	B	13.2	B	13.2	B	0.0	0.003	13.5	B	13.5	B	0.0	0.003	
			PM	01/26/16	15.1	B	15.0	B	14.6	B	14.5	B	0.0	0.005	15.2	B	15.2	B	0.1	0.009	
5	Great America Parkway and Old Glory Lane	Santa Clara	AM	01/26/16	10.4	B	10.7	B	14.6	B	14.6	B	0.1	0.003	15.3	B	15.3	B	0.0	0.000	
			PM	01/26/16	10.8	B	11.2	B	19.8	B	19.8	B	-0.1	-0.002	50.2	D	48.8	D	-0.8	-0.002	
6	Great America Parkway and Patrick Henry Drive	Santa Clara	AM	01/26/16	21.2	C	21.1	C	25.3	C	25.4	C	0.2	0.003	28.1	C	28.3	C	0.5	0.003	
			PM	01/26/16	25.5	C	25.4	C	19.6	B	19.6	B	0.1	0.007	28.5	C	29.9	C	2.2	0.007	
7	Great America Parkway and Mission College Boulevard *	Santa Clara	AM	10/29/15	39.3	D	39.5	D	47.4	D	48.0	D	1.1	0.006	65.7	E	67.8	E	1.7	0.006	
			PM	09/17/14	49.2	D	49.4	D	72.1	E	72.9	E	1.5	0.004	**121.1**	**F**	**122.0**	**F**	**1.8**	**0.004**	
8	Great America Parkway and US 101 Northbound Ramps *	Santa Clara	AM	01/26/16	7.4	A	7.4	A	21.7	C	21.8	C	0.1	0.002	28.3	C	28.6	C	0.5	0.002	
			PM	09/30/14	9.0	A	8.9	A	20.2	C	20.8	C	0.9	0.005	54.5	D	55.7	E	1.9	0.005	
9	Bowers Avenue and US 101 Southbound Ramps *	Santa Clara	AM	01/26/16	21.2	C	21.2	C	25.5	C	25.6	C	0.1	0.002	29.6	C	29.9	C	0.4	0.002	
			PM	09/30/14	7.3	A	7.5	A	7.4	A	7.6	A	0.3	0.006	8.4	A	8.7	A	0.4	0.006	
10	Mission College Boulevard and Montague Expressway *	Santa Clara	AM	10/29/15	77.4	E	77.6	E	**125.4**	**F**	**125.8**	**F**	**0.3**	**0.002**	**90.0**	**F**	**90.7**	**F**	**1.8**	**0.004**	
			PM	09/24/14	63.4	E	64.2	E	**138.7**	**F**	**139.9**	**F**	**2.4**	**0.006**	**198.7**	**F**	**200.0**	**F**	**2.7**	**0.006**	
11	Convention Center and Tasman Drive	Santa Clara	AM	08/14/14	10.7	B	10.8	B	10.0	B	10.1	B	0.0	0.000	10.1	B	10.1	B	0.0	0.000	
			PM	08/14/14	13.2	B	13.8	B	12.9	B	13.4	B	0.8	0.016	14.4	B	14.6	B	0.5	0.017	
12	Great America Parkway and SR-237 (N) *	San Jose	AM	01/26/16	18.2	B	18.3	B	37.8	D	38.3	D	0.7	0.004	**91.3**	**F**	**92.4**	**F**	**85.5**	**0.261**	**1%**
			PM	09/11/14	17.4	B	17.5	B	23.3	C	23.8	C	0.6	0.011	**69.6**	**E**	**73.0**	**E**	**62.5**	**0.322**	**3%**
13	Great America Parkway and SR-237 (S) *	San Jose	AM	01/26/16	13.3	B	13.3	B	18.0	B	18.0	B	0.1	0.002	**84.7**	**F**	**85.2**	**F**	**105.8**	**0.378**	**1%**
			PM	09/11/14	11.9	B	11.8	B	15.4	B	15.4	B	0.1	0.004	39.3	D	39.8	D	45.2	0.261	

* Denotes CMP Intersections
Entries denoted in **bold** indicate conditions that exceed the applicable level of service standard.
Bold and boxed indicate significant project impact.

Table ES 2
Freeway Segment Capacity Evaluation

				Existing Plus Project				Project Trips				
				Mixed-Flow Lane		HOV Lane			Mixed-Flow Lane		HOV Lane	
Freeway	Segment	Direction	Peak Hour	# of Lanes[1]	Capacity (vph)[2]	# of Lanes[1]	Capacity (vph)[2]	Total Volume	Volume	% of Capacity	Volume	% of Capacity
SR 237	Mathilda Ave to N. Fair Oaks Ave	EB	AM	2	4,400	1	1,650	6	5	0.11%	1	0.07%
		EB	PM	2	4,400	1	1,650	20	12	0.27%	8	0.48%
SR 237	N. Fair Oaks Ave to Lawrence Expwy	EB	AM	2	4,400	1	1,650	6	5	0.11%	1	0.06%
		EB	PM	2	4,400	1	1,650	20	11	0.25%	9	0.54%
SR 237	Lawrence Expwy to Great America Pkwy	EB	AM	2	4,400	1	1,650	6	5	0.11%	1	0.07%
		EB	PM	2	4,400	1	1,650	20	11	0.25%	9	0.55%
SR 237	GREAT AMERICA PKWY to N. First St	EB	AM	2	4,400	1	1,650	6	5	0.11%	1	0.06%
		EB	PM	2	4,400	1	1,650	12	7	0.16%	5	0.30%
SR 237	N. First St to Zanker Rd	EB	AM	2	4,400	1	1,650	6	5	0.11%	1	0.08%
		EB	PM	2	4,400	1	1,650	12	7	0.17%	5	0.28%
SR 237	Zanker Rd to McCarthy Blvd	EB	AM	2	4,400	1	1,650	6	5	0.11%	1	0.06%
		EB	PM	2	4,400	1	1,650	12	8	0.18%	4	0.24%
SR 237	McCarthy Blvd to I-880	EB	AM	2	4,400	1	1,650	6	5	0.11%	1	0.08%
		EB	PM	2	4,400	1	1,650	12	6	0.13%	6	0.39%
US 101	N. First St to Guadalupe Pkwy	NB	AM	3	6,900	1	1,650	7	5	0.08%	2	0.11%
		NB	PM	3	6,900	1	1,650	23	19	0.28%	4	0.22%
US 101	Guadalupe Pkwy to De La Cruz Blvd	NB	AM	3	6,900	1	1,650	7	5	0.07%	2	0.11%
		NB	PM	3	6,900	1	1,650	23	21	0.30%	2	0.13%
US 101	De La Cruz Blvd to Montague Expwy / San Tomas Expwy	NB	AM	3	6,900	1	1,650	7	5	0.07%	2	0.12%
		NB	PM	3	6,900	1	1,650	23	20	0.29%	3	0.19%
US 101	Montague Expwy / San Tomas Expwy to Bowers Ave / Great America Pkwy	NB	AM	3	6,900	1	1,650	7	5	0.07%	2	0.12%
		NB	PM	3	6,900	1	1,650	23	18	0.26%	5	0.30%
US 101	Bowers Ave / Great America Pkwy to Lawrence Expwy	NB	AM	3	6,900	1	1,650	3	2	0.03%	1	0.05%
		NB	PM	3	6,900	1	1,650	6	5	0.07%	1	0.06%
US 101	Lawrence Expwy to N. Fair Oaks Ave	NB	AM	3	6,900	1	1,650	3	2	0.03%	1	0.06%
		NB	PM	3	6,900	1	1,650	6	5	0.07%	1	0.06%
US 101	N. Fair Oaks Ave to N. Mathilda Ave	NB	AM	3	6,900	1	1,650	3	2	0.03%	1	0.05%
		NB	PM	3	6,900	1	1,650	6	5	0.07%	1	0.08%
US 101	N. Mathilda Ave to N. Fair Oaks Ave	SB	AM	3	6,900	1	1,650	3	3	0.04%	0	0.02%
		SB	PM	3	6,900	1	1,650	11	8	0.12%	3	0.17%
US 101	N. Fair Oaks Ave to Lawrence Expwy	SB	AM	3	6,900	1	1,650	3	3	0.04%	0	0.03%
		SB	PM	3	6,900	1	1,650	11	8	0.11%	3	0.19%
US 101	Lawrence Expwy to Bowers Ave / Great America Pkwy	SB	AM	3	6,900	1	1,650	3	3	0.04%	0	0.03%
		SB	PM	3	6,900	1	1,650	11	8	0.11%	3	0.20%
US 101	Bowers Ave / Great America Pkwy to Montague Expwy / San Tomas Expwy	SB	AM	3	6,900	1	1,650	6	5	0.07%	1	0.07%
		SB	PM	3	6,900	1	1,650	12	8	0.12%	4	0.22%
US 101	Montague Expwy / San Tomas Expwy to De La Cruz Blvd	SB	AM	3	6,900	1	1,650	6	5	0.07%	1	0.05%
		SB	PM	3	6,900	1	1,650	12	7	0.11%	5	0.28%
US 101	De La Cruz Blvd to Guadalupe Pkwy	SB	AM	3	6,900	1	1,650	6	5	0.08%	1	0.03%
		SB	PM	3	6,900	1	1,650	12	8	0.12%	4	0.25%
US 101	Guadalupe Pkwy to N. First St	SB	AM	3	6,900	1	1,650	6	5	0.08%	1	0.05%
		SB	PM	3	6,900	1	1,650	12	8	0.11%	4	0.25%
SR 237	I-880 to McCarthy Blvd	WB	AM	2	4,400	1	1,650	6	3	0.07%	3	0.18%
		WB	PM	2	4,400	1	1,650	23	20	0.46%	3	0.18%
SR 237	McCarthy Blvd to Zanker Rd	WB	AM	2	4,400	1	1,650	7	4	0.09%	3	0.18%
		WB	PM	2	4,400	1	1,650	23	21	0.48%	2	0.12%
SR 237	Zanker Rd to N. First St	WB	AM	2	4,400	1	1,650	7	5	0.10%	2	0.15%
		WB	PM	2	4,400	1	1,650	23	17	0.38%	6	0.37%
SR 237	N. First St to GREAT AMERICA PKWY	WB	AM	2	4,400	1	1,650	7	5	0.11%	2	0.14%
		WB	PM	2	4,400	1	1,650	23	19	0.43%	4	0.25%
SR 237	GREAT AMERICA PKWY to Lawrence Expwy	WB	AM	2	4,400	1	1,650	5	4	0.09%	1	0.08%
		WB	PM	2	4,400	1	1,650	11	9	0.20%	2	0.14%
SR 237	Lawrence Expwy to N. Fair Oaks Ave	WB	AM	2	4,400	1	1,650	5	3	0.08%	2	0.10%
		WB	PM	2	4,400	1	1,650	11	8	0.19%	3	0.17%
SR 237	N. Fair Oaks Ave to Mathilda Ave	WB	AM	3	6,900	–	–	5	5	0.07%	0	--
		WB	PM	3	6,900	–	–	11	11	0.16%	0	--

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
[2] Capacity was based on the ideal capacity cited in the 2000 Highway Capacity Manual.

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed Great America (GA) Amusement Park Theme Park Master Plan development in Santa Clara, California. The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown in Figure 2.

Project Description

The development of the project is part of the GA 20-Year Master Plan. The Master Plan provides for a Planned Development Zoning District for the park that establishes regulations that facilitate continued development and on-going modifications to the existing amusement theme park within the entertainment area of the North Bayshore Zone in Santa Clara. The district allows for the expansion of existing rides, the addition of new rides, water parks, entertainment venues, restaurants, theaters, hotels, retail commercial uses and the like.

In order to provide a more fine grain approach, the Master Plan identifies four geographic zones for the park that have specific use allowances and development regulations. The proposed project development is located within Zone 1 which is located exterior to the park entrance. The GA Master Plan includes the following description of Zone 1

Zone 1 is specifically intended for the Great America Marketplace, an event and entertainment area that could include a collection of restaurants, retail space, and entertainment venues located along a plaza or pedestrian street, hosting activities such as live entertainment, crafts fairs, holiday festivities. Zone 1 may be open to the general public separate from the rest of the Theme Park and may be located outside of the Theme Park entrance.

The project will consist of the development of a 250,000 square foot (s.f.) retail and restaurant entertainment district that includes the retrofit and extension of the Celebration Plaza and Orleans Place sections of the park. The project will be open to the general public outside of the gated park entrance. The project will include 100,000 s.f. of new retail and restaurant entertainment space as well as the already existing 110,000 s.f. Redwood Amphitheater. In addition, 40,000 s.f. of existing theater and event center space will be retro-fitted as part of the project. The potential effects of traffic generation for the 40,000 s.f. of existing theater and event center space is considered as new space for the purposes of this study given that it is currently not open to non-park guests. Therefore, this study evaluates the effects of the development of a total of 140,000 s.f. of new retail and restaurant entertainment space.

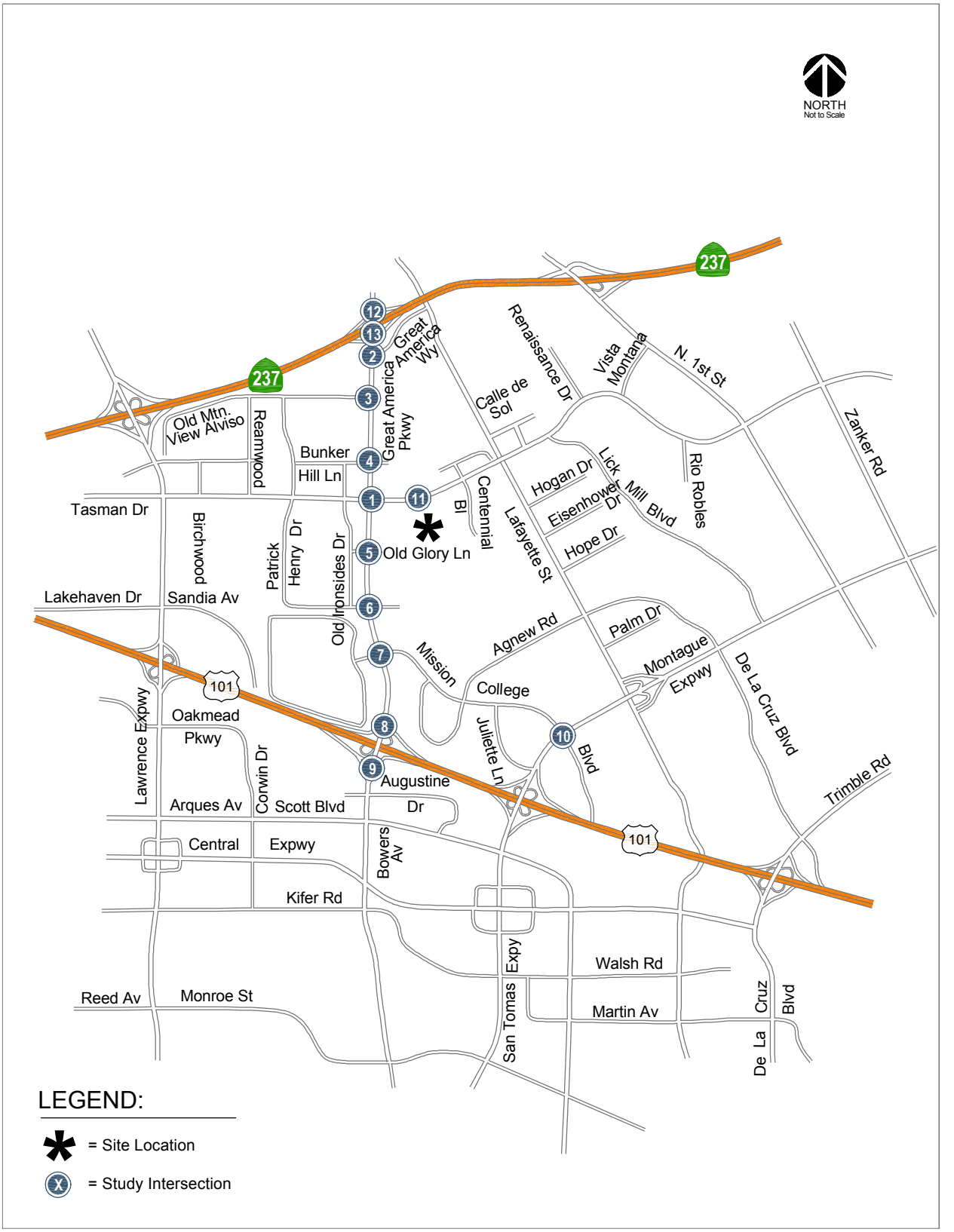

Figure 1
Site Location and Study Intersections

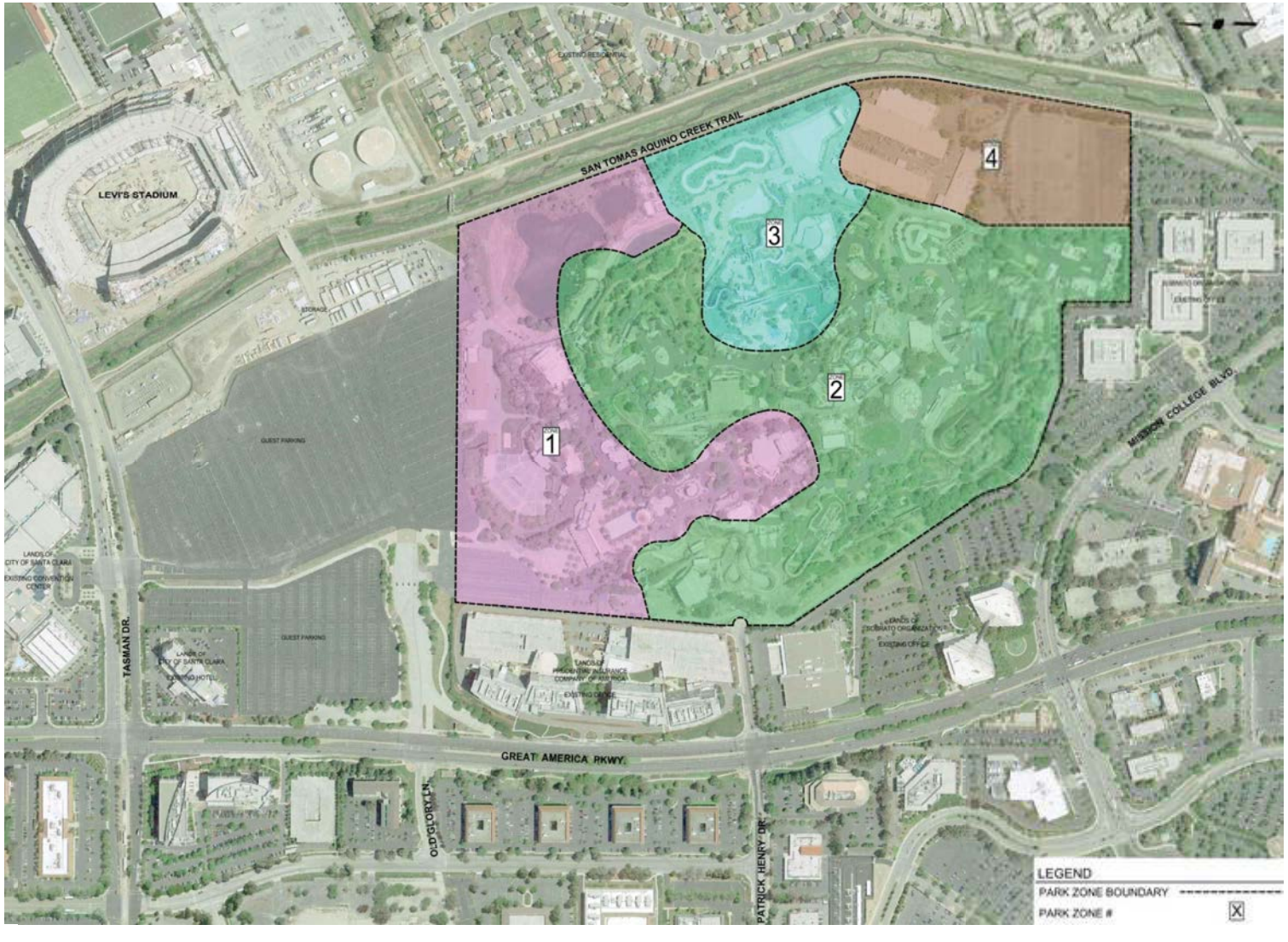

Figure 2
Master Plan Geographic Zones

Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed project. Although the proposed project is located in the City of Santa Clara, facilities within the City of San Jose also would be affected by the proposed project. Thus, the impacts of the project were evaluated following the standards and methodologies set forth by the Cities of Santa Clara, San Jose, and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

The study includes an analysis of AM and PM peak-hour traffic conditions for 13 signalized intersections. The study intersections were selected based upon the estimated number of project trips that are projected to be added through the intersections (10 or more trips per lane per hour). Any intersections outside of the study area to which the project would not add 10 or more trips per lane per hour, were not studied because the addition of project traffic would not be a sufficient amount to result in the degradation of intersection levels of service. The study intersections are shown on Figure 1.

Study Intersections

City of Santa Clara Intersections

1 Great America Parkway and Tasman Drive*
2 Great America Parkway and Great America Way
3 Great America Parkway and Alviso Road
4 Great America Parkway and Bunker Hill Lane
5 Great America Parkway and Old Glory Lane
6 Great America Parkway and Patrick Henry Drive
7 Great America Parkway and Mission College Boulevard*
8 Great America Parkway and US 101 Northbound Ramps*
9 Bowers Avenue and US 101 Southbound Ramps*
10 Mission College Boulevard and Montague Expressway*
11 Tasman Drive and Convention Center

City of San Jose Intersections

12 Great America Parkway and SR-237 (N)*
13 Great America Parkway and SR-237 (S)*

* Denotes CMP Intersections

An analysis of freeway segments was not performed because the proposed project would not add traffic equal to at least one percent of capacity of any freeway segment. However, per CMP guidelines, the traffic study includes an evaluation to document the determination that a freeway level of service analysis is not required.

Traffic conditions at all of the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

In summary, the study includes an analysis of 13 signalized intersections in the vicinity of the project site. The seven CMP signalized study intersections were evaluated against the standards of the Santa Clara County CMP while the remaining signalized study intersections were evaluated against the standards of each of the applicable municipalities.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from recently completed traffic studies and new traffic counts.

Scenario 2: *Existing Plus Project Conditions.* Existing plus project conditions represent existing peak-hour traffic volumes with the addition of traffic generated by the proposed project if the project was open and operating today. Existing plus project conditions were evaluated relative to existing conditions in order to identify potential deficiencies associated solely with the proposed project.

Scenario 3: *Background Conditions*. Background conditions were represented by future traffic volumes on the existing roadway network. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet constructed developments in the study area. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining project impacts.

Scenario 4: *Background Plus Project Conditions.* Background plus project conditions (also referred to as *Project Conditions*) were estimated by adding to the background traffic volumes the additional traffic estimated to be generated by the proposed project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Scenario 5: *Cumulative Project Conditions*. Cumulative conditions represent future traffic volumes on the future transportation network. Cumulative conditions include traffic growth projected to occur due to the approved development projects, the proposed project, and other proposed but not yet approved (pending) development projects in the study area.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, the Cities of Santa Clara and San Jose, the CMP, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing
- average speed on freeway segments
- a list of approved and planned projects

Analysis Methodologies and Level of Service Standards

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

Signalized Intersections

Signalized study intersections that are not part of the CMP roadway network are subject to the local municipalities' level of service standards. The Cities of Santa Clara and San Jose level of service methodology is TRAFFIX, which is based on the *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersections level of service methodology, each of the Cities' methodologies employs the CMP defaults values for the analysis parameters. Each of the Cities' level of service standard for non-CMP intersections is LOS D or better. The correlation between average delay and level of service is shown in Table 1.

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 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, or high 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. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Greater than 80.0

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

CMP Intersections

Since TRAFFIX is the designated level of service methodology for both the CMP and local municipalities, the CMP study intersections are not analyzed separately, but rather are among the local municipalities' signalized intersections analyzed using TRAFFIX. The only difference between the local municipalities' and CMP analyses is that project impacts are determined on the basis of different level of service standards – the CMP level of service standard for signalized intersections is LOS E or better.

Report Organization

The remainder of this report is divided into seven chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 describes the method used to estimate project traffic and the resulting traffic conditions

expected under Existing plus Project conditions. Chapter 4 presents the intersection levels of service under background conditions with the addition of traffic from approved development projects. Chapter 5 presents traffic conditions and potential project impacts and recommended mitigation measures under background plus project conditions. Chapter 6 presents the traffic conditions in the study area under cumulative conditions with the addition of traffic from development projects that are not yet approved. Chapter 7 presents the analysis of other transportation related issues, including impacts to transit and bicycle facilities. Chapter 8 presents the conclusions of the traffic impact analysis.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via US 101 and SR 237 as described below.

US 101 is an eight-lane (three mixed-flow lanes and one HOV lane in each direction) freeway in the vicinity of the site. It extends north through San Francisco and south through Gilroy. Regional access to the project site is provided via its interchange with Great America Parkway/Bowers Avenue.

SR 237 is a six-lane freeway and extends in an east/west direction between Sunnyvale and Milpitas, providing access to I-880 and US 101. Two of the six lanes (one in each direction) are designated as HOV lanes between Zanker Road and US 101. There are toll lanes (one in each direction) provided between Zanker Road and I-880. Access to the project site is provided via its interchange with Great America Parkway.

Local access to the site is provided by Great America Parkway, Tasman Drive, Bowers Avenue, Montague Expressway, San Tomas Expressway, and Mission College Boulevard, and Old Glory Lane.

Great America Parkway is a north-south thoroughfare that begins at US 101 and extends northward to SR 237. Full interchanges are located at both US 101 and SR 237. Great America Parkway is primarily a six-lane roadway, with an additional northbound lane between Tasman Drive and US 101. Great America Parkway provides direct access to and from the project site via its intersection with Old Glory Lane.

Tasman Drive is a divided four-lane east-west roadway that runs from Morse Road in Sunnyvale to SR 237 in Milpitas. The VTA Mountain View-Winchester Light Rail Line runs within the median of Tasman Drive between Fair Oaks Avenue in Sunnyvale and I-880 in Milpitas. Tasman Drive provides direct access to the project site via its intersection with Convention Center.

Bowers Avenue is the southern extension of Great America Parkway. It begins at US 101 as a six-lane roadway and extends southward to Kifer Road, where it transitions into a four-lane roadway with a divided median. At Chromite Drive to the south, Bowers Avenue becomes a four-lane road with no median divider. Bowers Avenue continues south to its intersection with El Camino Real (SR 82), where it transitions to Kiely Road. A full interchange is located at US 101. Bowers Avenue provides access to and from the project site via Great America Parkway.

Montague Expressway is generally an east-west expressway that begins at US 101 and extends northward to Lafayette Street and then northeastward to Milpitas where it transitions into Landess Avenue at I-680. Full interchanges are located at I-680, I-880, and US 101. Montague Expressway transitions to San Tomas Expressway at US 101. West of McCarthy Boulevard, Montague Expressway acquires carpool lanes (also known as high-occupancy vehicle (HOV) lanes). The HOV lane designation is in effect in both directions of travel during both the AM and PM peak commute hours. During other times, the lane is open to all users. Montague Expressway provides access to and from the project site via Great America Parkway

San Tomas Expressway is a north-south expressway that begins at its interchange with US 101 and extends southward through Santa Clara and San Jose and into Campbell, where it transitions into Camden Avenue at SR 17. Full interchanges are located at US 101 and SR 17. In the north, San Tomas Expressway is an eight-lane roadway including carpool lanes (also known as high-occupancy vehicle (HOV) lanes). The HOV lane designation is in effect in both directions of travel during both the AM and PM peak commute hours. During other times, the lane is open to all users. South of El Camino Real (SR 82), San Tomas Expressway narrows to a 6-lane facility including HOV lanes. The HOV lane designation in this segment is in effect for only the peak direction of travel (northbound in the AM and southbound in the PM). San Tomas Expressway provides access to and from the project site via Montague Expressway.

Mission College Boulevard to the west of Great America Parkway is a loop road circumnavigating Mission College and the Mercado Shopping Center. The eastern portion of Mission College Boulevard is a four-lane east-west thoroughfare, running between Great America Parkway and Montague Expressway.

Old Glory Lane serves as the primary entrance to the Great America Amusement Park at its intersection with Great America Parkway. West of Great America Parkway, Old Glory Lane is a two-lane roadway with a raised center median and runs between Great America Parkway and Old Ironsides Drive.

Existing Bicycle and Pedestrian Facilities

Bicycle facilities are divided into three classes of relative significance. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations.

There are several bike lanes and bike paths in the vicinity of the project site. These are listed below and shown in Figure 3:

Bike Lanes

- Great America Parkway, from US 101 to SR 237
- Tasman Drive, from Guadalupe River to I-880 and Centennial Boulevard to Great America Boulevard
- Bowers Avenue, from Chromite Drive extending onto Great America Parkway
- Lafayette Street, Calle De Luna to Agnew Road
- Great America Way, Great America Parkway to Lafayette Street
- Old Mountain View-Alviso, from Elko Drive to Great America Parkway
- Mission College Boulevard, from Montague Expressway to east of Great America Parkway
- Agnew Road, from Mission College Boulevard to Montague Expressway

Bike Paths

- San Tomas Aquino Creek, from Benton Street in the south to Great America Parkway and Sunnyvale Baylands Park in the north. Trail access points are located along Tasman Drive just west of Centennial Boulevard and Agnew Road just north of Mission College Boulevard.

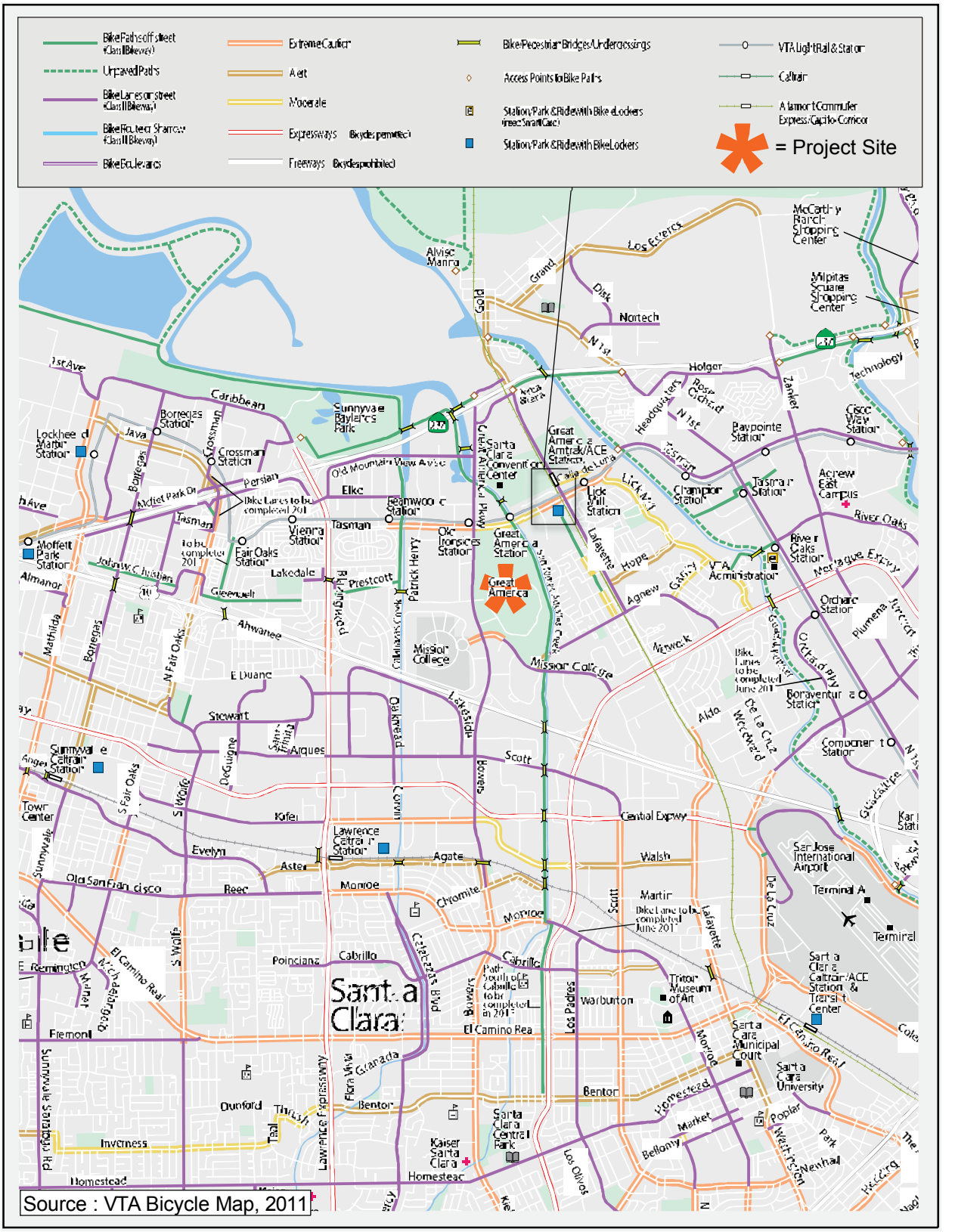

Figure 3
Existing Bicycle Facilities

- Calabazas Creek Trail, which runs from the San Francisco Bay Trail just north of SR237 and Mission College Boulevard.

There are continuous sidewalks provided along Great America Parkway from SR 237 to US 101 interchange and through the Bowers Avenue and Central Expressway intersection. Tasman Drive has a continuous sidewalk on the south side of the street between Lawrence Expressway and McCarthy Boulevard. The north side of Tasman Drive has continuous sidewalks from Great America Parkway to Centennial Boulevard and east of Calle Del Sol. There is no sidewalk provided along the north side of Tasman Drive between Calle Del Sol and Centennial Boulevard. Separated pedestrian walkways are provided along the north and south sides of Old Glory Lane west of Great America Parkway. Pedestrian crosswalks and signal heads with pushbutton actuators are present at all signalized intersections, including the Old Glory Lane and Great America Parkway intersection (north side only).

Existing Transit Service

Existing transit service to the study area is provided by the VTA. Regional transit is provided by ACE, which has a shuttle bus route that runs along Old Ironsides Drive. The transit service is described below and shown on Figure 4.

VTA Bus Service

The project site is served directly by several bus routes. Bus stops are located along Great America Parkway near its intersection with Old Glory Lane and along Tasman Drive at its intersection with Convention Center. The bus lines that operate within the study area are listed in Table 2.

Table 2
Transit Service in the Study Area

Route	Route Description	Headways[1] (minutes)
Local Route 57	West Valley College to Old Ironsides Drive/Tasman Drive	30
Local Route 60	Winchester Transit Center to Old Ironsides Drive/Tasman Drive	15-30
Express Route 121[2]	Gilroy Transit Center to Lockheed Martin Transit Center	30-60
Express Route 140[2]	Fremont BART Station to Mission College/Montague Expressway	60
Limited Stop Route 330[2]	Almaden Expressway/Camden Avenue to Alder Drive/Tasman Drive	30-60
ACE Green (823) Shuttle[2]	ACE Great America Station to the America Center	60

Notes:
Source: VTA Service Schedule and Map, January 2016.
[1] Headways during peak periods.
[2] Limited hours of operation and daily runs.

Local Route 57 operates on Great America Parkway in the study area. It runs between West Valley College in Saratoga and Old Ironsides Drive and Tasman Drive (Great America) in Santa Clara. Route 57 runs between 5:45 AM and 11:00 PM with 30-minute headways during the AM and PM peak hours.

Local Route 60 operates on Great America Parkway in the study area. It runs between the Winchester Transit Center in Campbell and Old Ironsides Drive and Tasman Drive (Great America) in Santa Clara. Route 60 runs between 5:30 AM and 11:00 PM with 15- to 30-minute headways during the AM and PM peak hours.

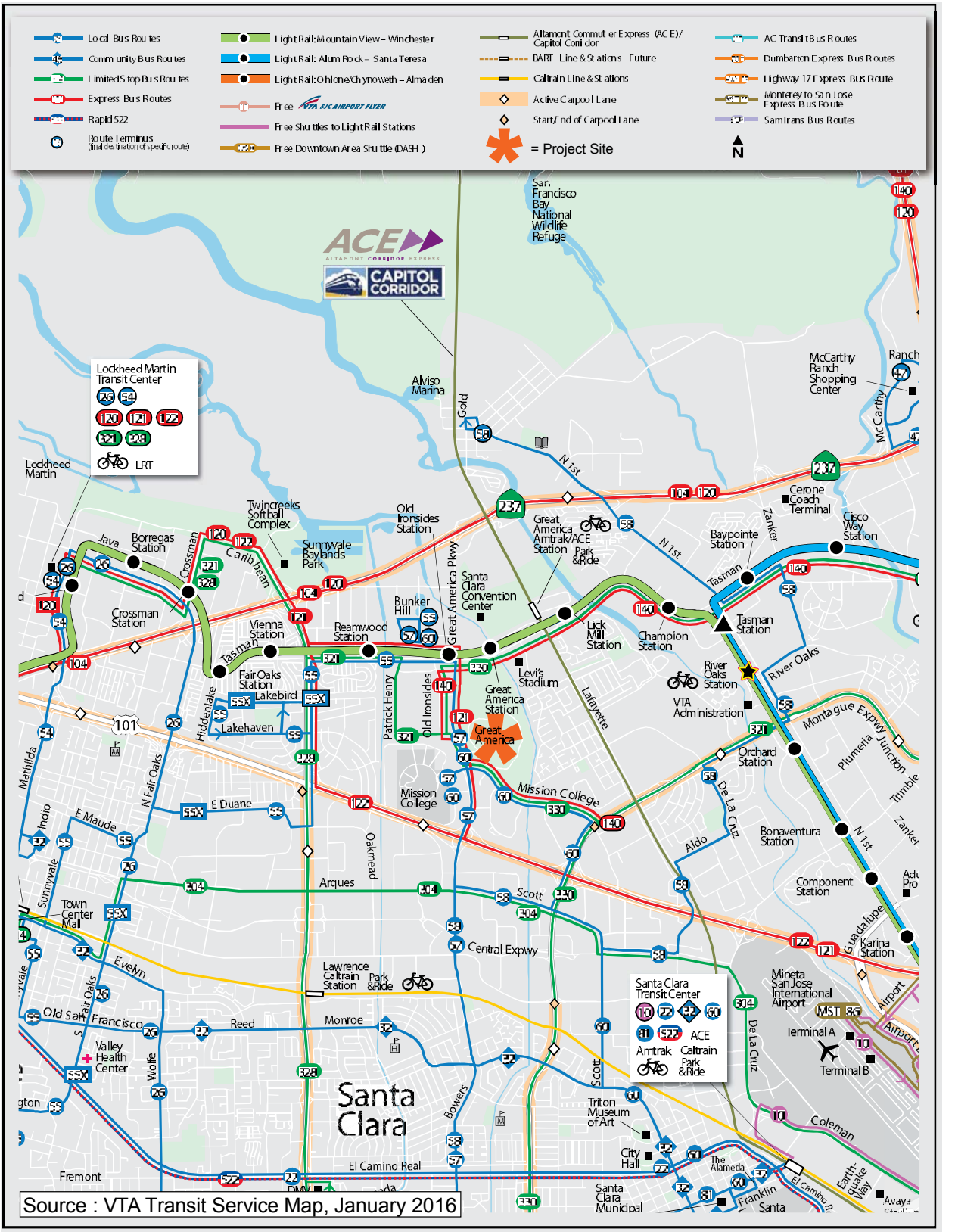

Figure 4
Existing Transit Services

Express Bus Route 121 is an express bus (limited stops) with a scheduled stop at Old Ironsides and Tasman in the vicinity of the project. It runs between the Gilroy Transit Center and the Lockheed Martin Transit Center. Express route 121 provides service on weekdays only and runs in the northbound direction in the morning (between 4:30 and 9:15 AM) and in the southbound direction in the evening (between 3:00 and 7:35 PM) with 30- to 60-minute headways.

Express Bus Route 140 is an express bus (limited stops) with scheduled stops along Tasman Drive at Old Ironsides Drive, Convention Center, and Centennial Boulevard in the vicinity of the project. It runs between the Fremont BART Station and Mission College/Montague Expressway. Express Route 140 provides service on weekdays only with 3 runs in the southbound direction in the morning (between 7:12 and 9:45 AM) and 3 runs in the northbound direction in the evening (between 4:22 and 7:09 PM) with approximately 60-minute headways.

Limited Stop Route 330 operates on Tasman Drive, with scheduled stops at Old Ironsides, Convention Center, and Centennial Boulevard in the vicinity of the project, on its route between Almaden Expressway/Camden Avenue in San Jose and Alder Drive/Tasman Drive in Milpitas. It provides service on weekdays only with 4 runs in the northbound direction in the morning (between 6:46 and 9:25 AM) and 4 runs in the southbound direction in the evening (between 4:19 and 7:24 PM) with approximately 30- to 60-minute headways.

Light Rail Transit (LRT) Service

Light Rail Transit service is provided in the project area by VTA. The project area is served by the Mountain View–Winchester Line that provides service between downtown Mountain View and Campbell/Los Gatos via downtown San Jose. The Great America Light Rail Station is located along Tasman Drive, just east of its intersection with Convention Center. The Mountain View–Winchester Line operates until midnight seven days a week, generally on 30-minute headways, with 15-minute headways during weekday commute hours.

ACE

The Altamont Commuter Express (ACE) provides commuter rail service between the Central Valley and Silicon Valley. ACE serves the Great America Transit Station located along Stars and Stripes Boulevard. Four trains are in operation during weekday commuting hours. Shuttle service from the station to employment centers are provided by eight ACE shuttles.

ACE Green Shuttle (823) operates on Tasman Drive, with scheduled stops at the Convention Center and Tasman Drive, and the ACE Great America Station on its route between the Great America ACE Station and the America Center. It provides service on weekdays only with 4 runs in the westbound direction in the morning (between 6:16 and 9:21 AM) and 4 runs in the eastbound direction in the evening (between 3:24 and 6:39 PM).

ACE Yellow Shuttle (827) operates on Great America and Mission College Boulevard, with scheduled stops at Great America Parkway and Patrick Henry Drive, on its route between the Great America ACE Station and Scott and San Tomas Expressway. It provides service on weekdays only with 4 runs in the southbound direction in the morning (between 6:16 and 9:47 AM) and 4 runs in the northbound direction in the evening (between 3:12 and 6:39 PM).

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field, and are shown on Figure 5.

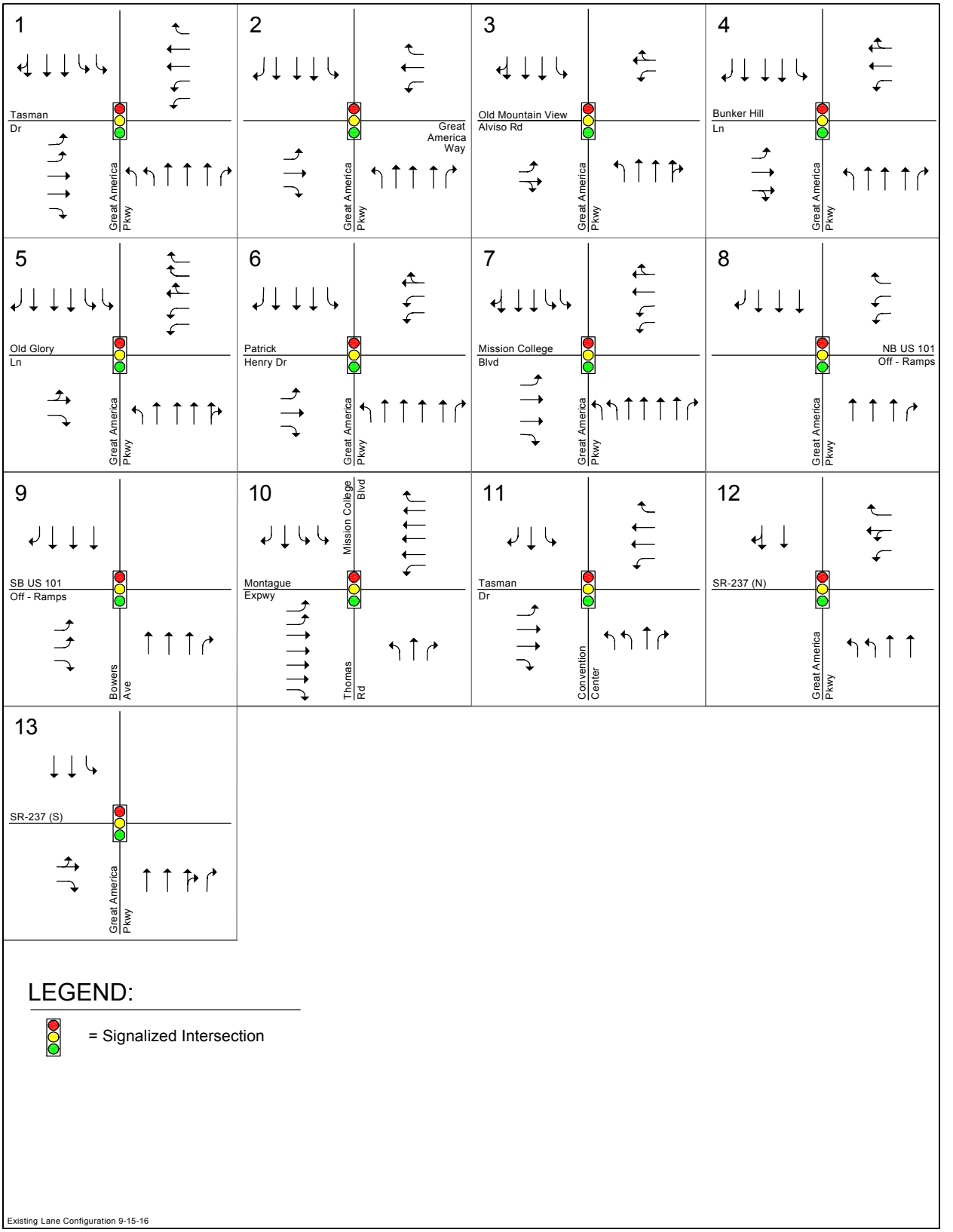

Figure 5
Existing Lane Configurations

Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained from new intersection turn-movement counts, previously completed traffic studies, and the CMP database. The existing peak-hour intersection volumes are shown on Figure 6. The existing traffic count data is included in Appendix A and peak hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix B.

Existing Intersection Levels of Service

The results of the level of service analysis under existing conditions are summarized in Table 3. The results show that, measured against the applicable level of service standards, all of the study intersections currently operate at an acceptable level of service under existing conditions. The level of service calculation sheets are included in Appendix C.

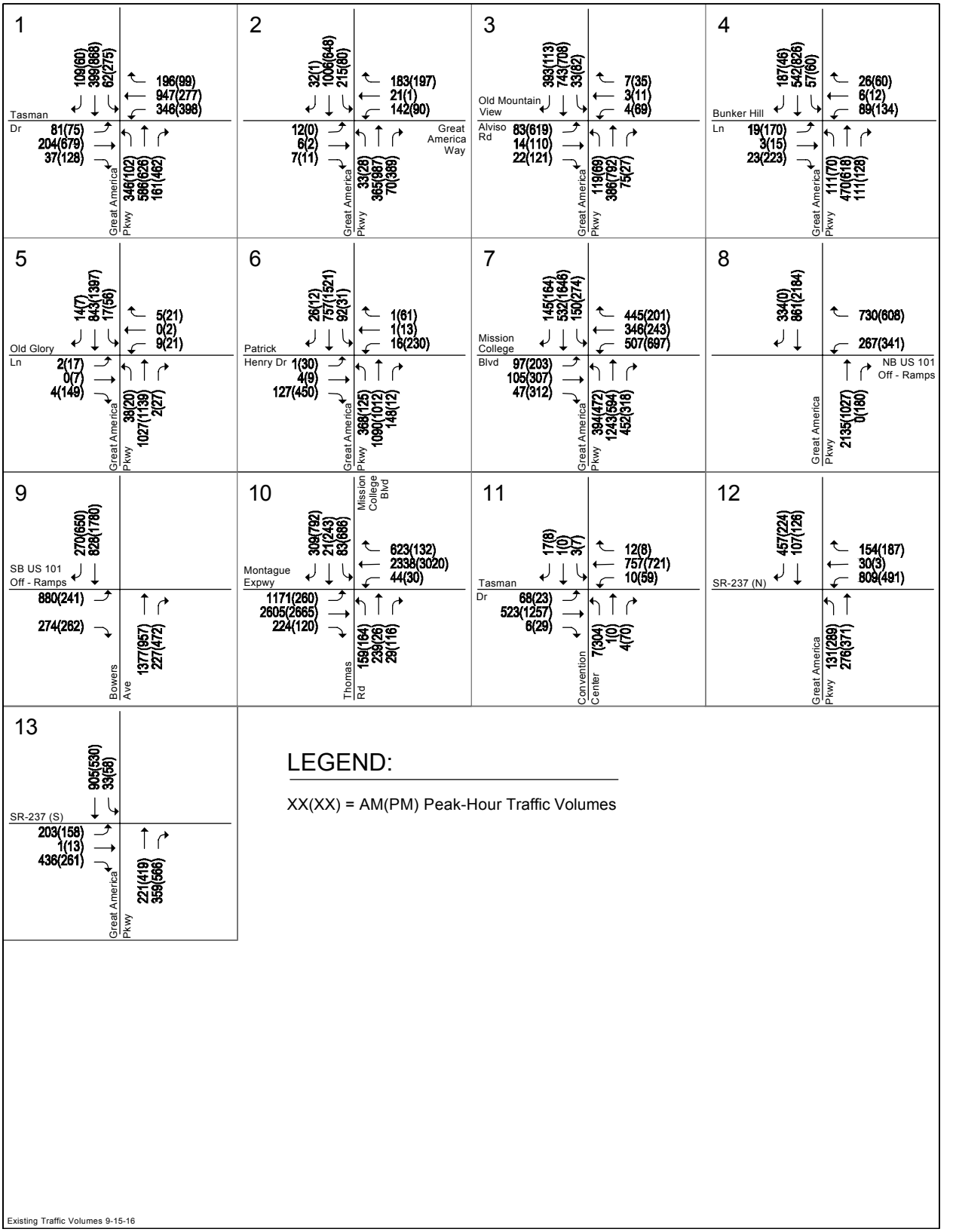

Figure 6
Existing Traffic Volumes

Table 3
Existing Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Count Date	Avg. Delay	LOS
1	Great America Parkway and Tasman Drive *	Santa Clara	AM	10/27/15	26.6	C
			PM	09/16/14	28.7	C
2	Great America Parkway and Great America Way	Santa Clara	AM	01/26/16	21.5	C
			PM	01/26/16	18.1	B
3	Great America Parkway and Alviso Road	Santa Clara	AM	01/26/16	16.5	B
			PM	01/26/16	33.6	C
4	Great America Parkway and Bunker Hill Lane	Santa Clara	AM	01/26/16	13.4	B
			PM	01/26/16	15.1	B
5	Great America Parkway and Old Glory Lane	Santa Clara	AM	01/26/16	10.4	B
			PM	01/26/16	10.8	B
6	Great America Parkway and Patrick Henry Drive	Santa Clara	AM	01/26/16	21.2	C
			PM	01/26/16	25.5	C
7	Great America Parkway and Mission College Boulevard *	Santa Clara	AM	10/29/15	39.3	D
			PM	09/17/14	49.2	D
8	Great America Parkway and US 101 Northbound Ramps *	Santa Clara	AM	01/26/16	7.4	A
			PM	09/30/14	9.0	A
9	Bowers Avenue and US 101 Southbound Ramps *	Santa Clara	AM	01/26/16	21.2	C
			PM	09/30/14	7.3	A
10	Mission College Boulevard and Montague Expressway *	Santa Clara	AM	10/29/15	77.4	E
			PM	09/24/14	63.4	E
11	Convention Center and Tasman Drive	Santa Clara	AM	08/14/14	10.7	B
			PM	08/14/14	13.2	B
12	Great America Parkway and SR-237 (N) *	San Jose	AM	01/26/16	18.2	B
			PM	09/11/14	17.4	B
13	Great America Parkway and SR-237 (S) *	San Jose	AM	01/26/16	13.3	B
			PM	09/11/14	11.9	B

* Denotes CMP Intersections

3. Existing Plus Project Conditions

This chapter describes existing traffic conditions with the addition of the traffic that would be generated by the proposed project. Existing plus project traffic conditions could potentially exist if the project was constructed and occupied prior to the other approved projects in the area. It is unlikely that this traffic condition would occur, since other approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review and construction process. This scenario describes a less congested traffic condition, since it ignores any potential traffic from prior development approvals. Existing plus project conditions also does not include any planned and funded roadway improvements that have not been constructed. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential deficiencies on the existing transportation network attributable solely to the project. The method used to estimate project-generated traffic is included within this chapter.

Transportation Network under Plus Project Conditions

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as described under existing conditions.

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip estimates are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation*, Ninth Edition, 2012.

The proposed project consists of the development of 140,000 s.f. of new retail and restaurant entertainment space at Great America. The new space will consist primarily of restaurant space along with small park related retail space and entertainment space and venues. For this analysis the following representative uses were considered for the project:

Restaurant/Deli/Coffee Shop	59,050 s.f.
Bowling Alley	22,250 s.f.
Retail Space	8,700 s.f.
Live Theater & Stages	25,500 s.f.
Multi-Purpose Event Center	24,500 s.f.
Total	**140,000 s.f.**

It is anticipated that the live theater and multi-purpose event spaces would generally be used during weekday evenings and weekends and generate only a minimal amount of trips during the weekday AM and PM peak hours.

The trip estimates for each of the proposed land use components of the proposed project were reduced by 30% to account for internalization, or trips made, between each of the proposed land uses and existing park. The reductions are based on the assumption that vehicle trips to each of the proposed land uses of the site would be reduced due to internal capture (i.e. park guests patronizing the proposed retail/entertainment space). There are no established guidelines for the internalization reduction for developments such as the proposed project. However, it is likely that the internalization may be much greater than the 30% assumed in this study.

In addition, trip generation for retail/restaurant uses is typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances). A pass-by trip reduction of 25% was applied to the retail/restaurant component of the proposed project as recommended by ITE's *Trip Generation Handbook*.

Based on the ITE trip generation rates and applicable reductions, it is estimated that the proposed project would generate an additional 4,424 daily trips, with 87 trips (48 inbound and 38 outbound) occurring during the AM peak hour and 235 trips (153 inbound and 82 outbound) occurring during the PM peak hour. The trip generation estimates for proposed project are presented in Table 4.

Trip Distribution

The trip distribution pattern for the proposed development was estimated based on traffic patterns on the surrounding roadway system and on the locations of complementary land uses. The project trip distribution pattern is shown graphically on Figure 7.

Trip Assignment

The peak-hour project trips associated with the proposed project under existing plus project conditions were added to the transportation network in accordance with the distribution pattern discussed above. Figure 8 shows the assignment of project traffic on the local transportation network for the proposed project. A tabular summary of project traffic at each study intersection is contained in Appendix B.

Existing Plus Project Traffic Volumes

Project trips, as represented in the above project trip assignments, were added to the existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes are shown on Figure 9. Traffic volumes for all components of traffic are tabulated in Appendix B.

Table 4
Project Trip Generation Estimates

Land Use	ITE Land Use Code	Size	Daily Trip Rates[1]	Daily Trips	AM Peak Hour						PM Peak Hour					
					Pk-Hr Rate[1]	Splits In	Splits Out	Trips In	Trips Out	Trips Total	Pk-Hr Rate[1]	Splits In	Splits Out	Trips In	Trips Out	Trips Total
Restaurant Space	931	59,050 s.f.	89.95	5,312	0.81	50%	50%	24	24	48	7.49	67%	33%	296	146	442
Bowling Alley	437	22,250 s.f.	33.33	742	3.13	60%	40%	42	28	70	1.51	61%	39%	20	13	34
Retail Space[2]	826	8,700 s.f.	44.32	386	0.70	62%	38%	4	2	6	2.71	44%	56%	10	13	24
Live Theater	441	25,500 s.f.		0	0.00	62%	38%	0	0	0	0.02	50%	50%	0	0	1
Multi-Purpose Event Center	435	24,500 s.f.	1.99	49	0.00	62%	38%	0	0	0	0.17	35%	65%	1	3	4
		140,000 s.f.		6,487				69	54	124				329	175	504
30% trip reduction for internal trip capture[3]				-1,946				-21	-16	-37				-99	-53	-152
25% trip reduction for restaurant/retail pass-by[4]				-117										-77	-40	-117
			Total	**4,424**				**48**	**38**	**87**				**153**	**82**	**235**

Source: ITE Trip Generation, 9th Edition, 2012.
ITE Land Use 931 - Quality Restaurant
ITE Land Use 437 - Bowling Alley
ITE Land Use 826 - Specialty Retail Center
ITE Land Use 441 - Live Theater
ITE Land Use 435 - Multi-Purpose Recreational Facility

[1]The average trip generation rate from the ITE Trip Generation Manual was used for all land uses.

[2]The AM peak-hour trip generation rate for specialty retail center is not available in the ITE Trip Generation Manual. Therefore, the AM peak-hour rate for specialty retail center was derived by multiplying the AM peak-hour rate of shopping center (820) by the ratio of the PM peak-hour trip generation rates of specialty retail center and shopping center.

[3] The estimated trips were redced by 30% to account for the internal trip capture - Park visitors that patronize the restaurant/retail space and do not represent a new trip.

[4]A pass-by reduction of 25% is typically applied to retail development within Santa Clara County.

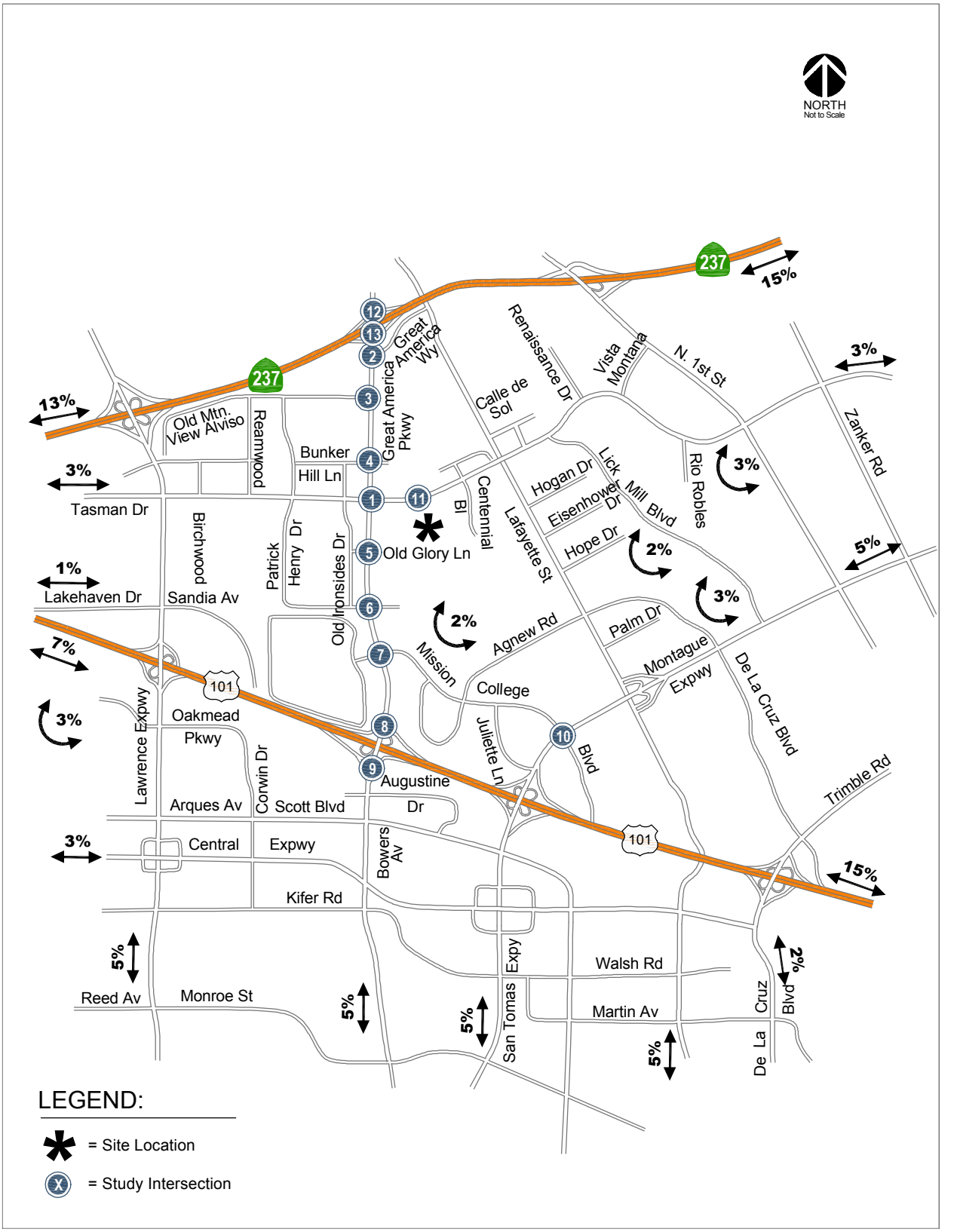

Figure 7
Project Trip Distribution

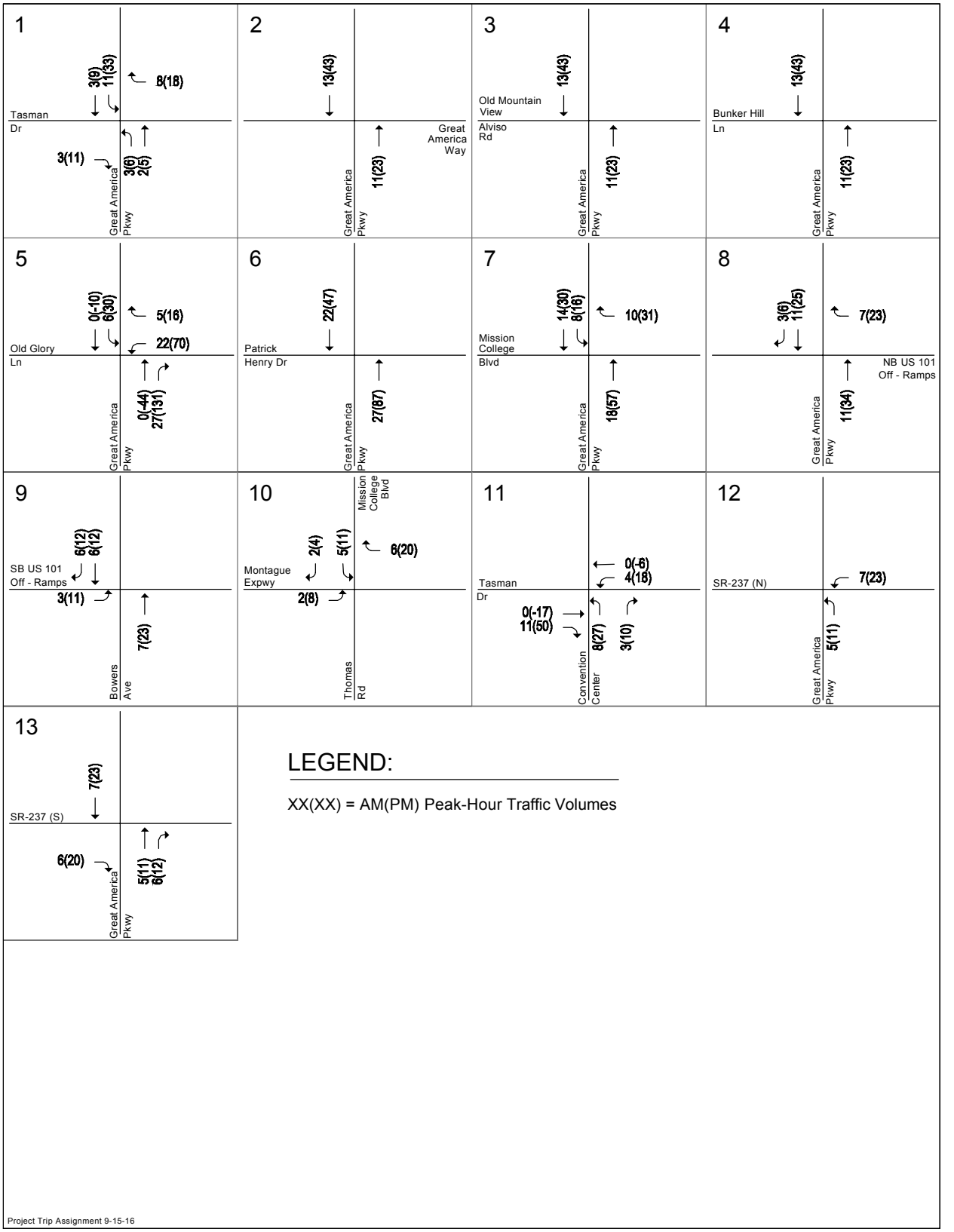

Figure 8
Project Trip Assignment

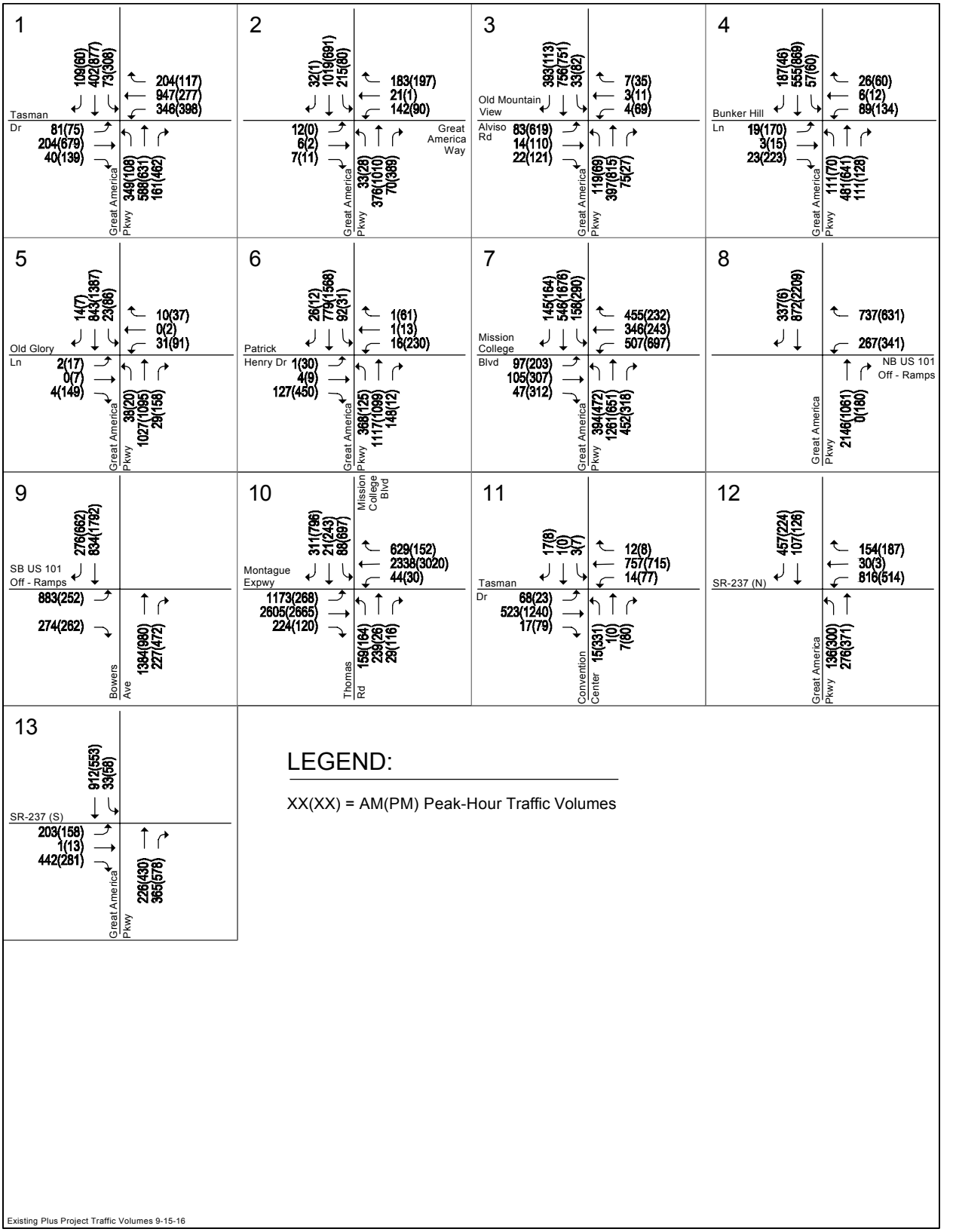

Figure 9
Existing Plus Project Traffic Volumes

Existing Plus Project Intersection Analysis

The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 5. The results show that, measured against the applicable level of service standards, all of the study intersections are projected to operate at an acceptable level of service under existing plus project conditions. The level of service calculation sheets are included in Appendix C.

Table 5
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Great America Parkway and Tasman Drive *	Santa Clara	AM	26.6	C	26.6	C	0.1	0.002
			PM	28.7	C	28.9	C	0.1	0.004
2	Great America Parkway and Great America Way	Santa Clara	AM	21.5	C	21.5	C	-0.1	0.003
			PM	18.1	B	17.9	B	-0.2	0.005
3	Great America Parkway and Alviso Road	Santa Clara	AM	16.5	B	16.5	B	0.0	0.000
			PM	33.6	C	34.6	C	0.5	0.005
4	Great America Parkway and Bunker Hill Lane	Santa Clara	AM	13.4	B	13.4	B	0.0	0.000
			PM	15.1	B	15.0	B	-0.2	0.009
5	Great America Parkway and Old Glory Lane	Santa Clara	AM	10.4	B	10.7	B	0.5	0.008
			PM	10.8	B	11.2	B	0.9	0.016
6	Great America Parkway and Patrick Henry Drive	Santa Clara	AM	21.2	C	21.1	C	0.0	0.004
			PM	25.5	C	25.4	C	0.1	0.010
7	Great America Parkway and Mission College Boulevard *	Santa Clara	AM	39.3	D	39.5	D	0.1	0.009
			PM	49.2	D	49.4	D	0.3	0.006
8	Great America Parkway and US 101 Northbound Ramps *	Santa Clara	AM	7.4	A	7.4	A	0.0	0.002
			PM	9.0	A	8.9	A	0.0	0.005
9	Bowers Avenue and US 101 Southbound Ramps *	Santa Clara	AM	21.2	C	21.2	C	0.0	0.002
			PM	7.3	A	7.5	A	0.3	0.006
10	Mission College Boulevard and Montague Expressway *	Santa Clara	AM	77.4	E	77.6	E	0.3	0.002
			PM	63.4	E	64.2	E	2.0	0.004
11	Convention Center and Tasman Drive	Santa Clara	AM	10.7	B	10.8	B	0.0	0.000
			PM	13.2	B	13.8	B	0.8	0.017
12	Great America Parkway and SR-237 (N) *	San Jose	AM	18.2	B	18.3	B	0.1	0.004
			PM	17.4	B	17.5	B	0.1	0.011
13	Great America Parkway and SR-237 (S) *	San Jose	AM	13.3	B	13.3	B	0.0	0.002
			PM	11.9	B	11.8	B	-0.1	0.004

* Denotes CMP Intersections

4. Background Conditions

This chapter describes background traffic conditions. Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Background Transportation Network

It is assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network with the exception of the following improvements. The improvements were identified as mitigation measures to be completed by the City of Santa Clara Capital Improvement Program (CIP) or other approved development projects in the study area.

Great America Parkway and Mission College Boulevard – Addition of a third westbound left-turn lane, fourth southbound through lane, third northbound left-turn lane, and separate westbound right-turn lane. (CIP)

Old Ironsides Drive and Tasman Drive – Addition of a second northbound left-turn lane (Yahoo!)

Great America Parkway and Old Glory Lane – Addition of a second northbound left-turn lane (Yahoo!)

Great America Parkway and Patrick Henry Drive – Addition of a second northbound left-turn lane and eastbound free-right-turn lane. The eastbound right-turn lane includes the addition of a fourth southbound lane on Great America Parkway between Patrick Henry Drive and Mission College Boulevard. (Yahoo!)

Bowers Avenue and Augustine Drive – Addition of a second southbound left-turn lane, third eastbound left-turn lane, and second westbound right-turn lane (3333 Scott and EOP Office)

Background Traffic Volumes

Background peak-hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved, but not yet constructed, developments. The added traffic from approved but not yet constructed developments was obtained from the City of Santa Clara's TRAFFIX network, which was

updated with the current list of approved projects provided by City staff and dated October 2015. Traffic generated by Phase 1 of the North San Jose Development Policy and approved projects within the City of San Jose also were included in the background traffic volumes.

Background traffic volumes are shown on Figure 10. The list of approved but not yet constructed projects is included in Appendix D.

Background Intersection Levels of Service

The results of the intersection level of service analysis under background conditions are summarized in Table 6. The results show that, measured against the applicable level of service standards, the following two intersections would operate at unacceptable levels of service during at least one peak hour under background conditions:

3. Great America Parkway and Alviso Road *(PM Peak Hour)*
10. Mission College Boulevard and Montague Expressway * *(AM & PM Peak Hours)*

* Denotes CMP intersection.

All other signalized study intersections are projected to continue to operate at acceptable levels of service, according to applicable municipal and CMP standards, under background conditions. The level of service calculation sheets are included in Appendix C.

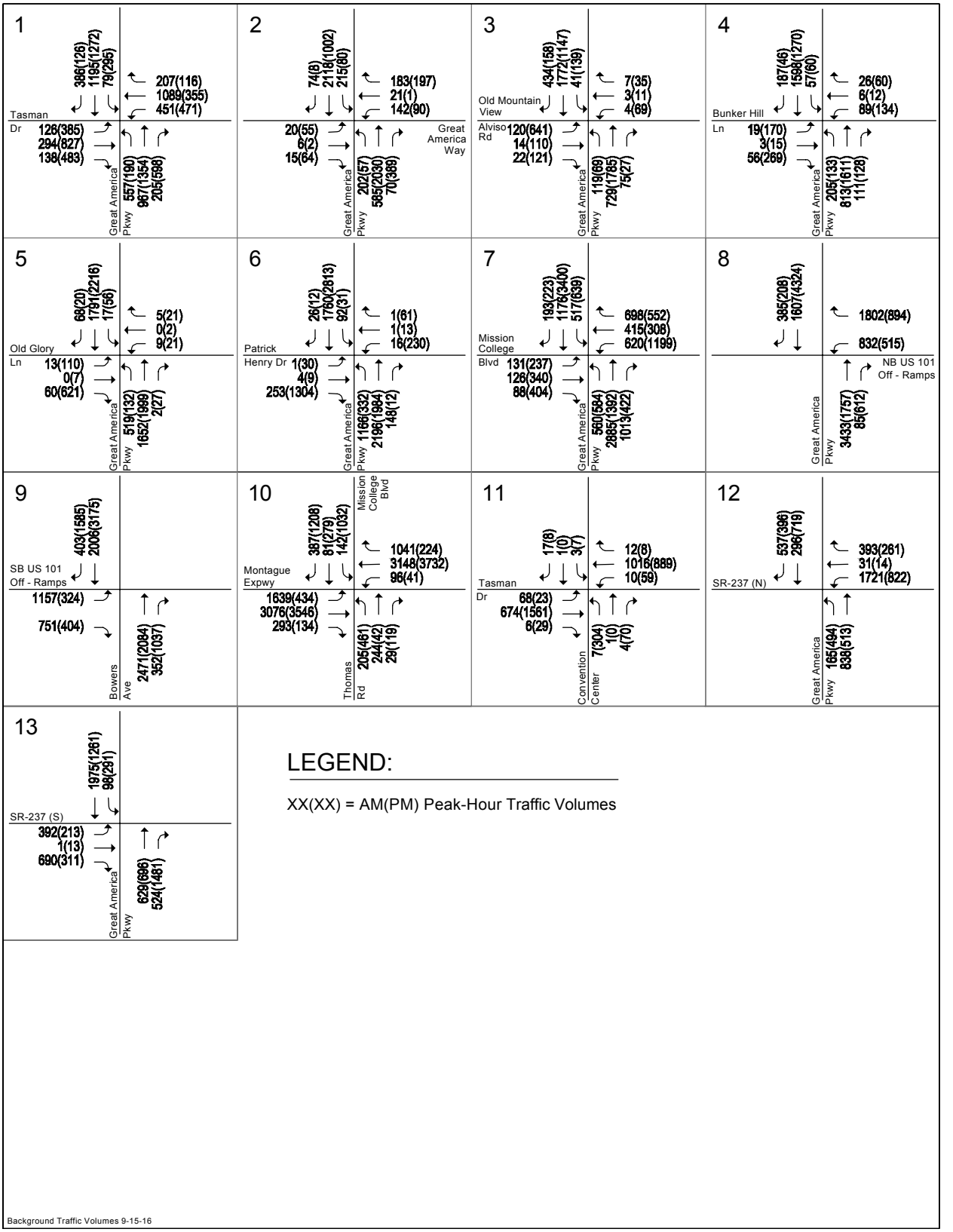

Figure 10
Background Traffic Volumes

Table 6
Background Conditions Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS
1	Great America Parkway and Tasman Drive *	Santa Clara	AM	26.6	C	38.0	D
			PM	28.7	C	33.3	C
2	Great America Parkway and Great America Way	Santa Clara	AM	21.5	C	24.1	C
			PM	18.1	B	16.4	B
3	Great America Parkway and Alviso Road	Santa Clara	AM	16.5	B	19.2	B
			PM	33.6	C	**79.1**	**E**
4	Great America Parkway and Bunker Hill Lane	Santa Clara	AM	13.4	B	13.2	B
			PM	15.1	B	14.6	B
5	Great America Parkway and Old Glory Lane	Santa Clara	AM	10.4	B	14.6	B
			PM	10.8	B	19.8	B
6	Great America Parkway and Patrick Henry Drive	Santa Clara	AM	21.2	C	25.3	C
			PM	25.5	C	19.6	B
7	Great America Parkway and Mission College Boulevard *	Santa Clara	AM	39.3	D	47.4	D
			PM	49.2	D	72.1	E
8	Great America Parkway and US 101 Northbound Ramps *	Santa Clara	AM	7.4	A	21.7	C
			PM	9.0	A	20.2	C
9	Bowers Avenue and US 101 Southbound Ramps *	Santa Clara	AM	21.2	C	25.5	C
			PM	7.3	A	7.4	A
10	Mission College Boulevard and Montague Expressway *	Santa Clara	AM	77.4	E	**125.4**	**F**
			PM	63.4	E	**138.7**	**F**
11	Convention Center and Tasman Drive	Santa Clara	AM	10.7	B	10.0	B
			PM	13.2	B	12.9	B
12	Great America Parkway and SR-237 (N) *	San Jose	AM	18.2	B	37.8	D
			PM	17.4	B	23.3	C
13	Great America Parkway and SR-237 (S) *	San Jose	AM	13.3	B	18.0	B
			PM	11.9	B	15.4	B

* Denotes CMP Intersections
Entries denoted in **bold** indicate conditions that exceed the applicable level of service standard.

5.
Background Plus Project Conditions

This chapter describes background plus project traffic conditions, significant project impacts, and measures that are recommended to mitigate project impacts. Included are descriptions of the significance criteria that define an impact, estimates of project-generated traffic, identification of the impacts, and descriptions of the mitigation measures. Background plus project conditions are represented by background traffic conditions (existing plus approved traffic) with the addition of traffic generated by the proposed project.

Although some of the information provided below has already been described in Chapter 3 – Existing Plus Project Conditions, it is presented again within this chapter for the reader's convenience.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. Significance criteria for impacts on intersections for this analysis are based on the Cities of Santa Clara and San Jose, and the Santa Clara County Congestion Management Program (CMP) Level of Service standards.

City of Santa Clara Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of Santa Clara if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at all city-controlled intersections and LOS E or better at all expressway intersections) under background conditions to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under background conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by 0.01.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

A significant impact by the City of Santa Clara standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to an acceptable level or no worse than background conditions.

City of San Jose Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to criteria 2 applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better at non-protected intersections.

CMP Definition of Significant Intersection LOS Impacts

The definition of a significant impact at a CMP intersection is the same as for each of the Cities, except that the CMP stand for acceptable level of service at a CMP intersection is LOS E or better. A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to an acceptable level or no worse than background conditions.

Transportation Network under Background Plus Project Conditions

It is assumed in this analysis that the transportation network under background plus project conditions would be the same as described under background conditions.

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip estimates are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation*, Ninth Edition, 2012.

The proposed project consists of the development of 140,000 s.f. of new retail and restaurant entertainment space at Great America. The new space will consist primarily of restaurant space along

with small park related retail space and entertainment space and venues. For this analysis the following representative uses were considered for the project:

Restaurant/Deli/Coffee Shop	59,050 s.f.
Bowling Alley	22,250 s.f.
Retail Space	8,700 s.f.
Live Theater & Stages	25,500 s.f.
Multi-Purpose Event Center	24,500 s.f.
Total	**140,000 s.f.**

It is anticipated that the live theater and multi-purpose event spaces would generally be used during weekday evenings and weekends and generate only a minimal amount of trips during the weekday Am and PM peak hours.

The trip estimates for each of the proposed land use components of the proposed project were reduced by 30% to account for internalization, or trips made, between each of the proposed land uses and existing park. The reductions are based on the assumption that vehicle trips to each of the proposed land uses of the site would be reduced due to internal capture (i.e. park guests patronizing the proposed retail/entertainment space). There are no established guidelines for the internalization reduction for developments such as the proposed project. However, it is likely that the internalization may be much greater than the 30% assumed in this study.

In addition, trip generation for retail/restaurant uses is typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances). A pass-by trip reduction of 25% was applied to the retail/restaurant component of the proposed project as recommended by ITE's *Trip Generation Handbook*.

Based on the ITE trip generation rates and applicable reductions, it is estimated that the proposed project would generate an additional 4,424 daily trips, with 87 trips (48 inbound and 38 outbound) occurring during the AM peak hour and 235 trips (153 inbound and 82 outbound) occurring during the PM peak hour. The trip generation estimates for proposed project are presented in Table 4.

Trip Distribution and Assignment

The trip distribution pattern for the proposed development was estimated based on traffic patterns on the surrounding roadway system and on the locations of complementary land uses. The project trip distribution pattern is shown graphically on Figure 7 in Chapter 3.

The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution pattern. Figure 8 in Chapter 3 presents the assignment of project traffic on the local transportation network. A tabular summary of project traffic at each study intersection is contained in Appendix B.

Background Plus Project Traffic Volumes

Project trips, as represented in the project trip assignment, were added to the background traffic volumes to obtain background plus project traffic volumes. Background plus project conditions traffic volumes are shown on Figure 11. Traffic volumes for all components of traffic are tabulated in Appendix B.

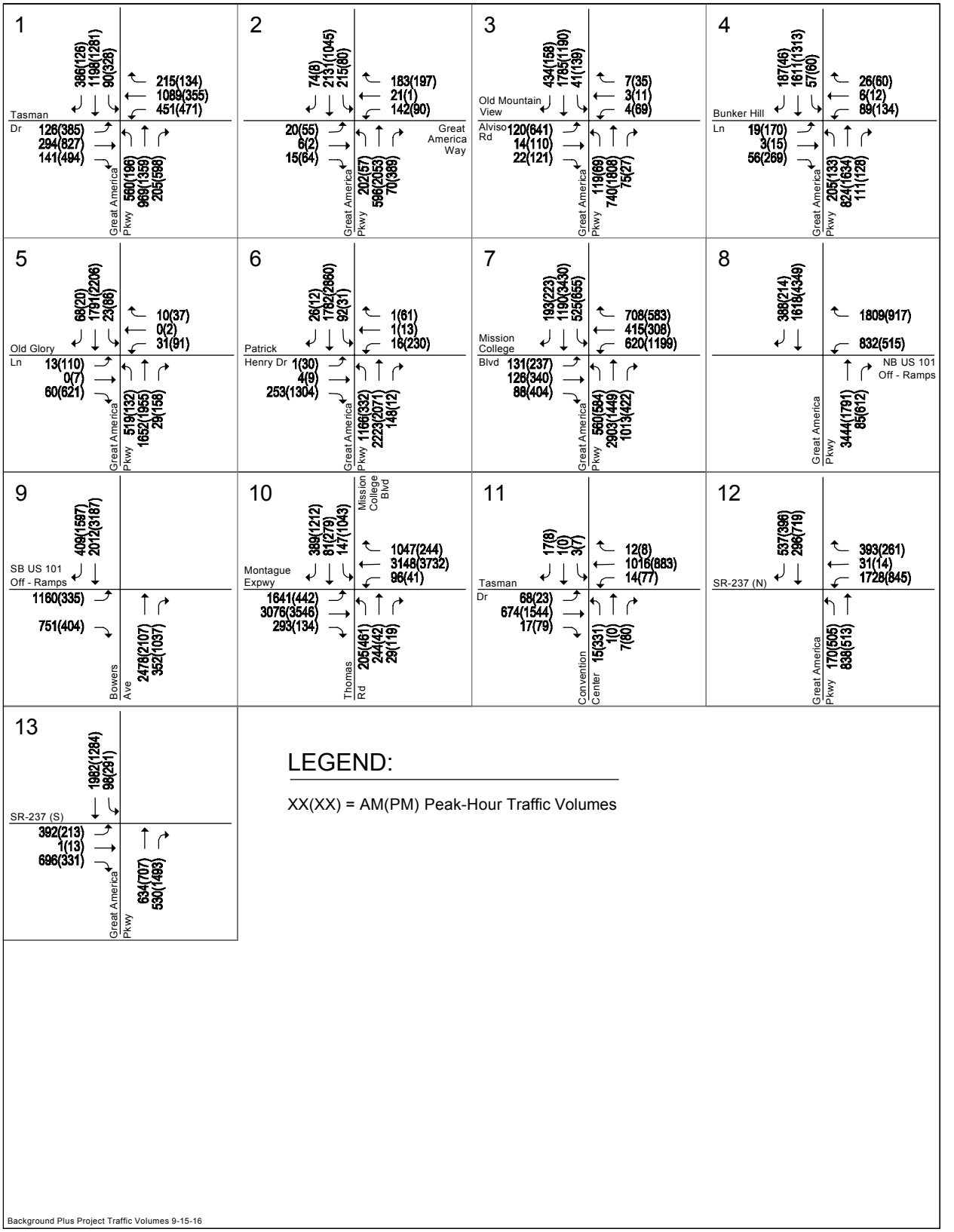

Figure 11
Background Plus Project Traffic Volumes

Background Plus Project Intersection Analysis

The results of the intersection level of service analysis under background plus project conditions are summarized in Table 7. The results show that the same two study intersections projected to operate at an unacceptable LOS under background conditions, would continue to operate at unacceptable levels with the addition of project traffic. However, neither of the intersections would be impacted by the proposed project based on applicable City of Santa Clara and CMP impact criteria.

All the other study intersections are projected to continue to operate at acceptable levels of service, according to applicable municipal and CMP standards, under background plus project conditions. The level of service calculation sheets are included in Appendix C.

Table 7
Background Plus Project Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Great America Parkway and Tasman Drive *	Santa Clara	AM	38.0	D	38.1	D	0.3	0.002
			PM	33.3	C	33.2	C	3.1	0.037
2	Great America Parkway and Great America Way	Santa Clara	AM	24.1	C	24.2	C	0.0	0.003
			PM	16.4	B	16.2	B	0.0	0.005
3	Great America Parkway and Alviso Road	Santa Clara	AM	19.2	B	19.3	B	0.1	0.003
			PM	**79.1**	**E**	**80.8**	**F**	**2.7**	**0.005**
4	Great America Parkway and Bunker Hill Lane	Santa Clara	AM	13.2	B	13.2	B	0.0	0.003
			PM	14.6	B	14.5	B	0.0	0.005
5	Great America Parkway and Old Glory Lane	Santa Clara	AM	14.6	B	14.6	B	0.1	0.003
			PM	19.8	B	19.8	B	-0.1	-0.002
6	Great America Parkway and Patrick Henry Drive	Santa Clara	AM	25.3	C	25.4	C	0.2	0.003
			PM	19.6	B	19.6	B	0.1	0.007
7	Great America Parkway and Mission College Boulevard *	Santa Clara	AM	47.4	D	48.0	D	1.1	0.006
			PM	72.1	E	72.9	E	1.5	0.004
8	Great America Parkway and US 101 Northbound Ramps *	Santa Clara	AM	21.7	C	21.8	C	0.1	0.002
			PM	20.2	C	20.8	C	0.9	0.005
9	Bowers Avenue and US 101 Southbound Ramps *	Santa Clara	AM	25.5	C	25.6	C	0.1	0.002
			PM	7.4	A	7.6	A	0.3	0.006
10	Mission College Boulevard and Montague Expressway *	Santa Clara	AM	**125.4**	**F**	**125.8**	**F**	**0.3**	**0.002**
			PM	**138.7**	**F**	**139.9**	**F**	**2.4**	**0.006**
11	Convention Center and Tasman Drive	Santa Clara	AM	10.0	B	10.1	B	0.0	0.000
			PM	12.9	B	13.4	B	0.8	0.016
12	Great America Parkway and SR-237 (N) *	San Jose	AM	37.8	D	38.3	D	0.7	0.004
			PM	23.3	C	23.8	C	0.6	0.011
13	Great America Parkway and SR-237 (S) *	San Jose	AM	18.0	B	18.0	B	0.1	0.002
			PM	15.4	B	15.4	B	0.1	0.004

* Denotes CMP Intersections
Entries denoted in **bold** indicate conditions that exceed the applicable level of service standard.

Freeway Segment Capacity Evaluation

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required. The percentage of traffic projected to be added by the project to freeway segments in the project area is summarized in Table 8.

Table 8
Freeway Segment Capacity

				Existing Plus Project				Project Trips				
				Mixed-Flow Lane		HOV Lane			Mixed-Flow Lane		HOV Lane	
Freeway	Segment	Direction	Peak Hour	# of Lanes[1]	Capacity (vph)[2]	# of Lanes[1]	Capacity (vph)[2]	Total Volume	Volume	% of Capacity	Volume	% of Capacity
SR 237	Mathilda Ave to N. Fair Oaks Ave	EB	AM	2	4,400	1	1,650	6	5	0.11%	1	0.07%
		EB	PM	2	4,400	1	1,650	20	12	0.27%	8	0.48%
SR 237	N. Fair Oaks Ave to Lawrence Expwy	EB	AM	2	4,400	1	1,650	6	5	0.11%	1	0.06%
		EB	PM	2	4,400	1	1,650	20	11	0.25%	9	0.54%
SR 237	Lawrence Expwy to Great America Pkwy	EB	AM	2	4,400	1	1,650	6	5	0.11%	1	0.07%
		EB	PM	2	4,400	1	1,650	20	11	0.25%	9	0.55%
SR 237	GREAT AMERICA PKWY to N. First St	EB	AM	2	4,400	1	1,650	6	5	0.11%	1	0.06%
		EB	PM	2	4,400	1	1,650	12	7	0.16%	5	0.30%
SR 237	N. First St to Zanker Rd	EB	AM	2	4,400	1	1,650	6	5	0.11%	1	0.08%
		EB	PM	2	4,400	1	1,650	12	7	0.17%	5	0.28%
SR 237	Zanker Rd to McCarthy Blvd	EB	AM	2	4,400	1	1,650	6	5	0.11%	1	0.06%
		EB	PM	2	4,400	1	1,650	12	8	0.18%	4	0.24%
SR 237	McCarthy Blvd to I-880	EB	AM	2	4,400	1	1,650	6	5	0.11%	1	0.08%
		EB	PM	2	4,400	1	1,650	12	6	0.13%	6	0.39%
US 101	N. First St to Guadalupe Pkwy	NB	AM	3	6,900	1	1,650	7	5	0.08%	2	0.11%
		NB	PM	3	6,900	1	1,650	23	19	0.28%	4	0.22%
US 101	Guadalupe Pkwy to De La Cruz Blvd	NB	AM	3	6,900	1	1,650	7	5	0.07%	2	0.11%
		NB	PM	3	6,900	1	1,650	23	21	0.30%	2	0.13%
US 101	De La Cruz Blvd to Montague Expwy / San Tomas Expwy	NB	AM	3	6,900	1	1,650	7	5	0.07%	2	0.12%
		NB	PM	3	6,900	1	1,650	23	20	0.29%	3	0.19%
US 101	Montague Expwy / San Tomas Expwy to Bowers Ave / Great America Pkwy	NB	AM	3	6,900	1	1,650	7	5	0.07%	2	0.12%
		NB	PM	3	6,900	1	1,650	23	18	0.26%	5	0.30%
US 101	Bowers Ave / Great America Pkwy to Lawrence Expwy	NB	AM	3	6,900	1	1,650	3	2	0.03%	1	0.05%
		NB	PM	3	6,900	1	1,650	6	5	0.07%	1	0.06%
US 101	Lawrence Expwy to N. Fair Oaks Ave	NB	AM	3	6,900	1	1,650	3	2	0.03%	1	0.06%
		NB	PM	3	6,900	1	1,650	6	5	0.07%	1	0.06%
US 101	N. Fair Oaks Ave to N. Mathilda Ave	NB	AM	3	6,900	1	1,650	3	2	0.03%	1	0.05%
		NB	PM	3	6,900	1	1,650	6	5	0.07%	1	0.08%
US 101	N. Mathilda Ave to N. Fair Oaks Ave	SB	AM	3	6,900	1	1,650	3	3	0.04%	0	0.02%
		SB	PM	3	6,900	1	1,650	11	8	0.12%	3	0.17%
US 101	N. Fair Oaks Ave to Lawrence Expwy	SB	AM	3	6,900	1	1,650	3	3	0.04%	0	0.03%
		SB	PM	3	6,900	1	1,650	11	8	0.11%	3	0.19%
US 101	Lawrence Expwy to Bowers Ave / Great America Pkwy	SB	AM	3	6,900	1	1,650	3	3	0.04%	0	0.03%
		SB	PM	3	6,900	1	1,650	11	8	0.11%	3	0.20%
US 101	Bowers Ave / Great America Pkwy to Montague Expwy / San Tomas Expwy	SB	AM	3	6,900	1	1,650	6	5	0.07%	1	0.07%
		SB	PM	3	6,900	1	1,650	12	8	0.12%	4	0.22%
US 101	Montague Expwy / San Tomas Expwy to De La Cruz Blvd	SB	AM	3	6,900	1	1,650	6	5	0.07%	1	0.05%
		SB	PM	3	6,900	1	1,650	12	7	0.11%	5	0.28%
US 101	De La Cruz Blvd to Guadalupe Pkwy	SB	AM	3	6,900	1	1,650	6	5	0.08%	1	0.03%
		SB	PM	3	6,900	1	1,650	12	8	0.12%	4	0.25%
US 101	Guadalupe Pkwy to N. First St	SB	AM	3	6,900	1	1,650	6	5	0.08%	1	0.05%
		SB	PM	3	6,900	1	1,650	12	8	0.11%	4	0.25%
SR 237	I-880 to McCarthy Blvd	WB	AM	2	4,400	1	1,650	6	3	0.07%	3	0.18%
		WB	PM	2	4,400	1	1,650	23	20	0.46%	3	0.18%
SR 237	McCarthy Blvd to Zanker Rd	WB	AM	2	4,400	1	1,650	7	4	0.09%	3	0.18%
		WB	PM	2	4,400	1	1,650	23	21	0.48%	2	0.12%
SR 237	Zanker Rd to N. First St	WB	AM	2	4,400	1	1,650	7	5	0.10%	2	0.15%
		WB	PM	2	4,400	1	1,650	23	17	0.38%	6	0.37%
SR 237	N. First St to GREAT AMERICA PKWY	WB	AM	2	4,400	1	1,650	7	5	0.11%	2	0.14%
		WB	PM	2	4,400	1	1,650	23	19	0.43%	4	0.25%
SR 237	GREAT AMERICA PKWY to Lawrence Expwy	WB	AM	2	4,400	1	1,650	5	4	0.09%	1	0.08%
		WB	PM	2	4,400	1	1,650	11	9	0.20%	2	0.14%
SR 237	Lawrence Expwy to N. Fair Oaks Ave	WB	AM	2	4,400	1	1,650	5	3	0.08%	2	0.10%
		WB	PM	2	4,400	1	1,650	11	8	0.19%	3	0.17%
SR 237	N. Fair Oaks Ave to Mathilda Ave	WB	AM	3	6,900	--	--	5	5	0.07%	0	--
		WB	PM	3	6,900	--	--	11	11	0.16%	0	--

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
[2] Capacity was based on the ideal capacity cited in the 2000 Highway Capacity Manual.

6. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. Cumulative conditions traffic volumes include traffic associated with all pending developments that had an application on file at the time this traffic impact analysis was initiated. The analysis of cumulative conditions is required by the CMP and is in conformance with the California Environmental Quality Act CEQA.

Transportation Network under Cumulative Conditions

The intersection lane configurations under cumulative conditions were assumed to be the same as described under background conditions.

Cumulative Traffic Volumes

Traffic volumes under cumulative conditions were estimated by adding the trips from approved developments, estimated project trips, and trips from proposed but not yet approved (pending) development projects. A list of pending projects can be found in Appendix D. In addition, cumulative conditions also include trips generated by Phase 1 of the City Place development and Phase 2 of the approved North San Jose Development Policy and pending developments within the City of San Jose. Figures 12 and 13 show the cumulative no project and cumulative with project traffic volumes, respectively. Appendix B lists each of the components used to tabulate cumulative traffic volumes at each intersection.

Cumulative Conditions Significant Impact Criteria

In the City of Santa Clara, a significant cumulative traffic impact at an intersection is identified by comparing cumulative with project traffic conditions against cumulative no project traffic conditions. A significant cumulative traffic impact at an intersection is identified by comparing cumulative with project traffic conditions against background traffic conditions for City of San Jose study intersections.

City Santa Clara Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of Santa Clara if for either peak hour:

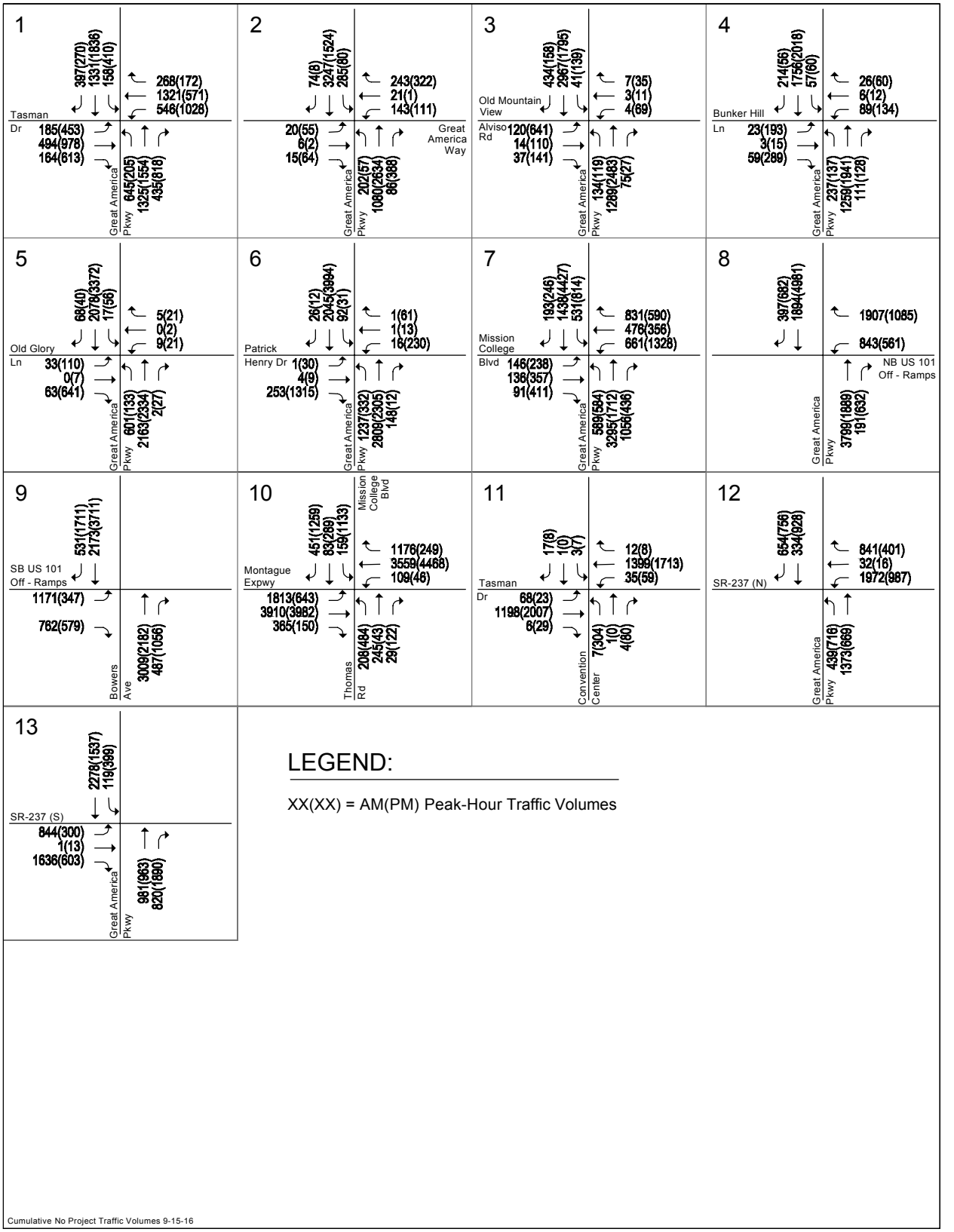

Figure 12
Cumulative No Project Traffic Volumes

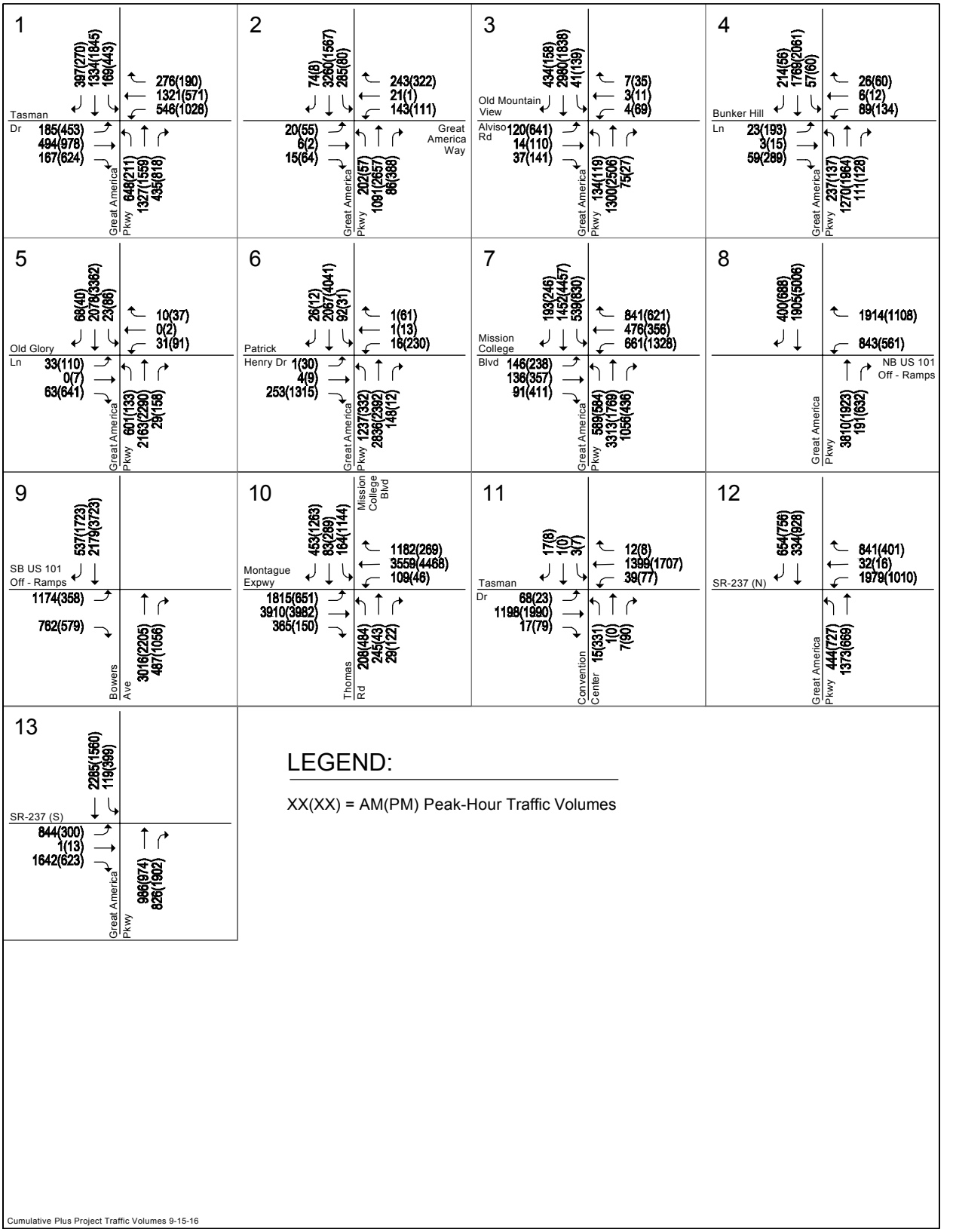

Figure 13
Cumulative With Project Traffic Volumes

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at all city-controlled intersections and LOS E or better at all expressway intersections) under cumulative no project conditions to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under cumulative conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under cumulative no project conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by the City of Santa Clara standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to an acceptable level or no worse than cumulative no project conditions.

City of San Jose Definition of Significant Intersection Impacts

The cumulative projects collectively would create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if during either the AM or PM peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under cumulative conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of cumulative project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by 0.01 or more.

An exception to criteria 2 applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

Project Contribution to Cumulative Impacts

A single project's contribution to a cumulative intersection impact is deemed considerable in the City of San Jose if the proportion of project traffic represents 25 percent or more of the increase in total volume from background traffic conditions to cumulative traffic conditions.

CMP Definition of Significant Intersection Impacts

The definition of a significant impact at a CMP intersection is the same as for the local intersections, except that the CMP standard for acceptable level of service at a CMP intersection is LOS E or better.

The project is said to create a significant adverse cumulative impact on traffic conditions at a CMP-designated signalized intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS E or better under cumulative no project conditions to an unacceptable LOS F under cumulative with project conditions, or
2. The level of service at the intersection is an unacceptable LOS F under cumulative no project conditions and the addition of project trips under cumulative with project conditions causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the

volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to cumulative no project conditions or better.

Intersection Levels of Service under Cumulative Conditions

The signalized intersections level of service results under cumulative conditions are summarized in Table 9. The results show that the following six study intersections would operate at unacceptable levels during at least one peak hour under both cumulative no project and cumulative with project conditions:

1. Great America Parkway and Tasman Drive* *(PM Peak Hour)*
3. Great America Parkway and Alviso Road *(AM & PM Peak Hours)*
7. Great America Parkway and Mission College Boulevard* *(PM Peak Hour)*
10. Mission College Boulevard and Montague Expressway* *(AM & PM Peak Hours)*
12. Great America Parkway and SR 237 (North)* *(AM & PM Peak Hours)*
13. Great America Parkway and SR 237 (South)* *(AM Peak Hour)*

* Denotes CMP intersection.

However, neither of the intersections would be impacted by the proposed project based on applicable City of Santa Clara and CMP impact criteria. The project's contribution in total volume from background traffic conditions to cumulative traffic conditions would be less than 25 percent at the two City of San Jose intersections projected to operate at unacceptable levels of service.

All the other study intersections are projected to continue to operate at acceptable levels of service, according to applicable municipal and CMP standards, under cumulative conditions. The level of service calculation sheets are included in Appendix C.

Table 9
Cumulative Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Background Avg. Delay	Background LOS	Cumulative No Project Avg. Delay	Cumulative No Project LOS	Cumulative with Project Avg. Delay	Cumulative with Project LOS	Cumulative with Project Incr. In Crit. Delay	Cumulative with Project Incr. In Crit. V/C	% of Project Contribution
1	Great America Parkway and Tasman Drive *	Santa Clara	AM	38.0	D	58.6	E	58.9	E	**0.7**	**0.002**	
			PM	33.3	C	**98.9**	**F**	**102.7**	**F**	**4.0**	**0.009**	
2	Great America Parkway and Great America Way	Santa Clara	AM	24.1	C	34.3	C	34.7	C	0.6	0.003	
			PM	16.4	B	20.0	C	20.1	C	0.1	0.005	
3	Great America Parkway and Alviso Road	Santa Clara	AM	19.2	B	**96.0**	**F**	**97.3**	**F**	**2.0**	**0.003**	
			PM	**79.1**	**E**	**140.9**	**F**	**144.9**	**F**	**2.9**	**0.005**	
4	Great America Parkway and Bunker Hill Lane	Santa Clara	AM	13.2	B	13.5	B	13.5	B	0.0	0.003	
			PM	14.6	B	15.2	B	15.2	B	0.1	0.009	
5	Great America Parkway and Old Glory Lane	Santa Clara	AM	14.6	B	15.3	B	15.3	B	0.0	0.000	
			PM	19.8	B	50.2	D	48.8	D	-0.8	-0.002	
6	Great America Parkway and Patrick Henry Drive	Santa Clara	AM	25.3	C	28.1	C	28.3	C	0.5	0.003	
			PM	19.6	B	28.5	C	29.9	C	2.2	0.007	
7	Great America Parkway and Mission College Boulevard *	Santa Clara	AM	47.4	D	65.7	E	67.8	E	1.7	0.006	
			PM	72.1	E	**121.1**	**F**	**122.0**	**F**	**1.8**	**0.004**	
8	Great America Parkway and US 101 Northbound Ramps *	Santa Clara	AM	21.7	C	28.3	C	28.6	C	0.5	0.002	
			PM	20.2	C	54.5	D	55.7	E	1.9	0.005	
9	Bowers Avenue and US 101 Southbound Ramps *	Santa Clara	AM	25.5	C	29.6	C	29.9	C	0.4	0.002	
			PM	7.4	A	8.4	A	8.7	A	0.4	0.006	
10	Mission College Boulevard and Montague Expressway *	Santa Clara	AM	**125.4**	**F**	**90.0**	**F**	**90.7**	**F**	**1.8**	**0.004**	
			PM	**138.7**	**F**	**198.7**	**F**	**200.0**	**F**	**2.7**	**0.006**	
11	Convention Center and Tasman Drive	Santa Clara	AM	10.0	B	10.1	B	10.1	B	0.0	0.000	
			PM	12.9	B	14.4	B	14.6	B	0.5	0.017	
12	Great America Parkway and SR-237 (N) *	San Jose	AM	37.8	D	**91.3**	**F**	**92.4**	**F**	**85.5**	**0.261**	**1%**
			PM	23.3	C	**69.6**	**E**	**73.0**	**E**	**62.5**	**0.322**	**3%**
13	Great America Parkway and SR-237 (S) *	San Jose	AM	18.0	B	**84.7**	**F**	**85.2**	**F**	**105.8**	**0.378**	**1%**
			PM	15.4	B	39.3	D	39.8	D	45.2	0.261	

* Denotes CMP Intersections
Entries denoted in **bold** indicate conditions that exceed the applicable level of service standard.
Bold and boxed indicate significant project impact.

7. Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project site, including:

- Vehicular site access
- Intersection operations analysis – vehicle queuing at the primary access point intersections
- Freeway Ramp Operations
- Potential impacts to bike, pedestrian and transit facilities

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Site Access

A detailed site plan for the project is not yet available. However, there are no planned changes to the existing on-site roadway layout or primary access points to Great America along Great America Parkway and Tasman Drive. The project site will continue to be served by one full-access entrance at the Great America Parkway/Old Glory Lane and Tasman Drive/Convention Center intersections.

Site Access Analysis

Traffic operations analyses at each of the primary project access intersections was completed. The operations analysis consisted of an evaluation of intersection level of service and queuing analysis. The analysis was completed for project traffic conditions during the standard weekday AM and PM peak hours as well as the Saturday evening peak hour. Unlike the weekday peak hours, the City of Santa Clara does not have adopted level of service standards for weekend traffic conditions. Therefore, the evaluation of Saturday evening conditions is presented for informational purposes only and was completed only at the two intersections that provide access to the project and would be most affected by the project. It should be noted, that traffic volumes on the roadway system surrounding the project site during the weekend are typically less than those of weekdays due to the primarily industrial/office land uses in the area that generate minimal traffic on weekends. Project trip estimates for the Saturday peak hour are presented in Table 10. Project trips at each of the primary access intersections for the project are presented in Figure 14. Table 11 summarizes the operations analysis at each of the intersections.

Table 10
Project Trip Generation Estimates – Saturday Peak Hour

Land Use	ITE Land Use Code	Size	Saturday Peak-Hour of Generator Pk-Hr Rate[1]	Splits In	Splits Out	Trips In	Trips Out	Trips Total
Restaurant Space	931	59,050 s.f.	10.82	59%	41%	377	262	639
Bowling Alley	437	22,250 s.f.	2.41	39%	61%	21	33	54
Retail Space[2]	826	8,700 s.f.	5.02	56%	44%	24	19	44
Live Theater	441	25,500 s.f.	0.02	50%	50%	0	0	1
Multi-Purpose Event Center	435	24,500 s.f.	0.29	59%	41%	4	3	7
		140,000 s.f.				427	317	744
30% trip reduction for internal trip capture[2]						-128	-95	-223
25% trip reduction for restaurant/retail pass-by[3]						-100	-70	-170
						199	**152**	**351**

Source: ITE Trip Generation, 9th Edition, 2012.
ITE Land Use 931 - Quality Restaurant
ITE Land Use 437 - Bowling Alley
ITE Land Use 826 - Specialty Retail Center
ITE Land Use 441 - Live Theater
ITE Land Use 435 - Multi-Purpose Recreational Facility

[1]The average trip generation rate from the ITE Trip Generation Manual was used for all land uses.

[2] The estimated trips were redced by 30% to account for the internal trip capture - Park visitors that patronize the restaurant/retail space and do not represent a new trip.

[3]A pass-by reduction of 25% is typically applied to retail development within Santa Clara County.

Intersection Level of Service Analysis

The level of service analysis indicates that each of the primary access intersections are projected to operate at LOS B conditions during the weekday and Saturday evening peak hours with the proposed project traffic.

Queue Analysis

The vehicular queuing analysis is based on vehicle queuing for high demand turning movements at intersections that provide primary access to the project area. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

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

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

Figure 14
Project Trips at Primary Access Points

Table 11
Site Access Analysis Summary

Study Number	Intersection	Location	Peak Hour	Count Date	Project Conditions LOS Avg. Delay	LOS	Queuing Analysis[1] NBL	SBL	WBL
5	Great America Parkway and Old Glory Lane	Santa Clara	AM	01/26/16	14.6	B		25	25
			PM	01/26/16	19.8	B		75	75
			SAT	09/12/15	15.4	B		75	125
					Existing Storage			**250**	**200**
11	Convention Center and Tasman Drive	Santa Clara	AM	08/14/14	10.1	B	25		25
			PM	08/14/14	13.4	B	150		100
			SAT	09/12/15	14.9	B	100		75
					Existing Storage		**150**		**175**

[1]Reported queue length were calculated using poisson probability. Queue lengths shown in feet, assuming 25 feet per vehicle.
NBL = northbound left, SBL = southbound left, WBL = westbound left.

storage requirements at intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Likewise, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length".

The queuing analysis indicates that the existing storage capacity at each of the primary access intersections will be adequate to serve the projected maximum queue lengths during the weekday and Saturday evening peak hours with the proposed project traffic.

Freeway Ramp Analysis

An analysis of metered freeway ramps providing access to the project site was performed to identify the effect of the addition of project traffic on the queues at metered study freeway on-ramps. It should be noted that the evaluation of freeway ramps is not required based on the City's transportation impact analysis guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

It is projected that the project will result in the addition of peak hour trips to two freeway interchanges: (1) US 101 at Great America Parkway/Bowers Avenue, (2) and SR 237 at Great America Parkway. The southbound loop on-ramp at US 101 and the eastbound on-ramp at SR 237 are metered during the PM peak hour. Since the proposed project would generate the majority of its trips during the PM peak hour, only the on-ramps that are metered during the PM peak hour were evaluated. The existing queue lengths and service rate of the meter at the ramp were measured in the field during the PM peak hour. Wait times (the time it took a vehicle at the end of the queue to proceed through the meter) at each metered ramp were derived from the collected data.

A ratio between the existing volumes using the freeway on-ramp and the approved and project trips was used to estimate the number of vehicles that would be added to the existing queue under background and project conditions. Based on this analysis, it was determined that the addition of project traffic to each of the ramps studied will equate to a less than 1.0% increase in volume during the PM peak hour and would extend the wait times at the ramps by no more than one minute. In addition, the addition of project traffic would result in the extension of projected queues by no more than two vehicles.

The proposed project traffic will have minimal effect on delay and queues at the studied freeway on-ramps. However, the maximum queue lengths measured in the field and projected under project conditions would extend beyond the available storage at both study on-ramps. Each of the subject ramps currently includes an HOV lane. Therefore, additional physical improvement at the ramps would consist of widening Great America Parkway and possibly the overcrossing of US 101. Capacity at the ramps is restricted by metering. Therefore, the widening of arterials would not provide an operational benefit to ramp operations. The City has worked cooperatively with VTA and Caltrans to implement measures to minimize the effects of vehicular queues at freeway ramps, such as shutting off the ramp meters when vehicular queues extend back onto the arterials. The City will continue to monitor the effects of traffic growth in the area and its effects on freeway ramp operations and work with VTA and Caltrans to implement further measures when deemed necessary. The freeway ramp analysis is summarized in Table 12. Calculation of the ramp queue lengths and wait time under background and project conditions are presented in Appendix E.

Table 12
Freeway Ramp Analysis Summary

		Existing[1]			Background[2]			Project Conditions/b/			
Ramp	Peak Hour	Volume	Queue Length (veh.)	Wait Time/c/ (min:sec)	Approved Trips	Queue Length (veh.)	Wait Time[3] (min:sec)	Project Trips	% Increase[4]	Queue Length (veh.)	Wait Time[3] (min:sec)
US 101 SB Loop On-Ramp	PM	650	16	00:59.0	935	39	02:24.0	12	0.76%	39	02:25.0
SR 237 EB On-Ramp	PM	566	75	11:52.0	915	196	31:02.0	12	0.81%	198	31:21.0

Notes:
[1]Existing queue length represents the longest queue observed during the peak-hour period.
Existing wait times were estimated based on surveyed times at the ramps conducted in May 2016.
[2]Background and project conditions queue lengths were estimated based on the ratio between the existing volumes on the ramp and the estimated approved and project trips added to the ramp, respectively.
[3]Future wait times were estimated based on the queue length and the measured meter's service rate.
[4]Percent increase was calculated from background to project conditions.

Pedestrian and Bicycle Facilities

Pedestrian Access

There are continuous sidewalks provided along Great America Parkway from SR 237 to US 101 interchange and through the Bowers Avenue and Central Expressway intersection. Tasman Drive has a continuous sidewalk on the south side of the street between Lawrence Expressway and McCarthy Boulevard. The north side of Tasman Drive has continuous sidewalks from Great America Parkway to Centennial Boulevard and east of Calle Del Sol. There is no sidewalk provided along the north side of Tasman Drive between Calle Del Sol and Centennial Boulevard. Separated pedestrian walkways are provided along the north and south sides of Old Glory Lane west of Great America Parkway. Pedestrian crosswalks and signal heads with pushbutton actuators are present at all signalized intersections, including the Old Glory Lane and Great America Parkway intersection (north side only). Adequate pedestrian facilities are provided to the project site, and no improvements are necessary.

Bicycle Facilities

It is expected that bicycle trips would comprise no more than one percent of the total project-generated trips. Thus, the project could generate four new bicycle trips during the PM peak hour. The existing bicycle facilities within the project area would be adequate to serve the anticipated demand.

Other Potential Pedestrian/Bicycle Facility Improvements in the Area

The potential to develop a bicycle and pedestrian trail on the Hetch Hetchy right-of-way corridor is being considered as part of the City of Santa Clara Trail Network Expansion project. The alignment of the trail and right-of-way corridor runs through the parking lots and along the north side of the Great America Theme Park. It is likely that the trail would extend from the Great America Parkway and Old Glory intersection, through the Great America parking lot and across San Tomas Aquino Creek. Therefore, the Theme Park access point and parking circulation would be effected by the trail.

Recommendations: The proposed project and any improvements within the Great America parking lots adjacent to the Hetch Hetchy right-of-way should be designed to accommodate the potential Hetch Hetchy Trail. The project applicant should work with the City Engineer to ensure that necessary right-of-way is maintained for the trail.

Transit Service

The project area is served by the Mountain View–Winchester Line that provides service between downtown Mountain View and Campbell/Los Gatos via downtown San Jose. The Great America Light Rail Station is located approximately 0.25 of a mile north of the project site, along Tasman Drive.

Due to the convenient location of the LRT line and station, it is assumed that some guests and employees of the proposed project would utilize the existing transit service. Applying an estimated three percent transit mode share, equates to approximately 11 new transit riders during the PM peak hour. Assuming the existing LRT service would remain unchanged with the Mountain View–Winchester Line providing service with 15-minute headways during the peak commute periods, the estimated number of new transit riders using the Great America Light Rail Station located near the project site would equate to approximately three riders per train during the PM peak hour. Given that there are also other bus routes and Light Rail Transit (LRT) Station within walking distance of the project site, the projected transit riders associated with the project could be accommodated by the existing transit services.

An evaluation of the effects of project traffic on transit vehicle delay also was completed. The analysis was completed for all transit routes that travel through the study intersections utilizing information produced by the intersection Level of Service analysis. The results of the transit delay analysis is presented in Table 13. The analysis shows that for most routes, the traffic associated with the proposed project would increase delay to transit vehicles by less than 10 seconds per vehicle. The VTA has not established policies or significance criteria related to transit vehicle delay. Thus, this data is presented for informational purposes only.

Table 13
Transit Delay Analysis Summary

Route #	Study Area Street(s)	Direction	Projected Increase in Transit Vehicle Delay (sec/veh)	
			AM	PM
57	Great America Pkwy	NB	1.2	-11.5
		SB	0.3	2.0
60	Great America Pkwy, Mission College Blvd	NB	2.2	-7.8
		SB	1.3	0.1
321	Great America Pkwy, Mission College Blvd	NB	3.4	1.5
		SB	2.2	9.3
330	Great America Pkwy, Mission College Blvd	NB	2.5	7.9
		SB	1.6	2.1
140	Great America Pkwy, Mission College Blvd	NB	1.7	4.3
		SB	1.6	2.1

Notes:
Projected increase in transit delay based on a comparison of background vs. background plus project conditions intersection movement delays calculated by TRAFFIX.

Parking

The City of Santa Clara Municipal Code identifies required off-street parking ratios for various land uses based on building size or other use specific metrics. Thus, the required parking for a proposed

development can be determined by applying the City's parking ratios to the size or other applicable metric. However, given that a detailed project has yet to be defined, it is not possible to determine the actual required parking for the proposed project. The application of the City's parking ratios would require the number of seats for the proposed live theater and event space and number of lanes for the bowling alley. In addition, any determination of additional parking to serve the proposed project should consider that the project is an extension of the existing Great America Amusement Park, rather than a stand-alone development, and the City parking ratios may not be applicable.

A qualitative evaluation of the parking demand for the proposed project was completed for the purpose of relating the project's peak parking demand periods to football game times at Levi's Stadium. The peak parking demand was determined assuming that the parking demand for the proposed project uses would generally be consistent with those of retail land uses. The evaluation of parking demand on weekdays and weekends is based on survey results compiled by the Urban Land Institute and the methodology presented in their *Shared Parking* guide. The surveys evaluate parking demand characteristics for various land uses and identify hourly parking demand ratios for each land use. Based on the survey data, peak parking demand for retail occurs between the hours of 12:00 pm and 7:00 pm on weekdays and weekends. Weekday and Sunday football games generally start at 5:00 pm and 1:00 pm, respectively, with peak parking demand occurring during the start of the games. Therefore, the parking demand of the proposed project and football games would coincide.

The existing Great America parking lots are currently available for use by the stadium during football games via a parking agreement with the 49ers and Great America. As part of the agreement, the Theme Park has 1,500 parking spaces guaranteed during an NFL game that occurs on days that the Great America is in operation.

A Traffic Management and Operations Plan (TMOP) is implemented on days of games at Levis's Stadium for the purpose of providing for efficient ingress and egress of vehicles, pedestrians, and transit services to and from the stadium and identified parking facilities and minimize the effects of stadium traffic and parking on surrounding neighborhoods. The TMOP implements the following strategies:

- Motorist information system
- Dispersed/decentralized parking plan
- Neighborhood protection
- Promotion of public transit options
- Traffic and pedestrian control
- Utilize a transportation management and communications center

A traffic control plan that serves to move vehicular traffic associated with the stadium efficiently from regional transportation facilities to arterials and into identified parking locations is implemented as part of the TMOP. The traffic control plan includes road closures, intersection lane configuration changes, and locations that are controlled by uniformed officers.

Changes in nearby land uses, available parking locations, and residential concerns, necessitate a re-evaluation of the TMOP annually to evaluate the effectiveness of the TMOP and address any concerns that arise from implementation of the TMOP. The established traffic control plan should be adequate to serve the Theme Park traffic since access points to designated parking for the Theme Park and the stadium are shared. However, it may be necessary to refine the TMOP to ensure that Theme Park traffic is not prohibited by road closures. Specificially, the ingress (pre-game) and egress (post-game) plans that provide routes to and from major thoroughfares and parking lots will need to provide an identified route to access the dedicated Theme Park parking.

8. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the Cities of Santa Clara and San Jose and the Congestion Management Program (CMP) of Santa Clara County. The study included the analysis of AM and PM peak-hour traffic conditions for 13 signalized intersections.

The impacts of the project on intersections were identified on the basis of the applicable municipality Level of Service standards and the CMP Level of Service standards. Project impacts on other transportation facilities, such as pedestrian facilities, bicycle facilities and transit, were determined on the basis of engineering judgment.

Existing Plus Project Intersection Level of Service Analysis

The level of service results under existing plus project conditions show that, measured against the applicable level of service standards, all of the study intersections are projected to operate at an acceptable level of service.

Background Plus Project Intersection Level of Service Analysis

The level of service results show that the addition of project traffic is not projected to have an adverse impact on any of the signalized study intersections based on applicable municipal and CMP standards, under background plus project conditions.

Cumulative With Project Intersection Level of Service Analysis

The level of service results under cumulative with project conditions show that the addition of project traffic is not projected to have an adverse impact on any of the signalized study intersections based on applicable municipal and CMP standards, under cumulative plus project conditions.

Freeway Segment Capacity Analysis

Traffic volumes on the study freeway segments under background plus project conditions were estimated by adding project trips for each of the project alternatives to the existing volumes obtained from the 2014 CMP Annual Monitoring Report. The results show that the addition of project traffic to freeways segments

would equate to less than 1% of capacity on each of the segments studied. Therefore, the project would not have a significant impact on freeway segments.

Other Transportation Issues

Site Access

A detailed site plan for the project is not yet available. However, there are no planned changes to the existing on-site roadway layout or primary access points to Great America along Great America Parkway and Tasman Drive. The project site will continue to be served by one full-access entrance at the Great America Parkway/Old Glory Lane and Tasman Drive/Convention Center intersections.

Traffic operations analyses at each of the primary project access intersections was completed. The operations analysis consisted of an evaluation of intersection level of service and queuing analysis. The analysis was completed for project traffic conditions during the standard weekday AM and PM peak hours as well as the Saturday evening peak hour. Unlike the weekday peak hours, the City of Santa Clara does not have adopted level of service standards for weekend traffic conditions. Therefore, the evaluation of Saturday evening conditions is presented for informational purposes only and was completed only at the two intersections that provide access to the project and would be most affected by the project. It should be noted, that traffic volumes on the roadway system surrounding the project site during the weekend are typically less than those of weekdays due to the primarily industrial/office land uses in the area that generate minimal traffic on weekends.

Intersection Level of Service Analysis

The level of service analysis indicates that each of the primary access intersections are projected to operate at LOS D or better conditions during the weekday and Saturday evening peak hours with the proposed project traffic.

Queue Analysis

The queuing analysis indicates that the existing storage capacity at each of the primary access intersections will be adequate to serve the projected maximum queue lengths during the weekday and Saturday evening peak hours with the proposed project traffic.

Freeway Ramp Analysis

An analysis of metered freeway ramps providing access to the project site was performed to identify the effect of the addition of project traffic on the queues at metered study freeway on-ramps. It should be noted that the evaluation of freeway ramps is not required based on the City's transportation impact analysis guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

It is projected that the project will result in the addition of peak hour trips to two freeway interchanges: (1) US 101 at Great America Parkway/Bowers Avenue, (2) and SR 237 at Great America Parkway. The southbound loop on-ramp at US 101 and the eastbound on-ramp at SR 237 are metered during the PM peak hour. Since the proposed project would generate the majority of its trips during the PM peak hour, only the on-ramps that are metered during the PM peak hour were evaluated.

Based on this analysis, it was determined that the addition of project traffic to each of the ramps studied will equate to a less than 1.0% increase in volume during the PM peak hour and would extend the wait times at the ramps by no more than one minute. In addition, the addition of project traffic would result in the extension of projected queues by no more than two vehicles.

The proposed project traffic will have minimal effect on delay and queues at the studied freeway on-ramps. However, the maximum queue lengths measured in the field and projected under project conditions would extend beyond the available storage at both study on-ramps. Each of the subject ramps currently includes an HOV lane. Therefore, additional physical improvement at the ramps would consist of widening Great America Parkway and possibly the overcrossing of US 101. Capacity at the ramps is restricted by metering. Therefore, the widening of arterials would not provide an operational benefit to ramp operations. The City has worked cooperatively with VTA and Caltrans to implement measures to minimize the effects of vehicular queues at freeway ramps, such as shutting off the ramp meters when vehicular queues extend back onto the arterials. The City will continue to monitor the effects of traffic growth in the area and its effects on freeway ramp operations and work with VTA and Caltrans to implement further measures when deemed necessary.

Pedestrian and Bicycle Facilities

Pedestrian Access

There are continuous sidewalks provided along Great America Parkway from SR 237 to US 101 interchange and through the Bowers Avenue and Central Expressway intersection. Tasman Drive has a continuous sidewalk on the south side of the street between Lawrence Expressway and McCarthy Boulevard. The north side of Tasman Drive has continuous sidewalks from Great America Parkway to Centennial Boulevard and east of Calle Del Sol. There is no sidewalk provided along the north side of Tasman Drive between Calle Del Sol and Centennial Boulevard. Separated pedestrian walkways are provided along the north and south sides of Old Glory Lane west of Great America Parkway. Pedestrian crosswalks and signal heads with pushbutton actuators are present at all signalized intersections, including the Old Glory Lane and Great America Parkway intersection (north side only). Adequate pedestrian facilities are provided to the project site, and no improvements are necessary.

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Recommendations: The proposed project and any improvements within the Great America parking lots adjacent to the Hetch Hetchy right-of-way should be designed to accommodate the potential Hetch Hetchy Trail. The project applicant should work with the City Engineer to ensure that necessary right-of-way is maintained for the trail.

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Great America Theme Park Master Plan Development
Technical Appendices

September 15, 2016

Appendix A

Traffic Counts

Great America Theme Park Master Plan Count Summary

Study Int #	Traffix Int #	N/S Street	E/W Street	AM Date	AM Source	PM Date	PM Source
1	1207	Great America Parkway	Tasman Drive *	10/27/15	TMC	09/16/14	CMP
2	4006	Great America Parkway	Great America Way	01/26/16	TMC	01/26/16	TMC
3	4005	Great America Parkway	Alviso Road	01/26/16	TMC	01/26/16	TMC
4	4004	Great America Parkway	Bunker Hill Lane	01/26/16	TMC	01/26/16	TMC
5	4003	Great America Parkway	Old Glory Lane	01/26/16	TMC	01/26/16	TMC
6	4002	Great America Parkway	Patrick Henry Drive	01/26/16	TMC	01/26/16	TMC
7	1206	Great America Parkway	Mission College Boulevard *	10/29/15	TMC	09/17/14	CMP
8	1209	Great America Parkway	US 101 Northbound Ramps *	01/26/16	TMC	09/30/14	CMP
9	1208	Bowers Avenue	US 101 Southbound Ramps *	01/26/16	TMC	09/30/14	CMP
10	5805	Mission College Boulevard	Montague Expressway *	10/29/15	TMC	09/24/14	CMP
11	4007	Convention Center	Tasman Drive	08/14/14	TMC	08/14/14	TMC
12	3028	Great America Parkway	SR-237 (N) *	01/26/16	TMC	09/11/14	CMP
13	3029	Great America Parkway	SR-237 (S) *	01/26/16	TMC	09/11/14	CMP

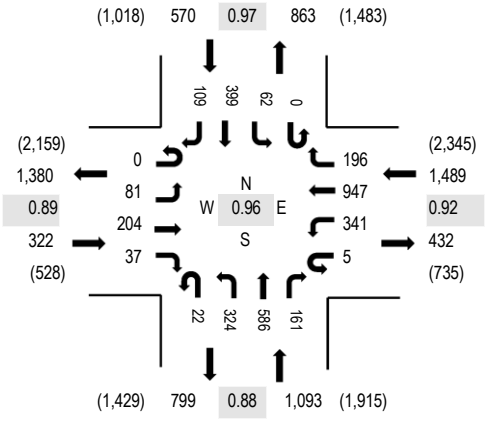
TMC = Turning Movement Count, CMP = Congestion Management Program
* Denotes CMP Intersection

All Traffic Data Services Inc.

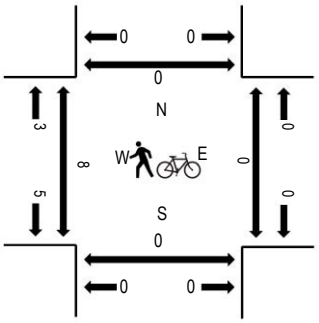
(303) 216-2439
www.alltrafficdata.net

Location: 62 GREAT AMERICA PKWY & TASMAN DR AM
Date and Start Time: Tuesday, October 27, 2015
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	1	5	16	4	1	38	70	19	7	44	84	17	0	11	91	4	412	2,332	0	0	0	0
7:15:00 AM	0	11	21	10	1	55	97	19	2	39	119	29	0	11	98	7	519	2,702	0	0	0	0
7:30:00 AM	1	17	47	6	3	80	155	39	5	56	121	29	0	13	74	18	664	3,074	3	0	4	0
7:45:00 AM	0	15	38	14	3	50	196	30	3	72	141	54	0	9	93	19	737	3,310	0	5	2	0
8:00:00 AM	0	20	37	8	2	90	203	22	3	88	134	28	0	22	103	22	782	3,474	1	0	0	0
8:15:00 AM	0	10	58	9	2	57	254	56	7	80	174	49	0	13	103	19	891		0	0	0	0
8:30:00 AM	0	29	50	11	0	99	250	49	3	88	128	48	0	15	92	38	900		5	0	0	0
8:45:00 AM	0	22	59	9	1	95	240	69	9	68	150	36	0	12	101	30	901		1	0	0	0

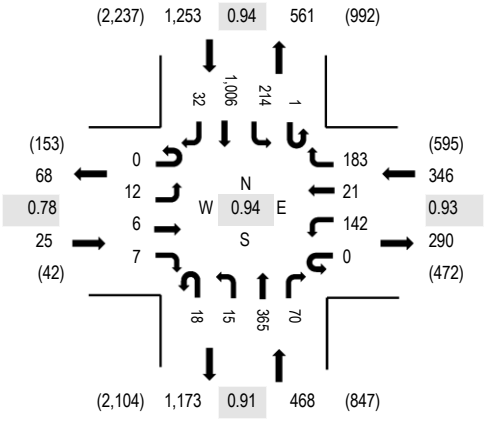
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	1	0	0	0	4	0	0	0	4	0	10
Lights	0	81	200	34	5	322	928	189	21	305	565	153	0	57	388	109	3,357
Mediums	0	0	4	3	0	18	18	7	1	19	17	8	0	5	7	0	107
Total	0	81	204	37	5	341	947	196	22	324	586	161	0	62	399	109	3,474

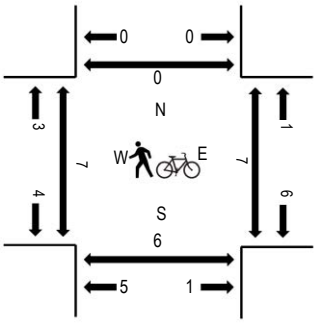
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 1 GREAT AMERICA PKWY & GREAT AMERICA WAY AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

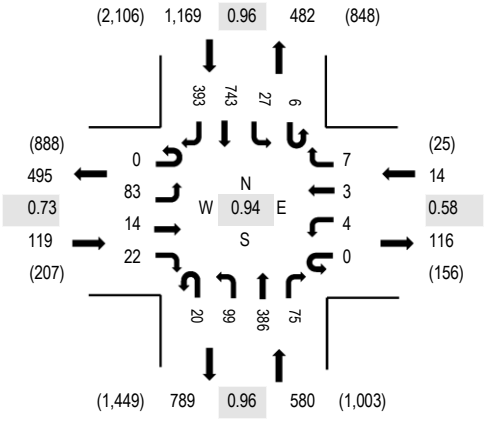
Traffic Counts

Interval Start Time	GREAT AMERICA WAY Eastbound				GREAT AMERICA WAY Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	0	1	0	0	12	1	26	4	11	59	7	0	19	161	5	306	1,629	0	1	1	0
7:15:00 AM	0	0	3	1	0	33	1	33	2	8	64	13	0	32	193	10	393	1,854	4	2	1	1
7:30:00 AM	0	5	2	0	0	20	2	24	5	7	84	4	0	46	199	11	409	1,963	7	1	1	2
7:45:00 AM	0	1	1	3	0	38	13	46	4	6	89	12	0	42	256	10	521	2,055	3	0	0	0
8:00:00 AM	0	4	1	3	0	38	5	45	8	2	82	11	1	67	253	11	531	2,092	5	4	4	0
8:15:00 AM	0	3	3	1	0	37	6	40	5	4	100	20	0	46	228	9	502		2	1	1	0
8:30:00 AM	0	4	2	0	0	33	1	48	3	6	84	17	0	45	251	7	501		0	0	0	0
8:45:00 AM	0	1	0	3	0	34	9	50	2	3	99	22	0	56	274	5	558		0	2	1	0
Count Total	0	18	13	11	0	245	38	312	33	47	661	106	1	353	1,815	68	3,721		21	11	9	3
Peak Hour	0	12	6	7	0	142	21	183	18	15	365	70	1	214	1,006	32	2,092		7	7	6	0

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 2 GREAT AMERICA PKWY & ALVISO RD AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



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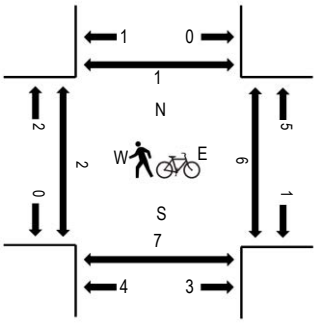

Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	ALVISO RD Eastbound				ALVISO RD Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	15	1	13	0	2	0	1	4	11	56	8	0	0	119	53	283	1,459	0	0	0	0
7:15:00 AM	0	14	0	8	0	2	0	0	5	18	72	3	2	3	159	76	362	1,638	1	1	0	1
7:30:00 AM	0	12	1	6	0	0	0	0	3	18	89	8	1	3	132	76	349	1,736	2	1	0	0
7:45:00 AM	0	15	0	3	0	2	3	1	2	31	87	8	1	5	200	107	465	1,846	0	1	0	1
8:00:00 AM	0	20	2	4	0	1	1	0	4	25	90	20	3	7	178	107	462	1,882	0	1	0	0
8:15:00 AM	0	24	1	5	0	0	0	2	3	25	104	19	1	6	173	97	460		0	1	0	0
8:30:00 AM	0	14	2	6	0	0	2	2	3	28	99	11	0	5	186	101	459		0	2	3	0
8:45:00 AM	0	25	9	7	0	3	0	3	10	21	93	25	2	9	206	88	501		1	1	3	1
Count Total	0	139	16	52	0	10	6	9	34	177	690	102	10	38	1,353	705	3,341		4	8	6	3
Peak Hour	0	83	14	22	0	4	3	7	20	99	386	75	6	27	743	393	1,882		1	5	6	1

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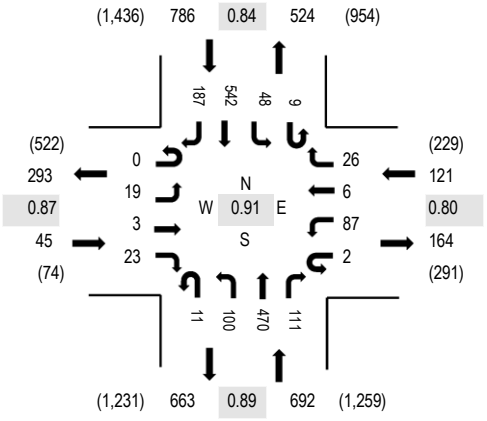
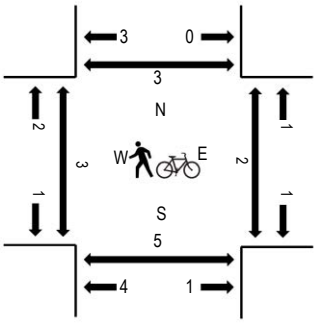
Location: 3 GREAT AMERICA PKWY & BUNKER HILL LN AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BUNKER HILL LN Eastbound				BUNKER HILL LN Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	2	0	0	0	14	2	4	2	28	78	14	2	6	115	20	287	1,354	0	2	3	0
7:15:00 AM	0	3	1	2	0	18	2	8	1	17	80	17	3	11	121	22	306	1,445	1	0	0	0
7:30:00 AM	0	7	3	2	0	18	5	4	0	31	108	25	4	10	111	30	358	1,556	0	0	0	0
7:45:00 AM	0	4	0	5	0	20	4	9	0	22	113	31	1	9	139	46	403	1,595	3	0	2	5
8:00:00 AM	0	10	0	3	2	23	1	10	6	21	103	18	3	15	119	44	378	1,644	0	1	1	0
8:15:00 AM	0	2	0	6	0	27	3	8	1	28	128	37	5	9	115	48	417		0	0	0	0
8:30:00 AM	0	4	1	6	0	23	1	4	2	26	110	26	1	15	132	46	397		0	0	2	3
8:45:00 AM	0	3	2	8	0	14	1	4	2	25	129	30	0	9	176	49	452		2	1	2	0
Count Total	0	35	7	32	2	157	19	51	14	198	849	198	19	84	1,028	305	2,998		6	4	10	8
Peak Hour	0	19	3	23	2	87	6	26	11	100	470	111	9	48	542	187	1,644		2	2	5	3

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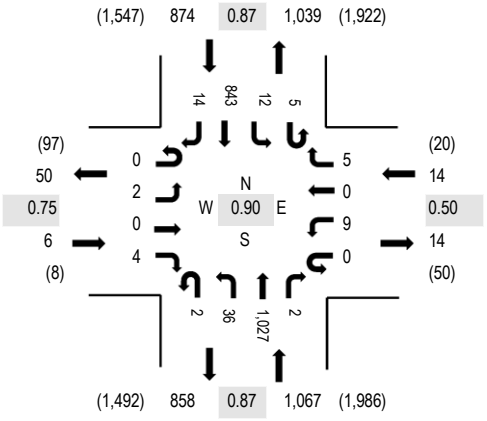
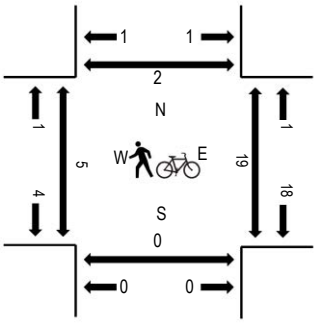
Location: 4 GREAT AMERICA PKWY & OLD GLORY LN AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLD GLORY LN Eastbound				OLD GLORY LN Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	0	0	0	0	2	0	0	2	4	177	0	0	8	141	2	336	1,600	0	0	0	0
7:15:00 AM	0	0	0	1	0	1	0	0	0	10	212	1	1	14	147	2	389	1,681	1	0	0	0
7:30:00 AM	0	0	0	1	0	1	0	0	0	9	247	0	0	8	137	1	404	1,836	0	7	0	0
7:45:00 AM	0	0	0	0	0	1	0	1	0	13	243	1	2	4	200	6	471	1,909	4	5	0	2
8:00:00 AM	0	1	0	0	0	1	0	0	0	2	233	0	2	3	173	2	417	1,961	1	3	0	0
8:15:00 AM	0	0	0	2	0	1	0	1	0	10	296	0	0	3	228	3	544		1	5	0	2
8:30:00 AM	0	0	0	1	0	2	0	2	0	12	251	1	1	2	203	2	477		1	4	0	0
8:45:00 AM	0	1	0	1	0	5	0	2	2	12	247	1	2	4	239	7	523		2	6	0	0
Count Total	0	2	0	6	0	14	0	6	4	72	1,906	4	8	46	1,468	25	3,561		10	30	0	4
Peak Hour	0	2	0	4	0	9	0	5	2	36	1,027	2	5	12	843	14	1,961		5	18	0	2

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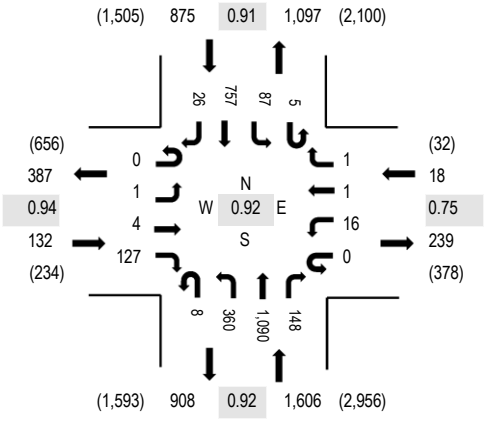
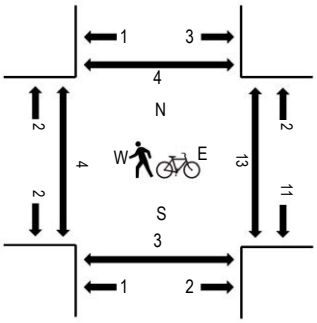
Location: 5 GREAT AMERICA PKWY & PATRICK HENRY DR AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PATRICK HENRY DR Eastbound				PATRICK HENRY DR Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	0	3	25	0	2	1	1	3	75	206	25	0	6	127	3	477	2,096	0	2	1	0
7:15:00 AM	0	1	1	15	0	4	0	0	0	47	237	14	4	10	145	2	480	2,204	1	3	1	0
7:30:00 AM	0	0	1	18	0	1	0	2	1	55	287	28	3	5	135	5	541	2,405	0	3	0	0
7:45:00 AM	0	0	1	37	0	3	0	0	2	78	261	31	1	14	167	3	598	2,512	2	5	0	0
8:00:00 AM	0	0	2	30	0	5	0	1	0	76	236	32	1	18	181	3	585	2,631	1	6	1	0
8:15:00 AM	0	0	1	30	0	3	0	0	3	89	308	38	2	15	189	3	681		0	2	0	1
8:30:00 AM	0	1	1	32	0	3	1	0	2	86	266	34	2	17	194	9	648		0	3	0	1
8:45:00 AM	0	0	0	35	0	5	0	0	3	109	280	44	0	37	193	11	717		3	1	2	2
Count Total	0	2	10	222	0	26	2	4	14	615	2,081	246	13	122	1,331	39	4,727		7	25	5	4
Peak Hour	0	1	4	127	0	16	1	1	8	360	1,090	148	5	87	757	26	2,631		4	12	3	4

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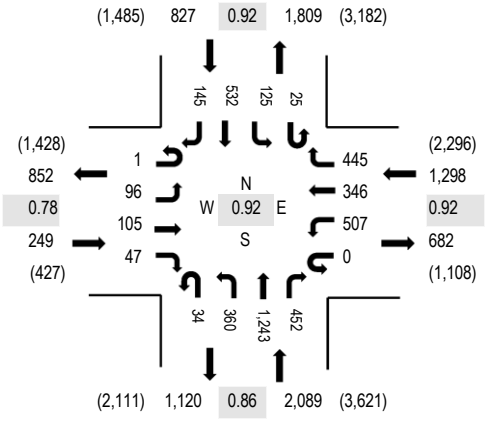
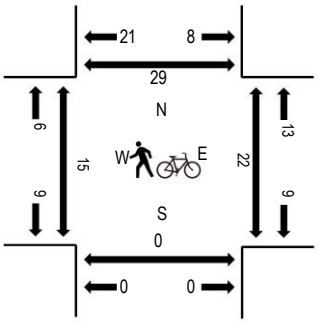
Location: 63 GREAT AMERICA PKWY & MISSION COLLEGE BLVD AM
Date and Start Time: Thursday, Oct 29, 2015
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MISSION COLLEGE BLVD Eastbound				MISSION COLLEGE BLVD Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	10	11	6	0	75	29	67	7	48	200	47	2	21	97	21	641	3,366	4	2	2	3
7:15:00 AM	1	16	13	14	0	92	46	54	6	72	245	65	8	16	122	20	790	3,756	8	4	0	3
7:30:00 AM	0	18	25	7	0	158	75	103	8	64	219	61	4	34	115	25	916	4,019	3	11	1	8
7:45:00 AM	0	30	15	12	0	137	69	93	26	73	301	90	3	28	109	33	1,019	4,268	9	8	0	4
8:00:00 AM	1	18	21	11	0	125	80	123	13	88	273	85	7	27	133	26	1,031	4,463	5	2	0	6
8:15:00 AM	0	24	18	11	0	139	72	107	4	76	319	96	6	27	127	27	1,053		0	3	0	5
8:30:00 AM	0	26	31	8	0	130	95	126	7	75	314	129	8	42	123	51	1,165		4	4	0	8
8:45:00 AM	0	28	35	17	0	113	99	89	10	121	337	142	4	29	149	41	1,214		5	11	0	7

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	13	0	0	0	5	1	20
Lights	1	92	101	45	0	504	341	432	34	358	1,182	442	25	117	502	140	4,316
Mediums	0	4	4	1	0	3	5	13	0	2	48	10	0	8	25	4	127
Total	1	96	105	47	0	507	346	445	34	360	1,243	452	25	125	532	145	4,463

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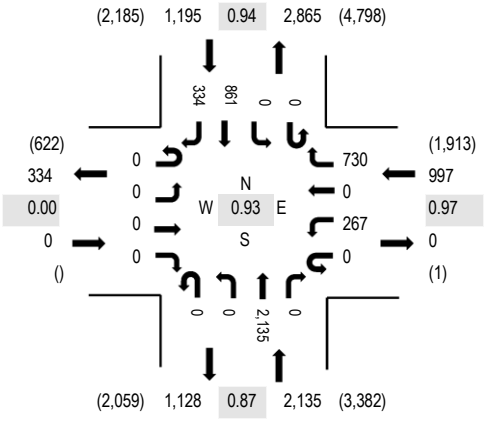
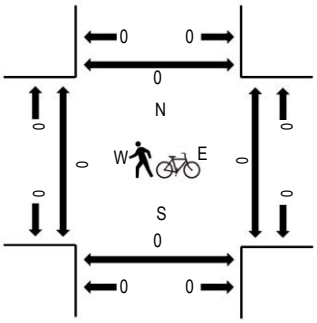
Location: 6 GREAT AMERICA PKWY & US101 NB RAMPS AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	US101 NB RAMPS Eastbound				US101 NB RAMPS Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	0	0	0	0	58	0	206	0	0	216	0	0	0	167	48	695	3,153	0	0	0	0
7:15:00 AM	0	0	0	0	0	62	0	154	0	0	266	0	0	0	165	65	712	3,449	0	0	0	0
7:30:00 AM	0	0	0	0	0	49	0	136	0	0	354	0	0	0	183	92	814	3,810	0	0	0	0
7:45:00 AM	0	0	0	0	0	60	0	191	0	0	410	1	0	0	187	83	932	4,102	0	0	0	0
8:00:00 AM	0	0	0	0	0	64	0	189	0	0	420	0	0	0	229	89	991	4,327	0	0	0	0
8:15:00 AM	0	0	0	0	0	58	0	200	0	0	511	0	0	0	217	87	1,073		0	0	0	0
8:30:00 AM	0	0	0	0	0	72	0	169	0	0	592	0	0	0	184	89	1,106		0	0	0	0
8:45:00 AM	0	0	0	0	0	73	0	172	0	0	612	0	0	0	231	69	1,157		0	0	0	0
Count Total	0	0	0	0	0	496	0	1,417	0	0	3,381	1	0	0	1,563	622	7,480		0	0	0	0
Peak Hour	0	0	0	0	0	267	0	730	0	0	2,135	0	0	0	861	334	4,327		0	0	0	0

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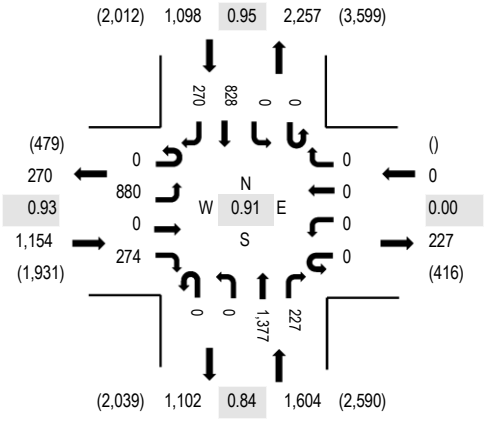
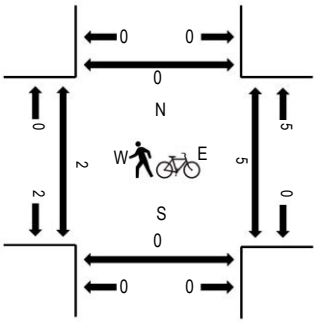
Location: 7 BOWERS AVE & US101 SB RAMPS AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	US101 SB RAMPS Eastbound				US101 SB RAMPS Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	81	0	45	0	0	0	0	0	0	160	57	0	0	175	53	571	2,677	0	0	0	0
7:15:00 AM	0	123	0	45	0	0	0	0	0	0	161	29	0	0	168	50	576	2,992	2	0	0	0
7:30:00 AM	0	143	0	58	0	0	0	0	0	0	235	52	0	0	166	59	713	3,354	0	0	0	0
7:45:00 AM	0	198	0	84	0	0	0	0	0	0	241	51	0	0	196	47	817	3,619	2	0	0	0
8:00:00 AM	0	221	0	68	0	0	0	0	0	0	253	56	0	0	217	71	886	3,856	0	0	0	0
8:15:00 AM	0	205	0	66	0	0	0	0	0	0	339	52	0	0	210	66	938		0	0	0	0
8:30:00 AM	0	211	0	72	0	0	0	0	0	0	366	63	0	0	196	70	978		0	0	0	0
8:45:00 AM	0	243	0	68	0	0	0	0	0	0	419	56	0	0	205	63	1,054		1	0	0	0
Count Total	0	1,425	0	506	0	0	0	0	0	0	2,174	416	0	0	1,533	479	6,533		5	0	0	0
Peak Hour	0	880	0	274	0	0	0	0	0	0	1,377	227	0	0	828	270	3,856		1	0	0	0

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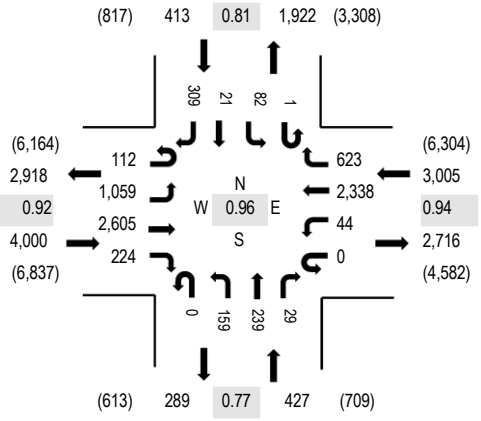
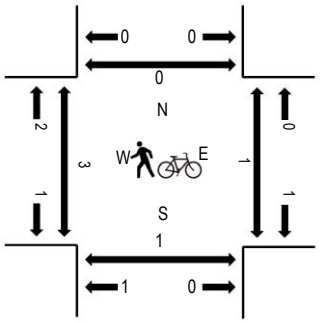
Location: 70 THOMAS RD & MONTAGUE EXPY AM
Date and Start Time: Thursday, Oct 29, 2015
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				THOMAS RD Northbound				MISSION COLLEGE BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	20	115	316	67	0	15	683	124	0	28	16	7	0	6	4	57	1,458	6,822	1	0	1	0
7:15:00 AM	36	152	381	62	0	17	518	111	0	35	17	13	0	19	4	73	1,438	7,325	3	1	0	1
7:30:00 AM	29	212	532	43	1	13	749	170	0	40	31	6	0	15	15	97	1,953	7,752	2	0	0	0
7:45:00 AM	30	242	542	58	0	18	727	153	0	35	43	11	0	17	8	89	1,973	7,782	1	0	0	0
8:00:00 AM	29	223	633	48	0	11	622	162	0	42	55	8	0	15	3	110	1,961	7,845	3	1	1	0
8:15:00 AM	30	279	588	49	0	14	603	131	0	44	48	5	0	17	2	55	1,865		0	0	0	0
8:30:00 AM	27	281	673	56	0	10	574	167	0	32	45	9	1	25	4	79	1,983		0	0	0	0
8:45:00 AM	26	276	711	71	0	9	539	163	0	41	91	7	0	25	12	65	2,036		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	3	0	1	8	0	0	0	0	0	0	0	0	0	19
Lights	112	1,051	2,574	216	0	40	2,290	619	0	146	235	24	0	77	21	296	7,701
Mediums	0	8	24	5	0	3	40	4	0	13	4	5	1	5	0	13	125
Total	112	1,059	2,605	224	0	44	2,338	623	0	159	239	29	1	82	21	309	7,845

All Traffic Data Services Inc.

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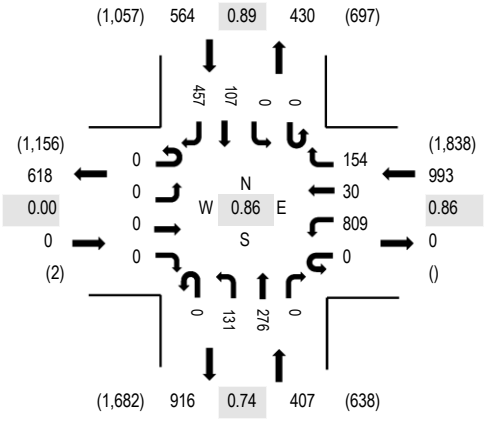
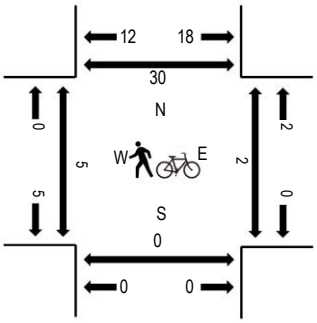
Location: 8 GREAT AMERICA PKWY & SR-237(N) AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SR-237(N) Eastbound				SR-237(N) Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	0	0	1	0	135	2	22	0	14	30	0	0	0	14	71	289	1,571	1	0	0	0
7:15:00 AM	0	0	0	0	0	152	16	13	0	13	39	0	0	0	20	95	348	1,726	3	1	0	1
7:30:00 AM	0	0	0	0	0	166	31	36	0	16	44	0	0	0	21	106	420	1,882	0	1	0	1
7:45:00 AM	0	0	0	1	0	228	11	33	0	25	50	0	0	0	28	138	514	1,907	3	0	0	0
8:00:00 AM	0	0	0	0	0	198	4	36	0	21	53	0	0	0	30	102	444	1,964	5	0	0	4
8:15:00 AM	0	0	0	0	0	195	16	32	0	34	68	0	0	0	24	135	504		0	0	0	0
8:30:00 AM	0	0	0	0	0	184	6	33	0	36	57	0	0	0	31	98	445		0	0	0	0
8:45:00 AM	0	0	0	0	0	232	4	53	0	40	98	0	0	0	22	122	571		0	0	0	3
Count Total	0	0	0	2	0	1,490	90	258	0	199	439	0	0	0	190	867	3,535		12	2	0	9
Peak Hour	0	0	0	0	0	809	30	154	0	131	276	0	0	0	107	457	1,964		5	0	0	7

All Traffic Data
Services Inc.
(303) 216-2439
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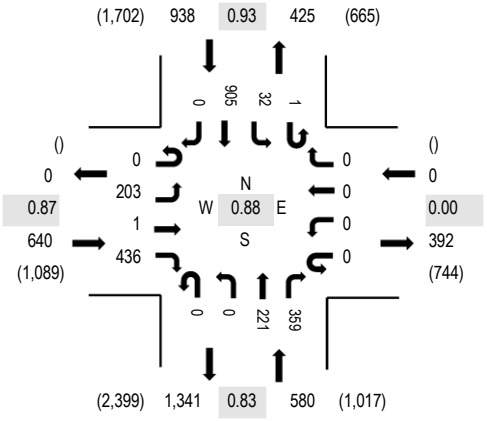
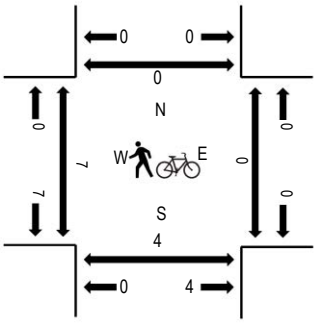
Location: 9 GREAT AMERICA PKWY & SR-237(S) AM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SR-237(S) Eastbound				SR-237(S) Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	26	0	52	0	0	0	0	0	0	24	57	0	4	147	0	310	1,650	1	0	1	0
7:15:00 AM	0	28	0	90	0	0	0	0	0	0	25	78	0	6	176	0	403	1,865	3	1	3	0
7:30:00 AM	0	33	0	91	0	0	0	0	0	0	32	93	0	14	176	0	439	1,962	1	1	0	0
7:45:00 AM	0	37	0	92	0	0	0	0	0	0	35	93	0	7	234	0	498	2,045	3	0	1	0
8:00:00 AM	0	35	0	120	0	0	0	0	0	0	48	87	0	7	228	0	525	2,158	6	0	4	0
8:15:00 AM	0	43	0	99	0	0	0	0	0	0	60	81	0	5	212	0	500		0	0	0	0
8:30:00 AM	0	51	0	108	0	0	0	0	0	0	41	88	0	13	221	0	522		0	0	0	0
8:45:00 AM	0	74	1	109	0	0	0	0	0	0	72	103	1	7	244	0	611		1	0	0	0
Count Total	0	327	1	761	0	0	0	0	0	0	337	680	1	63	1,638	0	3,808		15	2	9	0
Peak Hour	0	203	1	436	0	0	0	0	0	0	221	359	1	32	905	0	2,158		7	0	4	0

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 4AM FINAL
Site Code : 00000004
Start Date : 8/14/2014
Page No : 1

Groups Printed- Vehicles

	CONVENTION CENTER Southbound					TASMAN DR Westbound					CONVENTION CENTER Northbound					TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	0	1	2	5	3	70	3	3	79	0	0	0	2	2	0	66	9	0	75	161
07:15 AM	2	0	0	0	2	2	98	3	11	114	0	0	1	11	12	2	92	6	0	100	228
07:30 AM	2	0	0	7	9	2	164	4	7	177	0	0	2	8	10	2	89	8	2	101	297
07:45 AM	2	0	0	2	4	0	137	4	4	145	2	0	0	3	5	2	120	4	0	126	280
Total	8	0	1	11	20	7	469	14	25	515	2	0	3	24	29	6	367	27	2	402	966
08:00 AM	1	0	0	2	3	7	172	1	3	183	0	0	1	1	2	0	115	17	0	132	320
08:15 AM	3	0	0	3	6	0	171	2	5	178	1	0	3	3	7	3	131	20	3	157	348
08:30 AM	8	1	2	0	11	2	231	0	1	234	3	0	0	0	3	1	131	19	2	153	401
08:45 AM	5	0	1	5	11	3	183	7	10	203	0	1	3	3	7	2	146	12	5	165	386
Total	17	1	3	10	31	12	757	10	19	798	4	1	7	7	19	6	523	68	10	607	1455
Grand Total	25	1	4	21	51	19	1226	24	44	1313	6	1	10	31	48	12	890	95	12	1009	2421
Apprch %	49	2	7.8	41.2		1.4	93.4	1.8	3.4		12.5	2.1	20.8	64.6		1.2	88.2	9.4	1.2		
Total %	1	0	0.2	0.9	2.1	0.8	50.6	1	1.8	54.2	0.2	0	0.4	1.3	2	0.5	36.8	3.9	0.5	41.7	

	CONVENTION CENTER Southbound				TASMAN DR Westbound				CONVENTION CENTER Northbound				TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	0	1	**7**	172	1	180	0	0	1	1	0	115	17	132	314
08:15 AM	3	0	0	3	0	171	2	173	1	0	**3**	**4**	**3**	131	**20**	154	334
08:30 AM	**8**	**1**	**2**	**11**	2	**231**	0	**233**	**3**	0	0	3	1	131	19	151	**398**
08:45 AM	5	0	1	6	3	183	**7**	193	0	**1**	3	4	2	**146**	12	**160**	363
Total Volume	17	1	3	21	12	757	10	779	4	1	7	12	6	523	68	597	1409
% App. Total	81	4.8	14.3		1.5	97.2	1.3		33.3	8.3	58.3		1	87.6	11.4		
PHF	.531	.250	.375	.477	.429	.819	.357	.836	.333	.250	.583	.750	.500	.896	.850	.933	.885

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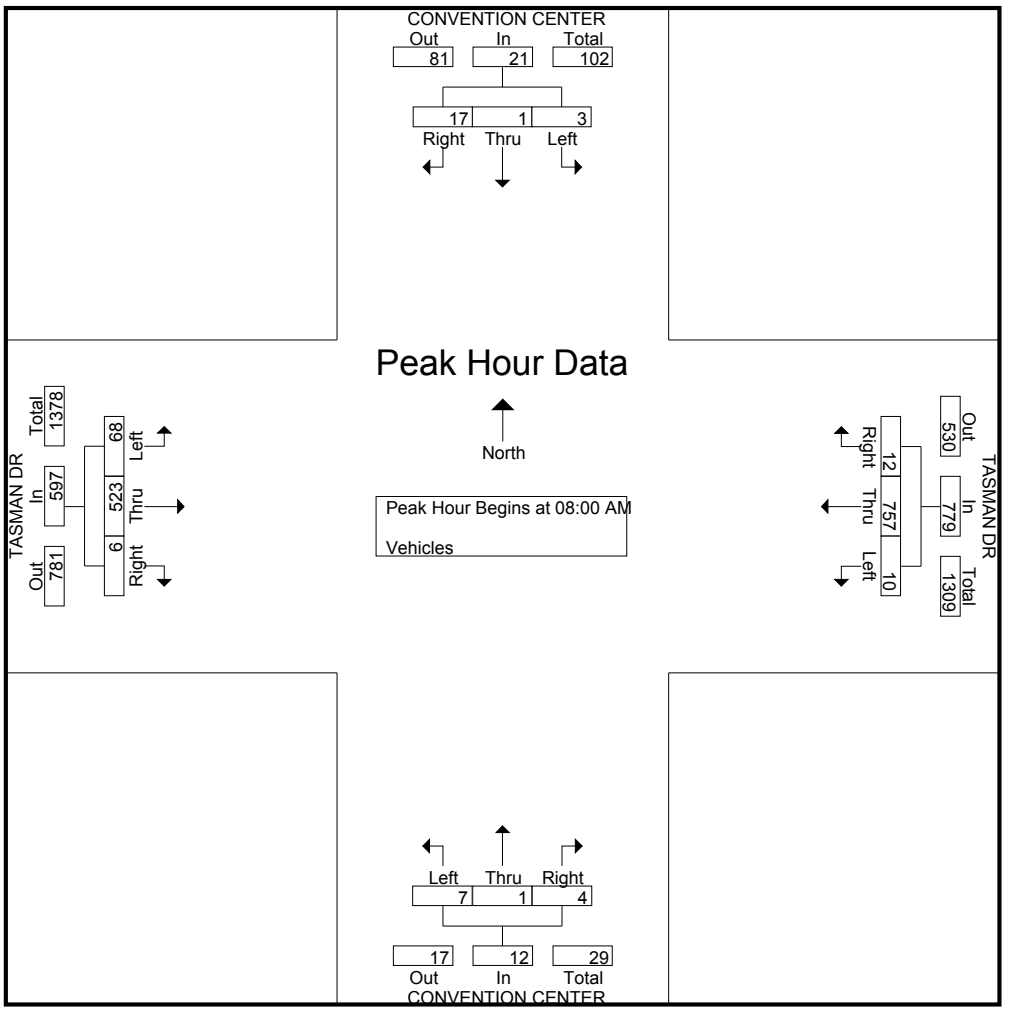
File Name : 4AM FINAL
Site Code : 00000004
Start Date : 8/14/2014
Page No : 2

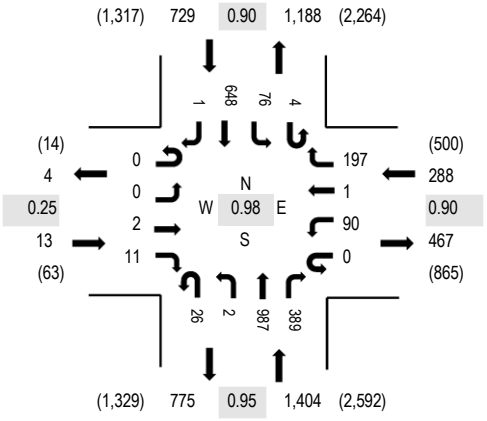


All Traffic Data Services Inc.

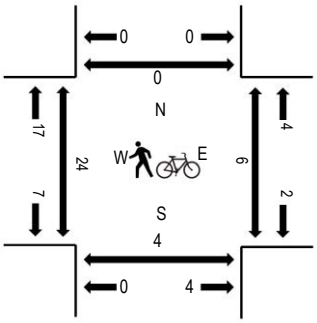
(303) 216-2439
www.alltrafficdata.net

Location: 1 GREAT AMERICA PKWY & GREAT AMERICA WAY PM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GREAT AMERICA WAY Eastbound				GREAT AMERICA WAY Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	0	17	6	3	0	12	0	44	0	0	214	47	0	34	126	1	504	2,043	1	0	1	0
4:15:00 PM	0	3	4	0	0	12	0	36	4	0	198	48	0	24	107	0	436	2,161	2	1	0	0
4:30:00 PM	0	0	0	0	0	18	0	42	0	4	218	88	1	34	115	0	520	2,345	9	3	5	0
4:45:00 PM	0	0	0	0	0	23	1	56	5	0	243	91	2	20	142	0	583	2,434	4	1	0	0
5:00:00 PM	0	0	0	0	0	19	0	52	9	2	231	107	1	15	186	0	622	2,429	3	3	2	0
5:15:00 PM	0	0	0	0	0	25	0	43	9	0	268	94	1	24	156	0	620		0	0	0	0
5:30:00 PM	0	0	2	11	0	23	0	46	3	0	245	97	0	17	164	1	609		17	1	1	0
5:45:00 PM	0	4	6	7	0	18	1	29	5	3	270	89	0	18	127	1	578		19	0	0	1
Count Total	0	24	18	21	0	150	2	348	35	9	1,887	661	5	186	1,123	3	4,472		55	9	9	1
Peak Hour	0	0	2	11	0	90	1	197	26	2	987	389	4	76	648	1	2,434		7	7	6	0

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(303) 216-2439
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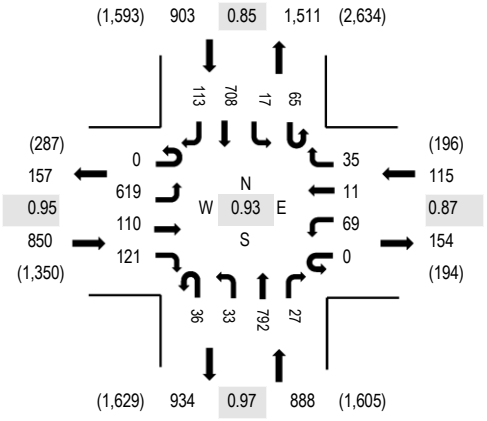
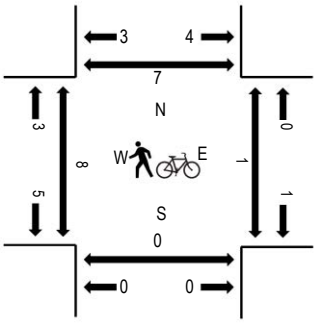
Location: 2 GREAT AMERICA PKWY & ALVISO RD PM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	ALVISO RD Eastbound				ALVISO RD Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	0	81	0	23	0	17	3	4	6	5	153	5	3	3	128	26	457	1,988	2	4	1	3
4:15:00 PM	0	91	3	17	0	14	2	1	3	7	141	2	4	0	112	24	421	2,224	0	1	1	9
4:30:00 PM	0	105	2	21	0	12	0	7	4	6	177	2	20	3	141	21	521	2,469	1	1	0	0
4:45:00 PM	0	123	12	22	0	8	9	4	9	4	189	4	20	4	158	23	589	2,686	1	1	1	3
5:00:00 PM	0	164	20	28	0	20	3	10	8	10	199	8	21	2	171	29	693	2,756	4	0	0	3
5:15:00 PM	0	153	20	22	0	23	1	9	9	8	191	4	11	6	184	25	666		3	0	0	3
5:30:00 PM	0	154	28	37	0	14	5	5	14	6	207	3	23	4	204	34	738		1	1	0	0
5:45:00 PM	0	148	42	34	0	12	2	11	5	9	195	12	10	5	149	25	659		0	0	0	0
Count Total	0	1,019	127	204	0	120	25	51	58	55	1,452	40	112	27	1,247	207	4,744		12	8	3	21
Peak Hour	0	619	110	121	0	69	11	35	36	33	792	27	65	17	708	113	2,756		1	5	6	1

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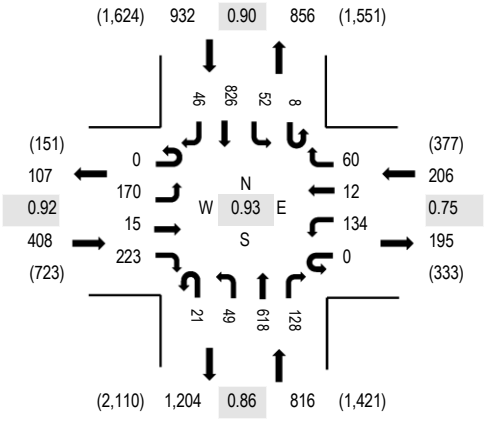
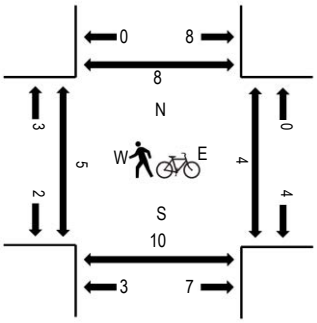
Location: 3 GREAT AMERICA PKWY & BUNKER HILL LN PM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BUNKER HILL LN Eastbound				BUNKER HILL LN Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	0	30	1	52	0	39	0	9	1	5	115	12	4	6	151	8	433	1,783	3	0	1	0
4:15:00 PM	0	26	4	35	0	23	2	12	0	4	130	19	2	11	129	4	401	1,987	2	0	5	4
4:30:00 PM	0	39	3	46	0	23	3	14	3	3	122	17	2	7	155	6	443	2,162	5	0	3	0
4:45:00 PM	0	37	1	41	0	33	3	10	3	3	138	30	5	27	172	3	506	2,347	1	2	0	0
5:00:00 PM	0	47	7	57	0	46	4	19	7	3	188	40	2	12	195	10	637	2,362	0	1	1	0
5:15:00 PM	0	35	4	50	0	33	4	20	4	6	125	41	1	14	226	13	576		1	2	3	2
5:30:00 PM	0	46	2	53	0	30	2	12	3	17	176	29	1	17	230	10	628		3	1	6	5
5:45:00 PM	0	42	2	63	0	25	2	9	7	23	129	18	4	9	175	13	521		1	0	0	1
Count Total	0	302	24	397	0	252	20	105	28	64	1,123	206	21	103	1,433	67	4,145		16	6	19	12
Peak Hour	0	170	15	223	0	134	12	60	21	49	618	128	8	52	826	46	2,362		2	2	5	3

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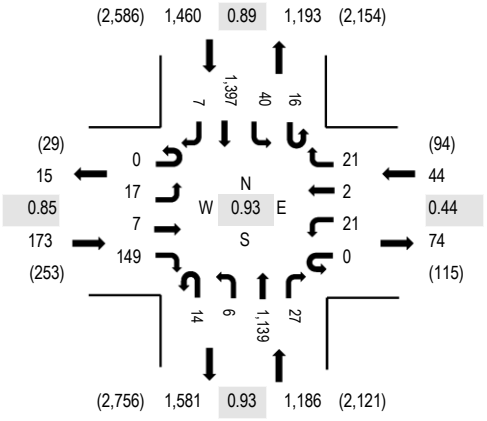
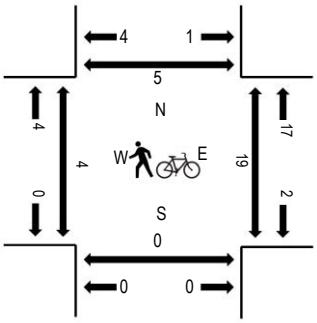
Location: 4 GREAT AMERICA PKWY & OLD GLORY LN PM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLD GLORY LN Eastbound				OLD GLORY LN Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	0	0	0	17	0	3	0	3	0	1	209	2	2	4	287	2	530	2,191	1	1	0	0
4:15:00 PM	0	4	0	8	0	5	0	2	1	3	200	0	2	2	219	0	446	2,431	1	5	0	2
4:30:00 PM	0	5	3	20	0	4	1	4	1	0	238	5	5	8	289	4	587	2,700	1	1	0	1
4:45:00 PM	0	1	0	22	0	10	0	18	2	3	266	4	2	13	287	0	628	2,853	0	1	0	0
5:00:00 PM	0	8	0	43	0	11	1	13	7	1	268	6	2	11	397	2	770	2,863	3	2	0	3
5:15:00 PM	0	1	3	47	0	5	1	4	1	0	285	12	1	12	341	2	715		0	9	0	2
5:30:00 PM	0	1	1	26	0	2	0	2	3	2	311	4	6	11	369	2	740		0	3	0	0
5:45:00 PM	0	7	3	33	0	3	0	2	3	3	275	5	7	6	290	1	638		1	4	0	0
Count Total	0	27	10	216	0	43	3	48	18	13	2,052	38	27	67	2,479	13	5,054		7	26	0	8
Peak Hour	0	17	7	149	0	21	2	21	14	6	1,139	27	16	40	1,397	7	2,863		5	18	0	2

All Traffic Data Services Inc.
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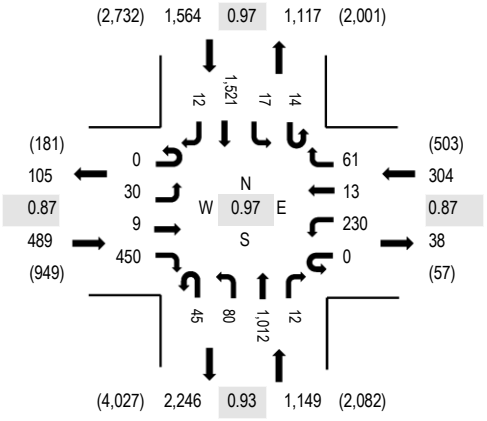
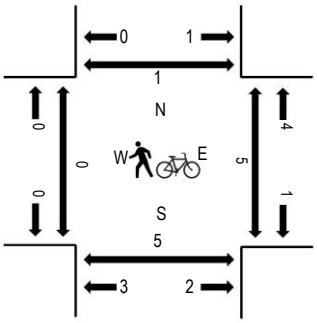
Location: 5 GREAT AMERICA PKWY & PATRICK HENRY DR PM
Date and Start Time: Tuesday, January 26, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PATRICK HENRY DR Eastbound				PATRICK HENRY DR Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	0	6	1	104	0	38	0	7	11	13	187	1	1	3	273	4	649	2,760	2	2	0	2
4:15:00 PM	0	1	0	78	0	34	0	16	15	11	177	1	2	2	234	4	575	3,000	0	1	1	0
4:30:00 PM	0	5	2	132	0	38	0	9	14	15	231	1	1	1	302	2	753	3,328	1	1	0	0
4:45:00 PM	0	4	1	126	0	44	1	12	7	23	223	3	2	3	331	3	783	3,453	4	0	0	2
5:00:00 PM	0	7	0	113	0	60	4	15	16	18	249	3	3	1	397	3	889	3,506	0	1	0	0
5:15:00 PM	0	9	7	100	0	57	1	16	8	23	274	4	0	2	399	3	903		0	3	0	0
5:30:00 PM	0	3	0	137	0	65	7	15	11	24	250	1	5	6	352	2	878		0	1	4	0
5:45:00 PM	0	11	2	100	0	48	1	15	10	15	239	4	6	8	373	4	836		0	0	1	0
Count Total	0	46	13	890	0	384	14	105	92	142	1,830	18	20	26	2,661	25	6,266		7	9	6	4
Peak Hour	0	30	9	450	0	230	13	61	45	80	1,012	12	14	17	1,521	12	3,506		4	12	3	4

Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 4PM FINAL
Site Code : 00000004
Start Date : 8/14/2014
Page No : 1

Groups Printed- Vehicles

	CONVENTION CENTER Southbound					TASMAN DR Westbound					CONVENTION CENTER Northbound					TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	3	2	6	3	122	11	10	146	7	0	67	9	83	12	223	10	0	245	480
04:15 PM	0	0	2	2	4	1	163	6	6	176	9	0	75	4	88	5	251	3	3	262	530
04:30 PM	3	0	0	2	5	0	137	18	12	167	12	0	71	3	86	5	285	1	1	292	550
04:45 PM	3	0	3	1	7	1	150	16	4	171	16	1	71	1	89	7	270	3	0	280	547
Total	6	1	8	7	22	5	572	51	32	660	44	1	284	17	346	29	1029	17	4	1079	2107
05:00 PM	0	0	2	4	6	2	197	14	9	222	21	0	71	7	99	1	261	6	1	269	596
05:15 PM	4	0	3	2	9	3	213	21	9	246	19	0	71	4	94	13	343	9	0	365	714
05:30 PM	1	0	0	5	6	2	168	12	16	198	16	0	88	23	127	11	322	4	5	342	673
05:45 PM	3	0	2	1	6	1	143	12	8	164	14	0	74	37	125	4	331	4	3	342	637
Total	8	0	7	12	27	8	721	59	42	830	70	0	304	71	445	29	1257	23	9	1318	2620
Grand Total	14	1	15	19	49	13	1293	110	74	1490	114	1	588	88	791	58	2286	40	13	2397	4727
Apprch %	28.6	2	30.6	38.8		0.9	86.8	7.4	5		14.4	0.1	74.3	11.1		2.4	95.4	1.7	0.5		
Total %	0.3	0	0.3	0.4	1	0.3	27.4	2.3	1.6	31.5	2.4	0	12.4	1.9	16.7	1.2	48.4	0.8	0.3	50.7	

	CONVENTION CENTER Southbound				TASMAN DR Westbound				CONVENTION CENTER Northbound				TASMAN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	2	2	2	197	14	213	**21**	0	71	92	1	261	6	268	575
05:15 PM	**4**	0	**3**	**7**	**3**	**213**	**21**	**237**	19	0	71	90	**13**	**343**	**9**	**365**	**699**
05:30 PM	1	0	0	1	2	168	12	182	16	0	**88**	**104**	11	322	4	337	624
05:45 PM	3	0	2	5	1	143	12	156	14	0	74	88	4	331	4	339	588
Total Volume	8	0	7	15	8	721	59	788	70	0	304	374	29	1257	23	1309	2486
% App. Total	53.3	0	46.7		1	91.5	7.5		18.7	0	81.3		2.2	96	1.8		
PHF	.500	.000	.583	.536	.667	.846	.702	.831	.833	.000	.864	.899	.558	.916	.639	.897	.889

Traffic Data Service

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File Name : 4PM FINAL
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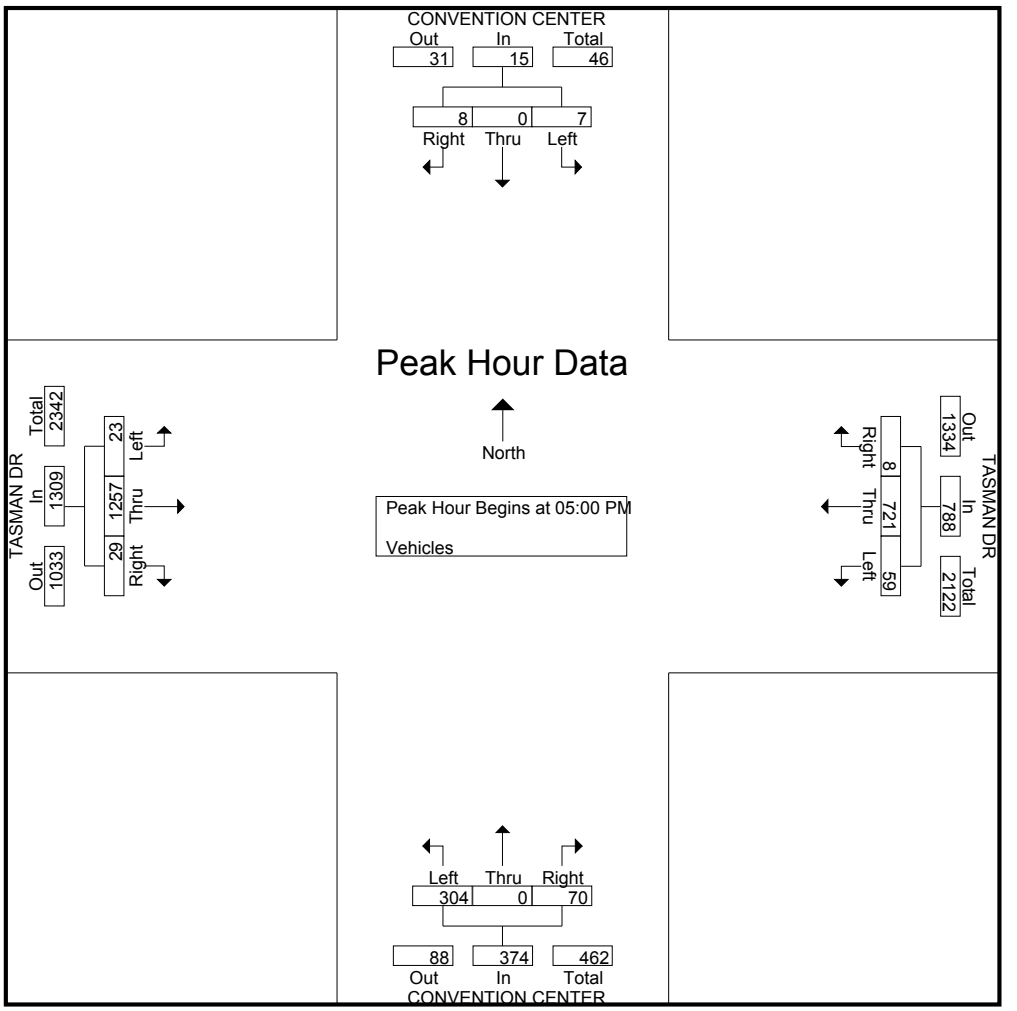
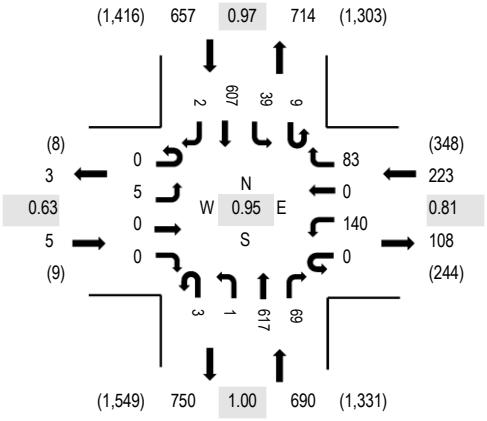


All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

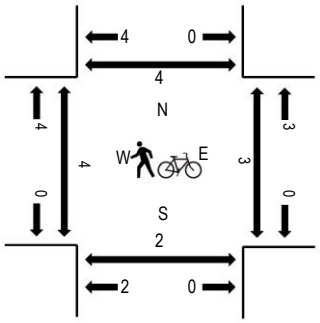
Location: 1 GREAT AMERICA PKWY & OLD GLORY LN PM
Date and Start Time: Saturday, September 12, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	OLD GLORY LN Eastbound				OLD GLORY LN Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	0	2	0	0	0	17	2	11	2	0	146	31	5	10	165	1	392	1,529	0	0	0	1
4:15:00 PM	0	0	0	0	0	26	0	6	2	0	130	23	5	14	155	0	361	1,551	0	0	2	0
4:30:00 PM	0	0	0	1	0	31	0	3	1	0	127	20	0	12	198	1	394	1,535	0	1	0	0
4:45:00 PM	0	0	0	1	0	19	0	10	2	1	138	18	6	8	179	0	382	1,553	0	0	0	0
5:00:00 PM	0	2	0	0	0	47	0	22	1	0	154	18	0	16	154	0	414	1,575	0	1	0	1
5:15:00 PM	0	1	0	0	0	27	0	15	1	0	154	12	0	13	122	0	345		1	2	0	3
5:30:00 PM	0	1	0	0	0	37	0	25	0	1	158	13	5	8	163	1	412		3	0	2	0
5:45:00 PM	0	1	0	0	0	29	0	21	1	0	151	26	4	2	168	1	404		0	0	0	0

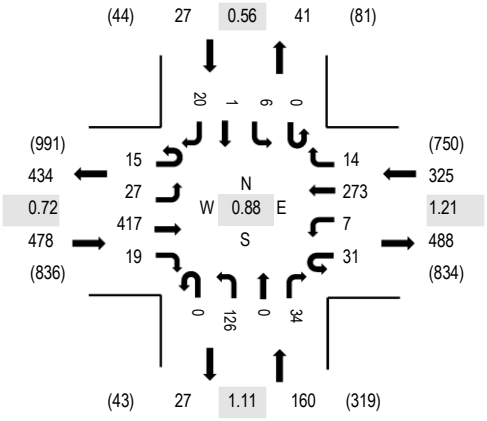
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	4	0	0	0	140	0	82	3	1	609	69	9	39	600	2	1,558
Mediums	0	1	0	0	0	0	0	1	0	0	7	0	0	0	7	0	16
Total	0	5	0	0	0	140	0	83	3	1	617	69	9	39	607	2	1,575

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

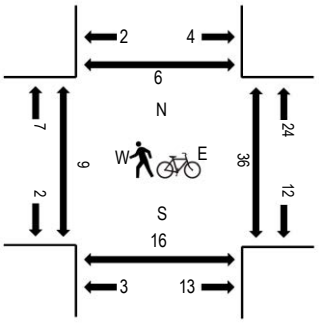
Location: 2 CONVENTION CENTER & TASMAN DR PM
Date and Start Time: Saturday, September 12, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				CONVENTION CENTER Northbound				CONVENTION CENTER Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00:00 PM	6	8	85	3	3	4	91	2	0	39	1	5	0	1	0	1	249	959	2	4	1	4
4:15:00 PM	0	8	75	4	2	0	97	7	0	32	0	4	0	2	0	3	234	933	0	1	5	0
4:30:00 PM	4	3	74	0	2	1	121	3	0	41	0	4	0	1	0	3	257	966	1	1	3	3
4:45:00 PM	3	6	76	3	4	1	85	2	0	27	0	6	0	2	0	4	219	929	0	6	0	0
5:00:00 PM	1	10	79	3	4	2	79	5	0	30	0	5	0	1	0	4	223	990	9	12	5	2
5:15:00 PM	8	4	110	5	9	0	74	2	0	39	0	10	0	0	1	5	267		0	2	1	0
5:30:00 PM	1	3	86	3	6	2	73	2	0	33	0	7	0	1	0	3	220		0	9	4	3
5:45:00 PM	5	10	142	8	12	3	47	5	0	24	0	12	0	4	0	8	280		0	10	3	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4
Lights	15	27	413	18	31	7	266	14	0	125	0	34	0	6	1	20	977
Mediums	0	0	2	1	0	0	5	0	0	1	0	0	0	0	0	0	9
Total	15	27	417	19	31	7	273	14	0	126	0	34	0	6	1	20	990

Appendix B

Volume Summary

Intersection Number: 1
Traffix Node Number: 1207
Intersection Name: Great America Parkway and Tasman Drive *
Peak Hour: AM
Count Date: 10/27/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**109**	**399**	**62**	**196**	**947**	**346**	**161**	**586**	**346**	**37**	**204**	**81**	**3474**
Approved Project Trips													
Santa Clara Approved Project Trips	272	437	4	15	149	49	12	295	190	75	17	37	1552
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	5	77	13	-4	-7	-7	24	49	20	16	73	8	267
3000 Bowers	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway	0	164	0	0	0	53	7	22	1	10	0	0	257
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	108	0	0	0	10	1	14	0	0	0	0	133
Total Approved Trips	277	796	17	11	142	105	44	381	211	101	90	45	2220
Background Conditions	**386**	**1195**	**79**	**207**	**1089**	**451**	**205**	**967**	**557**	**138**	**294**	**126**	**5694**
Net Project Trips	0	3	11	8	0	0	0	2	3	3	0	0	30
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	3	11	8	0	0	0	2	3	3	0	0	30
Existing Plus Project Conditions	**109**	**402**	**73**	**204**	**947**	**346**	**161**	**588**	**349**	**40**	**204**	**81**	**3504**
Background Plus Project Conditions	**386**	**1198**	**90**	**215**	**1089**	**451**	**205**	**969**	**560**	**141**	**294**	**126**	**5724**
Pending Project Trips													
Santa Clara Pending Project Trips	0	40	0	0	1	7	1	21	10	2	0	0	82
NSJ Phase II Project Trips	5	77	13	-4	-7	-7	24	49	20	16	73	8	267
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	6	2	1	5	18	0	0	17	58	8	2	1	118
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	17	0	0	0	0	0	16	0	0	0	0	33
City Place	0	0	65	60	220	95	205	255	0	0	125	50	1075
Total Pending Trips	11	136	79	61	232	95	230	358	88	26	200	59	1575
Cumulative No Project Conditions	**397**	**1331**	**158**	**268**	**1321**	**546**	**435**	**1325**	**645**	**164**	**494**	**185**	**7269**
Cumulative With Project Conditions	**397**	**1334**	**169**	**276**	**1321**	**546**	**435**	**1327**	**648**	**167**	**494**	**185**	**7299**

Intersection Number: 2
Traffix Node Number: 4006
Intersection Name: Great America Parkway and Great America Way
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**32**	**1006**	**215**	**183**	**21**	**142**	**70**	**365**	**33**	**7**	**6**	**12**	**2092**
Approved Project Trips													
Santa Clara Approved Project Trips	42	789	0	0	0	0	0	130	169	8	0	8	1146
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	95	0	0	0	0	0	53	0	0	0	0	148
3000 Bowers	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway	0	164	0	0	0	0	0	22	0	0	0	0	186
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	54	0	0	0	0	0	14	0	0	0	0	68
Total Approved Trips	42	1112	0	0	0	0	0	220	169	8	0	8	1559
Background Conditions	**74**	**2118**	**215**	**183**	**21**	**142**	**70**	**585**	**202**	**15**	**6**	**20**	**3651**
Net Project Trips	0	13	0	0	0	0	0	11	0	0	0	0	24
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	13	0	0	0	0	0	11	0	0	0	0	24
Existing Plus Project Conditions	**32**	**1019**	**215**	**183**	**21**	**142**	**70**	**376**	**33**	**7**	**6**	**12**	**2116**
Background Plus Project Conditions	**74**	**2131**	**215**	**183**	**21**	**142**	**70**	**596**	**202**	**15**	**6**	**20**	**3675**
Pending Project Trips													
Santa Clara Pending Project Trips	0	44	0	0	0	-4	6	16	0	0	0	0	62
NSJ Phase II Project Trips	0	95	0	0	0	0	0	53	0	0	0	0	148
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	0	33	0	0	0	0	0	5	0	0	0	0	38
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	17	0	0	0	0	0	16	0	0	0	0	33
City Place	0	940	70	60	0	5	10	405	0	0	0	0	1490
Total Pending Trips	0	1129	70	60	0	1	16	495	0	0	0	0	1771
Cumulative No Project Conditions	**74**	**3247**	**285**	**243**	**21**	**143**	**86**	**1080**	**202**	**15**	**6**	**20**	**5422**
Cumulative With Project Conditions	**74**	**3260**	**285**	**243**	**21**	**143**	**86**	**1091**	**202**	**15**	**6**	**20**	**5446**

Intersection Number: 3
Traffix Node Number: 4005
Intersection Name: Great America Parkway and Alviso Road
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**393**	**743**	**33**	**7**	**3**	**4**	**75**	**386**	**119**	**22**	**14**	**83**	**1882**
Approved Project Trips													
Santa Clara Approved Project Trips	41	679	8	0	0	0	0	253	0	0	0	37	1018
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	95	0	0	0	0	0	53	0	0	0	0	148
3000 Bowers	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway	0	164	0	0	0	0	0	22	0	0	0	0	186
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	81	0	0	0	0	0	14	0	0	0	0	95
Total Approved Trips	41	1029	8	0	0	0	0	343	0	0	0	37	1458
Background Conditions	**434**	**1772**	**41**	**7**	**3**	**4**	**75**	**729**	**119**	**22**	**14**	**120**	**3340**
Net Project Trips	0	13	0	0	0	0	0	11	0	0	0	0	24
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	13	0	0	0	0	0	11	0	0	0	0	24
Existing Plus Project Conditions	**393**	**756**	**33**	**7**	**3**	**4**	**75**	**397**	**119**	**22**	**14**	**83**	**1906**
Background Plus Project Conditions	**434**	**1785**	**41**	**7**	**3**	**4**	**75**	**740**	**119**	**22**	**14**	**120**	**3364**
Pending Project Trips													
Santa Clara Pending Project Trips	0	40	0	0	0	0	0	21	0	0	0	0	61
NSJ Phase II Project Trips	0	95	0	0	0	0	0	53	0	0	0	0	148
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	0	33	0	0	0	0	0	5	0	0	0	0	38
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	17	0	0	0	0	0	16	0	0	0	0	33
City Place	0	1010	0	0	0	0	0	465	15	15	0	0	1505
Total Pending Trips	0	1195	0	0	0	0	0	560	15	15	0	0	1785
Cumulative No Project Conditions	**434**	**2967**	**41**	**7**	**3**	**4**	**75**	**1289**	**134**	**37**	**14**	**120**	**5125**
Cumulative With Project Conditions	**434**	**2980**	**41**	**7**	**3**	**4**	**75**	**1300**	**134**	**37**	**14**	**120**	**5149**

Intersection Number: 4
Traffix Node Number: 4004
Intersection Name: Great America Parkway and Bunker Hill Lane
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**187**	**542**	**57**	**26**	**6**	**89**	**111**	**470**	**111**	**23**	**3**	**19**	**1644**
Approved Project Trips													
Santa Clara Approved Project Trips	0	679	0	0	0	0	0	253	94	33	0	0	1059
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	95	0	0	0	0	0	53	0	0	0	0	148
3000 Bowers	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway	0	164	0	0	0	0	0	22	0	0	0	0	186
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	108	0	0	0	0	0	14	0	0	0	0	123
Total Approved Trips	0	1056	0	0	0	0	0	343	94	33	0	0	1527
Background Conditions	**187**	**1598**	**57**	**26**	**6**	**89**	**111**	**813**	**205**	**56**	**3**	**19**	**3171**
Net Project Trips	0	13	0	0	0	0	0	11	0	0	0	0	24
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	13	0	0	0	0	0	11	0	0	0	0	24
Existing Plus Project Conditions	**187**	**555**	**57**	**26**	**6**	**89**	**111**	**481**	**111**	**23**	**3**	**19**	**1668**
Background Plus Project Conditions	**187**	**1611**	**57**	**26**	**6**	**89**	**111**	**824**	**205**	**56**	**3**	**19**	**3195**
Pending Project Trips													
Santa Clara Pending Project Trips	0	40	0	0	0	0	0	21	0	0	0	0	61
NSJ Phase II Project Trips	0	95	0	0	0	0	0	53	0	0	0	0	148
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	27	6	0	0	0	0	0	1	22	3	0	4	63
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	17	0	0	0	0	0	16	0	0	0	0	33
City Place	0	0	0	0	0	0	0	355	10	0	0	0	365
Total Pending Trips	27	158	0	0	0	0	0	446	32	3	0	4	670
Cumulative No Project Conditions	**214**	**1756**	**57**	**26**	**6**	**89**	**111**	**1259**	**237**	**59**	**3**	**23**	**3840**
Cumulative With Project Conditions	**214**	**1769**	**57**	**26**	**6**	**89**	**111**	**1270**	**237**	**59**	**3**	**23**	**3865**

Intersection Number: 5
Traffix Node Number: 4003
Intersection Name: Great America Parkway and Old Glory Lane
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**14**	**843**	**17**	**5**	**0**	**9**	**2**	**1027**	**38**	**4**	**0**	**2**	**1961**
Approved Project Trips													
Santa Clara Approved Project Trips	54	507	0	0	0	0	0	485	481	56	0	11	1594
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	86	0	0	0	0	0	93	0	0	0	0	179
3000 Bowers	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway	0	227	0	0	0	0	0	31	0	0	0	0	258
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	118	0	0	0	0	0	15	0	0	0	0	133
Total Approved Trips	54	948	0	0	0	0	0	625	481	56	0	11	2175
Background Conditions	**68**	**1791**	**17**	**5**	**0**	**9**	**2**	**1652**	**519**	**60**	**0**	**13**	**4136**
Net Project Trips	0	0	6	5	0	22	27	0	0	0	0	0	60
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	6	5	0	22	27	0	0	0	0	0	60
Existing Plus Project Conditions	**14**	**843**	**23**	**10**	**0**	**31**	**29**	**1027**	**38**	**4**	**0**	**2**	**2021**
Background Plus Project Conditions	**68**	**1791**	**23**	**10**	**0**	**31**	**29**	**1652**	**519**	**60**	**0**	**13**	**4196**
Pending Project Trips													
Santa Clara Pending Project Trips	0	49	0	0	0	0	0	32	2	3	0	0	86
NSJ Phase II Project Trips	0	86	0	0	0	0	0	93	0	0	0	0	179
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	0	10	0	0	0	0	0	75	0	0	0	0	85
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	17	0	0	0	0	0	16	0	0	0	0	33
City Place	0	125	0	0	0	0	0	295	80	0	0	20	520
Total Pending Trips	0	287	0	0	0	0	0	511	82	3	0	20	903
Cumulative No Project Conditions	**68**	**2078**	**17**	**5**	**0**	**9**	**2**	**2163**	**601**	**63**	**0**	**33**	**5039**
Cumulative With Project Conditions	**68**	**2078**	**23**	**10**	**0**	**31**	**29**	**2163**	**601**	**63**	**0**	**33**	**5099**

Intersection Number: 6
Traffix Node Number: 4002
Intersection Name: Great America Parkway and Patrick Henry Drive
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**26**	**757**	**92**	**1**	**1**	**16**	**148**	**1090**	**368**	**127**	**4**	**1**	**2631**
Approved Project Trips													
Santa Clara Approved Project Trips	0	563	0	0	0	0	0	966	795	101	0	0	2425
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	86	0	0	0	0	0	93	0	0	0	0	179
3000 Bowers	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway	0	227	0	0	0	0	0	31	3	25	0	0	286
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	117	0	0	0	0	0	15	0	0	0	0	132
Total Approved Trips	0	1003	0	0	0	0	0	1106	798	126	0	0	3033
Background Conditions	**26**	**1760**	**92**	**1**	**1**	**16**	**148**	**2196**	**1166**	**253**	**4**	**1**	**5664**
Net Project Trips	0	22	0	0	0	0	0	27	0	0	0	0	49
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	22	0	0	0	0	0	27	0	0	0	0	49
Existing Plus Project Conditions	**26**	**779**	**92**	**1**	**1**	**16**	**148**	**1117**	**368**	**127**	**4**	**1**	**2680**
Background Plus Project Conditions	**26**	**1782**	**92**	**1**	**1**	**16**	**148**	**2223**	**1166**	**253**	**4**	**1**	**5713**
Pending Project Trips													
Santa Clara Pending Project Trips	0	52	0	0	0	0	0	34	0	0	0	0	86
NSJ Phase II Project Trips	0	86	0	0	0	0	0	93	0	0	0	0	179
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	0	10	0	0	0	0	0	75	1	0	0	0	86
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	17	0	0	0	0	0	16	0	0	0	0	33
City Place	0	120	0	0	0	0	0	395	70	0	0	0	585
Total Pending Trips	0	285	0	0	0	0	0	613	71	0	0	0	969
Cumulative No Project Conditions	**26**	**2045**	**92**	**1**	**1**	**16**	**148**	**2809**	**1237**	**253**	**4**	**1**	**6633**
Cumulative With Project Conditions	**26**	**2067**	**92**	**1**	**1**	**16**	**148**	**2836**	**1237**	**253**	**4**	**1**	**6682**

Intersection Number: 7
Traffix Node Number: 1206
Intersection Name: Great America Parkway and Mission College Boulevard *
Peak Hour: AM
Count Date: 10/29/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**145**	**532**	**150**	**445**	**346**	**507**	**452**	**1243**	**394**	**47**	**105**	**97**	**4463**
Approved Project Trips													
Santa Clara Approved Project Trips	48	504	112	200	48	10	155	1537	143	34	11	24	2826
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	13	4	19	21	43	14	89	23	7	10	10	253
3000 Bowers	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway	0	0	251	34	0	54	391	0	0	0	0	0	730
3515 Monroe St	0	0	0	0	0	1	0	0	0	0	0	0	1
3333 Scott Blvd	0	117	0	0	0	5	1	15	0	0	0	0	138
Total Approved Trips	48	644	367	253	69	113	561	1642	166	41	21	34	3959
Background Conditions	**193**	**1176**	**517**	**698**	**415**	**620**	**1013**	**2885**	**560**	**88**	**126**	**131**	**8422**
Net Project Trips	0	14	8	10	0	0	0	18	0	0	0	0	50
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	14	8	10	0	0	0	18	0	0	0	0	50
Existing Plus Project Conditions	**145**	**546**	**158**	**455**	**346**	**507**	**452**	**1261**	**394**	**47**	**105**	**97**	**4513**
Background Plus Project Conditions	**193**	**1190**	**525**	**708**	**415**	**620**	**1013**	**2903**	**560**	**88**	**126**	**131**	**8472**
Pending Project Trips													
Santa Clara Pending Project Trips	0	53	-1	1	0	-2	9	33	6	-4	0	0	95
NSJ Phase II Project Trips	0	13	4	19	21	43	14	89	23	7	10	10	253
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	0	9	1	8	0	0	0	67	0	0	0	0	85
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	17	0	0	0	0	0	16	0	0	0	0	33
City Place	0	170	10	105	40	0	20	205	0	0	0	5	555
Total Pending Trips	0	262	14	133	61	41	43	410	29	3	10	15	1021
Cumulative No Project Conditions	**193**	**1438**	**531**	**831**	**476**	**661**	**1056**	**3295**	**589**	**91**	**136**	**146**	**9443**
Cumulative With Project Conditions	**193**	**1452**	**539**	**841**	**476**	**661**	**1056**	**3313**	**589**	**91**	**136**	**146**	**9493**

Intersection Number: 8
Traffix Node Number: 1209
Intersection Name: Great America Parkway and US 101 Northbound Ramps *
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**334**	**861**	**0**	**730**	**0**	**267**	**0**	**2135**	**0**	**0**	**0**	**0**	**4327**
Approved Project Trips													
Santa Clara Approved Project Trips	21	527	0	949	0	356	67	886	0	0	0	0	2806
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	11	52	0	0	0	0	6	120	0	0	0	0	189
3000 Bowers	0	10	0	0	0	70	0	1	0	0	0	0	81
Great America Parkway	18	36	0	123	0	0	0	268	0	0	0	0	445
3515 Monroe St	1	0	0	0	0	0	0	6	0	0	0	0	7
3333 Scott Blvd	0	121	0	0	0	139	12	17	0	0	0	0	289
Total Approved Trips	51	746	0	1072	0	565	85	1298	0	0	0	0	3817
Background Conditions	**385**	**1607**	**0**	**1802**	**0**	**832**	**85**	**3433**	**0**	**0**	**0**	**0**	**8144**
Net Project Trips	3	11	0	7	0	0	0	11	0	0	0	0	32
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	3	11	0	7	0	0	0	11	0	0	0	0	32
Existing Plus Project Conditions	**337**	**872**	**0**	**737**	**0**	**267**	**0**	**2146**	**0**	**0**	**0**	**0**	**4359**
Background Plus Project Conditions	**388**	**1618**	**0**	**1809**	**0**	**832**	**85**	**3444**	**0**	**0**	**0**	**0**	**8176**
Pending Project Trips													
Santa Clara Pending Project Trips	0	45	0	0	0	11	10	48	0	0	0	0	114
NSJ Phase II Project Trips	11	52	0	0	0	0	6	120	0	0	0	0	189
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	1	8	0	35	0	0	0	32	0	0	0	0	76
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	17	0	0	0	0	0	16	0	0	0	0	33
City Place	0	165	0	70	0	0	90	150	0	0	0	0	475
Total Pending Trips	12	287	0	105	0	11	106	366	0	0	0	0	887
Cumulative No Project Conditions	**397**	**1894**	**0**	**1907**	**0**	**843**	**191**	**3799**	**0**	**0**	**0**	**0**	**9031**
Cumulative With Project Conditions	**400**	**1905**	**0**	**1914**	**0**	**843**	**191**	**3810**	**0**	**0**	**0**	**0**	**9063**

Intersection Number: 9
Traffix Node Number: 1208
Intersection Name: Bowers Avenue and US 101 Southbound Ramps *
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**270**	**828**	**0**	**0**	**0**	**0**	**227**	**1377**	**0**	**274**	**0**	**880**	**3856**
Approved Project Trips													
Santa Clara Approved Project Trips	103	767	0	0	0	0	79	811	0	337	0	142	2239
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	13	50	0	0	0	0	18	108	0	0	0	0	189
3000 Bowers	0	80	0	0	0	0	9	9	0	57	0	0	155
Great America Parkway	17	19	0	0	0	0	0	139	0	0	0	129	304
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	6	6
3333 Scott Blvd	0	262	0	0	0	0	19	27	0	83	0	0	392
Total Approved Trips	133	1178	0	0	0	0	125	1094	0	477	0	277	3285
Background Conditions	**403**	**2006**	**0**	**0**	**0**	**0**	**352**	**2471**	**0**	**751**	**0**	**1157**	**7141**
Net Project Trips	6	6	0	0	0	0	0	7	0	0	0	3	22
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	6	6	0	0	0	0	0	7	0	0	0	3	22
Existing Plus Project Conditions	**276**	**834**	**0**	**0**	**0**	**0**	**227**	**1384**	**0**	**274**	**0**	**883**	**3878**
Background Plus Project Conditions	**409**	**2012**	**0**	**0**	**0**	**0**	**352**	**2478**	**0**	**751**	**0**	**1160**	**7163**
Pending Project Trips													
Santa Clara Pending Project Trips	0	56	0	0	0	0	52	147	0	-29	0	-2	224
NSJ Phase II Project Trips	13	50	0	0	0	0	18	108	0	0	0	0	189
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	5	4	0	0	0	0	0	27	0	0	0	6	42
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	17	0	0	0	0	0	16	0	0	0	0	33
City Place	110	40	0	0	0	0	65	240	0	40	0	10	505
Total Pending Trips	128	167	0	0	0	0	135	538	0	11	0	14	993
Cumulative No Project Conditions	**531**	**2173**	**0**	**0**	**0**	**0**	**487**	**3009**	**0**	**762**	**0**	**1171**	**8133**
Cumulative With Project Conditions	**537**	**2179**	**0**	**0**	**0**	**0**	**487**	**3016**	**0**	**762**	**0**	**1174**	**8156**

Intersection Number: 10
Traffix Node Number: 5805
Intersection Name: Mission College Boulevard and Montague Expressway *
Peak Hour: AM
Count Date: 10/29/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**309**	**21**	**83**	**623**	**2338**	**44**	**29**	**239**	**159**	**224**	**2605**	**1171**	**7845**
Approved Project Trips													
Santa Clara Approved Project Trips	51	4	34	220	438	40	0	4	37	0	82	290	1200
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	21	2	11	95	337	12	0	1	1	66	375	137	1058
3000 Bowers	0	0	0	0	33	0	0	0	0	0	5	0	38
Great America Parkway	6	0	14	103	0	0	0	0	0	0	0	41	164
3515 Monroe St	0	0	0	0	2	0	0	0	1	3	9	0	15
3333 Scott Blvd	0	54	0	0	0	0	0	0	7	0	0	0	61
Total Approved Trips	78	60	59	418	810	52	0	5	46	69	471	468	2536
Background Conditions	**387**	**81**	**142**	**1041**	**3148**	**96**	**29**	**244**	**205**	**293**	**3076**	**1639**	**10381**
Net Project Trips	2	0	5	6	0	0	0	0	0	0	0	2	15
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	0	5	6	0	0	0	0	0	0	0	2	15
Existing Plus Project Conditions	**311**	**21**	**88**	**629**	**2338**	**44**	**29**	**239**	**159**	**224**	**2605**	**1173**	**7860**
Background Plus Project Conditions	**389**	**81**	**147**	**1047**	**3148**	**96**	**29**	**244**	**205**	**293**	**3076**	**1641**	**10396**
Pending Project Trips													
Santa Clara Pending Project Trips	23	0	5	-10	31	1	0	0	2	6	73	-43	88
NSJ Phase II Project Trips	21	2	11	95	337	12	0	1	1	66	375	137	1058
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	0	0	1	5	0	0	0	0	0	0	0	0	6
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	43	0	0	0	0	0	41	0	84
City Place	20	0	0	45	0	0	0	0	0	0	345	80	490
Total Pending Trips	64	2	17	135	411	13	0	1	3	72	834	174	1726
Cumulative No Project Conditions	**451**	**83**	**159**	**1176**	**3559**	**109**	**29**	**245**	**208**	**365**	**3910**	**1813**	**12107**
Cumulative With Project Conditions	**453**	**83**	**164**	**1182**	**3559**	**109**	**29**	**245**	**208**	**365**	**3910**	**1815**	**12122**

Intersection Number: 11
Traffix Node Number: 4007
Intersection Name: Convention Center and Tasman Drive
Peak Hour: AM
Count Date: 08/14/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**17**	**1**	**3**	**12**	**757**	**10**	**4**	**1**	**7**	**6**	**523**	**68**	**1409**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	214	0	0	0	0	0	33	0	247
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	0	0	0	-18	0	0	0	0	0	110	0	92
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway	0	0	0	0	53	0	0	0	0	0	7	0	60
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	0	0	0	10	0	0	0	0	0	1	0	11
Total Approved Trips	0	0	0	0	259	0	0	0	0	0	151	0	410
Background Conditions	**17**	**1**	**3**	**12**	**1016**	**10**	**4**	**1**	**7**	**6**	**674**	**68**	**1819**
Net Project Trips	0	0	0	0	0	4	3	0	8	11	0	0	26
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	4	3	0	8	11	0	0	26
Existing Plus Project Conditions	**17**	**1**	**3**	**12**	**757**	**14**	**7**	**1**	**15**	**17**	**523**	**68**	**1435**
Background Plus Project Conditions	**17**	**1**	**3**	**12**	**1016**	**14**	**7**	**1**	**15**	**17**	**674**	**68**	**1845**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	8	0	0	0	0	0	1	0	9
NSJ Phase II Project Trips	0	0	0	0	-18	0	0	0	0	0	110	0	92
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	0	0	0	0	23	0	0	0	0	0	3	0	26
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	370	25	0	0	0	0	410	0	805
Total Pending Trips	0	0	0	0	383	25	0	0	0	0	524	0	932
Cumulative No Project Conditions	**17**	**1**	**3**	**12**	**1399**	**35**	**4**	**1**	**7**	**6**	**1198**	**68**	**2751**
Cumulative With Project Conditions	**17**	**1**	**3**	**12**	**1399**	**39**	**7**	**1**	**15**	**17**	**1198**	**68**	**2777**

Intersection Number: 12
Traffix Node Number: 3028
Intersection Name: Great America Parkway and SR-237 (N) *
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**457**	**107**	**0**	**154**	**30**	**809**	**0**	**276**	**131**	**0**	**0**	**0**	**1964**
Approved Project Trips													
Santa Clara Approved Project Trips	0	15	0	9	0	707	0	2	14	0	0	0	747
San Jose Approved Project Trips	74	163	0	227	0	5	0	550	0	0	0	0	1019
NSJ Phase I Project Trips	5	1	0	3	1	23	0	6	7	0	0	0	46
3000 Bowers	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway	0	0	0	0	0	123	0	0	6	0	0	0	129
3515 Monroe St	1	0	0	0	0	0	0	3	0	0	0	0	4
3333 Scott Blvd	0	0	0	0	0	54	0	0	7	0	0	0	61
Total Approved Trips	80	189	0	239	1	912	0	562	34	0	0	0	2017
Background Conditions	**537**	**296**	**0**	**393**	**31**	**1721**	**0**	**838**	**165**	**0**	**0**	**0**	**3981**
Net Project Trips	0	0	0	0	0	7	0	0	5	0	0	0	12
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	7	0	0	5	0	0	0	12
Existing Plus Project Conditions	**457**	**107**	**0**	**154**	**30**	**816**	**0**	**276**	**136**	**0**	**0**	**0**	**1976**
Background Plus Project Conditions	**537**	**296**	**0**	**393**	**31**	**1728**	**0**	**838**	**170**	**0**	**0**	**0**	**3993**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	44	0	0	0	0	0	0	44
NSJ Phase II Project Trips	5	1	0	3	1	23	0	6	7	0	0	0	46
Top Golf	8	16	0	13	0	0	0	27	0	0	0	0	64
Bixby	0	0	0	0	0	28	0	0	1	0	0	0	29
Cilker	0	0	0	0	0	1	0	0	0	0	0	0	1
America Center	4	21	0	97	0	0	0	112	0	0	0	0	234
MCA	0	0	0	0	0	0	0	0	16	0	0	0	16
City Place	100	0	0	335	0	155	0	390	250	0	0	0	1230
Total Pending Trips	117	38	0	448	1	251	0	535	274	0	0	0	1664
Cumulative No Project Conditions	**654**	**334**	**0**	**841**	**32**	**1972**	**0**	**1373**	**439**	**0**	**0**	**0**	**5645**
Cumulative With Project Conditions	**654**	**334**	**0**	**841**	**32**	**1979**	**0**	**1373**	**444**	**0**	**0**	**0**	**5657**

Intersection Number: 13
Traffix Node Number: 3029
Intersection Name: Great America Parkway and SR-237 (S) *
Peak Hour: AM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**905**	**33**	**0**	**0**	**0**	**359**	**221**	**0**	**436**	**1**	**203**	**2158**
Approved Project Trips													
Santa Clara Approved Project Trips	0	720	1	0	0	0	123	15	0	111	0	0	970
San Jose Approved Project Trips	0	105	63	0	0	0	2	374	0	0	0	177	721
NSJ Phase I Project Trips	0	58	1	0	0	0	16	5	0	48	0	9	137
3000 Bowers	0	10	0	0	0	0	0	1	0	0	0	0	11
Great America Parkway	0	123	0	0	0	0	17	6	0	41	0	0	187
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	3	3
3333 Scott Blvd	0	54	0	0	0	0	7	7	0	54	0	0	121
Total Approved Trips	0	1070	65	0	0	0	165	408	0	254	0	189	2150
Background Conditions	**0**	**1975**	**98**	**0**	**0**	**0**	**524**	**629**	**0**	**690**	**1**	**392**	**4308**
Net Project Trips	0	7	0	0	0	0	6	5	0	6	0	0	24
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	7	0	0	0	0	6	5	0	6	0	0	24
Existing Plus Project Conditions	**0**	**912**	**33**	**0**	**0**	**0**	**365**	**226**	**0**	**442**	**1**	**203**	**2182**
Background Plus Project Conditions	**0**	**1982**	**98**	**0**	**0**	**0**	**530**	**634**	**0**	**696**	**1**	**392**	**4332**
Pending Project Trips													
Santa Clara Pending Project Trips	0	44	0	0	0	0	16	0	0	0	0	0	60
NSJ Phase II Project Trips	0	58	1	0	0	0	16	5	0	48	0	9	137
Top Golf	0	8	8	0	0	0	0	13	0	0	0	13	42
Bixby	0	28	0	0	0	0	4	1	0	6	0	0	39
Cilker	0	1	0	0	0	0	10	0	0	0	0	0	11
America Center	0	9	12	0	0	0	0	72	0	0	0	40	133
MCA	0	0	0	0	0	0	0	16	0	17	0	0	33
City Place	0	155	0	0	0	0	250	245	0	875	0	390	1915
Total Pending Trips	0	303	21	0	0	0	296	352	0	946	0	452	2370
Cumulative No Project Conditions	**0**	**2278**	**119**	**0**	**0**	**0**	**820**	**981**	**0**	**1636**	**1**	**844**	**6679**
Cumulative With Project Conditions	**0**	**2285**	**119**	**0**	**0**	**0**	**826**	**986**	**0**	**1642**	**1**	**844**	**6702**

Intersection Number: 1
Traffix Node Number: 1207
Intersection Name: Great America Parkway and Tasman Drive *
Peak Hour: PM
Count Date: 09/16/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**60**	**868**	**275**	**99**	**277**	**398**	**462**	**626**	**102**	**128**	**679**	**75**	**4049**
Approved Project Trips													
Santa Clara Approved Project Trips	63	293	10	7	35	16	76	465	78	348	139	309	1839
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	3	59	10	10	43	46	4	7	1	5	9	1	198
3000 Bowers	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway	0	30	0	0	0	10	48	148	9	2	0	0	247
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	20	0	0	0	1	8	100	0	0	0	0	130
Total Approved Trips	66	404	20	17	78	73	136	728	88	355	148	310	2424
Background Conditions	**126**	**1272**	**295**	**116**	**355**	**471**	**598**	**1354**	**190**	**483**	**827**	**385**	**6473**
Net Project Trips	0	9	33	18	0	0	0	5	6	11	0	0	82
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	9	33	18	0	0	0	5	6	11	0	0	82
Existing Plus Project Conditions	**60**	**877**	**308**	**117**	**277**	**398**	**462**	**631**	**108**	**139**	**679**	**75**	**4131**
Background Plus Project Conditions	**126**	**1281**	**328**	**134**	**355**	**471**	**598**	**1359**	**196**	**494**	**827**	**385**	**6555**
Pending Project Trips													
Santa Clara Pending Project Trips	0	25	0	0	0	1	6	40	3	8	1	0	84
NSJ Phase II Project Trips	3	59	10	10	43	46	4	7	1	5	9	1	198
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	1	15	5	1	3	0	0	3	11	52	16	7	114
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	140	465	100	45	170	510	210	150	0	65	125	60	2040
Total Pending Trips	144	564	115	56	216	557	220	200	15	130	151	68	2436
Cumulative No Project Conditions	**270**	**1836**	**410**	**172**	**571**	**1028**	**818**	**1554**	**205**	**613**	**978**	**453**	**8908**
Cumulative With Project Conditions	**270**	**1845**	**443**	**190**	**571**	**1028**	**818**	**1559**	**211**	**624**	**978**	**453**	**8991**

Intersection Number: 2
Traffix Node Number: 4006
Intersection Name: Great America Parkway and Great America Way
Peak Hour: PM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**1**	**648**	**80**	**197**	**1**	**90**	**389**	**987**	**28**	**11**	**2**	**0**	**2434**
Approved Project Trips													
Santa Clara Approved Project Trips	7	239	0	0	0	0	0	769	29	53	0	55	1152
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	72	0	0	0	0	0	18	0	0	0	0	90
3000 Bowers	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway	0	30	0	0	0	0	0	148	0	0	0	0	178
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	11	0	0	0	0	0	100	0	0	0	0	111
Total Approved Trips	7	354	0	0	0	0	0	1043	29	53	0	55	1541
Background Conditions	**8**	**1002**	**80**	**197**	**1**	**90**	**389**	**2030**	**57**	**64**	**2**	**55**	**3975**
Net Project Trips	0	43	0	0	0	0	0	23	0	0	0	0	66
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	43	0	0	0	0	0	23	0	0	0	0	66
Existing Plus Project Conditions	**1**	**691**	**80**	**197**	**1**	**90**	**389**	**1010**	**28**	**11**	**2**	**0**	**2500**
Background Plus Project Conditions	**8**	**1045**	**80**	**197**	**1**	**90**	**389**	**2053**	**57**	**64**	**2**	**55**	**4041**
Pending Project Trips													
Santa Clara Pending Project Trips	0	19	0	0	0	6	-1	41	0	0	0	0	65
NSJ Phase II Project Trips	0	72	0	0	0	0	0	18	0	0	0	0	90
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	0	6	0	0	0	0	0	30	0	0	0	0	36
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	425	0	125	0	15	0	515	0	0	0	0	1080
Total Pending Trips	0	522	0	125	0	21	-1	604	0	0	0	0	1271
Cumulative No Project Conditions	**8**	**1524**	**80**	**322**	**1**	**111**	**388**	**2634**	**57**	**64**	**2**	**55**	**5246**
Cumulative With Project Conditions	**8**	**1567**	**80**	**322**	**1**	**111**	**388**	**2657**	**57**	**64**	**2**	**55**	**5312**

Intersection Number: 3
Traffix Node Number: 4005
Intersection Name: Great America Parkway and Alviso Road
Peak Hour: PM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**113**	**708**	**82**	**35**	**11**	**69**	**27**	**792**	**69**	**121**	**110**	**619**	**2756**
Approved Project Trips													
Santa Clara Approved Project Trips	45	320	57	0	0	0	0	719	0	0	0	22	1163
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	72	0	0	0	0	0	18	0	0	0	0	90
3000 Bowers	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway	0	30	0	0	0	0	0	148	0	0	0	0	178
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	15	0	0	0	0	0	100	0	0	0	0	115
Total Approved Trips	45	439	57	0	0	0	0	993	0	0	0	22	1556
Background Conditions	**158**	**1147**	**139**	**35**	**11**	**69**	**27**	**1785**	**69**	**121**	**110**	**641**	**4312**
Net Project Trips	0	43	0	0	0	0	0	23	0	0	0	0	66
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	43	0	0	0	0	0	23	0	0	0	0	66
Existing Plus Project Conditions	**113**	**751**	**82**	**35**	**11**	**69**	**27**	**815**	**69**	**121**	**110**	**619**	**2822**
Background Plus Project Conditions	**158**	**1190**	**139**	**35**	**11**	**69**	**27**	**1808**	**69**	**121**	**110**	**641**	**4378**
Pending Project Trips													
Santa Clara Pending Project Trips	0	25	0	0	0	0	0	40	0	0	0	0	65
NSJ Phase II Project Trips	0	72	0	0	0	0	0	18	0	0	0	0	90
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	0	6	0	0	0	0	0	30	0	0	0	0	36
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	545	0	0	0	0	0	610	50	20	0	0	1225
Total Pending Trips	0	648	0	0	0	0	0	698	50	20	0	0	1416
Cumulative No Project Conditions	**158**	**1795**	**139**	**35**	**11**	**69**	**27**	**2483**	**119**	**141**	**110**	**641**	**5728**
Cumulative With Project Conditions	**158**	**1838**	**139**	**35**	**11**	**69**	**27**	**2506**	**119**	**141**	**110**	**641**	**5794**

Intersection Number: 4
Traffix Node Number: 4004
Intersection Name: Great America Parkway and Bunker Hill Lane
Peak Hour: PM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**46**	**826**	**60**	**60**	**12**	**134**	**128**	**618**	**70**	**223**	**15**	**170**	**2362**
Approved Project Trips													
Santa Clara Approved Project Trips	0	320	0	0	0	0	0	719	63	46	0	0	1148
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	72	0	0	0	0	0	18	0	0	0	0	90
3000 Bowers	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway	0	30	0	0	0	0	0	148	0	0	0	0	178
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	20	0	0	0	0	0	100	0	0	0	0	120
Total Approved Trips	0	444	0	0	0	0	0	993	63	46	0	0	1546
Background Conditions	**46**	**1270**	**60**	**60**	**12**	**134**	**128**	**1611**	**133**	**269**	**15**	**170**	**3908**
Net Project Trips	0	43	0	0	0	0	0	23	0	0	0	0	66
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	43	0	0	0	0	0	23	0	0	0	0	66
Existing Plus Project Conditions	**46**	**869**	**60**	**60**	**12**	**134**	**128**	**641**	**70**	**223**	**15**	**170**	**2428**
Background Plus Project Conditions	**46**	**1313**	**60**	**60**	**12**	**134**	**128**	**1634**	**133**	**269**	**15**	**170**	**3974**
Pending Project Trips													
Santa Clara Pending Project Trips	0	25	0	0	0	0	0	40	0	0	0	0	65
NSJ Phase II Project Trips	0	72	0	0	0	0	0	18	0	0	0	0	90
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	5	1	0	0	0	0	0	7	4	20	0	23	60
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	5	650	0	0	0	0	0	265	0	0	0	0	920
Total Pending Trips	10	748	0	0	0	0	0	330	4	20	0	23	1135
Cumulative No Project Conditions	**56**	**2018**	**60**	**60**	**12**	**134**	**128**	**1941**	**137**	**289**	**15**	**193**	**5043**
Cumulative With Project Conditions	**56**	**2061**	**60**	**60**	**12**	**134**	**128**	**1964**	**137**	**289**	**15**	**193**	**5109**

Intersection Number: 5
Traffix Node Number: 4003
Intersection Name: Great America Parkway and Old Glory Lane
Peak Hour: PM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**7**	**1397**	**56**	**21**	**2**	**21**	**27**	**1139**	**20**	**149**	**7**	**17**	**2863**
Approved Project Trips													
Santa Clara Approved Project Trips	13	644	0	0	0	0	0	526	112	472	0	93	1860
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	110	0	0	0	0	0	12	0	0	0	0	122
3000 Bowers	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway	0	42	0	0	0	0	0	206	0	0	0	0	248
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	21	0	0	0	0	0	108	0	0	0	0	130
Total Approved Trips	13	819	0	0	0	0	0	860	112	472	0	93	2370
Background Conditions	**20**	**2216**	**56**	**21**	**2**	**21**	**27**	**1999**	**132**	**621**	**7**	**110**	**5233**
Net Project Trips	0	0	20	11	0	47	87	0	0	0	0	0	165
Passby Trips	0	-10	10	5	0	23	44	-44	0	0	0	0	28
Total Project Trips	0	-10	30	16	0	70	131	-44	0	0	0	0	193
Existing Plus Project Conditions	**7**	**1387**	**86**	**37**	**2**	**91**	**158**	**1095**	**20**	**149**	**7**	**17**	**3056**
Background Plus Project Conditions	**20**	**2206**	**86**	**37**	**2**	**91**	**158**	**1955**	**132**	**621**	**7**	**110**	**5426**
Pending Project Trips													
Santa Clara Pending Project Trips	0	34	0	0	0	0	0	49	1	0	0	0	84
NSJ Phase II Project Trips	0	110	0	0	0	0	0	12	0	0	0	0	122
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	0	67	0	0	0	0	0	14	0	0	0	0	81
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	20	945	0	0	0	0	0	260	0	20	0	0	1245
Total Pending Trips	20	1156	0	0	0	0	0	335	1	20	0	0	1532
Cumulative No Project Conditions	**40**	**3372**	**56**	**21**	**2**	**21**	**27**	**2334**	**133**	**641**	**7**	**110**	**6764**
Cumulative With Project Conditions	**40**	**3362**	**86**	**37**	**2**	**91**	**158**	**2290**	**133**	**641**	**7**	**110**	**6958**

Intersection Number: 6
Traffix Node Number: 4002
Intersection Name: Great America Parkway and Patrick Henry Drive
Peak Hour: PM
Count Date: 01/26/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**12**	**1521**	**31**	**61**	**13**	**230**	**12**	**1012**	**125**	**450**	**9**	**30**	**3506**
Approved Project Trips													
Santa Clara Approved Project Trips	0	1117	0	0	0	0	0	638	185	849	0	0	2789
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	110	0	0	0	0	0	12	0	0	0	0	122
3000 Bowers	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway	0	42	0	0	0	0	0	206	22	5	0	0	275
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	21	0	0	0	0	0	108	0	0	0	0	130
Total Approved Trips	0	1292	0	0	0	0	0	972	207	854	0	0	3326
Background Conditions	**12**	**2813**	**31**	**61**	**13**	**230**	**12**	**1984**	**332**	**1304**	**9**	**30**	**6832**
Net Project Trips	0	47	0	0	0	0	0	87	0	0	0	0	134
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	47	0	0	0	0	0	87	0	0	0	0	134
Existing Plus Project Conditions	**12**	**1568**	**31**	**61**	**13**	**230**	**12**	**1099**	**125**	**450**	**9**	**30**	**3640**
Background Plus Project Conditions	**12**	**2860**	**31**	**61**	**13**	**230**	**12**	**2071**	**332**	**1304**	**9**	**30**	**6966**
Pending Project Trips													
Santa Clara Pending Project Trips	0	34	0	0	0	0	0	50	0	0	0	0	84
NSJ Phase II Project Trips	0	110	0	0	0	0	0	12	0	0	0	0	122
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	0	67	0	0	0	0	0	14	0	1	0	0	82
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	970	0	0	0	0	0	245	0	10	0	0	1225
Total Pending Trips	0	1181	0	0	0	0	0	321	0	11	0	0	1513
Cumulative No Project Conditions	**12**	**3994**	**31**	**61**	**13**	**230**	**12**	**2305**	**332**	**1315**	**9**	**30**	**8344**
Cumulative With Project Conditions	**12**	**4041**	**31**	**61**	**13**	**230**	**12**	**2392**	**332**	**1315**	**9**	**30**	**8479**

Intersection Number: 7
Traffix Node Number: 1206
Intersection Name: Great America Parkway and Mission College Boulevard *
Peak Hour: PM
Count Date: 09/17/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**164**	**1646**	**274**	**201**	**243**	**697**	**318**	**594**	**472**	**312**	**307**	**203**	**5431**
Approved Project Trips													
Santa Clara Approved Project Trips	51	1608	306	111	37	64	26	680	111	91	31	33	3149
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	8	123	12	12	28	76	1	2	1	1	2	1	267
3000 Bowers	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway	0	0	47	228	0	355	73	0	0	0	0	0	703
3515 Monroe St	0	0	0	0	0	6	0	0	0	0	0	0	6
3333 Scott Blvd	0	21	0	0	0	1	4	108	0	0	0	0	135
Total Approved Trips	59	1754	365	351	65	502	104	798	112	92	33	34	4270
Background Conditions	**223**	**3400**	**639**	**552**	**308**	**1199**	**422**	**1392**	**584**	**404**	**340**	**237**	**9701**
Net Project Trips	0	30	16	31	0	0	0	57	0	0	0	0	134
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	30	16	31	0	0	0	57	0	0	0	0	134
Existing Plus Project Conditions	**164**	**1676**	**290**	**232**	**243**	**697**	**318**	**651**	**472**	**312**	**307**	**203**	**5565**
Background Plus Project Conditions	**223**	**3430**	**655**	**583**	**308**	**1199**	**422**	**1449**	**584**	**404**	**340**	**237**	**9835**
Pending Project Trips													
Santa Clara Pending Project Trips	0	33	1	-1	0	8	3	51	-1	6	0	0	100
NSJ Phase II Project Trips	8	123	12	12	28	76	1	2	1	1	2	1	267
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	0	61	7	2	0	0	0	12	0	0	0	0	82
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	15	810	155	25	20	45	10	255	0	0	15	0	1350
Total Pending Trips	23	1027	175	38	48	129	14	320	0	7	17	1	1799
Cumulative No Project Conditions	**246**	**4427**	**814**	**590**	**356**	**1328**	**436**	**1712**	**584**	**411**	**357**	**238**	**11499**
Cumulative With Project Conditions	**246**	**4457**	**830**	**621**	**356**	**1328**	**436**	**1769**	**584**	**411**	**357**	**238**	**11634**

Intersection Number: 8
Traffix Node Number: 1209
Intersection Name: Great America Parkway and US 101 Northbound Ramps *
Peak Hour: PM
Count Date: 09/30/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**2184**	**0**	**608**	**0**	**341**	**180**	**1027**	**0**	**0**	**0**	**0**	**4340**
Approved Project Trips													
Santa Clara Approved Project Trips	51	1712	0	263	0	136	355	554	0	0	0	0	3071
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	34	166	0	0	0	0	1	3	0	0	0	0	204
3000 Bowers	0	2	0	0	0	12	0	8	0	0	0	0	22
Great America Parkway	117	237	0	23	0	0	0	50	0	0	0	0	427
3515 Monroe St	6	0	0	0	0	0	0	3	0	0	0	0	9
3333 Scott Blvd	0	23	0	0	0	26	76	112	0	0	0	0	237
Total Approved Trips	208	2140	0	286	0	174	432	730	0	0	0	0	3970
Background Conditions	**208**	**4324**	**0**	**894**	**0**	**515**	**612**	**1757**	**0**	**0**	**0**	**0**	**8310**
Net Project Trips	6	25	0	23	0	0	0	34	0	0	0	0	88
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	6	25	0	23	0	0	0	34	0	0	0	0	88
Existing Plus Project Conditions	**6**	**2209**	**0**	**631**	**0**	**341**	**180**	**1061**	**0**	**0**	**0**	**0**	**4428**
Background Plus Project Conditions	**214**	**4349**	**0**	**917**	**0**	**515**	**612**	**1791**	**0**	**0**	**0**	**0**	**8398**
Pending Project Trips													
Santa Clara Pending Project Trips	0	50	0	0	0	46	19	53	0	0	0	0	168
NSJ Phase II Project Trips	34	166	0	0	0	0	1	3	0	0	0	0	204
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	5	56	0	6	0	0	0	6	0	0	0	0	73
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	435	385	0	185	0	0	0	70	0	0	0	0	1075
Total Pending Trips	474	657	0	191	0	46	20	132	0	0	0	0	1520
Cumulative No Project Conditions	**682**	**4981**	**0**	**1085**	**0**	**561**	**632**	**1889**	**0**	**0**	**0**	**0**	**9830**
Cumulative With Project Conditions	**688**	**5006**	**0**	**1108**	**0**	**561**	**632**	**1923**	**0**	**0**	**0**	**0**	**9918**

Intersection Number: 9
Traffix Node Number: 1208
Intersection Name: Bowers Avenue and US 101 Southbound Ramps *
Peak Hour: PM
Count Date: 09/30/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**650**	**1780**	**0**	**0**	**0**	**0**	**472**	**957**	**0**	**262**	**0**	**241**	**4362**
Approved Project Trips													
Santa Clara Approved Project Trips	765	1065	0	0	0	0	376	853	0	117	0	56	3232
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	59	141	0	0	0	0	1	3	0	0	0	0	204
3000 Bowers	0	14	0	0	0	0	59	56	0	10	0	0	139
Great America Parkway	111	126	0	0	0	0	0	26	0	0	0	24	287
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	3	3
3333 Scott Blvd	0	49	0	0	0	0	129	189	0	15	0	0	382
Total Approved Trips	935	1395	0	0	0	0	565	1127	0	142	0	83	4247
Background Conditions	**1585**	**3175**	**0**	**0**	**0**	**0**	**1037**	**2084**	**0**	**404**	**0**	**324**	**8609**
Net Project Trips	12	12	0	0	0	0	0	23	0	0	0	11	58
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	12	0	0	0	0	0	23	0	0	0	11	58
Existing Plus Project Conditions	**662**	**1792**	**0**	**0**	**0**	**0**	**472**	**980**	**0**	**262**	**0**	**252**	**4420**
Background Plus Project Conditions	**1597**	**3187**	**0**	**0**	**0**	**0**	**1037**	**2107**	**0**	**404**	**0**	**335**	**8667**
Pending Project Trips													
Santa Clara Pending Project Trips	0	96	0	0	0	0	18	55	0	95	0	2	266
NSJ Phase II Project Trips	59	141	0	0	0	0	1	3	0	0	0	0	204
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	32	24	0	0	0	0	0	5	0	0	0	1	62
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	35	275	0	0	0	0	0	35	0	80	0	20	445
Total Pending Trips	126	536	0	0	0	0	19	98	0	175	0	23	977
Cumulative No Project Conditions	**1711**	**3711**	**0**	**0**	**0**	**0**	**1056**	**2182**	**0**	**579**	**0**	**347**	**9586**
Cumulative With Project Conditions	**1723**	**3723**	**0**	**0**	**0**	**0**	**1056**	**2205**	**0**	**579**	**0**	**358**	**9644**

Intersection Number: 10
Traffix Node Number: 5805
Intersection Name: Mission College Boulevard and Montague Expressway *
Peak Hour: PM
Count Date: 09/24/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**792**	**243**	**686**	**132**	**3020**	**30**	**116**	**26**	**164**	**120**	**2665**	**260**	**8254**
Approved Project Trips													
Santa Clara Approved Project Trips	305	15	226	65	118	7	0	15	255	0	481	62	1549
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	74	10	27	8	579	4	3	1	10	12	367	104	1199
3000 Bowers	0	0	0	0	6	0	0	0	0	0	28	0	34
Great America Parkway	37	0	93	19	0	0	0	0	0	0	0	8	157
3515 Monroe St	0	0	0	0	9	0	0	0	3	2	5	0	19
3333 Scott Blvd	0	11	0	0	0	0	0	0	29	0	0	0	39
Total Approved Trips	416	36	346	92	712	11	3	16	297	14	881	174	2997
Background Conditions	**1208**	**279**	**1032**	**224**	**3732**	**41**	**119**	**42**	**461**	**134**	**3546**	**434**	**11251**
Net Project Trips	4	0	11	20	0	0	0	0	0	0	0	8	43
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	4	0	11	20	0	0	0	0	0	0	0	8	43
Existing Plus Project Conditions	**796**	**243**	**697**	**152**	**3020**	**30**	**116**	**26**	**164**	**120**	**2665**	**268**	**8297**
Background Plus Project Conditions	**1212**	**279**	**1043**	**244**	**3732**	**41**	**119**	**42**	**461**	**134**	**3546**	**442**	**11294**
Pending Project Trips													
Santa Clara Pending Project Trips	-23	0	-5	11	77	1	0	0	13	-1	54	45	172
NSJ Phase II Project Trips	74	10	27	8	579	4	3	1	10	12	367	104	1199
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	0	0	4	1	0	0	0	0	0	0	0	0	5
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	75	5	80	0	0	0	0	5	15	60	240
Total Pending Trips	51	10	101	25	736	5	3	1	23	16	436	209	1616
Cumulative No Project Conditions	**1259**	**289**	**1133**	**249**	**4468**	**46**	**122**	**43**	**484**	**150**	**3982**	**643**	**12868**
Cumulative With Project Conditions	**1263**	**289**	**1144**	**269**	**4468**	**46**	**122**	**43**	**484**	**150**	**3982**	**651**	**12910**

Intersection Number: 11
Traffix Node Number: 4007
Intersection Name: Convention Center and Tasman Drive
Peak Hour: PM
Count Date: 08/14/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**8**	**0**	**7**	**8**	**721**	**59**	**70**	**0**	**304**	**29**	**1257**	**23**	**2486**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	58	0	0	0	0	0	225	0	283
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	0	0	0	99	0	0	0	0	0	23	0	122
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway	0	0	0	0	10	0	0	0	0	0	48	0	58
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd	0	0	0	0	1	0	0	0	0	0	8	0	10
Total Approved Trips	0	0	0	0	168	0	0	0	0	0	304	0	473
Background Conditions	**8**	**0**	**7**	**8**	**889**	**59**	**70**	**0**	**304**	**29**	**1561**	**23**	**2959**
Net Project Trips	0	0	0	0	0	12	7	0	18	33	0	0	70
Passby Trips	0	0	0	0	-6	6	3	0	9	17	-17	0	12
Total Project Trips	0	0	0	0	-6	18	10	0	27	50	-17	0	82
Existing Plus Project Conditions	**8**	**0**	**7**	**8**	**715**	**77**	**80**	**0**	**331**	**79**	**1240**	**23**	**2568**
Background Plus Project Conditions	**8**	**0**	**7**	**8**	**883**	**77**	**80**	**0**	**331**	**79**	**1544**	**23**	**3041**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	1	0	0	0	0	0	7	0	8
NSJ Phase II Project Trips	0	0	0	0	99	0	0	0	0	0	23	0	122
Top Golf	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby	0	0	0	0	4	0	0	0	0	0	21	0	25
Cilker	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	0	0	0	720	0	10	0	0	0	395	0	1125
Total Pending Trips	0	0	0	0	824	0	10	0	0	0	446	0	1280
Cumulative No Project Conditions	**8**	**0**	**7**	**8**	**1713**	**59**	**80**	**0**	**304**	**29**	**2007**	**23**	**4238**
Cumulative With Project Conditions	**8**	**0**	**7**	**8**	**1707**	**77**	**90**	**0**	**331**	**79**	**1990**	**23**	**4321**

Intersection Number: 12
Traffix Node Number: 3028
Intersection Name: Great America Parkway and SR-237 (N) *
Peak Hour: PM
Count Date: 09/11/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**224**	**126**	**0**	**187**	**3**	**491**	**0**	**371**	**289**	**0**	**0**	**0**	**1691**
Approved Project Trips													
Santa Clara Approved Project Trips	0	11	0	2	0	224	0	15	92	0	0	0	344
San Jose Approved Project Trips	165	578	0	45	1	10	0	102	1	0	0	0	902
NSJ Phase I Project Trips	4	2	0	27	10	63	0	15	25	0	0	0	146
3000 Bowers	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway	0	0	0	0	0	23	0	0	37	0	0	0	60
3515 Monroe St	3	0	0	0	0	0	0	2	0	0	0	0	5
3333 Scott Blvd	0	0	0	0	0	11	0	0	50	0	0	0	61
Total Approved Trips	172	593	0	74	11	331	0	142	205	0	0	0	1528
Background Conditions	**396**	**719**	**0**	**261**	**14**	**822**	**0**	**513**	**494**	**0**	**0**	**0**	**3219**
Net Project Trips	0	0	0	0	0	23	0	0	11	0	0	0	34
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	23	0	0	11	0	0	0	34
Existing Plus Project Conditions	**224**	**126**	**0**	**187**	**3**	**514**	**0**	**371**	**300**	**0**	**0**	**0**	**1725**
Background Plus Project Conditions	**396**	**719**	**0**	**261**	**14**	**845**	**0**	**513**	**505**	**0**	**0**	**0**	**3253**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	19	0	0	0	0	0	0	19
NSJ Phase II Project Trips	4	1	0	5	2	11	0	1	2	0	0	0	26
Top Golf	21	42	0	22	0	0	0	44	0	0	0	0	129
Bixby	0	0	0	0	0	5	0	0	5	0	0	0	10
Cilker	0	0	0	0	0	10	0	0	0	0	0	0	10
America Center	35	151	0	18	0	0	0	21	0	0	0	0	225
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	300	15	0	95	0	120	0	90	215	0	0	0	835
Total Pending Trips	360	209	0	140	2	165	0	156	222	0	0	0	1254
Cumulative No Project Conditions	**756**	**928**	**0**	**401**	**16**	**987**	**0**	**669**	**716**	**0**	**0**	**0**	**4473**
Cumulative With Project Conditions	**756**	**928**	**0**	**401**	**16**	**1010**	**0**	**669**	**727**	**0**	**0**	**0**	**4507**

Intersection Number: 13
Traffix Node Number: 3029
Intersection Name: Great America Parkway and SR-237 (S) *
Peak Hour: PM
Count Date: 09/11/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**530**	**58**	**0**	**0**	**0**	**566**	**419**	**0**	**261**	**13**	**158**	**2005**
Approved Project Trips													
Santa Clara Approved Project Trips	0	227	8	0	0	0	717	107	0	19	0	0	1078
San Jose Approved Project Trips	0	375	218	0	0	0	1	56	0	0	0	48	698
NSJ Phase I Project Trips	0	93	7	0	0	0	36	19	0	12	0	5	172
3000 Bowers	0	2	0	0	0	0	0	8	0	0	0	0	10
Great America Parkway	0	23	0	0	0	0	111	37	0	8	0	0	179
3515 Monroe St	0	0	0	0	0	0	0	0	0	0	0	2	2
3333 Scott Blvd	0	11	0	0	0	0	50	50	0	11	0	0	121
Total Approved Trips	0	731	233	0	0	0	915	277	0	50	0	55	2260
Background Conditions	**0**	**1261**	**291**	**0**	**0**	**0**	**1481**	**696**	**0**	**311**	**13**	**213**	**4265**
Net Project Trips	0	23	0	0	0	0	12	11	0	20	0	0	66
Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	23	0	0	0	0	12	11	0	20	0	0	66
Existing Plus Project Conditions	**0**	**553**	**58**	**0**	**0**	**0**	**578**	**430**	**0**	**281**	**13**	**158**	**2071**
Background Plus Project Conditions	**0**	**1284**	**291**	**0**	**0**	**0**	**1493**	**707**	**0**	**331**	**13**	**213**	**4331**
Pending Project Trips													
Santa Clara Pending Project Trips	0	19	0	0	0	0	41	0	0	0	0	0	60
NSJ Phase II Project Trips	0	16	1	0	0	0	2	1	0	6	0	3	29
Top Golf	0	21	21	0	0	0	0	22	0	0	0	22	86
Bixby	0	5	0	0	0	0	25	5	0	1	0	0	36
Cilker	0	10	0	0	0	0	1	0	0	0	0	0	11
America Center	0	65	86	0	0	0	0	14	0	0	0	7	172
MCA	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place	0	140	0	0	0	0	340	225	0	285	0	55	1045
Total Pending Trips	0	276	108	0	0	0	409	267	0	292	0	87	1439
Cumulative No Project Conditions	**0**	**1537**	**399**	**0**	**0**	**0**	**1890**	**963**	**0**	**603**	**13**	**300**	**5705**
Cumulative With Project Conditions	**0**	**1560**	**399**	**0**	**0**	**0**	**1902**	**974**	**0**	**623**	**13**	**300**	**5770**

Intersection Number: 5
Traffix Node Number: 4003
Intersection Name: Great America Parkway and Old Glory Lane
Peak Hour: SAT PM
Count Date: 09/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**2**	**607**	**48**	**83**	**0**	**140**	**69**	**617**	**4**	**0**	**0**	**5**	**1575**
Net Project Trips	0	0	26	20	0	87	113	0	0	0	0	0	246
Passby Trips	0	-13	13	9	0	40	57	-57	0	0	0	0	49
Total Project Trips	0	-13	39	29	0	127	170	-57	0	0	0	0	295
Background Plus Project Conditions	**2**	**594**	**87**	**112**	**0**	**267**	**239**	**560**	**4**	**0**	**0**	**5**	**1870**

Intersection Number: 11
Traffix Node Number: 4007
Intersection Name: Convention Center and Tasman Drive
Peak Hour: SAT PM
Count Date: 09/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**20**	**1**	**6**	**14**	**273**	**38**	**34**	**0**	**126**	**19**	**417**	**42**	**990**
Net Project Trips	0	0	0	0	0	16	12	0	33	44	0	0	105
Passby Trips	0	0	0	0	-8	8	6	0	15	22	-22	0	21
Total Project Trips	0	0	0	0	-8	24	18	0	48	66	-22	0	126
Background Plus Project Conditions	**20**	**1**	**6**	**14**	**265**	**62**	**52**	**0**	**174**	**85**	**395**	**42**	**1116**

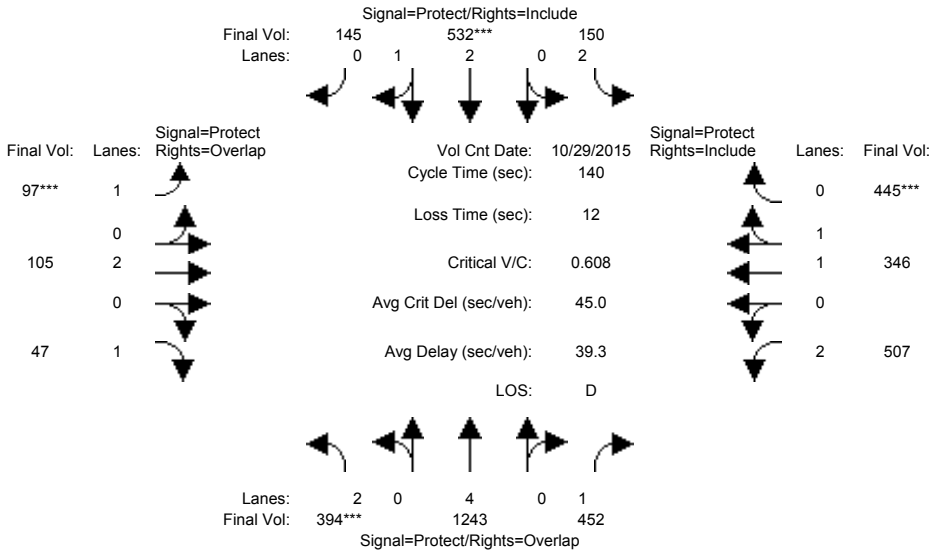
Appendix C

Level of Service Calculations

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



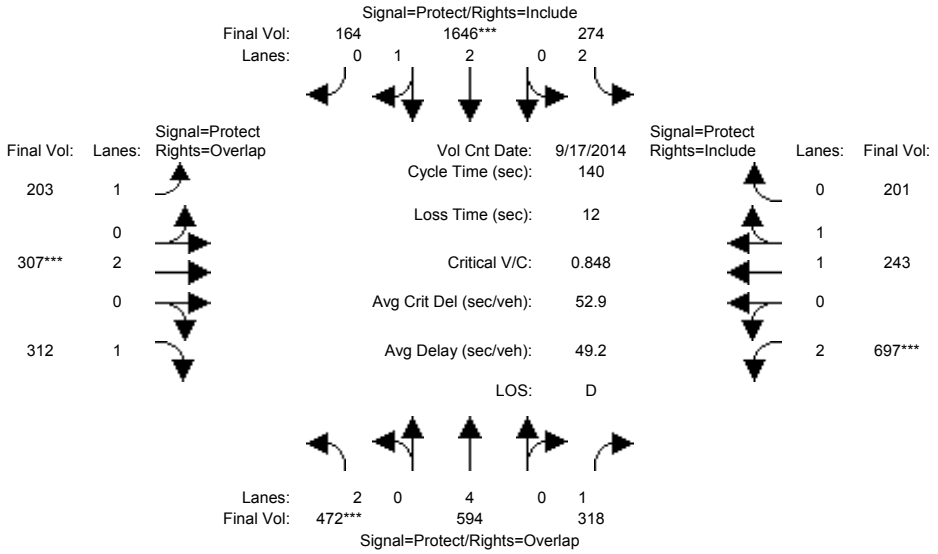
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	394	1243	452	150	532	145	97	105	47	507	346	445
Growth Adj:	1.00	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	1243	452	150	532	145	97	105	47	507	346	445
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	1243	452	150	532	145	97	105	47	507	346	445
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1243	452	150	532	145	97	105	47	507	346	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	1243	452	150	532	145	97	105	47	507	346	445
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	394	1243	452	150	532	145	97	105	47	507	346	445
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	2.33	0.67	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	4399	1199	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.26	0.05	0.12	0.12	0.06	0.03	0.03	0.16	0.18	0.25
Crit Moves:	****				****		****					****
Green Time:	28.8	43.4	92.8	13.3	27.9	27.9	12.8	21.9	50.7	49.4	58.6	58.6
Volume/Cap:	0.61	0.53	0.39	0.50	0.61	0.61	0.61	0.18	0.07	0.46	0.44	0.61
Delay/Veh:	52.1	40.1	10.9	61.6	52.1	52.1	67.8	51.3	29.3	35.2	29.1	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	40.1	10.9	61.6	52.1	52.1	67.8	51.3	29.3	35.2	29.1	32.6
LOS by Move:	D	D	B	E	D	D	E	D	C	D	C	C
HCM2k95thQ:	17	20	17	7	16	16	10	4	3	18	19	28

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



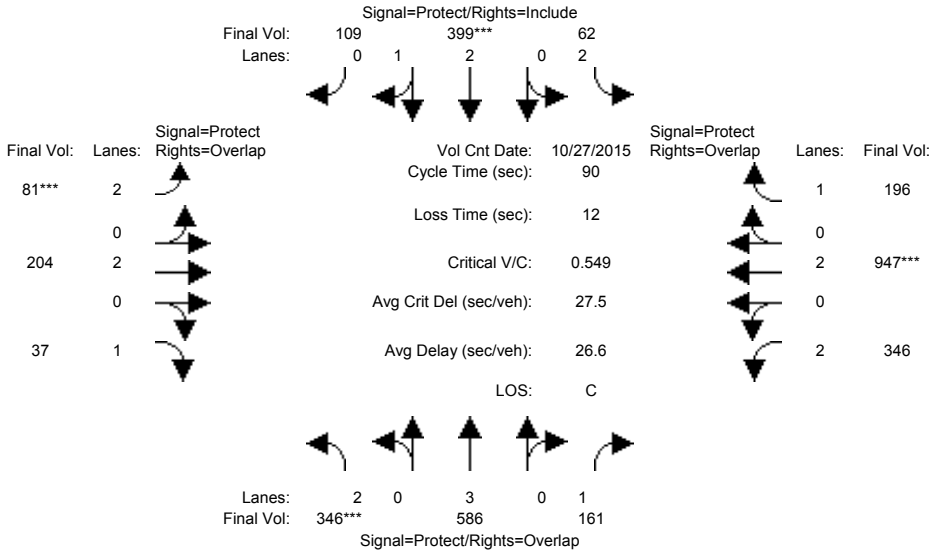
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 5:00-6:00PM												
Base Vol:	472	594	318	274	1646	164	203	307	312	697	243	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	594	318	274	1646	164	203	307	312	697	243	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	594	318	274	1646	164	203	307	312	697	243	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	472	594	318	274	1646	164	203	307	312	697	243	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	594	318	274	1646	164	203	307	312	697	243	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	472	594	318	274	1646	164	203	307	312	697	243	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	2.00	2.72	0.28	1.00	2.00	1.00	2.00	1.07	0.93
Final Sat.:	3150	7600	1750	3150	5092	507	1750	3800	1750	3150	2024	1674
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.18	0.09	0.32	0.32	0.12	0.08	0.18	0.22	0.12	0.12
Crit Moves:	****				****			****			****	
Green Time:	24.7	37.0	73.5	41.1	53.4	53.4	24.5	13.3	38.1	36.5	25.4	25.4
Volume/Cap:	0.85	0.30	0.35	0.30	0.85	0.85	0.66	0.85	0.66	0.85	0.66	0.66
Delay/Veh:	67.5	41.2	19.5	38.4	43.0	43.0	59.2	79.2	48.4	57.3	55.8	55.8
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:	67.5	41.2	19.5	38.4	43.0	43.0	59.2	79.2	48.4	57.3	55.8	55.8
LOS by Move:	E	D	B	D	D	D	E	E	D	E	E	E
HCM2k95thQ:	23	10	16	10	40	40	18	17	24	31	17	17

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1207: GREAT AMERICA/TASMAN



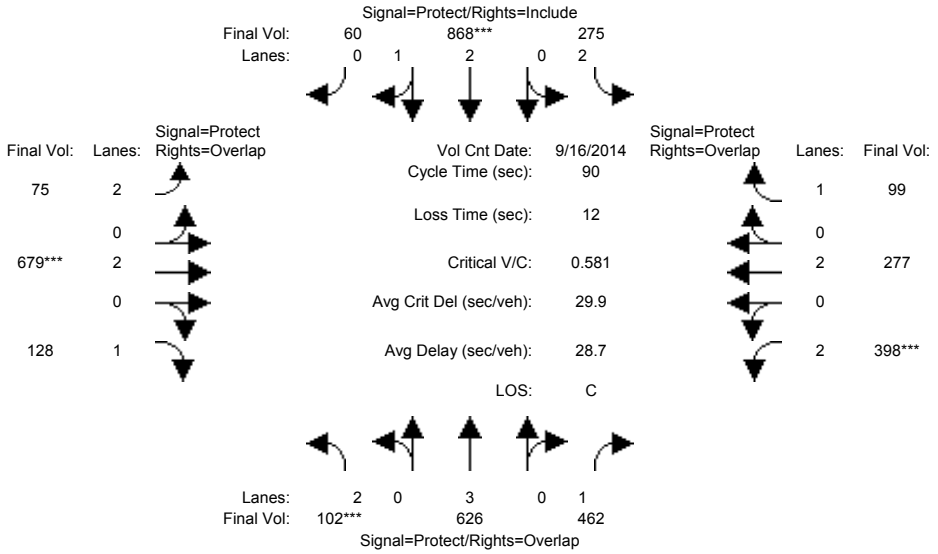
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Oct 2015 <<												
Base Vol:	346	586	161	62	399	109	81	204	37	346	947	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	586	161	62	399	109	81	204	37	346	947	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	586	161	62	399	109	81	204	37	346	947	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	586	161	62	399	109	81	204	37	346	947	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	586	161	62	399	109	81	204	37	346	947	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	586	161	62	399	109	81	204	37	346	947	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.33	0.67	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	4397	1201	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.09	0.02	0.09	0.09	0.03	0.05	0.02	0.11	0.25	0.11
Crit Moves:	****				****		****				****	
Green Time:	17.3	18.6	41.7	13.0	14.3	14.3	7.0	23.3	40.6	23.0	39.3	52.4
Volume/Cap:	0.57	0.50	0.20	0.14	0.57	0.57	0.33	0.21	0.05	0.43	0.57	0.19
Delay/Veh:	34.2	31.9	14.4	33.7	35.9	35.9	40.1	26.2	13.9	28.4	19.5	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:	34.2	31.9	14.4	33.7	35.9	35.9	40.1	26.2	13.9	28.4	19.5	8.9
LOS by Move:	C	C	B	C	D	D	D	C	B	C	B	A
HCM2k95thQ:	10	9	6	2	9	9	3	4	1	9	18	5

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1207: GREAT AMERICA/TASMAN



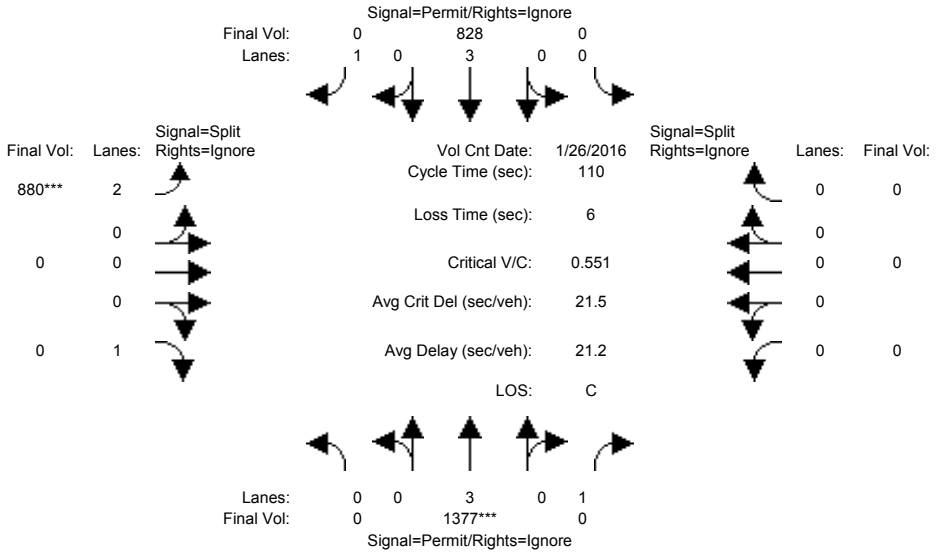
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00-6:00PM												
Base Vol:	102	626	462	275	868	60	75	679	128	398	277	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	626	462	275	868	60	75	679	128	398	277	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	626	462	275	868	60	75	679	128	398	277	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	626	462	275	868	60	75	679	128	398	277	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	626	462	275	868	60	75	679	128	398	277	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	626	462	275	868	60	75	679	128	398	277	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.80	0.20	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5237	362	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.26	0.09	0.17	0.17	0.02	0.18	0.07	0.13	0.07	0.06
Crit Moves:	****				****			****			****	
Green Time:	7.0	19.6	38.6	12.4	25.0	25.0	18.9	26.9	33.9	19.1	27.1	39.5
Volume/Cap:	0.42	0.50	0.62	0.63	0.60	0.60	0.11	0.60	0.19	0.60	0.24	0.13
Delay/Veh:	40.7	31.3	21.4	39.7	28.8	28.8	28.8	27.8	19.0	33.5	23.8	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	31.3	21.4	39.7	28.8	28.8	28.8	27.8	19.0	33.5	23.8	15.1
LOS by Move:	D	C	C	D	C	C	C	C	B	C	C	B
HCM2k95thQ:	3	10	20	9	14	14	2	15	5	11	6	3

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1208: BOWERS/101 SB



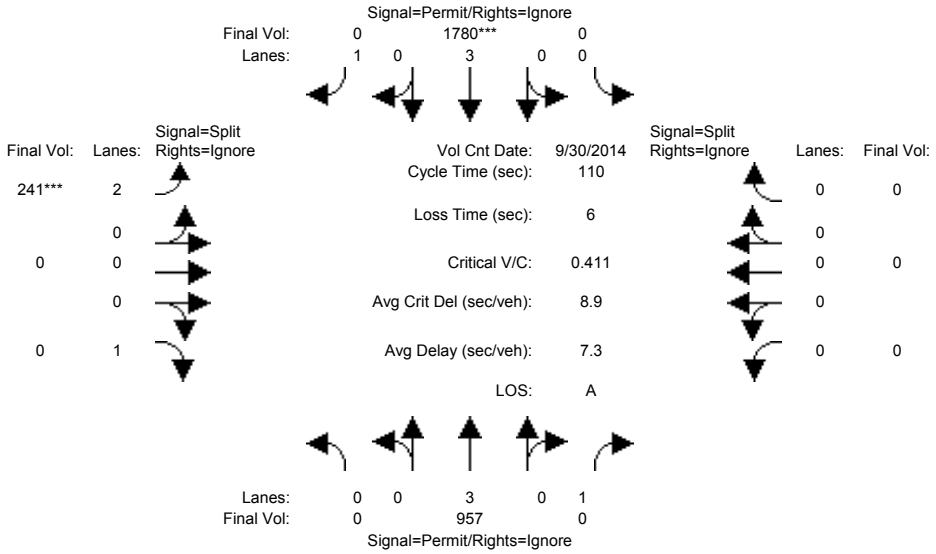
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	1377	227	0	828	270	880	0	274	0	0	0
Growth 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	1377	227	0	828	270	880	0	274	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1377	227	0	828	270	880	0	274	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1377	0	0	828	0	880	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1377	0	0	828	0	880	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1377	0	0	828	0	880	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.15	0.00	0.28	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	48.2	0.0	0.0	48.2	0.0	55.8	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.00	0.00	0.33	0.00	0.55	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	23.1	0.0	0.0	20.4	0.0	19.0	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	23.1	0.0	0.0	20.4	0.0	19.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	B	A	A	A	A	A
HCM2k95thQ:	0	20	0	0	11	0	22	0	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1208: BOWERS/101 SB



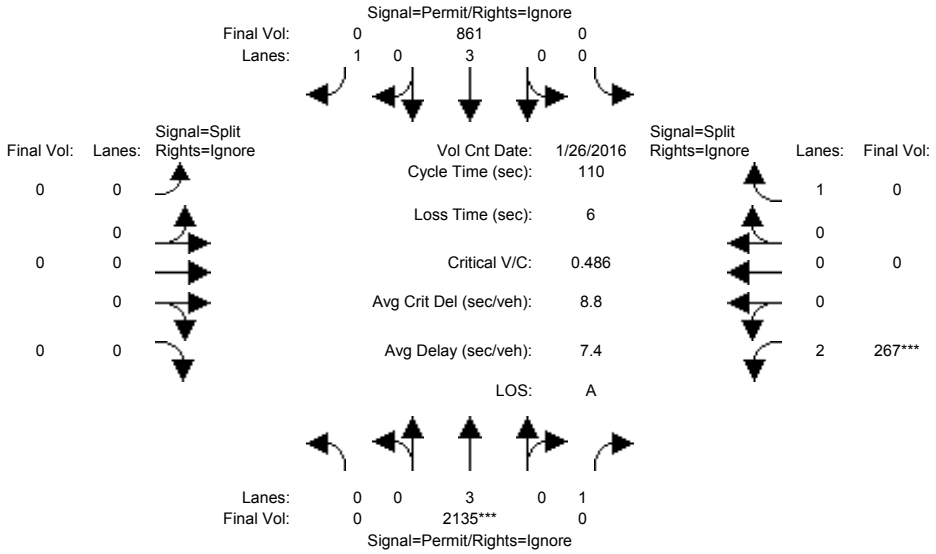
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	957	472	0	1780	650	241	0	262	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	957	472	0	1780	650	241	0	262	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	957	472	0	1780	650	241	0	262	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	957	0	0	1780	0	241	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	957	0	0	1780	0	241	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	957	0	0	1780	0	241	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.31	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	83.5	0.0	0.0	83.5	0.0	20.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.00	0.00	0.41	0.00	0.41	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.9	0.0	0.0	4.7	0.0	39.9	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	3.9	0.0	0.0	4.7	0.0	39.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	6	0	0	13	0	9	0	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1209: GREAT AMERICA/101 NB



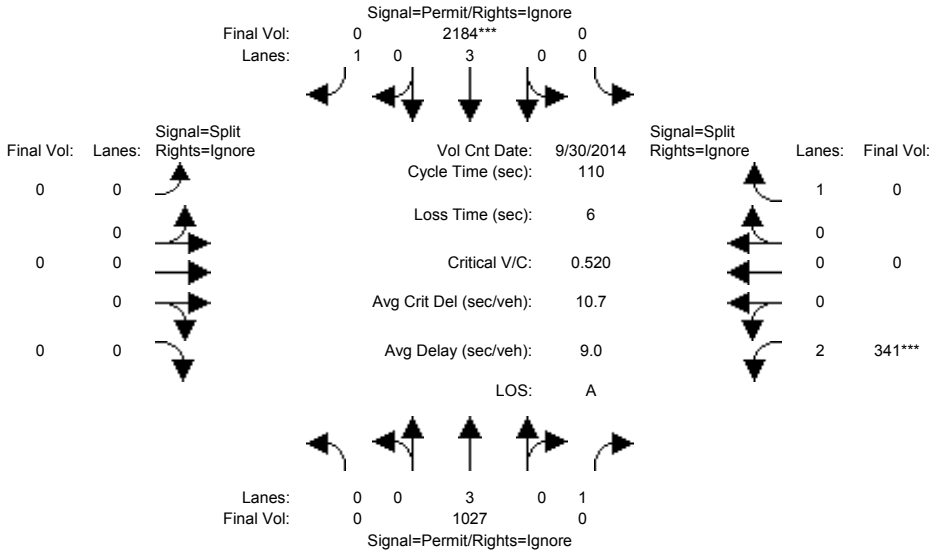
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	2135	0	0	861	334	0	0	0	267	0	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2135	0	0	861	334	0	0	0	267	0	730
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2135	0	0	861	334	0	0	0	267	0	730
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2135	0	0	861	0	0	0	0	267	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2135	0	0	861	0	0	0	0	267	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2135	0	0	861	0	0	0	0	267	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	84.8	0.0	0.0	84.8	0.0	0.0	0.0	0.0	19.2	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.49	0.00	0.00
Delay/Veh:	0.0	4.7	0.0	0.0	3.4	0.0	0.0	0.0	0.0	41.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.7	0.0	0.0	3.4	0.0	0.0	0.0	0.0	41.6	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	16	0	0	5	0	0	0	0	10	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1209: GREAT AMERICA/101 NB



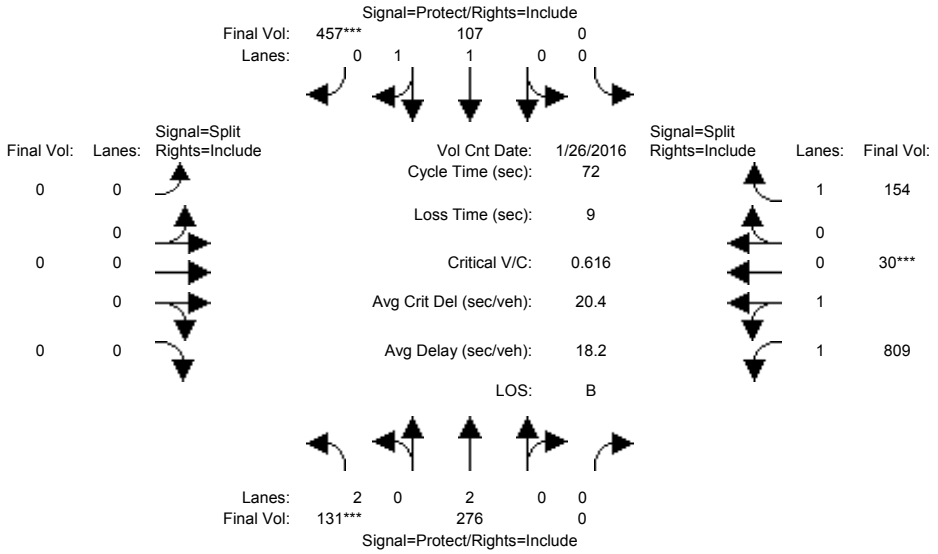
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	1027	180	0	2184	0	0	0	0	341	0	608
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1027	180	0	2184	0	0	0	0	341	0	608
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1027	180	0	2184	0	0	0	0	341	0	608
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1027	0	0	2184	0	0	0	0	341	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1027	0	0	2184	0	0	0	0	341	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1027	0	0	2184	0	0	0	0	341	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	81.1	0.0	0.0	81.1	0.0	0.0	0.0	0.0	22.9	0.0	0.0
Volume/Cap:	0.00	0.24	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.52	0.00	0.00
Delay/Veh:	0.0	4.7	0.0	0.0	6.3	0.0	0.0	0.0	0.0	39.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.7	0.0	0.0	6.3	0.0	0.0	0.0	0.0	39.4	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	7	0	0	19	0	0	0	0	13	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #3028: 237/GREAT AMERICA (N)



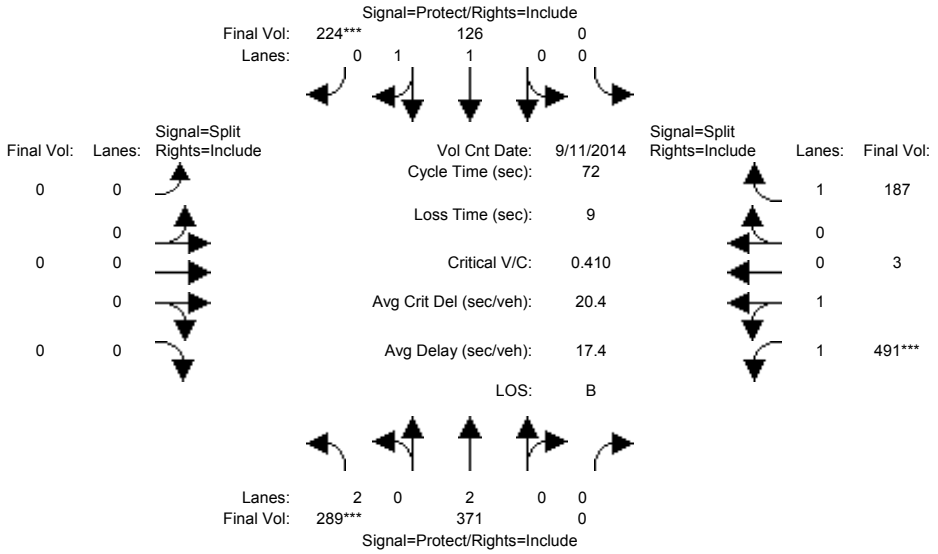
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	131	276	0	0	107	457	0	0	0	809	30	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	276	0	0	107	457	0	0	0	809	30	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	276	0	0	107	457	0	0	0	809	30	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	276	0	0	107	457	0	0	0	809	30	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	276	0	0	107	457	0	0	0	809	30	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	276	0	0	107	457	0	0	0	809	30	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	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	1.93	0.07	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3423	127	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.06	0.26	0.00	0.00	0.00	0.24	0.24	0.09
Crit Moves:	****					****					****	
Green Time:	7.0	36.4	0.0	0.0	29.4	29.4	0.0	0.0	0.0	26.6	26.6	26.6
Volume/Cap:	0.43	0.14	0.00	0.00	0.14	0.64	0.00	0.00	0.00	0.64	0.64	0.24
Delay/Veh:	31.6	9.5	0.0	0.0	13.4	18.7	0.0	0.0	0.0	19.8	19.8	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	9.5	0.0	0.0	13.4	18.7	0.0	0.0	0.0	19.8	19.8	15.9
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2k95thQ:	3	3	0	0	3	18	0	0	0	17	17	5

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #3028: 237/GREAT AMERICA (N)



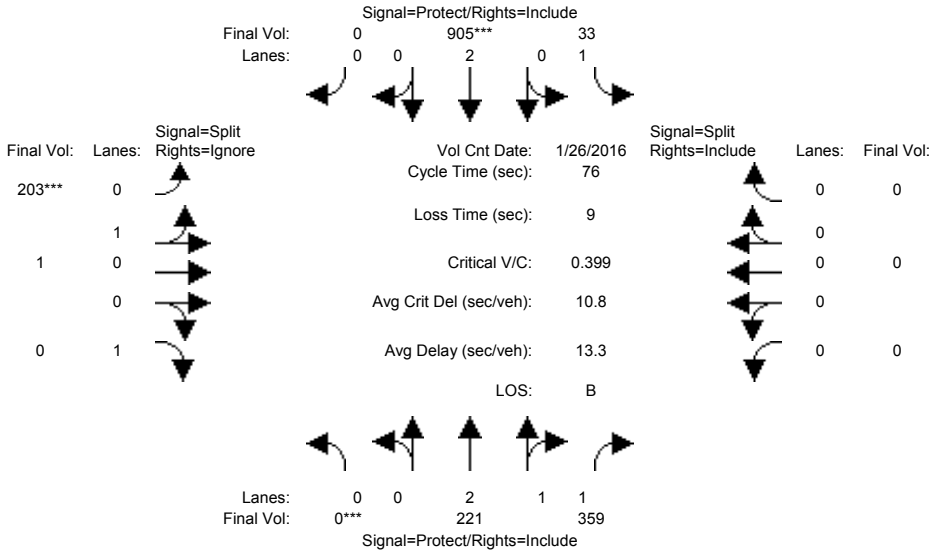
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:30-6:30PM												
Base Vol:	289	371	0	0	126	224	0	0	0	491	3	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	371	0	0	126	224	0	0	0	491	3	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	371	0	0	126	224	0	0	0	491	3	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	371	0	0	126	224	0	0	0	491	3	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	371	0	0	126	224	0	0	0	491	3	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	371	0	0	126	224	0	0	0	491	3	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3528	22	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.00	0.00	0.07	0.13	0.00	0.00	0.00	0.14	0.14	0.11
Crit Moves:	****					****				****		
Green Time:	16.1	38.6	0.0	0.0	22.5	22.5	0.0	0.0	0.0	24.4	24.4	24.4
Volume/Cap:	0.41	0.18	0.00	0.00	0.21	0.41	0.00	0.00	0.00	0.41	0.41	0.31
Delay/Veh:	24.3	8.6	0.0	0.0	18.3	19.9	0.0	0.0	0.0	18.5	18.5	17.9
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:	24.3	8.6	0.0	0.0	18.3	19.9	0.0	0.0	0.0	18.5	18.5	17.9
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2k95thQ:	6	4	0	0	4	9	0	0	0	9	9	7

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #3029: 237/GREAT AMERICA (S)



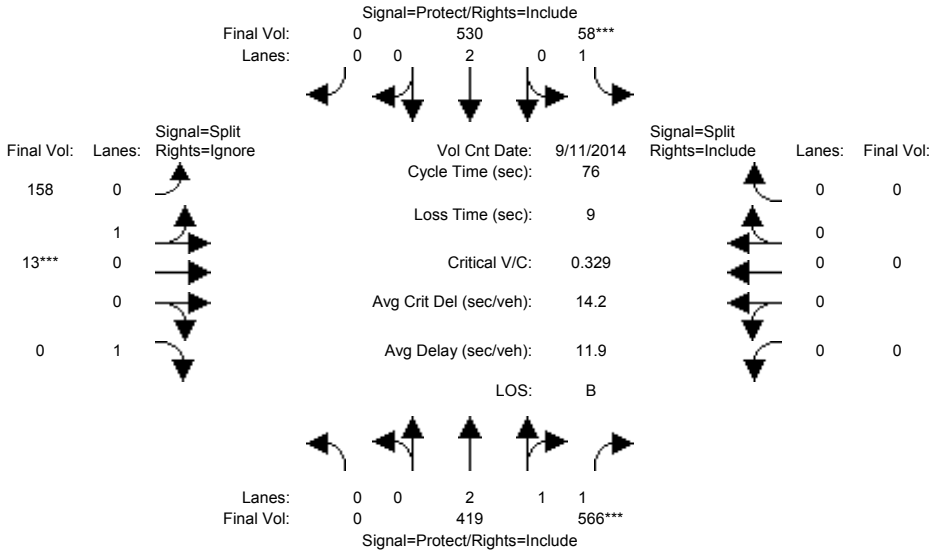
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	221	359	33	905	0	203	1	436	0	0	0
Growth 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	221	359	33	905	0	203	1	436	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	221	359	33	905	0	203	1	436	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	221	359	33	905	0	203	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	221	359	33	905	0	203	1	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	221	359	33	905	0	203	1	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1791	9	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.10	0.02	0.24	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	26.7	26.7	18.7	45.4	0.0	21.6	21.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.29	0.08	0.40	0.00	0.40	0.40	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.0	17.9	22.1	8.2	0.0	22.5	22.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.0	17.9	22.1	8.2	0.0	22.5	22.5	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	3	6	1	11	0	9	9	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #3029: 237/GREAT AMERICA (S)



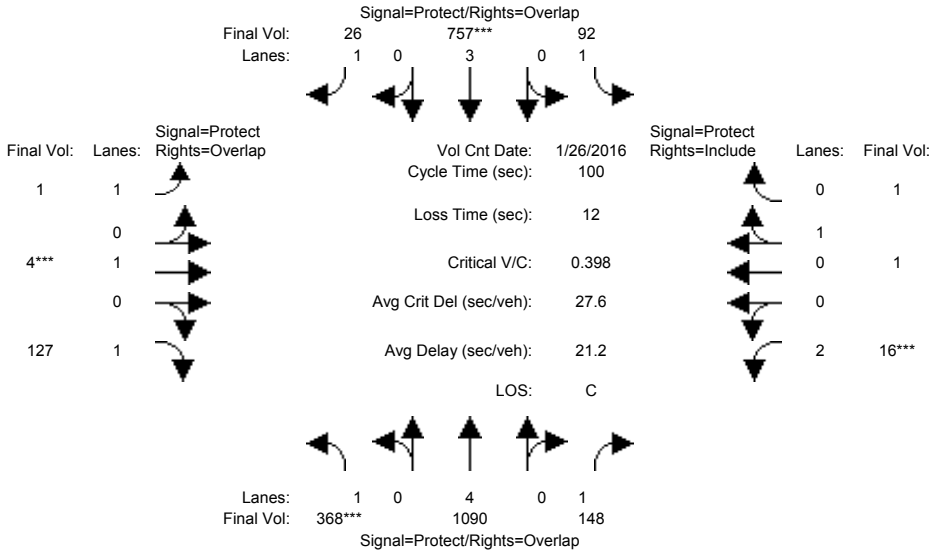
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	419	566	58	530	0	158	13	261	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	419	566	58	530	0	158	13	261	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	419	566	58	530	0	158	13	261	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	419	566	58	530	0	158	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	419	566	58	530	0	158	13	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	419	566	58	530	0	158	13	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.92	0.08	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1663	137	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.16	0.03	0.14	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	37.4	37.4	7.7	45.0	0.0	22.0	22.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.33	0.33	0.24	0.00	0.33	0.33	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	11.1	11.8	32.9	7.4	0.0	21.6	21.6	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	11.1	11.8	32.9	7.4	0.0	21.6	21.6	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	5	8	3	6	0	7	7	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4002: GREAT AMERICA / PATRICK HENRY



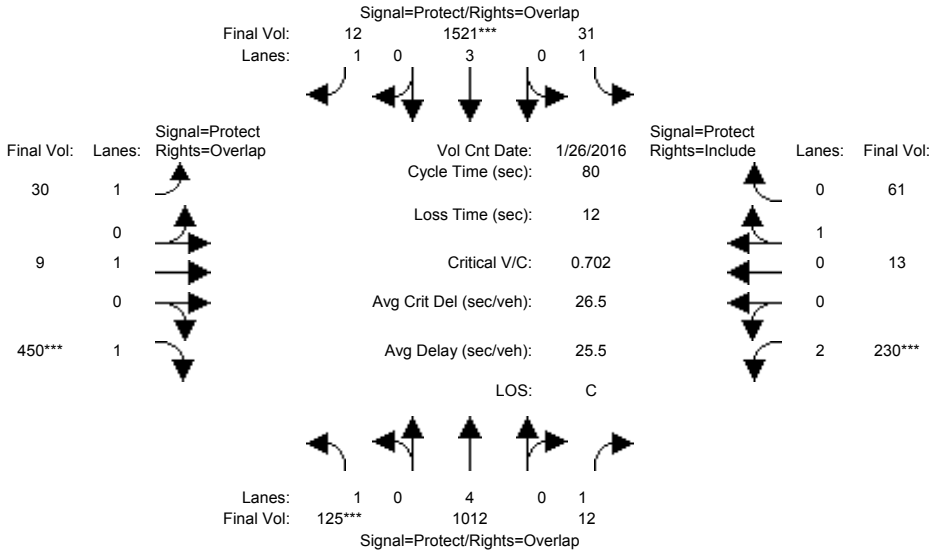
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	368	1090	148	92	757	26	1	4	127	16	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	368	1090	148	92	757	26	1	4	127	16	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	1090	148	92	757	26	1	4	127	16	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	1090	148	92	757	26	1	4	127	16	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	1090	148	92	757	26	1	4	127	16	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	368	1090	148	92	757	26	1	4	127	16	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	1750	7600	1750	1750	5700	1750	1750	1900	1750	3150	900	900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.14	0.08	0.05	0.13	0.01	0.00	0.00	0.07	0.01	0.00	0.00
Crit Moves:	****				****			****		****		
Green Time:	43.5	47.7	54.7	23.3	27.5	34.5	7.0	10.0	53.5	7.0	10.0	10.0
Volume/Cap:	0.48	0.30	0.15	0.23	0.48	0.04	0.01	0.02	0.14	0.07	0.01	0.01
Delay/Veh:	20.7	16.0	11.3	31.3	30.6	21.8	43.3	40.6	11.7	43.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.7	16.0	11.3	31.3	30.6	21.8	43.3	40.6	11.7	43.6	40.6	40.6
LOS by Move:	C	B	B	C	C	C	D	D	B	D	D	D
HCM2k95thQ:	16	10	5	5	12	1	0	0	4	1	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4002: GREAT AMERICA / PATRICK HENRY



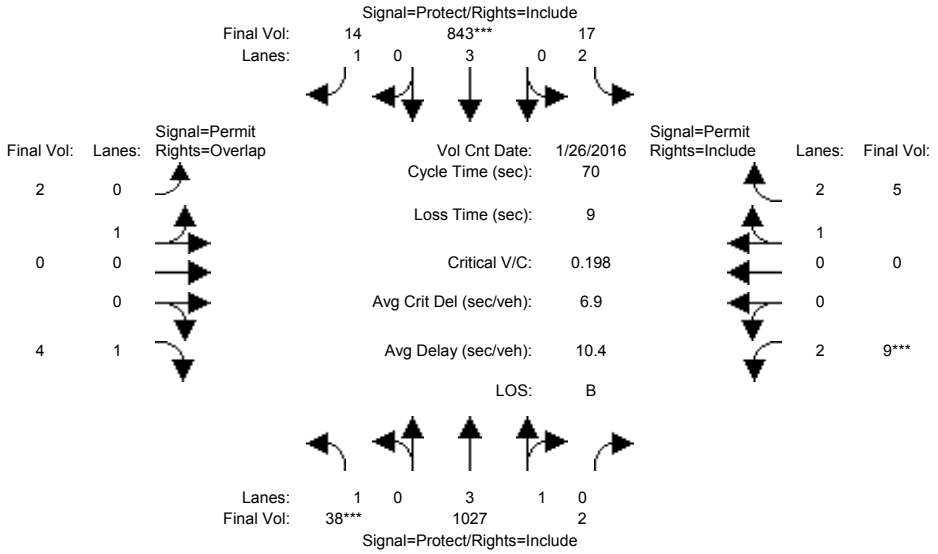
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	125	1012	12	31	1521	12	30	9	450	230	13	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1012	12	31	1521	12	30	9	450	230	13	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1012	12	31	1521	12	30	9	450	230	13	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1012	12	31	1521	12	30	9	450	230	13	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1012	12	31	1521	12	30	9	450	230	13	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1012	12	31	1521	12	30	9	450	230	13	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.18	0.82
Final Sat.:	1750	7600	1750	1750	5700	1750	1750	1900	1750	3150	316	1484
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.01	0.02	0.27	0.01	0.02	0.00	0.26	0.07	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	8.1	23.3	31.6	15.3	30.4	41.8	11.4	19.3	27.5	8.3	16.3	16.3
Volume/Cap:	0.70	0.46	0.02	0.09	0.70	0.01	0.12	0.02	0.75	0.70	0.20	0.20
Delay/Veh:	46.7	23.4	14.8	26.8	22.0	9.2	30.2	23.1	28.4	41.4	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	23.4	14.8	26.8	22.0	9.2	30.2	23.1	28.4	41.4	26.8	26.8
LOS by Move:	D	C	B	C	C	A	C	C	C	D	C	C
HCM2k95thQ:	7	10	0	1	20	0	1	0	20	10	3	3

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4003: GREAT AMERICA / OLD GLORY



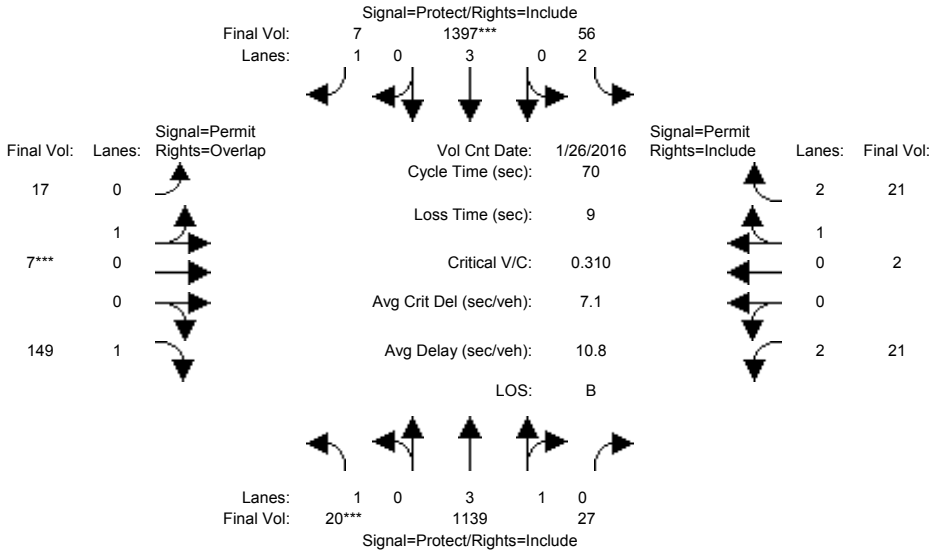
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	38	1027	2	17	843	14	2	0	4	9	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1027	2	17	843	14	2	0	4	9	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1027	2	17	843	14	2	0	4	9	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1027	2	17	843	14	2	0	4	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1027	2	17	843	14	2	0	4	9	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1027	2	17	843	14	2	0	4	9	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7485	15	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.01	0.15	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	7.0	30.0	30.0	21.0	44.0	44.0	10.0	0.0	17.0	10.0	0.0	10.0
Volume/Cap:	0.22	0.32	0.32	0.02	0.24	0.01	0.01	0.00	0.01	0.02	0.00	0.01
Delay/Veh:	29.6	13.3	13.3	17.3	5.7	4.9	25.8	0.0	20.1	25.8	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	13.3	13.3	17.3	5.7	4.9	25.8	0.0	20.1	25.8	0.0	25.7
LOS by Move:	C	B	B	B	A	A	C	A	C	C	A	C
HCM2k95thQ:	2	7	7	0	5	0	0	0	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4003: GREAT AMERICA / OLD GLORY



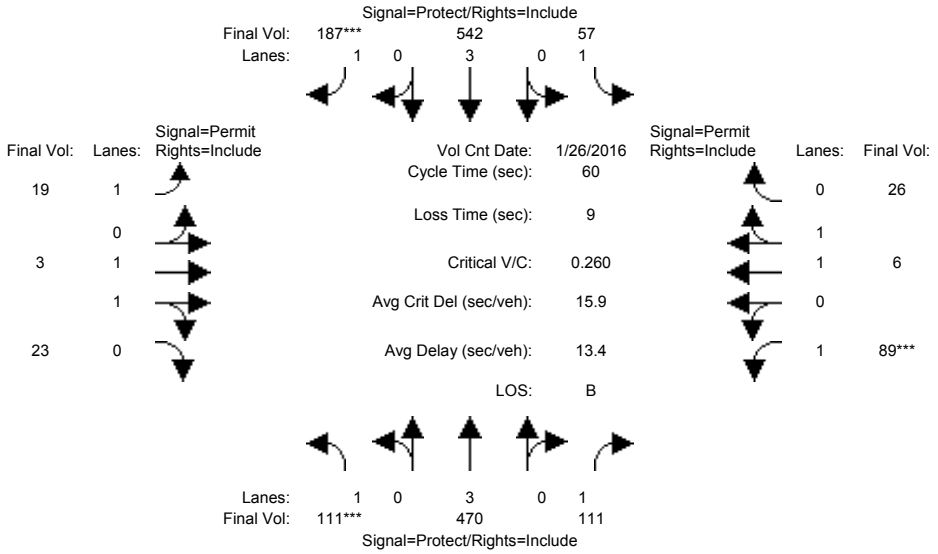
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	20	1139	27	56	1397	7	17	7	149	21	2	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1139	27	56	1397	7	17	7	149	21	2	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1139	27	56	1397	7	17	7	149	21	2	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1139	27	56	1397	7	17	7	149	21	2	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1139	27	56	1397	7	17	7	149	21	2	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1139	27	56	1397	7	17	7	149	21	2	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	3.90	0.10	2.00	3.00	1.00	0.71	0.29	1.00	2.00	0.26	2.74
Final Sat.:	1750	7326	174	3150	5700	1750	1275	525	1750	3150	470	4930
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.02	0.25	0.00	0.01	0.01	0.09	0.01	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	7.0	31.0	31.0	20.0	44.0	44.0	10.0	10.0	17.0	10.0	10.0	10.0
Volume/Cap:	0.11	0.35	0.35	0.06	0.39	0.01	0.09	0.09	0.35	0.05	0.03	0.03
Delay/Veh:	29.0	12.9	12.9	18.2	6.5	4.9	26.2	26.2	22.4	25.9	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	12.9	12.9	18.2	6.5	4.9	26.2	26.2	22.4	25.9	25.8	25.8
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	C
HCM2k95thQ:	1	8	8	1	10	0	1	1	6	1	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4004: GREAT AMERICA / BUNKER HILL



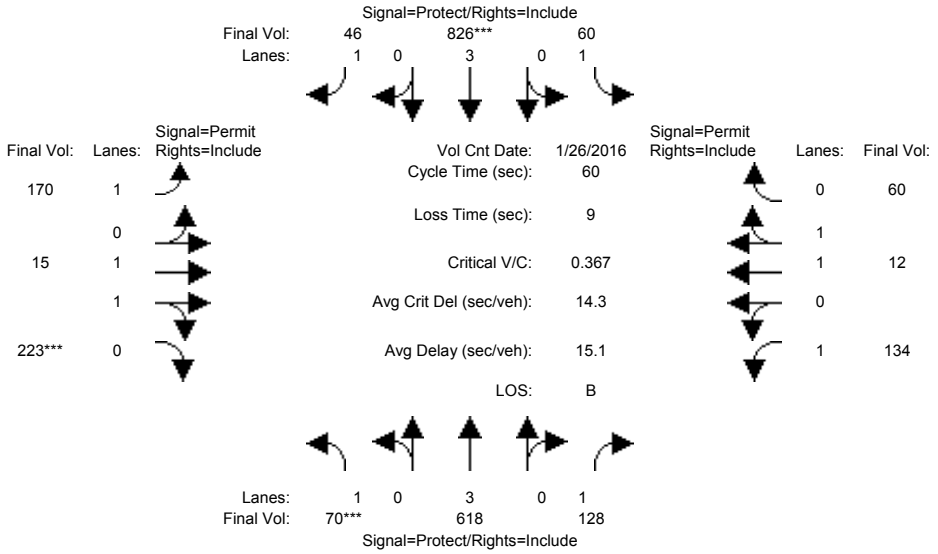
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	111	470	111	57	542	187	19	3	23	89	6	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	470	111	57	542	187	19	3	23	89	6	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	470	111	57	542	187	19	3	23	89	6	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	470	111	57	542	187	19	3	23	89	6	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	470	111	57	542	187	19	3	23	89	6	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	470	111	57	542	187	19	3	23	89	6	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.06	0.08	0.06	0.03	0.10	0.11	0.01	0.00	0.01	0.05	0.00	0.01
Crit Moves:	****					****				****		
Green Time:	14.6	23.1	23.1	16.2	24.6	24.6	11.7	11.7	11.7	11.7	11.7	11.7
Volume/Cap:	0.26	0.21	0.16	0.12	0.23	0.26	0.06	0.01	0.07	0.26	0.02	0.08
Delay/Veh:	18.6	12.4	12.2	16.7	11.6	11.9	19.7	19.4	19.8	20.9	19.5	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	12.4	12.2	16.7	11.6	11.9	19.7	19.4	19.8	20.9	19.5	19.8
LOS by Move:	B	B	B	B	B	B	B	B	B	C	B	B
HCM2k95thQ:	4	4	3	2	4	5	1	0	1	4	0	1

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4004: GREAT AMERICA / BUNKER HILL



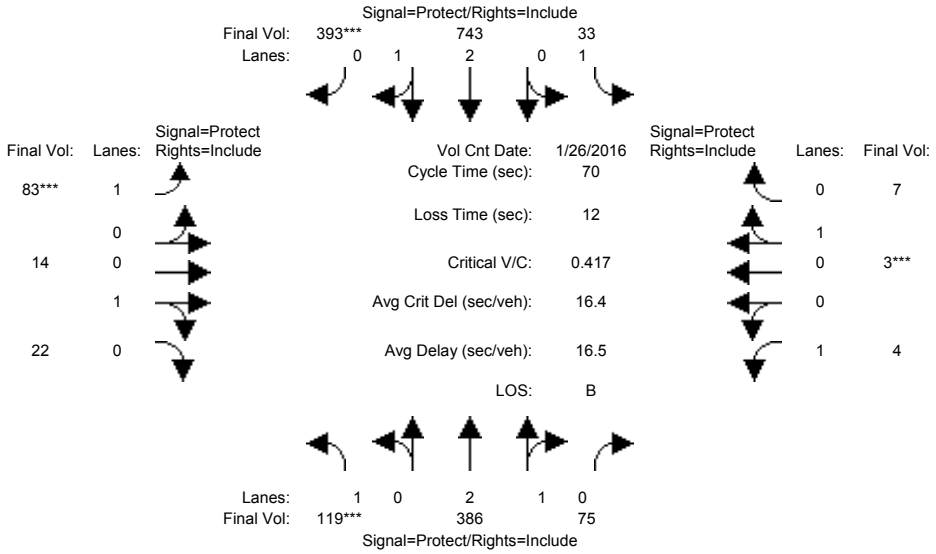
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	70	618	128	60	826	46	170	15	223	134	12	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	618	128	60	826	46	170	15	223	134	12	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	618	128	60	826	46	170	15	223	134	12	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	618	128	60	826	46	170	15	223	134	12	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	618	128	60	826	46	170	15	223	134	12	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	618	128	60	826	46	170	15	223	134	12	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:	0.04	0.11	0.07	0.03	0.14	0.03	0.10	0.01	0.13	0.08	0.01	0.03
Crit Moves:	****				****				****			
Green Time:	7.0	17.9	17.9	12.5	23.4	23.4	20.6	20.6	20.6	20.6	20.6	20.6
Volume/Cap:	0.34	0.36	0.25	0.16	0.37	0.07	0.28	0.02	0.37	0.22	0.02	0.10
Delay/Veh:	25.4	16.7	16.2	19.7	13.2	11.5	14.6	13.0	15.2	14.2	13.0	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	16.7	16.2	19.7	13.2	11.5	14.6	13.0	15.2	14.2	13.0	13.5
LOS by Move:	C	B	B	B	B	B	B	B	B	B	B	B
HCM2k95thQ:	3	6	4	2	7	1	5	0	7	4	0	2

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4005: GREAT AMERICA / ALVISO



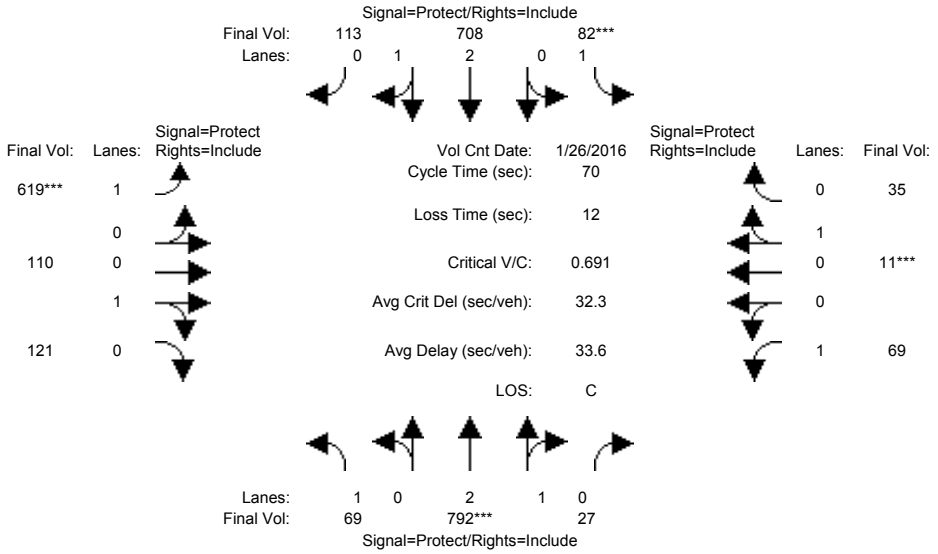
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	119	386	75	33	743	393	83	14	22	4	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	386	75	33	743	393	83	14	22	4	3	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	386	75	33	743	393	83	14	22	4	3	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	386	75	33	743	393	83	14	22	4	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	386	75	33	743	393	83	14	22	4	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	386	75	33	743	393	83	14	22	4	3	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.49	0.51	1.00	2.00	1.00	1.00	0.39	0.61	1.00	0.30	0.70
Final Sat.:	1750	4688	911	1750	3800	1750	1750	700	1100	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.02	0.20	0.22	0.05	0.02	0.02	0.00	0.01	0.01
Crit Moves:	****					****	****				****	
Green Time:	9.5	24.1	24.1	16.9	31.5	31.5	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.50	0.24	0.24	0.08	0.43	0.50	0.47	0.14	0.14	0.02	0.04	0.04
Delay/Veh:	29.7	16.5	16.5	20.6	13.3	13.8	31.8	26.5	26.5	28.5	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	16.5	16.5	20.6	13.3	13.8	31.8	26.5	26.5	28.5	25.9	25.9
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	5	5	5	1	10	12	5	2	2	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4005: GREAT AMERICA / ALVISO



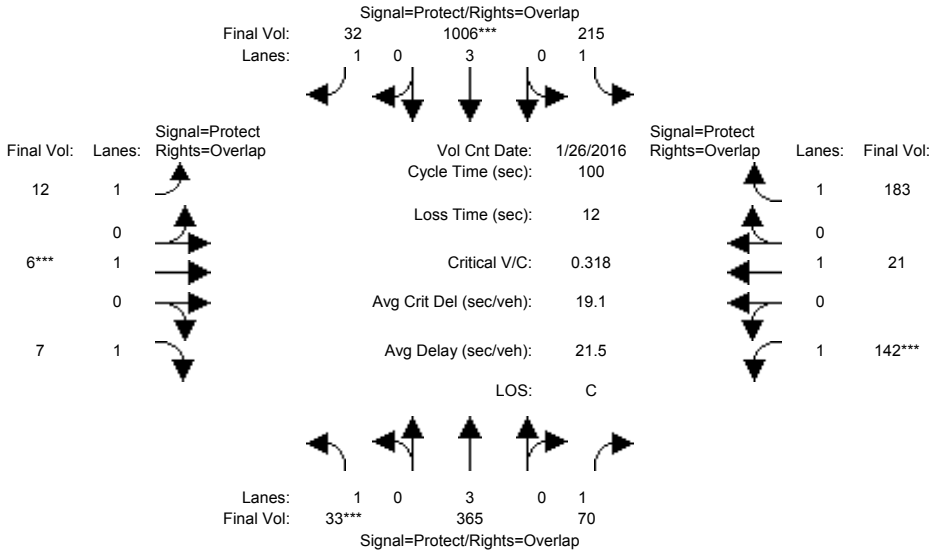
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	69	792	27	82	708	113	619	110	121	69	11	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	792	27	82	708	113	619	110	121	69	11	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	792	27	82	708	113	619	110	121	69	11	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	792	27	82	708	113	619	110	121	69	11	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	792	27	82	708	113	619	110	121	69	11	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	792	27	82	708	113	619	110	121	69	11	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.90	0.10	1.00	2.57	0.43	1.00	0.48	0.52	1.00	0.24	0.76
Final Sat.:	1750	5415	185	1750	4828	771	1750	857	943	1750	430	1370
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.05	0.15	0.15	0.35	0.13	0.13	0.04	0.03	0.03
Crit Moves:		****			****			****			****	
Green Time:	7.7	12.0	12.0	7.0	11.3	11.3	29.0	22.9	22.9	16.1	10.0	10.0
Volume/Cap:	0.36	0.85	0.85	0.47	0.91	0.91	0.85	0.39	0.39	0.17	0.18	0.18
Delay/Veh:	30.0	35.7	35.7	31.7	41.8	41.8	28.2	18.6	18.6	21.8	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	35.7	35.7	31.7	41.8	41.8	28.2	18.6	18.6	21.8	26.7	26.7
LOS by Move:	C	D	D	C	D	D	C	B	B	C	C	C
HCM2k95thQ:	3	13	13	4	14	14	28	8	8	3	2	2

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4006: GREAT AMERICA / YERBA BUENA



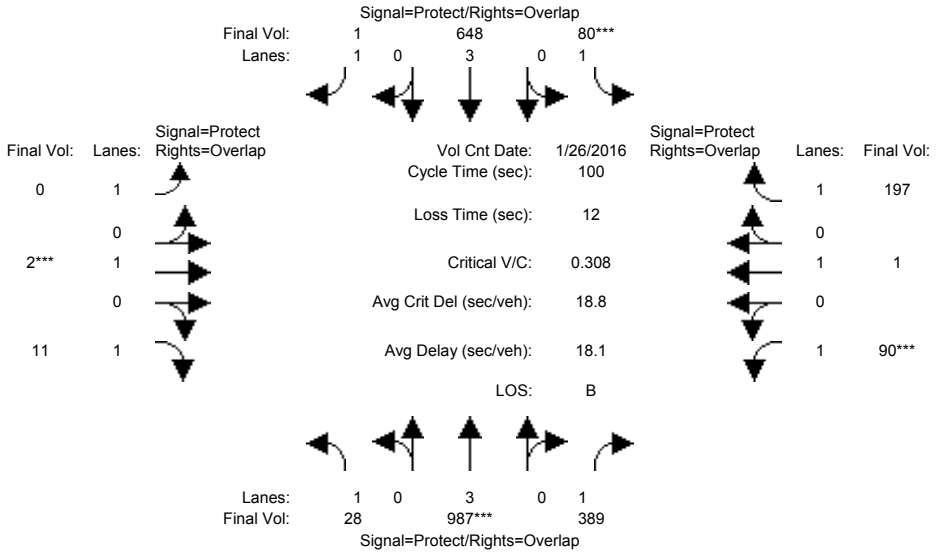
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	33	365	70	215	1006	32	12	6	7	142	21	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	365	70	215	1006	32	12	6	7	142	21	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	365	70	215	1006	32	12	6	7	142	21	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	365	70	215	1006	32	12	6	7	142	21	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	365	70	215	1006	32	12	6	7	142	21	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	365	70	215	1006	32	12	6	7	142	21	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:	0.02	0.06	0.04	0.12	0.18	0.02	0.01	0.00	0.00	0.08	0.01	0.10
Crit Moves:	****				****			****		****		
Green Time:	7.0	25.0	47.3	30.7	48.6	62.0	13.3	10.0	17.0	22.4	19.0	49.7
Volume/Cap:	0.27	0.26	0.08	0.40	0.36	0.03	0.05	0.03	0.02	0.36	0.06	0.21
Delay/Veh:	45.3	30.2	14.5	27.9	16.1	7.4	37.9	40.7	34.6	33.4	33.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	30.2	14.5	27.9	16.1	7.4	37.9	40.7	34.6	33.4	33.2	14.2
LOS by Move:	D	C	B	C	B	A	D	D	C	C	C	B
HCM2k95thQ:	2	6	3	11	12	1	1	0	0	8	1	7

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4006: GREAT AMERICA / YERBA BUENA



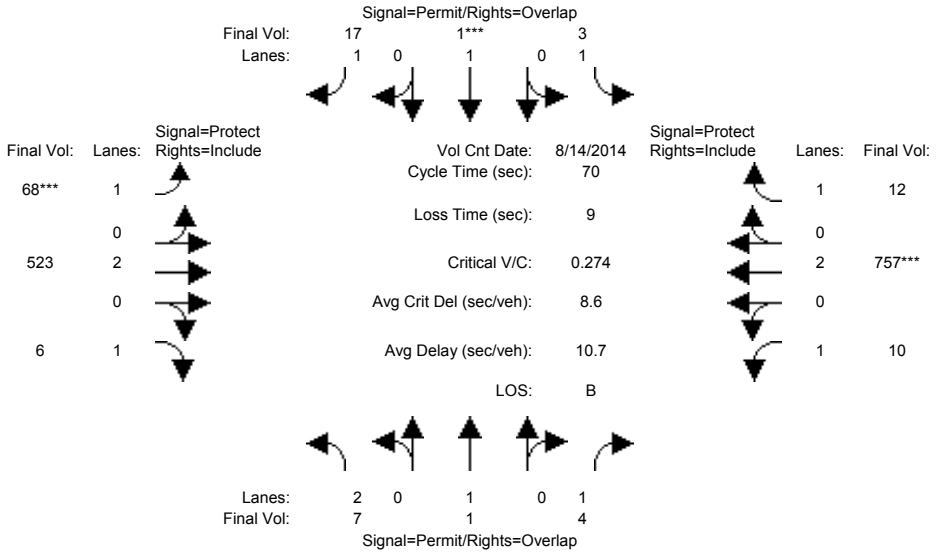
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	28	987	389	80	648	1	0	2	11	90	1	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	987	389	80	648	1	0	2	11	90	1	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	987	389	80	648	1	0	2	11	90	1	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	987	389	80	648	1	0	2	11	90	1	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	987	389	80	648	1	0	2	11	90	1	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	987	389	80	648	1	0	2	11	90	1	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.02	0.17	0.22	0.05	0.11	0.00	0.00	0.00	0.01	0.05	0.00	0.11
Crit Moves:		****		****				****		****		
Green Time:	24.1	50.0	64.8	13.2	39.1	39.1	0.0	10.0	34.1	14.8	24.8	38.0
Volume/Cap:	0.07	0.35	0.34	0.35	0.29	0.00	0.00	0.01	0.02	0.35	0.00	0.30
Delay/Veh:	29.4	15.2	8.1	40.4	21.0	18.6	0.0	40.6	21.9	39.0	28.3	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	15.2	8.1	40.4	21.0	18.6	0.0	40.6	21.9	39.0	28.3	21.9
LOS by Move:	C	B	A	D	C	B	A	D	C	D	C	C
HCM2k95thQ:	1	11	11	5	9	0	0	0	0	6	0	9

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4007: TASMAN / CONVENTION CENTER



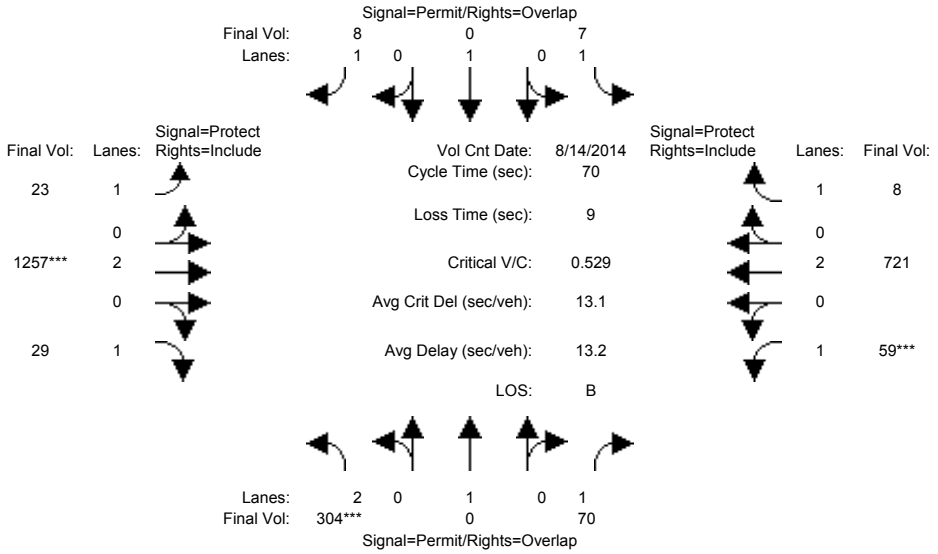
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Aug 2014 <<												
Base Vol:	7	1	4	3	1	17	68	523	6	10	757	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1	4	3	1	17	68	523	6	10	757	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1	4	3	1	17	68	523	6	10	757	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1	4	3	1	17	68	523	6	10	757	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	4	3	1	17	68	523	6	10	757	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1	4	3	1	17	68	523	6	10	757	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.04	0.14	0.00	0.01	0.20	0.01
Crit Moves:					****		****				****	
Green Time:	10.0	10.0	31.0	10.0	10.0	18.3	8.3	30.0	30.0	21.0	42.7	42.7
Volume/Cap:	0.02	0.00	0.01	0.01	0.00	0.04	0.33	0.32	0.01	0.02	0.33	0.01
Delay/Veh:	25.8	25.7	10.9	25.8	25.7	19.3	29.2	13.4	11.5	17.3	6.7	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:	25.8	25.7	10.9	25.8	25.7	19.3	29.2	13.4	11.5	17.3	6.7	5.4
LOS by Move:	C	C	B	C	C	B	C	B	B	B	A	A
HCM2k95thQ:	0	0	0	0	0	1	3	7	0	0	8	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4007: TASMAN / CONVENTION CENTER



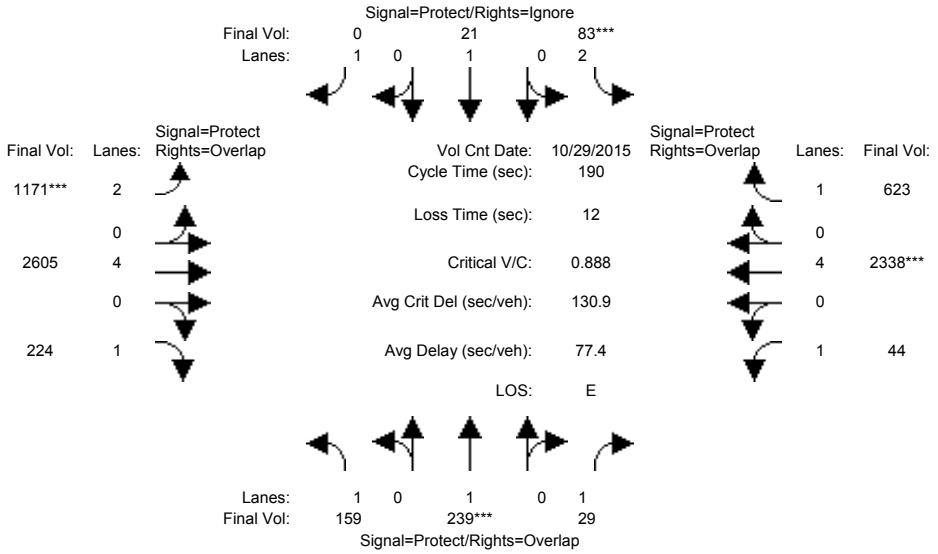
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Aug 2014 <<												
Base Vol:	304	0	70	7	0	8	23	1257	29	59	721	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	0	70	7	0	8	23	1257	29	59	721	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	0	70	7	0	8	23	1257	29	59	721	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	70	7	0	8	23	1257	29	59	721	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	0	70	7	0	8	23	1257	29	59	721	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	0	70	7	0	8	23	1257	29	59	721	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.04	0.00	0.00	0.00	0.01	0.33	0.02	0.03	0.19	0.00
Crit Moves:	****							****		****		
Green Time:	12.2	0.0	19.2	12.2	0.0	29.0	16.8	41.8	41.8	7.0	32.0	32.0
Volume/Cap:	0.55	0.00	0.15	0.02	0.00	0.01	0.05	0.55	0.03	0.34	0.42	0.01
Delay/Veh:	27.7	0.0	19.3	24.0	0.0	12.0	20.5	8.8	5.8	30.5	12.9	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	0.0	19.3	24.0	0.0	12.0	20.5	8.8	5.8	30.5	12.9	10.4
LOS by Move:	C	A	B	C	A	B	C	A	A	C	B	B
HCM2k95thQ:	9	0	3	0	0	0	1	15	1	3	10	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



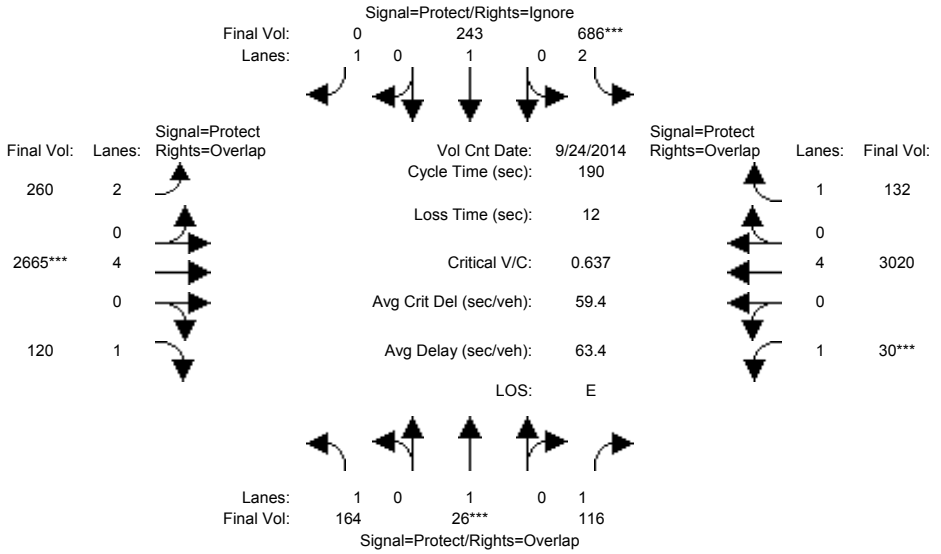
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	159	239	29	83	21	309	1171	2605	224	44	2338	623
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	239	29	83	21	309	1171	2605	224	44	2338	623
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	239	29	83	21	309	1171	2605	224	44	2338	623
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	239	29	83	21	0	1171	2605	224	44	2338	623
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	239	29	83	21	0	1171	2605	224	44	2338	623
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	239	29	83	21	0	1171	2605	224	44	2338	623
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.02	0.03	0.01	0.00	0.37	0.34	0.13	0.03	0.31	0.36
Crit Moves:		****		****			****				****	
Green Time:	19.1	16.2	34.3	14.0	11.1	0.0	47.8	130	148.8	18.2	100	114.0
Volume/Cap:	0.90	1.48	0.09	0.36	0.19	0.00	1.48	0.50	0.16	0.26	0.58	0.59
Delay/Veh:	125.9	332	65.0	84.7	86.0	0.0	292.6	14.7	5.2	80.6	31.0	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.9	332	65.0	84.7	86.0	0.0	292.6	14.7	5.2	80.6	31.0	24.5
LOS by Move:	F	F	E	F	F	A	F	B	A	F	C	C
HCM2k95thQ:	23	41	3	6	3	0	104	30	7	5	38	39

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



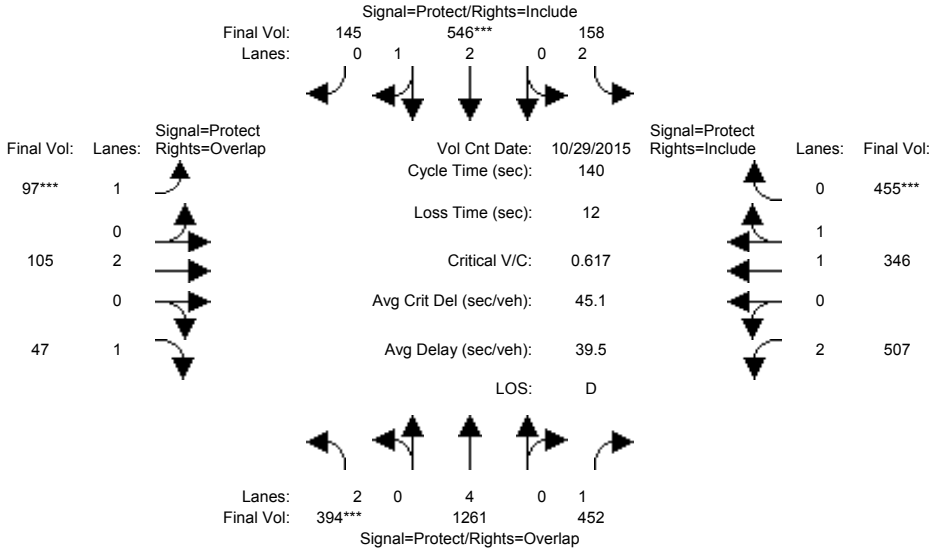
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	36	36	37	44	44	30	105	105	12	87	87
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	164	26	116	686	243	792	260	2665	120	30	3020	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:	164	26	116	686	243	792	260	2665	120	30	3020	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	26	116	686	243	792	260	2665	120	30	3020	132
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	26	116	686	243	0	260	2665	120	30	3020	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	26	116	686	243	0	260	2665	120	30	3020	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	26	116	686	243	0	260	2665	120	30	3020	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.01	0.07	0.22	0.13	0.00	0.08	0.35	0.07	0.02	0.40	0.08
Crit Moves:		****		****				****		****		
Green Time:	27.3	33.9	45.1	34.8	41.4	0.0	28.2	98.8	126.0	11.3	81.8	116.6
Volume/Cap:	0.65	0.08	0.28	1.19	0.59	0.00	0.56	0.67	0.10	0.29	0.92	0.12
Delay/Veh:	87.8	69.3	63.2	184.0	73.1	0.0	81.3	26.8	4.9	92.5	68.3	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.8	69.3	63.2	184.0	73.1	0.0	81.3	26.8	4.9	92.5	68.3	23.2
LOS by Move:	F	E	E	F	E	A	F	C	A	F	E	C
HCM2k95thQ:	20	3	12	56	24	0	17	39	2	4	73	10

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



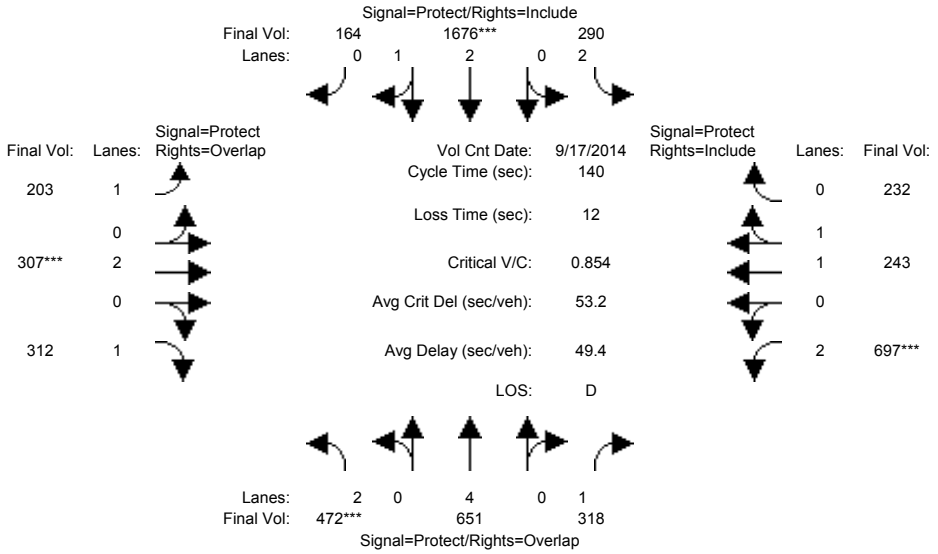
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	394	1243	452	150	532	145	97	105	47	507	346	445
Growth Adj:	1.00	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	1243	452	150	532	145	97	105	47	507	346	445
Added Vol:	0	18	0	8	14	0	0	0	0	0	0	10
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	1261	452	158	546	145	97	105	47	507	346	455
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1261	452	158	546	145	97	105	47	507	346	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	1261	452	158	546	145	97	105	47	507	346	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	394	1261	452	158	546	145	97	105	47	507	346	455
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	2.35	0.65	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	4423	1175	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.26	0.05	0.12	0.12	0.06	0.03	0.03	0.16	0.18	0.26
Crit Moves:	****				****		****					****
Green Time:	28.4	43.3	92.9	13.1	28.0	28.0	12.6	22.0	50.4	49.6	59.0	59.0
Volume/Cap:	0.62	0.54	0.39	0.54	0.62	0.62	0.62	0.18	0.07	0.45	0.43	0.62
Delay/Veh:	52.7	40.3	10.9	62.5	52.1	52.1	68.6	51.3	29.5	35.1	28.8	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	40.3	10.9	62.5	52.1	52.1	68.6	51.3	29.5	35.1	28.8	32.6
LOS by Move:	D	D	B	E	D	D	E	D	C	D	C	C
HCM2k95thQ:	17	20	17	8	17	17	10	4	3	18	19	28

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



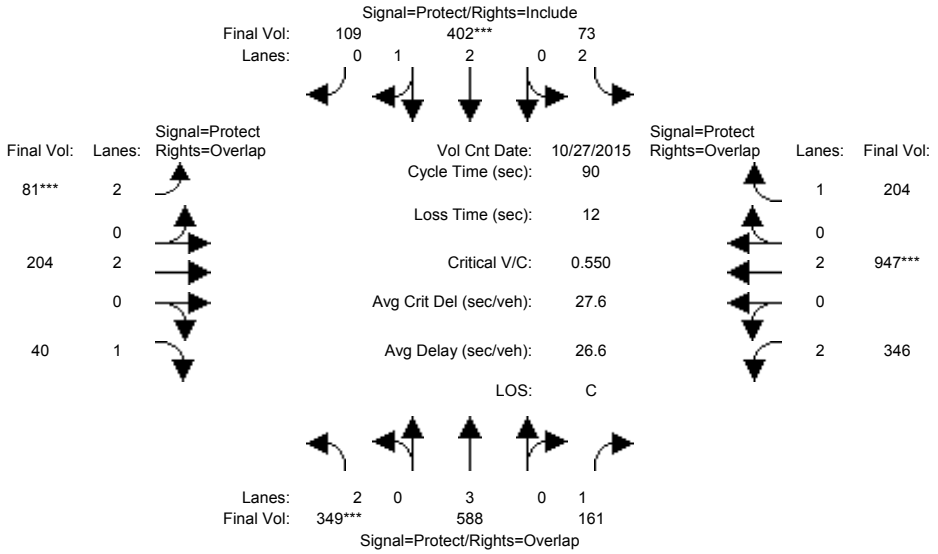
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 5:00-6:00PM												
Base Vol:	472	594	318	274	1646	164	203	307	312	697	243	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	594	318	274	1646	164	203	307	312	697	243	201
Added Vol:	0	57	0	16	30	0	0	0	0	0	0	31
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	651	318	290	1676	164	203	307	312	697	243	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	472	651	318	290	1676	164	203	307	312	697	243	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	651	318	290	1676	164	203	307	312	697	243	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	472	651	318	290	1676	164	203	307	312	697	243	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	2.00	2.72	0.28	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	5100	499	1750	3800	1750	3150	1898	1800
Capacity Analysis Module:												
Vol/Sat:	0.15	0.09	0.18	0.09	0.33	0.33	0.12	0.08	0.18	0.22	0.13	0.13
Crit Moves:	****				****			****			****	
Green Time:	24.6	37.8	74.1	40.6	53.9	53.9	23.5	13.2	37.8	36.3	26.1	26.1
Volume/Cap:	0.85	0.32	0.34	0.32	0.85	0.85	0.69	0.85	0.66	0.85	0.69	0.69
Delay/Veh:	68.2	40.9	19.2	39.0	43.0	43.0	61.8	80.1	48.8	58.0	56.1	56.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	40.9	19.2	39.0	43.0	43.0	61.8	80.1	48.8	58.0	56.1	56.3
LOS by Move:	E	D	B	D	D	D	E	F	D	E	E	E
HCM2k95thQ:	23	10	15	11	41	41	18	17	24	31	18	18

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1207: GREAT AMERICA/TASMAN



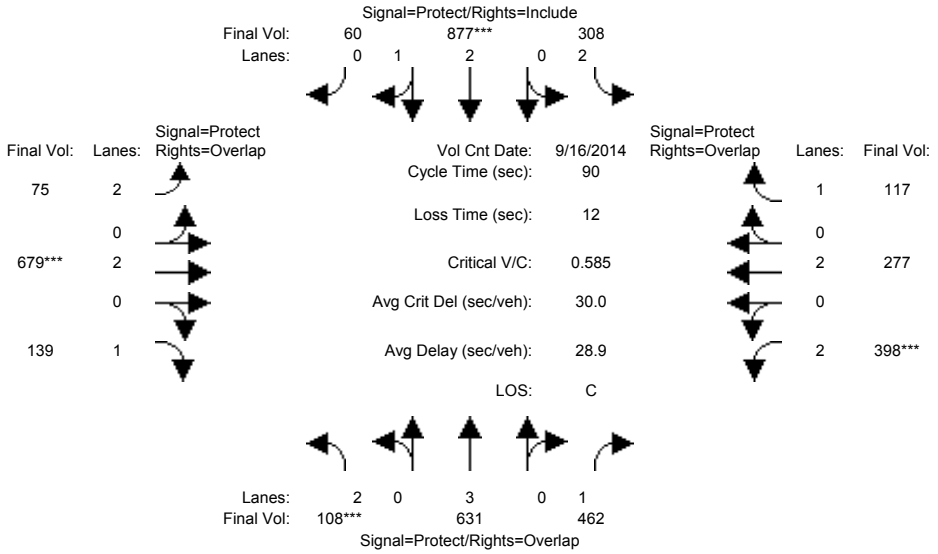
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Oct 2015 <<												
Base Vol:	346	586	161	62	399	109	81	204	37	346	947	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	586	161	62	399	109	81	204	37	346	947	196
Added Vol:	3	2	0	11	3	0	0	0	3	0	0	8
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	349	588	161	73	402	109	81	204	40	346	947	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	588	161	73	402	109	81	204	40	346	947	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	588	161	73	402	109	81	204	40	346	947	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	349	588	161	73	402	109	81	204	40	346	947	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.34	0.66	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	4404	1194	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.09	0.02	0.09	0.09	0.03	0.05	0.02	0.11	0.25	0.12
Crit Moves:	****				****		****				****	
Green Time:	17.4	18.7	41.7	13.1	14.4	14.4	7.0	23.2	40.7	23.0	39.2	52.3
Volume/Cap:	0.57	0.50	0.20	0.16	0.57	0.57	0.33	0.21	0.05	0.43	0.57	0.20
Delay/Veh:	34.2	31.8	14.4	33.8	35.9	35.9	40.1	26.3	13.9	28.4	19.6	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:	34.2	31.8	14.4	33.8	35.9	35.9	40.1	26.3	13.9	28.4	19.6	9.0
LOS by Move:	C	C	B	C	D	D	D	C	B	C	B	A
HCM2k95thQ:	10	9	6	2	9	9	3	4	1	9	18	6

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1207: GREAT AMERICA/TASMAN



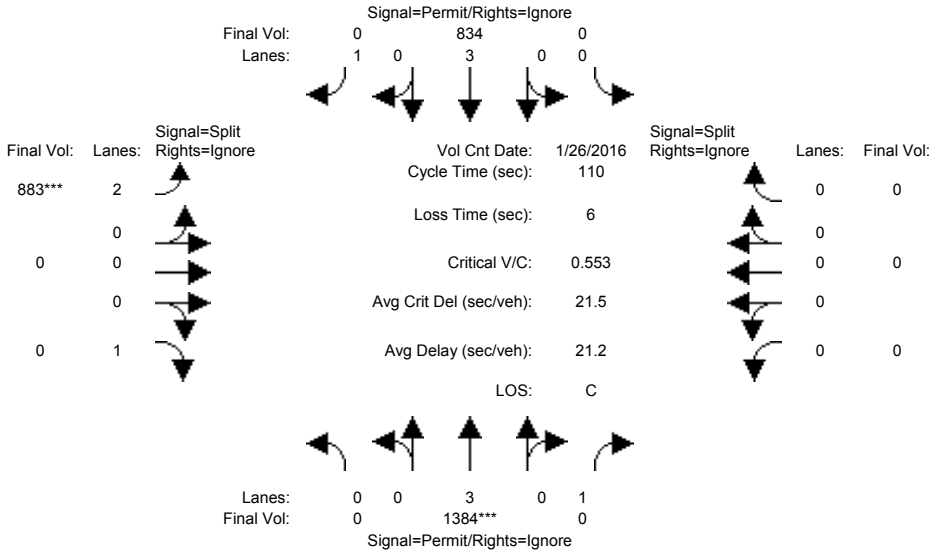
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00-6:00PM												
Base Vol:	102	626	462	275	868	60	75	679	128	398	277	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	626	462	275	868	60	75	679	128	398	277	99
Added Vol:	6	5	0	33	9	0	0	0	11	0	0	18
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	631	462	308	877	60	75	679	139	398	277	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	631	462	308	877	60	75	679	139	398	277	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	631	462	308	877	60	75	679	139	398	277	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	631	462	308	877	60	75	679	139	398	277	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.80	0.20	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5241	359	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.26	0.10	0.17	0.17	0.02	0.18	0.08	0.13	0.07	0.07
Crit Moves:	****				****			****			****	
Green Time:	7.0	18.8	37.8	13.4	25.2	25.2	18.9	26.9	33.9	19.0	27.0	40.3
Volume/Cap:	0.44	0.53	0.63	0.66	0.60	0.60	0.11	0.60	0.21	0.60	0.24	0.15
Delay/Veh:	40.9	32.1	22.3	39.6	28.7	28.7	28.9	27.9	19.2	33.6	23.9	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	32.1	22.3	39.6	28.7	28.7	28.9	27.9	19.2	33.6	23.9	14.8
LOS by Move:	D	C	C	D	C	C	C	C	B	C	C	B
HCM2k95thQ:	4	10	20	10	14	14	2	15	5	11	6	4

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1208: BOWERS/101 SB



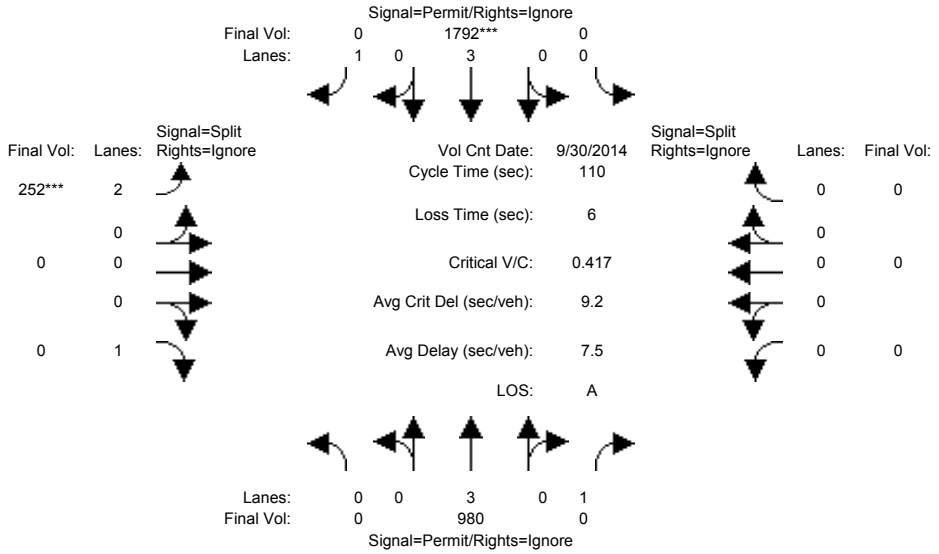
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	1377	227	0	828	270	880	0	274	0	0	0
Growth 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	1377	227	0	828	270	880	0	274	0	0	0
Added Vol:	0	7	0	0	6	6	3	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1384	227	0	834	276	883	0	274	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1384	0	0	834	0	883	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1384	0	0	834	0	883	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1384	0	0	834	0	883	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.15	0.00	0.28	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	48.3	0.0	0.0	48.3	0.0	55.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.00	0.00	0.33	0.00	0.55	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	23.1	0.0	0.0	20.4	0.0	19.0	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	23.1	0.0	0.0	20.4	0.0	19.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	B	A	A	A	A	A
HCM2k95thQ:	0	20	0	0	11	0	22	0	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1208: BOWERS/101 SB



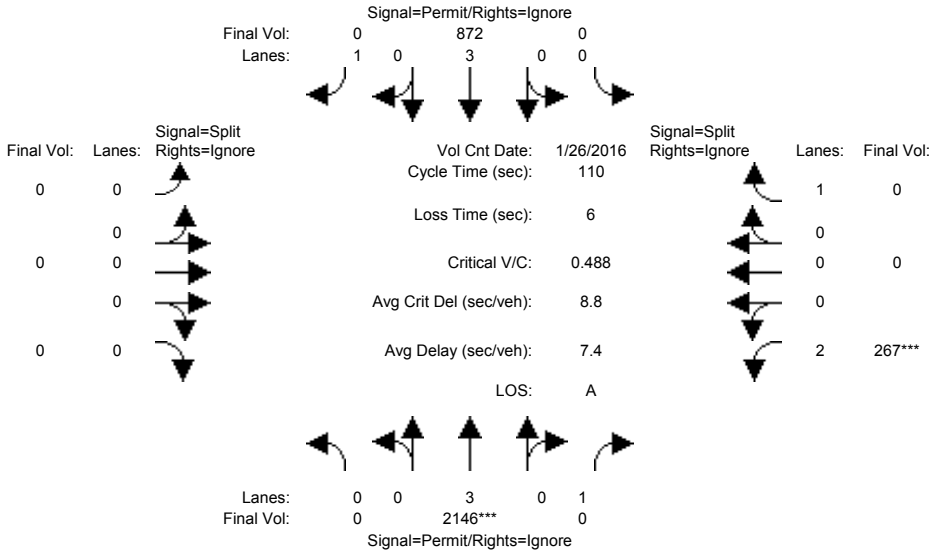
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	957	472	0	1780	650	241	0	262	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	957	472	0	1780	650	241	0	262	0	0	0
Added Vol:	0	23	0	0	12	12	11	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	980	472	0	1792	662	252	0	262	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	980	0	0	1792	0	252	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	980	0	0	1792	0	252	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	980	0	0	1792	0	252	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.31	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	82.9	0.0	0.0	82.9	0.0	21.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.23	0.00	0.00	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	4.1	0.0	0.0	4.9	0.0	39.5	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.1	0.0	0.0	4.9	0.0	39.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	6	0	0	14	0	9	0	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1209: GREAT AMERICA/101 NB



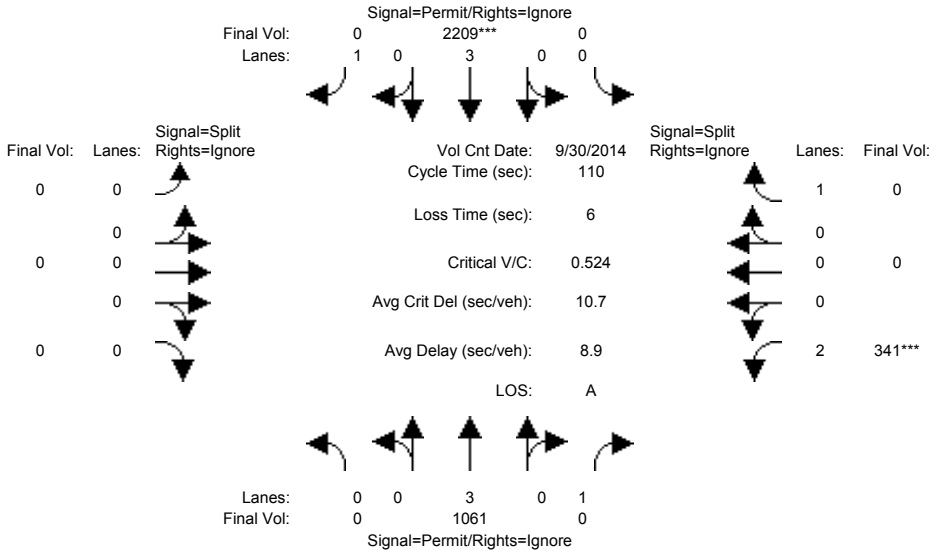
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	2135	0	0	861	334	0	0	0	267	0	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2135	0	0	861	334	0	0	0	267	0	730
Added Vol:	0	11	0	0	11	3	0	0	0	0	0	7
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2146	0	0	872	337	0	0	0	267	0	737
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2146	0	0	872	0	0	0	0	267	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2146	0	0	872	0	0	0	0	267	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2146	0	0	872	0	0	0	0	267	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	84.9	0.0	0.0	84.9	0.0	0.0	0.0	0.0	19.1	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.49	0.00	0.00
Delay/Veh:	0.0	4.7	0.0	0.0	3.4	0.0	0.0	0.0	0.0	41.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.7	0.0	0.0	3.4	0.0	0.0	0.0	0.0	41.7	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	16	0	0	5	0	0	0	0	10	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1209: GREAT AMERICA/101 NB



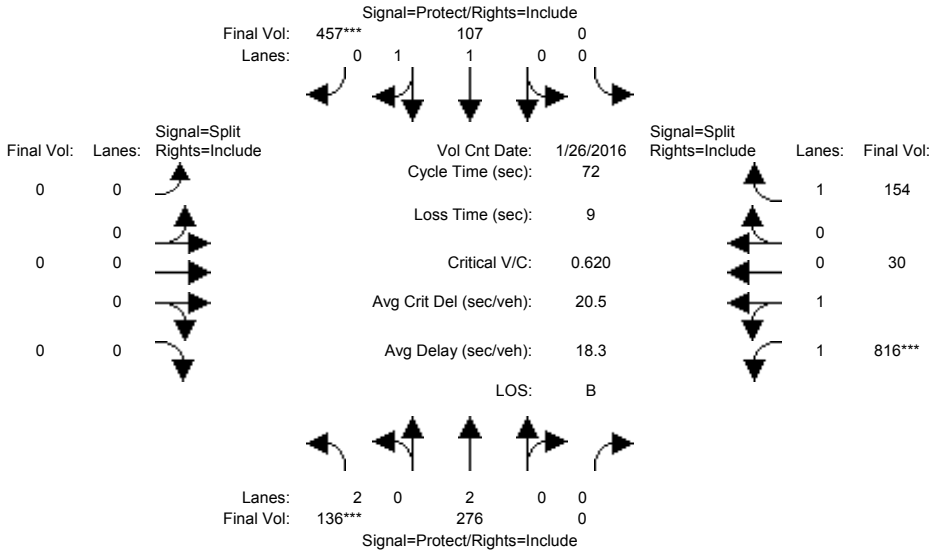
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	1027	180	0	2184	0	0	0	0	341	0	608
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1027	180	0	2184	0	0	0	0	341	0	608
Added Vol:	0	34	0	0	25	6	0	0	0	0	0	23
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1061	180	0	2209	6	0	0	0	341	0	631
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1061	0	0	2209	0	0	0	0	341	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1061	0	0	2209	0	0	0	0	341	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1061	0	0	2209	0	0	0	0	341	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	81.3	0.0	0.0	81.3	0.0	0.0	0.0	0.0	22.7	0.0	0.0
Volume/Cap:	0.00	0.25	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.52	0.00	0.00
Delay/Veh:	0.0	4.6	0.0	0.0	6.2	0.0	0.0	0.0	0.0	39.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.6	0.0	0.0	6.2	0.0	0.0	0.0	0.0	39.6	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	8	0	0	19	0	0	0	0	13	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #3028: 237/GREAT AMERICA (N)



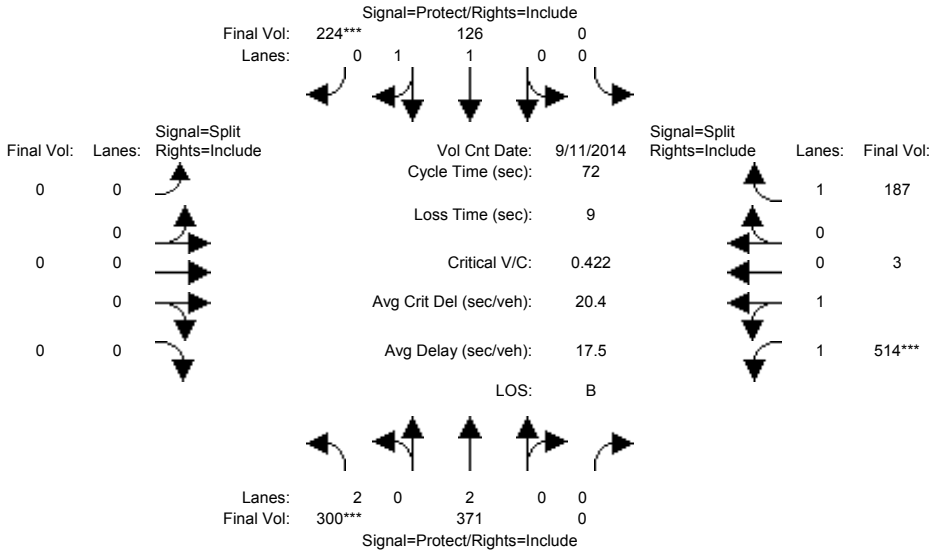
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	131	276	0	0	107	457	0	0	0	809	30	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	276	0	0	107	457	0	0	0	809	30	154
Added Vol:	5	0	0	0	0	0	0	0	0	7	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	276	0	0	107	457	0	0	0	816	30	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	276	0	0	107	457	0	0	0	816	30	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	276	0	0	107	457	0	0	0	816	30	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	276	0	0	107	457	0	0	0	816	30	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	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	1.93	0.07	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3424	126	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.06	0.26	0.00	0.00	0.00	0.24	0.24	0.09
Crit Moves:	****					****				****		
Green Time:	7.0	36.3	0.0	0.0	29.3	29.3	0.0	0.0	0.0	26.7	26.7	26.7
Volume/Cap:	0.44	0.14	0.00	0.00	0.14	0.64	0.00	0.00	0.00	0.64	0.64	0.24
Delay/Veh:	31.7	9.6	0.0	0.0	13.4	18.8	0.0	0.0	0.0	19.8	19.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	9.6	0.0	0.0	13.4	18.8	0.0	0.0	0.0	19.8	19.8	15.8
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2k95thQ:	4	3	0	0	3	18	0	0	0	17	17	5

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #3028: 237/GREAT AMERICA (N)



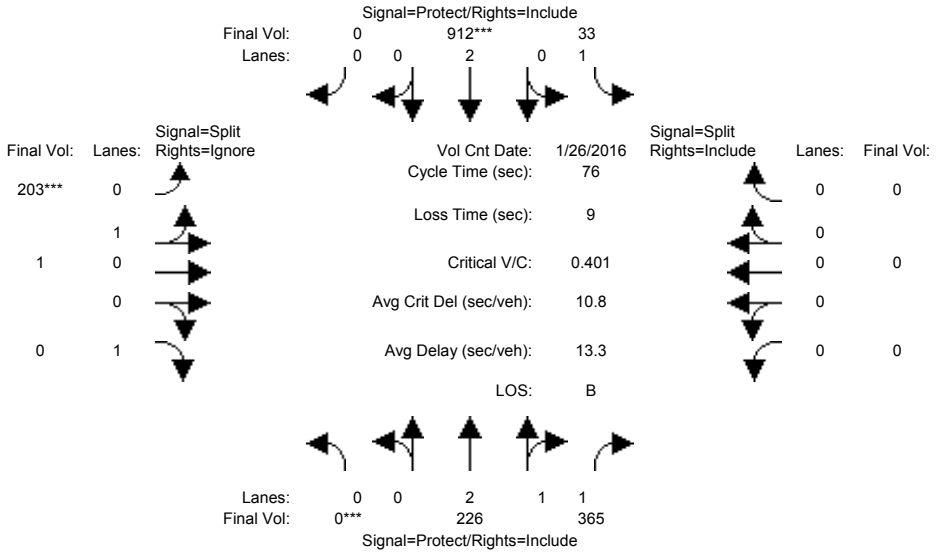
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:30-6:30PM												
Base Vol:	289	371	0	0	126	224	0	0	0	491	3	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	371	0	0	126	224	0	0	0	491	3	187
Added Vol:	11	0	0	0	0	0	0	0	0	23	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	371	0	0	126	224	0	0	0	514	3	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	371	0	0	126	224	0	0	0	514	3	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	371	0	0	126	224	0	0	0	514	3	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	371	0	0	126	224	0	0	0	514	3	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3529	21	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.07	0.13	0.00	0.00	0.00	0.15	0.15	0.11
Crit Moves:	****					****				****		
Green Time:	16.3	38.1	0.0	0.0	21.9	21.9	0.0	0.0	0.0	24.9	24.9	24.9
Volume/Cap:	0.42	0.18	0.00	0.00	0.22	0.42	0.00	0.00	0.00	0.42	0.42	0.31
Delay/Veh:	24.2	8.9	0.0	0.0	18.8	20.4	0.0	0.0	0.0	18.3	18.3	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	8.9	0.0	0.0	18.8	20.4	0.0	0.0	0.0	18.3	18.3	17.6
LOS by Move:	C	A	A	A	B	C	A	A	A	B	B	B
HCM2k95thQ:	7	4	0	0	4	9	0	0	0	10	10	7

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #3029: 237/GREAT AMERICA (S)



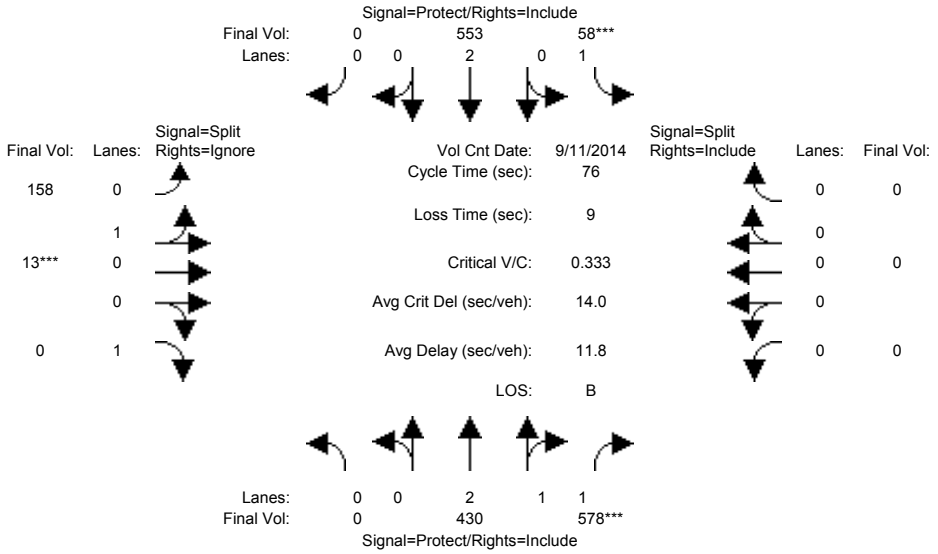
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	221	359	33	905	0	203	1	436	0	0	0
Growth 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	221	359	33	905	0	203	1	436	0	0	0
Added Vol:	0	5	6	0	7	0	0	0	6	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	226	365	33	912	0	203	1	442	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	226	365	33	912	0	203	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	226	365	33	912	0	203	1	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	226	365	33	912	0	203	1	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1791	9	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.10	0.02	0.24	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	26.8	26.8	18.7	45.5	0.0	21.5	21.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.30	0.08	0.40	0.00	0.40	0.40	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.0	17.9	22.1	8.2	0.0	22.6	22.6	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	17.0	17.9	22.1	8.2	0.0	22.6	22.6	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	4	6	1	11	0	9	9	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #3029: 237/GREAT AMERICA (S)



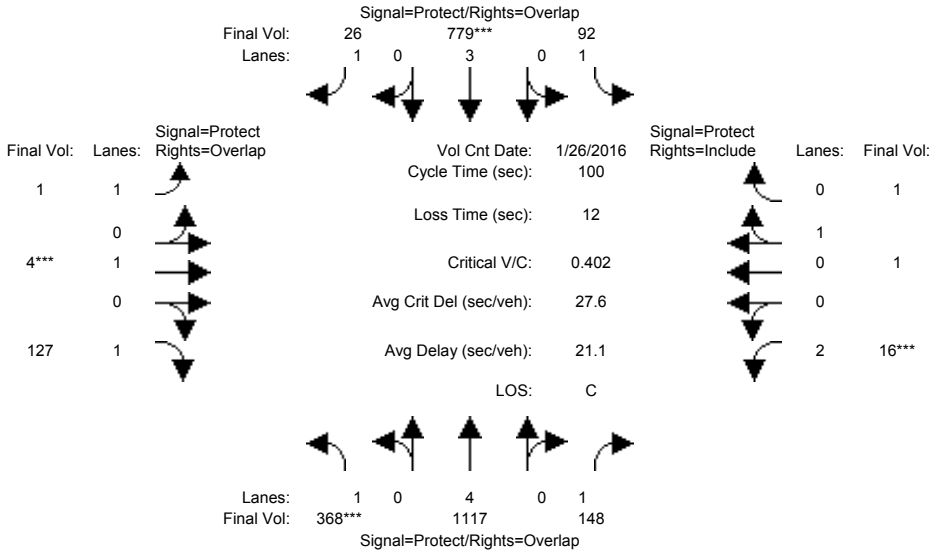
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	419	566	58	530	0	158	13	261	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	419	566	58	530	0	158	13	261	0	0	0
Added Vol:	0	11	12	0	23	0	0	0	20	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	578	58	553	0	158	13	281	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	430	578	58	553	0	158	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	578	58	553	0	158	13	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	430	578	58	553	0	158	13	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.92	0.08	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1663	137	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.17	0.03	0.15	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	37.7	37.7	7.6	45.3	0.0	21.7	21.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.23	0.33	0.33	0.24	0.00	0.33	0.33	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.9	11.6	33.0	7.3	0.0	21.8	21.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.9	11.6	33.0	7.3	0.0	21.8	21.8	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	6	8	3	6	0	7	7	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4002: GREAT AMERICA / PATRICK HENRY



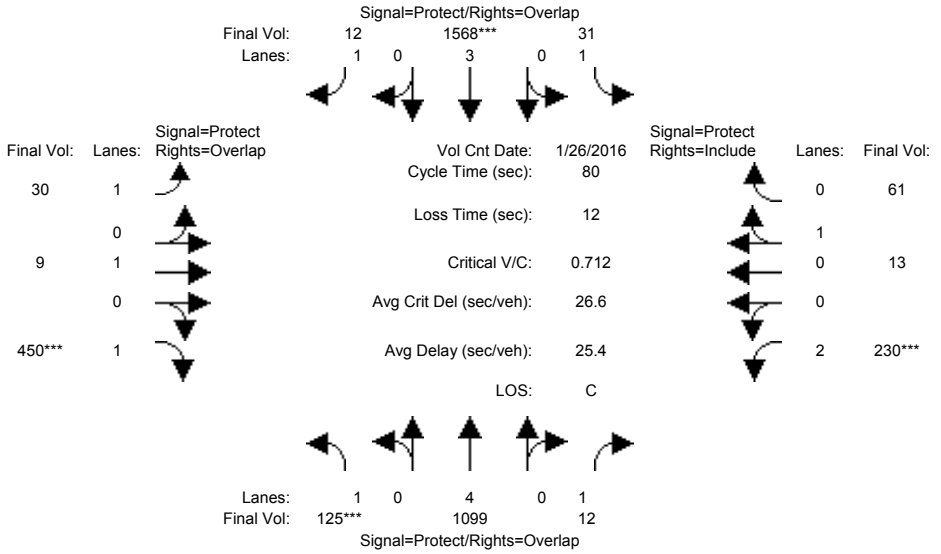
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	368	1090	148	92	757	26	1	4	127	16	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	368	1090	148	92	757	26	1	4	127	16	1	1
Added Vol:	0	27	0	0	22	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	1117	148	92	779	26	1	4	127	16	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	1117	148	92	779	26	1	4	127	16	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	1117	148	92	779	26	1	4	127	16	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	368	1117	148	92	779	26	1	4	127	16	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	1750	7600	1750	1750	5700	1750	1750	1900	1750	3150	900	900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.15	0.08	0.05	0.14	0.01	0.00	0.00	0.07	0.01	0.00	0.00
Crit Moves:	****				****			****		****		
Green Time:	43.0	48.1	55.1	22.9	28.0	35.0	7.0	10.0	53.0	7.0	10.0	10.0
Volume/Cap:	0.49	0.31	0.15	0.23	0.49	0.04	0.01	0.02	0.14	0.07	0.01	0.01
Delay/Veh:	21.0	15.8	11.1	31.7	30.3	21.5	43.3	40.6	12.0	43.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	15.8	11.1	31.7	30.3	21.5	43.3	40.6	12.0	43.6	40.6	40.6
LOS by Move:	C	B	B	C	C	C	D	D	B	D	D	D
HCM2k95thQ:	16	10	5	5	12	1	0	0	4	1	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4002: GREAT AMERICA / PATRICK HENRY



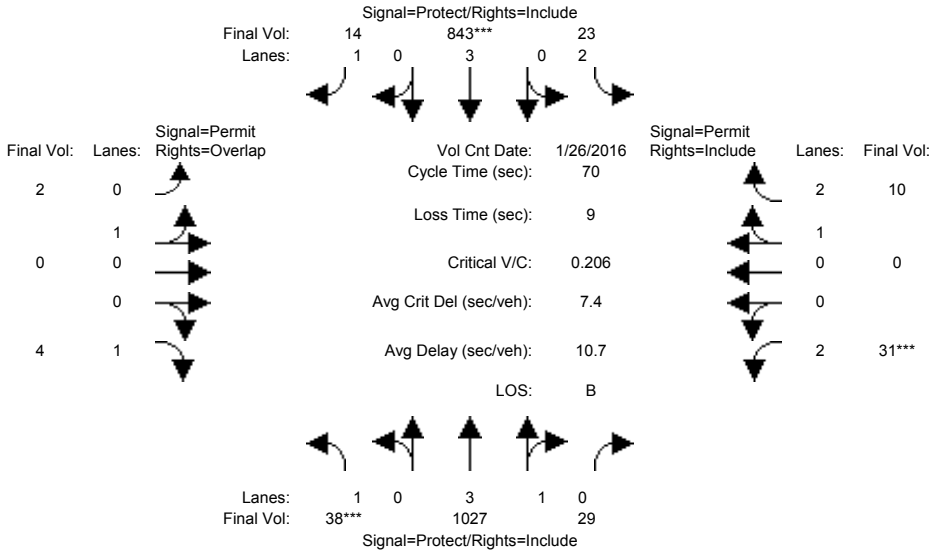
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	125	1012	12	31	1521	12	30	9	450	230	13	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1012	12	31	1521	12	30	9	450	230	13	61
Added Vol:	0	87	0	0	47	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1099	12	31	1568	12	30	9	450	230	13	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1099	12	31	1568	12	30	9	450	230	13	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1099	12	31	1568	12	30	9	450	230	13	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1099	12	31	1568	12	30	9	450	230	13	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.18	0.82
Final Sat.:	1750	7600	1750	1750	5700	1750	1750	1900	1750	3150	316	1484
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.01	0.02	0.28	0.01	0.02	0.00	0.26	0.07	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	8.0	24.3	32.5	14.7	30.9	42.1	11.2	19.1	27.1	8.2	16.0	16.0
Volume/Cap:	0.71	0.48	0.02	0.10	0.71	0.01	0.12	0.02	0.76	0.71	0.21	0.21
Delay/Veh:	47.7	22.9	14.2	27.3	21.9	9.0	30.3	23.3	29.2	42.0	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	22.9	14.2	27.3	21.9	9.0	30.3	23.3	29.2	42.0	26.9	26.9
LOS by Move:	D	C	B	C	C	A	C	C	C	D	C	C
HCM2k95thQ:	7	10	0	1	20	0	1	0	20	10	3	3

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4003: GREAT AMERICA / OLD GLORY



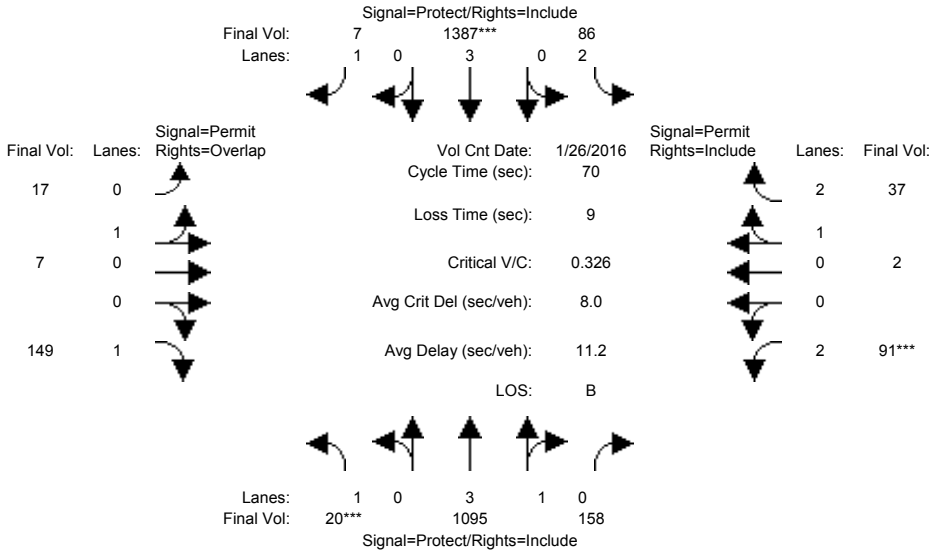
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	38	1027	2	17	843	14	2	0	4	9	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1027	2	17	843	14	2	0	4	9	0	5
Added Vol:	0	0	27	6	0	0	0	0	0	22	0	5
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1027	29	23	843	14	2	0	4	31	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:	38	1027	29	23	843	14	2	0	4	31	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1027	29	23	843	14	2	0	4	31	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:	38	1027	29	23	843	14	2	0	4	31	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	3.89	0.11	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7294	206	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.01	0.15	0.01	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	7.0	30.0	30.0	21.0	44.0	44.0	10.0	0.0	17.0	10.0	0.0	10.0
Volume/Cap:	0.22	0.33	0.33	0.02	0.24	0.01	0.01	0.00	0.01	0.07	0.00	0.01
Delay/Veh:	29.6	13.4	13.4	17.3	5.7	4.9	25.8	0.0	20.1	26.0	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:	29.6	13.4	13.4	17.3	5.7	4.9	25.8	0.0	20.1	26.0	0.0	25.8
LOS by Move:	C	B	B	B	A	A	C	A	C	C	A	C
HCM2k95thQ:	2	7	7	0	5	0	0	0	0	1	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4003: GREAT AMERICA / OLD GLORY



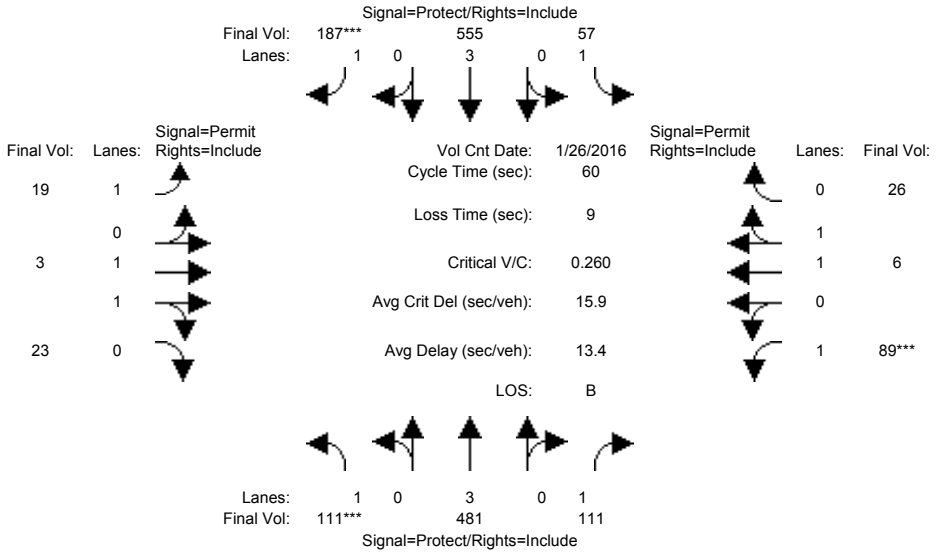
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	20	1139	27	56	1397	7	17	7	149	21	2	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1139	27	56	1397	7	17	7	149	21	2	21
Added Vol:	0	0	87	20	0	0	0	0	0	47	0	11
ATI:	0	-44	44	10	-10	0	0	0	0	23	0	5
Initial Fut:	20	1095	158	86	1387	7	17	7	149	91	2	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1095	158	86	1387	7	17	7	149	91	2	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1095	158	86	1387	7	17	7	149	91	2	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1095	158	86	1387	7	17	7	149	91	2	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	3.47	0.53	2.00	3.00	1.00	0.71	0.29	1.00	2.00	0.15	2.85
Final Sat.:	1750	6553	946	3150	5700	1750	1275	525	1750	3150	277	5123
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.03	0.24	0.00	0.01	0.01	0.09	0.03	0.01	0.01
Crit Moves:	****				****					****		
Green Time:	7.0	31.9	31.9	19.1	44.0	44.0	10.0	10.0	17.0	10.0	10.0	10.0
Volume/Cap:	0.11	0.37	0.37	0.10	0.39	0.01	0.09	0.09	0.35	0.20	0.05	0.05
Delay/Veh:	29.0	12.5	12.5	19.1	6.5	4.9	26.2	26.2	22.4	26.7	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	12.5	12.5	19.1	6.5	4.9	26.2	26.2	22.4	26.7	25.9	25.9
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	C
HCM2k95thQ:	1	9	9	2	9	0	1	1	6	2	1	1

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4004: GREAT AMERICA / BUNKER HILL



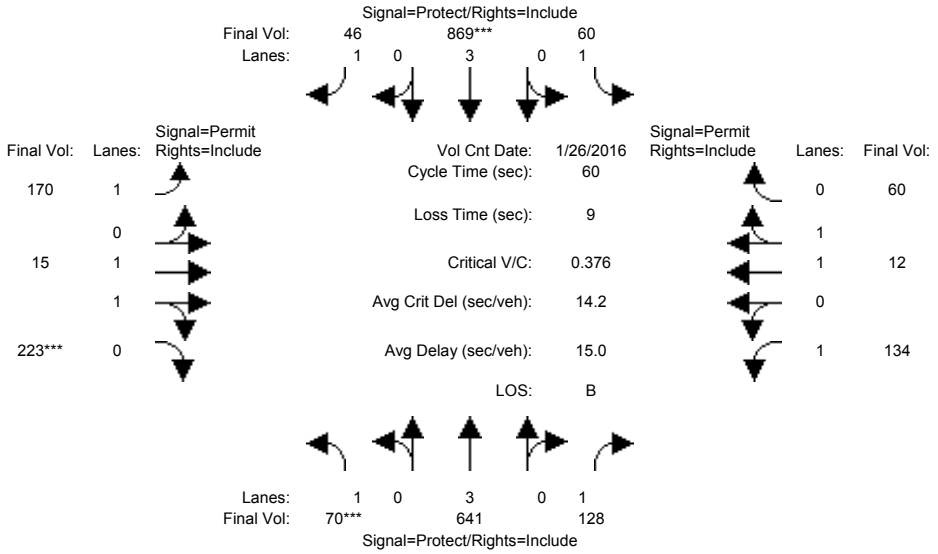
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	111	470	111	57	542	187	19	3	23	89	6	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	470	111	57	542	187	19	3	23	89	6	26
Added Vol:	0	11	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	481	111	57	555	187	19	3	23	89	6	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	481	111	57	555	187	19	3	23	89	6	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	481	111	57	555	187	19	3	23	89	6	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	481	111	57	555	187	19	3	23	89	6	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.06	0.08	0.06	0.03	0.10	0.11	0.01	0.00	0.01	0.05	0.00	0.01
Crit Moves:	****					****				****		
Green Time:	14.6	23.1	23.1	16.2	24.6	24.6	11.7	11.7	11.7	11.7	11.7	11.7
Volume/Cap:	0.26	0.22	0.16	0.12	0.24	0.26	0.06	0.01	0.07	0.26	0.02	0.08
Delay/Veh:	18.6	12.4	12.2	16.7	11.6	11.9	19.7	19.4	19.8	20.9	19.5	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	12.4	12.2	16.7	11.6	11.9	19.7	19.4	19.8	20.9	19.5	19.8
LOS by Move:	B	B	B	B	B	B	B	B	B	C	B	B
HCM2k95thQ:	4	4	3	2	4	5	1	0	1	4	0	1

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4004: GREAT AMERICA / BUNKER HILL



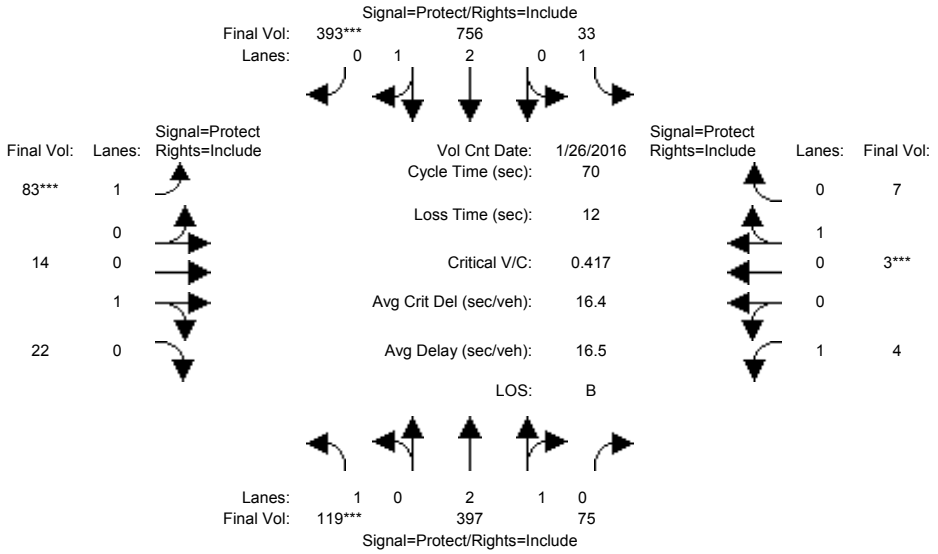
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	70	618	128	60	826	46	170	15	223	134	12	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	618	128	60	826	46	170	15	223	134	12	60
Added Vol:	0	23	0	0	43	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	641	128	60	869	46	170	15	223	134	12	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	641	128	60	869	46	170	15	223	134	12	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	641	128	60	869	46	170	15	223	134	12	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	641	128	60	869	46	170	15	223	134	12	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:	0.04	0.11	0.07	0.03	0.15	0.03	0.10	0.01	0.13	0.08	0.01	0.03
Crit Moves:	****				****				****			
Green Time:	7.0	18.2	18.2	12.8	24.0	24.0	20.0	20.0	20.0	20.0	20.0	20.0
Volume/Cap:	0.34	0.37	0.24	0.16	0.38	0.07	0.29	0.02	0.38	0.23	0.02	0.10
Delay/Veh:	25.4	16.5	15.9	19.5	12.9	11.2	15.0	13.4	15.6	14.6	13.4	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	16.5	15.9	19.5	12.9	11.2	15.0	13.4	15.6	14.6	13.4	13.8
LOS by Move:	C	B	B	B	B	B	B	B	B	B	B	B
HCM2k95thQ:	3	6	4	2	7	1	5	0	7	4	0	2

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4005: GREAT AMERICA / ALVISO



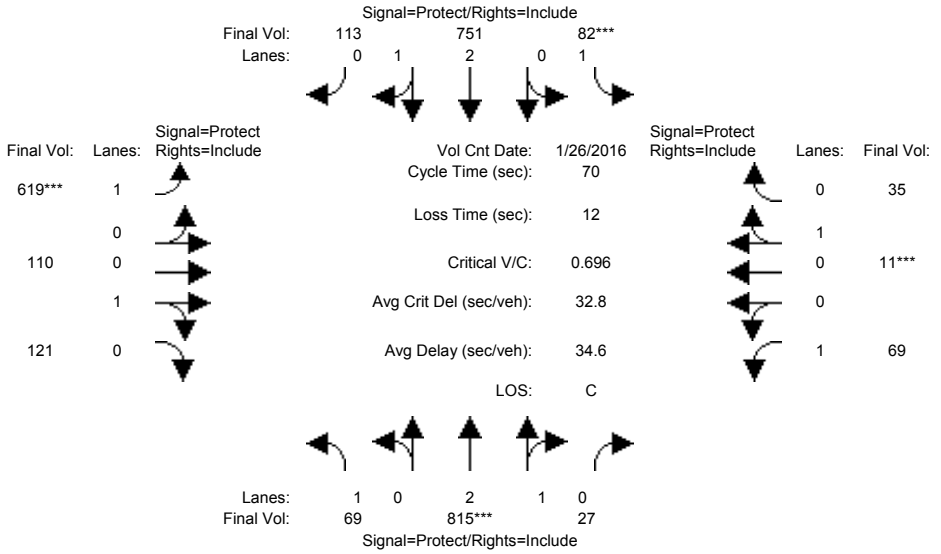
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	119	386	75	33	743	393	83	14	22	4	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	386	75	33	743	393	83	14	22	4	3	7
Added Vol:	0	11	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	397	75	33	756	393	83	14	22	4	3	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	397	75	33	756	393	83	14	22	4	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	397	75	33	756	393	83	14	22	4	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	397	75	33	756	393	83	14	22	4	3	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.51	0.49	1.00	2.00	1.00	1.00	0.39	0.61	1.00	0.30	0.70
Final Sat.:	1750	4709	890	1750	3800	1750	1750	700	1100	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.02	0.20	0.22	0.05	0.02	0.02	0.00	0.01	0.01
Crit Moves:	****					****	****				****	
Green Time:	9.5	24.1	24.1	16.9	31.5	31.5	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.50	0.24	0.24	0.08	0.44	0.50	0.47	0.14	0.14	0.02	0.04	0.04
Delay/Veh:	29.7	16.5	16.5	20.6	13.4	13.8	31.8	26.5	26.5	28.5	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	16.5	16.5	20.6	13.4	13.8	31.8	26.5	26.5	28.5	25.9	25.9
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	5	5	5	1	11	12	5	2	2	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4005: GREAT AMERICA / ALVISO



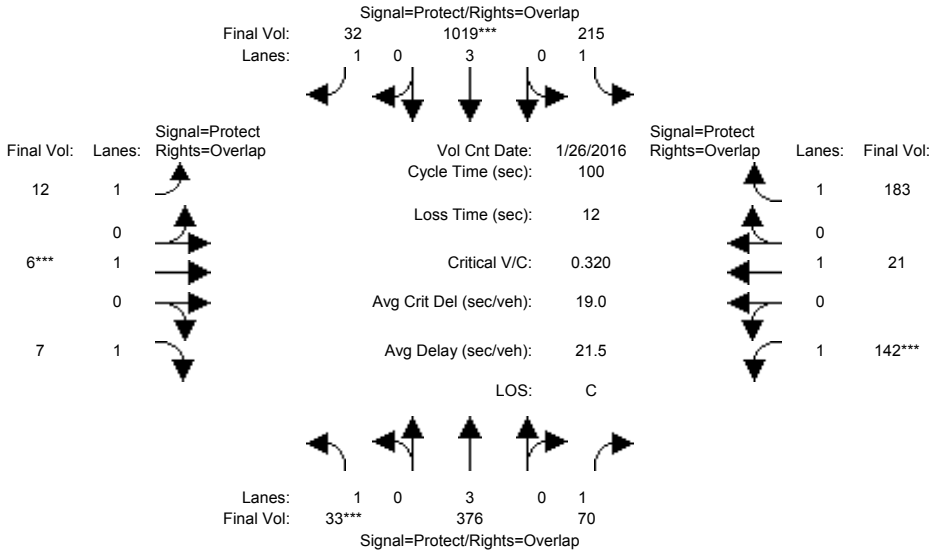
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	69	792	27	82	708	113	619	110	121	69	11	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	792	27	82	708	113	619	110	121	69	11	35
Added Vol:	0	23	0	0	43	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	815	27	82	751	113	619	110	121	69	11	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	815	27	82	751	113	619	110	121	69	11	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	815	27	82	751	113	619	110	121	69	11	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	815	27	82	751	113	619	110	121	69	11	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.90	0.10	1.00	2.59	0.41	1.00	0.48	0.52	1.00	0.24	0.76
Final Sat.:	1750	5420	180	1750	4867	732	1750	857	943	1750	430	1370
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.05	0.15	0.15	0.35	0.13	0.13	0.04	0.03	0.03
Crit Moves:		****		****			****				****	
Green Time:	7.6	12.2	12.2	7.0	11.7	11.7	28.8	22.8	22.8	16.0	10.0	10.0
Volume/Cap:	0.37	0.86	0.86	0.47	0.93	0.93	0.86	0.39	0.39	0.17	0.18	0.18
Delay/Veh:	30.2	35.9	35.9	31.7	43.4	43.4	29.1	18.7	18.7	21.9	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	35.9	35.9	31.7	43.4	43.4	29.1	18.7	18.7	21.9	26.7	26.7
LOS by Move:	C	D	D	C	D	D	C	B	B	C	C	C
HCM2k95thQ:	3	13	13	4	15	15	29	8	8	3	2	2

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4006: GREAT AMERICA / YERBA BUENA



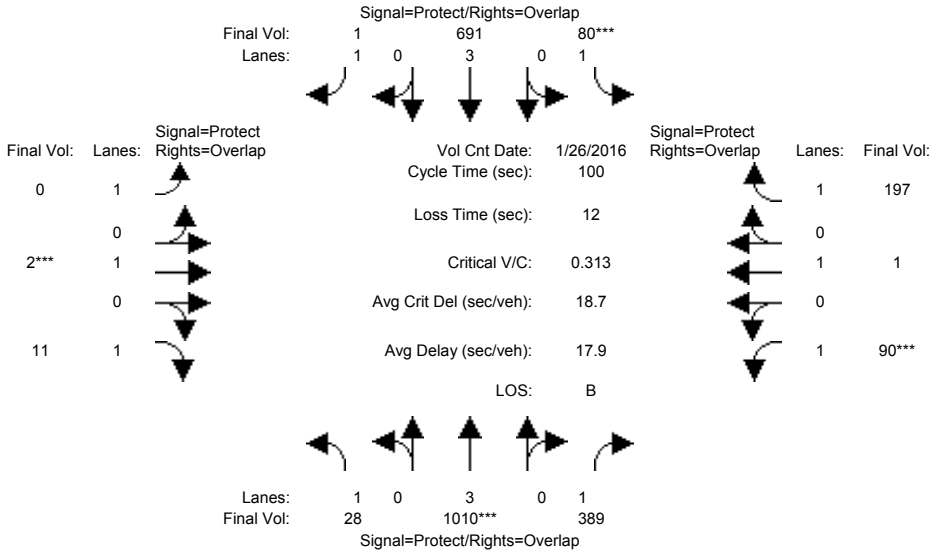
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	33	365	70	215	1006	32	12	6	7	142	21	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	365	70	215	1006	32	12	6	7	142	21	183
Added Vol:	0	11	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	376	70	215	1019	32	12	6	7	142	21	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	376	70	215	1019	32	12	6	7	142	21	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	376	70	215	1019	32	12	6	7	142	21	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	376	70	215	1019	32	12	6	7	142	21	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:	0.02	0.07	0.04	0.12	0.18	0.02	0.01	0.00	0.00	0.08	0.01	0.10
Crit Moves:	****				****			****		****		
Green Time:	7.0	25.1	47.2	30.8	48.8	62.1	13.2	10.0	17.0	22.2	18.9	49.7
Volume/Cap:	0.27	0.26	0.08	0.40	0.37	0.03	0.05	0.03	0.02	0.37	0.06	0.21
Delay/Veh:	45.3	30.2	14.6	27.8	16.0	7.3	38.0	40.7	34.6	33.6	33.3	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:	45.3	30.2	14.6	27.8	16.0	7.3	38.0	40.7	34.6	33.6	33.3	14.2
LOS by Move:	D	C	B	C	B	A	D	D	C	C	C	B
HCM2k95thQ:	2	6	3	11	12	1	1	0	0	8	1	7

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4006: GREAT AMERICA / YERBA BUENA



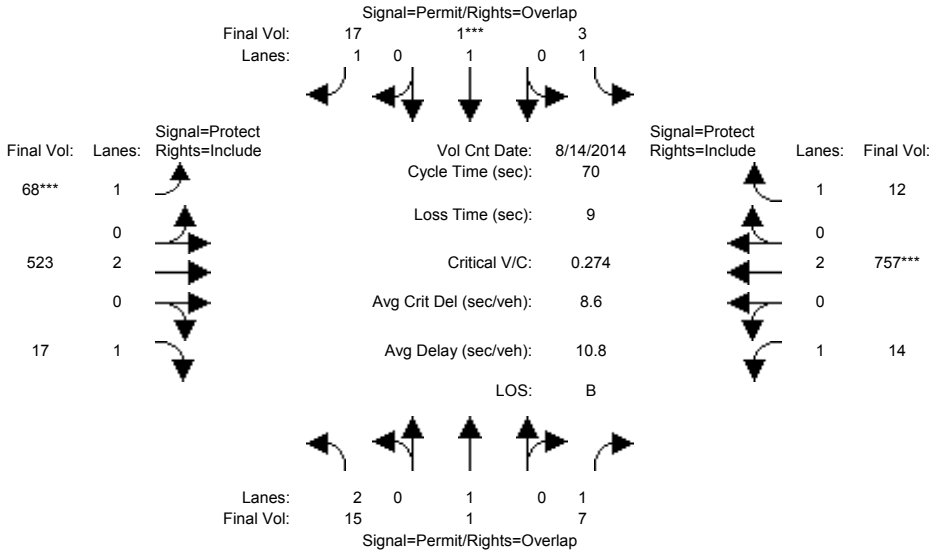
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	28	987	389	80	648	1	0	2	11	90	1	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	987	389	80	648	1	0	2	11	90	1	197
Added Vol:	0	23	0	0	43	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1010	389	80	691	1	0	2	11	90	1	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1010	389	80	691	1	0	2	11	90	1	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1010	389	80	691	1	0	2	11	90	1	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1010	389	80	691	1	0	2	11	90	1	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.02	0.18	0.22	0.05	0.12	0.00	0.00	0.00	0.01	0.05	0.00	0.11
Crit Moves:		****		****				****		****		
Green Time:	23.2	50.4	65.0	13.0	40.2	40.2	0.0	10.0	33.2	14.6	24.6	37.6
Volume/Cap:	0.07	0.35	0.34	0.35	0.30	0.00	0.00	0.01	0.02	0.35	0.00	0.30
Delay/Veh:	30.0	15.0	8.1	40.6	20.4	17.9	0.0	40.6	22.5	39.3	28.4	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	15.0	8.1	40.6	20.4	17.9	0.0	40.6	22.5	39.3	28.4	22.2
LOS by Move:	C	B	A	D	C	B	A	D	C	D	C	C
HCM2k95thQ:	1	11	11	5	9	0	0	0	1	6	0	9

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4007: TASMAN / CONVENTION CENTER



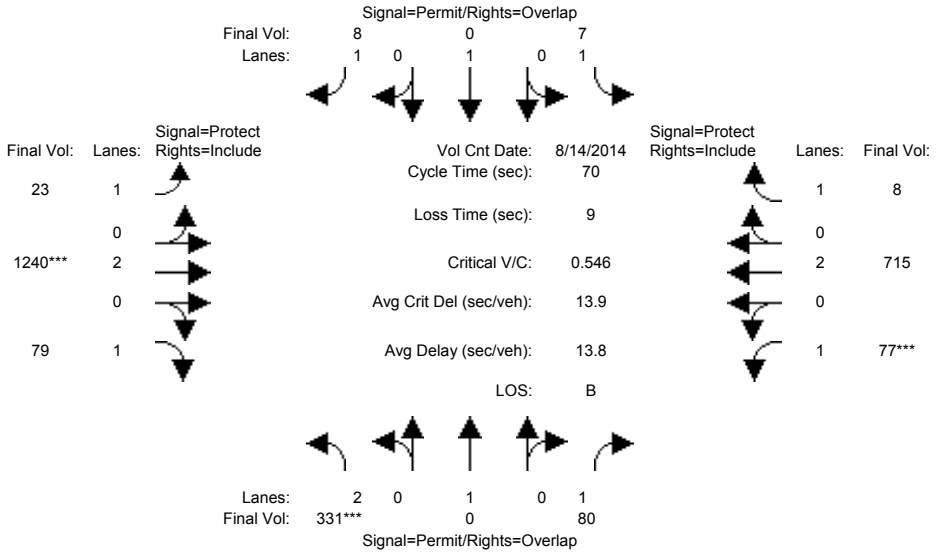
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Aug 2014 <<												
Base Vol:	7	1	4	3	1	17	68	523	6	10	757	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1	4	3	1	17	68	523	6	10	757	12
Added Vol:	8	0	3	0	0	0	0	0	11	4	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1	7	3	1	17	68	523	17	14	757	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1	7	3	1	17	68	523	17	14	757	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1	7	3	1	17	68	523	17	14	757	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1	7	3	1	17	68	523	17	14	757	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.04	0.14	0.01	0.01	0.20	0.01
Crit Moves:					****		****				****	
Green Time:	10.0	10.0	31.0	10.0	10.0	18.3	8.3	30.0	30.0	21.0	42.7	42.7
Volume/Cap:	0.03	0.00	0.01	0.01	0.00	0.04	0.33	0.32	0.02	0.03	0.33	0.01
Delay/Veh:	25.9	25.7	10.9	25.8	25.7	19.3	29.2	13.4	11.6	17.3	6.7	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:	25.9	25.7	10.9	25.8	25.7	19.3	29.2	13.4	11.6	17.3	6.7	5.4
LOS by Move:	C	C	B	C	C	B	C	B	B	B	A	A
HCM2k95thQ:	0	0	0	0	0	1	3	7	0	0	8	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4007: TASMAN / CONVENTION CENTER



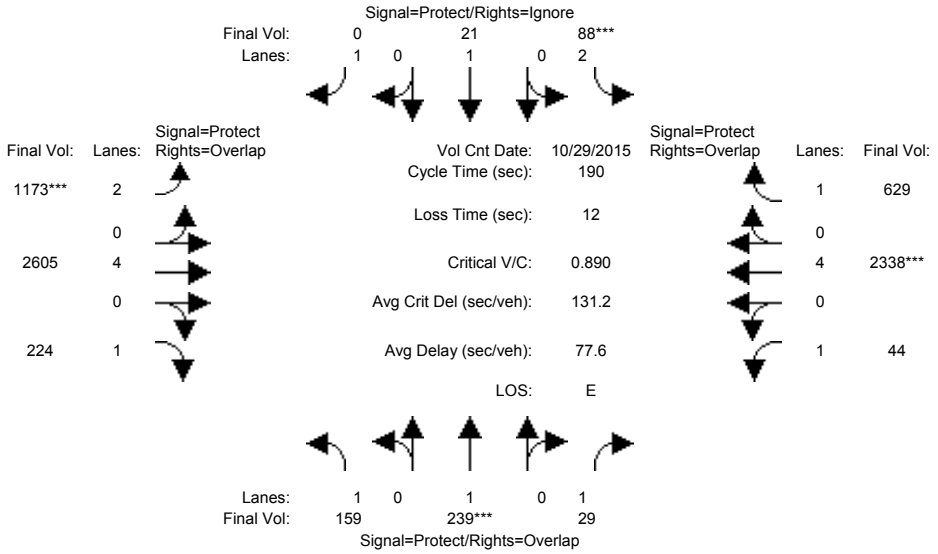
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Aug 2014 <<												
Base Vol:	304	0	70	7	0	8	23	1257	29	59	721	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	0	70	7	0	8	23	1257	29	59	721	8
Added Vol:	18	0	7	0	0	0	0	0	33	12	0	0
ATI:	9	0	3	0	0	0	0	-17	17	6	-6	0
Initial Fut:	331	0	80	7	0	8	23	1240	79	77	715	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	0	80	7	0	8	23	1240	79	77	715	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	0	80	7	0	8	23	1240	79	77	715	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	0	80	7	0	8	23	1240	79	77	715	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.05	0.00	0.00	0.00	0.01	0.33	0.05	0.04	0.19	0.00
Crit Moves:	****							****		****		
Green Time:	13.2	0.0	20.2	13.2	0.0	29.8	16.6	40.8	40.8	7.0	31.2	31.2
Volume/Cap:	0.56	0.00	0.16	0.02	0.00	0.01	0.06	0.56	0.08	0.44	0.42	0.01
Delay/Veh:	27.0	0.0	18.7	23.2	0.0	11.6	20.7	9.3	6.4	31.4	13.4	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	0.0	18.7	23.2	0.0	11.6	20.7	9.3	6.4	31.4	13.4	10.8
LOS by Move:	C	A	B	C	A	B	C	A	A	C	B	B
HCM2k95thQ:	9	0	3	0	0	0	1	15	2	3	10	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



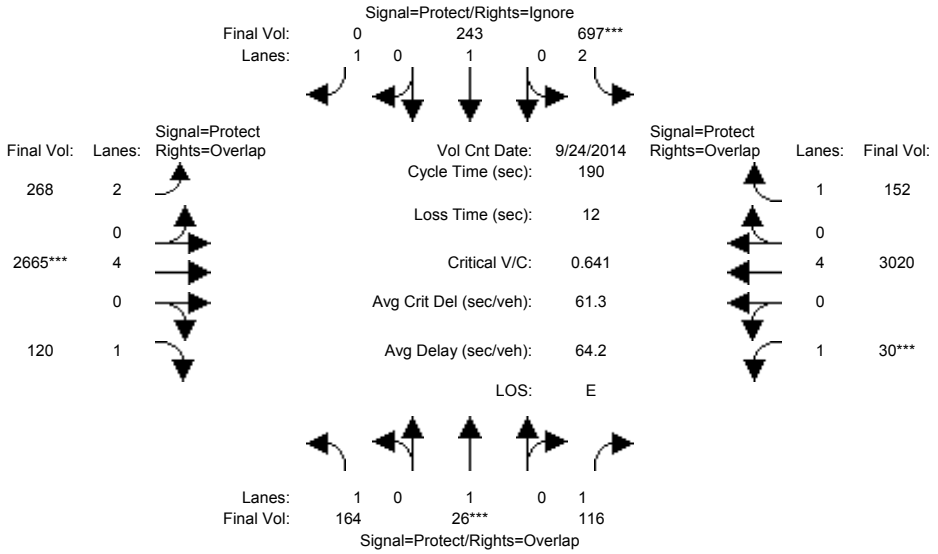
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	159	239	29	83	21	309	1171	2605	224	44	2338	623
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	239	29	83	21	309	1171	2605	224	44	2338	623
Added Vol:	0	0	0	5	0	2	2	0	0	0	0	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	239	29	88	21	311	1173	2605	224	44	2338	629
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	239	29	88	21	0	1173	2605	224	44	2338	629
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	239	29	88	21	0	1173	2605	224	44	2338	629
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	239	29	88	21	0	1173	2605	224	44	2338	629
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.02	0.03	0.01	0.00	0.37	0.34	0.13	0.03	0.31	0.36
Crit Moves:		****		****			****				****	
Green Time:	19.1	16.2	34.3	14.0	11.1	0.0	47.8	130	148.8	18.2	100	114.0
Volume/Cap:	0.90	1.48	0.09	0.38	0.19	0.00	1.48	0.50	0.16	0.26	0.58	0.60
Delay/Veh:	126.1	333	65.0	84.9	86.0	0.0	293.4	14.6	5.2	80.6	31.0	24.7
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:	126.1	333	65.0	84.9	86.0	0.0	293.4	14.6	5.2	80.6	31.0	24.7
LOS by Move:	F	F	E	F	F	A	F	B	A	F	C	C
HCM2k95thQ:	23	41	3	7	3	0	104	30	7	5	38	40

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



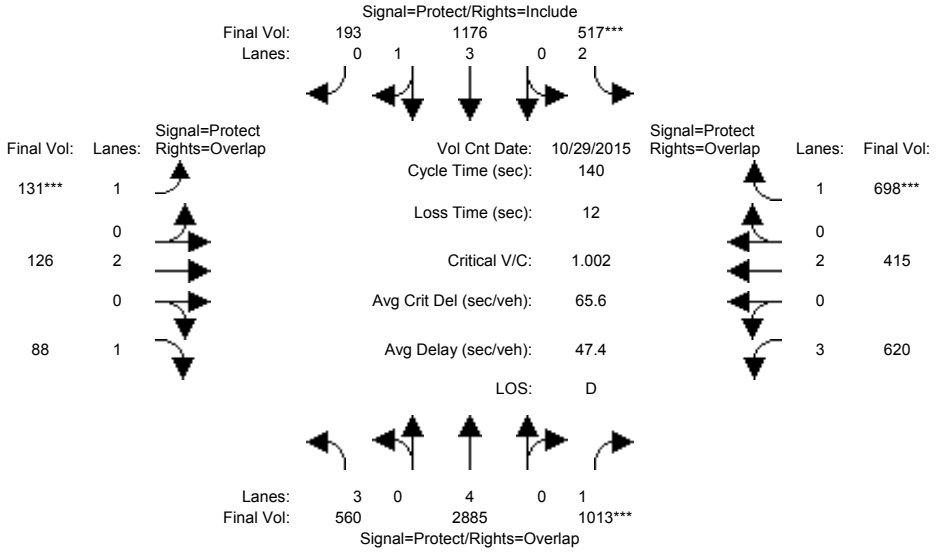
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	36	36	37	44	44	30	105	105	12	87	87
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	164	26	116	686	243	792	260	2665	120	30	3020	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:	164	26	116	686	243	792	260	2665	120	30	3020	132
Added Vol:	0	0	0	11	0	4	8	0	0	0	0	20
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	26	116	697	243	796	268	2665	120	30	3020	152
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	26	116	697	243	0	268	2665	120	30	3020	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	26	116	697	243	0	268	2665	120	30	3020	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	26	116	697	243	0	268	2665	120	30	3020	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.01	0.07	0.22	0.13	0.00	0.09	0.35	0.07	0.02	0.40	0.09
Crit Moves:		****		****				****		****		
Green Time:	27.3	33.9	45.1	34.8	41.4	0.0	28.2	98.8	126.0	11.3	81.8	116.6
Volume/Cap:	0.65	0.08	0.28	1.21	0.59	0.00	0.57	0.67	0.10	0.29	0.92	0.14
Delay/Veh:	87.8	69.3	63.2	191.6	73.1	0.0	81.8	26.8	4.9	92.5	68.3	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.8	69.3	63.2	191.6	73.1	0.0	81.8	26.8	4.9	92.5	68.3	23.5
LOS by Move:	F	E	E	F	E	A	F	C	A	F	E	C
HCM2k95thQ:	20	3	12	58	24	0	18	39	2	4	73	12

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



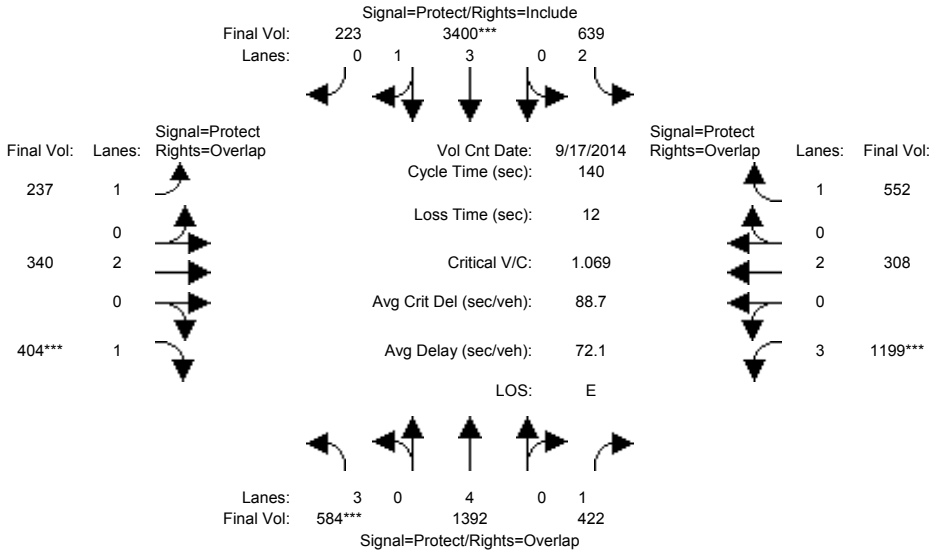
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	394	1243	452	150	532	145	97	105	47	507	346	445
Growth Adj:	1.00	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	1243	452	150	532	145	97	105	47	507	346	445
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	166	1642	561	367	644	48	34	21	41	113	69	253
Initial Fut:	560	2885	1013	517	1176	193	131	126	88	620	415	698
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	2885	1013	517	1176	193	131	126	88	620	415	698
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	2885	1013	517	1176	193	131	126	88	620	415	698
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	2885	1013	517	1176	193	131	126	88	620	415	698
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.41	0.59	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6441	1057	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.58	0.16	0.18	0.18	0.07	0.03	0.05	0.14	0.11	0.40
Crit Moves:			****	****			****					****
Green Time:	34.1	61.8	90.2	22.9	50.6	50.6	10.5	14.9	49.0	28.4	32.8	55.7
Volume/Cap:	0.50	0.86	0.90	1.00	0.50	0.50	1.00	0.31	0.14	0.67	0.47	1.00
Delay/Veh:	46.0	37.6	30.8	98.8	35.0	35.0	144.1	58.3	31.2	53.5	46.5	76.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	37.6	30.8	98.8	35.0	35.0	144.1	58.3	31.2	53.5	46.5	76.8
LOS by Move:	D	D	C	F	D	D	F	E	C	D	D	E
HCM2k95thQ:	16	47	66	26	20	20	18	5	5	19	14	60

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



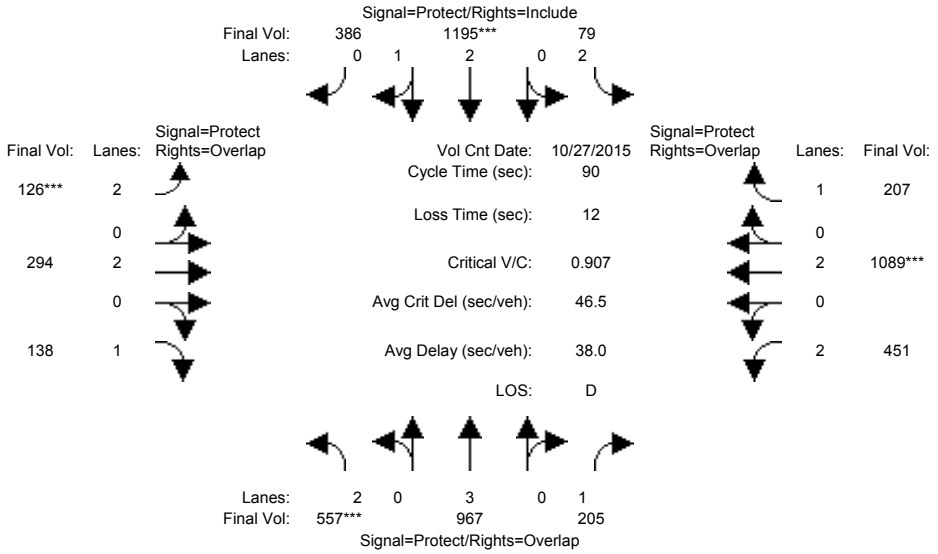
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 5:00-6:00PM												
Base Vol:	472	594	318	274	1646	164	203	307	312	697	243	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	594	318	274	1646	164	203	307	312	697	243	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	112	798	104	365	1754	59	34	33	92	502	65	351
Initial Fut:	584	1392	422	639	3400	223	237	340	404	1199	308	552
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	584	1392	422	639	3400	223	237	340	404	1199	308	552
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	584	1392	422	639	3400	223	237	340	404	1199	308	552
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	584	1392	422	639	3400	223	237	340	404	1199	308	552
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.74	0.26	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7038	462	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.24	0.20	0.48	0.48	0.14	0.09	0.23	0.26	0.08	0.32
Crit Moves:	****				****				****	****		
Green Time:	16.8	38.0	72.5	42.1	63.3	63.3	26.2	13.4	30.2	34.5	21.8	63.8
Volume/Cap:	1.07	0.68	0.47	0.68	1.07	1.07	0.72	0.93	1.07	1.07	0.52	0.69
Delay/Veh:	119.9	46.4	21.8	44.9	76.2	76.2	61.3	93.4	120.8	100.2	55.2	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:	119.9	46.4	21.8	44.9	76.2	76.2	61.3	93.4	120.8	100.2	55.2	32.9
LOS by Move:	F	D	C	D	E	E	E	F	F	F	E	C
HCM2k95thQ:	25	24	22	25	73	73	21	19	43	45	12	34

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1207: GREAT AMERICA/TASMAN



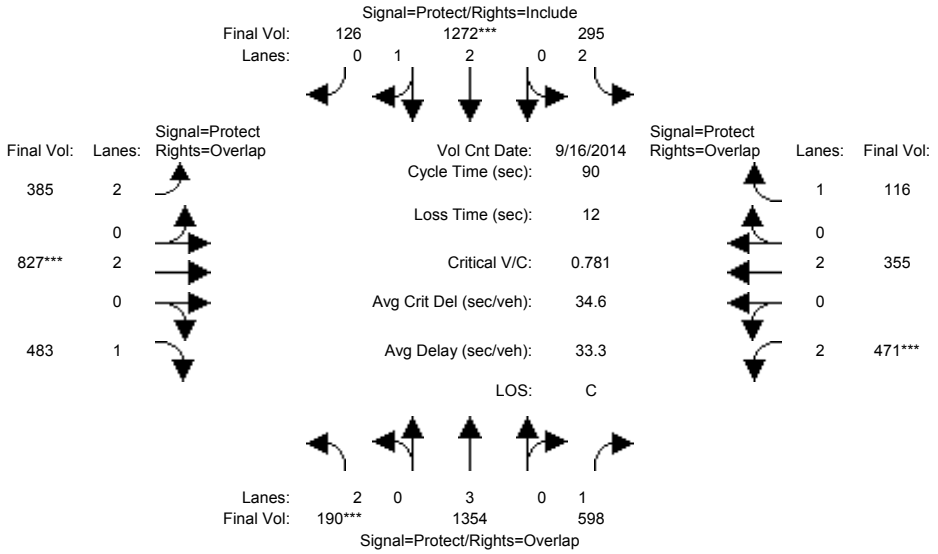
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Oct 2015 <<												
Base Vol:	346	586	161	62	399	109	81	204	37	346	947	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	586	161	62	399	109	81	204	37	346	947	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	211	381	44	17	796	277	45	90	101	105	142	11
Initial Fut:	557	967	205	79	1195	386	126	294	138	451	1089	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	557	967	205	79	1195	386	126	294	138	451	1089	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	557	967	205	79	1195	386	126	294	138	451	1089	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	557	967	205	79	1195	386	126	294	138	451	1089	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.24	0.76	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	4231	1366	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.12	0.03	0.28	0.28	0.04	0.08	0.08	0.14	0.29	0.12
Crit Moves:	****				****		****				****	
Green Time:	16.8	30.0	49.3	13.7	26.9	26.9	7.0	15.0	31.8	19.3	27.3	41.0
Volume/Cap:	0.95	0.51	0.21	0.16	0.95	0.95	0.51	0.46	0.22	0.67	0.95	0.26
Delay/Veh:	60.4	24.3	10.6	33.3	42.4	42.4	41.7	34.4	20.6	35.0	45.9	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	24.3	10.6	33.3	42.4	42.4	41.7	34.4	20.6	35.0	45.9	15.3
LOS by Move:	E	C	B	C	D	D	D	C	C	C	D	B
HCM2k95thQ:	20	13	6	2	29	29	4	7	6	13	30	7

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1207: GREAT AMERICA/TASMAN



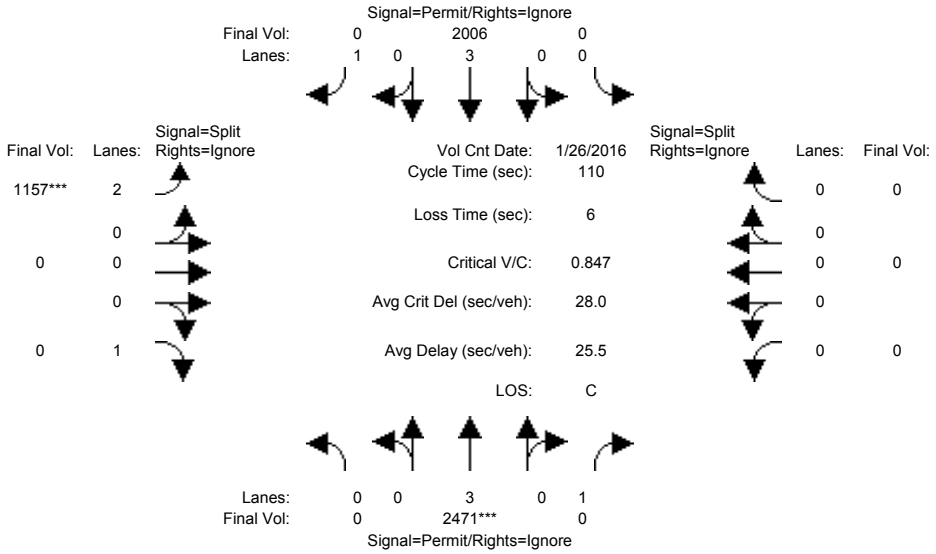
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00-6:00PM												
Base Vol:	102	626	462	275	868	60	75	679	128	398	277	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	626	462	275	868	60	75	679	128	398	277	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	88	728	136	20	404	66	310	148	355	73	78	17
Initial Fut:	190	1354	598	295	1272	126	385	827	483	471	355	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:	190	1354	598	295	1272	126	385	827	483	471	355	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1354	598	295	1272	126	385	827	483	471	355	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:	190	1354	598	295	1272	126	385	827	483	471	355	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.72	0.28	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5095	505	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.34	0.09	0.25	0.25	0.12	0.22	0.28	0.15	0.09	0.07
Crit Moves:	****				****			****			****	
Green Time:	7.0	25.6	42.8	10.1	28.7	28.7	22.1	25.0	32.0	17.2	20.1	30.2
Volume/Cap:	0.78	0.83	0.72	0.83	0.78	0.78	0.50	0.78	0.78	0.78	0.42	0.20
Delay/Veh:	55.1	34.1	21.8	54.7	30.1	30.1	29.7	33.8	31.8	41.2	30.3	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	34.1	21.8	54.7	30.1	30.1	29.7	33.8	31.8	41.2	30.3	21.4
LOS by Move:	E	C	C	D	C	C	C	C	C	D	C	C
HCM2k95thQ:	7	23	26	10	22	22	10	20	24	15	8	5

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1208: BOWERS/101 SB



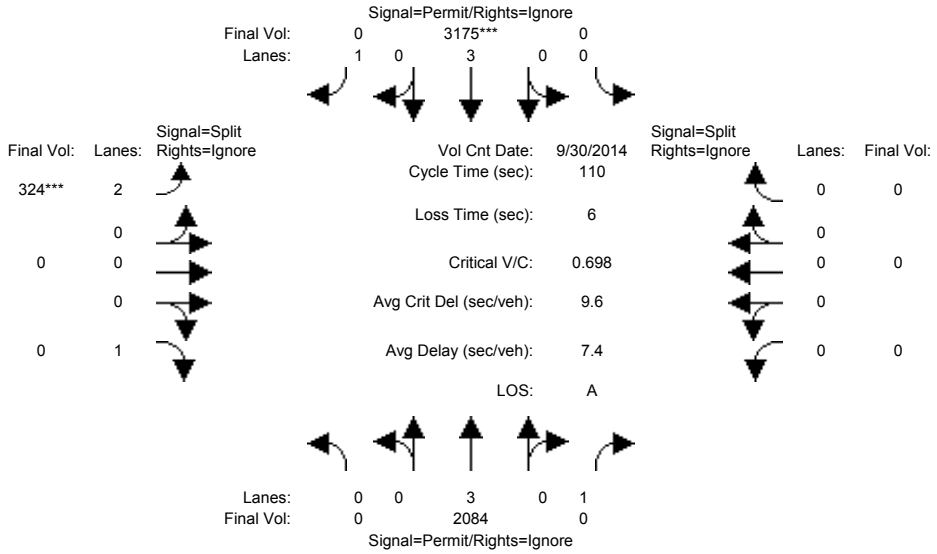
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	1377	227	0	828	270	880	0	274	0	0	0
Growth 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	1377	227	0	828	270	880	0	274	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1094	125	0	1178	133	277	0	477	0	0	0
Initial Fut:	0	2471	352	0	2006	403	1157	0	751	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2471	0	0	2006	0	1157	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2471	0	0	2006	0	1157	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2471	0	0	2006	0	1157	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.35	0.00	0.37	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	56.3	0.0	0.0	56.3	0.0	47.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.85	0.00	0.00	0.69	0.00	0.85	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.6	0.0	0.0	20.9	0.0	33.0	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	25.6	0.0	0.0	20.9	0.0	33.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	C	A	A	A	A	A
HCM2k95thQ:	0	41	0	0	29	0	39	0	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1208: BOWERS/101 SB



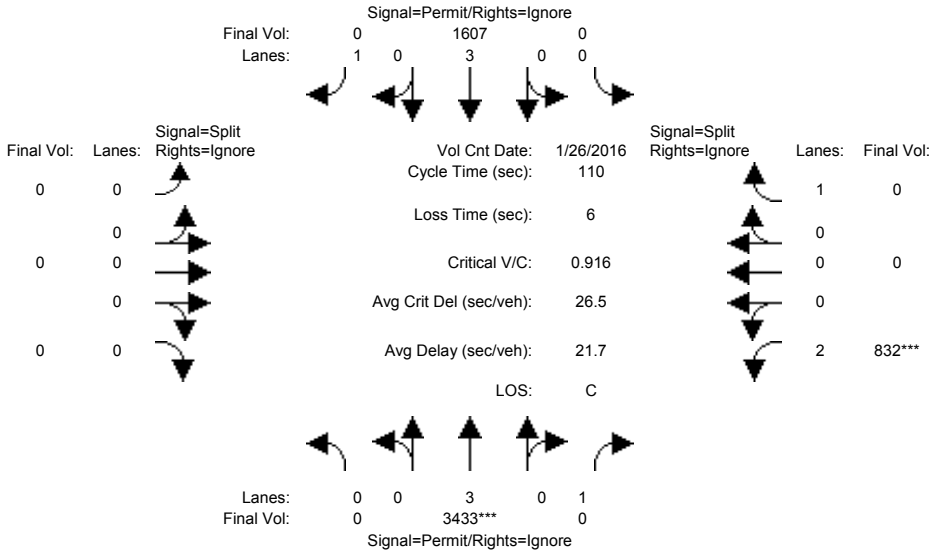
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	957	472	0	1780	650	241	0	262	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	957	472	0	1780	650	241	0	262	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1127	565	0	1395	935	83	0	142	0	0	0
Initial Fut:	0	2084	1037	0	3175	1585	324	0	404	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2084	0	0	3175	0	324	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2084	0	0	3175	0	324	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2084	0	0	3175	0	324	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.56	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	87.8	0.0	0.0	87.8	0.0	16.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.46	0.00	0.00	0.70	0.00	0.70	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.6	0.0	0.0	5.6	0.0	49.2	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	3.6	0.0	0.0	5.6	0.0	49.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	14	0	0	27	0	14	0	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1209: GREAT AMERICA/101 NB



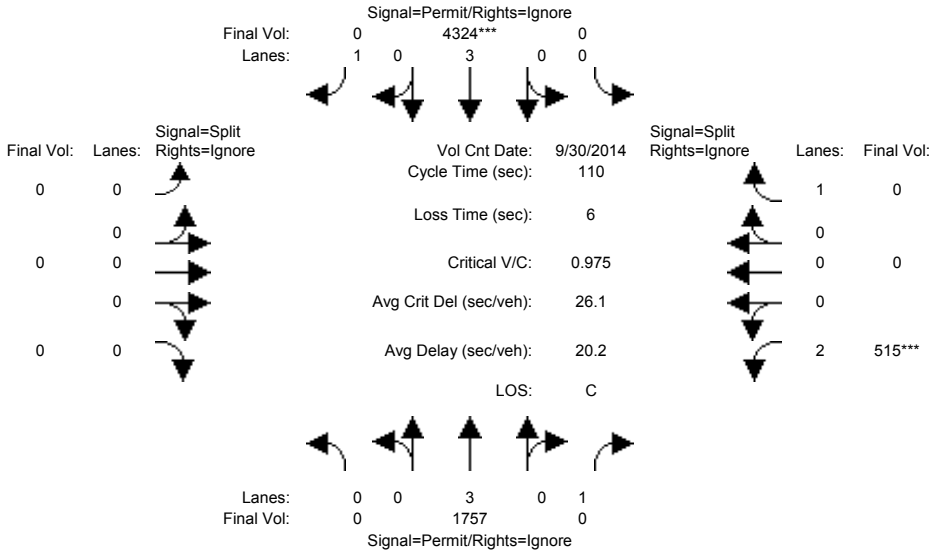
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	2135	0	0	861	334	0	0	0	267	0	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2135	0	0	861	334	0	0	0	267	0	730
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1298	85	0	746	51	0	0	0	565	0	1072
Initial Fut:	0	3433	85	0	1607	385	0	0	0	832	0	1802
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3433	0	0	1607	0	0	0	0	832	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3433	0	0	1607	0	0	0	0	832	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3433	0	0	1607	0	0	0	0	832	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	72.3	0.0	0.0	72.3	0.0	0.0	0.0	0.0	31.7	0.0	0.0
Volume/Cap:	0.00	0.92	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.92	0.00	0.00
Delay/Veh:	0.0	20.4	0.0	0.0	9.1	0.0	0.0	0.0	0.0	51.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.4	0.0	0.0	9.1	0.0	0.0	0.0	0.0	51.6	0.0	0.0
LOS by Move:	A	C	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	53	0	0	16	0	0	0	0	35	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #1209: GREAT AMERICA/101 NB



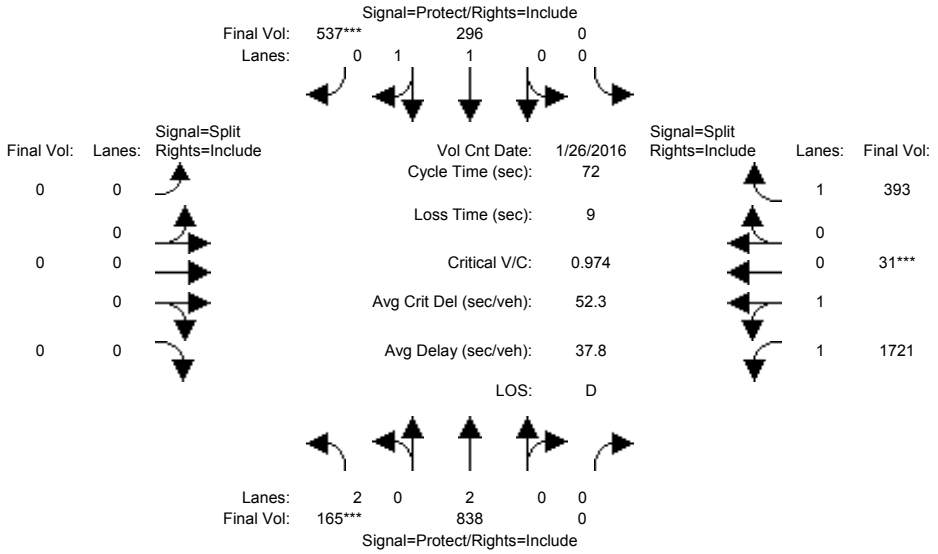
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	1027	180	0	2184	0	0	0	0	341	0	608
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1027	180	0	2184	0	0	0	0	341	0	608
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	730	432	0	2140	208	0	0	0	174	0	286
Initial Fut:	0	1757	612	0	4324	208	0	0	0	515	0	894
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1757	0	0	4324	0	0	0	0	515	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1757	0	0	4324	0	0	0	0	515	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1757	0	0	4324	0	0	0	0	515	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	85.6	0.0	0.0	85.6	0.0	0.0	0.0	0.0	18.4	0.0	0.0
Volume/Cap:	0.00	0.40	0.00	0.00	0.98	0.00	0.00	0.00	0.00	0.98	0.00	0.00
Delay/Veh:	0.0	4.0	0.0	0.0	19.9	0.0	0.0	0.0	0.0	78.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.0	0.0	0.0	19.9	0.0	0.0	0.0	0.0	78.3	0.0	0.0
LOS by Move:	A	A	A	A	B	A	A	A	A	E	A	A
HCM2k95thQ:	0	12	0	0	79	0	0	0	0	27	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #3028: 237/GREAT AMERICA (N)



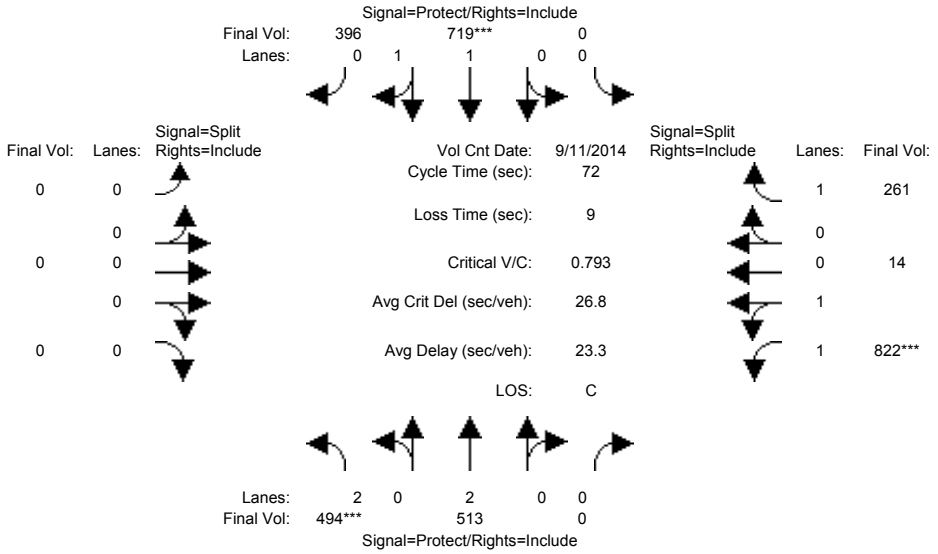
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	131	276	0	0	107	457	0	0	0	809	30	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	276	0	0	107	457	0	0	0	809	30	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	34	562	0	0	189	80	0	0	0	912	1	239
Initial Fut:	165	838	0	0	296	537	0	0	0	1721	31	393
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	838	0	0	296	537	0	0	0	1721	31	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	838	0	0	296	537	0	0	0	1721	31	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	838	0	0	296	537	0	0	0	1721	31	393
Saturation 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	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3487	63	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.00	0.00	0.16	0.31	0.00	0.00	0.00	0.49	0.49	0.22
Crit Moves:	****					****					****	
Green Time:	7.0	28.5	0.0	0.0	21.5	21.5	0.0	0.0	0.0	34.5	34.5	34.5
Volume/Cap:	0.54	0.56	0.00	0.00	0.52	1.03	0.00	0.00	0.00	1.03	1.03	0.47
Delay/Veh:	32.9	17.3	0.0	0.0	21.3	64.5	0.0	0.0	0.0	48.3	48.3	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	17.3	0.0	0.0	21.3	64.5	0.0	0.0	0.0	48.3	48.3	13.0
LOS by Move:	C	B	A	A	C	E	A	A	A	D	D	B
HCM2k95thQ:	4	13	0	0	12	36	0	0	0	50	50	13

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #3028: 237/GREAT AMERICA (N)



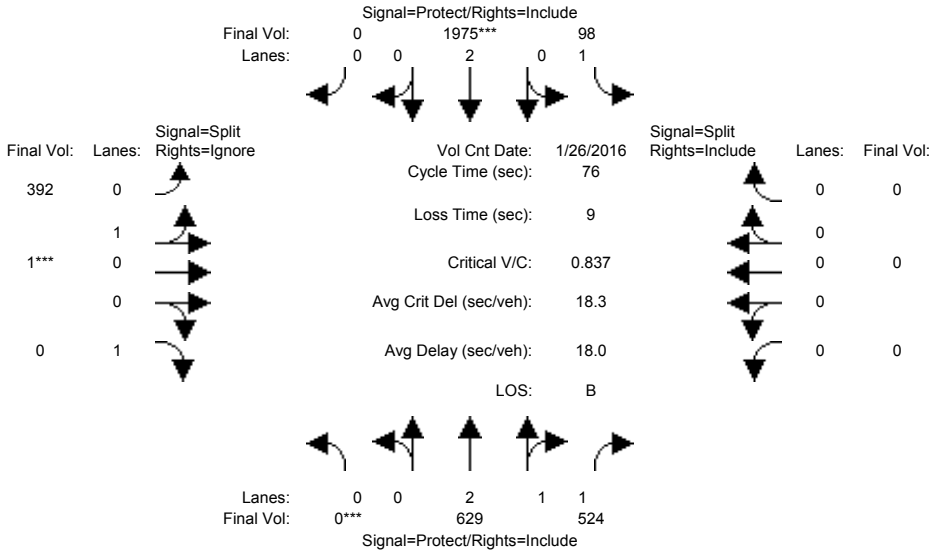
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:30-6:30PM												
Base Vol:	289	371	0	0	126	224	0	0	0	491	3	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	371	0	0	126	224	0	0	0	491	3	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	205	142	0	0	593	172	0	0	0	331	11	74
Initial Fut:	494	513	0	0	719	396	0	0	0	822	14	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:	494	513	0	0	719	396	0	0	0	822	14	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	513	0	0	719	396	0	0	0	822	14	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:	494	513	0	0	719	396	0	0	0	822	14	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.27	0.73	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	2385	1314	0	0	0	3491	59	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.24	0.24	0.15
Crit Moves:	****				****					****		
Green Time:	14.2	41.6	0.0	0.0	27.4	27.4	0.0	0.0	0.0	21.4	21.4	21.4
Volume/Cap:	0.79	0.23	0.00	0.00	0.79	0.79	0.00	0.00	0.00	0.79	0.79	0.50
Delay/Veh:	34.4	7.5	0.0	0.0	23.0	23.0	0.0	0.0	0.0	27.5	27.5	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	7.5	0.0	0.0	23.0	23.0	0.0	0.0	0.0	27.5	27.5	21.7
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	C
HCM2k95thQ:	13	5	0	0	24	24	0	0	0	21	21	11

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #3029: 237/GREAT AMERICA (S)



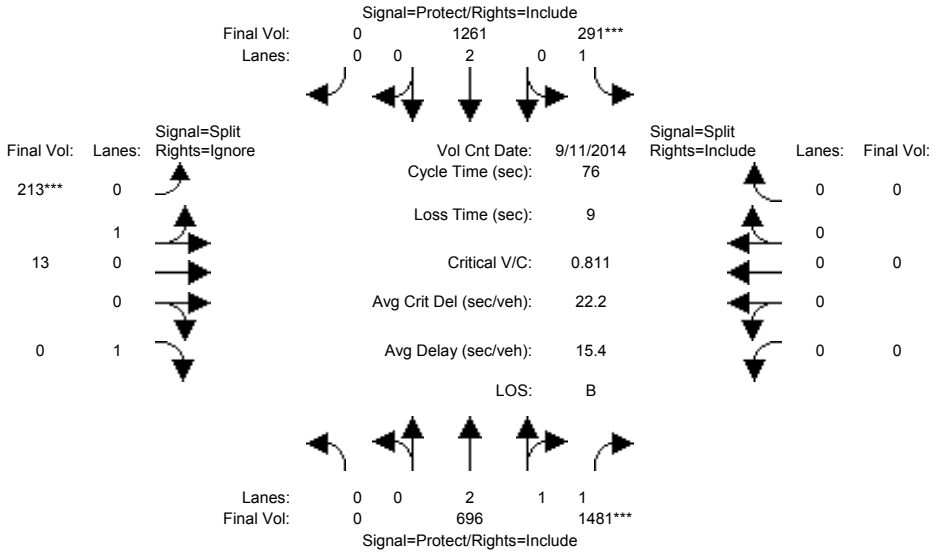
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	221	359	33	905	0	203	1	436	0	0	0
Growth 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	221	359	33	905	0	203	1	436	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	408	165	65	1070	0	189	0	254	0	0	0
Initial Fut:	0	629	524	98	1975	0	392	1	690	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	629	524	98	1975	0	392	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	629	524	98	1975	0	392	1	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	629	524	98	1975	0	392	1	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	2.10	1.90	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3991	3325	1750	3800	0	1795	5	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.06	0.52	0.00	0.22	0.22	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	0.0	29.8	29.8	17.4	47.2	0.0	19.8	19.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.40	0.24	0.84	0.00	0.84	0.84	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.8	16.8	24.3	14.2	0.0	39.0	39.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.8	16.8	24.3	14.2	0.0	39.0	39.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	D	D	A	A	A	A
HCM2k95thQ:	0	10	10	4	33	0	22	22	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #3029: 237/GREAT AMERICA (S)



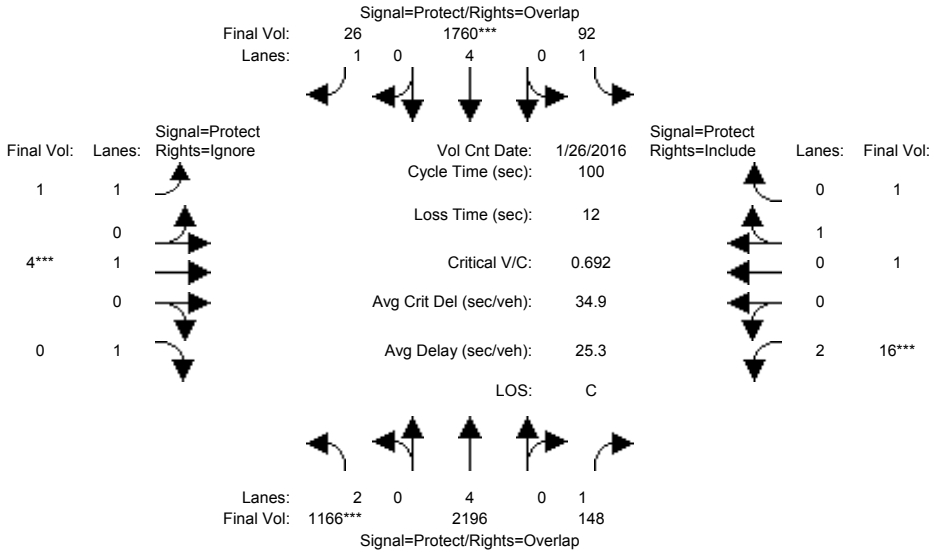
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	419	566	58	530	0	158	13	261	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	419	566	58	530	0	158	13	261	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	277	915	233	731	0	55	0	50	0	0	0
Initial Fut:	0	696	1481	291	1261	0	213	13	311	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	696	1481	291	1261	0	213	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	696	1481	291	1261	0	213	13	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	696	1481	291	1261	0	213	13	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.94	0.06	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1696	104	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.42	0.17	0.33	0.00	0.13	0.13	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	39.7	39.7	15.6	55.2	0.0	11.8	11.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.81	0.81	0.46	0.00	0.81	0.81	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.7	17.0	41.8	4.4	0.0	47.3	47.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.7	17.0	41.8	4.4	0.0	47.3	47.3	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	D	D	A	A	A	A
HCM2k95thQ:	0	9	28	13	11	0	15	15	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4002: GREAT AMERICA / PATRICK HENRY



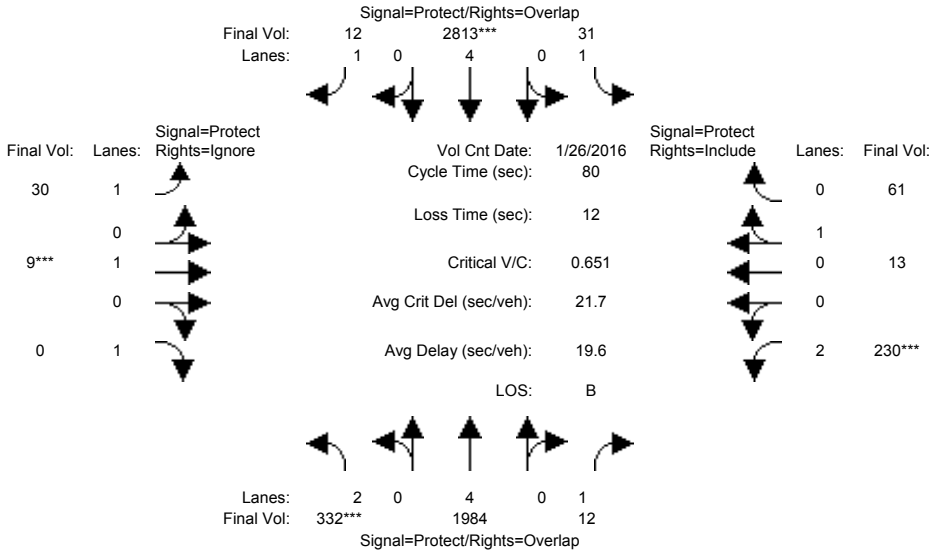
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	368	1090	148	92	757	26	1	4	127	16	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	368	1090	148	92	757	26	1	4	127	16	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	798	1106	0	0	1003	0	0	0	126	0	0	0
Initial Fut:	1166	2196	148	92	1760	26	1	4	253	16	1	1
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:	1166	2196	148	92	1760	26	1	4	0	16	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1166	2196	148	92	1760	26	1	4	0	16	1	1
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:	1166	2196	148	92	1760	26	1	4	0	16	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	900	900
Capacity Analysis Module:												
Vol/Sat:	0.37	0.29	0.08	0.05	0.23	0.01	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****			****		****		
Green Time:	43.7	57.2	64.2	13.8	27.3	34.3	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	0.85	0.51	0.13	0.38	0.85	0.04	0.01	0.02	0.00	0.07	0.01	0.01
Delay/Veh:	30.3	13.0	7.1	40.2	37.8	21.9	43.3	40.6	0.0	43.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	13.0	7.1	40.2	37.8	21.9	43.3	40.6	0.0	43.6	40.6	40.6
LOS by Move:	C	B	A	D	D	C	D	D	A	D	D	D
HCM2k95thQ:	32	18	4	5	25	1	0	0	0	1	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4002: GREAT AMERICA / PATRICK HENRY



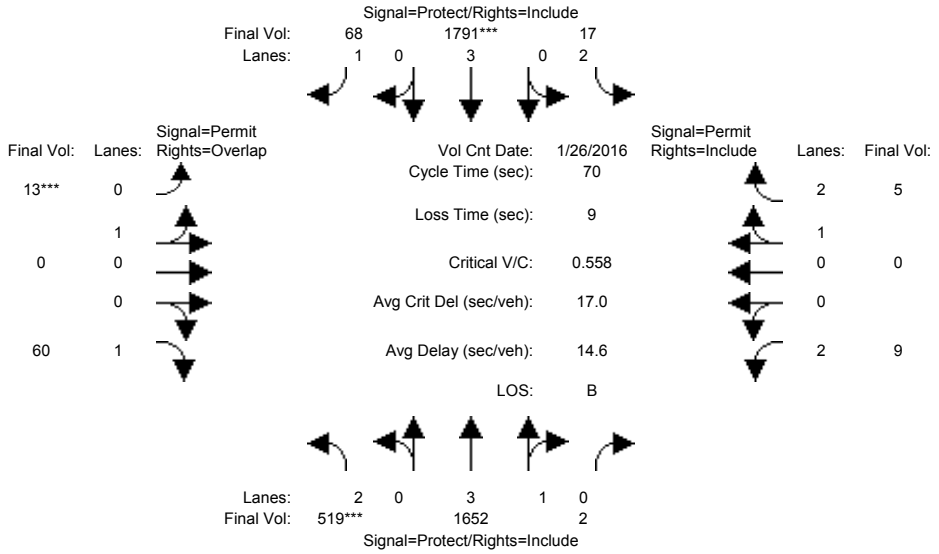
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	125	1012	12	31	1521	12	30	9	450	230	13	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1012	12	31	1521	12	30	9	450	230	13	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	207	972	0	0	1292	0	0	0	854	0	0	0
Initial Fut:	332	1984	12	31	2813	12	30	9	1304	230	13	61
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:	332	1984	12	31	2813	12	30	9	0	230	13	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	1984	12	31	2813	12	30	9	0	230	13	61
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:	332	1984	12	31	2813	12	30	9	0	230	13	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.18	0.82
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	316	1484
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.01	0.02	0.37	0.01	0.02	0.00	0.00	0.07	0.04	0.04
Crit Moves:	****				****			****		****		
Green Time:	11.1	37.7	45.4	12.6	39.1	46.4	7.3	10.0	0.0	7.7	10.4	10.4
Volume/Cap:	0.76	0.55	0.01	0.11	0.76	0.01	0.19	0.04	0.00	0.76	0.32	0.32
Delay/Veh:	40.5	15.4	7.5	29.1	17.5	7.1	34.2	30.8	0.0	45.6	32.3	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:	40.5	15.4	7.5	29.1	17.5	7.1	34.2	30.8	0.0	45.6	32.3	32.3
LOS by Move:	D	B	A	C	B	A	C	C	A	D	C	C
HCM2k95thQ:	10	16	0	1	26	0	1	0	0	10	4	4

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4003: GREAT AMERICA / OLD GLORY



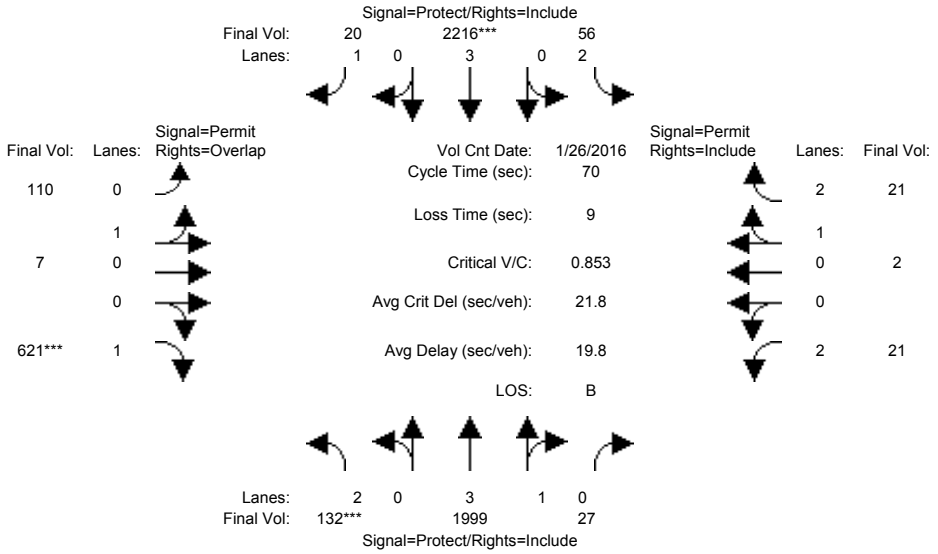
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	38	1027	2	17	843	14	2	0	4	9	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1027	2	17	843	14	2	0	4	9	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	481	625	0	0	948	54	11	0	56	0	0	0
Initial Fut:	519	1652	2	17	1791	68	13	0	60	9	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	519	1652	2	17	1791	68	13	0	60	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	519	1652	2	17	1791	68	13	0	60	9	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	519	1652	2	17	1791	68	13	0	60	9	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.99	0.01	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7491	9	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.16	0.22	0.22	0.01	0.31	0.04	0.01	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	17.5	35.1	35.1	15.9	33.5	33.5	10.0	0.0	27.5	10.0	0.0	10.0
Volume/Cap:	0.66	0.44	0.44	0.02	0.66	0.08	0.05	0.00	0.09	0.02	0.00	0.01
Delay/Veh:	25.6	11.3	11.3	21.0	14.5	10.0	26.0	0.0	13.4	25.8	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	11.3	11.3	21.0	14.5	10.0	26.0	0.0	13.4	25.8	0.0	25.7
LOS by Move:	C	B	B	C	B	A	C	A	B	C	A	C
HCM2k95thQ:	12	11	11	0	18	2	1	0	2	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4003: GREAT AMERICA / OLD GLORY



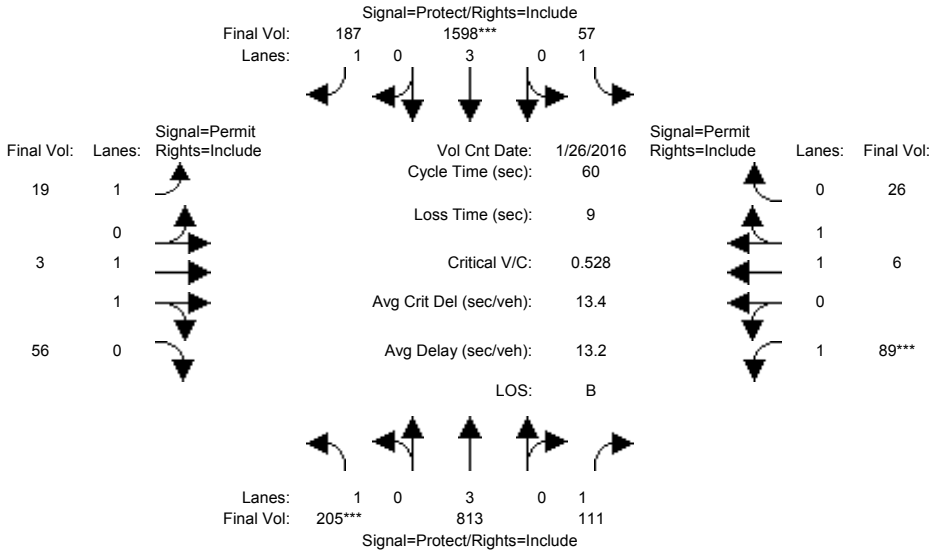
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	20	1139	27	56	1397	7	17	7	149	21	2	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1139	27	56	1397	7	17	7	149	21	2	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	112	860	0	0	819	13	93	0	472	0	0	0
Initial Fut:	132	1999	27	56	2216	20	110	7	621	21	2	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1999	27	56	2216	20	110	7	621	21	2	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1999	27	56	2216	20	110	7	621	21	2	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1999	27	56	2216	20	110	7	621	21	2	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	2.00	3.94	0.06	2.00	3.00	1.00	0.94	0.06	1.00	2.00	0.26	2.74
Final Sat.:	3150	7400	100	3150	5700	1750	1692	108	1750	3150	470	4930
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.02	0.39	0.01	0.07	0.07	0.35	0.01	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	7.0	28.9	28.9	10.7	32.6	32.6	21.4	21.4	28.4	21.4	21.4	21.4
Volume/Cap:	0.42	0.65	0.65	0.12	0.83	0.02	0.21	0.21	0.88	0.02	0.01	0.01
Delay/Veh:	30.5	17.0	17.0	25.7	18.8	10.1	18.3	18.3	31.0	17.0	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	17.0	17.0	25.7	18.8	10.1	18.3	18.3	31.0	17.0	17.0	17.0
LOS by Move:	C	B	B	C	B	B	B	B	C	B	B	B
HCM2k95thQ:	3	17	17	1	26	1	4	4	26	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4004: GREAT AMERICA / BUNKER HILL



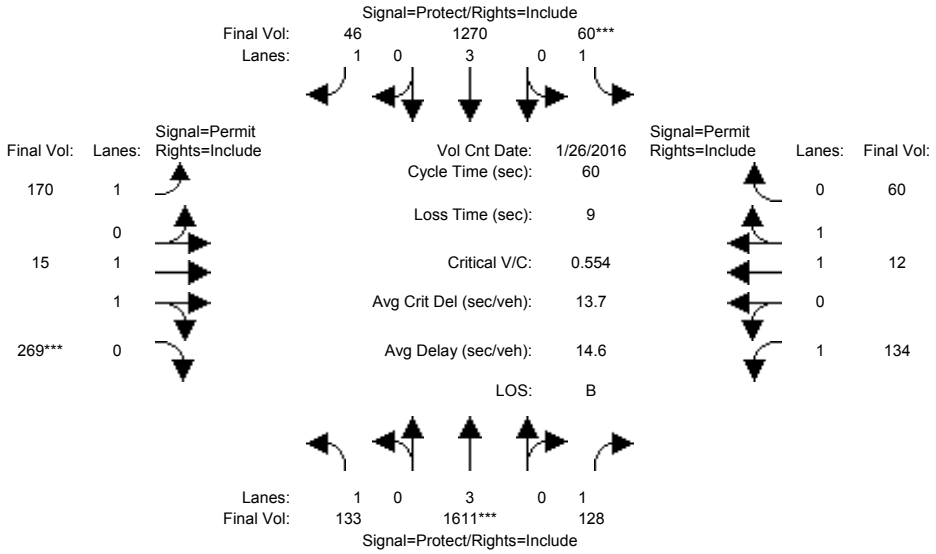
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	111	470	111	57	542	187	19	3	23	89	6	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	470	111	57	542	187	19	3	23	89	6	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	94	343	0	0	1056	0	0	0	33	0	0	0
Initial Fut:	205	813	111	57	1598	187	19	3	56	89	6	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	813	111	57	1598	187	19	3	56	89	6	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	813	111	57	1598	187	19	3	56	89	6	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	813	111	57	1598	187	19	3	56	89	6	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.12	0.14	0.06	0.03	0.28	0.11	0.01	0.00	0.03	0.05	0.00	0.01
Crit Moves:	****				****					****		
Green Time:	12.1	24.1	24.1	16.9	28.9	28.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.58	0.35	0.16	0.12	0.58	0.22	0.07	0.01	0.19	0.31	0.02	0.09
Delay/Veh:	24.1	12.6	11.6	16.1	11.5	9.1	21.2	20.9	21.8	22.5	20.9	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	12.6	11.6	16.1	11.5	9.1	21.2	20.9	21.8	22.5	20.9	21.3
LOS by Move:	C	B	B	B	B	A	C	C	C	C	C	C
HCM2k95thQ:	7	7	3	2	13	4	1	0	2	4	0	1

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4004: GREAT AMERICA / BUNKER HILL



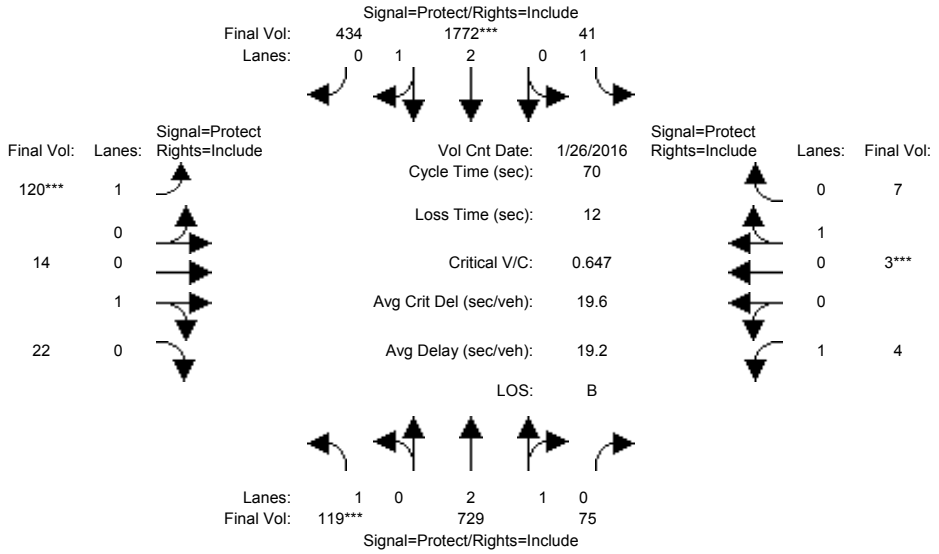
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	70	618	128	60	826	46	170	15	223	134	12	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	618	128	60	826	46	170	15	223	134	12	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	63	993	0	0	444	0	0	0	46	0	0	0
Initial Fut:	133	1611	128	60	1270	46	170	15	269	134	12	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1611	128	60	1270	46	170	15	269	134	12	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1611	128	60	1270	46	170	15	269	134	12	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1611	128	60	1270	46	170	15	269	134	12	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:	0.08	0.28	0.07	0.03	0.22	0.03	0.10	0.01	0.15	0.08	0.01	0.03
Crit Moves:		****		****					****			
Green Time:	12.2	28.5	28.5	7.0	23.3	23.3	15.5	15.5	15.5	15.5	15.5	15.5
Volume/Cap:	0.37	0.60	0.15	0.29	0.57	0.07	0.38	0.03	0.60	0.30	0.02	0.13
Delay/Veh:	21.3	11.9	9.0	25.0	14.8	11.6	18.8	16.6	21.5	18.2	16.6	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	11.9	9.0	25.0	14.8	11.6	18.8	16.6	21.5	18.2	16.6	17.2
LOS by Move:	C	B	A	C	B	B	B	B	C	B	B	B
HCM2k95thQ:	4	13	3	2	11	1	6	0	11	5	0	2

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4005: GREAT AMERICA / ALVISO



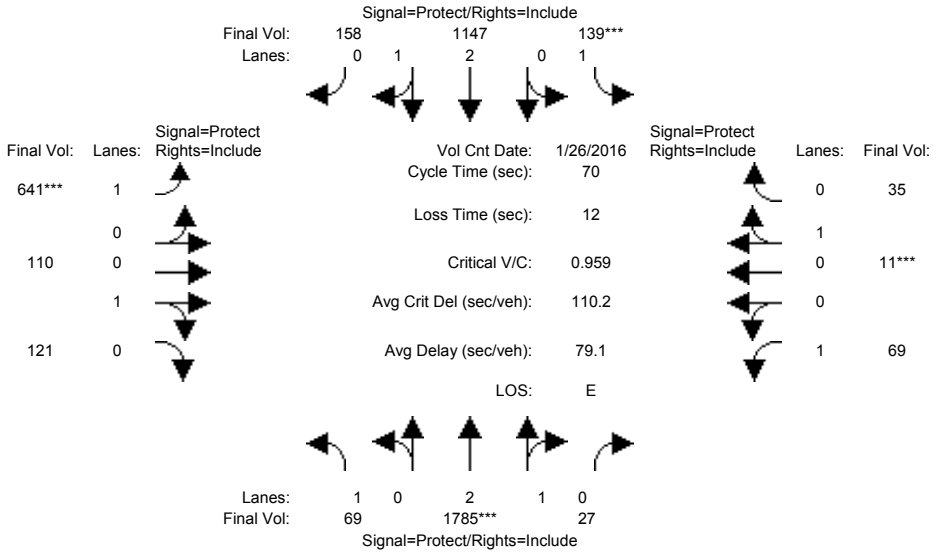
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	119	386	75	33	743	393	83	14	22	4	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	386	75	33	743	393	83	14	22	4	3	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	343	0	8	1029	41	37	0	0	0	0	0
Initial Fut:	119	729	75	41	1772	434	120	14	22	4	3	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	729	75	41	1772	434	120	14	22	4	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	729	75	41	1772	434	120	14	22	4	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	729	75	41	1772	434	120	14	22	4	3	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.71	0.29	1.00	2.39	0.61	1.00	0.39	0.61	1.00	0.30	0.70
Final Sat.:	1750	5077	522	1750	4497	1101	1750	700	1100	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.02	0.39	0.39	0.07	0.02	0.02	0.00	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	7.0	24.2	24.2	16.8	34.0	34.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.68	0.42	0.42	0.10	0.81	0.81	0.69	0.14	0.14	0.02	0.04	0.04
Delay/Veh:	40.8	17.7	17.7	20.8	17.2	17.2	41.2	26.5	26.5	28.5	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	17.7	17.7	20.8	17.2	17.2	41.2	26.5	26.5	28.5	25.9	25.9
LOS by Move:	D	B	B	C	B	B	D	C	C	C	C	C
HCM2k95thQ:	6	9	9	1	24	24	8	2	2	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4005: GREAT AMERICA / ALVISO



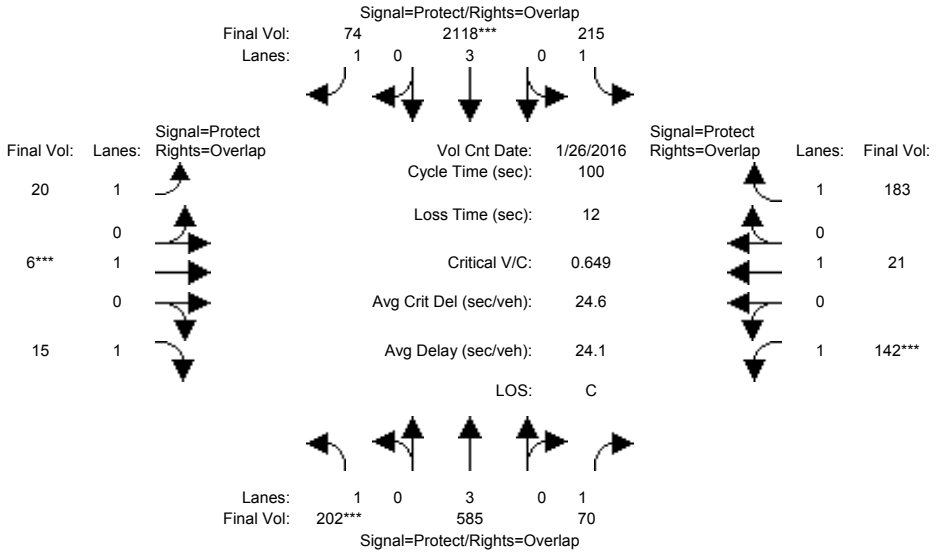
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	69	792	27	82	708	113	619	110	121	69	11	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	792	27	82	708	113	619	110	121	69	11	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	993	0	57	439	45	22	0	0	0	0	0
Initial Fut:	69	1785	27	139	1147	158	641	110	121	69	11	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1785	27	139	1147	158	641	110	121	69	11	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1785	27	139	1147	158	641	110	121	69	11	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1785	27	139	1147	158	641	110	121	69	11	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.62	0.38	1.00	0.48	0.52	1.00	0.24	0.76
Final Sat.:	1750	5516	83	1750	4921	678	1750	857	943	1750	430	1370
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.08	0.23	0.23	0.37	0.13	0.13	0.04	0.03	0.03
Crit Moves:		****			****			****			****	
Green Time:	7.9	19.2	19.2	7.0	18.4	18.4	21.8	18.7	18.7	13.1	10.0	10.0
Volume/Cap:	0.35	1.18	1.18	0.79	0.89	0.89	1.18	0.48	0.48	0.21	0.18	0.18
Delay/Veh:	29.8	113	112.5	52.4	31.9	31.9	122.0	22.3	22.3	24.4	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	113	112.5	52.4	31.9	31.9	122.0	22.3	22.3	24.4	26.7	26.7
LOS by Move:	C	F	F	D	C	C	F	C	C	C	C	C
HCM2k95thQ:	3	42	42	7	19	19	51	10	10	3	2	2

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4006: GREAT AMERICA / YERBA BUENA



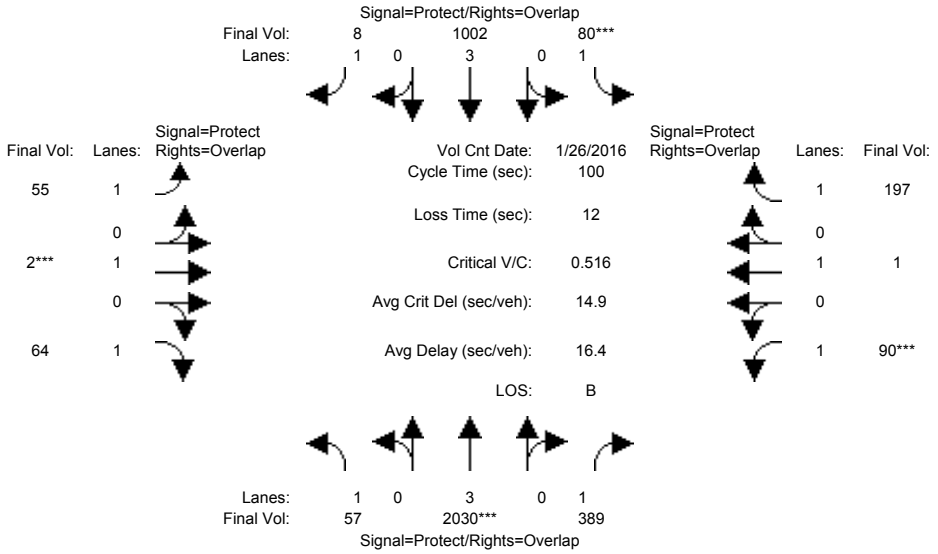
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	33	365	70	215	1006	32	12	6	7	142	21	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	365	70	215	1006	32	12	6	7	142	21	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	169	220	0	0	1112	42	8	0	8	0	0	0
Initial Fut:	202	585	70	215	2118	74	20	6	15	142	21	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	585	70	215	2118	74	20	6	15	142	21	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	585	70	215	2118	74	20	6	15	142	21	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	585	70	215	2118	74	20	6	15	142	21	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:	0.12	0.10	0.04	0.12	0.37	0.04	0.01	0.00	0.01	0.08	0.01	0.10
Crit Moves:	****				****			****		****		
Green Time:	15.8	30.4	41.6	36.4	51.0	59.7	8.7	10.0	25.8	11.1	12.4	48.9
Volume/Cap:	0.73	0.34	0.10	0.34	0.73	0.07	0.13	0.03	0.03	0.73	0.09	0.21
Delay/Veh:	49.4	27.1	17.8	23.4	20.0	8.5	42.5	40.7	27.8	55.9	38.9	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	27.1	17.8	23.4	20.0	8.5	42.5	40.7	27.8	55.9	38.9	14.7
LOS by Move:	D	C	B	C	C	A	D	D	C	E	D	B
HCM2k95thQ:	13	9	3	9	28	2	1	0	1	12	1	7

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4006: GREAT AMERICA / YERBA BUENA



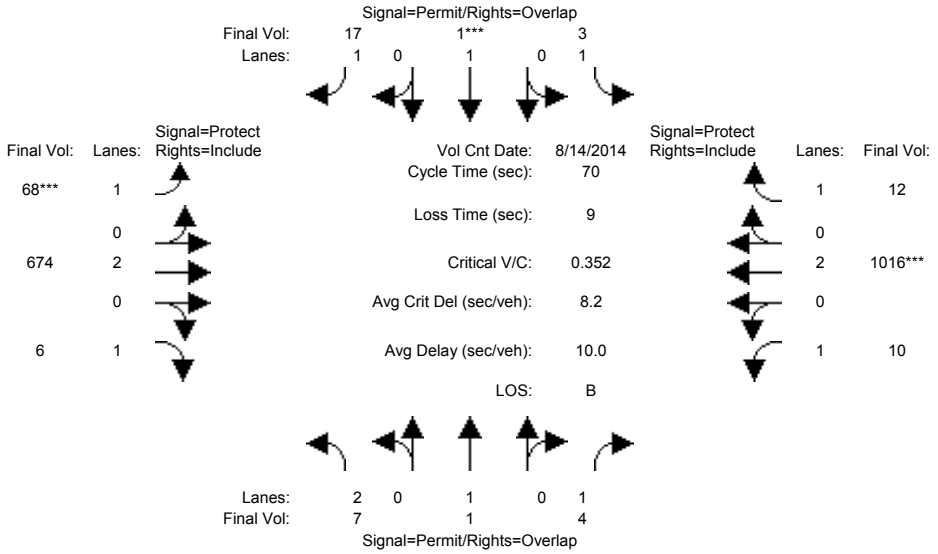
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	28	987	389	80	648	1	0	2	11	90	1	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	987	389	80	648	1	0	2	11	90	1	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	29	1043	0	0	354	7	55	0	53	0	0	0
Initial Fut:	57	2030	389	80	1002	8	55	2	64	90	1	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	2030	389	80	1002	8	55	2	64	90	1	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2030	389	80	1002	8	55	2	64	90	1	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	2030	389	80	1002	8	55	2	64	90	1	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.36	0.22	0.05	0.18	0.00	0.03	0.00	0.04	0.05	0.00	0.11
Crit Moves:		****		****				****		****		
Green Time:	19.7	61.3	70.1	7.9	49.5	54.0	4.5	10.0	29.7	8.8	14.3	22.2
Volume/Cap:	0.17	0.58	0.32	0.58	0.36	0.01	0.70	0.01	0.12	0.58	0.00	0.51
Delay/Veh:	33.6	11.9	5.9	50.6	15.6	10.7	71.0	40.6	25.8	49.3	36.7	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	11.9	5.9	50.6	15.6	10.7	71.0	40.6	25.8	49.3	36.7	35.2
LOS by Move:	C	B	A	D	B	B	E	D	C	D	D	D
HCM2k95thQ:	3	21	9	5	12	0	6	0	3	8	0	12

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4007: TASMAN / CONVENTION CENTER



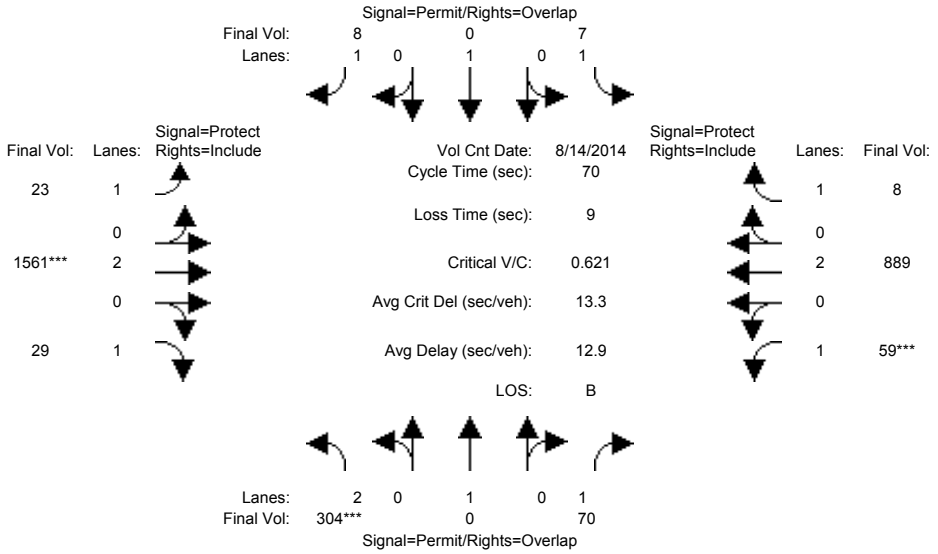
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Aug 2014 <<												
Base Vol:	7	1	4	3	1	17	68	523	6	10	757	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1	4	3	1	17	68	523	6	10	757	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	151	0	0	259	0
Initial Fut:	7	1	4	3	1	17	68	674	6	10	1016	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1	4	3	1	17	68	674	6	10	1016	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	4	3	1	17	68	674	6	10	1016	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1	4	3	1	17	68	674	6	10	1016	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.04	0.18	0.00	0.01	0.27	0.01
Crit Moves:					****		****				****	
Green Time:	10.0	10.0	28.4	10.0	10.0	17.0	7.0	32.6	32.6	18.4	44.0	44.0
Volume/Cap:	0.02	0.00	0.01	0.01	0.00	0.04	0.39	0.38	0.01	0.02	0.43	0.01
Delay/Veh:	25.8	25.7	12.4	25.8	25.7	20.3	30.9	12.3	10.0	19.2	6.7	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	25.7	12.4	25.8	25.7	20.3	30.9	12.3	10.0	19.2	6.7	4.9
LOS by Move:	C	C	B	C	C	C	C	B	B	B	A	A
HCM2k95thQ:	0	0	0	0	0	1	3	9	0	0	11	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #4007: TASMAN / CONVENTION CENTER



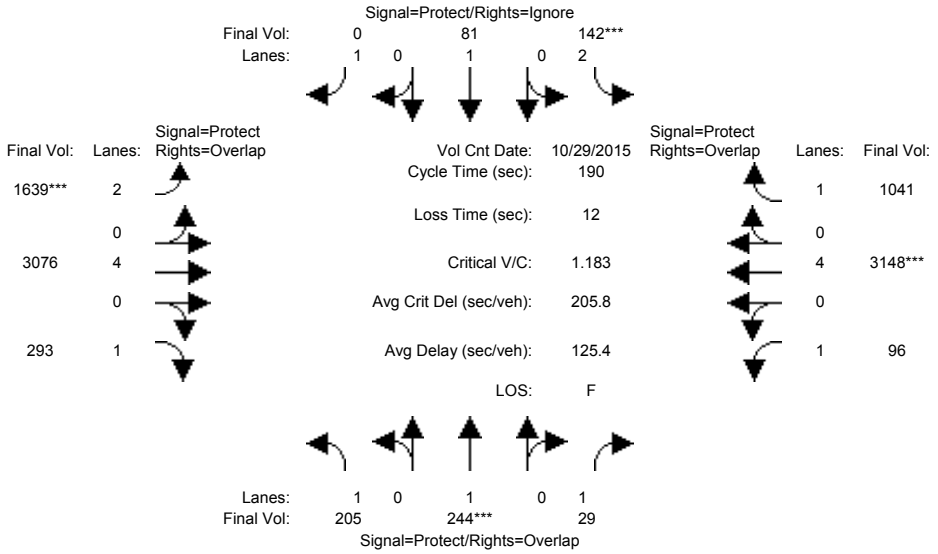
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Aug 2014 <<												
Base Vol:	304	0	70	7	0	8	23	1257	29	59	721	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	0	70	7	0	8	23	1257	29	59	721	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	304	0	0	168	0
Initial Fut:	304	0	70	7	0	8	23	1561	29	59	889	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	70	7	0	8	23	1561	29	59	889	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	0	70	7	0	8	23	1561	29	59	889	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	0	70	7	0	8	23	1561	29	59	889	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.04	0.00	0.00	0.00	0.01	0.41	0.02	0.03	0.23	0.00
Crit Moves:	****							****		****		
Green Time:	10.3	0.0	17.3	10.3	0.0	25.5	15.2	43.7	43.7	7.0	35.5	35.5
Volume/Cap:	0.66	0.00	0.16	0.03	0.00	0.01	0.06	0.66	0.03	0.34	0.46	0.01
Delay/Veh:	31.7	0.0	20.9	25.6	0.0	14.2	21.8	9.1	5.0	30.5	11.2	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	0.0	20.9	25.6	0.0	14.2	21.8	9.1	5.0	30.5	11.2	8.5
LOS by Move:	C	A	C	C	A	B	C	A	A	C	B	A
HCM2k95thQ:	10	0	3	0	0	0	1	19	1	3	12	0

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



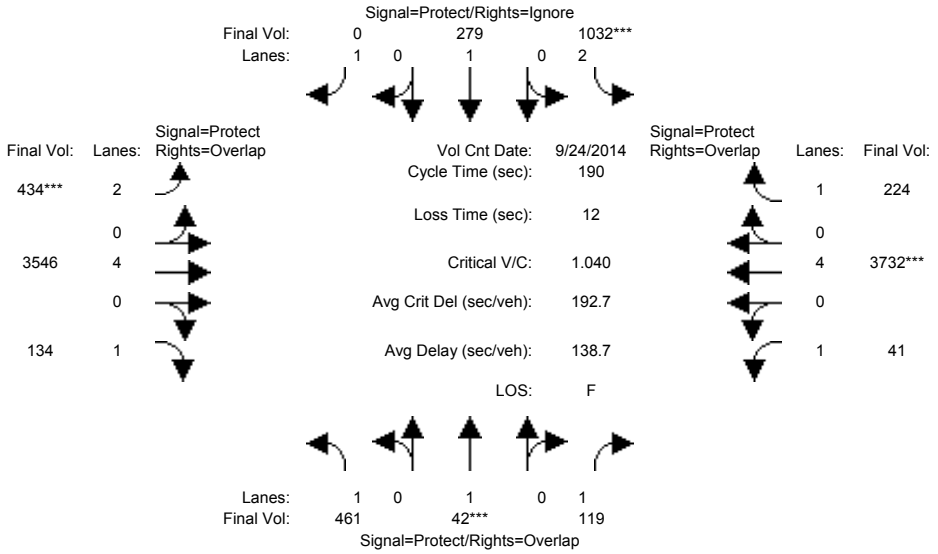
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	159	239	29	83	21	309	1171	2605	224	44	2338	623
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	239	29	83	21	309	1171	2605	224	44	2338	623
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	46	5	0	59	60	78	468	471	69	52	810	418
Initial Fut:	205	244	29	142	81	387	1639	3076	293	96	3148	1041
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	244	29	142	81	0	1639	3076	293	96	3148	1041
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	244	29	142	81	0	1639	3076	293	96	3148	1041
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	244	29	142	81	0	1639	3076	293	96	3148	1041
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.02	0.05	0.04	0.00	0.52	0.40	0.17	0.05	0.41	0.59
Crit Moves:		****		****			****				****	
Green Time:	16.7	12.7	31.3	14.0	10.0	0.0	51.3	133	149.4	18.6	100	114.0
Volume/Cap:	1.34	1.93	0.10	0.61	0.81	0.00	1.93	0.58	0.21	0.56	0.79	0.99
Delay/Veh:	275.3	533	67.6	90.1	125	0.0	490.4	14.7	5.3	86.0	37.5	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	275.3	533	67.6	90.1	125	0.0	490.4	14.7	5.3	86.0	37.5	63.1
LOS by Move:	F	F	E	F	F	A	F	B	A	F	D	E
HCM2k95thQ:	36	48	3	11	12	0	171	37	9	12	58	106

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

Great America Theme Park Master Plan
Santa Clara

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

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



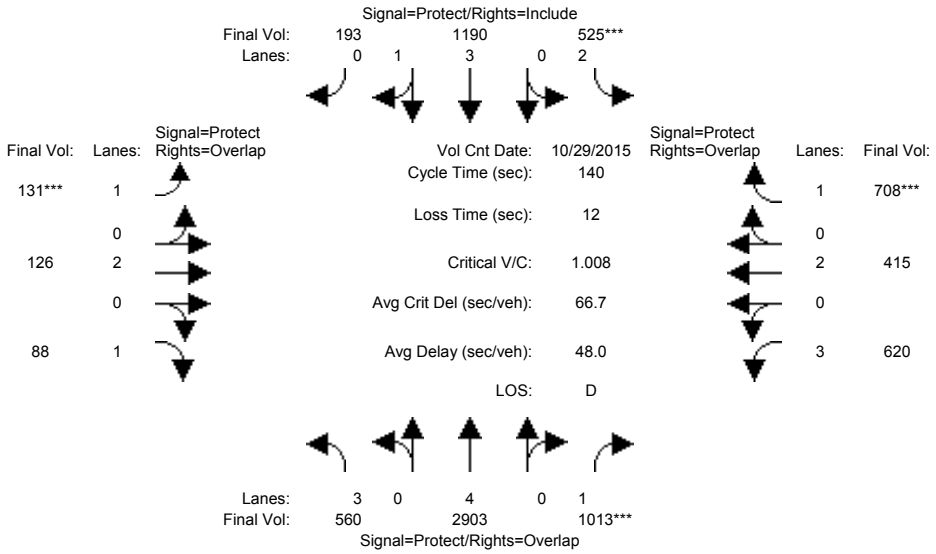
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	36	36	37	44	44	30	105	105	12	87	87
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	164	26	116	686	243	792	260	2665	120	30	3020	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:	164	26	116	686	243	792	260	2665	120	30	3020	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	297	16	3	346	36	416	174	881	14	11	712	92
Initial Fut:	461	42	119	1032	279	1208	434	3546	134	41	3732	224
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	461	42	119	1032	279	0	434	3546	134	41	3732	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	42	119	1032	279	0	434	3546	134	41	3732	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	461	42	119	1032	279	0	434	3546	134	41	3732	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.02	0.07	0.33	0.15	0.00	0.14	0.47	0.08	0.02	0.49	0.13
Crit Moves:		****		****			****				****	
Green Time:	27.3	33.9	45.1	34.8	41.4	0.0	28.2	98.8	126.0	11.3	81.8	116.6
Volume/Cap:	1.83	0.12	0.29	1.79	0.67	0.00	0.93	0.90	0.12	0.39	1.14	0.21
Delay/Veh:	476.6	69.9	63.4	444.3	76.7	0.0	109.7	35.2	4.9	94.0	134	24.7
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:	476.6	69.9	63.4	444.3	76.7	0.0	109.7	35.2	4.9	94.0	134	24.7
LOS by Move:	F	E	E	F	E	A	F	D	A	F	F	C
HCM2k95thQ:	89	4	12	108	28	0	32	72	2	6	109	17

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



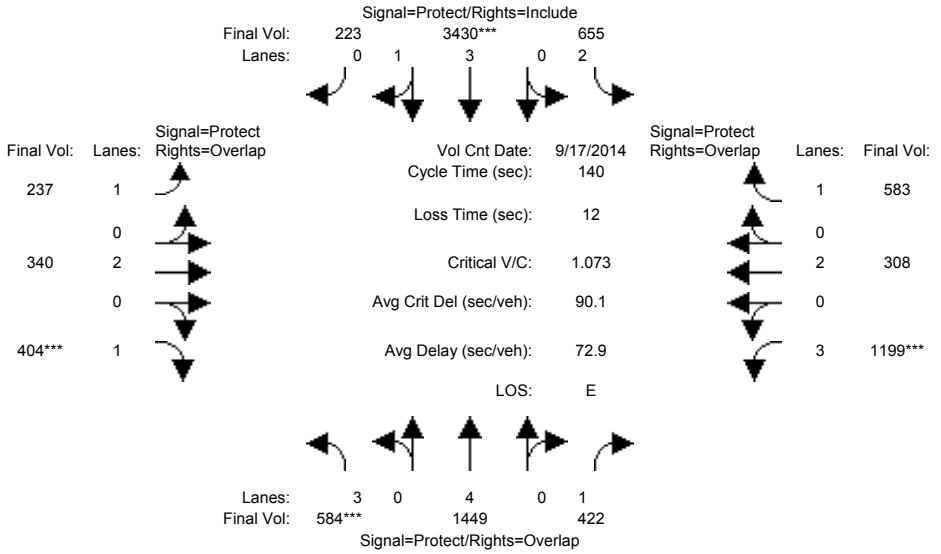
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	560	2885	1013	517	1176	193	131	126	88	620	415	698
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	2885	1013	517	1176	193	131	126	88	620	415	698
Added Vol:	0	18	0	8	14	0	0	0	0	0	0	10
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	2903	1013	525	1190	193	131	126	88	620	415	708
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	2903	1013	525	1190	193	131	126	88	620	415	708
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	2903	1013	525	1190	193	131	126	88	620	415	708
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	2903	1013	525	1190	193	131	126	88	620	415	708
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.42	0.58	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6452	1046	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.58	0.17	0.18	0.18	0.07	0.03	0.05	0.14	0.11	0.40
Crit Moves:			****	****			****					****
Green Time:	33.8	61.4	89.9	23.1	50.7	50.7	10.4	14.9	48.8	28.5	33.0	56.2
Volume/Cap:	0.51	0.87	0.90	1.01	0.51	0.51	1.01	0.31	0.14	0.67	0.46	1.01
Delay/Veh:	46.3	38.4	31.3	100.0	35.1	35.1	146.0	58.2	31.4	53.3	46.3	78.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	38.4	31.3	100.0	35.1	35.1	146.0	58.2	31.4	53.3	46.3	78.0
LOS by Move:	D	D	C	F	D	D	F	E	C	D	D	E
HCM2k95thQ:	16	48	67	27	20	20	18	5	5	19	14	61

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



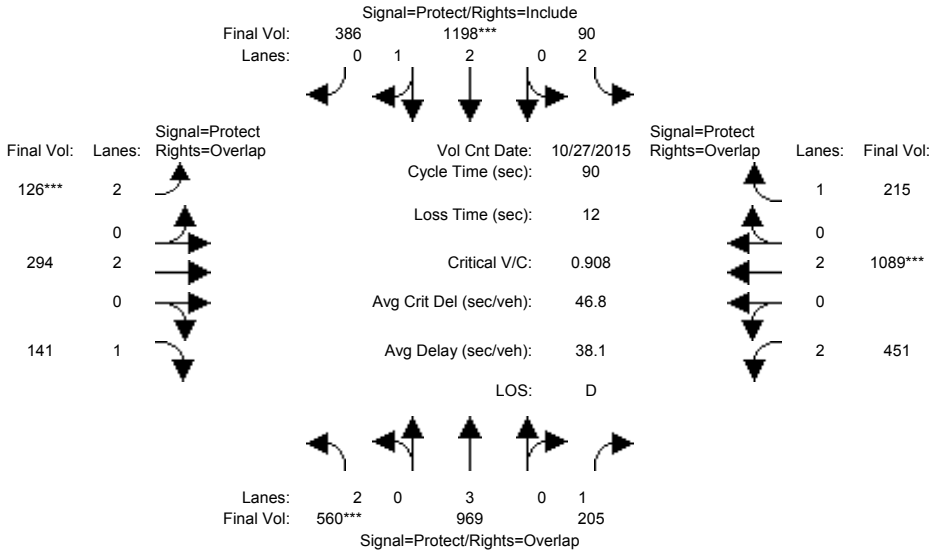
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2014 << 5:00-6:00PM												
Base Vol:	584	1392	422	639	3400	223	237	340	404	1199	308	552
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	584	1392	422	639	3400	223	237	340	404	1199	308	552
Added Vol:	0	57	0	16	30	0	0	0	0	0	0	31
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	584	1449	422	655	3430	223	237	340	404	1199	308	583
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	584	1449	422	655	3430	223	237	340	404	1199	308	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	584	1449	422	655	3430	223	237	340	404	1199	308	583
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	584	1449	422	655	3430	223	237	340	404	1199	308	583
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.75	0.25	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7041	458	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.24	0.21	0.49	0.49	0.14	0.09	0.23	0.26	0.08	0.33
Crit Moves:	****				****				****	****		
Green Time:	16.7	38.4	72.8	41.9	63.5	63.5	24.8	13.4	30.1	34.4	22.9	64.8
Volume/Cap:	1.07	0.70	0.46	0.70	1.07	1.07	0.76	0.94	1.07	1.07	0.49	0.72
Delay/Veh:	121.4	46.6	21.7	45.7	77.8	77.8	65.6	94.3	122.3	101.8	53.9	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.4	46.6	21.7	45.7	77.8	77.8	65.6	94.3	122.3	101.8	53.9	33.4
LOS by Move:	F	D	C	D	E	E	E	F	F	F	D	C
HCM2k95thQ:	25	25	22	25	74	74	22	19	44	45	11	37

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #1207: GREAT AMERICA/TASMAN



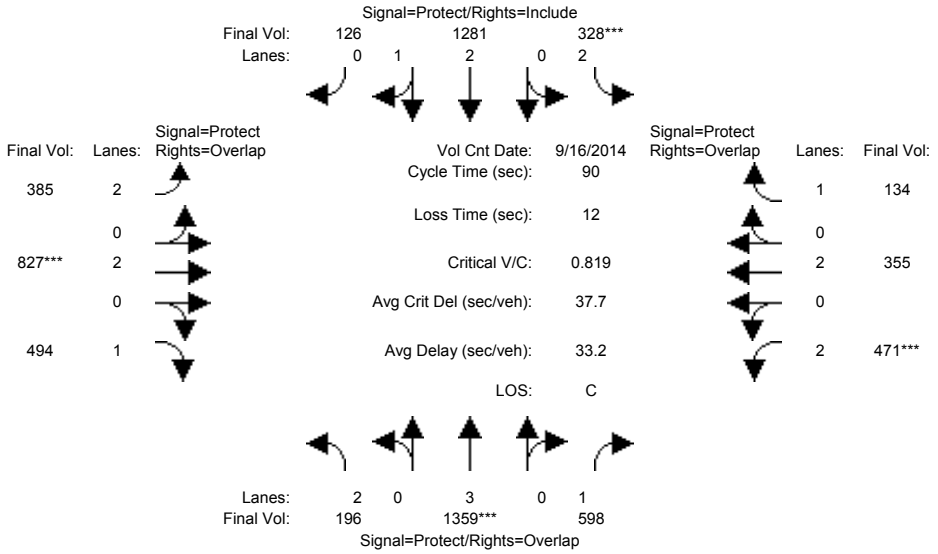
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Oct 2015 <<												
Base Vol:	557	967	205	79	1195	386	126	294	138	451	1089	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	557	967	205	79	1195	386	126	294	138	451	1089	207
Added Vol:	3	2	0	11	3	0	0	0	3	0	0	8
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	969	205	90	1198	386	126	294	141	451	1089	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	969	205	90	1198	386	126	294	141	451	1089	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	969	205	90	1198	386	126	294	141	451	1089	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	969	205	90	1198	386	126	294	141	451	1089	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.24	0.76	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	4234	1364	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.12	0.03	0.28	0.28	0.04	0.08	0.08	0.14	0.29	0.12
Crit Moves:	****				****		****				****	
Green Time:	16.9	30.0	49.3	13.7	26.9	26.9	7.0	15.0	31.8	19.3	27.2	41.0
Volume/Cap:	0.95	0.51	0.21	0.19	0.95	0.95	0.51	0.47	0.23	0.67	0.95	0.27
Delay/Veh:	60.7	24.3	10.5	33.4	42.7	42.7	41.7	34.5	20.6	35.0	46.3	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	24.3	10.5	33.4	42.7	42.7	41.7	34.5	20.6	35.0	46.3	15.4
LOS by Move:	E	C	B	C	D	D	D	C	C	D	D	B
HCM2k95thQ:	21	13	6	3	29	29	4	7	6	13	30	8

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #1207: GREAT AMERICA/TASMAN



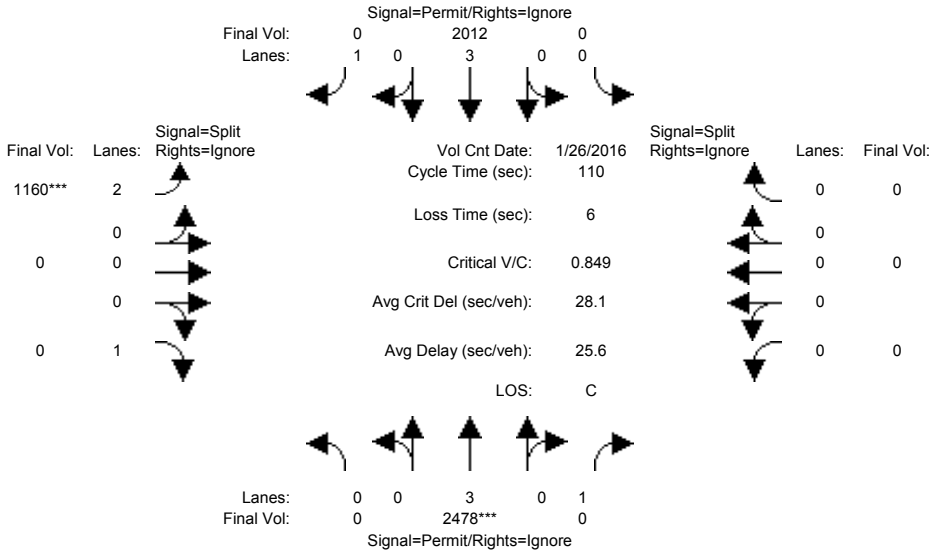
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2014 << 5:00-6:00PM												
Base Vol:	190	1354	598	295	1272	126	385	827	483	471	355	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:	190	1354	598	295	1272	126	385	827	483	471	355	116
Added Vol:	6	5	0	33	9	0	0	0	11	0	0	18
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	1359	598	328	1281	126	385	827	494	471	355	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	1359	598	328	1281	126	385	827	494	471	355	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1359	598	328	1281	126	385	827	494	471	355	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	1359	598	328	1281	126	385	827	494	471	355	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.72	0.28	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5098	501	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.34	0.10	0.25	0.25	0.12	0.22	0.28	0.15	0.09	0.08
Crit Moves:		****		****				****		****		
Green Time:	8.9	26.2	42.6	11.4	28.7	28.7	21.1	23.9	32.8	16.4	19.2	30.7
Volume/Cap:	0.63	0.82	0.72	0.82	0.79	0.79	0.52	0.82	0.77	0.82	0.44	0.22
Delay/Veh:	43.1	33.0	22.1	50.8	30.2	30.2	30.7	36.4	31.2	44.4	31.1	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	33.0	22.1	50.8	30.2	30.2	30.7	36.4	31.2	44.4	31.1	21.4
LOS by Move:	D	C	C	D	C	C	C	D	C	D	C	C
HCM2k95thQ:	7	22	26	11	22	22	11	21	24	15	8	6

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #1208: BOWERS/101 SB



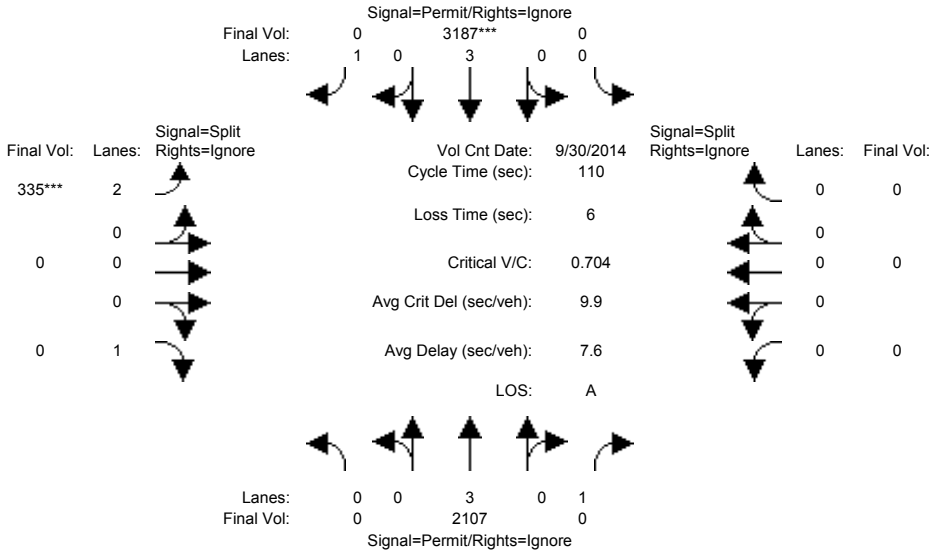
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	2471	352	0	2006	403	1157	0	751	0	0	0
Growth 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	2471	352	0	2006	403	1157	0	751	0	0	0
Added Vol:	0	7	0	0	6	6	3	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2478	352	0	2012	409	1160	0	751	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2478	0	0	2012	0	1160	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2478	0	0	2012	0	1160	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2478	0	0	2012	0	1160	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.35	0.00	0.37	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	56.3	0.0	0.0	56.3	0.0	47.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.85	0.00	0.00	0.69	0.00	0.85	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.7	0.0	0.0	21.0	0.0	33.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.7	0.0	0.0	21.0	0.0	33.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	C	A	A	A	A	A
HCM2k95thQ:	0	42	0	0	29	0	39	0	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #1208: BOWERS/101 SB



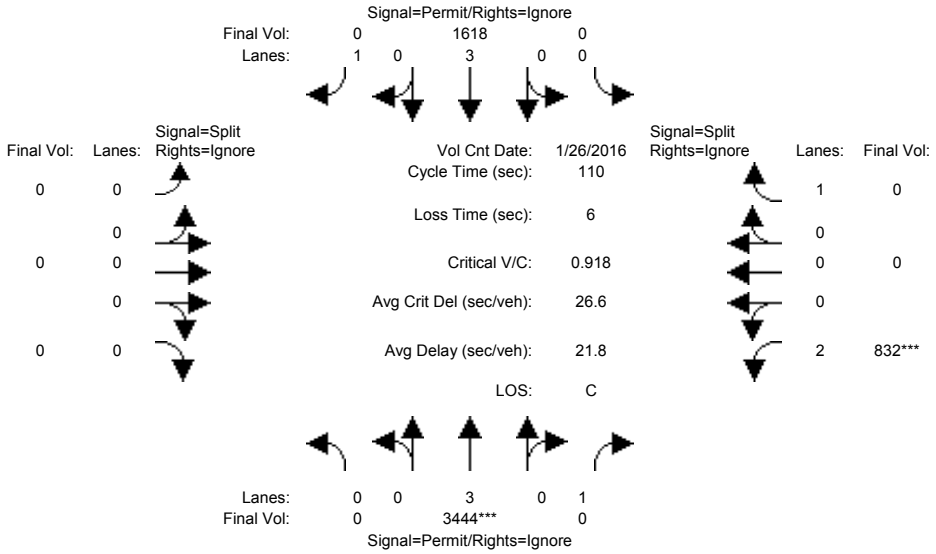
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	2084	1037	0	3175	1585	324	0	404	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	2084	1037	0	3175	1585	324	0	404	0	0	0
Added Vol:	0	23	0	0	12	12	11	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2107	1037	0	3187	1597	335	0	404	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2107	0	0	3187	0	335	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2107	0	0	3187	0	335	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2107	0	0	3187	0	335	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.56	0.00	0.11	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	87.4	0.0	0.0	87.4	0.0	16.6	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.00	0.00	0.70	0.00	0.70	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.8	0.0	0.0	5.8	0.0	49.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.8	0.0	0.0	5.8	0.0	49.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	15	0	0	27	0	15	0	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #1209: GREAT AMERICA/101 NB



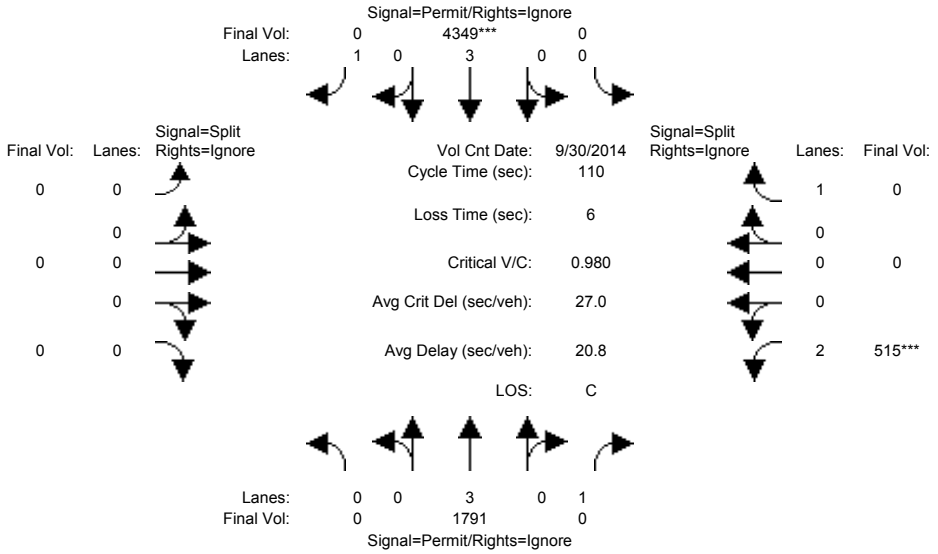
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	3433	85	0	1607	385	0	0	0	832	0	1802
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3433	85	0	1607	385	0	0	0	832	0	1802
Added Vol:	0	11	0	0	11	3	0	0	0	0	0	7
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3444	85	0	1618	388	0	0	0	832	0	1809
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3444	0	0	1618	0	0	0	0	832	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3444	0	0	1618	0	0	0	0	832	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3444	0	0	1618	0	0	0	0	832	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	72.4	0.0	0.0	72.4	0.0	0.0	0.0	0.0	31.6	0.0	0.0
Volume/Cap:	0.00	0.92	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.92	0.00	0.00
Delay/Veh:	0.0	20.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	52.0	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	20.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	52.0	0.0	0.0
LOS by Move:	A	C	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	54	0	0	16	0	0	0	0	35	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #1209: GREAT AMERICA/101 NB



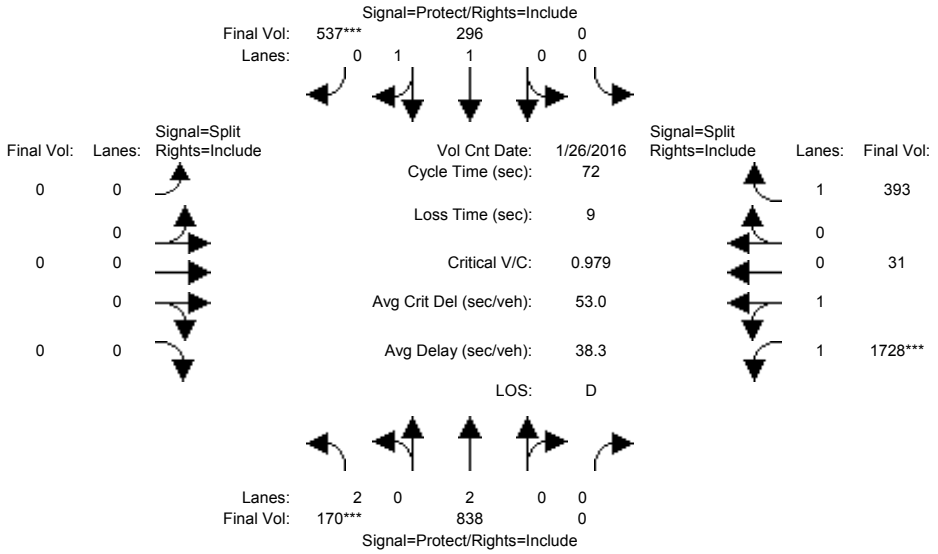
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	1757	612	0	4324	208	0	0	0	515	0	894
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1757	612	0	4324	208	0	0	0	515	0	894
Added Vol:	0	34	0	0	25	6	0	0	0	0	0	23
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1791	612	0	4349	214	0	0	0	515	0	917
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1791	0	0	4349	0	0	0	0	515	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1791	0	0	4349	0	0	0	0	515	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1791	0	0	4349	0	0	0	0	515	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	85.6	0.0	0.0	85.6	0.0	0.0	0.0	0.0	18.4	0.0	0.0
Volume/Cap:	0.00	0.40	0.00	0.00	0.98	0.00	0.00	0.00	0.00	0.98	0.00	0.00
Delay/Veh:	0.0	4.0	0.0	0.0	20.8	0.0	0.0	0.0	0.0	79.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.0	0.0	0.0	20.8	0.0	0.0	0.0	0.0	79.6	0.0	0.0
LOS by Move:	A	A	A	A	C	A	A	A	A	E	A	A
HCM2k95thQ:	0	12	0	0	81	0	0	0	0	27	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #3028: 237/GREAT AMERICA (N)



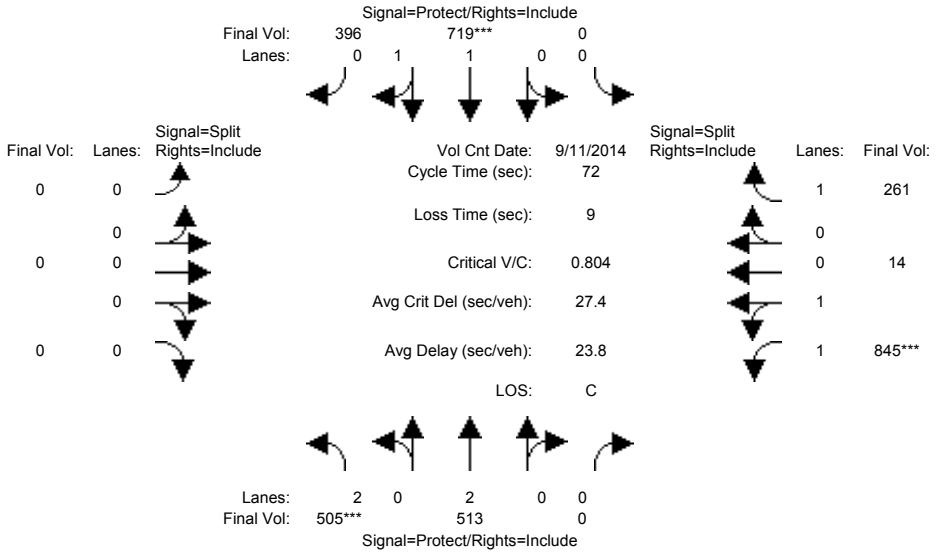
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	165	838	0	0	296	537	0	0	0	1721	31	393
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	838	0	0	296	537	0	0	0	1721	31	393
Added Vol:	5	0	0	0	0	0	0	0	0	7	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	838	0	0	296	537	0	0	0	1728	31	393
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	838	0	0	296	537	0	0	0	1728	31	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	838	0	0	296	537	0	0	0	1728	31	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	838	0	0	296	537	0	0	0	1728	31	393
Saturation 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	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3487	63	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.00	0.00	0.16	0.31	0.00	0.00	0.00	0.50	0.50	0.22
Crit Moves:	****					****				****		
Green Time:	7.0	28.4	0.0	0.0	21.4	21.4	0.0	0.0	0.0	34.6	34.6	34.6
Volume/Cap:	0.56	0.56	0.00	0.00	0.52	1.03	0.00	0.00	0.00	1.03	1.03	0.47
Delay/Veh:	33.2	17.4	0.0	0.0	21.4	65.3	0.0	0.0	0.0	49.1	49.1	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	17.4	0.0	0.0	21.4	65.3	0.0	0.0	0.0	49.1	49.1	13.0
LOS by Move:	C	B	A	A	C	E	A	A	A	D	D	B
HCM2k95thQ:	4	14	0	0	12	36	0	0	0	51	51	13

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #3028: 237/GREAT AMERICA (N)



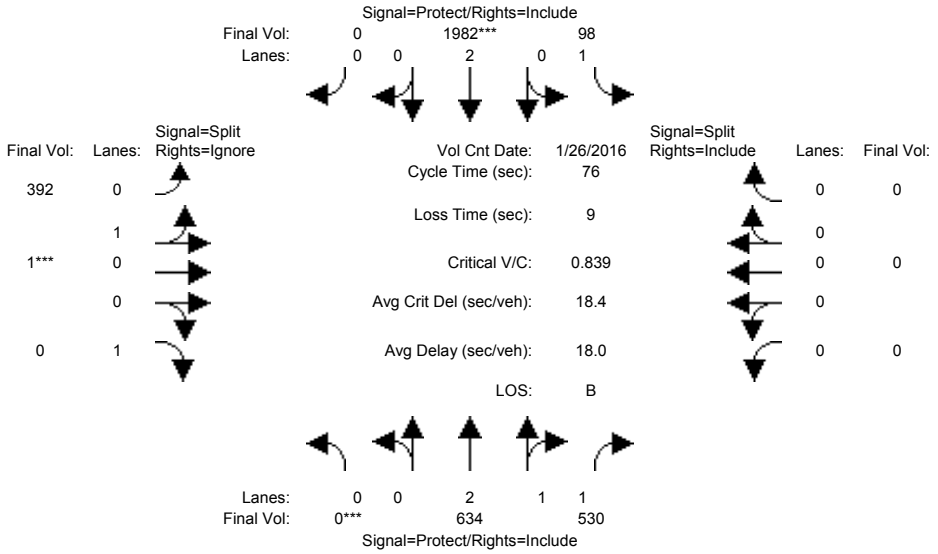
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:30-6:30PM												
Base Vol:	494	513	0	0	719	396	0	0	0	822	14	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:	494	513	0	0	719	396	0	0	0	822	14	261
Added Vol:	11	0	0	0	0	0	0	0	0	23	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	505	513	0	0	719	396	0	0	0	845	14	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:	505	513	0	0	719	396	0	0	0	845	14	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	513	0	0	719	396	0	0	0	845	14	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:	505	513	0	0	719	396	0	0	0	845	14	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.27	0.73	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	2385	1314	0	0	0	3492	58	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.24	0.24	0.15
Crit Moves:	****				****					****		
Green Time:	14.4	41.3	0.0	0.0	27.0	27.0	0.0	0.0	0.0	21.7	21.7	21.7
Volume/Cap:	0.80	0.24	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.80	0.80	0.50
Delay/Veh:	34.9	7.6	0.0	0.0	23.7	23.7	0.0	0.0	0.0	27.7	27.7	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	7.6	0.0	0.0	23.7	23.7	0.0	0.0	0.0	27.7	27.7	21.4
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	C
HCM2k95thQ:	13	5	0	0	24	24	0	0	0	21	21	11

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #3029: 237/GREAT AMERICA (S)



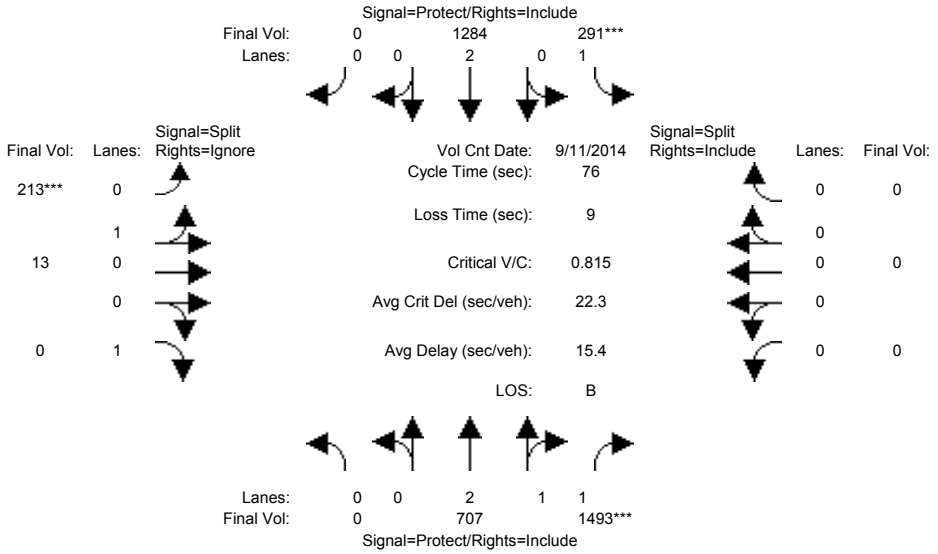
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	0	629	524	98	1975	0	392	1	690	0	0	0
Growth 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	629	524	98	1975	0	392	1	690	0	0	0
Added Vol:	0	5	6	0	7	0	0	0	6	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	634	530	98	1982	0	392	1	696	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	634	530	98	1982	0	392	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	634	530	98	1982	0	392	1	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	634	530	98	1982	0	392	1	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	2.10	1.90	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3984	3330	1750	3800	0	1795	5	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.06	0.52	0.00	0.22	0.22	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	0.0	29.9	29.9	17.3	47.2	0.0	19.8	19.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.40	0.25	0.84	0.00	0.84	0.84	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.7	16.7	24.3	14.2	0.0	39.3	39.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.7	16.7	24.3	14.2	0.0	39.3	39.3	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	D	D	A	A	A	A
HCM2k95thQ:	0	10	10	4	33	0	22	22	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #3029: 237/GREAT AMERICA (S)



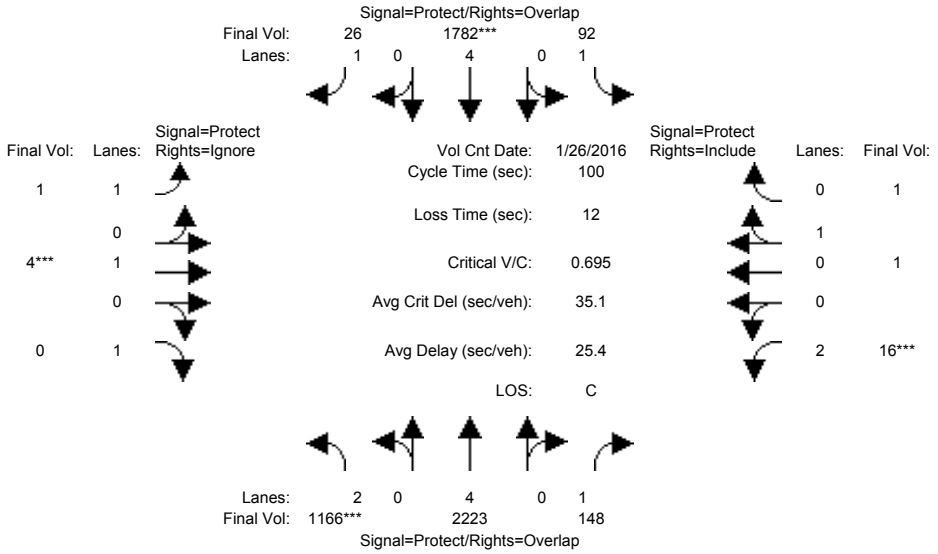
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	696	1481	291	1261	0	213	13	311	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	696	1481	291	1261	0	213	13	311	0	0	0
Added Vol:	0	11	12	0	23	0	0	0	20	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	707	1493	291	1284	0	213	13	331	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	707	1493	291	1284	0	213	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	707	1493	291	1284	0	213	13	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	707	1493	291	1284	0	213	13	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.94	0.06	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1696	104	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.43	0.17	0.34	0.00	0.13	0.13	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	39.8	39.8	15.5	55.3	0.0	11.7	11.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.81	0.81	0.46	0.00	0.81	0.81	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.6	17.1	42.3	4.4	0.0	47.8	47.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	17.1	42.3	4.4	0.0	47.8	47.8	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	D	D	A	A	A	A
HCM2k95thQ:	0	9	28	13	11	0	15	15	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



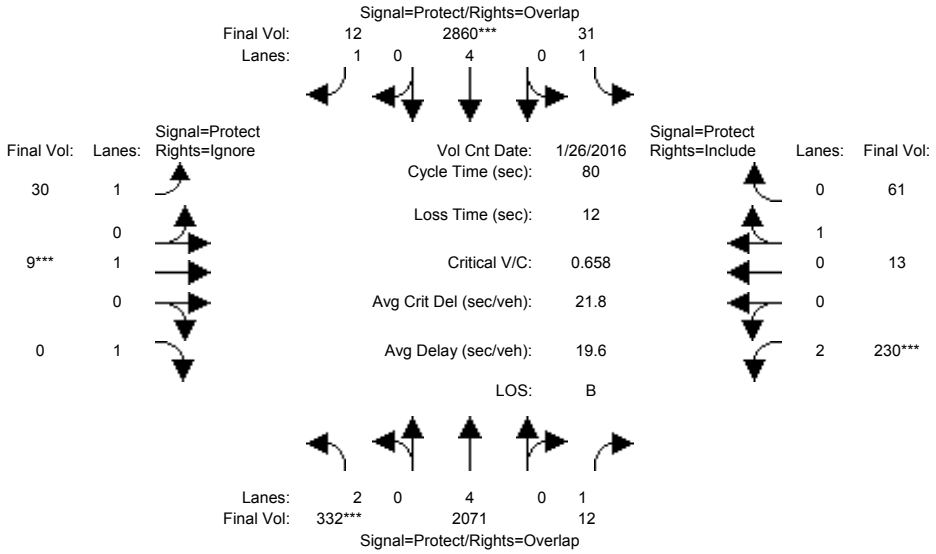
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	1166	2196	148	92	1760	26	1	4	253	16	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1166	2196	148	92	1760	26	1	4	253	16	1	1
Added Vol:	0	27	0	0	22	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1166	2223	148	92	1782	26	1	4	253	16	1	1
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:	1166	2223	148	92	1782	26	1	4	0	16	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1166	2223	148	92	1782	26	1	4	0	16	1	1
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:	1166	2223	148	92	1782	26	1	4	0	16	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	900	900
Capacity Analysis Module:												
Vol/Sat:	0.37	0.29	0.08	0.05	0.23	0.01	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****			****		****		
Green Time:	43.5	57.3	64.3	13.7	27.5	34.5	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	0.85	0.51	0.13	0.38	0.85	0.04	0.01	0.02	0.00	0.07	0.01	0.01
Delay/Veh:	30.7	13.0	7.0	40.3	37.9	21.8	43.3	40.6	0.0	43.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	13.0	7.0	40.3	37.9	21.8	43.3	40.6	0.0	43.6	40.6	40.6
LOS by Move:	C	B	A	D	D	C	D	D	A	D	D	D
HCM2k95thQ:	32	18	4	6	25	1	0	0	0	1	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



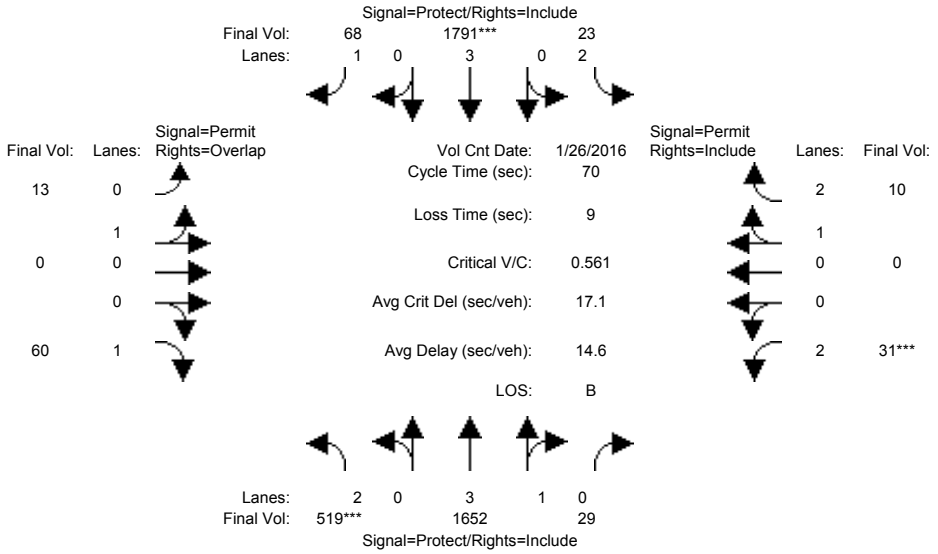
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	332	1984	12	31	2813	12	30	9	1304	230	13	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	332	1984	12	31	2813	12	30	9	1304	230	13	61
Added Vol:	0	87	0	0	47	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	332	2071	12	31	2860	12	30	9	1304	230	13	61
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:	332	2071	12	31	2860	12	30	9	0	230	13	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	2071	12	31	2860	12	30	9	0	230	13	61
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:	332	2071	12	31	2860	12	30	9	0	230	13	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.18	0.82
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	316	1484
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.01	0.02	0.38	0.01	0.02	0.00	0.00	0.07	0.04	0.04
Crit Moves:	****				****			****			****	
Green Time:	11.0	38.1	45.8	12.2	39.3	46.6	7.3	10.0	0.0	7.6	10.4	10.4
Volume/Cap:	0.77	0.57	0.01	0.12	0.77	0.01	0.19	0.04	0.00	0.77	0.32	0.32
Delay/Veh:	41.2	15.3	7.4	29.4	17.5	7.0	34.2	30.8	0.0	46.4	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	15.3	7.4	29.4	17.5	7.0	34.2	30.8	0.0	46.4	32.4	32.4
LOS by Move:	D	B	A	C	B	A	C	C	A	D	C	C
HCM2k95thQ:	10	16	0	1	26	0	1	0	0	10	4	4

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #4003: GREAT AMERICA / OLD GLORY



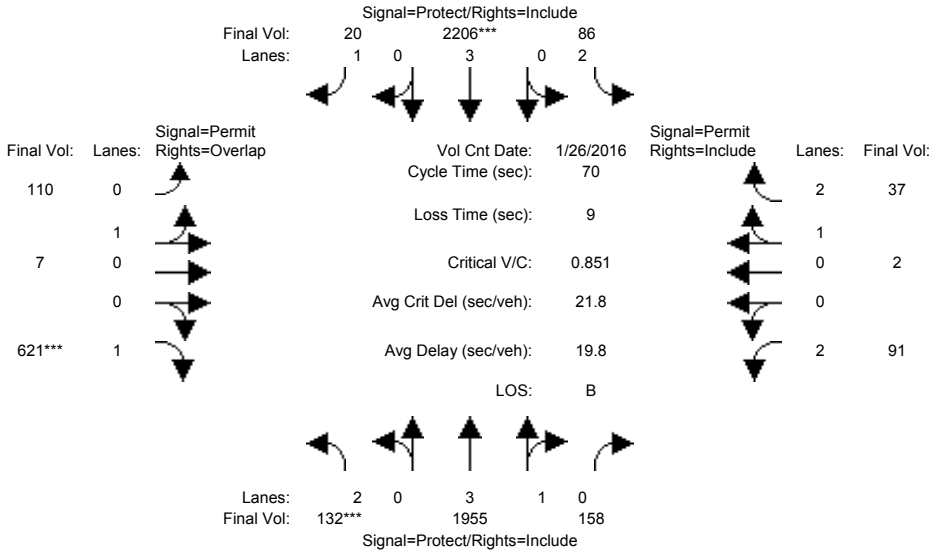
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	519	1652	2	17	1791	68	13	0	60	9	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	519	1652	2	17	1791	68	13	0	60	9	0	5
Added Vol:	0	0	27	6	0	0	0	0	0	22	0	5
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	519	1652	29	23	1791	68	13	0	60	31	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:	519	1652	29	23	1791	68	13	0	60	31	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	519	1652	29	23	1791	68	13	0	60	31	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:	519	1652	29	23	1791	68	13	0	60	31	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.93	0.07	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7370	129	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.16	0.22	0.22	0.01	0.31	0.04	0.01	0.00	0.03	0.01	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	17.5	35.3	35.3	15.7	33.5	33.5	10.0	0.0	27.5	10.0	0.0	10.0
Volume/Cap:	0.66	0.44	0.44	0.03	0.66	0.08	0.05	0.00	0.09	0.07	0.00	0.01
Delay/Veh:	25.6	11.2	11.2	21.2	14.5	10.0	26.0	0.0	13.4	26.0	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:	25.6	11.2	11.2	21.2	14.5	10.0	26.0	0.0	13.4	26.0	0.0	25.8
LOS by Move:	C	B	B	C	B	A	C	A	B	C	A	C
HCM2k95thQ:	12	11	11	0	18	2	1	0	2	1	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #4003: GREAT AMERICA / OLD GLORY



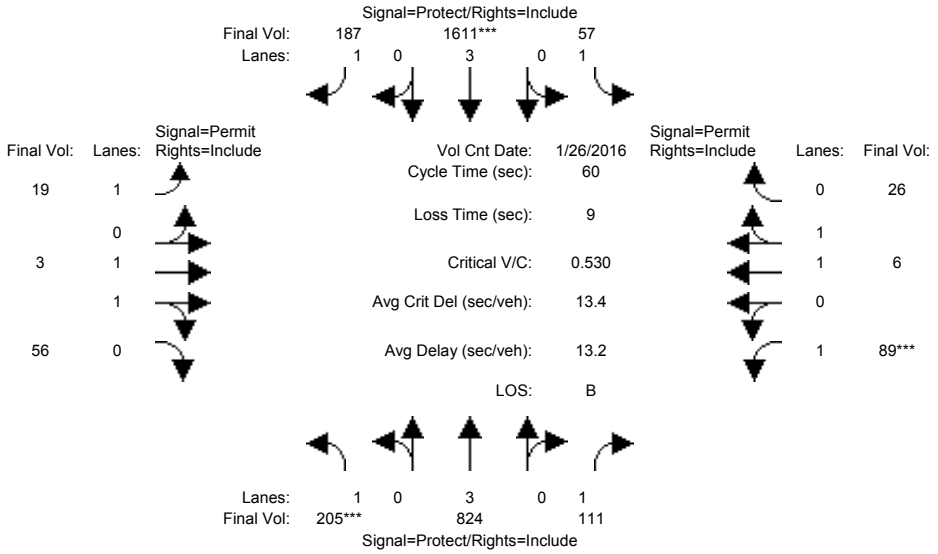
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	132	1999	27	56	2216	20	110	7	621	21	2	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1999	27	56	2216	20	110	7	621	21	2	21
Added Vol:	0	0	87	20	0	0	0	0	0	47	0	11
ATI:	0	-44	44	10	-10	0	0	0	0	23	0	5
Initial Fut:	132	1955	158	86	2206	20	110	7	621	91	2	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1955	158	86	2206	20	110	7	621	91	2	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1955	158	86	2206	20	110	7	621	91	2	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1955	158	86	2206	20	110	7	621	91	2	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	2.00	3.69	0.31	2.00	3.00	1.00	0.94	0.06	1.00	2.00	0.15	2.85
Final Sat.:	3150	6938	561	3150	5700	1750	1692	108	1750	3150	277	5123
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.03	0.39	0.01	0.07	0.07	0.35	0.03	0.01	0.01
Crit Moves:	****				****				****			
Green Time:	7.0	29.2	29.2	10.4	32.6	32.6	21.4	21.4	28.4	21.4	21.4	21.4
Volume/Cap:	0.42	0.68	0.68	0.18	0.83	0.02	0.21	0.21	0.87	0.09	0.02	0.02
Delay/Veh:	30.5	17.2	17.2	26.3	18.7	10.1	18.2	18.2	30.7	17.4	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	17.2	17.2	26.3	18.7	10.1	18.2	18.2	30.7	17.4	17.0	17.0
LOS by Move:	C	B	B	C	B	B	B	B	C	B	B	B
HCM2k95thQ:	3	18	18	2	26	1	4	4	26	2	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



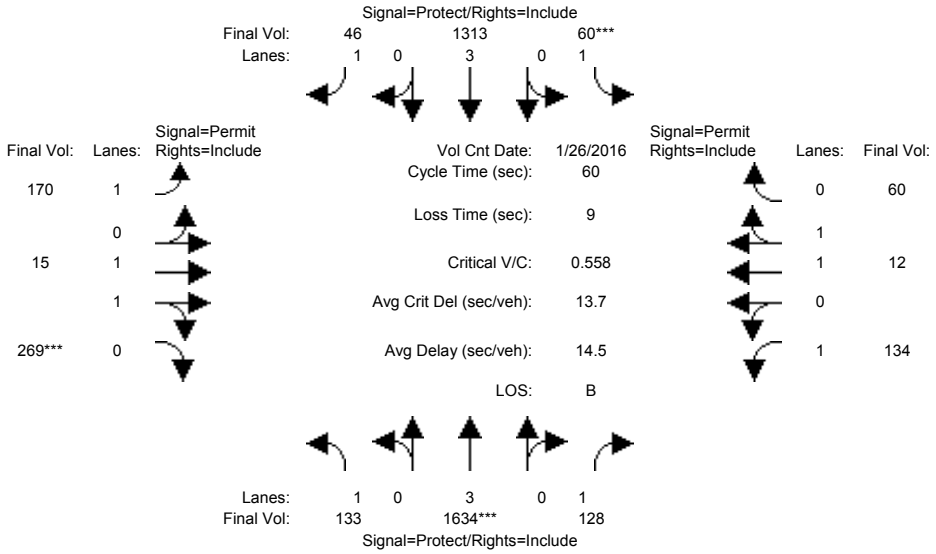
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	205	813	111	57	1598	187	19	3	56	89	6	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	813	111	57	1598	187	19	3	56	89	6	26
Added Vol:	0	11	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	824	111	57	1611	187	19	3	56	89	6	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	824	111	57	1611	187	19	3	56	89	6	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	824	111	57	1611	187	19	3	56	89	6	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	824	111	57	1611	187	19	3	56	89	6	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.12	0.14	0.06	0.03	0.28	0.11	0.01	0.00	0.03	0.05	0.00	0.01
Crit Moves:	****				****					****		
Green Time:	12.0	24.1	24.1	16.9	29.0	29.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.59	0.36	0.16	0.12	0.59	0.22	0.07	0.01	0.19	0.31	0.02	0.09
Delay/Veh:	24.3	12.6	11.6	16.1	11.5	9.1	21.2	20.9	21.8	22.5	20.9	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	12.6	11.6	16.1	11.5	9.1	21.2	20.9	21.8	22.5	20.9	21.3
LOS by Move:	C	B	B	B	B	A	C	C	C	C	C	C
HCM2k95thQ:	7	7	3	2	13	4	1	0	2	4	0	1

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



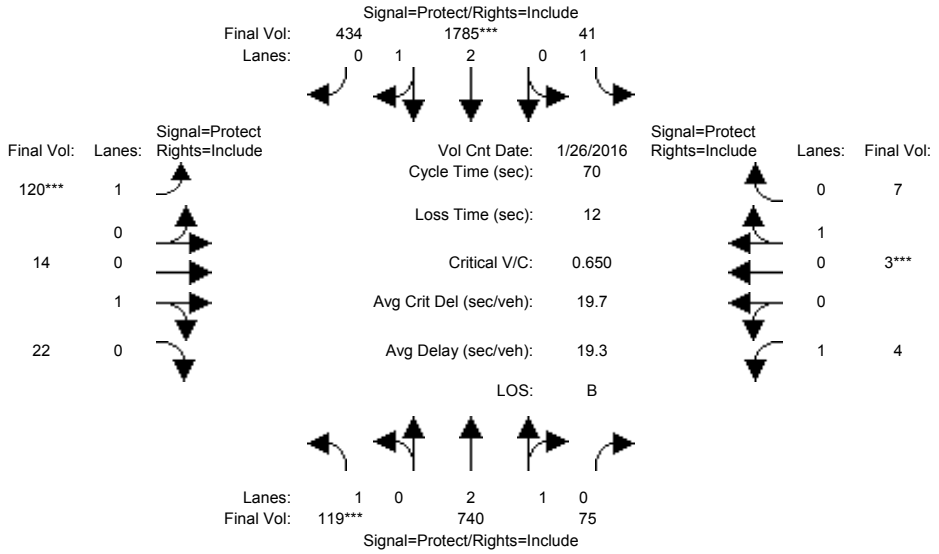
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	133	1611	128	60	1270	46	170	15	269	134	12	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1611	128	60	1270	46	170	15	269	134	12	60
Added Vol:	0	23	0	0	43	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1634	128	60	1313	46	170	15	269	134	12	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1634	128	60	1313	46	170	15	269	134	12	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1634	128	60	1313	46	170	15	269	134	12	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1634	128	60	1313	46	170	15	269	134	12	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:	0.08	0.29	0.07	0.03	0.23	0.03	0.10	0.01	0.15	0.08	0.01	0.03
Crit Moves:		****		****					****			
Green Time:	12.0	28.6	28.6	7.0	23.7	23.7	15.4	15.4	15.4	15.4	15.4	15.4
Volume/Cap:	0.38	0.60	0.15	0.29	0.58	0.07	0.38	0.03	0.60	0.30	0.02	0.13
Delay/Veh:	21.5	11.9	8.9	25.0	14.7	11.3	18.9	16.7	21.8	18.4	16.7	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	11.9	8.9	25.0	14.7	11.3	18.9	16.7	21.8	18.4	16.7	17.3
LOS by Move:	C	B	A	C	B	B	B	B	C	B	B	B
HCM2k95thQ:	4	13	3	2	11	1	6	0	11	5	0	2

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #4005: GREAT AMERICA / ALVISO



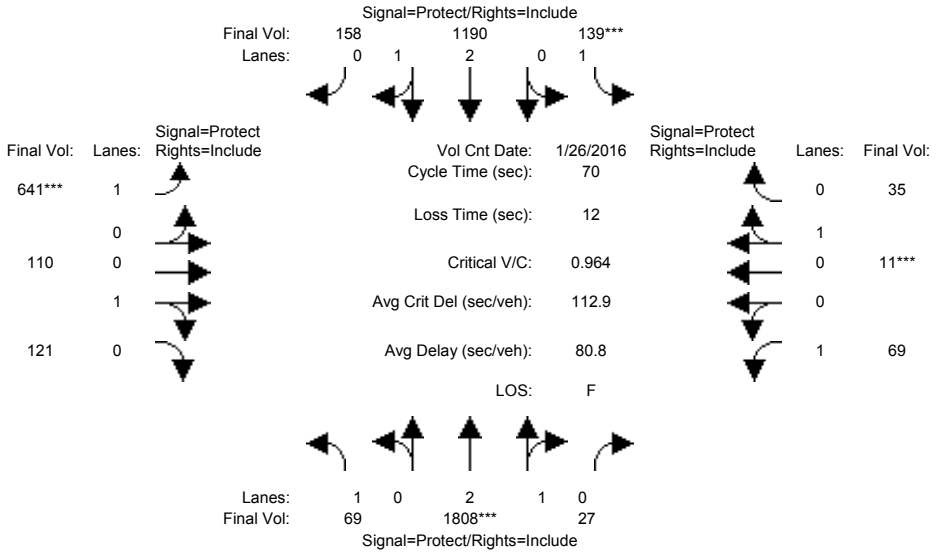
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	119	729	75	41	1772	434	120	14	22	4	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	729	75	41	1772	434	120	14	22	4	3	7
Added Vol:	0	11	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	740	75	41	1785	434	120	14	22	4	3	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	740	75	41	1785	434	120	14	22	4	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	740	75	41	1785	434	120	14	22	4	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	740	75	41	1785	434	120	14	22	4	3	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.71	0.29	1.00	2.39	0.61	1.00	0.39	0.61	1.00	0.30	0.70
Final Sat.:	1750	5084	515	1750	4503	1095	1750	700	1100	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.02	0.40	0.40	0.07	0.02	0.02	0.00	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	7.0	24.3	24.3	16.7	34.0	34.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.68	0.42	0.42	0.10	0.82	0.82	0.69	0.14	0.14	0.02	0.04	0.04
Delay/Veh:	40.8	17.6	17.6	20.9	17.4	17.4	41.2	26.5	26.5	28.5	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	17.6	17.6	20.9	17.4	17.4	41.2	26.5	26.5	28.5	25.9	25.9
LOS by Move:	D	B	B	C	B	B	D	C	C	C	C	C
HCM2k95thQ:	6	9	9	1	25	25	8	2	2	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #4005: GREAT AMERICA / ALVISO



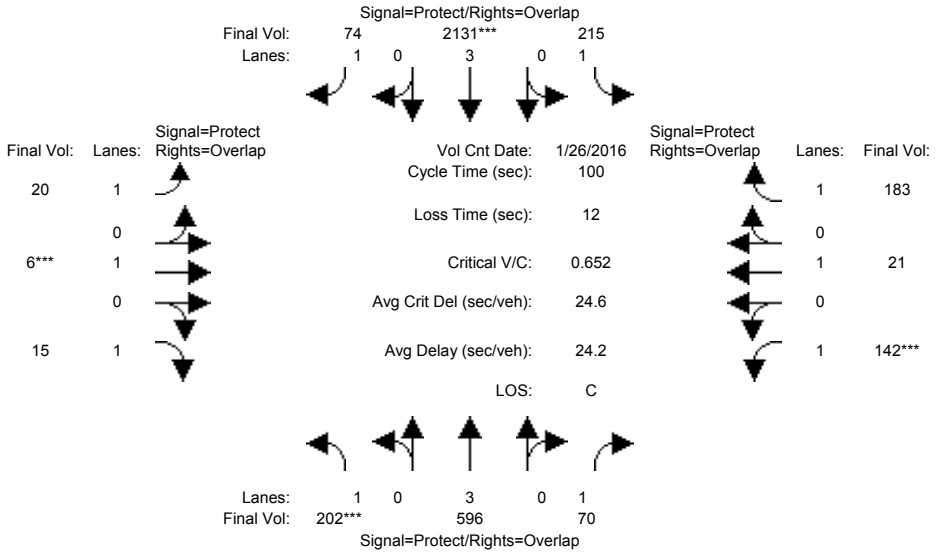
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	69	1785	27	139	1147	158	641	110	121	69	11	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1785	27	139	1147	158	641	110	121	69	11	35
Added Vol:	0	23	0	0	43	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1808	27	139	1190	158	641	110	121	69	11	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1808	27	139	1190	158	641	110	121	69	11	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1808	27	139	1190	158	641	110	121	69	11	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1808	27	139	1190	158	641	110	121	69	11	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.64	0.36	1.00	0.48	0.52	1.00	0.24	0.76
Final Sat.:	1750	5517	82	1750	4943	656	1750	857	943	1750	430	1370
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.08	0.24	0.24	0.37	0.13	0.13	0.04	0.03	0.03
Crit Moves:		****			****			****			****	
Green Time:	7.7	19.4	19.4	7.0	18.6	18.6	21.6	18.6	18.6	13.0	10.0	10.0
Volume/Cap:	0.36	1.18	1.18	0.79	0.90	0.90	1.18	0.48	0.48	0.21	0.18	0.18
Delay/Veh:	30.0	115	115.4	52.4	33.0	33.0	125.0	22.4	22.4	24.5	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	115	115.4	52.4	33.0	33.0	125.0	22.4	22.4	24.5	26.7	26.7
LOS by Move:	C	F	F	D	C	C	F	C	C	C	C	C
HCM2k95thQ:	3	43	43	7	20	20	51	10	10	3	2	2

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #4006: GREAT AMERICA / YERBA BUENA



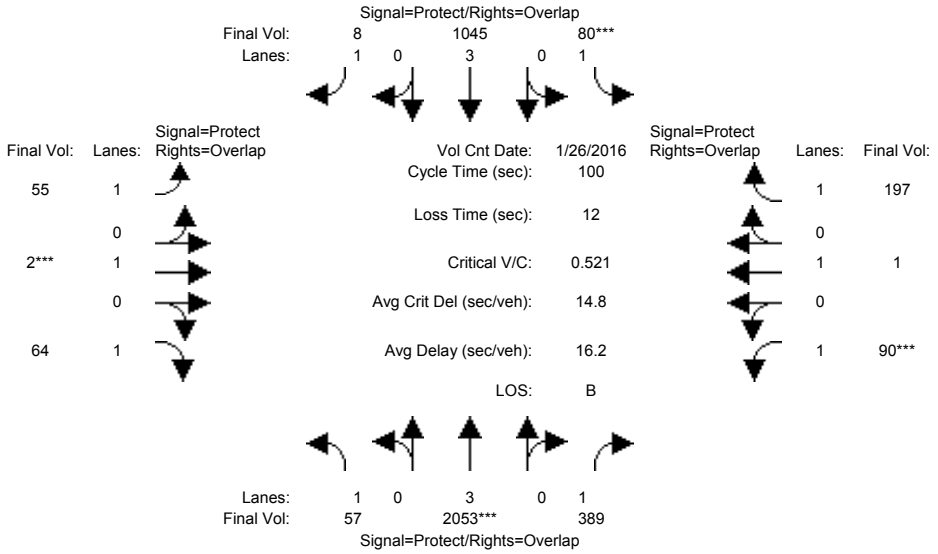
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	202	585	70	215	2118	74	20	6	15	142	21	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	585	70	215	2118	74	20	6	15	142	21	183
Added Vol:	0	11	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	596	70	215	2131	74	20	6	15	142	21	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	596	70	215	2131	74	20	6	15	142	21	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	596	70	215	2131	74	20	6	15	142	21	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	596	70	215	2131	74	20	6	15	142	21	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:	0.12	0.10	0.04	0.12	0.37	0.04	0.01	0.00	0.01	0.08	0.01	0.10
Crit Moves:	****				****			****		****		
Green Time:	15.8	30.8	41.9	36.1	51.1	59.8	8.7	10.0	25.8	11.1	12.4	48.6
Volume/Cap:	0.73	0.34	0.10	0.34	0.73	0.07	0.13	0.03	0.03	0.73	0.09	0.22
Delay/Veh:	49.7	26.9	17.7	23.6	20.1	8.5	42.6	40.7	27.8	56.3	39.0	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	26.9	17.7	23.6	20.1	8.5	42.6	40.7	27.8	56.3	39.0	14.9
LOS by Move:	D	C	B	C	C	A	D	D	C	E	D	B
HCM2k95thQ:	13	9	3	9	28	2	1	0	1	12	1	7

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #4006: GREAT AMERICA / YERBA BUENA



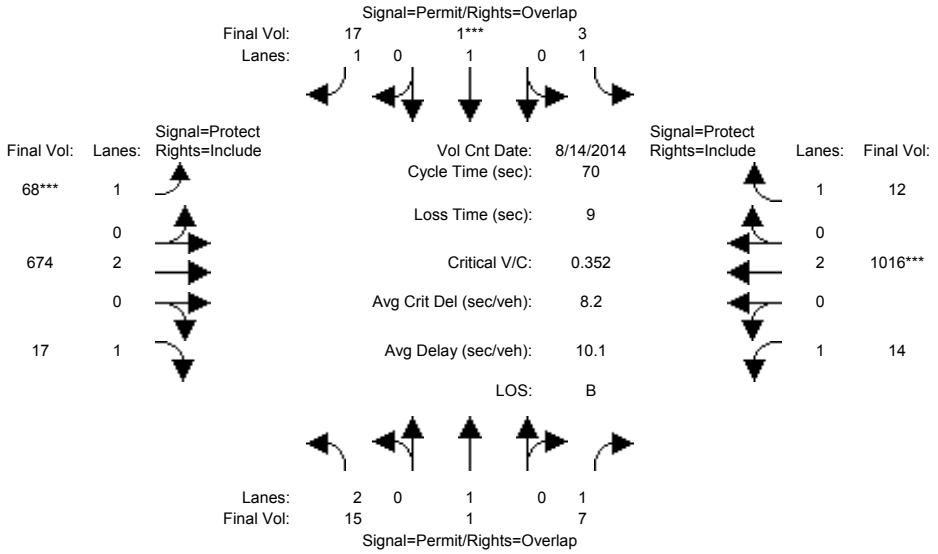
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Jan 2016 <<												
Base Vol:	57	2030	389	80	1002	8	55	2	64	90	1	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	2030	389	80	1002	8	55	2	64	90	1	197
Added Vol:	0	23	0	0	43	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	2053	389	80	1045	8	55	2	64	90	1	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	2053	389	80	1045	8	55	2	64	90	1	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2053	389	80	1045	8	55	2	64	90	1	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	2053	389	80	1045	8	55	2	64	90	1	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.36	0.22	0.05	0.18	0.00	0.03	0.00	0.04	0.05	0.00	0.11
Crit Moves:		****		****				****		****		
Green Time:	19.1	61.4	70.2	7.8	50.1	57.8	7.7	10.0	29.1	8.8	11.0	18.8
Volume/Cap:	0.17	0.59	0.32	0.59	0.37	0.01	0.41	0.01	0.13	0.59	0.00	0.60
Delay/Veh:	34.0	11.9	5.9	51.0	15.3	8.9	45.9	40.6	26.2	49.6	39.6	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	11.9	5.9	51.0	15.3	8.9	45.9	40.6	26.2	49.6	39.6	40.1
LOS by Move:	C	B	A	D	B	A	D	D	C	D	D	D
HCM2k95thQ:	3	21	9	5	12	0	5	0	3	8	0	13

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #4007: TASMAN / CONVENTION CENTER



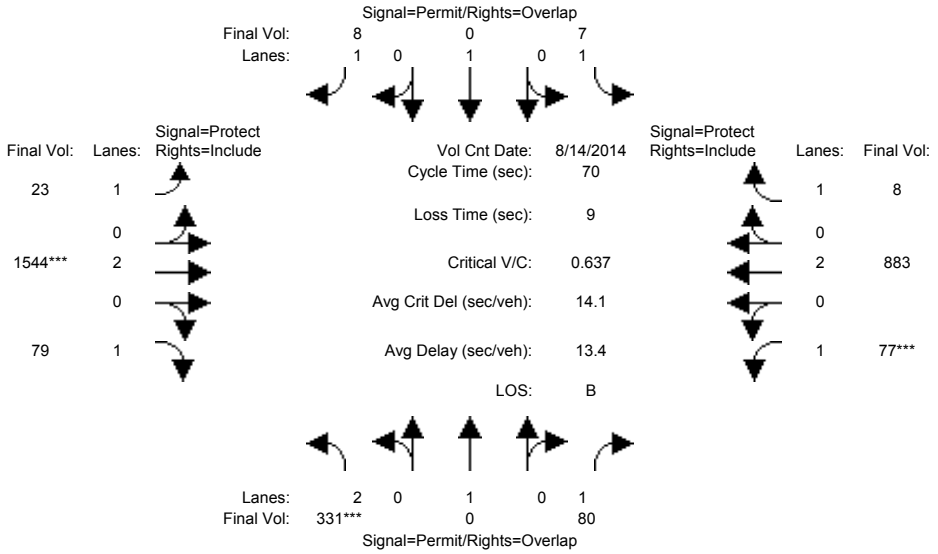
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Aug 2014 <<												
Base Vol:	7	1	4	3	1	17	68	674	6	10	1016	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1	4	3	1	17	68	674	6	10	1016	12
Added Vol:	8	0	3	0	0	0	0	0	11	4	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1	7	3	1	17	68	674	17	14	1016	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1	7	3	1	17	68	674	17	14	1016	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1	7	3	1	17	68	674	17	14	1016	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1	7	3	1	17	68	674	17	14	1016	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.04	0.18	0.01	0.01	0.27	0.01
Crit Moves:					****		****				****	
Green Time:	10.0	10.0	28.4	10.0	10.0	17.0	7.0	32.6	32.6	18.4	44.0	44.0
Volume/Cap:	0.03	0.00	0.01	0.01	0.00	0.04	0.39	0.38	0.02	0.03	0.43	0.01
Delay/Veh:	25.9	25.7	12.4	25.8	25.7	20.3	30.9	12.3	10.1	19.2	6.7	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.7	12.4	25.8	25.7	20.3	30.9	12.3	10.1	19.2	6.7	4.9
LOS by Move:	C	C	B	C	C	C	C	B	B	B	A	A
HCM2k95thQ:	0	0	0	0	0	1	3	9	0	0	11	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #4007: TASMAN / CONVENTION CENTER



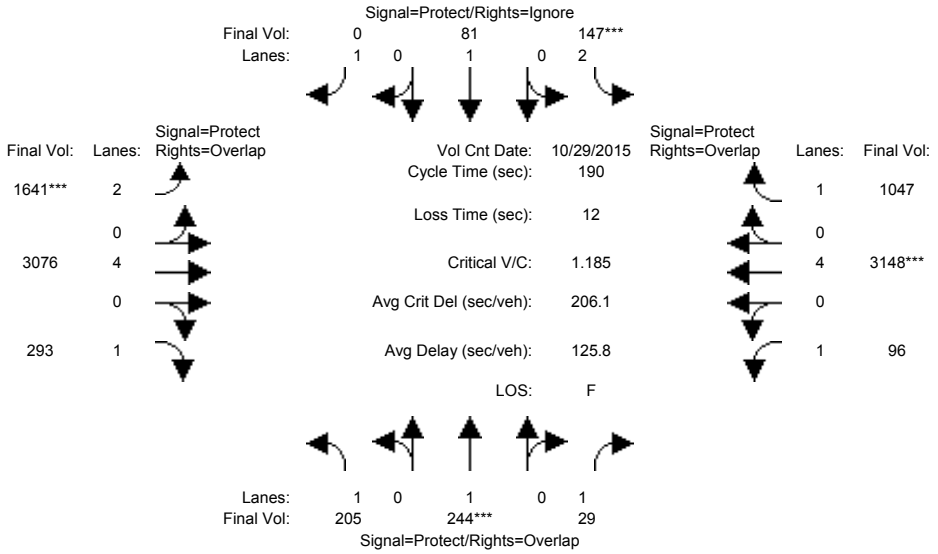
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Aug 2014 <<												
Base Vol:	304	0	70	7	0	8	23	1561	29	59	889	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	0	70	7	0	8	23	1561	29	59	889	8
Added Vol:	18	0	7	0	0	0	0	0	33	12	0	0
ATI:	9	0	3	0	0	0	0	-17	17	6	-6	0
Initial Fut:	331	0	80	7	0	8	23	1544	79	77	883	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	0	80	7	0	8	23	1544	79	77	883	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	0	80	7	0	8	23	1544	79	77	883	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	0	80	7	0	8	23	1544	79	77	883	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.05	0.00	0.00	0.00	0.01	0.41	0.05	0.04	0.23	0.00
Crit Moves:	****							****		****		
Green Time:	11.1	0.0	18.1	11.1	0.0	26.1	15.0	42.9	42.9	7.0	34.9	34.9
Volume/Cap:	0.66	0.00	0.18	0.03	0.00	0.01	0.06	0.66	0.07	0.44	0.47	0.01
Delay/Veh:	31.0	0.0	20.4	24.9	0.0	13.8	22.0	9.6	5.5	31.4	11.7	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	0.0	20.4	24.9	0.0	13.8	22.0	9.6	5.5	31.4	11.7	8.8
LOS by Move:	C	A	C	C	A	B	C	A	A	C	B	A
HCM2k95thQ:	10	0	3	0	0	0	1	19	1	3	12	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (AM)

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



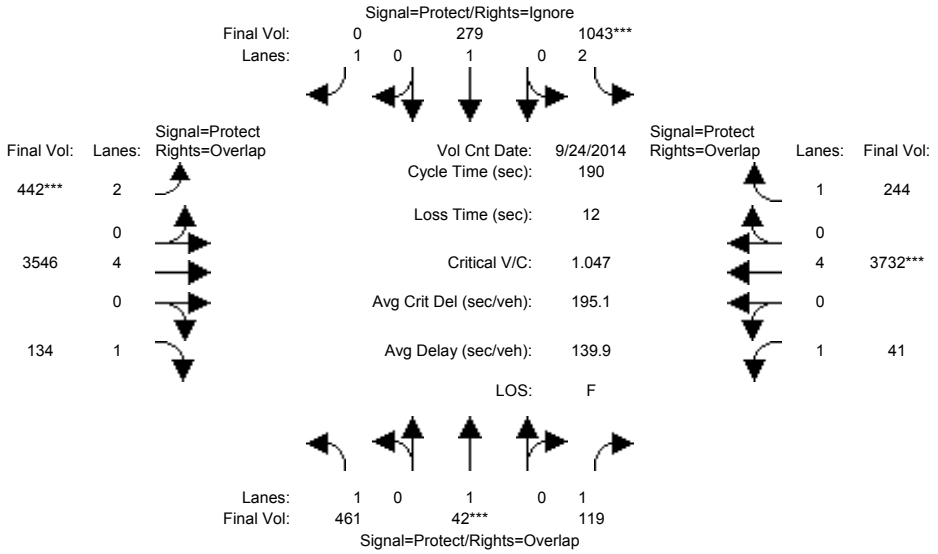
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	205	244	29	142	81	387	1639	3076	293	96	3148	1041
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	244	29	142	81	387	1639	3076	293	96	3148	1041
Added Vol:	0	0	0	5	0	2	2	0	0	0	0	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	244	29	147	81	389	1641	3076	293	96	3148	1047
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	244	29	147	81	0	1641	3076	293	96	3148	1047
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	244	29	147	81	0	1641	3076	293	96	3148	1047
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	244	29	147	81	0	1641	3076	293	96	3148	1047
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.02	0.05	0.04	0.00	0.52	0.40	0.17	0.05	0.41	0.60
Crit Moves:		****		****			****				****	
Green Time:	16.7	12.7	31.2	14.0	10.0	0.0	51.3	133	149.4	18.6	100	114.0
Volume/Cap:	1.34	1.93	0.10	0.63	0.81	0.00	1.93	0.58	0.21	0.56	0.79	1.00
Delay/Veh:	275.4	534	67.6	91.1	126	0.0	491.2	14.6	5.3	86.0	37.5	64.9
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:	275.4	534	67.6	91.1	126	0.0	491.2	14.6	5.3	86.0	37.5	64.9
LOS by Move:	F	F	E	F	F	A	F	B	A	F	D	E
HCM2k95thQ:	36	48	3	12	12	0	171	37	9	12	58	108

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (PM)

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



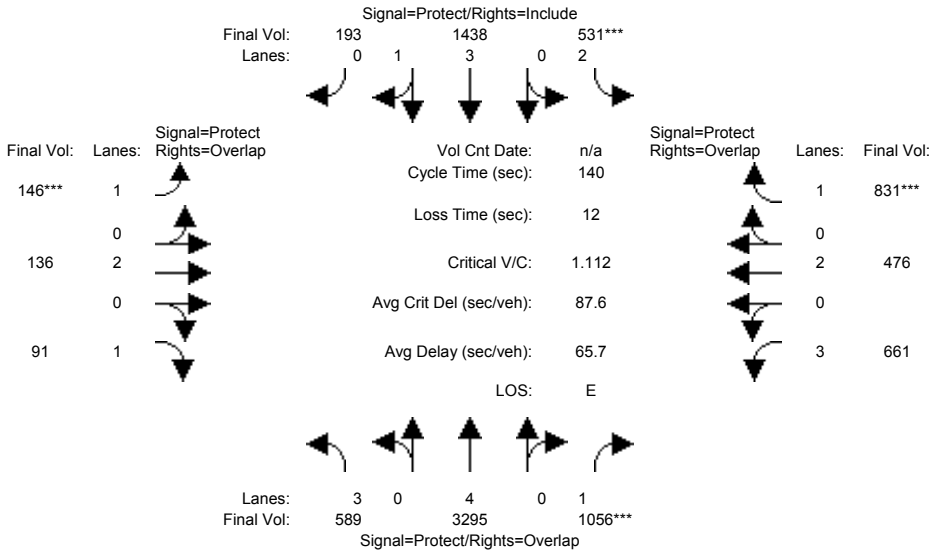
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	36	36	37	44	44	30	105	105	12	87	87
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	461	42	119	1032	279	1208	434	3546	134	41	3732	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	461	42	119	1032	279	1208	434	3546	134	41	3732	224
Added Vol:	0	0	0	11	0	4	8	0	0	0	0	20
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	461	42	119	1043	279	1212	442	3546	134	41	3732	244
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	461	42	119	1043	279	0	442	3546	134	41	3732	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	42	119	1043	279	0	442	3546	134	41	3732	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	461	42	119	1043	279	0	442	3546	134	41	3732	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.02	0.07	0.33	0.15	0.00	0.14	0.47	0.08	0.02	0.49	0.14
Crit Moves:		****		****			****				****	
Green Time:	27.3	33.9	45.1	34.8	41.4	0.0	28.2	98.8	126.0	11.3	81.8	116.6
Volume/Cap:	1.83	0.12	0.29	1.81	0.67	0.00	0.94	0.90	0.12	0.39	1.14	0.23
Delay/Veh:	477.3	69.9	63.4	452.8	76.8	0.0	113.3	35.2	4.9	94.0	134	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	477.3	69.9	63.4	452.8	76.8	0.0	113.3	35.2	4.9	94.0	134	25.0
LOS by Move:	F	E	E	F	E	A	F	D	A	F	F	C
HCM2k95thQ:	89	4	12	110	28	0	33	72	2	6	109	18

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



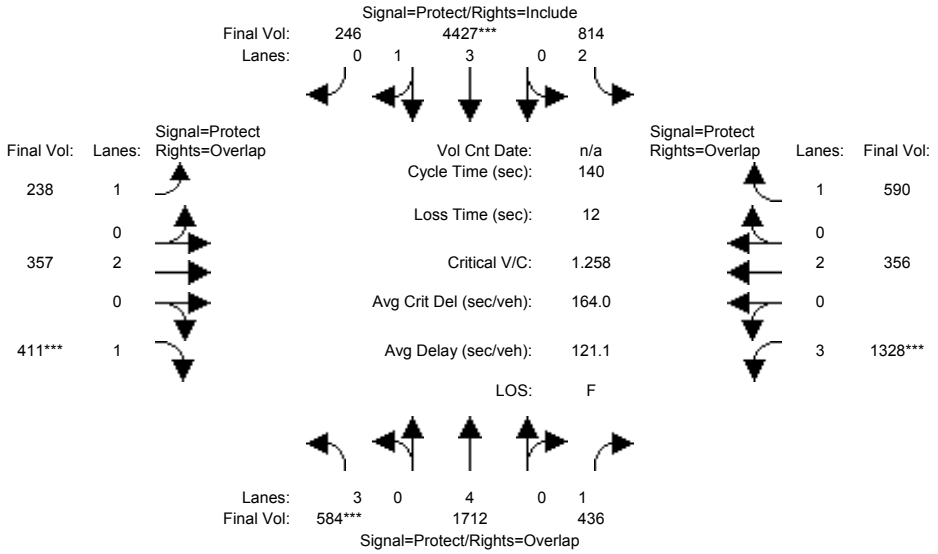
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	560	2885	1013	517	1176	193	131	126	88	620	415	698
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	2885	1013	517	1176	193	131	126	88	620	415	698
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	29	410	43	14	262	0	15	10	3	41	61	133
Initial Fut:	589	3295	1056	531	1438	193	146	136	91	661	476	831
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	589	3295	1056	531	1438	193	146	136	91	661	476	831
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	589	3295	1056	531	1438	193	146	136	91	661	476	831
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	589	3295	1056	531	1438	193	146	136	91	661	476	831
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.51	0.49	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6611	887	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.60	0.17	0.22	0.22	0.08	0.04	0.05	0.15	0.13	0.47
Crit Moves:			****	****			****					****
Green Time:	29.4	57.7	90.6	21.2	49.5	49.5	10.5	16.2	45.6	32.9	38.6	59.8
Volume/Cap:	0.62	1.05	0.93	1.11	0.62	0.62	1.11	0.31	0.16	0.62	0.45	1.11
Delay/Veh:	51.4	73.1	35.5	134.7	37.8	37.8	176.4	57.2	33.7	49.0	42.3	108.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	73.1	35.5	134.7	37.8	37.8	176.4	57.2	33.7	49.0	42.3	108.1
LOS by Move:	D	E	D	F	D	D	F	E	C	D	D	F
HCM2k95thQ:	18	68	73	30	24	24	21	6	6	19	15	79

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



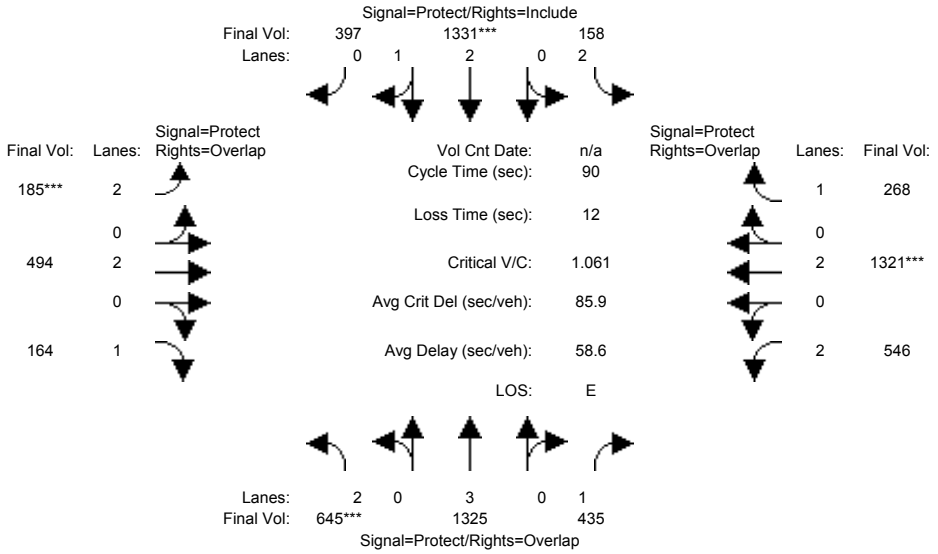
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	584	1392	422	639	3400	223	237	340	404	1199	308	552
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	584	1392	422	639	3400	223	237	340	404	1199	308	552
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	320	14	175	1027	23	1	17	7	129	48	38
Initial Fut:	584	1712	436	814	4427	246	238	357	411	1328	356	590
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	584	1712	436	814	4427	246	238	357	411	1328	356	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	584	1712	436	814	4427	246	238	357	411	1328	356	590
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	584	1712	436	814	4427	246	238	357	411	1328	356	590
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.78	0.22	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7105	395	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.25	0.26	0.62	0.62	0.14	0.09	0.23	0.29	0.09	0.34
Crit Moves:	****				****				****	****		
Green Time:	14.3	39.0	71.4	44.7	69.4	69.4	26.3	11.9	26.1	32.5	18.1	62.8
Volume/Cap:	1.26	0.81	0.49	0.81	1.26	1.26	0.73	1.11	1.26	1.26	0.73	0.75
Delay/Veh:	195.3	49.5	22.8	48.7	154	153.5	61.3	147	195.4	177.5	63.9	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	195.3	49.5	22.8	48.7	154	153.5	61.3	147	195.4	177.5	63.9	36.2
LOS by Move:	F	D	C	D	F	F	E	F	F	F	E	D
HCM2k95thQ:	30	31	23	31	116	116	21	23	52	60	14	38

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #1207: GREAT AMERICA/TASMAN



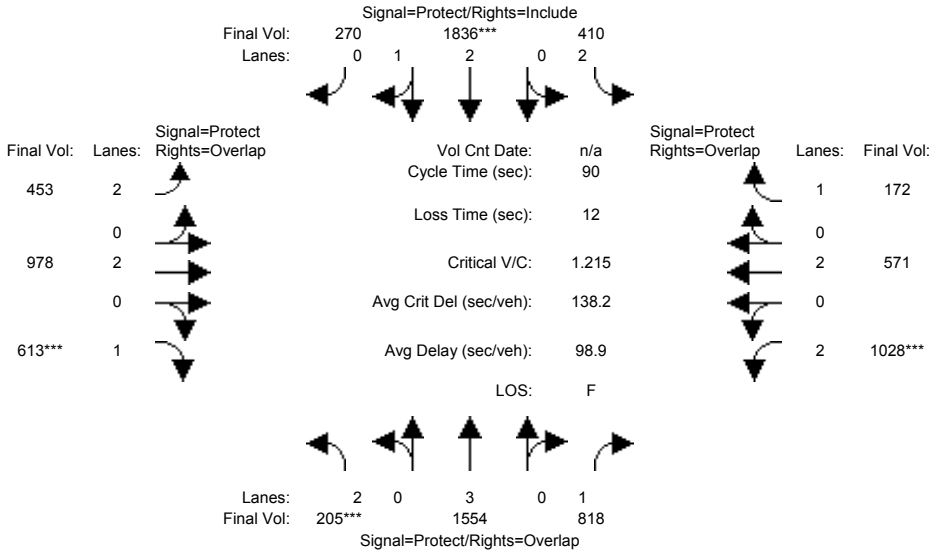
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	557	967	205	79	1195	386	126	294	138	451	1089	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	557	967	205	79	1195	386	126	294	138	451	1089	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	88	358	230	79	136	11	59	200	26	95	232	61
Initial Fut:	645	1325	435	158	1331	397	185	494	164	546	1321	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	645	1325	435	158	1331	397	185	494	164	546	1321	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	645	1325	435	158	1331	397	185	494	164	546	1321	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	645	1325	435	158	1331	397	185	494	164	546	1321	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.29	0.71	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	4312	1286	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.23	0.25	0.05	0.31	0.31	0.06	0.13	0.09	0.17	0.35	0.15
Crit Moves:	****				****		****				****	
Green Time:	16.9	31.7	52.1	10.6	25.5	25.5	7.0	15.3	32.2	20.4	28.7	39.3
Volume/Cap:	1.09	0.66	0.43	0.43	1.09	1.09	0.76	0.77	0.26	0.77	1.09	0.35
Delay/Veh:	101.0	25.4	10.9	37.6	84.2	84.2	53.2	41.1	20.7	37.5	85.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.0	25.4	10.9	37.6	84.2	84.2	53.2	41.1	20.7	37.5	85.2	17.2
LOS by Move:	F	C	B	D	F	F	D	D	C	D	F	B
HCM2k95thQ:	29	19	14	5	39	39	7	13	7	16	44	10

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #1207: GREAT AMERICA/TASMAN



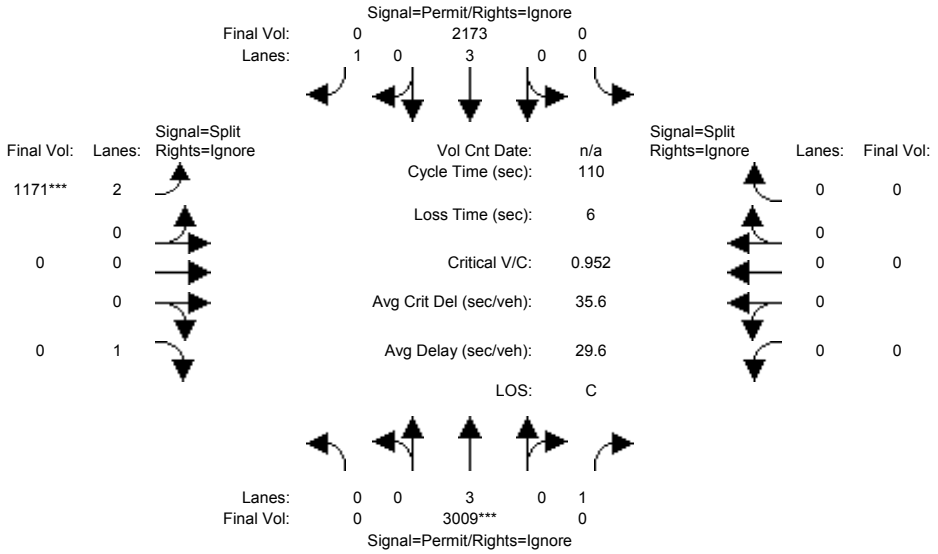
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	190	1354	598	295	1272	126	385	827	483	471	355	116
Growth Adj:	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:	190	1354	598	295	1272	126	385	827	483	471	355	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	15	200	220	115	564	144	68	151	130	557	216	56
Initial Fut:	205	1554	818	410	1836	270	453	978	613	1028	571	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1554	818	410	1836	270	453	978	613	1028	571	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1554	818	410	1836	270	453	978	613	1028	571	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	1554	818	410	1836	270	453	978	613	1028	571	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.60	0.40	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	4881	718	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.47	0.13	0.38	0.38	0.14	0.26	0.35	0.33	0.15	0.10
Crit Moves:	****				****				****	****		
Green Time:	7.0	23.3	47.0	11.1	27.4	27.4	21.3	19.8	26.8	23.8	22.3	33.4
Volume/Cap:	0.84	1.05	0.89	1.05	1.24	1.24	0.61	1.17	1.17	1.24	0.61	0.26
Delay/Veh:	62.5	72.5	30.4	100.0	143	142.7	32.0	123	128.8	149.6	31.1	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	72.5	30.4	100.0	143	142.7	32.0	123	128.8	149.6	31.1	20.0
LOS by Move:	E	E	C	F	F	F	C	F	F	F	C	B
HCM2k95thQ:	8	34	40	18	58	58	13	39	51	51	13	7

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #1208: BOWERS/101 SB



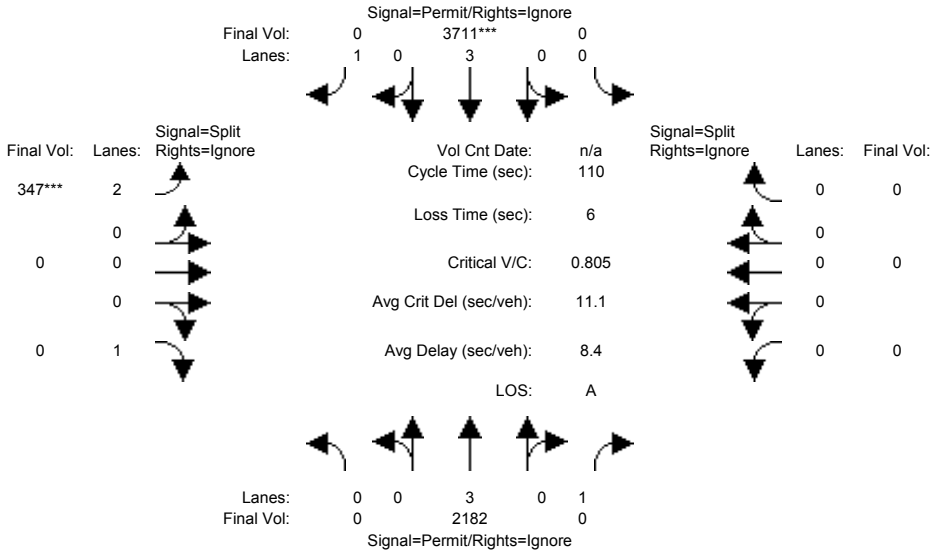
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2471	352	0	2006	403	1157	0	751	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2471	352	0	2006	403	1157	0	751	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	538	135	0	167	128	14	0	11	0	0	0
Initial Fut:	0	3009	487	0	2173	531	1171	0	762	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3009	0	0	2173	0	1171	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3009	0	0	2173	0	1171	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3009	0	0	2173	0	1171	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.00	0.38	0.00	0.37	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	61.0	0.0	0.0	61.0	0.0	43.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.95	0.00	0.00	0.69	0.00	0.95	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	30.7	0.0	0.0	18.3	0.0	48.0	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	30.7	0.0	0.0	18.3	0.0	48.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	D	A	A	A	A	A
HCM2k95thQ:	0	57	0	0	30	0	46	0	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #1208: BOWERS/101 SB



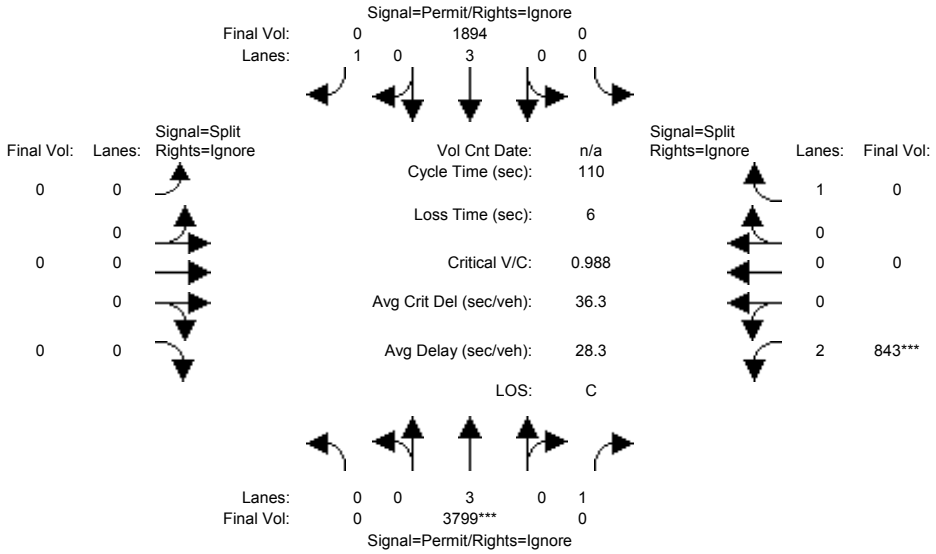
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	2084	1037	0	3175	1585	324	0	404	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2084	1037	0	3175	1585	324	0	404	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	98	19	0	536	126	23	0	175	0	0	0
Initial Fut:	0	2182	1056	0	3711	1711	347	0	579	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2182	0	0	3711	0	347	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2182	0	0	3711	0	347	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2182	0	0	3711	0	347	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.65	0.00	0.11	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	88.9	0.0	0.0	88.9	0.0	15.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.00	0.00	0.81	0.00	0.81	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.3	0.0	0.0	6.9	0.0	56.6	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	3.3	0.0	0.0	6.9	0.0	56.6	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	A	A	A	A
HCM2k95thQ:	0	15	0	0	36	0	17	0	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #1209: GREAT AMERICA/101 NB



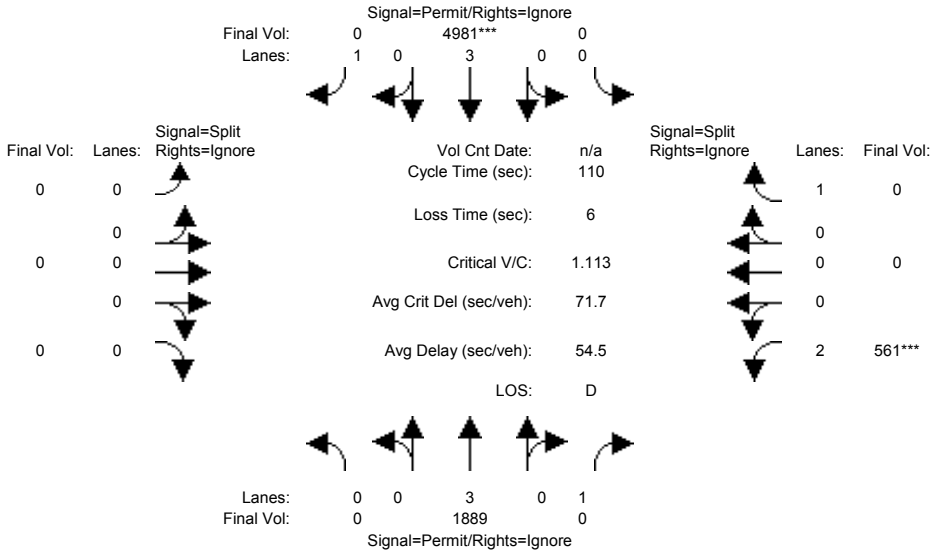
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	3433	85	0	1607	385	0	0	0	832	0	1802
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3433	85	0	1607	385	0	0	0	832	0	1802
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	366	106	0	287	12	0	0	0	11	0	105
Initial Fut:	0	3799	191	0	1894	397	0	0	0	843	0	1907
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3799	0	0	1894	0	0	0	0	843	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3799	0	0	1894	0	0	0	0	843	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3799	0	0	1894	0	0	0	0	843	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.27	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	74.2	0.0	0.0	74.2	0.0	0.0	0.0	0.0	29.8	0.0	0.0
Volume/Cap:	0.00	0.99	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.99	0.00	0.00
Delay/Veh:	0.0	29.3	0.0	0.0	8.8	0.0	0.0	0.0	0.0	67.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.3	0.0	0.0	8.8	0.0	0.0	0.0	0.0	67.7	0.0	0.0
LOS by Move:	A	C	A	A	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	66	0	0	19	0	0	0	0	38	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #1209: GREAT AMERICA/101 NB



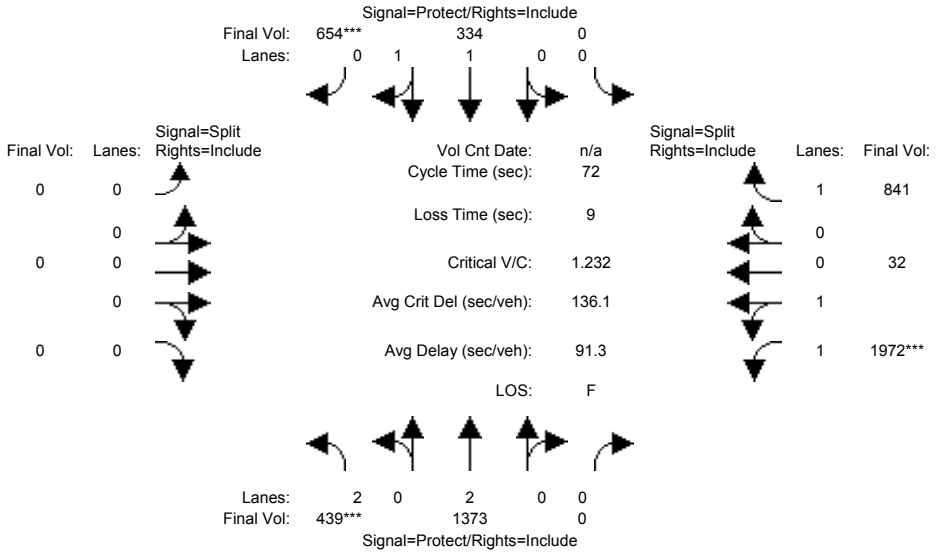
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	1757	612	0	4324	208	0	0	0	515	0	894
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1757	612	0	4324	208	0	0	0	515	0	894
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	132	20	0	657	474	0	0	0	46	0	191
Initial Fut:	0	1889	632	0	4981	682	0	0	0	561	0	1085
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1889	0	0	4981	0	0	0	0	561	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1889	0	0	4981	0	0	0	0	561	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1889	0	0	4981	0	0	0	0	561	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	86.4	0.0	0.0	86.4	0.0	0.0	0.0	0.0	17.6	0.0	0.0
Volume/Cap:	0.00	0.42	0.00	0.00	1.11	0.00	0.00	0.00	0.00	1.11	0.00	0.00
Delay/Veh:	0.0	3.9	0.0	0.0	66.2	0.0	0.0	0.0	0.0	120.8	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.9	0.0	0.0	66.2	0.0	0.0	0.0	0.0	120.8	0.0	0.0
LOS by Move:	A	A	A	A	E	A	A	A	A	F	A	A
HCM2k95thQ:	0	13	0	0	119	0	0	0	0	33	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #3028: 237/GREAT AMERICA (N)



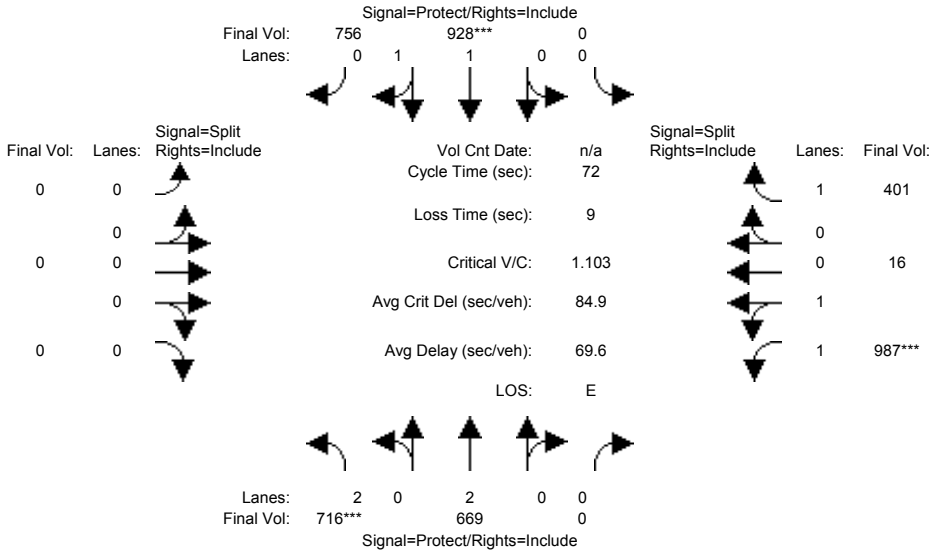
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	165	838	0	0	296	537	0	0	0	1721	31	393
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	838	0	0	296	537	0	0	0	1721	31	393
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	274	535	0	0	38	117	0	0	0	251	1	448
Initial Fut:	439	1373	0	0	334	654	0	0	0	1972	32	841
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	439	1373	0	0	334	654	0	0	0	1972	32	841
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	439	1373	0	0	334	654	0	0	0	1972	32	841
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	439	1373	0	0	334	654	0	0	0	1972	32	841
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	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	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3493	57	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.36	0.00	0.00	0.18	0.37	0.00	0.00	0.00	0.56	0.56	0.48
Crit Moves:	****					****				****		
Green Time:	8.1	30.0	0.0	0.0	21.8	21.8	0.0	0.0	0.0	33.0	33.0	33.0
Volume/Cap:	1.23	0.87	0.00	0.00	0.58	1.23	0.00	0.00	0.00	1.23	1.23	1.05
Delay/Veh:	158.3	24.6	0.0	0.0	21.7	140.1	0.0	0.0	0.0	129.3	129	64.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	158.3	24.6	0.0	0.0	21.7	140.1	0.0	0.0	0.0	129.3	129	64.7
LOS by Move:	F	C	A	A	C	F	A	A	A	F	F	E
HCM2k95thQ:	22	26	0	0	13	56	0	0	0	79	79	51

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #3028: 237/GREAT AMERICA (N)



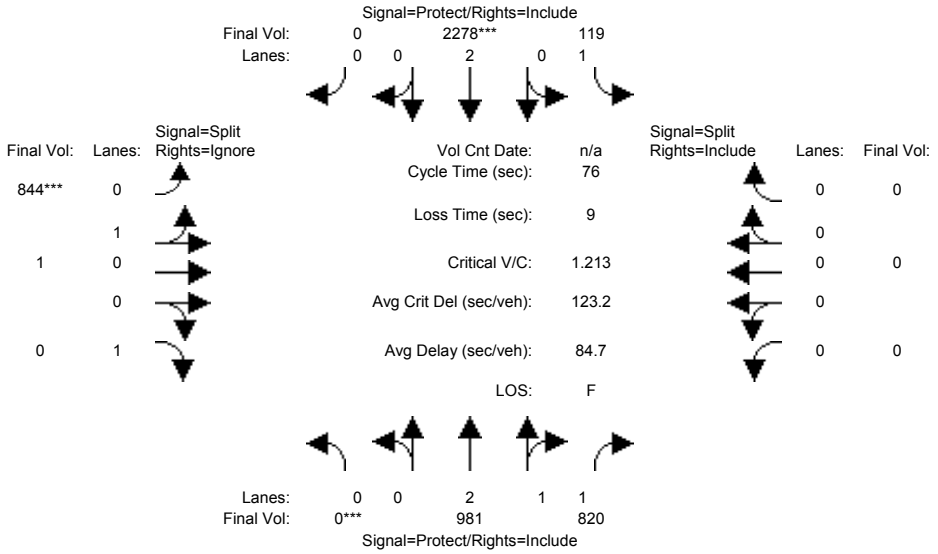
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:30-6:30PM												
Base Vol:	494	513	0	0	719	396	0	0	0	822	14	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	513	0	0	719	396	0	0	0	822	14	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	222	156	0	0	209	360	0	0	0	165	2	140
Initial Fut:	716	669	0	0	928	756	0	0	0	987	16	401
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	716	669	0	0	928	756	0	0	0	987	16	401
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	716	669	0	0	928	756	0	0	0	987	16	401
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	716	669	0	0	928	756	0	0	0	987	16	401
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.08	0.92	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	2038	1660	0	0	0	3493	57	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.18	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.28	0.28	0.23
Crit Moves:	****				****					****		
Green Time:	14.8	44.6	0.0	0.0	29.7	29.7	0.0	0.0	0.0	18.4	18.4	18.4
Volume/Cap:	1.10	0.28	0.00	0.00	1.10	1.10	0.00	0.00	0.00	1.10	1.10	0.89
Delay/Veh:	95.6	6.4	0.0	0.0	77.9	77.9	0.0	0.0	0.0	89.0	89.0	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.6	6.4	0.0	0.0	77.9	77.9	0.0	0.0	0.0	89.0	89.0	45.8
LOS by Move:	F	A	A	A	E	E	A	A	A	F	F	D
HCM2k95thQ:	28	7	0	0	54	54	0	0	0	38	38	24

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #3029: 237/GREAT AMERICA (S)



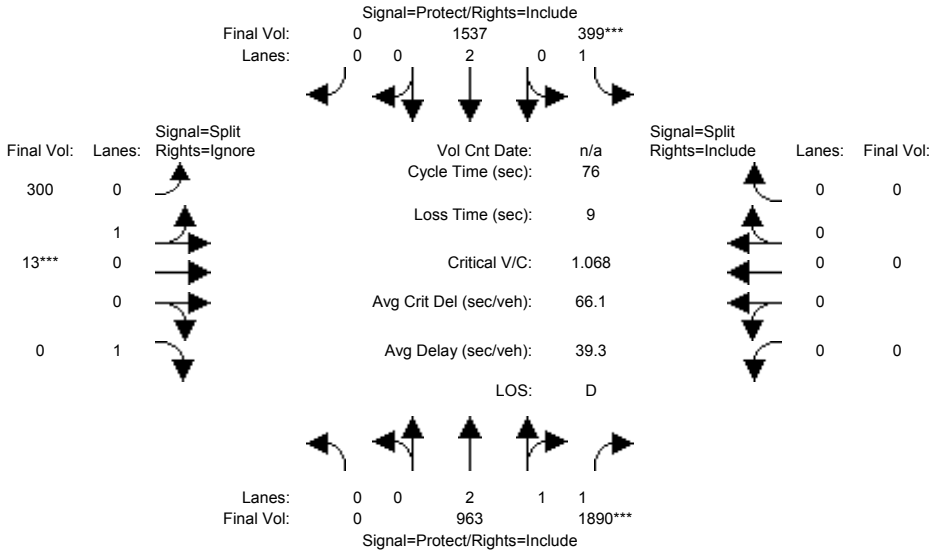
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	629	524	98	1975	0	392	1	690	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	629	524	98	1975	0	392	1	690	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	352	296	21	303	0	452	0	946	0	0	0
Initial Fut:	0	981	820	119	2278	0	844	1	1636	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	981	820	119	2278	0	844	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	981	820	119	2278	0	844	1	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	981	820	119	2278	0	844	1	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	2.10	1.90	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3984	3330	1750	3800	0	1798	2	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.07	0.60	0.00	0.47	0.47	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	27.3	27.3	10.2	37.6	0.0	29.4	29.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.68	0.51	1.21	0.00	1.21	1.21	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	21.4	21.4	32.3	120	0.0	131.9	132	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	21.4	21.4	32.3	120	0.0	131.9	132	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	F	A	F	F	A	A	A	A
HCM2k95thQ:	0	17	17	6	79	0	67	67	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #3029: 237/GREAT AMERICA (S)



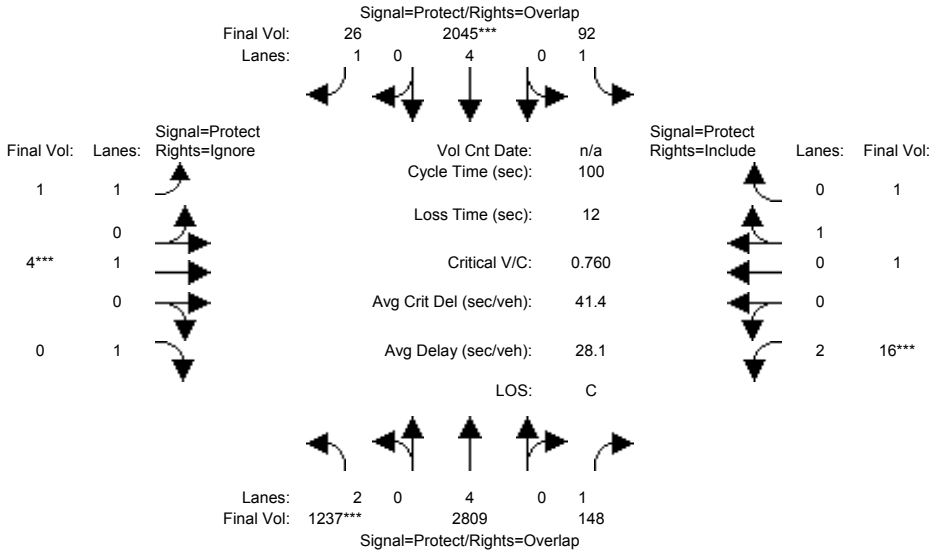
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	696	1481	291	1261	0	213	13	311	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	696	1481	291	1261	0	213	13	311	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	267	409	108	276	0	87	0	292	0	0	0
Initial Fut:	0	963	1890	399	1537	0	300	13	603	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	963	1890	399	1537	0	300	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	963	1890	399	1537	0	300	13	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	963	1890	399	1537	0	300	13	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1725	75	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.54	0.23	0.40	0.00	0.17	0.17	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	38.4	38.4	16.2	54.6	0.0	12.4	12.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	1.07	1.07	0.56	0.00	1.07	1.07	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.5	57.9	95.8	5.3	0.0	103.7	104	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.5	57.9	95.8	5.3	0.0	103.7	104	0.0	0.0	0.0	0.0
LOS by Move:	A	B	E	F	A	A	F	F	A	A	A	A
HCM2k95thQ:	0	13	53	23	15	0	26	26	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



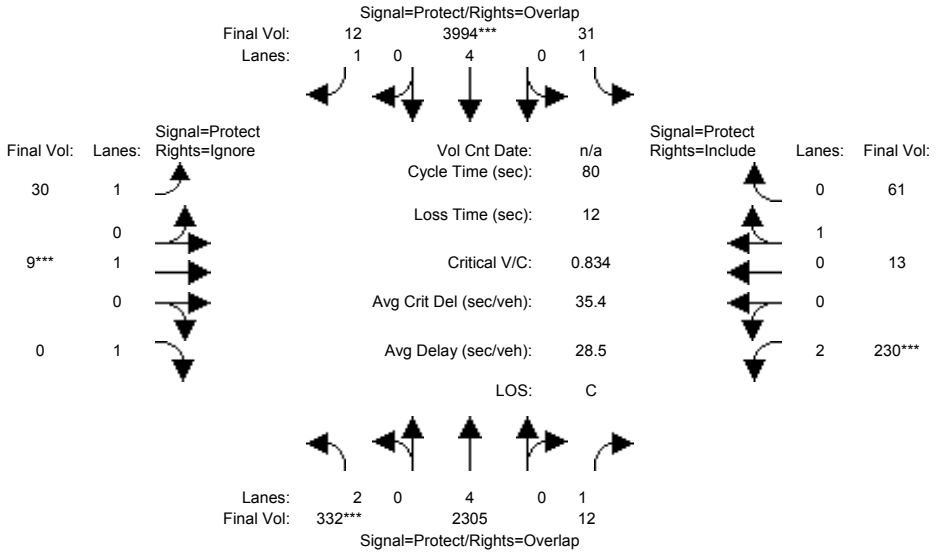
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1166	2196	148	92	1760	26	1	4	253	16	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1166	2196	148	92	1760	26	1	4	253	16	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	71	613	0	0	285	0	0	0	0	0	0	0
Initial Fut:	1237	2809	148	92	2045	26	1	4	253	16	1	1
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:	1237	2809	148	92	2045	26	1	4	0	16	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1237	2809	148	92	2045	26	1	4	0	16	1	1
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:	1237	2809	148	92	2045	26	1	4	0	16	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	900	900
Capacity Analysis Module:												
Vol/Sat:	0.39	0.37	0.08	0.05	0.27	0.01	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****			****		****		
Green Time:	42.1	59.7	66.7	11.3	28.9	35.9	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	0.93	0.62	0.13	0.47	0.93	0.04	0.01	0.02	0.00	0.07	0.01	0.01
Delay/Veh:	39.5	13.1	6.1	43.2	42.6	20.9	43.3	40.6	0.0	43.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	13.1	6.1	43.2	42.6	20.9	43.3	40.6	0.0	43.6	40.6	40.6
LOS by Move:	D	B	A	D	D	C	D	D	A	D	D	D
HCM2k95thQ:	35	23	3	6	30	1	0	0	0	1	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



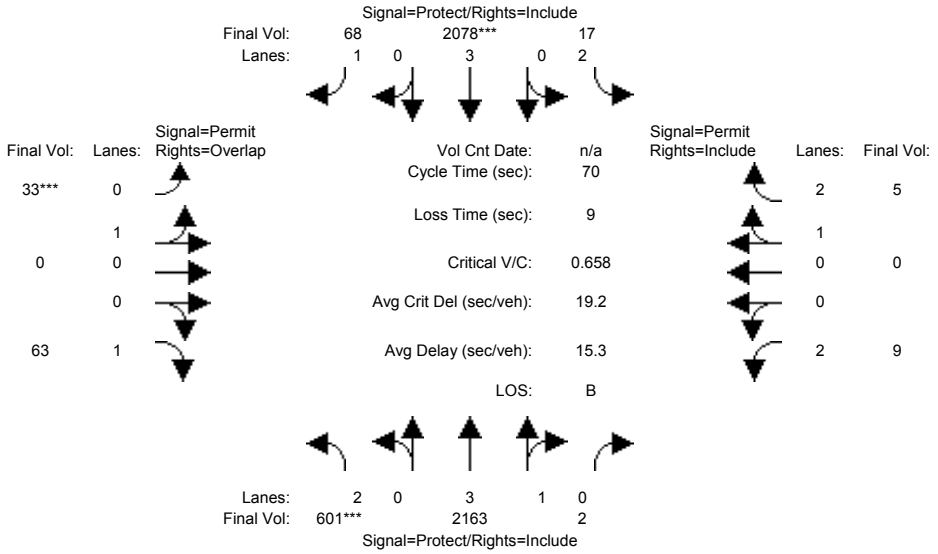
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	332	1984	12	31	2813	12	30	9	1304	230	13	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	332	1984	12	31	2813	12	30	9	1304	230	13	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	321	0	0	1181	0	0	0	11	0	0	0
Initial Fut:	332	2305	12	31	3994	12	30	9	1315	230	13	61
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:	332	2305	12	31	3994	12	30	9	0	230	13	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	2305	12	31	3994	12	30	9	0	230	13	61
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:	332	2305	12	31	3994	12	30	9	0	230	13	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.18	0.82
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	316	1484
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.01	0.02	0.53	0.01	0.02	0.00	0.00	0.07	0.04	0.04
Crit Moves:	****				****			****		****		
Green Time:	8.5	39.6	46.6	11.4	42.5	49.5	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	0.99	0.61	0.01	0.12	0.99	0.01	0.20	0.04	0.00	0.83	0.33	0.33
Delay/Veh:	81.9	15.0	7.0	30.2	30.4	5.9	34.5	30.8	0.0	55.2	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.9	15.0	7.0	30.2	30.4	5.9	34.5	30.8	0.0	55.2	32.8	32.8
LOS by Move:	F	B	A	C	C	A	C	C	A	E	C	C
HCM2k95thQ:	12	18	0	1	49	0	2	0	0	11	4	4

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #4003: GREAT AMERICA / OLD GLORY



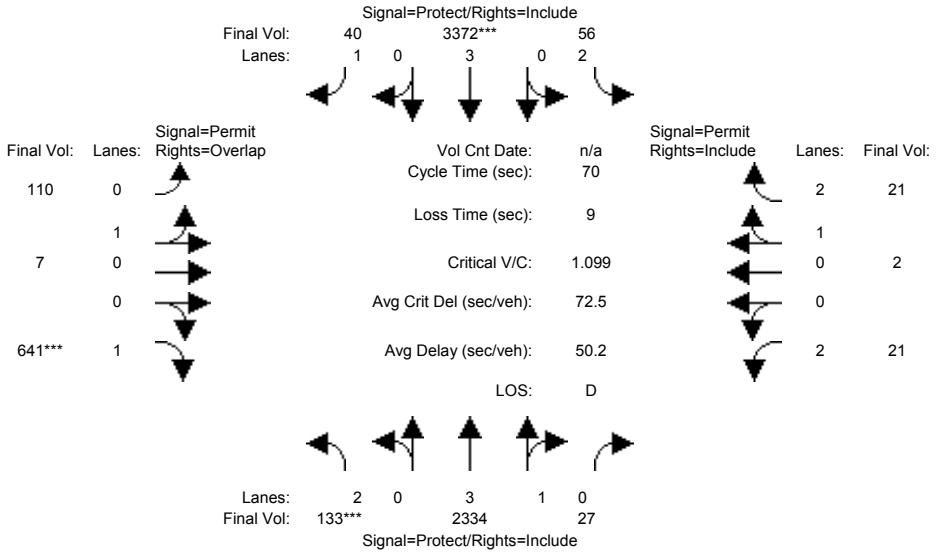
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	519	1652	2	17	1791	68	13	0	60	9	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	519	1652	2	17	1791	68	13	0	60	9	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	82	511	0	0	287	0	20	0	3	0	0	0
Initial Fut:	601	2163	2	17	2078	68	33	0	63	9	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	601	2163	2	17	2078	68	33	0	63	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	601	2163	2	17	2078	68	33	0	63	9	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	601	2163	2	17	2078	68	33	0	63	9	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.99	0.01	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7493	7	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.29	0.01	0.36	0.04	0.02	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	17.5	37.9	37.9	13.1	33.5	33.5	10.0	0.0	27.5	10.0	0.0	10.0
Volume/Cap:	0.76	0.53	0.53	0.03	0.76	0.08	0.13	0.00	0.09	0.02	0.00	0.01
Delay/Veh:	28.7	10.5	10.5	23.3	16.3	10.0	26.4	0.0	13.4	25.8	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	10.5	10.5	23.3	16.3	10.0	26.4	0.0	13.4	25.8	0.0	25.7
LOS by Move:	C	B	B	C	B	A	C	A	B	C	A	C
HCM2k95thQ:	14	14	14	0	23	2	1	0	2	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #4003: GREAT AMERICA / OLD GLORY



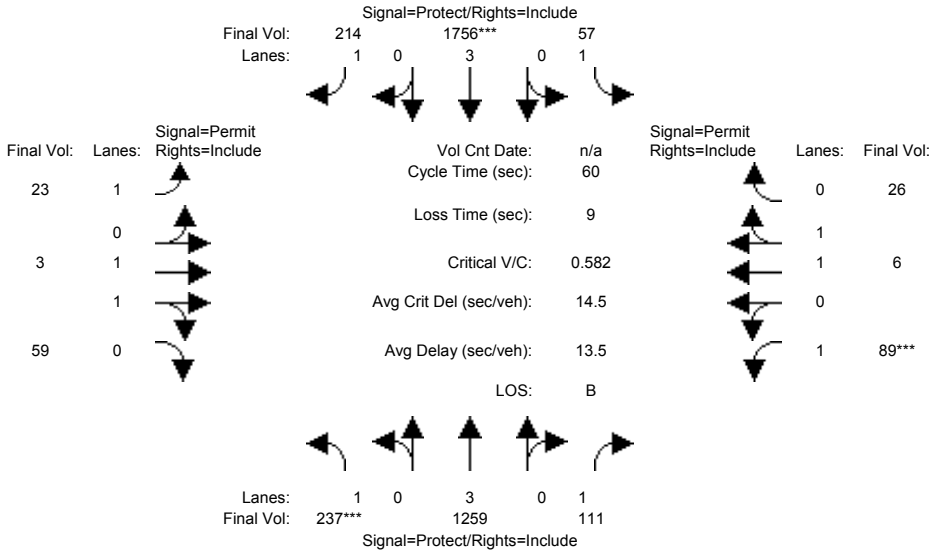
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	1999	27	56	2216	20	110	7	621	21	2	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1999	27	56	2216	20	110	7	621	21	2	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	335	0	0	1156	20	0	0	20	0	0	0
Initial Fut:	133	2334	27	56	3372	40	110	7	641	21	2	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	2334	27	56	3372	40	110	7	641	21	2	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	2334	27	56	3372	40	110	7	641	21	2	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	2334	27	56	3372	40	110	7	641	21	2	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	2.00	3.95	0.05	2.00	3.00	1.00	0.94	0.06	1.00	2.00	0.26	2.74
Final Sat.:	3150	7414	86	3150	5700	1750	1692	108	1750	3150	470	4930
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.02	0.59	0.02	0.07	0.07	0.37	0.01	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	7.0	33.6	33.6	10.7	37.2	37.2	16.8	16.8	23.8	16.8	16.8	16.8
Volume/Cap:	0.42	0.66	0.66	0.12	1.11	0.04	0.27	0.27	1.08	0.03	0.02	0.02
Delay/Veh:	30.5	14.3	14.3	25.7	72.1	7.9	22.0	22.0	83.2	20.4	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	14.3	14.3	25.7	72.1	7.9	22.0	22.0	83.2	20.4	20.3	20.3
LOS by Move:	C	B	B	C	E	A	C	C	F	C	C	C
HCM2k95thQ:	3	18	18	1	63	1	4	4	39	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



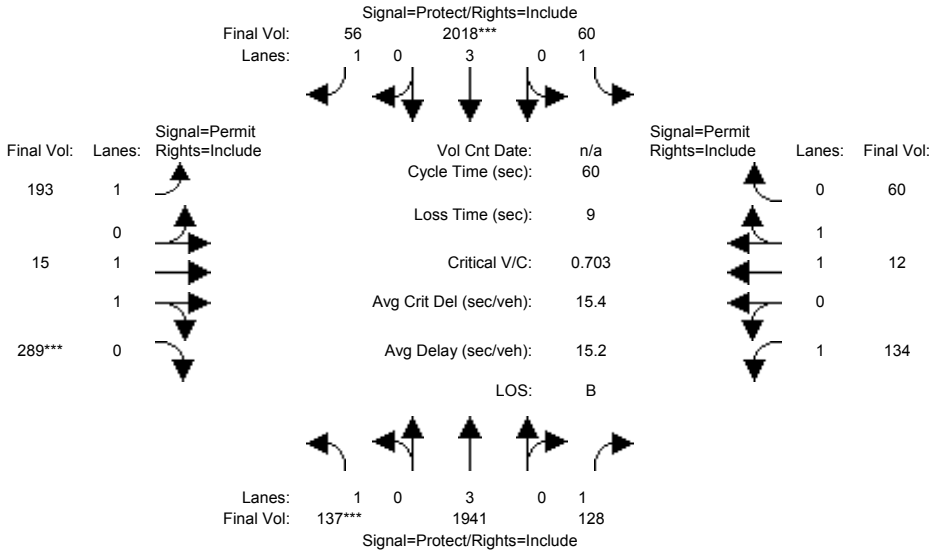
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	205	813	111	57	1598	187	19	3	56	89	6	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	813	111	57	1598	187	19	3	56	89	6	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	32	446	0	0	158	27	4	0	3	0	0	0
Initial Fut:	237	1259	111	57	1756	214	23	3	59	89	6	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	1259	111	57	1756	214	23	3	59	89	6	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1259	111	57	1756	214	23	3	59	89	6	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	1259	111	57	1756	214	23	3	59	89	6	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.14	0.22	0.06	0.03	0.31	0.12	0.01	0.00	0.03	0.05	0.00	0.01
Crit Moves:	****				****					****		
Green Time:	12.5	26.8	26.8	14.2	28.5	28.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.65	0.49	0.14	0.14	0.65	0.26	0.08	0.01	0.20	0.31	0.02	0.09
Delay/Veh:	25.8	11.9	9.9	18.2	12.5	9.6	21.2	20.9	21.9	22.5	20.9	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	11.9	9.9	18.2	12.5	9.6	21.2	20.9	21.9	22.5	20.9	21.3
LOS by Move:	C	B	A	B	B	A	C	C	C	C	C	C
HCM2k95thQ:	9	10	3	2	14	5	1	0	2	4	0	1

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



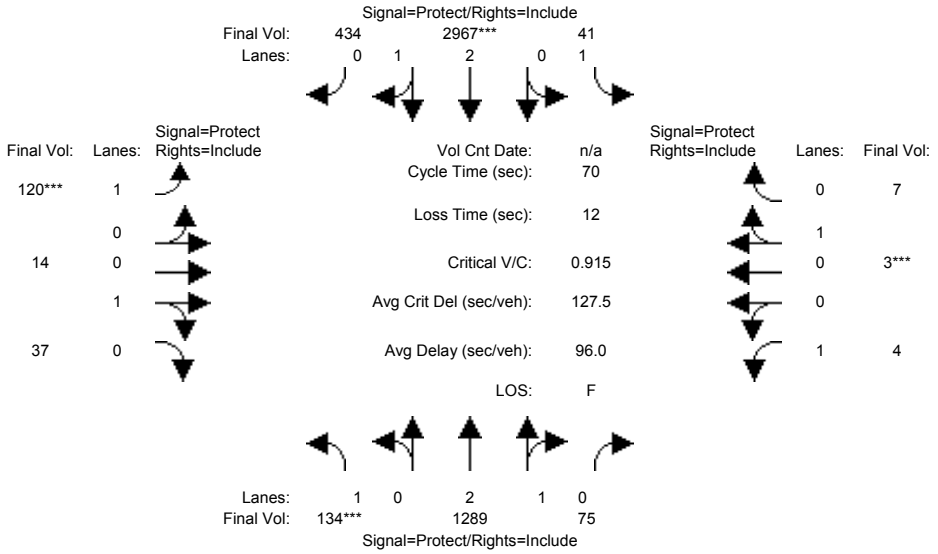
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	133	1611	128	60	1270	46	170	15	269	134	12	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1611	128	60	1270	46	170	15	269	134	12	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	330	0	0	748	10	23	0	20	0	0	0
Initial Fut:	137	1941	128	60	2018	56	193	15	289	134	12	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	1941	128	60	2018	56	193	15	289	134	12	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1941	128	60	2018	56	193	15	289	134	12	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	1941	128	60	2018	56	193	15	289	134	12	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:	0.08	0.34	0.07	0.03	0.35	0.03	0.11	0.01	0.17	0.08	0.01	0.03
Crit Moves:	****				****				****			
Green Time:	7.0	27.6	27.6	9.4	30.0	30.0	14.0	14.0	14.0	14.0	14.0	14.0
Volume/Cap:	0.67	0.74	0.16	0.22	0.71	0.06	0.47	0.03	0.71	0.33	0.03	0.15
Delay/Veh:	33.8	14.5	9.6	22.5	12.4	7.8	20.7	17.8	26.5	19.6	17.8	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	14.5	9.6	22.5	12.4	7.8	20.7	17.8	26.5	19.6	17.8	18.4
LOS by Move:	C	B	A	C	B	A	C	B	C	B	B	B
HCM2k95thQ:	5	17	3	2	16	1	8	0	13	5	0	2

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #4005: GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	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:	119	729	75	41	1772	434	120	14	22	4	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	729	75	41	1772	434	120	14	22	4	3	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	15	560	0	0	1195	0	0	0	15	0	0	0
Initial Fut:	134	1289	75	41	2967	434	120	14	37	4	3	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1289	75	41	2967	434	120	14	37	4	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1289	75	41	2967	434	120	14	37	4	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1289	75	41	2967	434	120	14	37	4	3	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.83	0.17	1.00	2.60	0.40	1.00	0.27	0.73	1.00	0.30	0.70
Final Sat.:	1750	5292	308	1750	4884	714	1750	494	1306	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.02	0.61	0.61	0.07	0.03	0.03	0.00	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	7.0	29.1	29.1	11.9	34.0	34.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.77	0.59	0.59	0.14	1.25	1.25	0.69	0.20	0.20	0.02	0.04	0.04
Delay/Veh:	48.8	16.2	16.2	24.9	134	134.0	41.2	26.8	26.8	28.5	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	16.2	16.2	24.9	134	134.0	41.2	26.8	26.8	28.5	25.9	25.9
LOS by Move:	D	B	B	C	F	F	D	C	C	C	C	C
HCM2k95thQ:	7	14	14	2	79	79	8	2	2	0	0	0

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

Great America Theme Park Master Plan
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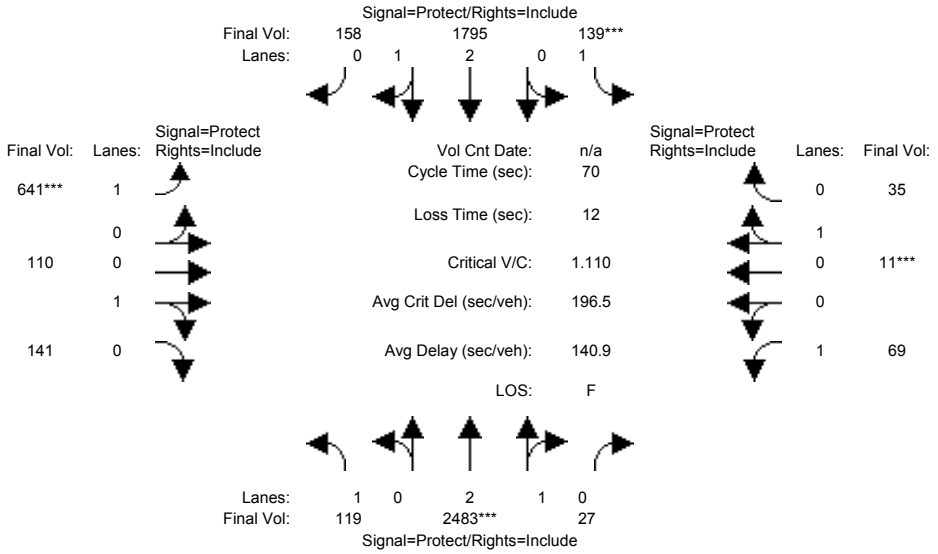
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #4005: GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	69	1785	27	139	1147	158	641	110	121	69	11	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1785	27	139	1147	158	641	110	121	69	11	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	50	698	0	0	648	0	0	0	20	0	0	0
Initial Fut:	119	2483	27	139	1795	158	641	110	141	69	11	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	2483	27	139	1795	158	641	110	141	69	11	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	2483	27	139	1795	158	641	110	141	69	11	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	2483	27	139	1795	158	641	110	141	69	11	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.75	0.25	1.00	0.44	0.56	1.00	0.24	0.76
Final Sat.:	1750	5540	60	1750	5146	453	1750	789	1011	1750	430	1370
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.45	0.08	0.35	0.35	0.37	0.14	0.14	0.04	0.03	0.03
Crit Moves:		****		****			****				****	
Green Time:	7.0	22.6	22.6	7.0	22.6	22.6	18.4	16.7	16.7	11.7	10.0	10.0
Volume/Cap:	0.68	1.39	1.39	0.79	1.08	1.08	1.39	0.58	0.58	0.24	0.18	0.18
Delay/Veh:	40.8	203	203.0	52.4	71.0	71.0	214.5	25.6	25.6	25.7	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	203	203.0	52.4	71.0	71.0	214.5	25.6	25.6	25.7	26.7	26.7
LOS by Move:	D	F	F	D	E	E	F	C	C	C	C	C
HCM2k95thQ:	5	73	73	7	38	38	64	11	11	3	2	2

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

Great America Theme Park Master Plan
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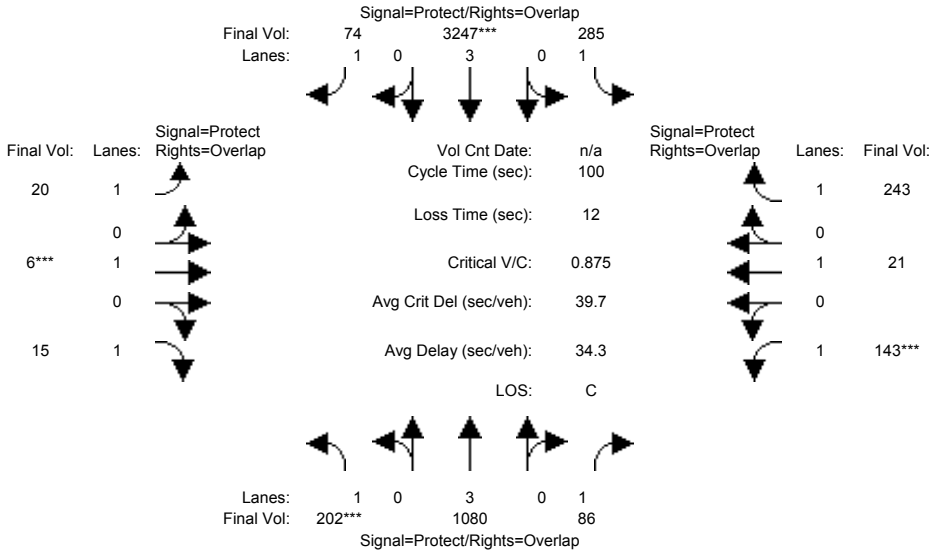
Cumulative No Project (AM)

Intersection #4006: GREAT AMERICA / YERBA BUENA



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	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:	202	585	70	215	2118	74	20	6	15	142	21	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	585	70	215	2118	74	20	6	15	142	21	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	495	16	70	1129	0	0	0	0	1	0	60
Initial Fut:	202	1080	86	285	3247	74	20	6	15	143	21	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1080	86	285	3247	74	20	6	15	143	21	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1080	86	285	3247	74	20	6	15	143	21	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	1080	86	285	3247	74	20	6	15	143	21	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:	0.12	0.19	0.05	0.16	0.57	0.04	0.01	0.00	0.01	0.08	0.01	0.14
Crit Moves:	****				****			****			****	
Green Time:	11.7	37.5	45.8	32.2	57.9	65.5	7.5	10.0	21.7	8.3	10.8	43.0
Volume/Cap:	0.98	0.51	0.11	0.51	0.98	0.06	0.15	0.03	0.04	0.98	0.10	0.32
Delay/Veh:	101.7	24.3	15.5	28.2	32.5	6.2	43.8	40.7	30.9	115.0	40.5	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:	101.7	24.3	15.5	28.2	32.5	6.2	43.8	40.7	30.9	115.0	40.5	19.1
LOS by Move:	F	C	B	C	C	A	D	D	C	F	D	B
HCM2k95thQ:	16	15	3	13	51	2	2	0	1	16	1	10

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

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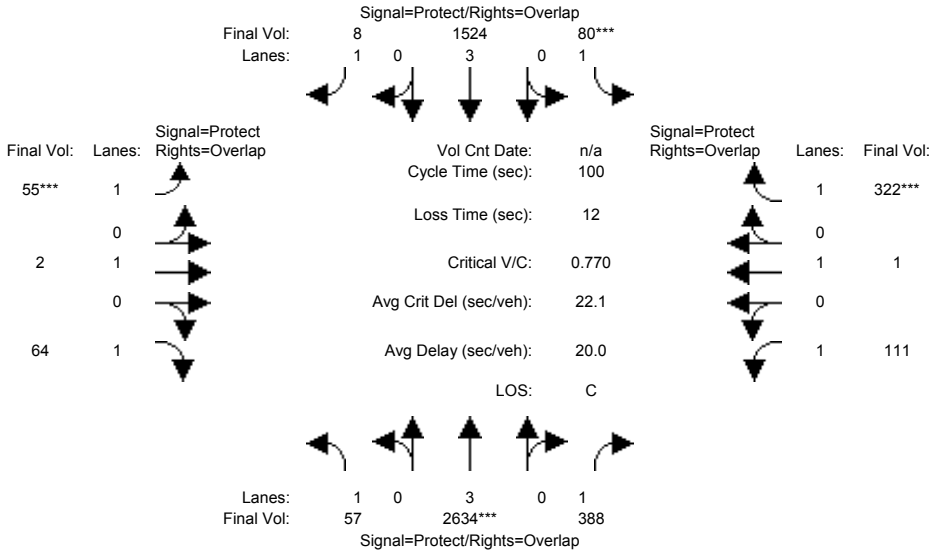
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #4006: GREAT AMERICA / YERBA BUENA



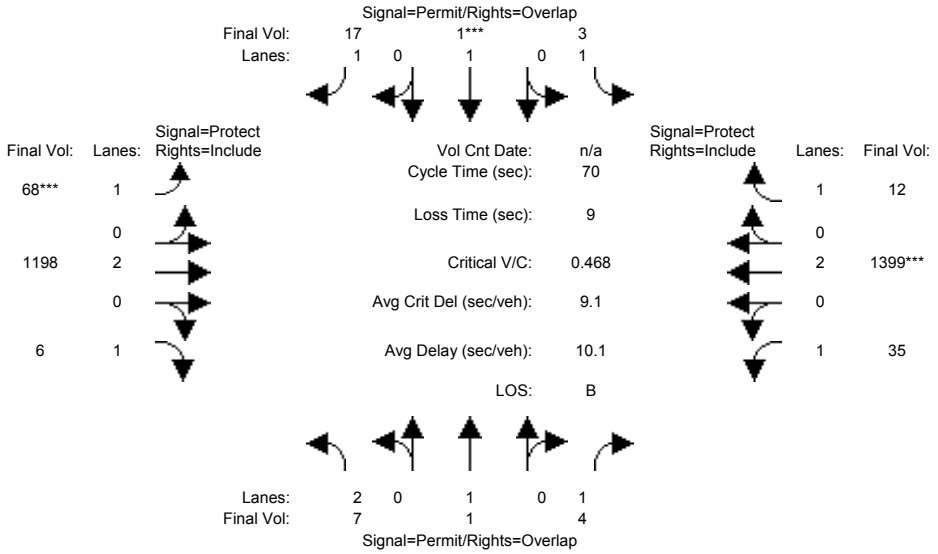
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	2030	389	80	1002	8	55	2	64	90	1	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	2030	389	80	1002	8	55	2	64	90	1	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	604	-1	0	522	0	0	0	0	21	0	125
Initial Fut:	57	2634	388	80	1524	8	55	2	64	111	1	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	2634	388	80	1524	8	55	2	64	111	1	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2634	388	80	1524	8	55	2	64	111	1	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	2634	388	80	1524	8	55	2	64	111	1	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.46	0.22	0.05	0.27	0.00	0.03	0.00	0.04	0.06	0.00	0.18
Crit Moves:		****		****			****					****
Green Time:	13.8	59.4	68.3	7.0	52.6	59.6	7.0	12.7	26.5	8.9	14.6	21.6
Volume/Cap:	0.24	0.78	0.32	0.65	0.51	0.01	0.45	0.01	0.14	0.71	0.00	0.85
Delay/Veh:	38.9	16.6	6.6	57.3	15.5	8.2	47.3	38.1	28.2	58.6	36.5	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:	38.9	16.6	6.6	57.3	15.5	8.2	47.3	38.1	28.2	58.6	36.5	54.1
LOS by Move:	D	B	A	E	B	A	D	D	C	E	D	D
HCM2k95thQ:	3	32	9	5	18	0	5	0	3	10	0	23

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #4007: TASMAN / CONVENTION CENTER



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:	7	1	4	3	1	17	68	674	6	10	1016	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1	4	3	1	17	68	674	6	10	1016	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	524	0	25	383	0
Initial Fut:	7	1	4	3	1	17	68	1198	6	35	1399	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1	4	3	1	17	68	1198	6	35	1399	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	4	3	1	17	68	1198	6	35	1399	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1	4	3	1	17	68	1198	6	35	1399	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.04	0.32	0.00	0.02	0.37	0.01
Crit Moves:					****		****				****	
Green Time:	10.0	10.0	22.3	10.0	10.0	17.0	7.0	38.7	38.7	12.3	44.0	44.0
Volume/Cap:	0.02	0.00	0.01	0.01	0.00	0.04	0.39	0.57	0.01	0.11	0.59	0.01
Delay/Veh:	25.8	25.7	16.3	25.8	25.7	20.3	30.9	10.6	7.0	24.4	8.0	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	25.7	16.3	25.8	25.7	20.3	30.9	10.6	7.0	24.4	8.0	4.9
LOS by Move:	C	C	B	C	C	C	C	B	A	C	A	A
HCM2k95thQ:	0	0	0	0	0	1	3	15	0	1	16	0

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

Great America Theme Park Master Plan
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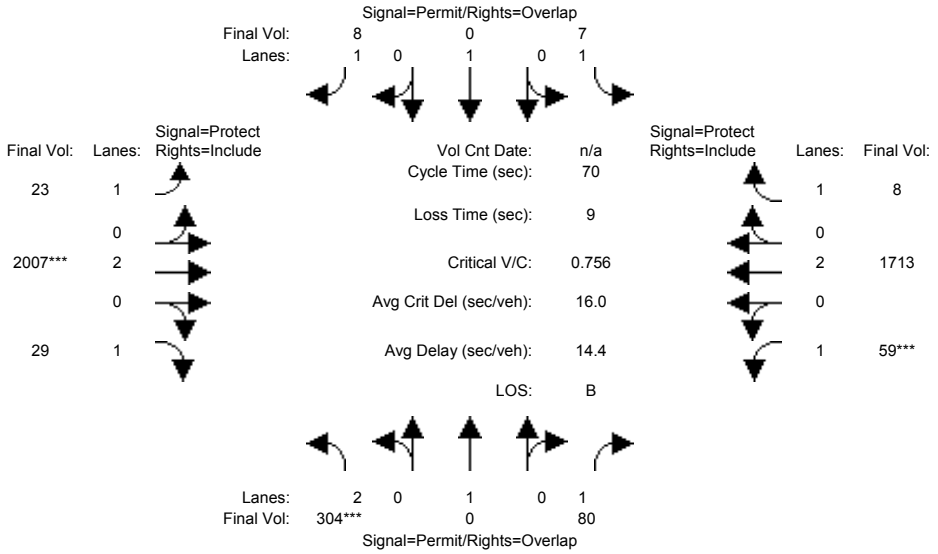
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #4007: TASMAN / CONVENTION CENTER



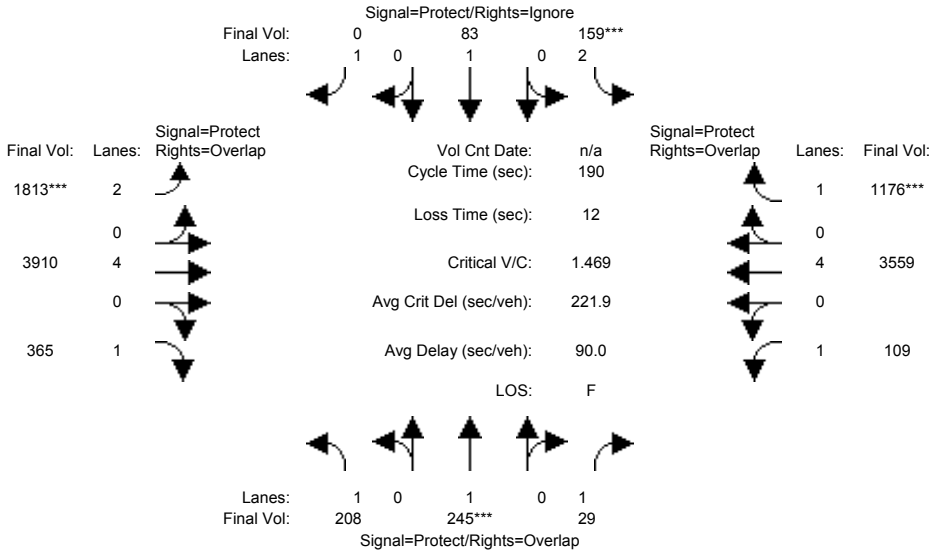
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	304	0	70	7	0	8	23	1561	29	59	889	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	0	70	7	0	8	23	1561	29	59	889	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	10	0	0	0	0	446	0	0	824	0
Initial Fut:	304	0	80	7	0	8	23	2007	29	59	1713	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	80	7	0	8	23	2007	29	59	1713	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	0	80	7	0	8	23	2007	29	59	1713	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	0	80	7	0	8	23	2007	29	59	1713	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.05	0.00	0.00	0.00	0.01	0.53	0.02	0.03	0.45	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	17.0	10.0	0.0	19.3	9.3	44.0	44.0	7.0	41.7	41.7
Volume/Cap:	0.68	0.00	0.19	0.03	0.00	0.02	0.10	0.84	0.03	0.34	0.76	0.01
Delay/Veh:	32.5	0.0	21.2	25.9	0.0	18.5	26.9	13.1	4.9	30.5	11.9	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:	32.5	0.0	21.2	25.9	0.0	18.5	26.9	13.1	4.9	30.5	11.9	5.7
LOS by Move:	C	A	C	C	A	B	C	B	A	C	B	A
HCM2k95thQ:	10	0	3	0	0	0	1	27	0	3	25	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



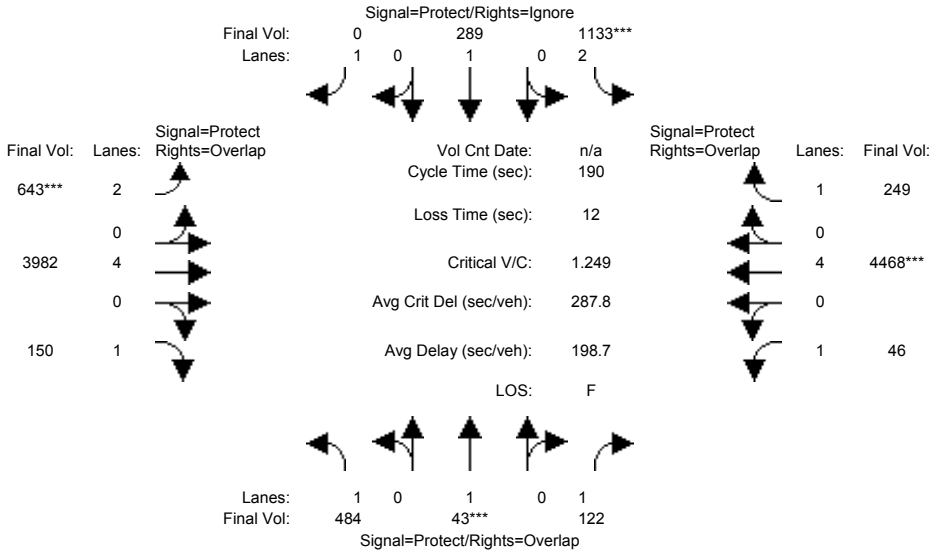
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	205	244	29	142	81	387	1639	3076	293	96	3148	1041
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	244	29	142	81	387	1639	3076	293	96	3148	1041
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	1	0	17	2	64	174	834	72	13	411	135
Initial Fut:	208	245	29	159	83	451	1813	3910	365	109	3559	1176
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	245	29	159	83	0	1813	3910	365	109	3559	1176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	245	29	159	83	0	1813	3910	365	109	3559	1176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	245	29	159	83	0	1813	3910	365	109	3559	1176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.02	0.05	0.04	0.00	0.58	0.51	0.21	0.06	0.47	0.67
Crit Moves:		****		****			****					****
Green Time:	20.2	16.2	34.4	14.0	10.0	0.0	72.5	130	149.9	18.1	100	114.0
Volume/Cap:	1.12	1.51	0.09	0.69	0.83	0.00	1.51	0.75	0.26	0.65	0.89	1.12
Delay/Veh:	185.4	345	64.9	94.1	131	0.0	292.3	20.4	5.5	91.7	42.9	104.9
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:	185.4	345	64.9	94.1	131	0.0	292.3	20.4	5.5	91.7	42.9	104.9
LOS by Move:	F	F	E	F	F	A	F	C	A	F	D	F
HCM2k95thQ:	32	42	3	13	13	0	160	58	11	14	73	137

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



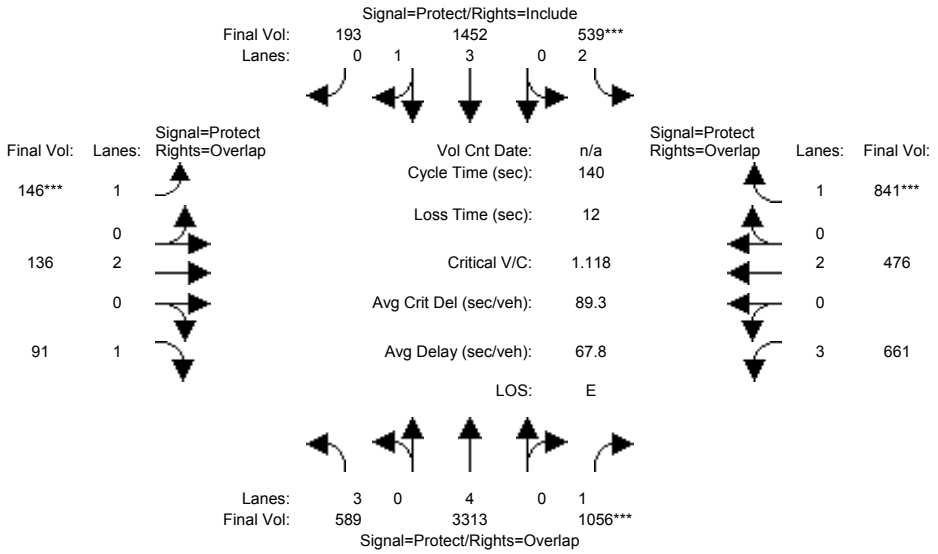
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	36	36	37	44	44	30	105	105	12	87	87
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	461	42	119	1032	279	1208	434	3546	134	41	3732	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	461	42	119	1032	279	1208	434	3546	134	41	3732	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	23	1	3	101	10	51	209	436	16	5	736	25
Initial Fut:	484	43	122	1133	289	1259	643	3982	150	46	4468	249
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	484	43	122	1133	289	0	643	3982	150	46	4468	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	43	122	1133	289	0	643	3982	150	46	4468	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	484	43	122	1133	289	0	643	3982	150	46	4468	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.02	0.07	0.36	0.15	0.00	0.20	0.52	0.09	0.03	0.59	0.14
Crit Moves:		****		****			****				****	
Green Time:	27.3	33.9	45.1	34.8	41.4	0.0	28.2	98.8	126.1	11.2	81.8	116.6
Volume/Cap:	1.93	0.13	0.29	1.96	0.70	0.00	1.37	1.01	0.13	0.45	1.36	0.23
Delay/Veh:	517.8	70.0	63.6	522.4	78.1	0.0	267.6	51.6	5.0	94.9	233	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:	517.8	70.0	63.6	522.4	78.1	0.0	267.6	51.6	5.0	94.9	233	25.1
LOS by Move:	F	E	E	F	E	A	F	D	A	F	F	C
HCM2k95thQ:	96	4	12	124	29	0	60	102	3	7	155	19

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



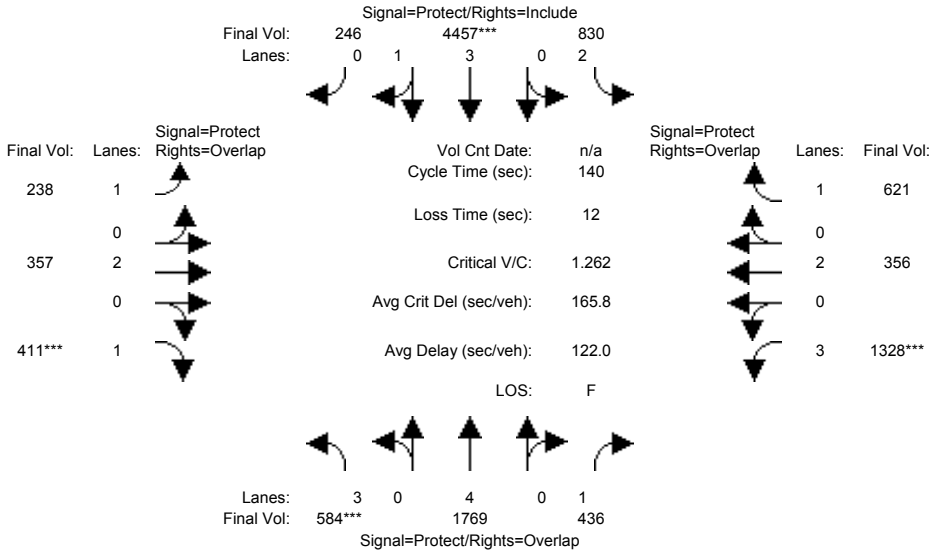
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	589	3295	1056	531	1438	193	146	136	91	661	476	831
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	589	3295	1056	531	1438	193	146	136	91	661	476	831
Added Vol:	0	18	0	8	14	0	0	0	0	0	0	10
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	589	3313	1056	539	1452	193	146	136	91	661	476	841
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	589	3313	1056	539	1452	193	146	136	91	661	476	841
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	589	3313	1056	539	1452	193	146	136	91	661	476	841
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	589	3313	1056	539	1452	193	146	136	91	661	476	841
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.51	0.49	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6619	880	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.44	0.60	0.17	0.22	0.22	0.08	0.04	0.05	0.15	0.13	0.48
Crit Moves:			****	****			****					****
Green Time:	29.2	57.4	90.4	21.4	49.6	49.6	10.4	16.2	45.5	33.0	38.8	60.2
Volume/Cap:	0.62	1.06	0.93	1.12	0.62	0.62	1.12	0.31	0.16	0.62	0.45	1.12
Delay/Veh:	51.6	77.6	36.1	136.7	37.9	37.9	178.7	57.2	33.8	48.9	42.2	110.2
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	77.6	36.1	136.7	37.9	37.9	178.7	57.2	33.8	48.9	42.2	110.2
LOS by Move:	D	E	D	F	D	D	F	E	C	D	D	F
HCM2k95thQ:	18	69	74	31	24	24	21	6	6	19	15	81

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #1206: GREAT AMERICA / MISSION COLLEGE



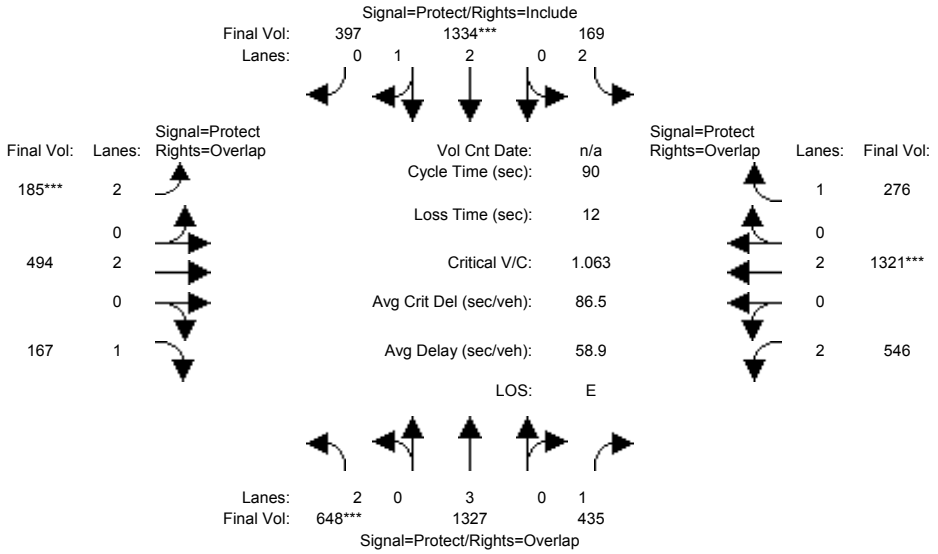
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	584	1712	436	814	4427	246	238	357	411	1328	356	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	584	1712	436	814	4427	246	238	357	411	1328	356	590
Added Vol:	0	57	0	16	30	0	0	0	0	0	0	31
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	584	1769	436	830	4457	246	238	357	411	1328	356	621
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	584	1769	436	830	4457	246	238	357	411	1328	356	621
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	584	1769	436	830	4457	246	238	357	411	1328	356	621
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	584	1769	436	830	4457	246	238	357	411	1328	356	621
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.78	0.22	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7107	392	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.25	0.26	0.63	0.63	0.14	0.09	0.23	0.29	0.09	0.35
Crit Moves:	****				****				****	****		
Green Time:	14.2	39.3	71.7	44.5	69.6	69.6	26.2	11.8	26.1	32.4	18.0	62.5
Volume/Cap:	1.26	0.83	0.49	0.83	1.26	1.26	0.73	1.11	1.26	1.26	0.73	0.79
Delay/Veh:	197.2	50.1	22.6	50.1	155	155.4	61.6	148	197.2	179.4	64.1	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	197.2	50.1	22.6	50.1	155	155.4	61.6	148	197.2	179.4	64.1	38.9
LOS by Move:	F	D	C	D	F	F	E	F	F	F	E	D
HCM2k95thQ:	30	32	23	31	117	117	21	23	52	60	14	42

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #1207: GREAT AMERICA/TASMAN



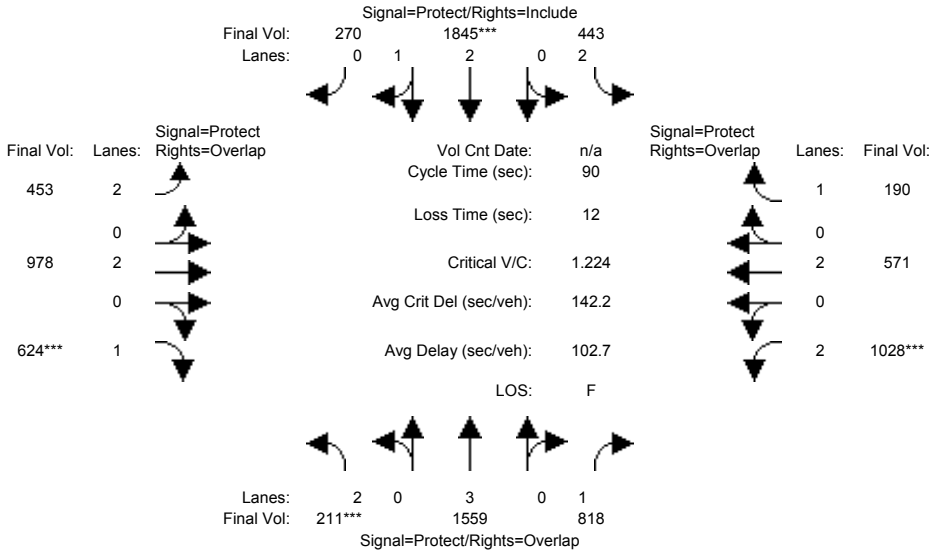
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	645	1325	435	158	1331	397	185	494	164	546	1321	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	645	1325	435	158	1331	397	185	494	164	546	1321	268
Added Vol:	3	2	0	11	3	0	0	0	3	0	0	8
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	648	1327	435	169	1334	397	185	494	167	546	1321	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	648	1327	435	169	1334	397	185	494	167	546	1321	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	648	1327	435	169	1334	397	185	494	167	546	1321	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	648	1327	435	169	1334	397	185	494	167	546	1321	276
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.29	0.71	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	4314	1284	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.23	0.25	0.05	0.31	0.31	0.06	0.13	0.10	0.17	0.35	0.16
Crit Moves:	****				****		****				****	
Green Time:	16.9	31.8	52.1	10.6	25.5	25.5	7.0	15.3	32.2	20.4	28.6	39.2
Volume/Cap:	1.09	0.66	0.43	0.45	1.09	1.09	0.76	0.77	0.27	0.77	1.09	0.36
Delay/Veh:	101.6	25.4	10.9	37.9	84.9	84.9	53.2	41.2	20.8	37.6	86.0	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.6	25.4	10.9	37.9	84.9	84.9	53.2	41.2	20.8	37.6	86.0	17.3
LOS by Move:	F	C	B	D	F	F	D	D	C	D	F	B
HCM2k95thQ:	29	19	14	5	39	39	7	13	7	16	44	10

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #1207: GREAT AMERICA/TASMAN



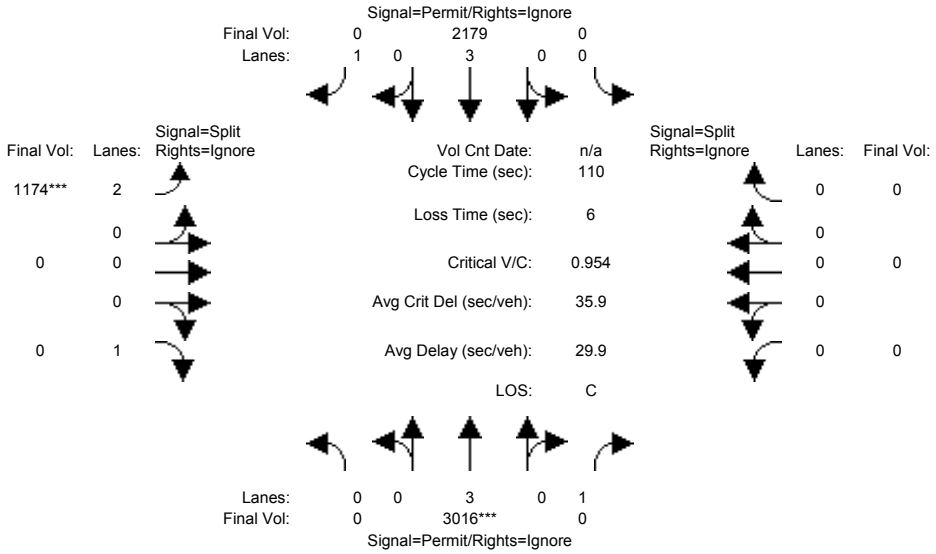
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	205	1554	818	410	1836	270	453	978	613	1028	571	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	1554	818	410	1836	270	453	978	613	1028	571	172
Added Vol:	6	5	0	33	9	0	0	0	11	0	0	18
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1559	818	443	1845	270	453	978	624	1028	571	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	1559	818	443	1845	270	453	978	624	1028	571	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1559	818	443	1845	270	453	978	624	1028	571	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	1559	818	443	1845	270	453	978	624	1028	571	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.60	0.40	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	4884	715	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.47	0.14	0.38	0.38	0.14	0.26	0.36	0.33	0.15	0.11
Crit Moves:	****				****				****	****		
Green Time:	7.0	22.6	46.2	11.6	27.3	27.3	21.4	20.1	27.1	23.6	22.3	34.0
Volume/Cap:	0.86	1.09	0.91	1.09	1.25	1.25	0.61	1.15	1.18	1.25	0.61	0.29
Delay/Veh:	66.3	84.9	33.1	109.2	147	147.2	32.0	116	131.7	154.0	31.1	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	84.9	33.1	109.2	147	147.2	32.0	116	131.7	154.0	31.1	19.8
LOS by Move:	E	F	C	F	F	F	C	F	F	F	C	B
HCM2k95thQ:	8	36	41	20	58	58	13	38	52	51	13	7

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #1208: BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	3009	487	0	2173	531	1171	0	762	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	3009	487	0	2173	531	1171	0	762	0	0	0
Added Vol:	0	7	0	0	6	6	3	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3016	487	0	2179	537	1174	0	762	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3016	0	0	2179	0	1174	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3016	0	0	2179	0	1174	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3016	0	0	2179	0	1174	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.00	0.38	0.00	0.37	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	61.0	0.0	0.0	61.0	0.0	43.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.95	0.00	0.00	0.69	0.00	0.95	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.1	0.0	0.0	18.3	0.0	48.4	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.1	0.0	0.0	18.3	0.0	48.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	D	A	A	A	A	A
HCM2k95thQ:	0	57	0	0	30	0	46	0	0	0	0	0

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

Great America Theme Park Master Plan
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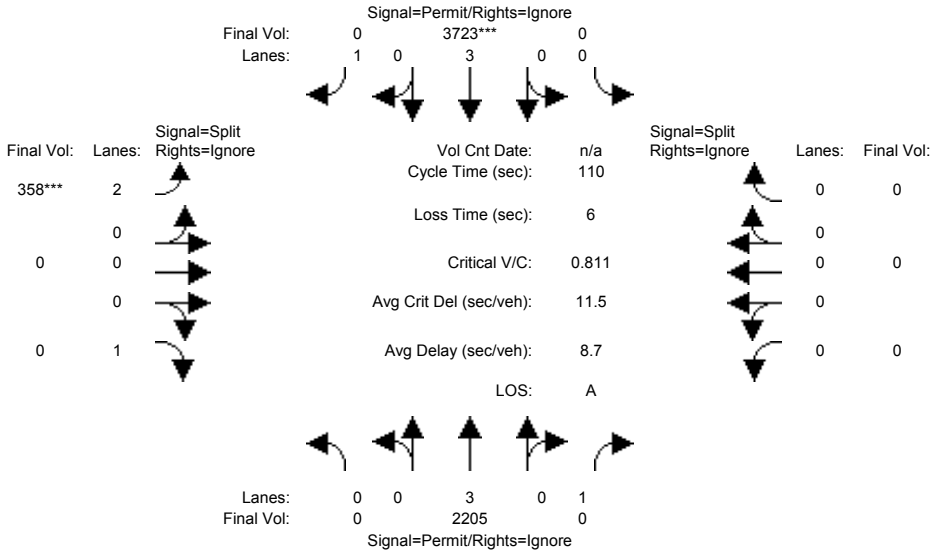
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #1208: BOWERS/101 SB



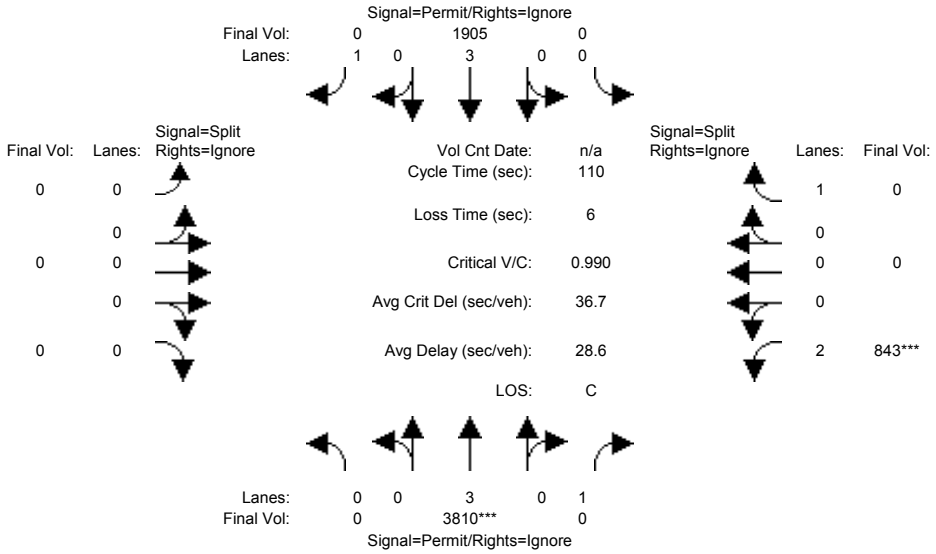
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	2182	1056	0	3711	1711	347	0	579	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2182	1056	0	3711	1711	347	0	579	0	0	0
Added Vol:	0	23	0	0	12	12	11	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2205	1056	0	3723	1723	358	0	579	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2205	0	0	3723	0	358	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2205	0	0	3723	0	358	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2205	0	0	3723	0	358	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.65	0.00	0.11	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	88.6	0.0	0.0	88.6	0.0	15.4	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.00	0.00	0.81	0.00	0.81	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.5	0.0	0.0	7.2	0.0	56.7	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	3.5	0.0	0.0	7.2	0.0	56.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	A	A	A	A
HCM2k95thQ:	0	15	0	0	36	0	17	0	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #1209: GREAT AMERICA/101 NB



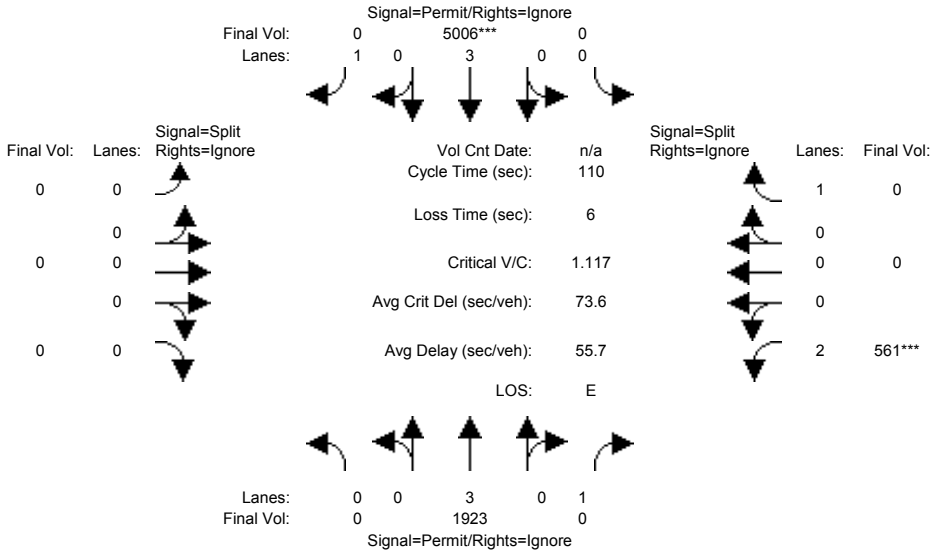
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	3799	191	0	1894	397	0	0	0	843	0	1907
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3799	191	0	1894	397	0	0	0	843	0	1907
Added Vol:	0	11	0	0	11	3	0	0	0	0	0	7
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3810	191	0	1905	400	0	0	0	843	0	1914
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3810	0	0	1905	0	0	0	0	843	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3810	0	0	1905	0	0	0	0	843	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3810	0	0	1905	0	0	0	0	843	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.27	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	74.3	0.0	0.0	74.3	0.0	0.0	0.0	0.0	29.7	0.0	0.0
Volume/Cap:	0.00	0.99	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.99	0.00	0.00
Delay/Veh:	0.0	29.8	0.0	0.0	8.8	0.0	0.0	0.0	0.0	68.3	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	29.8	0.0	0.0	8.8	0.0	0.0	0.0	0.0	68.3	0.0	0.0
LOS by Move:	A	C	A	A	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	66	0	0	19	0	0	0	0	39	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #1209: GREAT AMERICA/101 NB



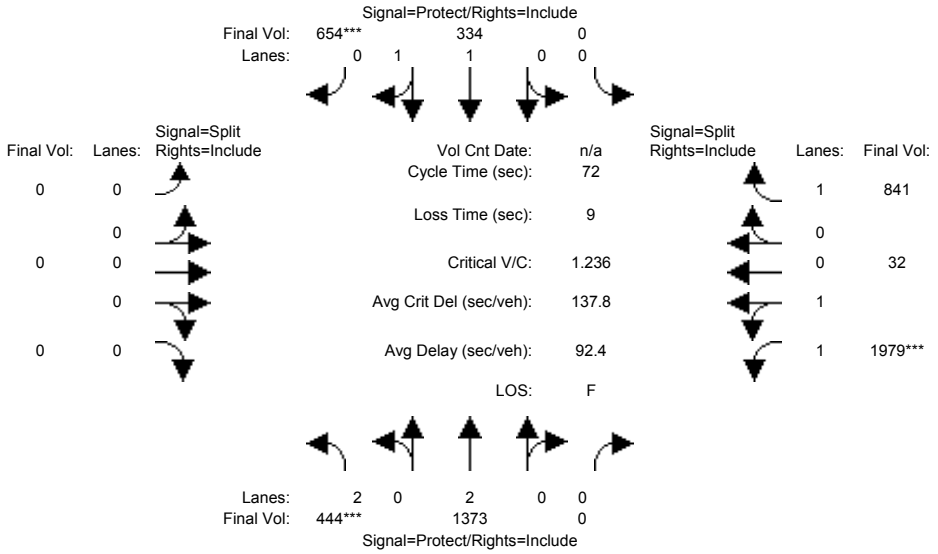
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	1889	632	0	4981	682	0	0	0	561	0	1085
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1889	632	0	4981	682	0	0	0	561	0	1085
Added Vol:	0	34	0	0	25	6	0	0	0	0	0	23
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1923	632	0	5006	688	0	0	0	561	0	1108
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1923	0	0	5006	0	0	0	0	561	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1923	0	0	5006	0	0	0	0	561	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1923	0	0	5006	0	0	0	0	561	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	86.5	0.0	0.0	86.5	0.0	0.0	0.0	0.0	17.5	0.0	0.0
Volume/Cap:	0.00	0.43	0.00	0.00	1.12	0.00	0.00	0.00	0.00	1.12	0.00	0.00
Delay/Veh:	0.0	3.9	0.0	0.0	68.1	0.0	0.0	0.0	0.0	122.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.9	0.0	0.0	68.1	0.0	0.0	0.0	0.0	122.6	0.0	0.0
LOS by Move:	A	A	A	A	E	A	A	A	A	F	A	A
HCM2k95thQ:	0	13	0	0	121	0	0	0	0	33	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #3028: 237/GREAT AMERICA (N)



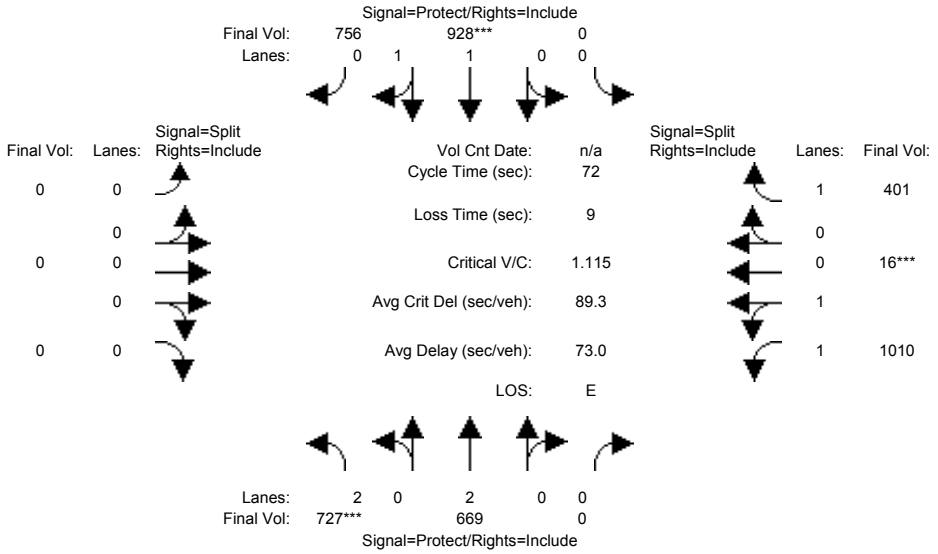
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	439	1373	0	0	334	654	0	0	0	1972	32	841
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	439	1373	0	0	334	654	0	0	0	1972	32	841
Added Vol:	5	0	0	0	0	0	0	0	0	7	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	444	1373	0	0	334	654	0	0	0	1979	32	841
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	444	1373	0	0	334	654	0	0	0	1979	32	841
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	1373	0	0	334	654	0	0	0	1979	32	841
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	444	1373	0	0	334	654	0	0	0	1979	32	841
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	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	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3493	56	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.36	0.00	0.00	0.18	0.37	0.00	0.00	0.00	0.57	0.57	0.48
Crit Moves:	****					****				****		
Green Time:	8.2	30.0	0.0	0.0	21.8	21.8	0.0	0.0	0.0	33.0	33.0	33.0
Volume/Cap:	1.24	0.87	0.00	0.00	0.58	1.24	0.00	0.00	0.00	1.24	1.24	1.05
Delay/Veh:	159.7	24.6	0.0	0.0	21.8	141.9	0.0	0.0	0.0	131.0	131	64.6
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:	159.7	24.6	0.0	0.0	21.8	141.9	0.0	0.0	0.0	131.0	131	64.6
LOS by Move:	F	C	A	A	C	F	A	A	A	F	F	E
HCM2k95thQ:	22	26	0	0	13	56	0	0	0	79	79	51

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #3028: 237/GREAT AMERICA (N)



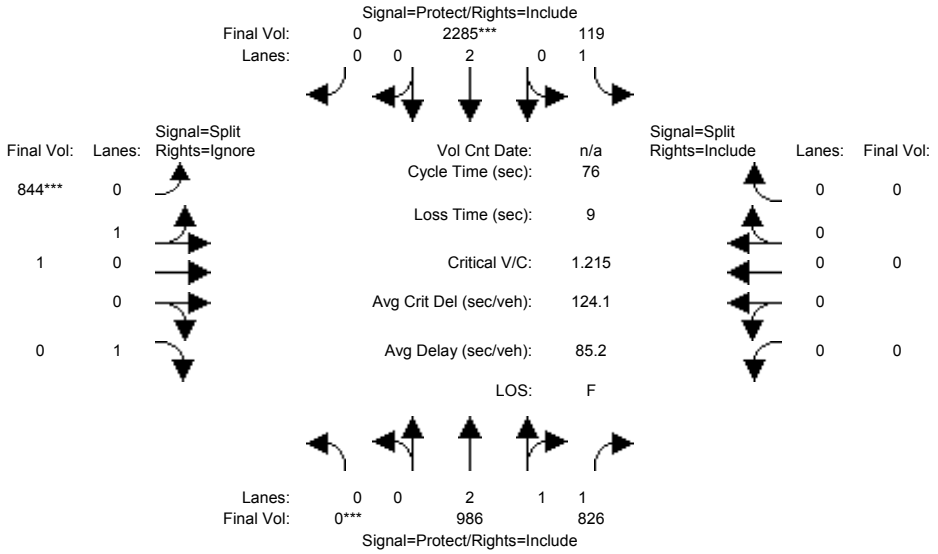
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:30-6:30PM												
Base Vol:	716	669	0	0	928	756	0	0	0	987	16	401
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	716	669	0	0	928	756	0	0	0	987	16	401
Added Vol:	11	0	0	0	0	0	0	0	0	23	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	727	669	0	0	928	756	0	0	0	1010	16	401
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	727	669	0	0	928	756	0	0	0	1010	16	401
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	727	669	0	0	928	756	0	0	0	1010	16	401
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	727	669	0	0	928	756	0	0	0	1010	16	401
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.08	0.92	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	2038	1660	0	0	0	3495	55	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.18	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.29	0.29	0.23
Crit Moves:	****				****						****	
Green Time:	14.9	44.3	0.0	0.0	29.4	29.4	0.0	0.0	0.0	18.7	18.7	18.7
Volume/Cap:	1.11	0.29	0.00	0.00	1.11	1.11	0.00	0.00	0.00	1.11	1.11	0.88
Delay/Veh:	99.6	6.5	0.0	0.0	82.6	82.6	0.0	0.0	0.0	93.0	93.0	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.6	6.5	0.0	0.0	82.6	82.6	0.0	0.0	0.0	93.0	93.0	43.8
LOS by Move:	F	A	A	A	F	F	A	A	A	F	F	D
HCM2k95thQ:	29	7	0	0	55	55	0	0	0	39	39	23

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #3029: 237/GREAT AMERICA (S)



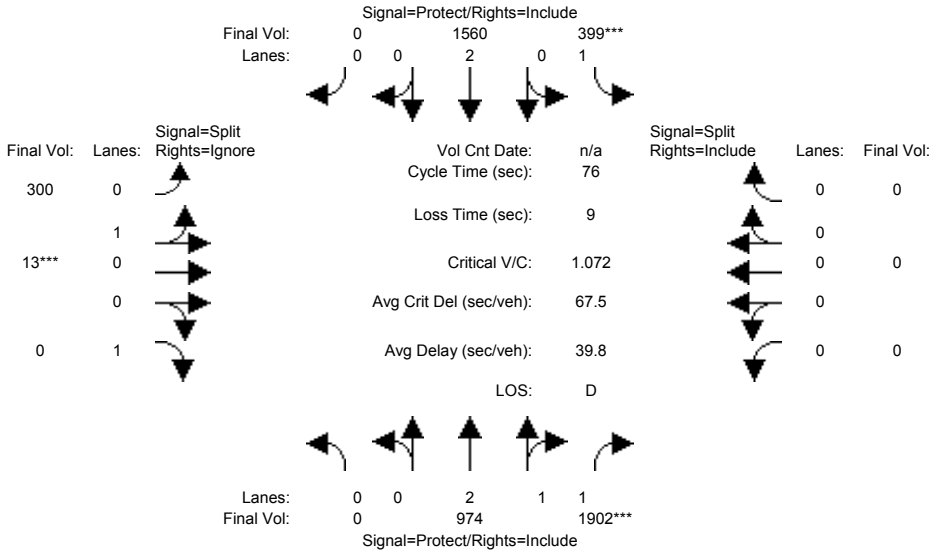
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	981	820	119	2278	0	844	1	1636	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	981	820	119	2278	0	844	1	1636	0	0	0
Added Vol:	0	5	6	0	7	0	0	0	6	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	986	826	119	2285	0	844	1	1642	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	986	826	119	2285	0	844	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	986	826	119	2285	0	844	1	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	986	826	119	2285	0	844	1	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	2.09	1.91	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3980	3334	1750	3800	0	1798	2	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.07	0.60	0.00	0.47	0.47	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	27.4	27.4	10.2	37.6	0.0	29.4	29.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.69	0.51	1.21	0.00	1.21	1.21	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	21.4	21.4	32.4	121	0.0	132.8	133	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	21.4	21.4	32.4	121	0.0	132.8	133	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	F	A	F	F	A	A	A	A
HCM2k95thQ:	0	17	17	6	79	0	67	67	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #3029: 237/GREAT AMERICA (S)



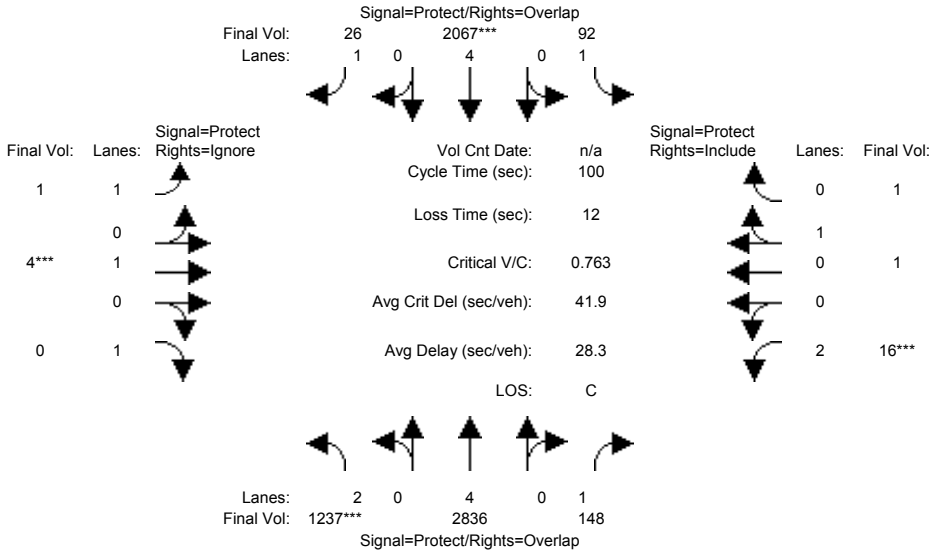
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	963	1890	399	1537	0	300	13	603	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	963	1890	399	1537	0	300	13	603	0	0	0
Added Vol:	0	11	12	0	23	0	0	0	20	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	974	1902	399	1560	0	300	13	623	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	974	1902	399	1560	0	300	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	974	1902	399	1560	0	300	13	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	974	1902	399	1560	0	300	13	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1725	75	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.54	0.23	0.41	0.00	0.17	0.17	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	38.5	38.5	16.2	54.7	0.0	12.3	12.3	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	1.07	1.07	0.57	0.00	1.07	1.07	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.5	59.3	97.2	5.4	0.0	105.0	105	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.5	59.3	97.2	5.4	0.0	105.0	105	0.0	0.0	0.0	0.0
LOS by Move:	A	B	E	F	A	A	F	F	A	A	A	A
HCM2k95thQ:	0	14	54	24	15	0	26	26	0	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



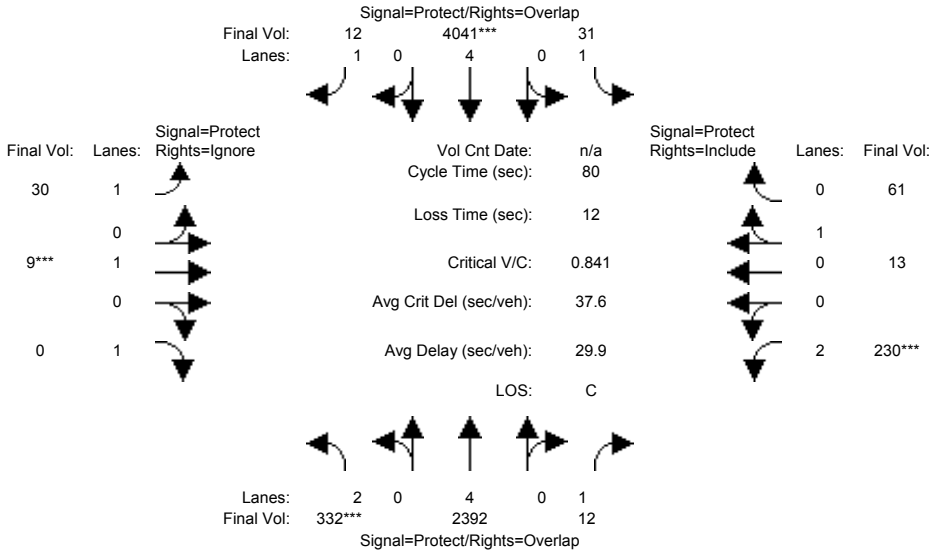
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1237	2809	148	92	2045	26	1	4	253	16	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1237	2809	148	92	2045	26	1	4	253	16	1	1
Added Vol:	0	27	0	0	22	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1237	2836	148	92	2067	26	1	4	253	16	1	1
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:	1237	2836	148	92	2067	26	1	4	0	16	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1237	2836	148	92	2067	26	1	4	0	16	1	1
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:	1237	2836	148	92	2067	26	1	4	0	16	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	900	900
Capacity Analysis Module:												
Vol/Sat:	0.39	0.37	0.08	0.05	0.27	0.01	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****			****		****		
Green Time:	41.9	59.8	66.8	11.2	29.1	36.1	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	0.94	0.62	0.13	0.47	0.94	0.04	0.01	0.02	0.00	0.07	0.01	0.01
Delay/Veh:	40.2	13.2	6.1	43.4	42.9	20.8	43.3	40.6	0.0	43.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	13.2	6.1	43.4	42.9	20.8	43.3	40.6	0.0	43.6	40.6	40.6
LOS by Move:	D	B	A	D	D	C	D	D	A	D	D	D
HCM2k95thQ:	35	23	3	6	31	1	0	0	0	1	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #4002: GREAT AMERICA / PATRICK HENRY



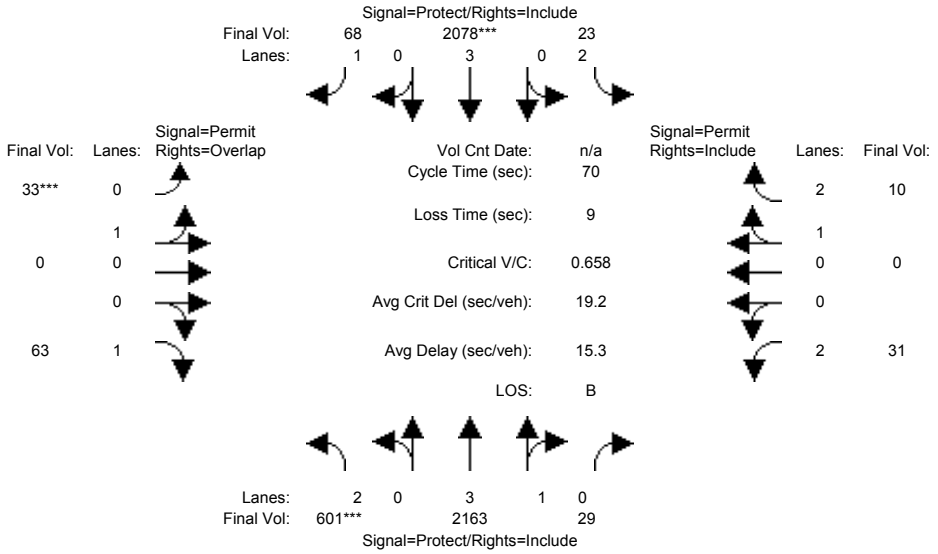
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	332	2305	12	31	3994	12	30	9	1315	230	13	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	332	2305	12	31	3994	12	30	9	1315	230	13	61
Added Vol:	0	87	0	0	47	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	332	2392	12	31	4041	12	30	9	1315	230	13	61
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:	332	2392	12	31	4041	12	30	9	0	230	13	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	2392	12	31	4041	12	30	9	0	230	13	61
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:	332	2392	12	31	4041	12	30	9	0	230	13	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	2.00	0.18	0.82
Final Sat.:	3150	7600	1750	1750	7600	1750	1750	1900	1750	3150	316	1484
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.01	0.02	0.53	0.01	0.02	0.00	0.00	0.07	0.04	0.04
Crit Moves:	****				****			****		****		
Green Time:	8.4	39.9	46.9	11.1	42.6	49.6	7.0	10.0	0.0	7.0	10.0	10.0
Volume/Cap:	1.00	0.63	0.01	0.13	1.00	0.01	0.20	0.04	0.00	0.83	0.33	0.33
Delay/Veh:	85.0	15.0	6.9	30.4	32.7	5.8	34.5	30.8	0.0	55.2	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	15.0	6.9	30.4	32.7	5.8	34.5	30.8	0.0	55.2	32.8	32.8
LOS by Move:	F	B	A	C	C	A	C	C	A	E	C	C
HCM2k95thQ:	12	19	0	1	50	0	2	0	0	11	4	4

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #4003: GREAT AMERICA / OLD GLORY



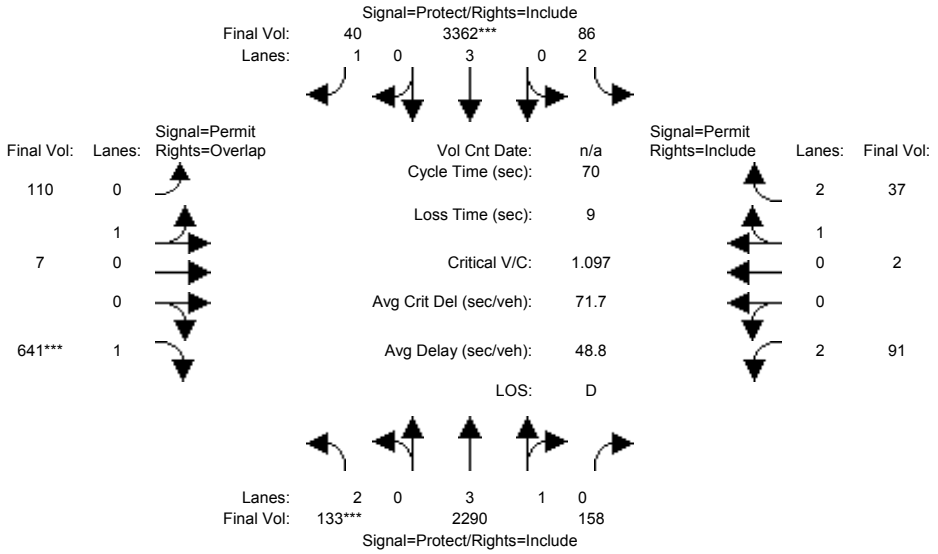
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	601	2163	2	17	2078	68	33	0	63	9	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	601	2163	2	17	2078	68	33	0	63	9	0	5
Added Vol:	0	0	27	6	0	0	0	0	0	22	0	5
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	601	2163	29	23	2078	68	33	0	63	31	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:	601	2163	29	23	2078	68	33	0	63	31	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	601	2163	29	23	2078	68	33	0	63	31	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:	601	2163	29	23	2078	68	33	0	63	31	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.94	0.06	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	7401	99	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.29	0.01	0.36	0.04	0.02	0.00	0.04	0.01	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	17.5	38.0	38.0	13.0	33.5	33.5	10.0	0.0	27.5	10.0	0.0	10.0
Volume/Cap:	0.76	0.54	0.54	0.04	0.76	0.08	0.13	0.00	0.09	0.07	0.00	0.01
Delay/Veh:	28.7	10.5	10.5	23.4	16.3	10.0	26.4	0.0	13.4	26.0	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:	28.7	10.5	10.5	23.4	16.3	10.0	26.4	0.0	13.4	26.0	0.0	25.8
LOS by Move:	C	B	B	C	B	A	C	A	B	C	A	C
HCM2k95thQ:	14	15	15	0	23	2	1	0	2	1	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #4003: GREAT AMERICA / OLD GLORY



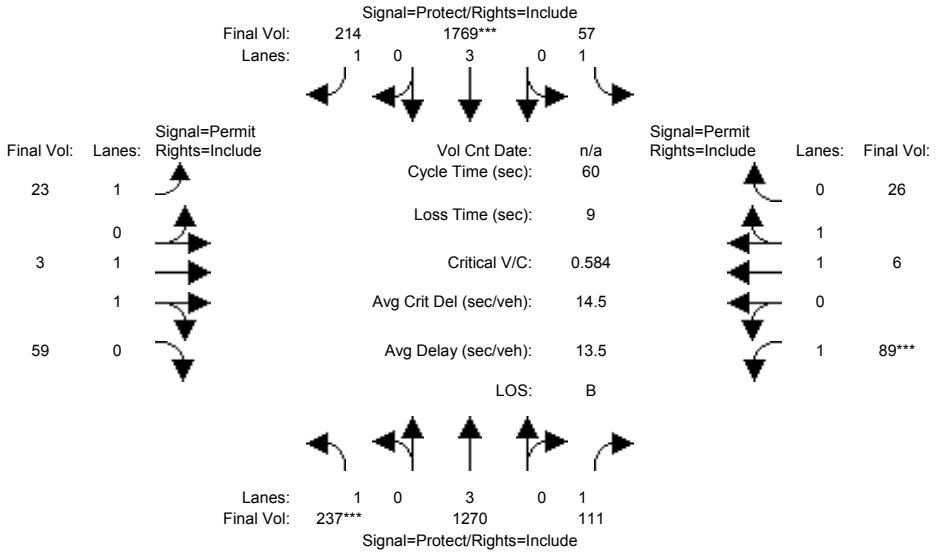
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	133	2334	27	56	3372	40	110	7	641	21	2	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	2334	27	56	3372	40	110	7	641	21	2	21
Added Vol:	0	0	87	20	0	0	0	0	0	47	0	11
ATI:	0	-44	44	10	-10	0	0	0	0	23	0	5
Initial Fut:	133	2290	158	86	3362	40	110	7	641	91	2	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	2290	158	86	3362	40	110	7	641	91	2	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	2290	158	86	3362	40	110	7	641	91	2	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	2290	158	86	3362	40	110	7	641	91	2	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	2.00	3.73	0.27	2.00	3.00	1.00	0.94	0.06	1.00	2.00	0.15	2.85
Final Sat.:	3150	7015	484	3150	5700	1750	1692	108	1750	3150	277	5123
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.03	0.59	0.02	0.07	0.07	0.37	0.03	0.01	0.01
Crit Moves:	****				****				****			
Green Time:	7.0	33.8	33.8	10.4	37.2	37.2	16.8	16.8	23.8	16.8	16.8	16.8
Volume/Cap:	0.42	0.68	0.68	0.18	1.11	0.04	0.27	0.27	1.08	0.12	0.03	0.03
Delay/Veh:	30.5	14.4	14.4	26.3	71.2	7.9	22.0	22.0	82.6	20.9	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	14.4	14.4	26.3	71.2	7.9	22.0	22.0	82.6	20.9	20.4	20.4
LOS by Move:	C	B	B	C	E	A	C	C	F	C	C	C
HCM2k95thQ:	3	19	19	2	63	1	4	4	39	2	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



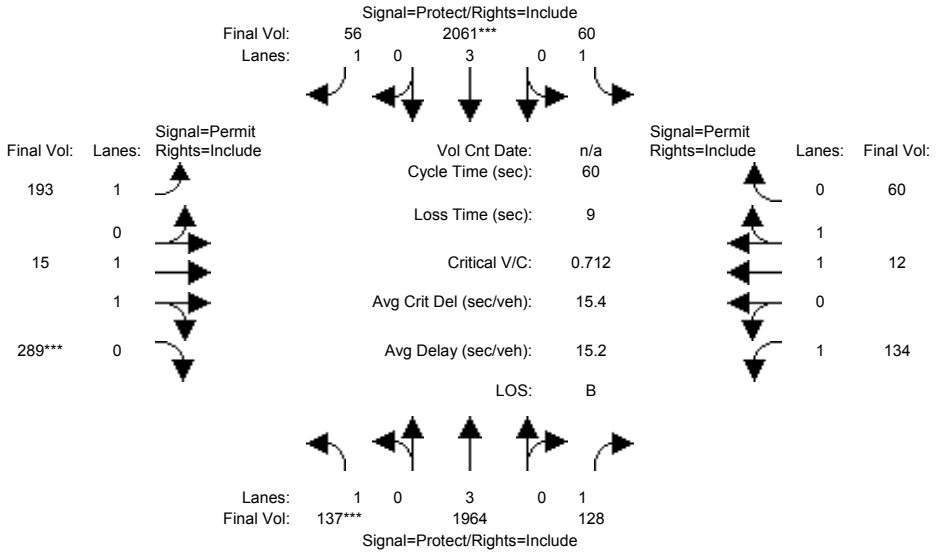
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	237	1259	111	57	1756	214	23	3	59	89	6	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	1259	111	57	1756	214	23	3	59	89	6	26
Added Vol:	0	11	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	1270	111	57	1769	214	23	3	59	89	6	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	1270	111	57	1769	214	23	3	59	89	6	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1270	111	57	1769	214	23	3	59	89	6	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	1270	111	57	1769	214	23	3	59	89	6	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.14	0.22	0.06	0.03	0.31	0.12	0.01	0.00	0.03	0.05	0.00	0.01
Crit Moves:	****				****					****		
Green Time:	12.5	26.9	26.9	14.1	28.5	28.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.65	0.50	0.14	0.14	0.65	0.26	0.08	0.01	0.20	0.31	0.02	0.09
Delay/Veh:	26.0	11.9	9.8	18.3	12.5	9.6	21.2	20.9	21.9	22.5	20.9	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	11.9	9.8	18.3	12.5	9.6	21.2	20.9	21.9	22.5	20.9	21.3
LOS by Move:	C	B	A	B	B	A	C	C	C	C	C	C
HCM2k95thQ:	9	10	3	2	14	5	1	0	2	4	0	1

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #4004: GREAT AMERICA / BUNKER HILL



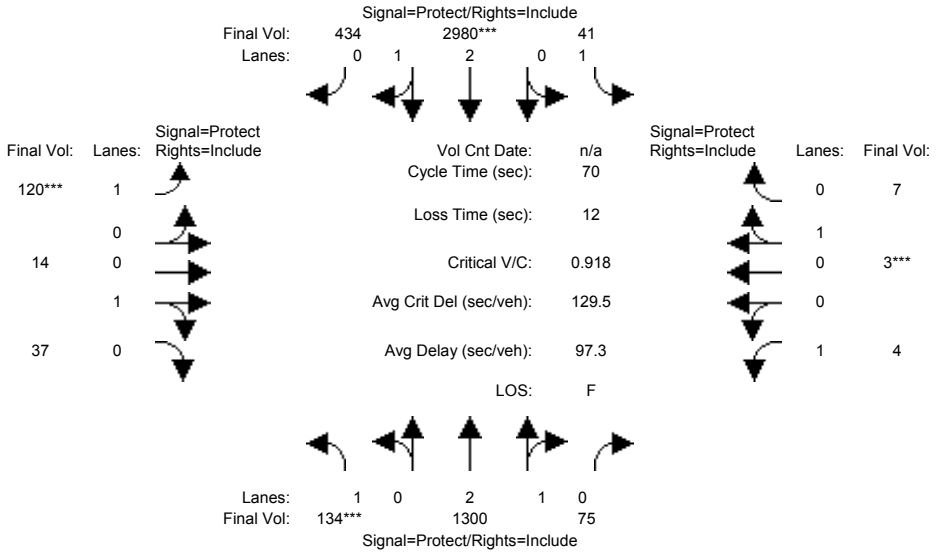
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	137	1941	128	60	2018	56	193	15	289	134	12	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1941	128	60	2018	56	193	15	289	134	12	60
Added Vol:	0	23	0	0	43	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	1964	128	60	2061	56	193	15	289	134	12	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	1964	128	60	2061	56	193	15	289	134	12	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1964	128	60	2061	56	193	15	289	134	12	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	1964	128	60	2061	56	193	15	289	134	12	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:	0.08	0.34	0.07	0.03	0.36	0.03	0.11	0.01	0.17	0.08	0.01	0.03
Crit Moves:	****				****				****			
Green Time:	7.0	27.8	27.8	9.4	30.2	30.2	13.8	13.8	13.8	13.8	13.8	13.8
Volume/Cap:	0.67	0.74	0.16	0.22	0.72	0.06	0.48	0.03	0.72	0.33	0.03	0.15
Delay/Veh:	33.8	14.4	9.4	22.5	12.5	7.7	20.9	17.9	27.2	19.8	17.9	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	14.4	9.4	22.5	12.5	7.7	20.9	17.9	27.2	19.8	17.9	18.6
LOS by Move:	C	B	A	C	B	A	C	B	C	B	B	B
HCM2k95thQ:	5	17	3	2	17	1	8	0	13	5	0	2

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #4005: GREAT AMERICA / ALVISO



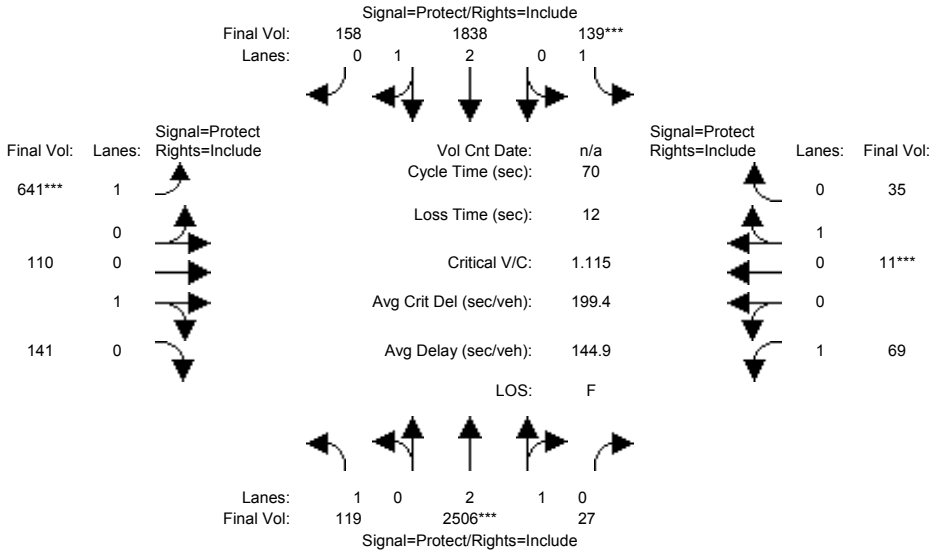
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	134	1289	75	41	2967	434	120	14	37	4	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	1289	75	41	2967	434	120	14	37	4	3	7
Added Vol:	0	11	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	1300	75	41	2980	434	120	14	37	4	3	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1300	75	41	2980	434	120	14	37	4	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1300	75	41	2980	434	120	14	37	4	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1300	75	41	2980	434	120	14	37	4	3	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.83	0.17	1.00	2.60	0.40	1.00	0.27	0.73	1.00	0.30	0.70
Final Sat.:	1750	5294	305	1750	4887	712	1750	494	1306	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.02	0.61	0.61	0.07	0.03	0.03	0.00	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	7.0	29.1	29.1	11.9	34.0	34.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.77	0.59	0.59	0.14	1.26	1.26	0.69	0.20	0.20	0.02	0.04	0.04
Delay/Veh:	48.8	16.2	16.2	24.9	136	136.1	41.2	26.8	26.8	28.5	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	16.2	16.2	24.9	136	136.1	41.2	26.8	26.8	28.5	25.9	25.9
LOS by Move:	D	B	B	C	F	F	D	C	C	C	C	C
HCM2k95thQ:	7	14	14	2	80	80	8	2	2	0	0	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #4005: GREAT AMERICA / ALVISO



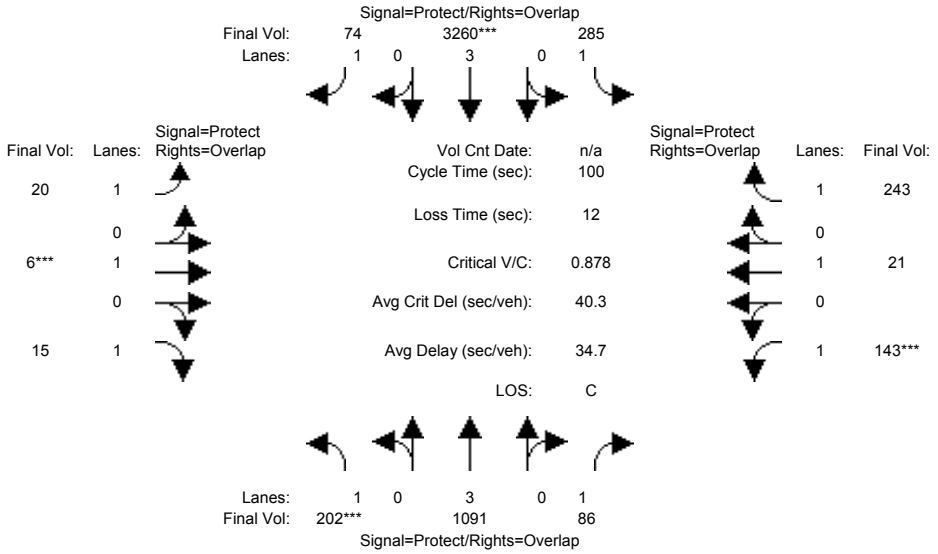
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	119	2483	27	139	1795	158	641	110	141	69	11	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	2483	27	139	1795	158	641	110	141	69	11	35
Added Vol:	0	23	0	0	43	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	2506	27	139	1838	158	641	110	141	69	11	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	2506	27	139	1838	158	641	110	141	69	11	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	2506	27	139	1838	158	641	110	141	69	11	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	2506	27	139	1838	158	641	110	141	69	11	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.75	0.25	1.00	0.44	0.56	1.00	0.24	0.76
Final Sat.:	1750	5540	60	1750	5156	443	1750	789	1011	1750	430	1370
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.45	0.08	0.36	0.36	0.37	0.14	0.14	0.04	0.03	0.03
Crit Moves:		****		****			****				****	
Green Time:	7.0	22.7	22.7	7.0	22.7	22.7	18.3	16.7	16.7	11.7	10.0	10.0
Volume/Cap:	0.68	1.40	1.40	0.79	1.10	1.10	1.40	0.59	0.59	0.24	0.18	0.18
Delay/Veh:	40.8	206	206.0	52.4	78.3	78.3	217.6	25.7	25.7	25.7	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	206	206.0	52.4	78.3	78.3	217.6	25.7	25.7	25.7	26.7	26.7
LOS by Move:	D	F	F	D	E	E	F	C	C	C	C	C
HCM2k95thQ:	5	74	74	7	40	40	65	11	11	3	2	2

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #4006: GREAT AMERICA / YERBA BUENA



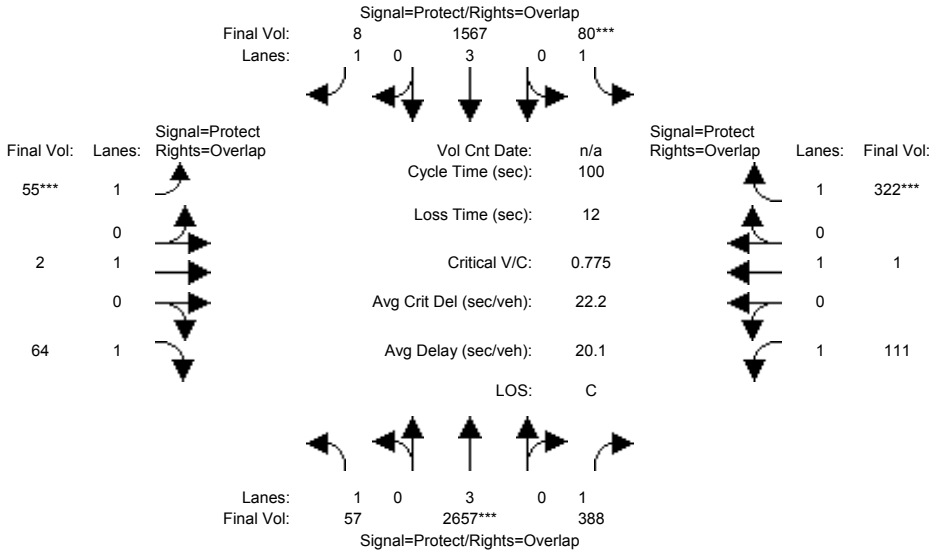
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	202	1080	86	285	3247	74	20	6	15	143	21	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	1080	86	285	3247	74	20	6	15	143	21	243
Added Vol:	0	11	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	1091	86	285	3260	74	20	6	15	143	21	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	1091	86	285	3260	74	20	6	15	143	21	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1091	86	285	3260	74	20	6	15	143	21	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	1091	86	285	3260	74	20	6	15	143	21	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:	0.12	0.19	0.05	0.16	0.57	0.04	0.01	0.00	0.01	0.08	0.01	0.14
Crit Moves:	****				****			****			****	
Green Time:	11.7	37.7	46.0	32.0	58.0	65.5	7.5	10.0	21.7	8.3	10.8	42.8
Volume/Cap:	0.99	0.51	0.11	0.51	0.99	0.06	0.15	0.03	0.04	0.99	0.10	0.32
Delay/Veh:	102.7	24.2	15.4	28.3	33.1	6.2	43.8	40.7	31.0	116.1	40.5	19.2
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:	102.7	24.2	15.4	28.3	33.1	6.2	43.8	40.7	31.0	116.1	40.5	19.2
LOS by Move:	F	C	B	C	C	A	D	D	C	F	D	B
HCM2k95thQ:	16	16	3	13	51	2	2	0	1	16	1	10

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #4006: GREAT AMERICA / YERBA BUENA



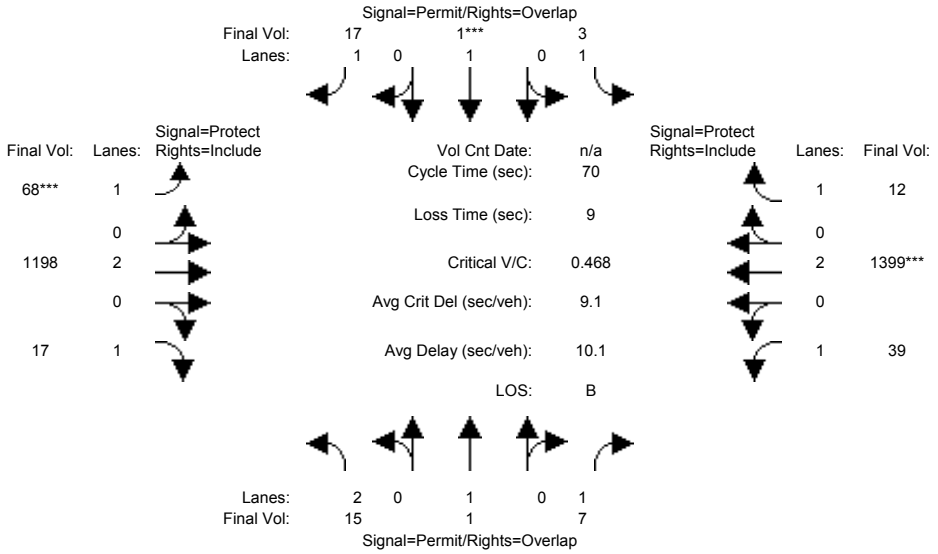
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	2634	388	80	1524	8	55	2	64	111	1	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	2634	388	80	1524	8	55	2	64	111	1	322
Added Vol:	0	23	0	0	43	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	2657	388	80	1567	8	55	2	64	111	1	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	2657	388	80	1567	8	55	2	64	111	1	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2657	388	80	1567	8	55	2	64	111	1	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	2657	388	80	1567	8	55	2	64	111	1	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.47	0.22	0.05	0.27	0.00	0.03	0.00	0.04	0.06	0.00	0.18
Crit Moves:		****		****			****					****
Green Time:	13.5	59.5	68.3	7.0	53.0	60.0	7.0	12.7	26.2	8.9	14.5	21.5
Volume/Cap:	0.24	0.78	0.32	0.65	0.52	0.01	0.45	0.01	0.14	0.72	0.00	0.85
Delay/Veh:	39.2	16.6	6.6	57.3	15.4	8.1	47.3	38.2	28.4	59.0	36.5	54.7
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:	39.2	16.6	6.6	57.3	15.4	8.1	47.3	38.2	28.4	59.0	36.5	54.7
LOS by Move:	D	B	A	E	B	A	D	D	C	E	D	D
HCM2k95thQ:	3	32	9	5	19	0	5	0	3	10	0	24

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #4007: TASMAN / CONVENTION CENTER



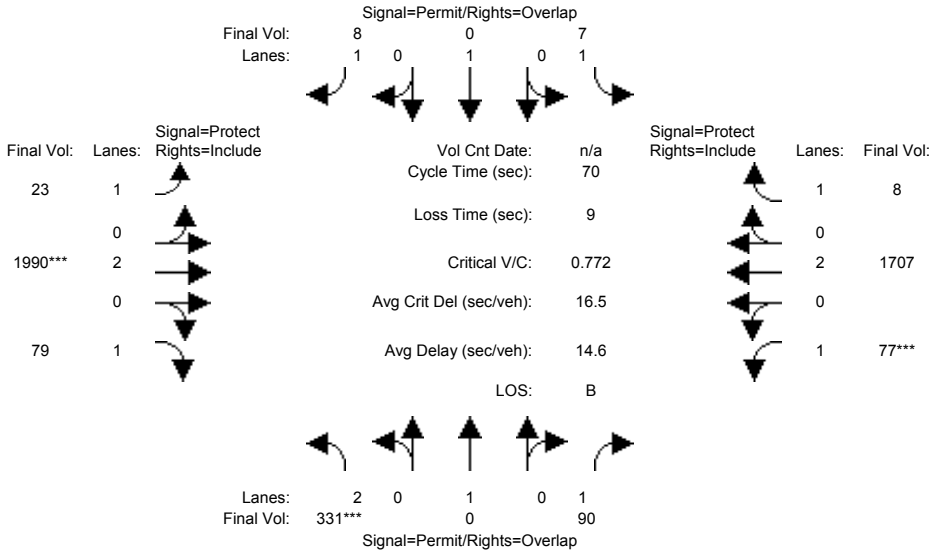
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	1	4	3	1	17	68	1198	6	35	1399	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1	4	3	1	17	68	1198	6	35	1399	12
Added Vol:	8	0	3	0	0	0	0	0	11	4	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1	7	3	1	17	68	1198	17	39	1399	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1	7	3	1	17	68	1198	17	39	1399	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1	7	3	1	17	68	1198	17	39	1399	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1	7	3	1	17	68	1198	17	39	1399	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.04	0.32	0.01	0.02	0.37	0.01
Crit Moves:					****		****				****	
Green Time:	10.0	10.0	22.3	10.0	10.0	17.0	7.0	38.7	38.7	12.3	44.0	44.0
Volume/Cap:	0.03	0.00	0.01	0.01	0.00	0.04	0.39	0.57	0.02	0.13	0.59	0.01
Delay/Veh:	25.9	25.7	16.3	25.8	25.7	20.3	30.9	10.6	7.1	24.5	8.0	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.7	16.3	25.8	25.7	20.3	30.9	10.6	7.1	24.5	8.0	4.9
LOS by Move:	C	C	B	C	C	C	C	B	A	C	A	A
HCM2k95thQ:	0	0	0	0	0	1	3	15	0	2	16	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #4007: TASMAN / CONVENTION CENTER



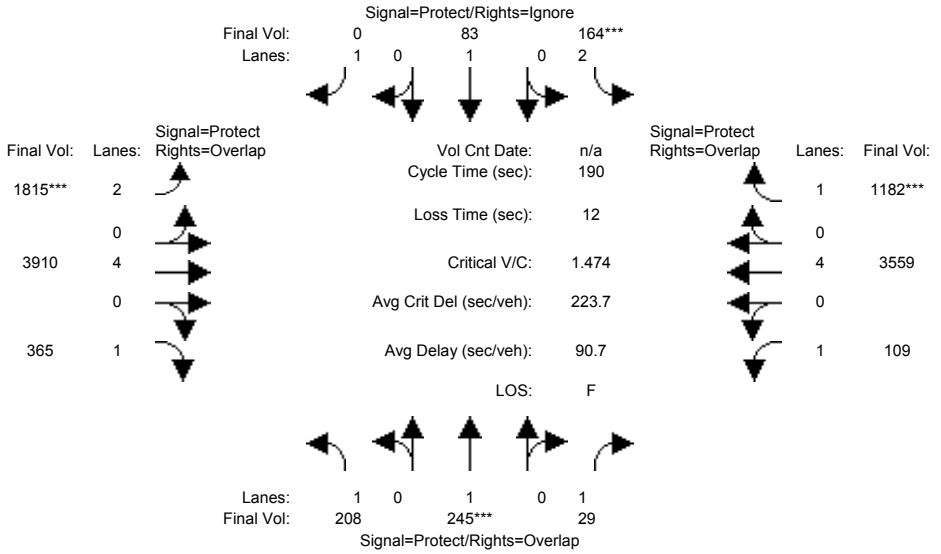
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	304	0	80	7	0	8	23	2007	29	59	1713	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	0	80	7	0	8	23	2007	29	59	1713	8
Added Vol:	18	0	7	0	0	0	0	0	33	12	0	0
ATI:	9	0	3	0	0	0	0	-17	17	6	-6	0
Initial Fut:	331	0	90	7	0	8	23	1990	79	77	1707	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	0	90	7	0	8	23	1990	79	77	1707	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	0	90	7	0	8	23	1990	79	77	1707	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	0	90	7	0	8	23	1990	79	77	1707	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.05	0.00	0.00	0.00	0.01	0.52	0.05	0.04	0.45	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	17.0	10.0	0.0	19.3	9.3	44.0	44.0	7.0	41.7	41.7
Volume/Cap:	0.74	0.00	0.21	0.03	0.00	0.02	0.10	0.83	0.07	0.44	0.75	0.01
Delay/Veh:	35.0	0.0	21.4	25.9	0.0	18.5	26.9	12.8	5.1	31.4	11.9	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:	35.0	0.0	21.4	25.9	0.0	18.5	26.9	12.8	5.1	31.4	11.9	5.7
LOS by Move:	C	A	C	C	A	B	C	B	A	C	B	A
HCM2k95thQ:	11	0	4	0	0	0	1	27	1	3	24	0

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (AM)

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



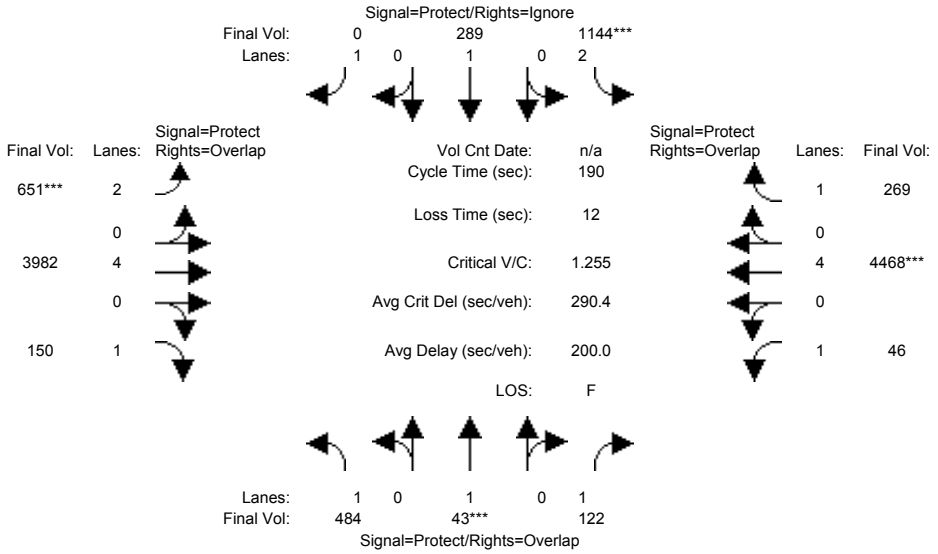
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	208	245	29	159	83	451	1813	3910	365	109	3559	1176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	245	29	159	83	451	1813	3910	365	109	3559	1176
Added Vol:	0	0	0	5	0	2	2	0	0	0	0	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	245	29	164	83	453	1815	3910	365	109	3559	1182
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	245	29	164	83	0	1815	3910	365	109	3559	1182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	245	29	164	83	0	1815	3910	365	109	3559	1182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	245	29	164	83	0	1815	3910	365	109	3559	1182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.02	0.05	0.04	0.00	0.58	0.51	0.21	0.06	0.47	0.68
Crit Moves:		****		****			****					****
Green Time:	20.2	16.2	34.3	14.0	10.0	0.0	72.3	130	149.8	18.2	100	114.0
Volume/Cap:	1.12	1.51	0.09	0.71	0.83	0.00	1.51	0.75	0.26	0.65	0.89	1.13
Delay/Veh:	186.5	347	65.0	95.6	131	0.0	294.5	20.4	5.5	91.7	42.9	107.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	186.5	347	65.0	95.6	131	0.0	294.5	20.4	5.5	91.7	42.9	107.1
LOS by Move:	F	F	E	F	F	A	F	C	A	F	D	F
HCM2k95thQ:	32	42	3	13	13	0	161	58	11	14	73	139

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+Project (PM)

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



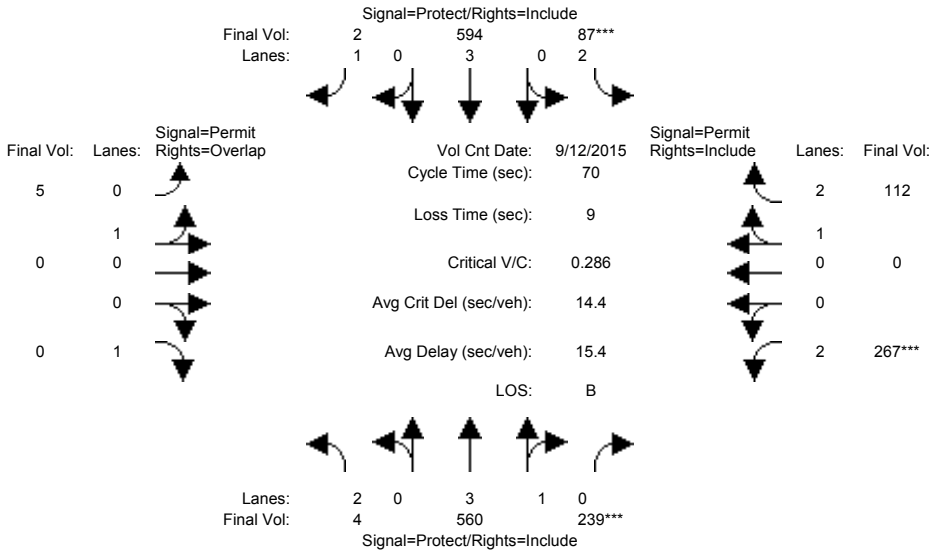
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	36	36	37	44	44	30	105	105	12	87	87
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	484	43	122	1133	289	1259	643	3982	150	46	4468	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	43	122	1133	289	1259	643	3982	150	46	4468	249
Added Vol:	0	0	0	11	0	4	8	0	0	0	0	20
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	484	43	122	1144	289	1263	651	3982	150	46	4468	269
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	484	43	122	1144	289	0	651	3982	150	46	4468	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	43	122	1144	289	0	651	3982	150	46	4468	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	484	43	122	1144	289	0	651	3982	150	46	4468	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.02	0.07	0.36	0.15	0.00	0.21	0.52	0.09	0.03	0.59	0.15
Crit Moves:		****		****			****				****	
Green Time:	27.3	33.9	45.1	34.8	41.4	0.0	28.2	98.8	126.1	11.2	81.8	116.6
Volume/Cap:	1.93	0.13	0.29	1.98	0.70	0.00	1.39	1.01	0.13	0.45	1.36	0.25
Delay/Veh:	517.8	70.0	63.6	530.9	78.1	0.0	275.0	51.6	5.0	94.9	233	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	517.8	70.0	63.6	530.9	78.1	0.0	275.0	51.6	5.0	94.9	233	25.4
LOS by Move:	F	E	E	F	E	A	F	D	A	F	F	C
HCM2k95thQ:	96	4	12	126	29	0	61	102	3	7	155	20

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (SAT PM)

Intersection #4003: GREAT AMERICA / OLD GLORY



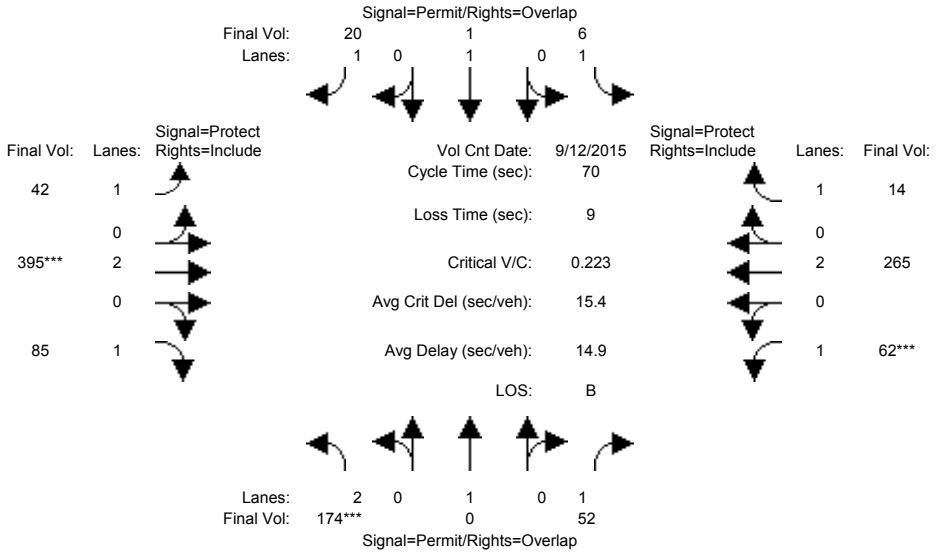
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2015 <<												
Base Vol:	4	617	69	48	607	2	5	0	0	140	0	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	617	69	48	607	2	5	0	0	140	0	83
Added Vol:	0	0	113	26	0	0	0	0	0	87	0	20
ATI:	0	-57	57	13	-13	0	0	0	0	40	0	9
Initial Fut:	4	560	239	87	594	2	5	0	0	267	0	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	560	239	87	594	2	5	0	0	267	0	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	560	239	87	594	2	5	0	0	267	0	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	560	239	87	594	2	5	0	0	267	0	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.14	0.03	0.10	0.00	0.00	0.00	0.00	0.08	0.00	0.02
Crit Moves:			****	****						****		
Green Time:	16.6	33.3	33.3	7.0	23.7	23.7	20.7	0.0	0.0	20.7	0.0	20.7
Volume/Cap:	0.01	0.21	0.29	0.28	0.31	0.00	0.01	0.00	0.00	0.29	0.00	0.07
Delay/Veh:	20.4	10.7	11.2	29.6	17.2	15.3	17.4	0.0	0.0	19.2	0.0	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	10.7	11.2	29.6	17.2	15.3	17.4	0.0	0.0	19.2	0.0	17.8
LOS by Move:	C	B	B	C	B	B	B	A	A	B	A	B
HCM2k95thQ:	0	5	7	2	6	0	0	0	0	6	0	1

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

Great America Theme Park Master Plan
Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background+Project (SAT PM)

Intersection #4007: TASMAN / CONVENTION CENTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2015 <<												
Base Vol:	126	0	34	6	1	20	42	417	19	38	273	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	0	34	6	1	20	42	417	19	38	273	14
Added Vol:	33	0	12	0	0	0	0	0	44	16	0	0
ATI:	15	0	6	0	0	0	0	-22	22	8	-8	0
Initial Fut:	174	0	52	6	1	20	42	395	85	62	265	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	0	52	6	1	20	42	395	85	62	265	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	0	52	6	1	20	42	395	85	62	265	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	0	52	6	1	20	42	395	85	62	265	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.00	0.00	0.01	0.02	0.10	0.05	0.04	0.07	0.01
Crit Moves:	****							****		****		
Green Time:	17.3	0.0	28.4	17.3	17.3	35.3	18.0	32.6	32.6	11.1	25.7	25.7
Volume/Cap:	0.22	0.00	0.07	0.01	0.00	0.02	0.09	0.22	0.10	0.22	0.19	0.02
Delay/Veh:	21.1	0.0	12.8	19.9	19.8	8.7	19.9	11.2	10.6	26.1	15.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	0.0	12.8	19.9	19.8	8.7	19.9	11.2	10.6	26.1	15.1	14.1
LOS by Move:	C	A	B	B	B	A	B	B	B	C	B	B
HCM2k95thQ:	4	0	2	0	0	0	1	5	2	3	4	0

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

Appendix D

Approved and Pending Projects List

Santa Clara Approved Projects

Applicant/Owner/Project Name	Address/Location	Proposed Project Description
Intel SC-13	2250 Mission College Boulevard	100 ksf of office
Hewlett-Packard/Agilent Technologies	5301 Stevens Creek Boulevard	727.5 ksf of office
Gateway Santa Clara	3700 El Camin Real	476 Homes, 87 ksf of retail
Lawson Lane	2200 Lawson Lane	516 ksf of office
2350 Mission College Boulevard Office Retail	2350 Mission College Boulevard	300 ksf of office, 6 story parking garage, 6,000 s.f. of retail
NVDIA	2600, 2800 San Tomas Expressway, 2400 Condensa Street	1.2 m.s.f. of office
BAREC	90 Winchester Boulevard	165 apartment units
Augustine Bowers Industrial Campus/Equity Office	2620-2727 Augustine Drive	1,969.6 ksf of office, 35 ksf of retail
Fairfield Development	900 Kiely Boulevard	57 Single Family Homes, 68 Row Houses, 116 Townhouses, 525 Apartments
Yahoo!	5010 Old Ironsides Drive	3,060 ksf of office
Patrick Duran	4888 Patrick Henry	13,000 square foot addition to existing industrial/office
Brad Krouskup	4800 Great America Parkway	New 171,000 sq. ft. office building and new site improvements and two level parking garage
Mission College Master Plan	Mission College Boulevard and Great America Parkway	427 ksf expasion of the existing college
Elaine Breeze/Urban Planning Group	2645 El Camino Real	183 Apartments
Silicon Sage Builders	1460 Monroe Avenue	4-story mixed use development with 1,800 sq.ft. of ground floor retail and 18 residential units
Laurelwood Office/Retail	2121 Laurelwood Road	217.7 ksf of office, 4,000 s.f. of retail
Cogswell College	5302 Betsy Ross Drive	Cosgwell Polytechincal College - private educational institution
Calvary Southern Baptis Church	3137 Forbes Avenue	construction of a new 2-story building, 14,000+ sq.ft. and parking, landscaping improvements
Prometheus	45 Buckingham and 66 Saratoga	4-story 222 multi-family res and wrap parking
Charles Mckeag	166 Saratoga Avenue	33 unit residential project on 1.74 acre site. Total building area 54K sq. ft.
Silicon Valley Builders	1313 Franklin Street	multifamily Residential project with 46 units and 16K or retail space and 4 stories
Silicon Valley Builders	555 Saratoga Avenue	3-story condominium project with 13 units
3000 Bowers office	3000 Bowers Avenue	New (2) 5-story 150ksf office building, (1) 2-story 17.4 ksf amenity building
Great America Parkway	4301 Great America Parkway	600 ksf of office
Irvine Co	3515 Monroe Street	825 housing units and 40ksf of retail
Jane Vaughn	3333 Scott Boulevard	581 ksf of office
3Com/Cognac Great America	5402 Great America Parkway at Great America Way	Existing office use redeveloped to 278,000 s.f. of office/research & development

Source: City of Santa Clara Planning Department October 2015

San Jose Approved Projects

Applicant/Owner/Project Name	Address/Location	Proposed Project Description
Lincoln Property	both side of Gold Street N/O of SR237	348,732 sf of office/r&d and commercial development
Legacy Terrace Development	Gold Street and SR237	985 ksf of research development, 175-room hotel
NSJ Phase I Project Trips	North San Jose	6,675 msf of industrial space 425 ksf of commercial space 8,000 Residential units

Source: City of San Jose Traffix Database

Santa Clara Pending Projects

Applicant/Owner/Project Name	Address/Location	Proposed Project Description
Ray Hashimoto /HMH for River of Life Church	1177 Laurelwood Road	New 35K sanctuary structure adjacent to existing building
Washington Holdings/Kelly Snyder	2041 Mission College Boulevard	build 5 new retail buildings totaling 24,000 sq. ft., a 5-story 175-room hotel
Scott Menard	3305 Kifer Road	48 attached townhomes and stacked flats with 109 parking spaces
Irvine Company	575 Benton Street	5-story mixed use project consisting ground floor 25,942 sf commercial space and 417 apartments
Summerhill	2230 El Camino Real	164 apartment units
Pinn Bros	1890 El Camino Real	four story mixed use development consisting of 60 for sale units, 5,820 sq. ft. of commercial
Johnathon Fearn/Summerhill Homes	3505 Kifer Road	996 residential units with 37,000 square foot retail
Irvine	3265 Scott Boulevard	2,000 rental housing units 40,000 sf retail added 30 acres parks/open
Lour Mariani	2570 El Camino Real	392 dwelling units, a 311-room hotel, and 6,000 square feet of retail commercial space
Menlo Equities	3535 Garrett	eight story office and three level parking
Rashik Patel T2	2950 Lakeside Drive	New 7 story hotel with 188 rooms
Xeres Dupont Fabros	555 Reed Street	111,000 sf data center
Jeff Guinta	2580 Lafayette	Adult gymnasium
Lennar Commercial	3607 Kifer Road	5-level parking structure, 5-story 199,460 sq.ft. office building
MCA	3265 Scott Boulevard	Expansion of activities at Muslim Community Association to include new high school
Bixby Lane Office	Tasman/Drive and Old Ironside Drive	150,000 s.f. office building
City Place	5155 Stars and Stripes Drive	5.7M sq ft office; 1.1M sq ft retail; 1,360 mixed density residential units; 700 hotel rooms; 250K restaurant uses; 190K entertainment space

Source: City of Santa Clara Planning Department October 2015

San Jose Pending Projects

Applicant/Owner/Project Name	Address/Location	Proposed Project Description
Cilker NSJ	Zanker/SR 237	1.2 msf light industrial
America Center	Great America/SR 237	216ksf office
TopGolf	4701 North First Street	200-room hotel and 110ksf retail
NSJ Phase II Project Trips	North San Jose	6,675 msf of industrial space 425 ksf of commercial space 8,000 Residential units

Appendix E

Queuing Analysis

Vehicle Queuing Analysis Summary

Measurement	Great America Pkwy/Old Glory Ln SBL AM	Great America Pkwy/Old Glory Ln SBL PM	Great America Pkwy/Old Glory Ln SBL SAT	Great America Pkwy/Old Glory Ln WBL AM	Great America Pkwy/Old Glory Ln WBL PM	Great America Pkwy/Old Glory Ln WBL SAT	Convention Center/Tasman Dr NBL AM	Convention Center/Tasman Dr NBL PM	Convention Center/Tasman Dr NBL SAT	Convention Center/Tasman Dr WBL AM	Convention Center/Tasman Dr WBL PM	Convention Center/Tasman Dr WBL SAT
Existing Plus Project												
Cycle/Delay[1] (sec)	70	70	70	70	70	70	70	70	70	70	70	70
Lanes	2	2	2	2	2	2	2	2	2	1	1	1
Volume (vph)	23	86	87	31	91	267	15	331	174	14	77	62
Volume (vphpl)	12	43	44	16	46	134	8	166	87	14	77	62
Avg. Queue (veh/ln.)	0.2	0.8	0.8	0.3	0.9	2.6	0.1	3.2	1.7	0.3	1.5	1.2
Avg. Queue[2] (ft./ln)	6	21	21	8	22	65	4	80	42	7	37	30
95th %. Queue (veh/ln.)	1	3	3	1	3	5	1	6	4	1	4	3
95th %. Queue (ft./ln)	25	75	75	25	75	125	25	150	100	25	100	75
Storage (ft./ ln.)	250	250	250	200	200	200	150	150	150	175	175	175
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

[1] Vehicle queue calculations based on cycle length for signalized intersections and controlled delay for unsignalized intersections.

[2] Assumes 25 feet per vehicle queued

Great America Pkwy/Old Glory Ln
SBL
AM
Existing Plus Project
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7996	0.7996	0
0.1788	0.9784	1
0.0200	0.9984	2
0.0015	0.9999	3
0.0001	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/Old Glory Ln
SBL
PM
Existing Plus Project
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4334	0.4334	0
0.3624	0.7958	1
0.1515	0.9472	2
0.0422	0.9895	3
0.0088	0.9983	4
0.0015	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/Old Glory Ln
SBL
SAT
Existing Plus Project
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4292	0.4292	0
0.3630	0.7922	1
0.1535	0.9458	2
0.0433	0.9891	3
0.0092	0.9982	4
0.0015	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/Old Glory Ln
WBL
AM
Existing Plus Project
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7398	0.7398	0
0.2230	0.9628	1
0.0336	0.9964	2
0.0034	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/Old Glory Ln
WBL
PM
Existing Plus Project
Avg. Queue Per Lane in Veh= 0.9
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4128	0.4128	0
0.3652	0.7781	1
0.1616	0.9396	2
0.0476	0.9873	3
0.0105	0.9978	4
0.0019	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Great America Pkwy/Old Glory Ln
WBL
SAT
Existing Plus Project
Avg. Queue Per Lane in Veh= 2.6
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0746	0.0746	0
0.1936	0.2682	1
0.2513	0.5195	2
0.2174	0.7369	3
0.1411	0.8780	4
0.0733	0.9513	5
0.0317	0.9830	6
0.0118	0.9947	7
0.0038	0.9985	8
0.0011	0.9996	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Convention Center/Tasman Dr
NBL
AM
Existing Plus Project
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8643	0.8643	0
0.1260	0.9903	1
0.0092	0.9995	2
0.0004	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Convention Center/Tasman Dr
NBL
PM
Existing Plus Project
Avg. Queue Per Lane in Veh= 3.2
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0400	0.0400	0
0.1288	0.1689	1
0.2073	0.3761	2
0.2224	0.5985	3
0.1789	0.7774	4
0.1151	0.8925	5
0.0618	0.9543	6
0.0284	0.9827	7
0.0114	0.9941	8
0.0041	0.9982	9
0.0013	0.9995	10
0.0004	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Convention Center/Tasman Dr
NBL
SAT
Existing Plus Project
Avg. Queue Per Lane in Veh= 1.7
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1842	0.1842	0
0.3116	0.4958	1
0.2636	0.7594	2
0.1486	0.9081	3
0.0629	0.9709	4
0.0213	0.9922	5
0.0060	0.9982	6
0.0014	0.9996	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Convention Center/Tasman Dr
WBL
AM
Existing Plus Project
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7617	0.7617	0
0.2073	0.9690	1
0.0282	0.9973	2
0.0026	0.9998	3
0.0002	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Convention Center/Tasman Dr
WBL
PM
Existing Plus Project
Avg. Queue Per Lane in Veh= 1.5
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2238	0.2238	0
0.3350	0.5588	1
0.2508	0.8095	2
0.1252	0.9347	3
0.0468	0.9816	4
0.0140	0.9956	5
0.0035	0.9991	6
0.0007	0.9998	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Convention Center/Tasman Dr
WBL
SAT
Existing Plus Project
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2995	0.2995	0
0.3611	0.6606	1
0.2177	0.8783	2
0.0875	0.9657	3
0.0264	0.9921	4
0.0064	0.9985	5
0.0013	0.9997	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45